

## Mainly about books

Like every other interest, industrial archaeology attracts books. Books are written, books are published and elderly books of more-than-usual interest are re-published. Unlike many hobbies, sports and general interest subjects, IA does not attract too many 'coffee-table' tomes. Quite the contrary for many of the book-notices which come our way, hoping for a brief mention, concern booklets, pamphlets (call them what you will) restricted (usually by finance) to a small number of pages and a soft-back binding. We also hear of quite expensive books, occasionally running into a vast number of pages, which are consciously written for a small and selective audience making their viability a somewhat doubtful proposition. But which ever category they fall into, there is one thing all IA books have in common. They are written by enthusiasts, for enthusiasts, and it shows.

On a purely personal note I enjoy books which are produced with loving care, to a high design standard, taking into account all the traditional typographical guidelines, line-length, leading (the distance between subsequent lines), type-size and the use of 'white-space', but am bound to admit that these are, sadly, too infrequently seen.

How pleasant then to be able to begin our short 'book-review' section with a small, paper-back, volume, A5 in format, 104 pages in length and at the modest price of £3.90 which is literally a joy to hold and fulfils most of these criteria. *Stone and Steam in the Black Mountains* is actually a reprint for it was first issued in

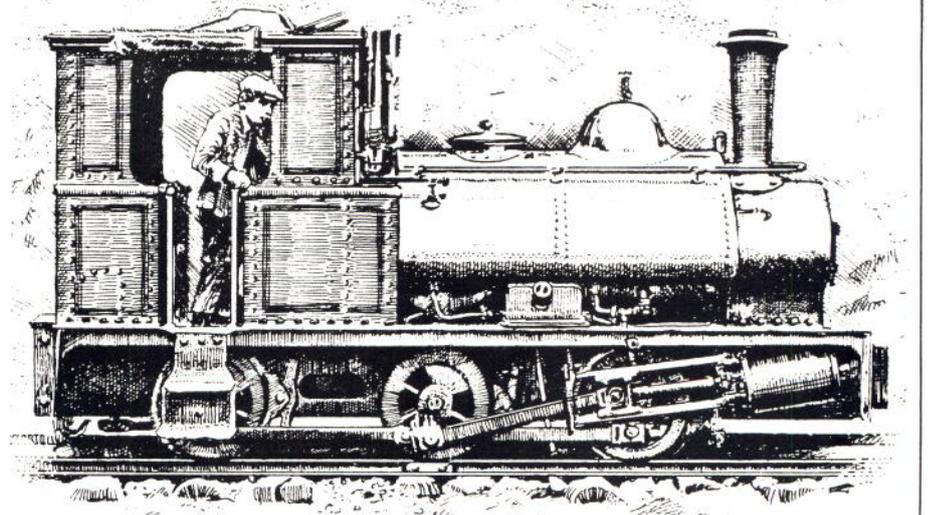
1975 but has recently been published in a revised form by Bloreng Books of Abergavenny, Gwent. Written by David Tipper and superbly illustrated by Michael Blackmore (35 maps and drawings) and a collection

of 25 carefully chosen vintage photographs, it has been edited by Chris Barber and put together by Eagle Image and Design. Everyone who had a hand in it can be proud of the result. I can do no better than



*The Surveyor, John Francis Jupp*

*The Contractor, William Underwood*



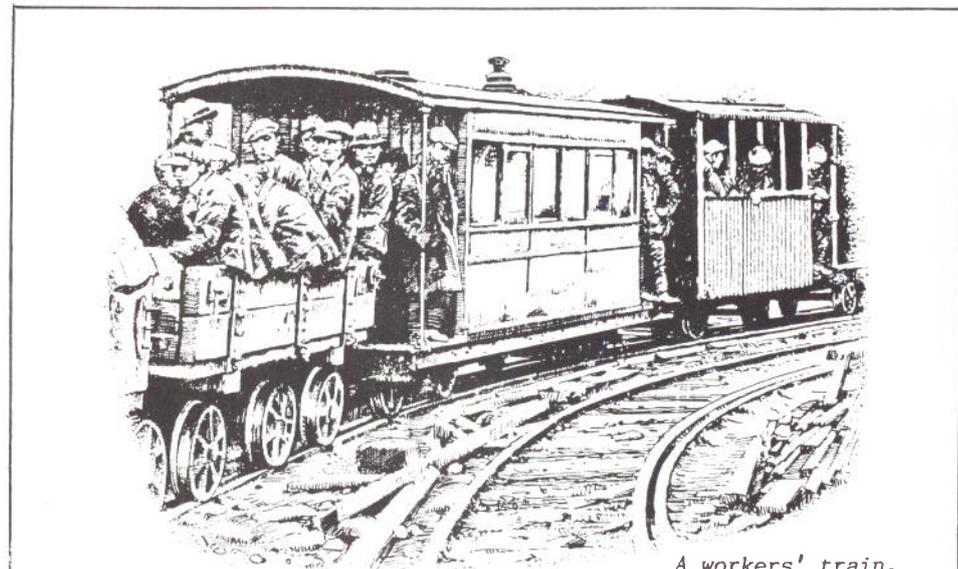
*One of the locomotives, Duckinfield*

quote from David Tipper's introduction to describe the subject matter and let a few of the illustrations speak for themselves.

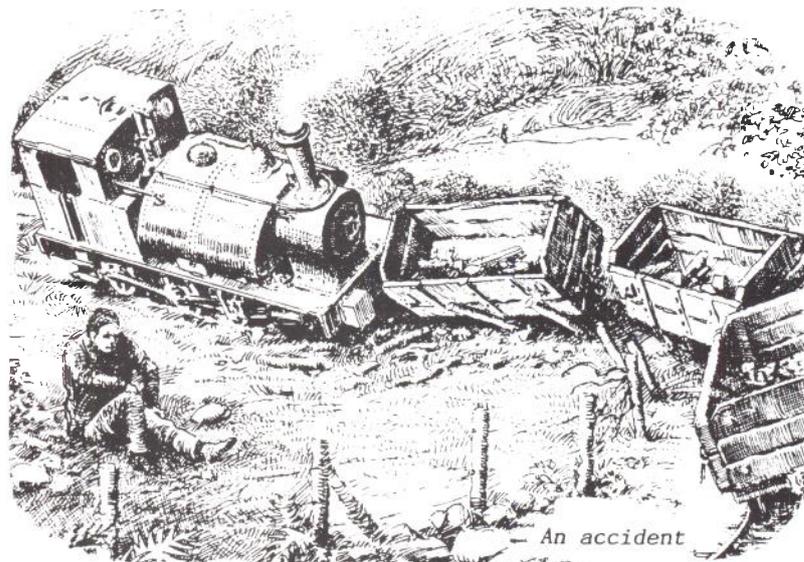
'*Stone and Steam in the Black Mountains* is an account of the Water Works construction carried out by the former Abertillery and District Water Board between the years of 1911 and 1928. It includes a description of the Board's road and railway route into the heart of the mountains. The latter was never officially authorised because it was considered to be impossible to operate. However, it had to be built to enable construction of the Grwyne Fawr Reservoir to proceed and remained in use for some fifteen years. Today few people can still remember the laying of the pipeline, the village built at Blaen-y-cwm for the work people and the train that transported men and materials to the site. It is to them that this book is dedicated'.

**The Merthyr Tredegar and Abergavenny Railway and Branches, W W Taska, Oxford Railway Publishing Company, Link House, West Street, Poole, Dorset BH15 1LL, 1986, hardback, £14.95.** This railway was essentially a mineral line with more than 5,000 tons of coal a day passing over it at its peak. Although it generated a respectable revenue from passage traffic and carried an extensive amount of excursion traffic at holiday periods, mineral traffic was its life-blood. The railway was connected to many of the large ironworks in South Wales and the traffic included ironstone, limestone and coal plus the finished products from the ironworks. The line was leased and worked by the London and North Western Railway from its opening in 1882. The railway together with its subsidiaries formed a vital part of the LNWR although cut off from the rest of the LNWR system. The 150 page book is profusely illustrated not only with pictures of locomotives but also of stations, line-side features, original graphic material and diagrams of the route. Altogether a very well researched publication of considerable interest to historians in South Wales.

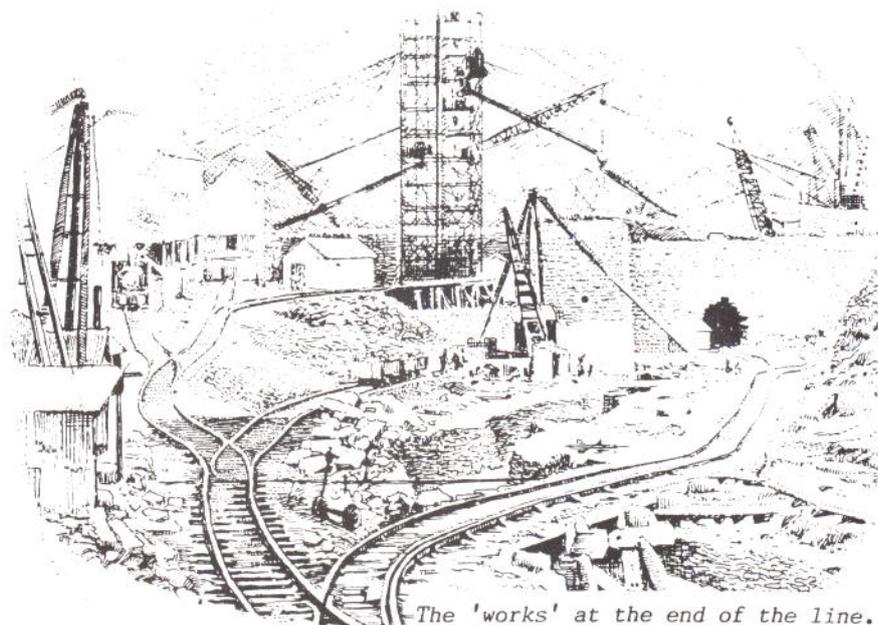
**Historic Farm Buildings Study, Sources of Information.** The Ministry of Agriculture, Fisheries and Food published a booklet on sources of information for those interested in the study of historic farms as the Ministry is increasingly concerned with rural conservation. It was undertaken by Mr Nigel Harvey who started work in 1984 and was assisted by a committee consisting of Dr Henry



A workers' train.



- An accident



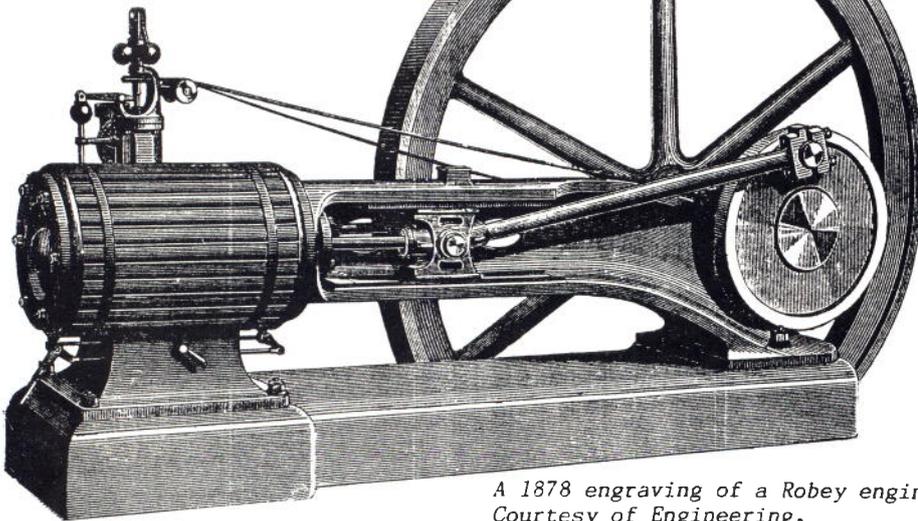
The 'works' at the end of the line.

Cleere CBA, Miss Francis Campbell, Ministry of Agriculture, Mr John Weller of the Historic Farm Buildings Group and Dr Philip Dixon of Nottingham University. It reviews the policies of Central

Government and then undertakes to note the various national surveys and studies that have been carried out together with local surveys on a county basis. There are interesting conclusions and a

bibliography of published and reference sources. Copies of the booklet are obtainable from the Project Officer, Miss Francis Campbell, Principal Architect, Ministry of Agriculture, Fisheries and Food, Land and Water Service, Farm Buildings Group, Great Westminster House, Horseferry Road, London SW1P 2AE at £5.

Robert Robey founded Robey and Company, engineers and steam engine builders in 1854. Forty years later 'upwards of 14,000 Robey engines were at work and seven years later the number had reached 21,000'. Today very few remain able to be 'steamed' but interest in the products of Robeys of Lincoln has never been higher. Interest is one thing, the enthusiasm to transmit this into print, or to be more precise, into a superb set of pictures of the products of this famous firm, is something quite different, and one which most people would shy away from. P J M Southward of Chesterfield has written and arranged *Some early Robey Steam Engines*, and published in a large format (A4 with fold-out plates and a centre spread showing a giant cross compound) running to 44 pages and including fifty-four photographs.



A 1878 engraving of a Robey engine, Courtesy of Engineering.

These pictures of engines built by Robeys between 1874 and 1885 were taken in the days when photographs meant tripods, rising front large format cameras, lengthy exposures, infinite patience and pin-sharp glass plate negatives. These produced on coated paper by a printer who obviously relished the job in hand, have produced an excellent result. Apart from illustrations of stationary steam engines ranging from single cylinder to one which was rated at 650 horse power, this book contains descriptions and drawings of the various valve types employed and explanations (and drawings) of the Proell and Richardson governors. It also contains photographs of Robey steam

locomotives, portable engines, a steam crane and a traction engine. In all an outstanding buy which can be obtained from 6 Kennet Vale, Chesterfield S40 4EW at £3.90 including postage and packing.

**South Wiltshire Industrial Archaeology Society.** Recent publications of this Society include their historical monograph number 10 on *Medieval Engineering in Salisbury Cathedral*. This is written by *William G C Backinsell*, and describes the daringly new structural techniques and illustrates their successes and shortcomings in surmounting the problems they faced. This is obtainable at 75p plus 13p postage.

Historical monograph number 11 which concerns the *Maltings in Salisbury*, is written by *Douglas Jackson* and concerns itself with Malthouse Lane in Salisbury. Although the street now leads to the theatre, the City Hall and shopping area not so long ago it was the way to Williams Brothers Maltings which despite covering

an area of 3½ acres seems to be remembered vaguely, even by Salisbury's older inhabitants. This monograph describes the buildings which stood on the site for a century and the process of malting and is obtainable at 90p plus 20p postage from *Douglas Jackson*, 2 Byways Close, Salisbury, Wiltshire, SP1 2QS

**Swindon Works, Apprentice in Steam.** *Ken Gibbs*, Oxford Publishing Company, Link House, West Street, Poole, Dorset, 1986, £10.95. Renowned throughout the world as a centre for engineering excellence, the Swindon Works of the former

Great Western Railway, hold a special place in the affections of rail enthusiasts. With its untimely passing in 1986, the famous phrase 'Built in Swindon' will no longer adorn new rolling stock. However the reminiscences of former Swindon apprentice, *Ken Gibbs*, rekindle the days of Great Western steam and the hustle and bustle of a unique institution. From fitting and turning to locomotive erection, the working practices and craftsmen of Swindon Works are recalled with great nostalgia and affection. There are line drawings by the author and numerous illustrations in black and white.

*David Bick* is on the way to being recognised as one of the original IA book-writing enthusiasts. Mention of David usually make one think of metal mining in Wales but he has had occasional aberrations. One of these concerned the *Gloucester and Cheltenham Tramroad and the Leckhampton Quarry Line*. This is the classic case of a re-print appearing through a standard reference ceasing to be obtainable. Now it has been revised and enlarged with additional maps and photographs, and can be obtained from the Oakwood Press, PO Box 122, Headington, Oxford at £4.50.

**The Old Churches of Snowdonia**, *Harold Hughes and Herbert L North*, Republished with additional material by the Snowdonia National Park Society, *Capel Curig, Betws-y-Coed, Gwynedd*, £9.95. Possibly an unusual book to mention in an Industrial archaeological publication, but the social and ecclesiastical history of this part of North Wales is intimately involved with the industrial development of this unique area. The 300 page volume is full of interesting anecdotes and provides fascinating reading.

**Preserved Steam Traction**, *Eric Sawford*, *Patrick Stephens Ltd.*, Dennington Est, Wellingborough, Northants NN8 2QD, 1985, £6.99, pb. Two and a half thousand traction engines are now restored in this country and many are to be seen at the multitudes of traction engine rallies. The author has assembled over 200 photographs, largely from such rallies, and the text is divided according to manufacturers and includes Aveling, Burrell, Foden, John Fowler, Sentinel and minor builders. There are 160 pages, profuse illustrations with good captions and this book is not only of interest to the enthusiast but also to the student of transport history.

**200 Years of History and Evolution of Woodworking Machinery.** *William L Sims, Walders Press, Cross Lane, Burton Lazars, Leics, LE14 2HU, 1985, £18.* As interest grows in the collecting of old tools, it is not surprising that this interest has now extended to the history of woodworking machinery. Although few people can preserve it themselves there are a growing number of museums who have significant displays. This book, written by someone who has spent a lifetime in the trade analyses the early years of woodworking machinery between the 1770s and 1850s when woodworking became mechanised largely for military uses. The Great Exhibition of 1851 was a watershed and other exhibitions of the 19th Century allowed manufacturers to compare products. The interesting chapter on the woodworking industry in the 19th Century specialises on the manufacture of railway carriages, cabinet making, wheelwrighting, cask making and piano manufacture. The story is brought right up to date and there is a full bibliography and index. As the need for this book is so obvious as little has been written on the subject, it is a great pity that the illustrations do not come up to the quality and interest of the text.

**Fencing, a Practical Handbook,** *British Trust for Conservation Volunteers, 36 St Mary's Street, Wallingford, Oxfordshire, 1986. No price given.* This is probably the most comprehensive book ever written on fencing. Covering everything from design, siting and comparative costings, to the best way to dig a post-hole, this book brings together all the information you could possibly need on fencing. Much of the information is based on fences used on conservation and amenity sites throughout Britain and there are addresses of manufacturers and suppliers, details of grants and British Standards, and a useful index which makes altogether an invaluable reference book on this subject. Other conservation handbooks in this series are footpaths, waterways and wetlands, drystone walling, hedging, woodlands and sand dunes.

**A History of the County Surveyor's Society 1885-1985,** *Allen Smith, £7.50, County Surveyor's Society, c/o Michael Cottell, Sandling Block, Springfield, Maidstone ME14 2LQ.* This book traces the evolution of the post of County Surveyor from the passing of the Statute of Bridges in 1530 until the formation of the Society just prior to the creation of county councils in 1888 as highway authorities. The

activities of the society and its members are described both with regard to technological and political changes and in particular highlights the many innovations made, notably the pioneering of the United Kingdom motorway system. Details are given of the society's involvement in national decision making on transportation in the twentieth century, together with new responsibilities after 1974 for waste disposal and public transport co-ordination. Although of only 130 pages and containing few illustrations, this book will be invaluable for anyone studying the history of transportation and public works.

**International Register of Historic Ships,** *Norman J Brouwer, Anthony Nelson, P O Box 9, Oswestry, Shropshire, SY11 1BY. 368 Pages, 400 black and white half tone photographs, hardback, £18, 1985.* Prior to the 1950s, the world's preserved historic ships consisted of a handful of naval relics. Over the last thirty years however, ship preservation has increased dramatically to encompass the full range of waterborne craft, sail and steam, naval and commercial. The International Register of Historic Ships has been compiled to fill the need for a comprehensive directory of these craft. It aims to include every ship in the world that is currently being preserved for its historic value, as well as vessels which have not yet been acquired by museums or maritime preservation groups, some of which are of particular significance as last examples of important types. Historical and statistical information is provided on over 700 ships, representing 43 nations or territories, and every continent. The majority of vessels are illustrated with recent photographs and histories are provided for over forty that are particularly significant, either historically, or as examples of successful restoration projects. This is a unique work of outstanding value in its field which will be a major record for years to come.

**Channel Crossing,** *Hereward Davies, 1985, Arthur H Stockwell Ltd., Elms Court, Ilfracombe, Devon, £6.60.* This volume tells the history of the Manby Family who in Norman Times resided in Lincolnshire but their descendants spread themselves mainly over the eastern counties and alliances were usually affected with other county families. Thus there were branches in Lincolnshire, Yorkshire, Norfolk, and Essex. There were also strong Shropshire connections and by the

1820s members of the family had travelled to Paris to start the English gas company in Paris. Altogether a fascinating volume cutting across many of the normal barriers of the history and the volume is of considerable interest to all those involved in the transfer of technology.

**Dictionary of Leather Working Tools, c1700-1950 and the Tools of Allied Trades,** *R A Salaman, George Allen & Unwin, Ruskin House, 40 Museum Street, London WC1, 1986 £40.* The author's previous work, a Dictionary of Tools used in the Woodworking and Allied Trades is recognised as a definitive work of reference. He has now turned his attention to the tools of the leather working trades and this long-awaited book matches its predecessor as an invaluable guide to the tools in the leather working and allied trades in Great Britain during the last two hundred years. Over 1000 different leather working tools are illustrated and described and the trades covered include book-binder, boot and shoe maker, clogg maker, leather decoration, driving belt maker, furrier, glove maker, handbag and purse maker, harness maker and saddler, hat maker and loriner. There is also a full description of leather manufacture together with miscellaneous trades and tools including, ball-maker, felt maker, hydraulic pump leather maker, whip maker and other smaller users. Altogether an invaluable publication which will send many museum curators rushing to their unidentified tools section.

**"The Museum Trading Handbook",** *by Hilary Blume, Charities Advisory Trust, Hampstead, London N.W.3 £7.95.*

This is an authoritative and comprehensive guide to all aspects of museum trading written by an expert in the field.

It examines the purposes of museum trading; the potential; the limitations; and all practical aspects associated with it. Problems of setting up and running the shop are tackled, together with methods of measuring exactly how profitable any given activity is proving. Sources and suppliers are covered, together with advice on how to structure a deal. All sorts of items, from cheap souvenirs to scholarly works and replicas are assessed. Many industrial archaeology societies whether or not they operate a shop would do well to purchase this volume as it gives advice on the production of publications and their pricing together with useful tips on deals with commercial companies.



*Dr Maurice Burton of the Albury History Society holding the plaque presented by Eric Wood*



*Members of the Surrey Industrial History Group outside the restored Albury pigeon house*

**Surrey Industrial History Group Award for 1987.** Each year the Surrey Industrial History group awards a plaque in recognition of conservation work carried out on a building or equipment of industrial interest within the county. In previous years Awards have been made for restoration of a water mill, a windmill, a disused railway station and a collection of stationary engines. The 1987 plaque was presented to Dr Maurice Burton of the Albury History Society for the restoration of the pigeon house in the village. The presentation was made outside the building by Eric Wood, President of SIHG, following the Group's AGM held at the village hall. He reminded members who were present of Dr Burton's distinguished career at the Natural History Museum and his work as an author and broadcaster, but emphasised his contributions to local history and the beautiful restoration of the elegant 16th century pigeon house. Members of SIHG were able to go inside the building to inspect the restored potence which was used for reaching the nesting holes. They were also given an informative talk and conducted tour of the village by Mr Caton of the Albury History Society.

They have however produced two excellent guides to the area, the Western Trail and the Eastern Trail. The Western Trail starts at Smethwick Shopping Centre and continues to Bromford Stop and the Eastern Trail starts once again at Smethwick Centre and ends at Soho Foundry, the home of James Watt. Both guides, together with a leaflet on the Canal Heritage Area can be obtained from the Dept of Technical Services, Wigmore, Pennyhill Lane, West Bromwich B71 3RZ.

**Anderton Boat Life - Repair Work to Start.** Work will start shortly on the repair of the unique 112 year old Anderton Boat Lift near Northwich, Cheshire, which has been closed to traffic for 4 years due to structural faults. A major scheme to develop the land around the Lift to create new jobs and attract visitors to the area will also be implemented.

The announcement in April came jointly from British Waterways and the Anderton Boat Life Development Group, who have been working together to ensure a positive future for the historic structure which moves boats vertically the 50 ft. between the River Weaver at the foot of the Lift and the Trent & Mersey Canal at the top.

The first phase of the restoration will include, in the long term, provision of a new access road, car parks and a visitors' centre.

The restoration and development have the full support of British Waterways, Cheshire County Council, Vale Royal District Council, Northwich Town Council, the Inland

Waterways Association and the Trent & Mersey Canal Society.

**The Appointment of Curator to the National Waterways Museum at Gloucester,** has been announced by British Waterways Board as Tony Conder, formerly Manager/Curator at the Board's Waterways Museum located at Stoke Bruerne, in Northamptonshire. The National Waterways Museum is being created by the Board in Llanthony Warehouse in the historic Gloucester Docks.

The establishment of this Museum at Gloucester is an exciting and major undertaking and one to which the Board have committed £3½ million as part of the overall development at the Docks. The Museum is scheduled to open its doors to the public in Spring 1988 and the Curator will spend the next year overseeing the creation, from consolidation of the Board's extensive collection of historic canal items to the design and construction of imaginative displays.

Tony Conder has 13 years experience of Museum work, including nine years as Manager/Curator at Stoke Bruerne. After gaining a BSc degree at London University he went to Norfolk's Museum Services, working as Museum Assistant for King's Lynn Museum, and gaining a professional qualification of Associate of the Museum's Association.

He took up the post of Manager/Curator at the Waterways Museum in 1977 and, in the past nine years, has considerably broadened the Museum's collection, and undertaken intensive research into all aspects of inland waterways.

His time at Stoke Bruerne enabled him to become an expert in his field with an extensive knowledge of the history of canals; their engineers, design, construction, craft, maintenance, trading and the people who worked on and by them. He also brings to the National Waterways Museum at Gloucester a commitment to inland waterways and to their future conservation as well as to their past.

Tony describes his new appointment as 'an exciting opportunity and a great challenge', but one which he relishes. When complete, the National Waterways Museum at Gloucester is expected to be a tourist attraction of international importance, and one which will bring an estimated ¼ million additional visitors to Gloucester each year.

**Major Exhibition arrives in Dundee.** The exhibition 'National Antarctic Expedition 1901-04' is by the National Maritime Museum, Greenwich,

**Galton Valley -** This has been promoted by the Sandwell Metropolitan Borough Council as a Canal Heritage Area, centred on Smethwick. They also describe this area as the cradle of the Industrial Revolution which means that Abraham Darby must have moved fairly quickly from Coalbrookdale to the Black Country!

London. It includes models of *Discovery's* unique construction, life size figures of Captain Scott and the southern journey team, and a detailed topographical model of the expedition's winter camp in McMurdo Sound.

Overseeing installation are Dundee Heritage Trust's Ships Master, Wm MacGregor and Alan Stimson of the National Maritime Museum. "*Discovery* was built in Dundee" said Mr Stimson "We are delighted to mount this important display, the product of thousands of hours of specialists' time, in her home port. It will complement tours of the ship given by the Heritage Trust's team of volunteer guides and gives the National Maritime Museum the opportunity to develop a close association with Dundee and with Scotland".

Final fitting of the displays is being undertaken by staff of the National Maritime Museum, the Dundee based joinery company Inglis Shepherd and Heritage Trust volunteers. The trust is planning *Discovery's* full restoration to her 1925 configuration at an estimated cost of £500,000 and has begun fund raising activities to meet this.

During 1987 *Discovery*, which has returned to Dundee by arrangement with the Maritime Trust, will open to the public until the end of September. Proceeds from visitors support the maintenance and restoration of this historic vessel.

---

**Summerlee Heritage Trust, Coatbridge.** M.P's Tom Clarke and John Smith, Labour's Industry spokesman, as well as Euro M.P Ken Collins were amongst the 200 guests who attended a reception to mark the opening of Scotland's leading open air museum project at Summerlee, in the centre of Coatbridge. The Chairman of the Summerlee Heritage Trust, Monklands District Provost Edward Cairns, opened the displays in the 30,000 square metre machine exhibition hall, which features a social history exhibition and authentic reconstructed workshops. The Trust has already won an award for the archaeological excavation of the 1830's ironworks which give the museum its name, and the new displays include an eye catching large scale model of the ironworks as they were in the 1880's.

In a brief speech, the Trust's Chairman acknowledged the role of Manpower Services Commission in helping the Trust to create 280 jobs, enabling the continuing development programme to include further reconstructed historic buildings containing exhibition space and a restaurant, scheduled for completion during the summer.

"With our new displays, steam engines and restored canal," said Provost Cairns, "we felt there was



Summerlee Project

so much to see that we will be open this summer to let people see a museum in the making". During the reception, Summerlee employees demonstrated period machinery in the brass foundry and brass finishers workshop. In the tin-smiths shop, equipment that once made street lights for Glasgow Burgh is now being used to manufacture components for the electric tram under restoration at Summerlee.

With items on display ranging from washboards to 60 ton steam cranes, Trust manager Stephen Kay was not only confident of attracting visitors with a wide variety of interests, but also looking forward to completing other attractions, such as the working electric tramway currently under construction. Paying tribute to the continuing support of Monklands District Council, he predicted that a successful preview season in 1987 would be followed by a very large visitor attendance during the Glasgow Garden Festival next year.

Summerlee is open seven days a week until October, and welcomes educational and other organised groups by appointment. Entrance is free during the Preview Season.

---

**Somerset Roads, The Legacy of the Turnpikes, Phase 2, Eastern Somerset.** This second volume of the history of roads in Somerset has been compiled by *J B Bentley and B J Murless* and published by *Somerset Industrial Archaeological Society*. It gives details of the 101 lengths of road administered by 14 different Turnpike Trusts in Eastern Somerset and a Gazetteer listing some 450 surviving items of interest including Toll Houses, Milestones etc. 8 Maps show the

Turnpike Roads and mark the positions of items in the Gazetteer and some of the general material has been revised so that Phase 2 of the publication is complete in itself since not all readers will have seen Phase 1. The price is £4.00, with 50p postage and it is obtainable from: Mr B J Murless, 46 Holway Avenue, Taunton, Somerset TA1 3AR. Cheques payable please to: *Somerset Industrial Archaeological Society*.

---

**Images of Labour, John Gorman, Scorpion Publishing Ltd., Victoria House, Victoria Road, Buckhurst Hill, Essex IG9 5ES, 1985, £7.50.** Drawn largely from the collections of the National Museum of Labour History and partly funded by the GLC, this 190 page volume sets out in a very clear way the wealth of graphic art that the Labour Movement has provided. The chapters are devoted to different aspects of ephemera, certificates, manuscripts and membership certificates.

---

**Sussex Industrial History - Issue No 17, 1987, £1.50.** The journal of the *Sussex Industrial Archaeology Society*, edited by *Dr Brian Austen*, continues to produce fascinating articles of general interest. The latest edition contains articles on the Bognor Gas, Light and Coke Company and mineral transport by the Telpher System (the story of the Glynde Aerial Railway) there are also articles on the supply of bricks for the Martello Towers in Sussex and Jesse Pumphery Milwright, details of the publication and the society can be obtained from the Hon Secretary, R G Martin, 42 Falmer Avenue, Saltdean, Brighton, BN2 8FG



Members of the Gunpowder Mill Study Group and local archaeologists at the ruins of a pair of water powered incorporating mills on Dartmoor. A chimney stack and part of a long range of process buildings can be seen in the background.

**Gunpowder Mills Study Group Visit to Cornwall and Devon.** The gunpowder Mills Study Group visited south-west England in May to see sites near Truro and Liskeard and on Dartmoor. The meeting, which was attended by seventeen members and guests, was based at the Brookdale Hotel in Truro.

Saturday morning was spent visiting the Kennall Vale site at Ponsanooth, which has some of the best remains of the industry in Britain in a striking physical setting and is now being managed by the Cornwall Trust for Nature Conservation. We were shown around by Richard Dubieniec of the CTNC and by John R Smith of the Cornwall Archaeology Unit who has produced a detailed archaeological and historical report for the Trust. Members then spent the afternoon exploring the remains of the smaller Bishop's Wood mills near Idless, just north of Truro, in an area now designated as a forest trail and used for orienteering. An evening meeting was held at the hotel, at which John Smith showed slides of the Kennall Vale project and Russell Jones gave a talk on the paper mill immediately upstream from the Kennall Vale powder mills, placing it in the context of the Cornish paper making industry.

On Sunday morning the party visited the Herodsfoot site near Liskeard which had an extended life as a modern explosives works until the early 1960s. This site has now been tastefully redeveloped by

the Forestry Commission as Deerpark Forest Cabins, for holiday accommodation. Finally, by courtesy of the Duchy of Cornwall, the group visited the ruins of the Plymouth and Dartmoor Gunpowder Company's mills at Cherry Brook on Dartmoor, where we were joined by several local archaeologists including Deborah Griffiths of the Dartmoor National Park, Helen Harris, author of the David & Charles book *'The IA of Dartmoor'* and Rosemary Robinson of English Heritage. The Cherry Brook site, like Kennall Vale, has substantial remains which are however unique in not being obscured by tree cover. Much work needs to be done to interpret the structures and an enjoyable and absorbing afternoon was spent in discussing the problems.

*Glenys Crocker*

**Survey of Buildings Preservation Trusts.** At the end of last year, I was asked by AIA Council to carry out a survey of Buildings Preservation Trusts in Britain. A questionnaire was compiled, and a list of Trusts obtained - there being 91 such bodies registered with the Civic Trust.

Response to the questionnaire was good - 76 Trusts replied, and the information provided has now been analysed. The majority - 62 - did consider industrial buildings to be within their remit, but relatively few - 19 - had ever

actually been involved in an industrial archaeological project. This is, in part, due to the fact that many of these Trusts are newly-formed.

Of the replies received, most indicated that they worked in conjunction with other bodies, such as local authorities. It was interesting to note that many Buildings Preservation Trusts are either funded by local authorities, or if independently funded, have County and/or District Council backing.

One disappointing aspect of the survey response, was that only a few - 17 - Trusts had ever worked with or consulted local IA Societies. Especially disturbing was that a number commented that they had no knowledge of any such society in their area. This might be a way in which the AIA could be of help, in putting Trusts in touch with Affiliated Societies, or in areas without a suitable local group, the Association itself might be able to advise Trusts.

The results of the questionnaire proved interesting ... only time will tell whether as Trusts become more firmly established, they become involved in projects concerned with industrial buildings.

*Pam Moore*

## NEWS FROM BEAMISH

### **Beamish - Champions of Europe.**

Beamish, Britain's 1986 Museum of the Year was awarded the prestigious 1987 European Museum of the Year Award at a ceremony in Durham City on Tuesday 30th June 1987.

Over 70 Museums, (from Austria, Belgium, France, Germany, Great Britain, Greece, Ireland, Italy, Netherlands, Norway, Portugal, Sweden and Switzerland) competed for the grand title - "European Museum of the Year 1987" - under the auspices of the Council of Europe.

Set in 260 acres of beautiful County Durham countryside, Beamish recreates the way of life of the people of the North of England over 50 years ago by re-erecting buildings, furnishing them as they once were and peopling them with with costumed staff.

Visitors to Beamish travel by old electric tramcar to a 1920s Town Street complete with houses, a Solicitor's office, a Dentists's home and surgery, a working pub, a Co-operative store with hardware, grocery and drapery departments, stables, stationer's shop and printer's workshop. Nearby is a North Eastern Railway Area where locomotives are often in steam at the railway station and goods vehicles work around the goods yard,

coal cells, weighbridge house and signal box. A tramride away is the colliery area with colliery buildings, a row of fully furnished pit cottages and visitors can go down a "drift" mine to see how coal was worked. Home Farm, the original farm of the Beamish Estate, has been fully restored and is a working farm housing old breeds of cattle, poultry, pigs and sheep. In a large farmhouse kitchen visitors can see how the farmer's wife spent her day carrying out household tasks.

The European Museum of the Year Award is administered from England and has a panel of European judges, who assess each museum as a package - its' collections, method of presentation, standard of house-keeping, publicity and public relations, atmosphere, shop, public amenities and business efficiency.

The International panel of judges were united in their choice of Beamish as European Museum of the Year. Commenting on their choice in the commemorative brochure for the 1987 award, Kenneth Hudson, Director of the European Museum of the Year Award, said, "To have created, on a greenfield site and in such a short time, a very large open air museum which encapsulates the industrial heritage and the way of life of one of Britain's toughest and most long suffering regions is no small feat. To have done this in a way which provides entertainment and relaxation, as well as stirring memories is something even more remarkable".



**Eggspert Help Required.** Are there any eggsperts out there who can enlighten us on the history of egg-vending machines? The Surrey Industrial History Group are hoping that Waverley District Council in south-west Surrey will preserve a machine at The Wharf, Godalming,

before it is finally destroyed by either the local vandals or an inner by-pass road - whichever reaches it first.

This machine in Steven Rackett's drawing seems fairly hard-boiled in that it has survived many years so far but the front door has been cracked open to reveal a spiral loading system of trays and eggsperience suggests that the machine may not last much longer. We believe that this machine and others like it were fixed at various places in town and countryside by independent egg-producers or farmers in opposition to the Government's Egg Marketing Board who wanted to regulate the sale of eggs and standardise their sizes. Government approved eggs were originally stamped with a little lion. Hence the inscription on the side of the vending machine:- "No Little Lions In Here". If that is the right story, can anybody fill in any remaining details - in particular the date when these colourful pieces of street furniture were erected? Are there many of these machines still remaining or is ours now unique?

Any information - but no further egg yokes please - to Francis Haveron, 5 Hillcourt, Ballfield Road, Godalming, Surrey.

**Award for Dundee Mill Survey.** The Association for Industrial Archaeology has presented its annual Award for Fieldwork to Mr. Mark Watson for his study of Dundee's Jute and Flax Mills.

Mark, an Assistant Inspector of Historic Buildings with the Scottish Development Department, completed the study whilst he was a student at the Ironbridge Institute. 'An admirable marriage of the written and archaeological evidence' commented Dr Michael Lewis, an Award Judge. He went on to praise the breadth of scope, sureness of touch, and the value of its contribution to industrial history. Mark plans to use the award to assist with publishing his work later this year.

1987 is the bicentenary of the invention of the flax spinning frame. Its adoption by Dundee's jute spinners in 1832 turned the town into 'Juteopolis' by the 1860's. It is fitting therefore that the award should go to Mark this year.



**AIA Local Societies Spot.** As this is a fairly quiet time of year, before holidays and the conference season really take over, could I

remind Societies that you do need to return voting nominations to Paul Stephens before the next Conference and AGM? Our thanks to those who already have done so, but we are still expecting a few more. Perhaps any Affiliated Society member reading this could enquire of your Society committee about it and volunteer to send it off if no-one's had the time so far.

I wonder whether you might consider another idea for a possible service AIA could provide for local societies? It would be possible with your assistance to begin to compile an information bank on appeal decisions relating to IA cases, if Societies which make representations concerning an appeal case would request that a copy of the appeal decision be sent to both them and the AIA. With such a library of decisions collected over a period the AIA would then be able to assist other Societies by giving them details of the criteria on which the Secretary of State and/or his Inspectors have in the past judged the importance of a site. If you think it's a good idea, get your Society to agree; or if you're currently involved, request a copy of the decision for the AIA (you can use my address and I'll see it goes to the right place); or let me know what you think at Bath in September.

Otherwise all is quiet on the Affiliated Societies' front; nobody's written to me or sent profiles or despairing letters so I assume you're all enjoying your summer IA visits.

Janet Spavold

## AIA Bulletin

ISSN 0309-0051.

Is edited by Roy Day from 3 Oakfield Road, Keynsham, Bristol BS18 1JQ and is published by the Association for Industrial Archaeology. The AIA was established in September 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey and research groups and bodies involved in the preservation of industrial monuments, to represent the interest of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. Further details may be obtained from the Membership Secretary, Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW, England. Telephone 095-245-3522