

Arthur Raistrick, our honoured Vice President

In addition to the 'working Council' of the Association: officials, editors and those people who look after conservation matters and the like, the AIA has sought to honour, with non-elective Vice-Presidencies those who have supported for many years the cause of industrial and technological history.

In 1984 George Watkins . . . 'Mr Stationary Steam' became the Association's first Honorary Vice-President and this autumn Dr Arthur Raistrick accepted the Council's invitation to join him.

Like George Watkins, Arthur Raistrick has campaigned for the recognition of 'industrial archaeology' for many, many years. Only of course it wasn't called that until comparatively recently.

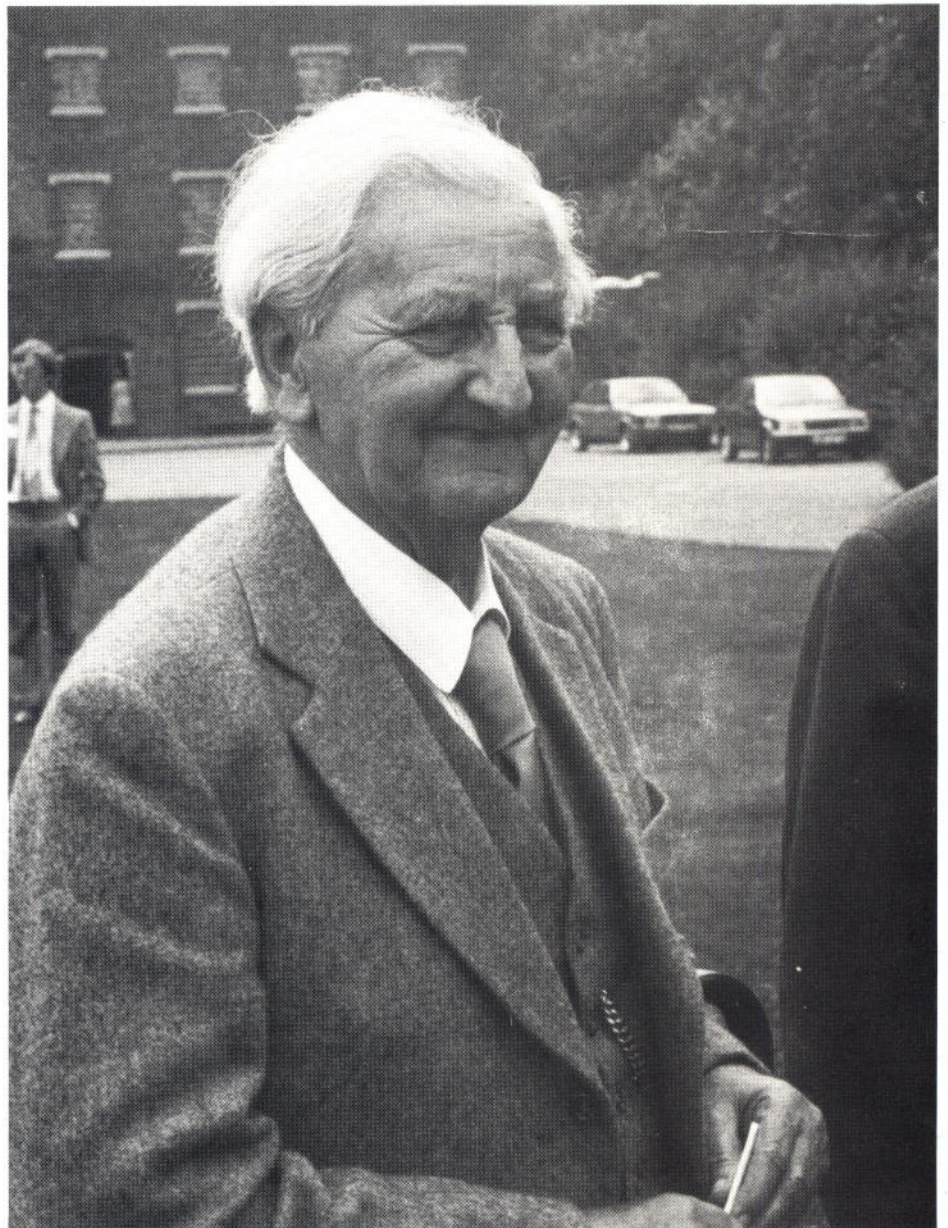
After his early years at Bradford Grammar School he gained an Honours degree in Civil Engineering at Leeds University, taking MSc and PhD degrees in geology, also at Leeds. He undertook research into mining geology from 1924 and in 1929 was appointed lecturer, later reader, in Geology applied to mining and civil engineering, at King's College, the University of Durham. A position he held until 1956. From 1945 until 1970 he was an Extra-Mural Tutor at the Universities of Leeds, Durham and Newcastle-upon-Tyne and has honorary degrees from Leeds and Bradford Universities. He has been a WEA lecturer since 1922. His books include: *Two centuries of industrial welfare* (The London Lead Company), *Dynasty of Ironfounders*, *The Darbys of Coalbrookdale*, *Quakers in Science and Industry*, *History of Lead Mining in the Pennines*, *Industrial Archaeology: an historical survey*, *Lead Mining in the Mid-Pennines*, *the Lead Industry of Wensleydale and Swaledale* and many books on Yorkshire life and work in the county he loves so dearly. He has been awarded the Clough Medal of the Scottish Geological Society, the Sorby Medal of the Yorkshire Geological Society and the Lyell Award of the Geological Society.

Those who were privileged to hear Arthur Raistrick give the Rolt Memorial Lecture at the

AIA Ironbridge Conference in 1979 will know that he has been deeply involved with Coalbrookdale for many years and with the Ironbridge Gorge Museum project since its inception.

Arthur Raistrick at Coalbrookdale. A photograph taken at the opening of the Old Furnace building in July 1982.

But after all these years and with all the many aspects of Industrial History/Archaeology he has been involved in Arthur Raistrick has never lost his basic enthusiasm. His meticulous research conclusions, his insatiable curiosity for facts and his simple philosophy for life, all combine to make him the most approachable of men.



In 1986 he will be 90 years of age. We look forward confidently to his being our honoured Honorary Vice-President for many years.

In AIA Bulletin 12/4 (the last one) we featured an article by Derek Brumhead on the remarkable series of Fire Insurance Plans produced by Charles E Goad Limited between 1886 and 1970. Unfortunately we quoted incorrect prices and would like to thank those people who pointed this out. For the record the **full catalogue** is **£25**, a **catalogue of the UK** section only is **£15**, individual sheets cost from **£2** (poor condition) to **£5** (good condition) and the A4 booklet *British Fire Insurance Plans* cost **£2.00** including postage.

Industrial archaeology is all things to all people and one of the most rewarding aspects of our study takes place when several people, each with a different talent and united by enthusiasm get together.

Such an enterprise is the splendid little book entitled *Cordell Country*, written by Chris Barber (a journalist and outdoor enthusiast) illustrated by Michael Blackmore (an artist and admirer of industrial landscapes) and supported by industrial archaeologists Adrian Babbidge and John van Laun, who have spent many hours exploring the area around Garnddyrys near Blaenavon in South Wales.

Garnddyrys was, but no longer is, a thriving industrial community at the head of the eastern valley above Blaenavon in Gwent (then Monmouthshire) where in 1789, an iron puddling furnace began operations. It was quickly followed by four others and within a relatively short time these hillside forges were turning out 300 tons/week of finished product. Iron bars and rails which were sent to many parts of Britain and overseas. In the 1850s it produced the iron for the famous Crumlin viaduct.

The success of the iron producing district around Blaenavon brought about the downfall of Garnddyrys which was thought to be in a most inconvenient place in relation to Blaenavon and more importantly with regard to Newport and potential customers. In 1853 a shareholders meeting decided to recommend the dismantling of the ironworks and its re-erection at the Forge works at Blaenavon and this was carried out in 1860.

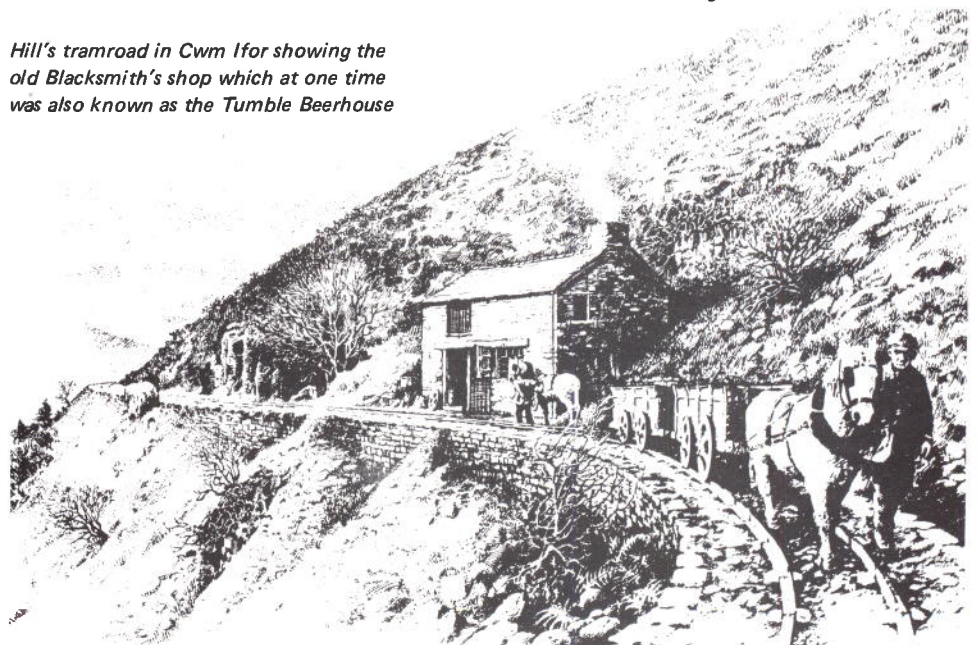
From then on Garnddyrys quickly fell into disrepair, perhaps ruins would be a better word, and was all but forgotten until 1959 when a one-time civil servant from Llanellen launched what was to become a best selling novel: *Rape of the Fair Country*. Alexander Cordell's story of the 19th century iron industry in the Blaenavon area in general and Garnddyrys in particular (he spells it Garndyrus) has sold several million copies and has been translated into seventeen languages, and the story is based on careful research into the happenings before, during and after the Chartist Rebellion in and around this one time busy industrial community which is no more.

This book certainly inspired Chris Barber to find out more about Garnddyrys and the events which resulted in Alexander Cordell producing such evocative passages as *'The mountain was shuddering to the forge hammers of Garndyrus, and faintly on the wind came the plaintive singing of the Irish haulers. Llanfoist farms were sleeping in the pit-blackness below, their blind windows winking at the stars, and Abergavenny*



Looking down the Llanfoist incline

Hill's tramroad in Cwm Ifor showing the old Blacksmith's shop which at one time was also known as the Tumble Beerhouse



was a town of dead, strangled by the ribbon of the Usk that gleamed and flashed in to scudding moonlight.'

The result, after many years of meticulous preparation, is *Cordell Country*. It is basically an 80 page guide to the area bounded by Brynmawr, Abergavenny and Blaenavon with detailed route instructions for six separate walks which take in all the major industrial sites mentioned in *Rape of the Fair Country*. There are twenty-three photographs, all of historic places and people and including such gems as *Blaenavon Bessemer Converters in 1896* and *Pwll-du limestone quarry workers in 1890*. And there are twenty-seven drawings and maps, some very old such as *Natyglo ironworks in 1820* but many modern reconstructions by Michael

Blackmore such as those illustrated here, which show the few present day remnants on the mountain road from Abergavenny to Clydach in a new and revealing way.

Would that all industrial archaeological investigations ended in such a commendable way but few can be inspired by such rhetoric and blessed with such dedicated persistence and sympathetic professionalism.

Cordell Country can be obtained from Blorenge Books, 3 Holywell Road, Abergavenny, Gwent NP7 5LP at £4.20 plus postage and packing.

Smethwick New Pumping Station. The Pumping Station is a Grade II Listed Building which occupies a prominent position between the Old

and New Main Line Canals, constructed by Smeaton and Telford respectively, at Brasshouse Lane, Smethwick. Completed in 1892, it was the last of its kind on the Birmingham Canal Navigation and remained working until the early 1920s. Unfortunately the machinery was scrapped and the building was part filled with dredgings. In addition, the freestanding chimney was demolished.

From about 1930 to 1982 the Pumping Station stood unused and became derelict. The building is now being restored for use as a canal interpretation centre under the Manpower Services Commission Agency and will form the focus of a large Conservation Area.

As part of the project an appropriate Tangeye pumping engine has been obtained and will be restored. Two Lancashire boilers have also been located and will be installed. One of the boilers is an 8 ft diameter Thomson and has a cast front, the other is a 7ft 6in diameter Danks with a rivetted plate front.

Mr M W Harris would be pleased if AIA members knew of this project. The two boilers are to be returned to their original coal fired state and he would be grateful for any help in providing or locating suitable coal doors, grates and other associated equipment. A Mr McIlroy is responsible for the project and can be contacted at P O Box 42, Wigmore, Pennyhill Lane, West Bromwich, Sandwell, West Midlands B71 3RZ or by telephoning 021-569-4619.

BIRMINGHAM RAILWAY MUSEUM



Two of a Kind. Grant aid from the West Midlands County Council will enable Birmingham Railway Museum to return a second GWR 'Castle' class locomotive to working order. Subject to a final inspection once the component parts are dismantled, it is expected that the chosen locomotive will be No 5080 'Defiant'. This will enable a true GWR 'Castle' to be seen in action at Tyseley and further afield. (7029 'Clun Castle' was BR- built in 1950).

It is likely, however, that the boiler from No 7027 'Thornbury Castle' will be used in the rebuild as this has a 3-row superheater and the firebox contains some monel stays.

Warley College of Technology will be assisting with the machining work required, especially on the motion and the provision of skilled labour will be funded by the Manpower Services Commission. Work is expected to take some eighteen months. 'Defiant' will be the first ex-Barry locomotive to be returned to working order by the Museum.

First Phase of Reconstruction of the GWR

Stores Building to Begin. Birmingham Railway Museum has received confirmation of a £10,000 grant to be made by the Museums and Galleries Commission to enable the first phase of reconstruction of the old GWR stores building at Tyseley. The grant will enable part of the ground floor to be rebuilt (allowing for further expansion at a later date). Currently the building is used to accommodate the two Leamington and Warwick horse trams, but when these are removed for restoration the building will be

available for exhibitions and small relics display.

The horse trams themselves have also become the subjects of a Science Museum grant in respect of their purchase and restoration costs. The first to be tackled will be No 8, built by the Midland Railway Carriage and Wagon Co in 1899, this being in the more complete condition of the two. No 8 was the last horse tram to enter service in Leamington and Warwick and only ran for six years until the electrification of the tramway in 1905. It was then sold off for £5 for use as living accommodation and miraculously survived in this guise for 79 years before being rescued by the Museum last year.

The Gunpowder Mills Study Group held its second meeting on 12th October at the North Woolwich Station Museum in east London, a recently opened museum of the Great Eastern Railway.

Talks were given by Wesley Harry on the history of **Woolwich Arsenal**, by Malcolm McLaren on the **Royal Gunpowder Mills at Waltham Abbey** and by Bryan Earl on the technology of the transition from black powder to modern explosives. Short contributions from members included a talk on early powder making in the fortifications of Southampton, slides of the remains of gunpowder mills in Scotland and an account of the archaeological and conservation work being undertaken by Cork County Council at the site of the former government factory at Ballinacollig in the Republic of Ireland.

Progress is being made in preparing a gazetteer of gunpowder sites in Britain. The Group plans to hold its next London meeting in autumn 1986 and to arrange a provincial visit in the spring. Several articles and books by members have been published recently: Glenyn Crocker '*A guide to the Chilworth gunpowder mills*' Surrey Industrial History Group, 1985. 16pp, £0.60.

Keith Fairclough '*Early gunpowder production at Waltham*', Essex Journal, Vol 20, No 1, Spring 1985, 11-16.

P Philo and J Mills '*The Bedfont gunpowder mills*' London Archaeologist, Vol 5, No 4, Autumn 1985, 94-102 (copies available from P Philo at the address below @ £1.00 inc p&sp). Tom Pritchard, Jack Evans and Sydney Johnson '*The old gunpowder factory at Glynneath*'. Merthyr Tydfil & District Naturalists' Society, 1985. 46pp, £2.50.

The Group now has an informal membership of about 50 people who are all actively engaged in research projects. Further information from Phil Philo, Gunnersbury Park Museum, London W3 8LQ.

Historic Farm Buildings Group Conference. In rural counties such as Hampshire, and Norfolk, farming is a very important industry, and historic farm buildings and machinery are thus of considerable interest to local industrial archaeologists. Relatively recently a national group has been formed, concerned with historic farm buildings, and this body held a weekend Conference from 11 - 13 October, at West Dean College, near Chichester.

Friday evening and Saturday were devoted to lectures, the subjects of which were wide ranging. **Peter White**, of HBMC spoke about the Commission's role in the protection of outstanding examples of farm buildings, and **Frances Campbell** talked on the part which the Ministry of Agriculture, Fisheries and Food could play in conser-

vation. The SPAB were represented, and participants were provided with a good deal of background information about the Society's very important Domesday Barns Survey. Two speakers gave details of survey work being undertaken — **Jane Wade** talking about the survey which she and her students from Canterbury College of art are doing in Kent, and **Edwin Course** describing the Farm Survey, which the Southampton University Industrial Archaeology Group are undertaking in Hampshire.

The final day of the conference was devoted to Field Visits. **Richard Harris** of the Weald and Downland Open Air Museum had already introduced the farms to be visited in a lecture the previous day, and participants were issued with a quantity of very useful written material to assist their study. In the morning, we visited three linked farms at Upwaltham, and this provided the opportunity to see a working Downland farmstead. After lunch, we went to Stag Park Farm, a fascinating 'Model' farm on the Petworth Estate — an unexpected bonus was the inclusion of a drive through Petworth Park with its magnificent herds of deer, and glimpses of the mansion across the lake.

About fifty people attended the Historic Farm Buildings Group's Conference, which also included the Group's first Annual General Meeting. It is hoped to hold a similar event next Autumn, in East Anglia, and this should be of interest to many AIA members. Anyone who would like to join the group, should write to its Secretary, Roy Brigden, at the Museum of English Rural Life, University of Reading, PO Box 229, Reading RG6 2AG. Tel: (0734) 875123.

Officers and Committee of the Group. Chairman: Mr Nigel Harvey, Vice-Chairman: Mr Andrew Patterson (Science Museum), Secretary: Mr Roy Brigden (Museum of English Rural Life), Treasurer: Mr Nicholas Molyneux. Committee: Miss Frances Campbell (Ministry of Agriculture, Fisheries and Food), Mr Stephen Croad (Royal Commission on Historical Monuments), Mrs Susan Denyer (National Trust), Miss Carole Ryan (Shropshire County Council), Mr John Severn, Miss Jane Wade (Canterbury College of Art), Dr Susanna Wade-Martins (University of East Anglia), Dr Eurwyn William (Welsh Folk Museum), Mr Christopher Zeuner (Weald and Downland Open Air Museum).

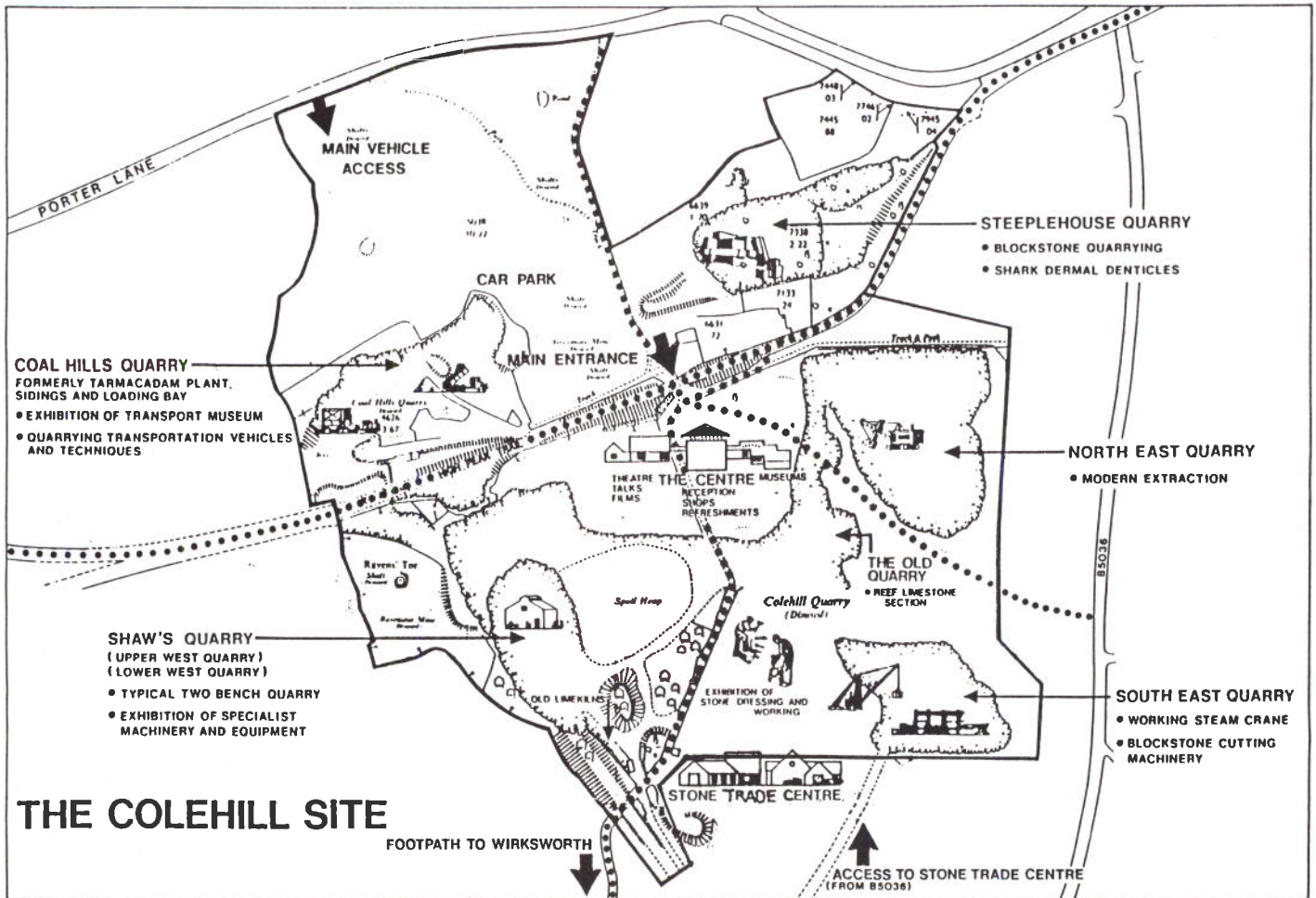
Objects of the Group. The objects of the Group are the advancement of the study of the history of farm buildings in the British Isles, including their related equipment and the agrarian and economic systems of which they formed part, and the promotion, where appropriate, of their conservation.

Membership. Membership is open to all interested in the past, present and future of old farm buildings.

Subscription is £5 per annum, payable on January 1st.

Pam Moore

National Stone Centre. A somewhat overlooked industry, the quarrying of stone has not generally been a topic to stir the imagination. Yet, Peter Stanier has shown in his interesting article in the *Industrial Archaeology Review* (Spring 1985) on '*The granite quarrying industry in Devon and Cornwall: Part 1 1800-1910*', a study of



stone quarrying can provide splendid material for inter-related studies in geology, industrial processes, architecture, and transport history. In addition, many old, abandoned quarries, are havens of biological interest.

With the exploitation of such heritage in mind, a **National Stone Centre** was formally launched two years ago and a site purchased in May 1984. This is the Colehill site near Wirksworth, Derbyshire, in the south-east corner of the Peak District. It is a 50 acre complex of six abandoned limestone quarries in the middle of one of the most important quarrying districts in the country. Purchased by the Derbyshire County Council, it will be leased to a company limited by guarantee which has been formed to implement the scheme. Fund raising has commenced. Plans are that the enterprise should eventually include a museum, interpretative displays, facilities for seminars, conferences, field courses, and for professional and technical training. Surveys, inventories, feasibility and marketing studies are under way or planned. Meanwhile, on an adjacent site, work has begun on two associated developments: a **National Stone Trade Centre**, a shop window for the industry and its servicing organisations, and a small industrial estate.

The main advantages of the complex are:

- 1 The worked-out quarries provide a cross section of modern and older techniques of quarrying.
- 2 There are several old lime kilns.
- 3 Geologically, the site possesses one of the best and readily accessible examples in Great Britain of a limestone fringe reef complex including the core of the reef in three-dimensional cross-section. This has been given site of Special Scientific Interest (SSI) status.

- 4 Within a mile of the site, it is possible to study outcrops of sandstone, dolomite, igneous rock, and vein mineralisation particularly galena and associated minerals.
- 5 The many active quarries around provide a wide variety of quarry types and a variety of products.
- 6 The line of the former Cromford and High Peak Railway passes through the middle of the site; immediately to the west is the former Middleton Incline, at the top of which is the Middleton Top Engine House with its steam beam winding engine, a remarkable survival.
- 7 The immediate area is of considerable interest to the industrial historian. As well as the CHPR — now used as the high Peak Trail with cycle hire facilities at Middleton Top — there is the former industrial village of Cromford nearby with the Arkwright Mill Museum; the Cromford Canal and terminal Basin: the Leewood pumping engine; the railway from Derby to Matlock Bath (former Midland Railway); the Crich Tramway Museum; the lead mining museum at Matlock Bath; Maggie Mine, a lead mine with superb surface remains; and the village of Wirksworth, whose Civic Trust Project for the restoration and regeneration of the village won the 1982 Europa Nostra Award. All more than enough for a study holiday or field course! It follows that the National Stone Centre will add a further dimension to the industrial studies of the area.

Although the project is in an early stage and facilities cannot yet be offered on the site, nevertheless there is much to see of interest. Visits are possible and request for further information, access permits, and indemnity forms should be addressed to Mr I A Thomas, National Stone Centre, c/o County Planning Department, Derbyshire County Council, County Offices,

Matlock, Derbyshire DE4 3AG. He would also be particularly interested to hear of views on how the site might be developed or of records, artefacts and photographs which relate to both the subjects being covered and to the site itself.

Derek Brumhead

Sygun Copper Mine near Beddgelert is planning to open to the general public next Easter.

Visitors will enter the mine along the Deep Adit which eventually connects with the workings, where timbering, mineralisation, ore shutes etc can be seen. The tour will continue up through the workings and levels, access by staircases. The Victoria Level is then reached where visitors exit onto the hillside some 200 ft above the starting point.

The guided tour will take approx 40 minutes in the mine. An interpretive centre will explain the past importance of metalliferous mining to the area, social history, mineralogy and geology. Surface features which include Elmore's Flotation Plant and dressing floors C1838 will help to explain how ore processing has developed.

Information from: Phil Amies, Ty Hen, Beddgelert, Zaernarton, Gwynedd.

The Talyllyn Railway Preservation Society has successfully operated the Railway for the benefit of tourists for the last 35 years. The Railway was originally built to carry slate from the Bryn Eglwys quarry, and was opened in 1865. The Railway runs from Tywyn, on the mid Wales coast, to Nant Gwernol, about a mile and a half short of the former quarries.

The last 1½ miles contained two rope worked inclines and a horse tramway. It is hoped to restore a former winding house on

Alltwyllt Incline, above Nant Gwernol station, and former stables. The latter will house an interpretive display highlighting the heritage of the Talylylyn Railway and the slate industry it served. It will be a difficult project because there is no road access to the site, and the winding house is perched on a rock face.

The biggest problem is, however, that members of the Talylylyn Railway Preservation Society are preoccupied with operating and maintaining the Railway. Progress on restoration work has regrettably had to take second place. But they feel that this project may appeal to people interested in industrial archaeology in general, and mines and quarries in particular.

Any members of the AIA who may be interested in helping in this restoration project with the Talylylyn Railway Society purchasing all necessary materials and delivering them to site, should contact **Ian Evans, Alltwyllt Incline Project Co-ordinator, 23 Orchard Drive, Theydon Bois, Essex CM16 7DH.**

The River Parrett is a tidal, winding river, with a bore, and is also a drain for flood waters from the Somerset moors. There has always been a problem with silting up, mud from the moors, sand from the tides etc.

In 1893 the Somersetshire Drainage Commission held a competition for a dredger. Seventeen schemes were sent in, the competition being won by Mr Frank Wills with his design for an 'eroding' vessel. It comprised a centrifugal pump, mounted on a steamboat, which pumped jets of water at a pressure of 35 lbs sq inch, eroding the silt. The contract was signed in December of the same year, and the appropriately named '*Pioneer*' started work in the following June. Before long complaints were being made that her crew were in the habit of blowing the engine whistle to frighten cattle! She continued in service for twenty-three years, her success leading to other contracts, including the '*Whangpoo Eroder*' for the Irrawaddy Flotilla Company.

The '*Persevere*' was built by W & F Wills in 1932, with the same general layout, but with 7" pumps and a Petter engine. Tests showed that on a 'spring' tide the amount of silt deposited over a seven mile reach was about 1000 tons per mile. The '*Persevere*', working on the ebb tide for six days, on one tide per day removed between 40000 and 50000 tons of mud, the channel being deepened by 4 ft over a mile stretch of water.

Mary Miles

Restoration of Montgomery Canal – Board to Promote Private Bill. The British Waterways Board announce that they have received the Consent of the Secretary of State for the Environment to promote a Private Bill which will provide the vehicle for the restoration of the Montgomery Canal from its junction with the Llangollen Canal at Welsh Frankton to Newtown to a standard equivalent to a Cruising Waterway. The Board propose to promote the Bill in the 1986/87 Session of Parliament. The Canal, which was closed to navigation by Act of Parliament in 1944, is a Remainder Waterway under the provisions of the Transport Act 1968.

In welcoming the Secretary of State's decision, the Chairman of the Board, Sir Leslie Young, said '*The Board is keen to develop their waterways for leisure and tourism. The considerable interest shown by influential bodies in Shropshire and in the Principality of Wales has*

encouraged the Board to obtain permission to present the Bill to Parliament for the necessary powers. Finance for the restoration is expected to come in large measure from those who will benefit from this exciting project'.

In 1983, a Consortium consisting of the Welsh Development Agency, the British Waterways Board, Mid-Wales Development, the Wales Tourist Board, Shropshire County Council and the Inland Waterways Association, commissioned W S Atkins and Partners, Consultants, to undertake an assessment of the cost and resultant regional economic benefits of restoration of the

they had had a splendid time north of the border. And after having been warned that the previous month had been the wettest August in Glasgow for over a hundred years, the AIA was lucky with its weather over the Conference weekend. The wet weather threatened to break at any time – but never quite did. It was obviously saving itself – because a newspaper headline shortly after delegates had left the area read '*City clears chaos after three inch deluge*' – and the article gave details of the closing of roads and the entire underground system.

The organisers had provided a pre-Conference



Canal for use as a recreation and leisure facility.

The Consultants' Report published in 1983 concluded 'that restoration of the Montgomery Canal to Cruising Waterway standard is justified by the anticipated regional economic benefits and that this would make a major contribution to realisation of the existing policies to increase tourism activities in the region'.

The Report has been the subject of detailed consideration by Members of the Consortium and other bodies concerned with restoration of waterways and regional development. Throughout these discussions it has been recognised that the Board's role is limited by Statute to maintain the waterway consistent with the requirements of public health and the preservation of amenity and safety. Once restoration has been successfully completed and the necessary maintenance agreements have been negotiated with the relevant local authorities, the Board will consider recommending the promotion of the waterway to the Cruising network.

As part of the procedures for preparing the Bill, the Board will be publishing in due course a Consultation Document to give all concerned, in particular those whose interests may be affected by the proposals, and opportunity to comment.

In the meantime, Members of the Consortium will be encouraging private investors to recognise the splendid opportunity which restoration of the Canal will present for tourism and amenity development in the Region.

1985 Conference – Glasgow's Miles Better!

This is the promotional slogan used by Glasgow and Strathclyde, and delegates to this year's AIA Conference would no doubt agree that

programme of events. Many delegates were able to reach Glasgow in time for some or all of them. For instance, the visit to the **Wanlockhead and Leadhills mining area** – going as we were to the highest village in Scotland – could have been a very depressing experience in wet weather. Instead, the morning was brilliantly sunny, and delegates were able to wander around the various mine sites (going underground on an adit level) at what turned out to be a most fascinating complex of sites. The village of Wanlockhead is clearly beginning to benefit from the interest in the industrial archaeological remains being showed by the general public, and indeed it is probably only this interest which can now provide a long term future for the village. There are proposals to construct and operate a narrow gauge railway between Leadhills and Wanlockhead on the former Caledonian/LMS trackbed, for a distance of about 1½ miles. This is being planned by the **Lowthers Railway Society**, and further details can be obtained by writing to Mr Tom Gormal at 73 Main Street, Leadhills, Lanarkshire ML12 6XP.

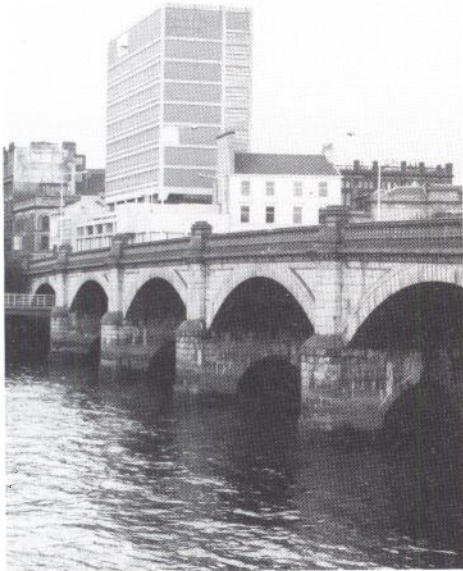
The original line was commenced in 1900, and it reached Wanlockhead (altitude 1413 ft) in October 1902 – a distance of 7¼ miles. The line was closed on the 31st December 1938, the lead mines which it served having gone into liquidation. One of the engines which operated on the branch line was acquired by the Scottish Railway Preservation Society and has been restored to its original Caledonian livery, and it can be seen operating at Bo'ness. The Wanlockhead Museum Trust publishes a series of small booklets (one of which is entitled '*Elvanfoot – Wanlockhead light railway*') which are obtainable

from the museum at Wanlockhead itself. These include 'Lochnell, visit a mine', 'Wanlockhead Beam Engine', also 'Men of the Lowther Hills', 'Wanlockhead Miners Library', and a reprint of 'God's Treasurehouse in Scotland', being a history of the times, mines and lands in the southern highlands, originally published in 1876.

Later in the same day delegates were taken to the gasworks at Biggar, which was built in 1858 and which is now in the custodianship of the Royal Scottish Museum. This was a fascinating survival story, the original Biggar Gaslight Company being formed in 1839, but the works being

the streets of Glasgow before breakfast and then the still, quiet streets could be readily appreciated. It is obvious that in recent years great efforts have been made in the centre of Glasgow to improve the environment and buildings. Some of the architecture gave one a silent but clear idea of the former confidence and prosperity of this, the second city of the Empire. One building which has secured its own future — so far far at least — is the former transport depot at 25 Albert Drive (telephone 041 - 423 - 8000) which now houses the **Glasgow Museum of Transport**. The Curator and his staff are to be greatly

scale of the achievements of the original founders — David Dale and Richard Arkwright — became so much more apparent when the size and range of buildings could properly be appreciated. New Lanark was built around 1785 to use the famous falls of Clyde to provide power for a cotton mill. Delegates were able to view the entire range of buildings, including the counting house, Caithness Row, and the mill and institute 'for the formation of character'. It was amazing to contemplate that by 1799 New Lanark was the biggest cotton mill in Scotland and that over 2000 people lived or worked in the



Clyde Hall (formerly the Royal Stuart Hotel), venue for the 1985 AIA Glasgow Conference



A rare opportunity for conference delegates to visit the rooftops of buildings at New Lanark

virtually reconstructed on the same site in 1914. The manufacture of gas ceased on the 4th January 1973. Delegates also visited the **Glastone Court Museum in Biggar**, which aims to reconstruct different shop premises of yesteryear as a way of exhibiting domestic and commercial preserved items.

On Friday, before the Conference began, there was a visit to **Lorimar and Clarke's Brewery in Edinburgh** — and delegates pleasure was only slightly spoiled by an inability to visit the tasting room because of a shortage of time! In the meanwhile, another small group of delegates visited the **Auchentoshan Distillery** which had been built in 1823 to utilise the waters flowing off the Kilpatrick Hills, near Dalmuir. The distillery produces a single malt whisky which has recently been awarded a gold medal and which was greatly appreciated by the delegates on the visit.

One of the Conference Lecturers was **Charles McMaster**, who spoke on the brewing industry. ½ He is the secretary and Archivist to the **Scottish Brewing Archive** which is based at Herriot-Watt University, Edinburgh. The Brewing Archive publishes a newsletter in connection with its aim to secure the preservation and consolidation of brewing archive and other material. Another speaker at the Conference — this time as a member's contribution — was a **National Trust** representative from the **Aberdulais Falls** Site in the **Vale of Neath**, whose contribution was based on the ways in which artists and engravers in the past had illustrated the Aberdulais Falls Site.

Delegates — if they wanted to see anything of the city centre, — had to get up early and walk

thanked for their kindness in opening the museum to a party in the evening, quite outside normal opening hours. Delegates happily wandered around the collection of trams, locomotives, cars and ship models. It was a positive delight to be able to have greater freedom than the general public, and to see the enormous collection of ship models in the Clyde Room. The 16 showcases have been designed to provide clear and unobstructed viewing of models of quite considerable complexity and detail. The models of the **Queens** and **HMS Hood** and **HMS Howe** will remain in this writer's memory as one of the highlights of the Conference.

And then the Conference proper began. Delegates were glad to have contributions from **John Hume** and **John Butt** on the Friday evening, and then on Saturday the bi-annual forum session enabled delegates to air various points which will subsequently be discussed by Council. The Affiliated Societies meeting was the best attended ever, and the morning's lecture by Mr M Moss on shipbuilding on the Clyde was a tour de force. He was able to guide us through 200 years of shipbuilding on the Clyde, with the technical innovations, mergers and manufacturing aspects brought before us with commendable clarity. It was a great achievement.

In the afternoon, the traditional excursions left Glasgow for their different destinations — **New Lanark**, the **Scottish Mining Museum**, and the **Scottish Railway Preservation Society's site at Bo'ness**. The visit to New Lanark was something which this writer was determined not to miss. In a scenically delightful position, the

village. Nor is this a site for purely archive research — as the manufacture of cotton continued for nearly 200 years, until 1968. The preservation of this complex can truly be called a national achievement. The New Lanark Conservation Trust — together with various local tourist boards and the Renfrew District Council Museums and Art Gallery Service is to be congratulated on the production **Scotland's Cotton Trail** — a pocket guide to the surviving industrial archaeological sites of the cotton industry at Blantyre, New Lanark, Catrine, and Stewarton, and Paisley.

Saturday evening accommodated the Conference dinner, Presidential Address, and presentation of the Dorothea Award. This year this was given to Shirley's Bone Mills at Etruria in Stoke on Trent. The Chairman of those responsible for the work on this site, Mr Mike Walton, was present to receive the award from Geoff Wallis of Dorothea Restoration Engineers.

On Sunday, the Association held its AGM. A new member of Council — Miss Carol Whittaker — was elected and is involved in the Scottish Industrial Heritage Project, which aims to catalogue industrial collections in Scotland.

The Rolt Memorial Lecture which followed the AGM is given a prominent position in the conference timetable, as benefits an address named after that great pioneer, Tom Rolt. The Association was pleased that Sonia Rolt could again be present to hear this year's lecture as it was given by Council Member, and friend, Douglas Hague. Douglas's chosen topic was **The Artist as**

Witness and through his illustrations, he sought to show delegates — in his own inimitable style — the ways in which artists had depicted industrial archaeological sites (mainly lighthouses) from which clues could be gleaned as to the manner of construction and operation even where physical remains were now sadly no longer with us.

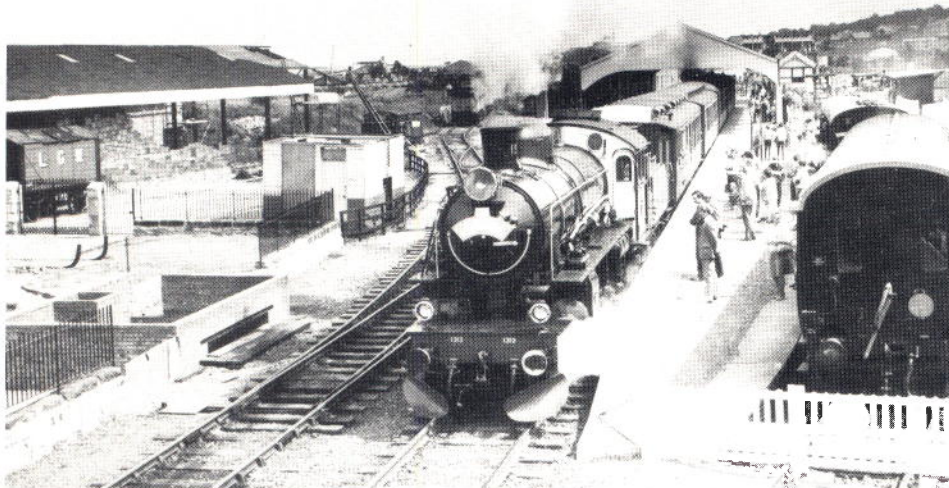
And then, before delegates dispersed, there were two items which proved to be fascinating. The first, '**Local Authorities and Industrial Archaeology**' with a panel of chief planning officers from the area surrounding the Conference venue. The speakers had been persuaded to

Report on the Dorothea Awards, 1985. At the presentation of the Commemorative plaque to the 1984 winners of the Dorothea Award, the judges spoke of the difficulties of beginning a new award scheme, and of the pleasures of discovering the work of such groups as the Ruddington Framework Knitters Preservation Trust, 1984 winners, and the quality of the work being done.

In 1985 the response to publicity has been rather more restrained, perhaps rightly in some senses as the various volunteer groups recognise the purpose of the Award scheme: and perhaps too because groups have seen the scale of last

in the restoration of farm machinery on behalf of the Staffordshire Farming Museum at Shugborough, and demonstrated a range of work from the stabilisation of corrosion to the restoration of a threshing machine and other implements to working order. The work and methods are directed by museum staff, and the results are an important contribution to the Museum's open working days.

The Shirley's Bone and Flint Mill Volunteer Group also operates in Staffordshire, and also has the strong support of the local museum, in this case from the Department of Social History at



Bo'ness Station, June 30, 1985 with Scandinavian vintage headed by SJB class locomotive and Haymarket Train Shed in background. Picture by T H Noble



Conference Organiser Professor John Butt shepherding delegates back to the coach in New Lanark

contribute by Professor John Butt and what a wise choice. They were able to throw light on how Council decisions were made — and why — and should give delegates much food for thought when dealing with their own local authorities. They were willing to answer questions, and a lively session ensued. Secondly, what industrial archaeology should be about. **Mr Geoffrey Hay** from the **Royal Commission on Ancient Monuments in Scotland** addressed the delegates on the work of the Royal Commission in recording industrial sites in Scotland. The quality and beauty of the plans and diagrams he showed us were quite breathtaking. It is said that the Scottish Royal Commission has been more active in recording industrial sites than the other Royal Commissions up to now. This may or may not be so, but certainly the work of the Royal Commission in Scotland cannot fail to have impressed all delegates present. The intended publication in 1986 of a book by the Royal Commission on the topic of industrial archaeological sites recorded by it is to be heartily welcomed, and it will undoubtedly find its way onto industrial archaeologists' bookshelves.

And with that, the 1985 Conference was over. For some there was a trip around Glasgow — by coach — but for most it was time to head for home. Most had a long journey in front of them, but took with them fond memories of Glasgow and left behind them their thanks to John Butt and his team for all their work in organising such a splendid Conference.

Paul Stephens

year's entrants, and feel that they cannot compete. This should not deter small groups engaged in limited conservation work from submitting their entries. The Dorothea Award was conceived as a means of encouraging all kinds of restoration and conservation work, from individuals as well as groups; resources are taken into account as well as quantity and quality of workmanship.

This year there were four entries, exhibiting a variety of approaches, though all representing group efforts. Two entries were from Staffordshire, one from Hampshire, and one from Cornwall.

The Carn Brea Mining Society entered their Botallack Engine Houses Preservation Project, a scheme in which the members had planned the stabilisation and part-reconstruction of the famous Crowns Section pair of Cornish engine houses, and had through excellent publicity raised the necessary capital to finance an MSC scheme to perform the actual work. The entry was accompanied by examples of publicity material and by large-scale plans and elevations of the houses.

The Southampton University IA Group again entered their Southwick Brewhouse project now at the point at which a trial brew had been produced and bottled. A log of work has been kept, an interpretation leaflet has been produced, together with photographs and a video film of the brewing sequence. The work has the support of the Southwick estate, who will open the brewhouse from time to time, and the Hampshire Buildings Preservation Trust. **The Staffordshire IA Society** were involved

Stoke-on-Trent Museum. A steam-powered mill which ground bones and flints for the pottery industry has been dug out and restored to working order from tons of hardened waste, the gargantuan task amply recorded in colour slides.

In considering the entries, the judges were again disposed to reward the 'hands on' approach to the dirty end of conservation work which was well displayed by three of the entries.

Once again, however, they were disappointed by the poor quality of record keeping. This point was stressed in 1984; the judges do not consider that it is sufficient to take one or two photographs at the beginning of work and whilst work is in progress. Careful conservation requires that detailed records are kept of progress and methods; particularly where more than one person is involved, and where continuous involvement of every individual cannot be guaranteed. To quote examples, it is quite easy to lose track of small parts if they remain disassembled for any length of time; and painting work can be ruined by the use of top-coats which are incompatible with the primer previously applied by someone else.

In making the awards this year, the judges recognised the work done by the Southampton Group, and the improvement of record-keeping at Southwick — an indication of the power of the Award scheme to encourage good house-keeping in conservation. They accordingly presented the '**runner-up**' Award to the **Southampton University Industrial Archaeology Group**.

The **Bone and Flint Mill Group** had made excellent records of the site itself in both published and photographic forms, though they did not, in the opinion of the judges, keep an adequate record of methodology in their work. However, the quality and scale of the work itself, and particularly the variety of skills which had been demanded of the group members themselves, was very impressive. Therefore the Award itself, together with the 1985 plaque goes to the **Shirley's Bone and Flint Mill Volunteer Group**.



Etruria Bone Mills Museum



The Societies' meeting in Glasgow was the best yet, with 21 delegates from 16 societies. My thanks go to you all for the information you contributed, for the comments and interest shown, and for your ideas. Much useful information was collected on the special issue numbers, on calendar dates and on trail leaflets. I am now building a file of advice on leaflets and members are welcome to consult this for their own projects. With the Special Issue, a questionnaire will be distributed from which we hope to gain feedback for various aspects of the AIA's work, including the affiliated societies scheme. Please do reply to it; for some of you it may be the only contact we have from you.

It was suggested that details be published of societies willing to offer visits to others — day or weekend — along the lines of those from MRIAS in Bulletin 12.4 (the last one). Southampton University IA Group has offered, and can usually arrange accommodation too. The theme of a visit to Hampshire can be adapted to suit visitors' interests — transport, museums or sites not normally open. Contact Mrs Pam Moore, 6 Prestwood Road, Hedge End, Southampton. She can also offer advice on visits to France and Belgium.

Leicestershire IHS can offer similar facilities for that county, including accommodation and arranging visits to suit your interests. Contact Dr Marilyn Palmer, 54 Chapel Street, Measham, Burton-on-Trent, Staffs. GLIAS has similar experience to offer for London, and advice for visits abroad; their Secretary is Mr Tom Smith, 30 Gaveston Drive, Berkhamstead, Herts. If your society would be willing to offer hospitality, send the details in for publication.

Various competitions are either underway or being planned; the 1986 Dorothea Award forms are already available, as are details for the AIA's own new competition to encourage the recording of sites. Don't undervalue your efforts, but enter early. The June Bulletin had an insert on the AIA competition; send your entry to Stephen Hughes, RCAHM Wales, Edleston House, Queens Road, Aberystwyth, Dyfed SY23 2HP

This time there is only one profile; others will appear in the *Local Societies Bulletin* early in 1986.

Somerset Industrial Archaeological Society was founded in 1972 with the object of promoting interest in all aspects of Industrial Archaeology within the newly-drawn boundaries of the County which the Local Government Act established in 1974. In 1977 a 'daughter' branch the Westonzoyland Engine Trust, was formed to restore the Easton and Amos steam drainage engine at Westonzoyland on the Somerset Levels: WET now has regular open days with the engine in steam, and operates as an independent organisation whilst maintaining close and amicable links with SIAS.

It has always been one of the Society's main ambitions to see the establishment of an IA museum in Somerset, an ambition which remains alive in spite of various dashed hopes and disappointed expectations, and to this end members have arranged for the safekeeping of a number of items which it is hoped will be incorporated in any such venture. In 1976 the Society rescued, sorted, listed and rough cleaned the entire contents of a 19th century millwright's workshop and foundry. This consisted of over 400 items including heavy machine tools besides hundreds of wood patterns. All these are now with the Somerset Museum Service where they were cleaned and restored with the help of a grant from the Science Museum. Among other equipment rescued and conserved is twine-making machinery from West Coker, near Yeovil, which, with other complementary items soon to become available, will be representative of the once nationally important rope and sailcloth industries in Somerset.

As is the case with other IA societies sadly, but inevitably, SIAS's work has involved the recording of sites and plant before their obliteration by new roads and urban development, re-use of premises, or by general decay. The Glass Cone excavations at Bridgwater in 1975, the excavations of Southfield Brickyard at Taunton in 1977/8, and the survey of limekilns at Evercreech in 1982, are just three examples of a sometimes dispiriting, but nevertheless vital part of the Society's activities. On a more positive note, in May members visited the Parrett Iron Works at Martock to present a cheque to Mr Nick Sloane towards the cost of the restoration of the handsome factory chimney he has recently completed.

In June this year, under the direction of Dr Ian Burrow the Somerset County Field Archaeologist, members carried out a keyhole excavation of a small mid-19th century limekiln on property managed by the Forestry Commission, with the purpose of assessing the feasibility of a full-scale excavation and preservation. The site and its future both seem promising, but, as always, the final decision will depend on the funds available to translate hope into reality.

A long-term project undertaken by two SIAS members, John Bentley and Brian Murless,

with the active assistance of some members and the encouragement and support of all, is a survey of the old turnpike roads in the County, and the recording of all remaining roadside furniture and features. Begun in 1980, the first part *Somerset Roads: The Legacy of the Turnpikes. Phase 1 — Western Somerset*, has just been published under the SIAS imprint, thanks to financial help from the Maltwood Fund of the Royal Society of Arts and the co-operation of Somerset County Council. The authors are now working on the remainder of the County, and a companion volume is expected in 1986.

SIAS has a membership of approximately 50, and has an organised programme of excursions, casual 'fossicks', formal talks by visiting lecturers, and informal members' evenings. Three **Journals** were published, in 1975, 1977 and 1981. Due to rising costs and limited resources, it has been decided for the present that publications will take the form of small monographs, called **SIAS Surveys**, on topics of local interest, and that these will be available through local retail and tourist outlets as well as directly from the Society. The first of these was published in December 1984, and is C A 'Sandy' Buchanan's *The Bridgwater and Taunton Canal*, a towpath guide to this wholly Somerset canal, with particular emphasis on items of IA interest along the canal or in the immediate vicinity. These monographs are supplemented by three issues each year of the *SIAS Bulletin* which contain the Society's news and programme, and short articles and progress reports on members' work, together with occasional book reviews. SIAS publications are available from Mrs Ann Ronan, Wheel Cottage, Bishops Hull, Taunton, Somerset TA1 5EP.

It is anticipated that the new membership forms with amended voting rights will be ready for distribution shortly.

The ties sold well at the Conference; if you have an AIA member in the family and would like to give one for a Christmas present, they can be obtained from me.

Details of a new group, the Sankey Canal Restoration Society, have been notified; their address is c/o The Grandwork Trust, 32-34 Cloughton Street, St Helens, Merseyside WA10 1SN.

Janet Spavold

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