

Just for the Record!

The disastrously ill-publicised CBA meeting on recording industrial sites held in London last November looks like having repercussions. Those grass-root industrial archaeologists amongst us (and there are far more than the CBA seem to realise) who have lost faith in the Industrial Monuments Survey can be heartened by the comments of such men as John Crompton, reproduced below, and the infectious enthusiasm of those AIA Affiliated Society members who crowded into the lecture room at Coalport Museum a few weeks ago to spend half their precious discussion time debating the subject.

As Marilyn Palmer reports (also below) local society members from as far apart as Durham, East Anglia and Exeter were more than just concerned about the lack of leadership given by the old established archaeological organisations, and gave many examples of what can be achieved by practical people intent on doing an old-fashioned, honest job-of-work uninhibited by academic considerations. They finally elected a working party to co-ordinate an AIA initiative on the subject.

No one doubts that this will be a difficult task, but, equally, no one doubted that it must be tackled at once, with the dual objectives of producing a workable method of coping with an infinite variety of industrial sites and making all the information collected quickly retrievable to every serious student of industrial archaeology.

As John Crompton makes plain, much good can, indeed **must**, come out of this affair and already one happy outcome is the limited public availability of Keith Falconer and Geoffrey Hay's review. It is a first class document and it is odd to realise that it is due to the CBA's lack of pre-meeting planning (they produced just enough copies for the anticipated attendance) that it is able to arrive on the bookshelves of the industrial archaeology working class.

The Crisis in Recording Industrial Monuments. This shock statement was chosen as the title of a one-day meeting organised by the CBA Industrial Archaeology Committee on Saturday November 7th last. The title might have had a considerable impact if publicity for the event had approached the quality of the title or indeed the contents of the meeting; as it was, some twenty-eight people presented themselves

at Fortress House, including (luckily?) the eight speakers.

Neil Cossons introduced the meeting by outlining the rise, and the decline, of recording as a strong feature on industrial archaeology's activities. He pointed out that early enthusiasms had been side-stepped into preservation activity, as fieldworkers recognised the horrifying rate at which industrial sites and objects had been disappearing in the 1950s and 60s. Thus preservation had become the significant achievement of industrial archaeology, and the objectives of recording had been neglected in consequence. There had never been enough active fieldworkers in recording; there had never been sufficient professional and academic leadership to advise on methods and standards; perhaps the new involvement of the Royal Commission would be able to provide that leadership.

These opening remarks were followed by a series of presentations on what has been, and is being done, in different parts of the land. From a perusal of the programme one would have expected to hear a justification for, progress reports on, and some tips on methods for the recording of industrial monuments. What was even more obvious was (and the content of the talks underlined it!) that almost all the progress has been seen in Scotland and Wales, and hardly any at all in England. The meeting heard from John Hume of the enormous number of sites which had disappeared in Glasgow and elsewhere, many before they could be recorded or even recognised; but it also saw many examples of the recording which had been done in the same areas. Later many more examples from the impressive work of the Royal Commission on the Ancient and Historical Monuments of Scotland, and the Scottish Industrial Monuments Survey, were detailed by Geoffrey Hay and John Hume respectively. Stephen Hughes gave an impressive report on the work of the Royal Commission on Ancient and Historical Monuments in Wales, chiefly in the Swansea area and bearing the promise of some re-writing of the standard industrial histories; and Douglas Hague spoke in his inimitable manner of the ideas behind the format which had been adopted in Wales for the written and photographic records. Against these solid achievements the presentation of English cases was thin, to say the least. No criticism is intended of Ron Fitzgerald's justification for the recording of Yorkshire mill structures (indeed, what criticism could there be of the author of 'Liverpool Road Station, Manchester', a book

rightly held up as the finest of examples of IA recording), nor of Kenneth Major's obvious diffidence in finding that he was preaching to just a few of the converted, on the value of recording in planning and architecture.

Very different from all these quick-fire cornucopias of records and achievement was the contribution of Dr Peter Fowler, Secretary of the (English) Royal Commission on Historical Monuments. His role was not to list the achievements of survey officers, but to initiate discussion on how his organisation could best assist in solving the crisis which seemed to be overwhelmingly an English one. He charted the progress by which the RCHM had moved towards being involved in industrial sites — the abandonment of a terminal date, the appointment in 1978 of a Commissioner representing IA (Angus Buchanan), the acceptance of responsibility for the Industrial Monuments Survey and its staff in 1980, and the publication of Ron Fitzgerald's record mentioned above. This ought to be an on-going process, though with the continuing restrictions on funding and resources, a good deal would depend on the participation of amateurs whose records reached the levels of expertise required by the Commission. He hoped that the Commission would be able to encourage these standards by providing facilities and guidance on the writing up of records (and their publication through HMSO), and possibly by attaching volunteers to expert survey staff to 'learn the trade'. There was a warning too: Dr Fowler felt that IA had problems because it tried to be different from mainstream archaeology and history, and that if the task of recording is ever to be tackled successfully, IA will have to get itself organised!

This was the only individual contribution which led on into a question session, and there was quite a discussion on the present state of the National Monuments Record, and the best formats for writing up and depositing records. The occasion was marked by the publication, at £2.75 per copy, of 'The Recording of Industrial Sites: a Review', edited by Keith Falconer and Geoffrey Hay on behalf of the CBA IA Research Committee. This deals with three levels of recording, namely, 'location survey', 'survey sheet recording' (with several different sheet formats designed by different groups for different purposes), and 'detail surveys' (with examples of written, sketched, photographic, and measured drawing records); and rounds off with general guidance on methods of recording, compilation, and deposition of

the results. From this publication, and from the discussion, it emerged that the CBA IA Record Cards had failed through one reason or another to produce a satisfactory systematic record of industrial sites, and that decisions were being made not to encourage it any further, nor to support it in future with any of the scarce resources available to the Commission.

This was undoubtedly a most important meeting, and it was quite disgraceful that it should have been so poorly publicised, and so badly attended (the writer received notification four days before the event — luckily he had already planned to be in London, for less pressing purposes, on the right day); Peter Fowler's criticism was well justified in the circumstances. Why is it — I ask as a member of AIA — that members of the CBA committee did not pass on information through the AIA Council, on which they also serve? We recognise that the present government seems to be developing a policy of very short consultation periods (witness the debate on the new Historic Monuments quango); clearly, it is necessary that all institutions pull together. One point which took nearly all the participants by surprise was news that the DoE wished to speed up the rate of 'listing' buildings so that the process is complete by 1984 — a significant date? It is also apparent that the assumption of responsibility for the Industrial Monuments Survey by the RCHM will mean changes in the way the IMS operates. Peter Fowler made it clear that these changes could be beneficial through improved resources and co-operation in formulating policies and standards. Others may feel that the planned demise of the CBA record card will be, in spite of its shortcomings, a retrograde step. Whatever the viewpoint, it is clear that this meeting will prove to have been important and successful only if it leads to more meetings (with fewer lectures and more discussion time, please) out of which a policy for recording can develop, or at which a policy can be imposed by those who will lead IA through the crisis in recording which we all acknowledge.

John Crompton

Affiliated Societies. Over 30 local industrial archaeology societies are now affiliated to the AIA, and it now represents a far wider spectrum of IA interests throughout the country than ever before. A questionnaire will shortly be circulated which, among other things, will try to determine the total membership of societies affiliated to AIA.

A working weekend was held at Ironbridge from 26th — 28th March and Societies were invited to suggest topics for discussion. These included the financing of societies, and preservation schemes, co-operation with other local history societies, procedures relating to listed buildings and methods of recording industrial sites and buildings. A full report of the discussion will appear in the next AIA Bulletin, but there were several practical issues raised in the concluding forum on which society representatives can take immediate action.

1. It was agreed that David Palmer, assisted by members of the Council, should draw up a recording proforma or checklist of points to note when recording industrial sites or buildings. There is possibly no one standard scheme that can be used but society representatives thought that the AIA should suggest how they could begin. David would be grateful if societies which have already devised their own record card would send him a copy at

the address below.

2. AIA will produce a list of grant sources available for privately sponsored preservation schemes, and this will be available to affiliated societies. The AIA would like to hear of the use societies are making of the Manpower Services Commission schemes. If your society has used the resources of MSC, would you write a brief account of the successes and drawbacks you have experienced for publication in AIA Bulletin for the information of other societies?
3. It was also suggested that the contents of local society journals and other publications should be made known to affiliated societies who might wish to purchase one another's journals. Would you therefore let me know what you have published recently, with a brief survey of contents, the price and from whom the journal can be obtained?
4. A list is being produced of members of AIA who are prepared to lecture to local groups on IA topics. This was intended to be confined to individual members of AIA, but if secretaries of affiliated societies would like to suggest additions to the list from among their own members, they are asked to contact David Palmer

Regional Conferences are proving increasingly popular. They are held on a single day basis once or twice a year in a growing number of regions in England and Wales.

Affiliated society and regional conference secretaries are asked to let the liaison officer know about these and other activities of interest generally to AIA members, on a regular basis for publication in AIA Bulletin. The deadlines are the last days of February, May, August and November for publication and distribution two months later, so please do give AIA members plenty of notice of your activities.

Marilyn Palmer

*Liaison Officer for Affiliated Societies
54 Chapel Street, Measham,
Burton-on-Trent, Staffs.*

David Viner, a member and Curator of the Corinium Museum of Cirencester, has sent in the following report (April 1982):— The conservation of Cotswold buildings has now a well-established tradition of local authority involvement and in recent years the range has extended to buildings of IA interest.

Cirencester Town Station. Since Cotswold District Council's application to demolish this listed building was refused after a public enquiry in 1979 (at which the Society was represented) the Council has undertaken over £20,000 worth of remedial work to the roof and upper floors, and the major part of the building has now been let off as a small printing works.

Opened in 1841 and almost certainly designed in Brunel's office, Cirencester Town Station was built as a tall, narrow building, intended as a vertical complement to the horizontal overall roof, which disappeared as early as c.1874. As a result, the station now looks odd to many observers, particularly as it seems doomed to stand in a sea of tarmac forming the town's not altogether successful bus station.

However, it now appears to be safe for the next five years at least, and any future re-development of the site must include consideration of this interesting building, which remains one of the earliest surviving Brunel-period structures on the ex-GWR system.

Research into the history of the branch is continuing, including measured surveys of the



Cirencester Town station

station building completed last year.

Cirencester Workhouse and Lock-Up. Meanwhile, a substantial conservation programme has recently been completed on one of the town's more neglected historic buildings. The former workhouse in Querns Lane (formerly Workhouse Lane) has been converted into the headquarters building of Cotswold District Council, and was opened by new local resident HRH Prince Charles in May 1981.

Less happy has been the history of the 'dumpling house' or lock-up in the grounds of the workhouse. It is a simple ashlar-faced stone structure with a distinctive domed stone roof and provided two lock-up cells, with a ground floor area of 24 sq metres. In construction it is believed to be 18th century although this part of the story remains elusive; the lock-up originally stood elsewhere in Cirencester, doing service for overnight and casual wrong-doers in the days before a town police force.

When the workhouse was opened, it was moved to the new site to serve as a 'refractory ward' or punishment cell for inmates; and in later days, it served as the mortuary for the hospital.

Largely because of its condition and anticipated costs of repair, the Council reluctantly applied for permission to demolish the lock-up, which was quickly refused by the Department of the Environment. In the meantime, a new housing block has been constructed close by and this now presents a problem of preservation to the authority. Accepting the decision, the Council has been seeking a new use for this interesting building, compatible with



The punishment cell

its position and history — perhaps a small interpretation centre for the conservation project as a whole?

At its March 1982 meeting the authority accepted the tender of John Hopkins & Sons, master masons of Tewkesbury, to restore the lock-up for c.£8,000 and a fund-raising campaign is currently under way. Comments from readers on the use and preservation of lock-ups elsewhere in Britain would be welcomed by David Viner for comparison and possible inclusion in the exhibition.

Underground Canals and Canal Mills. Stephen Hughes Industrial Archaeological Investigator for the Royal Commission on Ancient and Historical Monuments in Wales would be interested in collating information on examples of these types of Industrial Monuments both in Britain and overseas.

Two parts of an article by him on the



Tower Bridge, and its associated machinery, is on the itinerary for one of the field trips for this September's AIA Conference to be held at Imperial College, South Kensington from Friday 10th to Sunday 12th. GLIAS are organising and late bookings **will not be able to be accepted.** So act now and get yours in to Brenda Innes, GLIAS, 9a Upper Park Road, Bromley, Kent, telephone 01-460 1416. The total fee for everything is £48 00. There is a non-residential fee of £30.00 and **all** bookings with full conference fee **MUST** be with Brenda by Wednesday 30th June.



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Cyfartha canal level remains Merthyr Tydfil. SO 0430-0536

subject of underground canals were published in Volume 5 of the *Industrial Archaeology Review* and were preceded by the appearance of an article by the same author summarising the known number and probable origins of such canals (*Journal of the Railway and Canal Historical Society, Volume XXVII, No 2, 1981*). Stephen Hughes has much unpublished material on underground canals all over the British Isles and will be publishing a further article in the *RCHS Journal*. This will summarise known details of all the canals and examine the reliability of sources of information for the Welsh canals of the 1740s and 1750s that probably preceded the widely publicised underground complex at Worsley. Help would particularly be appreciated in listing or recording the extant remains of such features or of locating original sections or plans. He would acknowledge information on any other examples and can be contacted at: Royal Commission on Ancient Monuments in Wales, Edleston House, Queens Road, Aberystwyth, Dyfed, SY23 2HP.

There was someone out there listening. Our appeal in 9/2 brought a prompt and heartening response from Tony Brewis, Editor of the internationally known publication *Mining Magazine* who admitted to experiencing the same feeling at times. With a circulation of 10,000 and an estimated readership of 45,000 spread worldwide he says 'You'd think there would be some who would write in and comment. Well **some** do, but for the most part the silence is deafening'.

The well-known saying, 'It takes a busy man to tackle an extra job' seems to be proved right again for Tony, apart from taking the trouble to give us a small measure of moral support, sent us a fascinating piece about a mining 'museum' in South America which we reproduce below:

At the site of the section of Panamerican Highway which runs between Vallenar and Copiapo in Chile, there is a sign erected by the local regional tourist board inviting travellers to visit Chanarcillo, which lies some 14 km east of the main road. There, it announces, is a

large silver deposit discovered in 1832 by a woodcutter, Juan Godoy. (Sr Godoy was either lost, or a very efficient woodcutter, as there is not a tree to be seen anywhere in this desert locality). 'The resulting mines', it says 'played a significant part in the national economy until the year 1888, when they were inundated. Today, Chanarcillo shows its interesting ruins to visitors: come to see it'.

In practise, what the visitor now finds is not only a fascinating historical site, with innumerable adits running into the mountain on at least six vein systems (Chanarcillo is sometimes referred to as 'The Swiss Cheese') the foundations of old processing plants and smelters and the clearly-discernible street layout of a ghost town which once housed over a thousand workers and their families, but a very active and thriving present-day operation run by the Compania Minera Rio Huasco.

Some 140 men are brought by bus from the towns of Frierina, Vallenar and Copiapo (ie in some cases from over 100 km away) to live in the mine camp on a bachelor basis from Monday to Saturday. The men work a two-shift system, and for the time being virtually all mineral treated is reclaimed by front-end loaders from old surface waste dumps. The mineralised area is divided into a number of separate claims and the ore to be processed is fed to one of a number of crushing and screening plants located around the hill, from which it is trucked to a stockpile area where material from each section is stored separately, to be treated in the processing plant on a toll basis.

The plant has six ball mills of various sizes which operate in closed circuit with cyclones, the overflow going to a two-stage flotation circuit. Tailings pass to a settling pond whence water is recovered for re-use, while the concentrates pass to open-air pans to dry off in the sun.

The average daily throughput of ore is said to be 160 t.

Some 28 t/d of water are required to support the operation, of which 12 t is obtained from a pump installed in one of the old shafts, and the other 16 t is brought by tanker lorry a distance of 72 km from Copiapo. The old workings have been effectively dewatered to a depth of 400m, but re-entry to most of the underground sections is not possible principally because of the extensive damage done over the past century by earth tremors.

There is, however, abundant surface material still available to support the current level of operations for some time to come.

Furthermore he has promised us the odd picture and threatened us with news of a 1904 compressed air measuring device made by Fraser and Chalmers of Erith and now reposing in a Johannesburg museum. We are delighted and resuscitated.

Welsh Mines Society. Those interested in the mining history of Wales may wish to join the Welsh Mines Society which is concerned with all aspects of mining and its related industrial archaeology. Membership now stands at 117 and the Secretary, David Bick, of the Pound House, Newent, Glos GL18 1PS would be happy to supply you with details of the Society on receipt of a stamped addressed envelope. Membership of the Society is only £1.00 and for this one receives a fascinating newsletter.

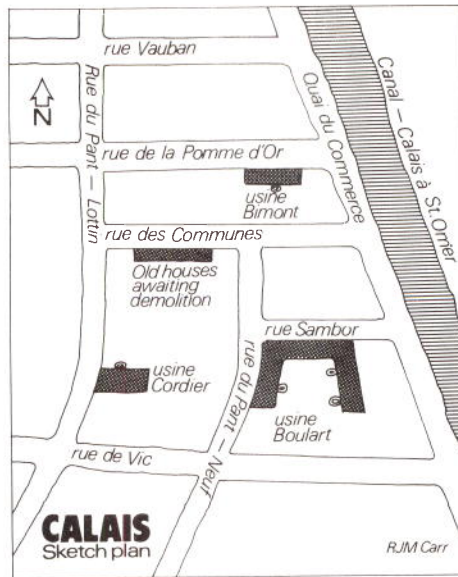
Industrial Archaeology in Calais. British industrial archaeologists are beginning to take an interest in the near Continent – in the past eighteen months Southampton University IA Group and Greater London IA Society have made exchange visits with Vlaamsevereniging voor Industriële Archeologie (VVIA) visiting the Flemish part of Belgium.

Calais is of considerable industrial archaeological interest and a GLIAS party paid a visit there on August 31st last year, a Bank Holiday Monday which was an ordinary working day in France. The town is only 100 miles from London and the return journey involving two train rides, two sea-crossings and eight bus rides is itself of some interest and can conveniently be made in a day. Calais is a centre of the machine-made lace and tulle industry.

Many fine 19th century mills survive with characteristic local architecture. Particular features are 'tourelles', access towers containing stairs, separate from the main building and apparently unique to Calais (similar access towers in the Lille area are built against a wall) and 'boites vitrées', boxes with glazed sides, which project from the walls and provide an extension to the working space, enabling a longer loom to be accommodated (the operative hung his jacket here and had 'pin-ups' etc). The machine-made lace industry was introduced by the English at the beginning of the 19th century. It is said that in late 1816 three Nottingham workmen, Clark, Webster and Bennington, smuggled in several lace-making looms (the export of machinery from England to France was prohibited at the time). Continual improvements were made and in 1838 Samuel Fergusson successfully adapted the system of J M Jacquard of Lyons to lace making. From then on the Calais lace industry blossomed, becoming pre-eminent in France and achieving world-wide importance. Joseph-Marie Jacquard (1752-1834) is honoured in Calais; the Boulevard Jacquard is one of the principal streets and his statue stands in front of the Grand Theatre at the chief road junction of the town.

In 1832, due to the noise, the working of looms at night was prohibited in the town of Calais as it then was and the industry moved south, just outside the town, to St Pierre which grew very rapidly in the second half of the nineteenth century. Most of this boom town survives unchanged and is therefore of interest to the industrial archaeologist. Apart from the mills the industrial housing is of note. Later in 1885 St Pierre and Calais merged to form the present town. The lace industry has suffered setbacks and diversification has been necessary to mitigate the evils of a town dependent on a single industry. Present-day products of Calais include chain, submarine cable and plywood and there is a chemical industry. The port is of course also significant. Calais has a lighthouse built in 1848 which is 53 metres high (271 steps). There was unfortunately not time for a visit on the 31st. Until recently there were 600 lace booms at work in Calais, nearly all of English manufacture. Now only a handful of traditional firms still operate in the centre of the town.

Our visit started at 2.00 pm when the museum opened after lunch. We were met by Monsieur Louis-Michel Gohel, assistant curator, who showed us his fine exhibition 'Calais Industrial and Monumental 1817-1914' which ran last summer from 7 May to 28 September. M Gohel's principal interest is architecture. He explained how despite large mill-type factories being built in Calais for the lace industry they were not



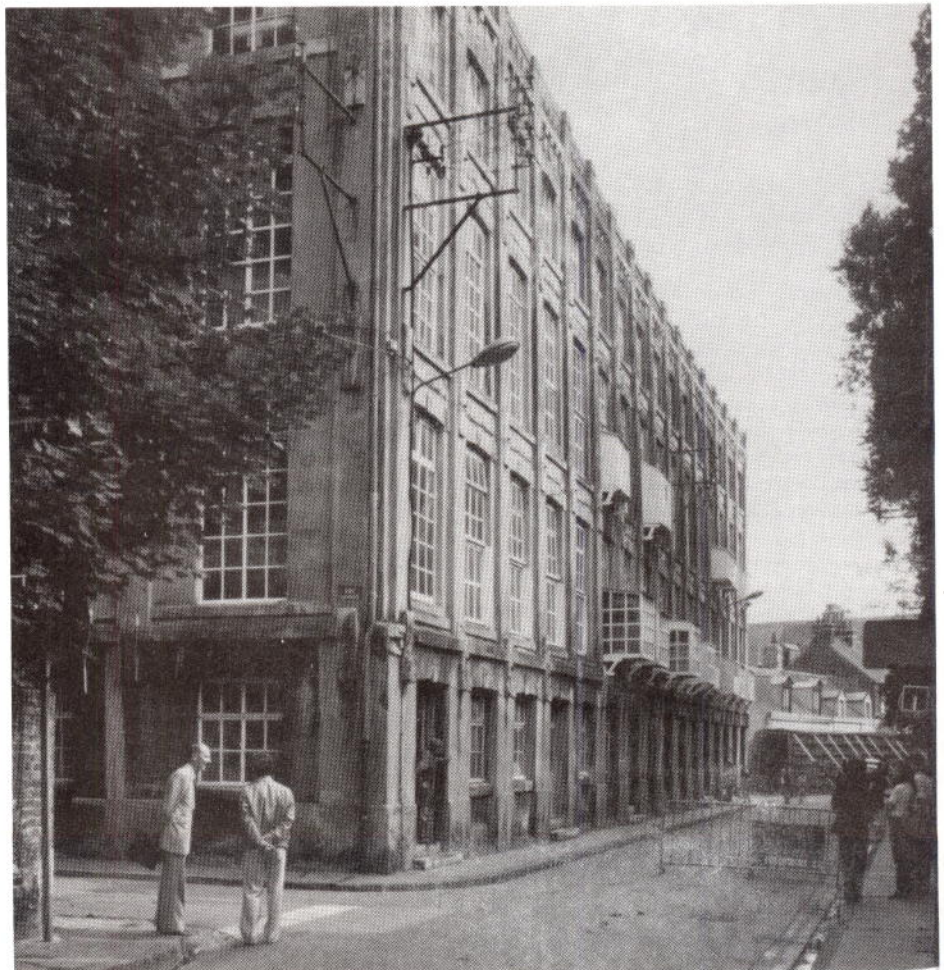
operated as single units but let off a few rooms at a time. Pains were taken to maintain secrecy lest a neighbouring competitor should spy on the patterns being produced. The industry was managed largely by English manufacturers and English workers were common. About 1830 three quarters of the inhabitants of St Pierre were English workers. Unlike the mill operative of the North of England the Calais lace worker was highly skilled and earned good wages. As a consequence the industrial housing of Calais is unusual. It does not consist of rows of uniform poor terraces; the architecture of the small 19th century houses is very rich. This feature was also dealt with in M Gohel's exhibition.

After the Museum Monsieur Gohel led us on a walking tour of the town where we saw

several buildings awaiting demolition or being demolished, including a fine late example of a Calais lace mill half down – the usine Cordier of 1905 in the rue du Pont-Lottin (see sketch map), one of the last big mills to be built on traditional lines.

The climax of the day was a factory visit to the usine Boulart – Messrs Peeters et Perrin Fils section, in the rue du Pont-Neuf – which was arranged at very short notice Monsieur Peeters himself showed us over his premises where we were able to ascend a tourelle – the spiral wooden staircase was quite an experience – and tread some of the exterior walkways. We saw some traditional Jacquard looms at work, made in Nottingham probably c 1920, and were shown the small brass bobbins or spools being wound with thread as well as other stages in the manufacture of lace. Monsieur Peeters took us through the process from the artists drawing which is translated into Jacquard cards the reeling of yarn for the looms, weaving, splitting and to the final winding for sale. We are most grateful to our charming and urbane host, Monsieur Peeters, for his tour and the spirit of 'entente-cordiale' engendered.

Bidding leave of M Peeters we hurried to the imposing town hall to keep an appointment with the Amis du Vieux Calais (Friends of Old Calais), the local history society, a few of whose members have an interest in industrial archaeology. We were met by the President, Monsieur Raymond Fontaine, and some of his colleagues, who showed us the interior of the Hotel de Ville, built 1911-25 in neo-Flemish style. At times one was reminded of St Pancras station and all but expected to come across a booking office. Another exhibition by Monsieur Gohel, on the small houses of Calais, was in progress here, and we were able to make a rapid visit. Time was now very short and we had to bid farewell to



The usine Boulart and M Peeters entertains

our French hosts to return to England. We very much appreciate the efforts made by Monsieur Gohel and Monsieur Fontaine on our behalf and in their being able to fit in so much in the short time available and hope to meet again one day. Thanks are also due to Julia Elton for help in writing letters in French. The catalogue of Monsieur Gohel's exhibition (149pp, in French, superbly illustrated) forms an excellent guide to Calais and is highly recommended. It can be obtained from the Museum, 25 rue Richelieu, for 38F including postage to Britain.

R J M Carr

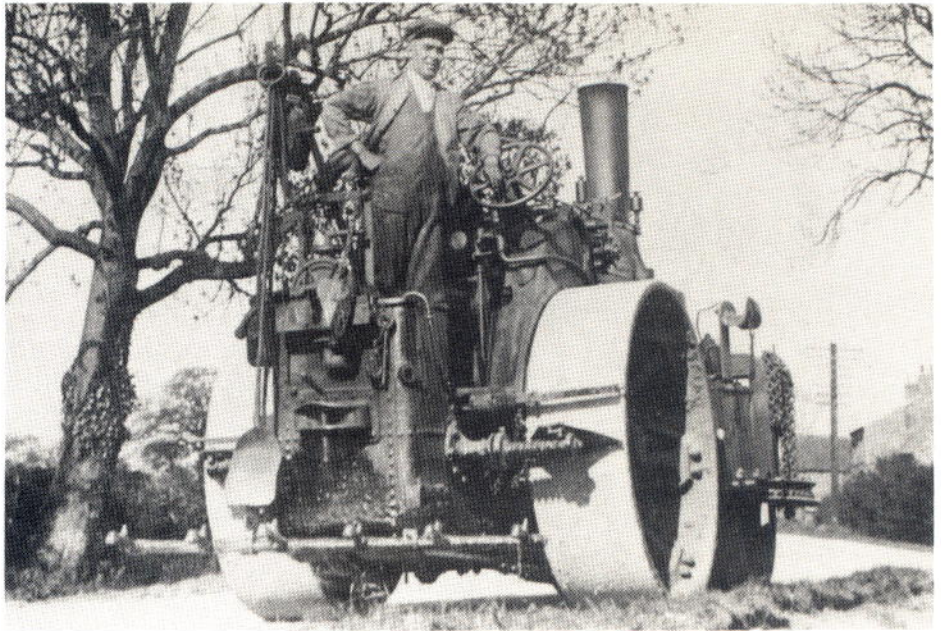
Thomas Aveling Centenary – An Appeal. Thomas Aveling is often referred to as the 'Father of the Traction Engine'. Born in 1824 and dying on 7th March 1882 his work on the development of the traction engine included patents for the use of hornplates and also the steam jacketted cylinder. The Road Roller Association is to commemorate the centenary of his death by the erection and unveiling of a plaque on the works of Aveling & Porter Ltd, Rochester, Kent, where he carried out much of his early work.

No indication of the original use currently exists on these buildings, which now form part of the works of Messrs Winget Ltd and permission has been obtained from this firm to mark this historic connection in this way.

An appeal has been launched for contributions towards this Aveling Commemoration Plaque and also towards restoration of his grave which is located in Hoo St, Werburgh Churchyard, some four miles away.

The Association held its Annual General Meeting at Messrs Winget's works on Saturday 6th March 1982 and, in conjunction with the unveiling of the plaque by His Worship the Mayor of Rochester on 7th March, a road run was organised by the Association from Rochester to Hoo St, Werburgh with Aveling built vehicles. Thomas Aveling's funeral procession made this journey in 1882 from Boley Hill House, Rochester, where he died, to the church and the road run emulated this journey, calling at the Works for the unveiling ceremony on the way. A wreath was carried on a steam roller and laid on the grave on arrival at Hoo. The run included Aveling-Barford's 1882 steam roller, No 1760.

All readers are invited to contribute to the Appeal. Donations from interested parties should be made payable to the Road Roller Association and sent to The Secretary, 40 Pares Way, Ockbrook, Derby, DE7 3TL, from whom further information can be obtained.



A Fowler road-roller photographed in 1937 at Mills Corner, Tollerton, Yorkshire – A R Craske collection

The Road Roller Association was formed in 1974 to bring together all those interested in road making and the history of the men, machines and practices of the industry, in particular the steam and early motor rollers which have survived into preservation.

The quarterly journal, '*Rolling*' is issued free to all members. It is illustrated and contains historical articles as well as current news.

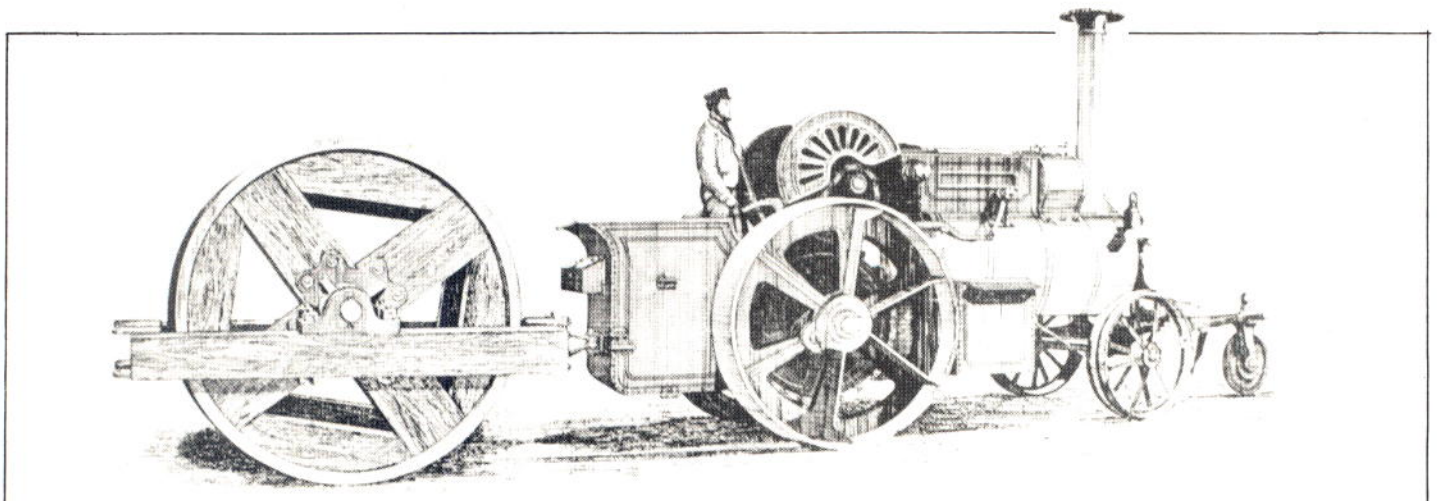
A library is available to members, containing books, works brochures, technical data and numerous photographs. In addition, there is a sales organisation from which members and others can obtain books and other items associated with their interests.

Any reader who is interested and wishes to become a member should contact the Membership Secretary, Mr A E Hatfield, 535 London Road, Stretton, Warrington, Cheshire WA4 5PH. The fee for 1982 is £4.50.

Gloucester Record Office. The Gloucestershire Industrial Archaeological Society has (under the affiliation scheme) asked the Association to make representations in support of its view on a local topic of concern. Briefly, the County Council has proposed that charges be imposed on

persons wishing to consult records or undertake research at the Gloucestershire County Record Office. The Gloucestershire IA Society was concerned at the principle, even though the County Archivist did not seem to be unduly concerned. Indeed, the Archivist has commented that 'the only other possible way in which the budget target could have been met would have been by reducing the number of staff in the office, with a consequential drastic reduction in the level of service'. The matter was discussed fully by Council and a protest has been made in the strongest possible terms about the proposed introduction of such charges on the basis that such charges might well discourage the deposit of records in the future, persons undertaking serious research might well be faced with a not inconsiderable expense, and the proposal seems to be against the principle of free provision of information which has been fundamental to the Country's network of libraries and Record Offices for generations. In particular it seemed to the Council that those with the most leisure time – the unemployed and old age pensioners – would be worst hit by such a move. It is hoped that the proposal to make such charges will be

An artists impression of Thomas Aveling's first experimental road-roller built in 1865 and weighing 15 tons. Picture Aveling-Barford



withdrawn and members will be informed of the result in due course.

AIA Bibliography. For a number of years the AIA has been attempting to keep its members informed of new books on industrial archaeology and related subjects by short book notices in the **AIA Bulletin** with a limited number of longer reviews in **Industrial Archaeology Review**.

The AIA Council was recently asked whether this service could be expanded to include some of the more elusive ephemeral material and journal articles which appear on the subject, but which are difficult or sometimes impossible to trace using the traditional bibliographical sources. As a result, John Powell, who is Librarian at the Ironbridge Gorge Museum, has been co-opted onto the AIA Council and has agreed to compile a bibliography which will appear in the **AIA Bulletin** from time to time.

Hopefully, the input for this new service will come from two main sources. Firstly, local industrial archaeology societies will be encouraged to send in details, or specimen copies, of their new publications, with a list of contents price (with trade terms if applicable) and address from which they may be obtained. This could make AIA members more aware of what is being produced in the various regions, and could result in additional sales for participating societies. Secondly, specialist, general interest and local magazines will be scanned by a number of people on a regular basis, and any items of interest noted and added to the bibliography. Naturally, the more contributors that there are to this scheme, the more successful it will be, and ideally a network of correspondents will send in information automatically once the scheme is well established.

If you are a member of a local industrial archaeology society responsible for the sale or distribution of publications, please contact John Powell c/o The Library, Ironbridge Gorge Museum, Ironbridge, Telford TF8 7AW, and make sure that he has details of your society's current publications. He would also be delighted to hear from you if you are interested in scanning a particular journal or journals on a regular basis.

After several years restoration the **National Tramway Museum at Crich** has completed a major overhaul of **Leeds Tram No 180** and it will be in passenger service again this year. This tram was originally built by the Brush Electrical Engineering Company in Loughborough to the design of the then General Manager at Leeds, and it was after him that these cars were called 'Horsfields'. Originally painted blue and cream, it acquired a red livery in later years and a bow-collector and platform doors, and it is in this state, as it last ran in service, that it has been restored.

No 180 is, in fact, a combination of the body from No 189 and the truck from 180, the original body having been 'written-off' in an accident in 1958. In this form it ran in Leeds as 189 but was re-numbered at Crich to avoid confusion with Sheffield 189 also in the Museum. It has a Peckham P35 truck with two 70 hp BTH 509 motors, and is fitted with air wheel and track brakes.

During restoration the car was stripped down to its component parts and every single item showing signs of wear or decay was either rebuilt or replaced. Although this procedure takes considerably longer than a normal overhaul and

probably trebles the cost, it has been found by experience that any attempt to work to a lower standard is doomed to failure, as the parts which have received only superficial treatment soon give trouble while the rest of the vehicle is sound. An example of this is Newcastle 102, where the original underframe was re-used because of lack of facilities at that time to replace it. Last year it became unfit for further service, although many years restoration work had gone into the body of the car and much of which will suffer in the removal of the old frame.

Enthusiasts wishing to visit the Museum may like to know that it is open daily (except Fridays) from Easter to the end of September and at weekends in October. The best time to come is at weekends, when more cars are in service and when the lead-mining display of the Peak District Mines Historical Society is normally manned. There will be the usual Grand Transport Extravaganza during August Bank Holiday, when Crich becomes a temporary home for dozens of preserved buses, cars, lorries, traction engines and even balloons!

The AIA Council are regularly supplied with brief details of industrial monuments currently under surveillance. These lists are culled from a variety of sources and are reprinted to give broad guidance to readers of the **Bulletin**.

Endangered Sites, etc. Applications for Listed Building Consent to demolish (or alter).

Yarmouth Pier, Isle of Wight	
No 7 Maltings, Shobnall Road, Burton on Trent	Staffs
Rear building, Bracebridge Pumping Station, Worksop	Notts
Station Master's House, Bromsgrove	H & W
Hat Factory, Frampton Cotterell (Bond 31) High Street, Hull	Humberside
The Turret of the Close Brewery, Hadlow	Kent
Corfe Castle Station, Corfe Castle	Dorset

Other Sites Threatened

Gauscholme Railway Bridge, near Tormarden, Calderdale District	N Yorks
Dowlais Stables, Merthyr Tydfil	Glamorgan
Early industrial housing, Sun Street, Frome	Somerset
Floating pontoon, Victoria Pier, Hull	Humberside

Other Sites Reported On

Granville Mill, Swadlincote, Derbys — Inquiry refused consent to demolish	
Northgate Brewery, Newark, Notts — Plans for refurbishment after demolition refused at Inquiry	
Brick kiln, Prospect Park, Reading — LBC demolition refused	
Bangor Pier, Bangor, Gwynedd — MSC renovation scheme	
Tannery Brighton Road, Horsham, Sussex — to be re-sited at Amberley Chalk Pits Museum	
Model Colliery Village (1888), New Bolsover, Derbys — efforts to List	

Warehouses, Gloucester Docks, Gloucs — major scheme (£30m) for rehabilitation

Frome Station, Frome Somerset — BR restoration almost finished

Coldharbour Mill, Uffculme, Devon — proposals to use as craft workshop

Clevedon Pier, Clevedon, Avon — restoration plans proceeding.

Central Station, Manchester) Major 'regeneration'
Great Northern Warehouse,) scheme proposed
Manchester) for both sites

Chatham Dockyard, Kent — due to close 1984, the National Maritime Museum are recording crafts, skills etc.

Queen Street Mill, nr Burnley, Lancs — last steam driven mill 'wearing out' in Feb.

Threatened with Demolition

Bath Road Warehouses (partial), Chippenham, Wilts.
Priestgate Maltings, Drifffield, Humberside.
Felixstowe Railway Station, Suffolk..
Instow Signal Box, Devon.
Workshops, Snuff Street, Devizes, Wilts.
Tate & Lyle Sugar Refinery, Liverpool.
Stoke Hill Quarry Horse gin, Freshford, Avon.
1856 portion Stephenson Loco Works, T & W.
Ironbridge A Power Station, Salop.
Hampton Lucy Bridge Warwicks .

'At risk'

Dee Mill engine, Shaw, Oldham, Gtr Manchester.

Demolition Consent Refused

St Albans Signal Box, Herts.

Public Inquiries

Wray Common Windmill — reinstatement of sails.
Factory, Crimchard, Chard.

Other News

Moira Furnace — the local authority are doing some restoration as a focus of a heritage park .

Recycling Industrial Buildings. There is now considerable experience throughout Britain on the adaption of Industrial buildings from large textile mills to small engine houses, to a wide range of uses including workspace, residential and recreational uses. This has now been assembled in two forms for planners, community groups, amenity societies, developers and others concerned with adapting old buildings to new uses. A guide has been produced, researched by URBED and published by Capital Planning Information, price £3.00 available from Capital Planning Information Limited, 6 Castle Street, Edinburgh, Scotland, EH2 3AT. It contains chapters on finding new uses, taking stock of space and examples of re-use. The case-studies which form the bulk of the guide feature 23 classic examples of different kinds of buildings and use. They explain how the scheme was implemented and financed. In association with this booklet, a video film has been published by the Industrial Buildings Preservation Trust and funded by the National Westminster Bank. The programme is 18 minutes long and utilises 190 slides. Copies are available from the Industrial Buildings Preservation Trust, 359 The Strand, London WC2 on a variety of video cassettes. In

addition the programme can be shown as an AVL audio-visual presentation or as a selection of 48 key slides with commentary. Prices are available from the Industrial Buildings Preservation Trust.

Short-term work in surveying and recording historic structures on and around the Montgomery Canal.

In connection with the Montgomery Canal Interpretive Project run by The Prince of Wales' Committee it is hoped that assistance will be given by the Manpower Services Commission for two one-year posts, undertaking various aspects of survey and research work on this 35-mile long remainder canal. The posts would be sponsored by Powys County Council, and the people employed would be based in Welshpool. To be eligible applicants must have been registered unemployed for at least 1 year (if over 25) or 6 months (if under 25) by May 1st 1982. It would be helpful if those selected were the owners of a car.

The Montgomery Canal was primarily built to carry lime to agricultural land along its banks and over 100 kilns, often in extensive banks, serviced this trade. The people servicing this trade lived in wayside cottages and houses: often in interesting complexes of service industries. Canalside woollen-mills, maltings, saw-mills and foundries flourished and many are in urgent need of recording prior to imminent demolition or gutting for conversion purposes. Over 30 warehouses serviced the needs of a very rural and beautiful hinterland.

A list of Industrial Archaeological sites on and alongside the canal has been assembled by the Royal Commission on Ancient and Historical Monuments in Wales. The successful applicants for this post would undergo a short period of training in techniques of recording and surveying Industrial Monuments supervised by the investigators and surveyors of the

Commission, who would then be available for advice and consultation during the lifetime of the project..

In addition to this, the people employed would be continuing the research into the canal's history by following up leads in private and public sources of records, interviewing local people, etc. Part of their work would also be assessing the use made of the canal today, planning way-marked trails using adjacent footpaths, etc.

For further details, which will be sent when approval for the scheme has been given by the MSC, send sae to Andrew Guest, 2 Canal Yard, Welshpool, Powys.

SAVE, the conservation group that recently launched a proposal by architect Richard Rogers for the **re-use of Billingsgate Market**, has turned its attention to a yet more ambitious project — **Battersea Power Station**. Its 36-page booklet, **'The Colossus of Battersea'** can be obtained from SAVE Britain's Heritage, 3 Park Square West, London NW1 4LJ, price £2.50 including postage.

For this, one gets Marcus Binney's lucid text setting out a comprehensive and convincing re-use scheme by Martin Richardson and Graham Morrison; excellent photographs by Randolph Langenbach; and a concise but useful history of the Power Station by Gavin Stamp.

The station was built in two parts between the 30s and 50s, although its original design (owing much to architect Sir Giles Gilbert Scott's successful blend of classical principles and modern functionalism) has been realised as a harmonious whole. Every Londoner knows the four great chimneys and the huge brick boiler house at whose corners they stand. To east and west are turbine halls, while the river front is enlivened by cranes and enclosed coal

conveyors.

Economics led the CEGB to close one half of the station, and total closure is likely in the near future. So what then? To demolish would be expensive and would remove a London landmark (listed in 1980). To preserve the silent shell as an industrial monument would be costly too, and arguably pointless. To re-use the 25 million (sic) cubic feet of space is a bold and worthwhile option, but needs imagination and realism in equal measures.

The SAVE proposal is logical. The vast central boiler house could become an arena for indoor athletics, boxing, tennis, or conferences — even pop concerts. Below this is space for a skating rink, and below that again is room to park 1350 cars. Of the two adjacent turbine halls, one could be an indoor sports centre while the other is proposed for use as a space for the display of large items of historic engineering plant. This last is both appropriate to the building's original *raison d'être* and practical — there is the height to accommodate these intact, while the existing gantry cranes are powerful enough to lift and install them.

Externally, a riverside swimming pool would augment the leisure facilities, and the coal conveyors could be adapted as walkways and extended across the road into Battersea Park. These, like the cranes and the chimneys — each higher than St Paul's Cathedral, are rightly recognised as symbols of Battersea's original function, and their retention is an integral part of the scheme.

Ancillary proposals include new housing — public and/or private — between the station and the Park, and a riverside walk and square.

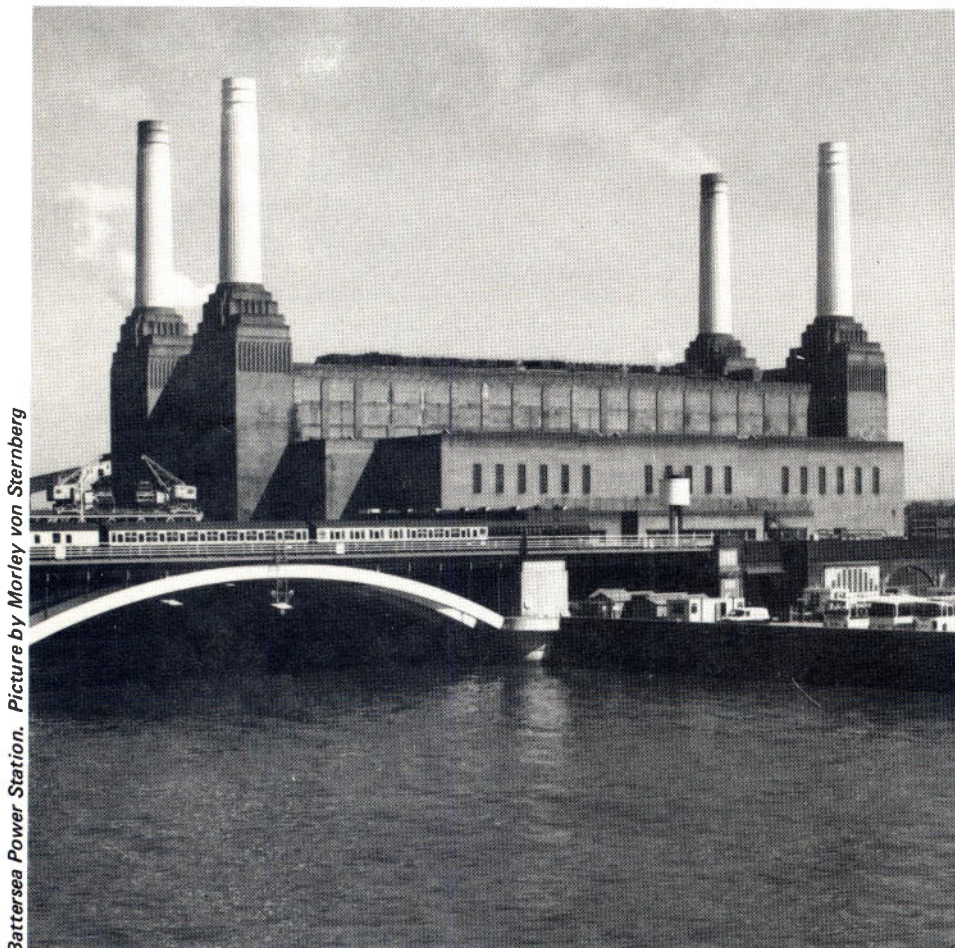
The notion of leisure as the central role of Battersea's planned new existence is amply justified: there is a need for such facilities in London at large and in Wandsworth Borough particularly; there is historical precedent in the vicinity — Battersea Fun Fair and the earlier Ranelagh Gardens; and the building's huge spaces and long clear spans are ideally suited to sporting use. And leisure is a growing industry which could bring employment as well as life to this riverside area.

SAVE stresses that the proposal is only one of a number of possibilities for the building, but it seems as good as anything likely to emerge. The next step is to find private capital, for the report realistically accepts that public funding is unlikely at present, although Wandsworth Council may be expected to encourage a re-use scheme of this nature. Equally important perhaps is the need for public opinion to endorse a realistic plan such as SAVE is offering. One recalls how local opinion contributed to the abandonment of plans to devastate the Covent Garden area with massive redevelopment and road 'improvements'.

SAVE is to be congratulated on its foresight in preparing a scheme while there is still time to debate the building's future and while it is still being maintained at least in large part. Now we must hope for an enlightened developer to appear!

Michael Bussell

Concrete Example. In September 1981 a **Museum of Concrete** was opened at **the Chalk Pits Amberley museum**. Housed in a restored lime storage shed, the new museum sets out to illustrate the history of concrete as a building material, and is backed by the Historical Committee of the Institution of Civil Engineers. Exhibits already on display include early examples of hand-pressed concrete tiles together



Battersea Power Station. Picture by Marley von Sternberg

with the press in which they were formed, but further additions are being actively sought, and a purpose-built building is planned if £50,000 can be raised to cover its cost. The new venture was formally opened by Sir Ove Arup who recalled that the Amberley chalk pits were one of the original sites where cement production began in the South of England. Offers of help with this unusual project will be welcomed by Ian Dean, Director of the Chalk Pits Museum, at Houghton Bridge, Amberley, Arundel, West Sussex, tel 079 881 370.

The Hoof Family, Tunnellers — a Query from Paul Sowan. A gravestone a little to the north-east of the chancel of St Katharine's church, Merstham (Surrey) records that the spot is:

'Sacred to the Memory of Mr Henry Hoof (brother to Tho. & William Hoof Contractors on the London & Brighton Railway who died 19th of March 1840 aged 50 years Whilst in the execution of the Merstham Tunnel'

Adrian Gray's book *The London to Brighton Line 1841 — 1977* (Oakwood Press, 1977) contains, from an unstated source, additional and intriguing information:

'The hillside through which the Merstham tunnel was being dug was riddled with disused mining galleries. On 19 March 1840 one of these was struck by workmen, releasing a flood of water which swept away wooden supports, and caused part of the works to collapse, so that Henry Hoof, a member of the contracting firm, died.'

The Upper Greensand at the foot of the Chalk escarpment here is certainly still riddled with abandoned underground building-stone quarries (the Surrey 'firestone') known to exist eastwards from the original main Brighton line (including one location between that and the 1899 'Quarry line'); and almost certainly largely flooded and abandoned by the time the first Merstham tunnel was driven.

However, geological considerations make it probable that the entire length of the tunnel itself was driven in Lower and Middle Chalk, only the southern approach cutting at the Merstham end being through the Upper Greensand. Given that Gray's information is correctly reported from a contemporary source — perhaps a reader may be able to throw some light on this? — it is difficult to know how to interpret it. If the accident as described did occur **within** the tunnel, it implies (a) an unrecorded flexure in the local geological structure (this is not at all improbable, as another such was recorded in the cutting for the later Quarry Line tunnel, and a major fault has long been postulated at Merstham as well); and (b) extension of the mine further north under the escarpment, and through more difficult ground, than had hitherto been suspected.

Were the wooden supports props in the mine gallery? Or supports for the tunnel or cutting? Was it the mine gallery, the tunnel, or the cutting which collapsed — or two of them, or all three? If readers are able to solve any of these riddles, one further step forward can be made in unravelling the complex history of the Merstham stone quarries and their flooding in the early years of the 19th century.

It has been claimed by Jeffroy Spence in his booklet *The Caterham Railway* (Oakwood Press, 1952) that the railway was never continued in

tunnel through the North Downs to Godstone on account of the presence of further underground stone quarries under Godstone Hill. If this was the case, was it Hoof's accident that persuaded the promoters against the extension? It seems unlikely, although the extensive underground drift workings, prone to flooding to up to two-thirds of their depth, were then still active.

Dr G P Moss tells me (pers. comm.) that one William Hoof, perhaps the brother referred to on Henry's gravestone, was concerned in the making or perhaps widening of the Higham Tunnel in Kent — originally a canal tunnel, later modified to carry the railway line from Gravesend to Rochester, which it still does. Perhaps readers may be able to suggest further sources of information on the Hoof brothers and their tunnelling works?

Obituary. With the death in 1980 at the age of 60, of Bertrand Gille, France has lost one of its foremost historians of technology and someone whose contribution to the history of iron-making in particular was outstanding.

The son of a prominent naval constructor, Gille was born in Paris in 1920 and after taking a degree in history at the Sorbonne, went on to study law and then took a specialist qualification in palaeography at the College of Archives in Paris. The subject of his final year thesis was the origins of French metallurgy, and this topic was to remain his special study throughout his life. From 1957 — 1980 he occupied a Chair in the Faculty of Letters at the University of Clermont Ferrand, and this link with the east of France enabled him to be closely associated with the setting up of the Museum of Iron at Nancy.

Although his particular contribution to scholarship was in the history of iron-making, Gille deplored the notion of an over-narrow approach to research. Throughout his life he combined the professional disciplines of archivist, engineer and economist and in his breadth of approach to his chosen fields of research, Gille is a direct descendant of the great polymaths and encyclopedists of the 18th century. He founded and edited various scholarly journals on the history of technology and contributed several chapters to the **General History of Technology** of Maurice Daumas. His contribution to industrial history has been outstanding, but we can only mourn that Bertrand Gille was not spared longer to complete the work to which he had devoted his life.

AIA Council

Resignation of Treasurer. It is with regret that the Council has to announce that Neil Wright has tendered his resignation as Treasurer of the Association. After 6½ years hard labour, and with additional pressures being placed on him at work, the Council could but thank him for his efforts for the Association which have always assisted the smooth running both of the Association and the Council. The result, however, is a problem which must be resolved at or before the 1982 Annual General Meeting. The Association's accounting year ends at the end of June, but Neil has very kindly agreed to remain in office until the AGM if necessary. Someone, somewhere, must be anxious to help the Association in a practical way. Preferably Neil's successor should have accountancy experience or qualifications and any volunteers

are asked to contact Neil or the Secretary as soon as possible.

Election of Council Members. The Secretary would like to remind members of the procedure for making nominations to the Council. The Conference documentation will give details of the members of Council resigning in rotation — with details of any who are willing to stand for re-election. The maximum number of Council members is 20 (including the Chairman). This number is to include the officers of the Association and not less than 10 ordinary members.

No person shall, unless recommended by the members of the Council for election, be eligible for election as a member of the Council at any general meeting unless notice in writing has been given to the Secretary by a paid up member of the Association of his intention to propose a member of the Association for election to the Council. The notice in writing must be signed by the person to be proposed to show his willingness to stand for election. Such notice must be given not less than four nor more than twenty eight days before the AGM in September. Notices concerning nomination of members for election to Council should either be forwarded to the Secretary at Prospect Villa, Greenbank, Devoran, near Truro, Cornwall (to arrive not less than 10 days before the AGM) or thereafter (but not less than 4 days before the AGM) to the Secretary, care of Dennis Smith, the Local Organizer of the London Conference at Imperial College.

AIA Insurance Scheme. The insurance scheme proposed in connection with the affiliation scheme and which has been the subject of Council Working Party weekend meetings has now reached the stage that the first Societies — six in number — have gone on risk. Any other Societies which would like to consider joining the scheme should write to the Secretary as soon as possible.

Future Conferences. Arrangements have now been made for the next two years' conferences and these will be as follows:-

1983 — 9/11th September at Lincoln.

1984 — 14/15th September at Aberystwyth.

These are the last two conferences 'in the pipeline' and if any affiliated or local societies are willing to offer to host the conference thereafter they should contact the Secretary to discuss a possible location and draft programme.

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