



AIA President Marilyn Palmer is pictured here handing over the President's Conference Award to Alec Tilley at Claverton Pumphouse on Sunday, October 18th. As reported in the Bulletin [6/1], Claverton was opened to the public in the summer of 1978, and has now spent the best part of ten years bringing in additional funds to go towards the restoration of the Kennet & Avon Canal. The volunteers working on the project have discovered—like many others—that completing the restoration is not the end of things, but merely the beginning. Since 1978, all the wooden (elm) paddle boards on the waterwheel have had to be replaced by a harder foreign timber, and now much of the paintwork is peeling and is having to be re-done. Nevertheless, the volunteers have still found time to restore the Lister diesel pump which replaced the water-powered plant when it broke down early in the 1950s!

The project is keen to recruit new members, whether to help with maintenance, help with publicity or shepherd visitors around on open days: if you live in the Bath/Bristol/West Wiltshire areas, and are interested in participating, please contact Neil Hicks: ☏ Bristol (0272) 712939

INDUSTRIAL ARCHAEOLOGY AS HISTORICAL ARCHAEOLOGY

Industrial archaeology has been variously defined as being concerned with the development of industrial activity since its beginnings (*Rais-trick*, 1972) or as generally confined to the study of industrial monuments surviving from the last two hundred years or so (*Buchanan*, 1972). It emerges from the first definition as a thematic discipline concerned with development over a long period of time and from the second as a period archaeology, although with boundaries of study still closely defined. Yet archaeologists of earlier periods, including post-medieval archaeology, have never sought to limit themselves to one aspect only of their period and now, for example, examine the typological development of settlement patterns in the prehistoric period in relation to the evidence for burial rites: the more complex the former, it would seem, the less complex the

latter, as if temporal concerns began to take precedence over spiritual, possibly for military reasons (*Bradley*, 1984).

Should the archaeologist of recent times, then, abandon the title 'industrial' and become an historical archaeologist, seeking to examine the vital evidence of all aspects of society in a given period and relate this to the wealth of documentary evidence available? It is the stance generally adopted in North America and Australasia, as is illustrated in a recent book edited by Suzanne Spencer-Wood and called *Consumer Choice in Historical Archaeology*: this attempts to assess the conditions under which patterns of archaeologically deposited data like fish remains, glass, ceramics and gravestones in the 19th and early 20th centuries were affected by consumer behaviour. In Great Britain, however, the term 'industrial archaeology' is widely recognised and should not be abandoned lightly. There is, in fact, no need to abandon it, since in this country industry in its broadest sense has been the dynamic

TOWARDS THEORY IN INDUSTRIAL ARCHAEOLOGY

The ninth Annual Conference of the Theoretical Archaeology Group was held at the University of Bradford from December 15–17th, 1987. It included for the first time a session on industrial archaeology organised by Phil Copleston, a recent graduate of the Ironbridge Institute who is now working at Aberdulais Falls. He believes that industrial archaeology in this country lacks an adequate theoretical basis compared with, for example, historical archaeology in the United States, and invited four industrial archaeologists to present short papers on the research strategies and models they use. Colum Giles of RCHME discussed the survey of Yorkshire textile mills and Stephen Hughes of RCAHMM the role of fieldwork in developing historical understanding: their work has previously been published in either *AIA Bulletin* or *Industrial Archaeology Review*. Kate Clark of the Nuffield Survey based in the Ironbridge Institute showed how archaeological methods can be applied to the study of an industrial landscape, and an extended version of this will appear in *Industrial Archaeology Review*. Marilyn Palmer looked at industrial archaeology as historical archaeology, and her paper is printed here. There was a lively discussion following the papers at Bradford, and the *Bulletin* Editors would welcome correspondence on the question of whether industrial archaeology lacks — or, indeed, whether it needs — a theoretical basis.

force which has shaped human development over the past two centuries and change in the landscape has, to a large extent, been conditioned by the response to industrial activity. Recognising this, the industrial archaeologist must seek to place the monuments of industry in their topographical and human environment and consider himself as the archaeologist of industrial society. He cannot examine sequences of change over a long period of time as is generally undertaken in earlier period archaeologies, but this is offset by the incredibly rapid pace of development in the past two centuries compared with that in any other period of the past.

Industrial archaeology is, then, a valid definition for the study of the physical evidence of the recent past. The wider question, perhaps, is how far the study of archaeology is relevant at all in a period from which such vast quantities of documentary evidence survive? In the investigation of a non-literate society, the 'hierarchy of inference' is an important concept (*Hawkes*,

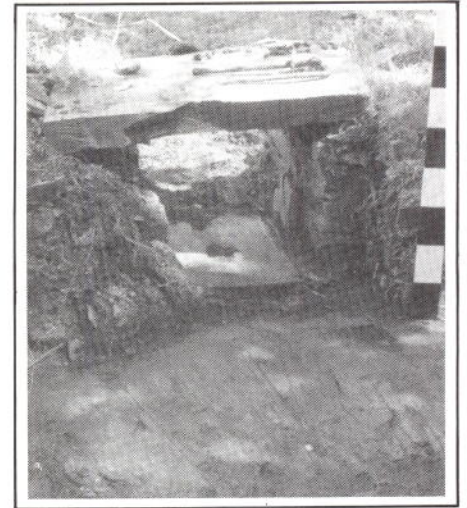
1954): it may be legitimate to infer from archaeological phenomena to the subsistence-economics of human groups, but one can also infer to the socio/political institutions or religious institutions, as in the example referred to earlier concerning the relationship of burial rites and settlement patterns? Conversely, in the investigation of literate society, the nature of institutions is, in fact, more easily determined than, for example, everyday diet, because written material produced by the ruling elites concentrated on such matters and has been carefully conserved. Archaeological evidence is vital in the understanding of economic activity because ordinary working life did not often find its way into literature, nor was the transformation of the landscape by industrial activity described except in spectacular instances like the Ironbridge Gorge, the first water-powered cotton mills in Cromford or the exploitation of Parys Mountain. Perhaps industrial archaeology should be defined as 'the study of people at work'? Documentary evidence must be treated critically and regarded as only one element in the investigation of the past. It does not tell the whole story: only in conjunction with archaeological methods can totality of the recent past be revealed and the ordinary be explored as opposed to the unique.

Industrial archaeologists have been accused, with justice, of concentrating on the study of monuments in isolation rather than seeking to place them in context. There is, however, a place for detailed recording: archaeologists are the archivists of an era and could legitimately claim that their task is to place structures objectively on record rather than interpret them. But what is not understood may fail to be adequately recorded, and it is better to regard the recording process as part of a general research strategy rather than an end in itself. The strategy may take two forms. The first is the examination of one type of monument or structure on a regional or national basis: the second the in-depth study of a particular site with regard to its regional or even national significance in technological, economic or human terms. Both strategies involve the search for

other types of evidence which complement the purely archaeological, but the end result is concerned with the assessment of physical evidence.

The study of particular structures on a systematic basis is a strategy familiar to mainstream archaeologists but less utilised by industrial archaeologists who tend, by force of circumstance, to work in comparative isolation. It has been done by the Scottish Royal Commission on Ancient and Historic Monuments; Graham Douglas and Miles Oglethorpe have recorded windmills, windpumps, Norse mills and other structures on a national basis and thereby been able to suggest typology of development. The English Royal Commission are undertaking a similar survey on a regional basis, that of textile mills in Yorkshire and Lancashire. The particular interest of the Editors of *Industrial Archaeology Review* lies in the archaeology of nineteenth century mineral dressing and we are attempting to compare the evidence for the treatment of lead and tin. Buddles, used for gravity separation of the metal from the crushed gangue mineral, vary regionally, chronologically and according to the type of mineral being processed. Documentary evidence would seem to suggest a steady technological progression throughout the century: archaeological evidence indicates the inertia of the industry in many areas, and prompts an examination of the capitalisation and general technical awareness of the mining companies in different areas. Only through such research can the differences in the archaeological structures be explained.

The study of particular sites in considerable detail is a more familiar strategy to industrial archaeologists, but even so the detail should not obscure the vision of the whole. Preliminary work on maps and documents can enable adequate site evaluation, as has been shown by the Nuffield Survey in the Ironbridge Gorge, leading to strategies for preservation or excavation. Our present work in the East Midlands for the National Trust on the Calke Abbey Estate in Derbyshire is to assess the archaeological potential of the limeyards which provided a considerable income for the Harpur-Crewe es-



1. Wood-floored buddle for lead dressing, Bryn Dyfi, Cardiganshire, 1881.

tate. The two archaeologists actually employed by the Trust are concerned with field survey and documentary research along similar lines to the Nuffield Project. Our task is excavation, but with limited manpower and time, since industrial archaeology is not our profession, site evaluation utilising other evidence is essential. Maps in Derbyshire Record Office indicating the projected routes of tramways from the Ashby Canal to Ticknall suggest that 'new work' had begun in Margaret's Close about 1800. Documents showed that this had been worked by a separate company selling lime to, among others, the Melbourne Hall estate but that by 1802 they were in financial difficulties. A financial statement refers to 180 double yards of Iron Railway and four lime kilns, but subsequently the area is not referred to again in the documentary record. A careful survey of the area revealed the likely site of the kilns, a bank with some evidence of surface stone. Excavation has so far revealed one of the kilns which appears to have been rebuilt utilising some vitrified bricks but not subsequently fired, archaeological evidence which is supported by the documentary evidence indicating the liquidation of the company.



2. Concrete centre-head buddle, West Basset, Cornwall, 1875



3. Stepped buddle, Brea Adit tin-streaming site, Cornwall, early 20th century.

AWARDS

CIVIC TRUST AWARDS 1987

Among the 17 awards sponsored this year by McDonalds, was a special one for inner city revival made to the Wigan Pier, project which has created canal walks and converted Listed warehouses to functions including a concert hall, college accommodation and an industrial museum.

Another award of IA interest went to the conversion of Manchester Central Station to the Greater Manchester Exhibition and Event Centre. A joint award was made to the Granada TV News Centre and the Merseyside Maritime Museum in Albert Dock, Liverpool.

KIRKALDY TESTING MUSEUM

This museum in Southwark Street, London, is intended to portray the standardisation of materials testing as developed by David Kirkaldy (1820–97). It has been awarded the Engineering Heritage Hallmark Award by the Institute of Mechanical Engineers and also been granted charitable status. The Friends of Kirkaldy are seeking volunteer guides and

will provide training. Contact Janet Austin, 121 Brownspring Drive, New Eltham, London SE9 3JZ.

The Times and Royal Institution of Chartered Surveyors Conservation Awards 1987.

The theme of this year's awards was 'A New Year Lease of Life'. There were 93 entries in two categories, non-residential to residential and residential to non-residential conversion projects. The winner of the first category was the Jacobs Island Company for their conversion of the warehouse at New Concordia Wharf in Southwark. The old grain warehouses, part of St Saviour's flour mill of 1882, were rebuilt 1894–8 after a fire, had been disused since the 1960s and they have now been converted to flats, workshops, studios and offices.

The two themes for the 1988 Awards will be 'Coast and Countryside' with awards for environmental projects involving public access to countryside and education projects, involving rural craft museums, interpretative centres or farm museums.



THE DOROTHEA AWARD FOR CONSERVATION

This annual Award is made by and through the generosity of Dorothea Engineers Ltd, and judged by a panel of three judges, one nominated by them and two by the Council of AIA. Its purpose is to support and encourage voluntary conservation work on sites and artefacts of industrial, agricultural and domestic importance. Entry forms may be obtained from John Crompton, 112 Milton Road, Fallings Park, Wolverhampton WV10 0ND, to whom enquiries concerning the Award should also be addressed.

The two types of strategy are not mutually exclusive: the study of limekiln structures elsewhere in the British Isles has enabled us to make a selection of which of the 40 or so kilns on the Calke Abbey estate to excavate in order to construct a typology: documentary evidence for this very common type of structure is scanty, and only archaeology will enable the development of the limekiln to be understood.

Industrial sites underwent complex changes in very short periods of time: we have found this in our study of the history and archaeology of the Basset Mines sett in Cornwall. A stratigraphical approach is necessary to reveal the layers of the palimpsest even when excavation is not undertaken and field survey and documentary research are the only methods used. The establishment of industrial activity has been determined by the location of raw materials and source of power and, in turn, generated systems of transport, accommoda-

tion and facilities for the workforce and secondary industry which may have outlived the primary. A theoretical model of this kind recognises the primacy of industry but takes account both of change through time and of the topographical and human impact of industry. The task of the archaeologist, as Martin Carver has said, is to create images as well as to take photographs (Carver, 1987). The French are, perhaps, less prosaic than we are in their approach and adopt this attitude in their interpretation of the industrial past. The Musée des Forges d'Hennebont in southern Brittany has little archaeological evidence to utilise in its attempt to portray this great iron forge between the years 1860 and 1966, but makes up for it in words.

Tout ouvrage, fût-il industriel, ne peut jamais se présenter comme une réponse univoque aux seuls constraints de la fonction qu'il abrite. L'usine aura toujours, bon gré mal gré, un habit qui l'acculture.

The form of every industrial enterprise is not conditioned only by its function or by the site chosen for its location: it becomes a living entity in itself. The industrial archaeologist, utilising all the available evidence including the study of comparative sites, has both to determine and to account for this response.

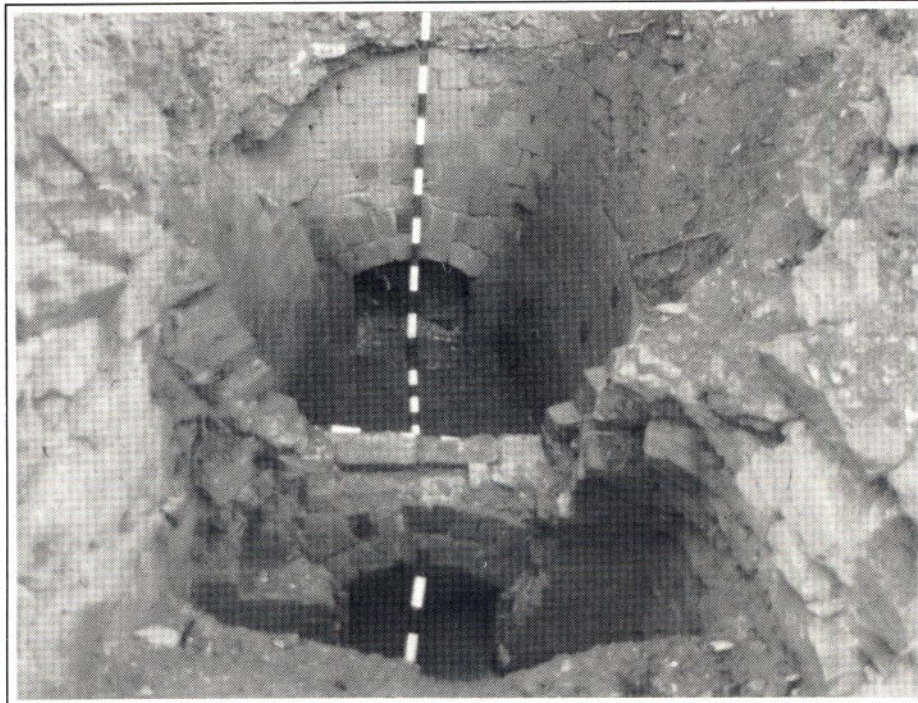
Marilyn Palmer

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4. The site of Margaret's Close limekiln, before excavation.



5. Excavated kiln, Margaret's Close.

NEWS ITEMS

FRIENDS OF FRAMEWORK KNITTING

Two East Midlands museums have recently established Friends' organisations with considerable support from the hosiery trade. The older of the two, Ruddington in Nottinghamshire, is known to AIA members as the winner of the Dorothea Award in 1985. Two frameshops house a number of knitting frames, mostly in working order and regularly demonstrated, a collection of Griswolds or circular knitters and a lively museum and audio-visual show. Bushloe End, at Wigston Magna in Leicestershire, has recently been acquired by the district council and leased to a charitable trust. The mid-nineteenth century frameshop houses a collection of glove knitting frames untouched since they were last used 35 years ago, together with yarn winders and moulds for setting the bearded needles in lead. It is a most exciting venture.

To become a Friend, contact:

RUDDINGTON: Mrs Jessie Woodhouse, 51 Rodney Road, West Bridgford, Nottingham. ☎ Nottingham 231470

BUSHLOE END: Mr I Varey, 2 Paget Court, Paget Street, Kibworth Beauchamp, Leicestershire LE8 0HU. ☎ Kibworth 2587.

HIGHLAND STEAMBOAT HOLIDAYS

The 1988 season of sailings on the 12 berth coal-fired steam puffer *VIC 32* commence on May 1. Cruises off the west coast of Scotland of one week duration commence at either Crinan or Ardrishaig. Details may be obtained from Nick Walker, *VIC 32*, The Change House, Lochgilphead, Argyll, Scotland PA31 8QH.

HURRICANE IN THE SOUTH

The hurricane which struck southern England on the night of October 15–16 caused widespread damage to property including several windmills. In particular, the recently restored Jill windmill at Clayton (see *Industrial Archaeology Review* Vol X No 1 Autumn 1987) suffered severe damage. The sweeps ran away against the brake and a fire started; fortunately the vigilance of a neighbour and the prompt action of Simon Potter, one of the millers, prevented greater damage. As it is, repairs, estimated to cost over £5000 and taking 18 months to complete, will be required to the brake and fan tackle systems.

Elsewhere in Sussex other windmills also suffered in the freak conditions. The National Trust postmill at Winchelsea was toppled over, Rottingdean had one sweep damaged, the fantackle was damaged on Shipley and Argos Hill mills and two sweeps damaged on the latter.

Another casualty of the storm was the Short Sunderland flying boat which was shortly to be re-launched on the Medway at Chatham for test flights. Damage estimated at over £300,000 was caused and the future of the aircraft is now in question.

The above information was provided by Ron Martin of Sussex IA Society and Pam Moore and Angela Smith of Southampton UIAG.

ROBERT OWEN AND UTOPIAN THOUGHT

4 An international conference is to be held in both Edinburgh and New Lanark in July 1988 on the topic of 'Utopian Thought and Communal Experience'. Professor John Harrison will be delivering the keynote address on 'The Legacy of Robert Owen', while most of the papers

will concentrate on the theory of utopianism and communitarianism, including modern communes such as the kibbutz. The programme includes guided tours of New Lanark and a concert of Owenite music. For further details contact Lorna Davidson, New Lanark Conservation Trust, New Lanark Mills, Lanark, Scotland ML11 9DB.

ARCHAEOLOGY AND RURAL CONSERVATION:

A NATIONAL POLICY

On November 19th, 1987, Lord Montagu of Beaulieu, Chairman of English Heritage, launched a major new policy initiative on the occasion of the publication of Timothy Darvill's book, *Ancient Monuments in the Countryside: An Archaeological Management Review*. This sets out a national long-term strategy for the conservation of England's historic landscapes and seeks the closest cooperation with farmers, landowners and rural conservation bodies such as the Nature Conservancy Council and the Countryside Commission.

Industrial archaeologists as well as their colleagues in mainstream archaeology will be pleased at the emphasis being placed on the management of the landscape as a whole. Lord Montagu said that 'for too long we have had a narrow siege mentality which concentrated

only on protecting monuments in isolation from their particular landscapes ... Today the swing is away from sterile protection towards a more positive management of the countryside.' He emphasised that the developing concern of English Heritage is not confined to the 13,000 ancient monuments that are statutorily protected but extends to the whole of the historic element in the countryside. This will involve positive management agreements with those who work the land, and English Heritage is prepared to offer grants to farmers who wish to find out what historic features exist on their land and to take professional advice. Industrial archaeology has for too long been constrained by concentration on the preservation of monuments, often in isolation from their environment, and the new policy from English Heritage is a step in the right direction. Industrial sites are not neglected in the book: the ore dressing floors at Wray Cleeve Mine, Dartmoor, and the Houseman Shaft engine house near Minions on Bodmin Moor are illustrated and many others do exist in rural environments. Industrial archaeologists have perhaps had more dealings with planning authorities than directly with farmers, but the concept of the archaeological management of the countryside as a whole is greatly to be welcomed.

NEW PUBLICATIONS

Pavilions in Peril

Julia Abel Smith, (Save Britain's Heritage, 68 Battersea High Street, London SW11 3XH).

A beautifully illustrated quarto pamphlet featuring garden pavilions, follies and grottoes in different parts of Britain which are now seriously threatened and neglected. There are amazing examples of a wide variety of architectural styles together with illustrations of some features which have been restored.

Journal of the Historic Farm Buildings Group

Vol 1 1987, Edited by Gerallt de Nash, Historic Farm Buildings Group, Welsh Folk Museum, St Fagans, Cardiff CF5 6XB.

The publication of a journal represents a milestone for any society, and the launching of this journal is no exception. There are six major articles covering the growth of the subject, the use of barns, farm-based tourism and a detailed report on a farmhouse smoking chamber by Kenneth Major.

Details of the Society can be obtained from the Secretary, Roy Brigden, Museum of English Rural Life, Box 229, Whiteknights, Reading RG6 2AG.

The Mines of Newent and Ross

David Bick (The Pound House, Newent, Glos. GL18 1PS, 1987) 88pp, £7.65 post paid.

Although the Forest of Dean is well known for its mining heritage, the mines which worked over a period of centuries around its northern borders have been quite forgotten. The tiny Newent Coalfield was once considered of great potential, bringing a canal to the town. Iron ore was raised for the Newent Ironworks in the reign of Charles II, and there were trials for silver and gold, one of which, near Ross, may be attributable to the Romans.

The history of this neglected local industry is told for the first time in this book with details of present-day remains. It is fully illustrated with photographs, maps and plans.

LMS Miscellany Vol 3

H N Twells, (Oxford Publishing Co, 1987) £12.95.

This third volume provides a miscellany of material covering a staggering variety of subjects connected with the London, Midland and Scottish Railway. There are illustrations of tickets, adverts, stations, platforms, menus, wagon tilting and snow ploughs.

LNWR Recalled

Edward Talbot, Oxford Publishing Co, 1987) £16.95.

A miscellany of writings and observations on the London and North Western Railway, which is mainly in the form of extended essays. There are some illustrations, but in the main this is a very personal look at this railway.

GWR Sheds in Camera

Roger Griffiths, (Oxford Publishing Co, 1987) £12.95

The locomotive sheds of the GWR displayed many diverse characteristics, illustrating a wide range of building styles and design features, even though the railway was an early pioneer of standardisation. Fully illustrated with lengthy captions this volume will be of interest to the railway modeller, industrial archaeologist, historian and vernacular architect.

The Waterhouse at Houghton Hall, Norfolk

R Bowden-Smith, (Avenue Books 1987) 36pp, £2.50 inc p&p.

The first of a new series on English Garden Features, 1600–1900 which is being sponsored by Christie's, the auctioneers, The Waterhouse was completed in 1732 at the mansion begun in 1722 for Sir Robert Walpole and is now Listed Grade I. It is in fact a storage tank to which water was pumped, the system being described in the *Norfolk IA Society Journal* in 1986. Later pumping equipment was a 1904 3-barrel well pump driven by a Ruston and Hornsby Diesel engine. The booklet includes maps and drawings and is available from Avenue Books, Chestnuts, Hatcheston, Woodbridge, Suffolk IP13 0DR.

PRESERVATION AND RE-USE

DUNKIRK MILLS, NAILSWORTH

The five-storey stone mill buildings, dating from 1798 to 1855, which had four water wheels operational until 1940, have been purchased for conversion into flats. A leisure complex is to be built in the grounds. The mills formerly produced woollen cloth until about 1890, then changing to hosiery manufacture and have lately been in multiple occupation.

BRYNMAWR RUBBER FACTORY

This vast building some eight miles from Ebbw Vale has now been disused for six years. Plans to demolish it for a new industrial estate have been abandoned following the Listing of the 1946-52 structure; it was the first post-war building to be Listed in Wales. The Welsh Development Agency has offered a substantial grant towards the cost of asbestos clearance from this factory with its 200,000 square feet clear floor space. The roof consists of nine reinforced concrete domes with numerous roof-lights. A working party is now discussing options for re-use.

ELMS COLLIERY, NAILSEA, BRISTOL

A public enquiry was held in December into three separate planning proposals for the former colliery site. Two structures were Listed Grade II in August 1986 following the investigations by the Nailsea Local History Society and the Avon Industrial Buildings Trust. Excavations revealed a very complete layout of a late 18th century coal mine, with two shafts, engine houses, boiler houses, capstans, a horse gin base and weigh-house. One planning proposal for five houses includes scheduled monument consent to enclose the main structures on the site.

The excavations have been described in *Popular Archaeology* [October/November 1986].

MUSEUM NEWS

SCOTTISH MARITIME MUSEUM

Through the generosity of the Scottish Development Agency, the Scottish Maritime Museum has been given the entire Engine Shop built in 1872 for Alexander Stephen's yard at Linthouse on the Clyde. The building, which will

GAYLE MILL, WENSLEYDALE

Situated near Hawes, this former cotton mill, which is Listed Grade II, was built in 1784. Cotton spinning was replaced by woollen production and in 1865 the mill was converted to a sawmill. The original waterwheel was replaced by a Thomson of Belfast turbine around 1878 which remains in working order. The Yorkshire Dales National Park Committee are considering using the mill as a working heritage centre. It is possible that the mill will be upgraded from its Grade II listing; the Wind and Watermills section of SPAB are pressing RCHME to schedule the entire complex.

STREATHAM SILK MILL

This Georgian building probably housed the first Jacquard-type silk weaving looms introduced into Britain but is now within a large site purchased by Sainsbury's. GLIAS succeeded in getting the mill Listed and a public enquiry was held last March to consider Sainsbury's application to demolish it. Both GLIAS and English Heritage produced schemes to show how the mill could be utilised as a part of the proposed supermarket and the application to demolish was refused. However, it has been suggested that Sainsbury's do not intend to utilise the mill, which will remain as a derelict building in the middle of the parking area. Since Sainsbury's have in recent years shown a very responsible attitude to conservation, as in Green Park Station in Bath, it is hoped that they will reconsider the matter.

WOOLSTON ROLLING MILLS

The large brick building known as Woolston Rolling Mill on the outskirts of Southampton is without doubt the largest historic industrial building in the area, stretching for about half-a-mile. It now poses massive problems of re-use. Dating from the first World War, its history

is dismantled during this winter, will be rebuilt at Irvine and will eventually house the Museum's extensive collection of shipbuilding machinery and ships' engines. A new boat shop is also under construction and the skills of the wooden boat builder will be demonstrated. The Museum now has a collection of 38 vessels.

is still somewhat shrouded in secrecy. By all accounts the building never became rolling mills but was used for the manufacture of munitions. In recent years it has been used for naval stores until its closure over a year ago. Various plans have been put forward for the site including one for demolition and re-use of the land for housing. SUIAG have been trying to persuade the Southampton City Council that part of the structure should be utilised for the proposed Solent Museum of Transport and Industry, for which a number of us have long been campaigning.

A new factor has now arisen in the discovery of toxic waste including asbestos, copper, zinc and other highly poisonous caustic compounds. It has been reported in the local press that some of the deadly asbestos is lying exposed and it is feared that any disturbance of the site would increase the risk of contamination. So it seems that not only will our hopes for an ideal museum site be dashed: we may also be facing a threat of massive pollution from Southampton's industrial past.

Pam Moore, SUIAG.

BLISS TWEED MILL, Chipping Norton

This magnificent four-storey textile mill in Oxfordshire, built in 1872 with its dome enclosing the lower part of the chimney, four corner towers, urns and balustraded parapet is the subject of a planning application for conversion to 44 flats. The proposals include the demolition of some of the adjoining single storey north-light buildings.

BASS MALTINGS, SLEAFORD, LINCS.

The local joint working party studying the re-use of the Listed range of maltings dating from 1905 has now been disbanded. They were unable to find a suitable re-use and the proposals by English Heritage were unacceptable to the buildings' owners.

ETRURIA INDUSTRIAL MUSEUM

Ann Nuttall has been appointed as Assistant Keeper of Social History by the City Museum of Stoke-on-Trent. Her work will be concerned with the new Etruria Industrial Museum to be opened in the Etruscan Bone and Flint Mill. The restoration of the flint mill was awarded the AIA-Dorothea Award for Conservation in 1985 and was described in *Industrial Archaeology Review* Vol IX No 1 [Autumn 1986].

BIRMINGHAM RAILWAY MUSEUM

Celebrations are being planned during 1988 to mark the 150th anniversary of the London and Birmingham Railway, Britain's first true 'Intercity' route.

The Museum now have possession of the redundant old Moor Street Station in Birmingham and some exhibits will be moved to the new site. It is hoped to operate a steam-hauled service from Moor Street towards Bordesley in due course.

THE HERITAGE BREWERY MUSEUM

Through the columns of *Industrial Archaeology Review*, the original steam engine sold in 1870 by the brewery in Anglesey Road, Burton-on-Trent has been located. The engine, made in the town by Buxton and Thornley in the 1880s, has been purchased and re-installed at the brewery. The restoration of the 9" single horizontal engine has been carried out by Plant Repair of Derby. Its first public steaming was at the Open Day in October.

Arrangements for operation of the brewery museum with charitable status have now been completed and a Friends organisation established.



The interior of the 1872 Engine Shop at Alexander Stephen's Linthouse Yard.

REGIONAL NEWS

The Editors of **AIA** Bulletin are endeavouring to establish a network of Regional Correspondents so that local news items and events of IA interest may be brought to the attention of the Association membership. There are still some vacant regions in the network, if you feel able to act in this capacity for regions 3, 5, 9, 11 and 13 as defined on page 8, will you please contact the Editors.

If you have an item for inclusion in **AIA** Bulletin please submit it, either to your local correspondent or direct to the Editors. Black and white photographs and line drawings are welcome for publication.

SOUTH EAST ENGLAND

The 1987 autumn meeting of the **Gunpowder Mills Study Group** was hosted by the Faversham Society at the Fleur de Lis Heritage Centre. The Honorary Director, Arthur Percival, gave an introductory talk and then the Group visited Chart Mills led by Peter Hingley. One surviving incorporating mill dating from c.1760 has been largely restored and is being put back into working order. The weather-boarded building houses a water wheel and the restored mill, which consists of a bedstone and pair of edge runners with associated gearing. This was one of a pair of mills, one on either side of the water wheel, the pit and bedstone of the second mill can be seen in the foreground of the photograph.

The party next visited the Stonebridge Pond area where there is a complex network of water-courses and mill foundations and the remains of the Oare Works which are more substantial. Following tea, David Hansell gave an illustrated talk on Leigh Mills at Tonbridge.

The next meeting of the Group will be on Saturday 16 April 1988 at Gunnersbury Park Museum, London W3 8LD; details from the Curator, Phil Philo. *Glenys Crocker*

NORTH EAST ENGLAND

ELSECAR This village between Rotherham and Barnsley is well known as the home of the last Newcomen-type atmospheric engine to survive in-situ. The engine was erected 1794-5 and worked until 1923. Nearby is a fine range of colliery workshops built c.1850 by Earl Fitzwilliam, the surviving buildings of Elsecar Ironworks of 1795 and the Earl's private railway station built in 1870. The village includes model housing built by the Fitzwilliams for their miners and workers in the early 19th century.

These workshops and the colliery at the other end of the village have recently been closed by British Coal. Barnsley Council have commissioned a report from consultants URBED on the future of the buildings. Two alternatives have been proposed, use for industry or as the centre for a heritage park. Comment has been invited and the Sheffield Trades Historical Society have suggested combining a smaller heritage element (about mining engineering and village history) with some industrial use. The report is being considered but there is concern that the Newcomen engine, which has not been workable since an accident in 1953, may be deteriorating. We understand that English Heritage are taking steps to see that it is properly conserved and to look into the possibility of restoration.

SHEFFIELD CANAL BASIN The Basin, terminus of the Sheffield Canal which opened in 1819 linking the city to the River Don Navigation, has three Listed warehouses. The Terminus Warehouse built in 1819, the later Grain Warehouse and the Straddle Warehouse of 1895 have become increasingly derelict while alternative schemes for their re-use have been discussed. The Basin lies close to the city markets but separated by a large and busy roundabout. Shearwater Property Holdings PLC have applied for outline planning permission to develop the area, using the warehouses for offices and shops with a night-club in the Terminal Warehouse.

The scheme also includes the Sheaf Works, built in 1823 by William Greaves to make steel tools and cutlery. The Listed 1823 office block would be retained but later partly-demolished buildings would be cleared for a car park and boat yard.

WILSONS & CO, SHARROW We do not often have the pleasure of congratulating a manufacturing firm on its 250th anniversary, still less one that continues to use a water wheel. Wilsons have been at Sharrow Mills in Sheffield since 1737, and have been making snuff there since the 1740s. Steam power was introduced in 1797 and, although most of the snuff mills are now electrically driven, the best results are still obtained from the water powered mills. The firm produced about 1/5th of Britain's annual output of 0.5m pounds of snuff, employing 20 people and exporting one quarter of its production.

It is still owned by ninth generation descendants of the founder and more than 50 varieties of snuff are made with unusual names like *Jockey Club, Pine Forest, French Carotte,*

Crumbs of Comfort, Tom Buck and Tonquin. They are 'flavoured' to recipes known only to the chairman and managing director and mixed by them in a locked room. The rival firm of Joseph & Henry Wilson Ltd at Westbrook Mill nearby was founded after a family quarrel in the 1820s. *Derek Bayliss*

IRELAND

The former gasworks at **Carrickfergus**, Co Antrim, which has the only surviving horizontal retorts for the manufacture of coal gas in Ireland, have been recommended for Listing as an historic monument. A steam engine and other artefacts from the recently closed gasworks at Coleraine have been transferred to Carrickfergus, where it is hoped to establish a gas museum for the province.

Gallaher Ltd, the tobacco manufacturers, who are in process of vacating their great factory in York Street, **Belfast**, have donated a number of interesting early items of tobacco manufacturing machinery to the Ulster Museum.

Mr Robert Guinness of Lodge Park, **Straffan, Co Kildare**, Republic of Ireland, is at present engaged in collecting both full size and model steam engines for a future live Steam Museum. The collection will be displayed in the former Parish Church built for the steam engineers of the Inchicore Railway Works. This building had been derelict for some time and has now been dismantled for subsequent re-erection in Lodge Park; it will be suitably modified for its new role as a Museum whilst retaining its original architectural features. Mr Guinness would be pleased to hear about any steam engines in Ireland worthy of preservation. *Alfred Montgomery*

GREATER LONDON

The impending closure of the New River, loses of 1930s buildings along the Great West Road and demolition in Dockland are features of the current scene. Streatham Silk Mill has been saved from destruction (see note on page 5). At **Hendon Aerodrome** the site occupied by the Grahame-White hangar and surrounding buildings is due to be sold in 1988. The London Borough of Barnet has issued planning guidelines which call for the retention of all the Listed buildings and discussion is in progress between the Property Services Agency and Borough Planners. The hangar is now almost safe, it survived the great wind in October but is in a precarious state of repair and maintenance is urgently required.

In **Finsbury Park** it is reported that the Rainbow Theatre (former cinema) in Seven Sisters Road has been sold to the Elim Pentecostal Church. The Rainbow, once famous for its balmy air-conditioned interior, is an important part of the Capital's entertainment archaeology. The Church would like to provide restaurants, small shops and offices, a concert/conference hall and indoor sports and recreational facilities 'with an emphasis on family entertainment'. English Heritage and Manpower Services Commission are involved. **Harringay Greyhound Stadium** closed on 25 September and the interesting mechanical totaliser dating from the late 1920s has been dismantled. Supplied by Julius, an Australian company, all machinery worked on 120V DC. It is understood that one more mechanical totaliser is still at work, at a Greyhound Stadium in the south of Glasgow, no longer operated by the Greyhound Racing Association.

On the **Regent's Canal**, Islington Tunnel has been closed and dewatered for work on a pipe



Members of the Gunpowder Mills Study Group at the Chart Mills, Faversham, Kent.

crossing, affording an interesting opportunity to inspect the adjacent stretches of canal with the water all but absent and examine the lock structure.

Mildmay Park station building, a relic of the former North London Railway in Islington has been demolished. Closed in 1934 and latterly used by a firm in the motor trade, it was an interesting historic feature of the area, with lettering let into cement panels indicating its one-time function as a busy urban railway station. Broad Street railway station, the City terminus of the North London Railway, has been replaced by the Broadgate Development with trains diverted to Liverpool Street station next door. Fenchurch Street railway station has been radically rebuilt but retains its famous frontal elevation. A new structure is being erected on top of Victoria railway station.

Dockland evolves rapidly and new building continues apace. Building out over the docks is commencing with buildings constructed on

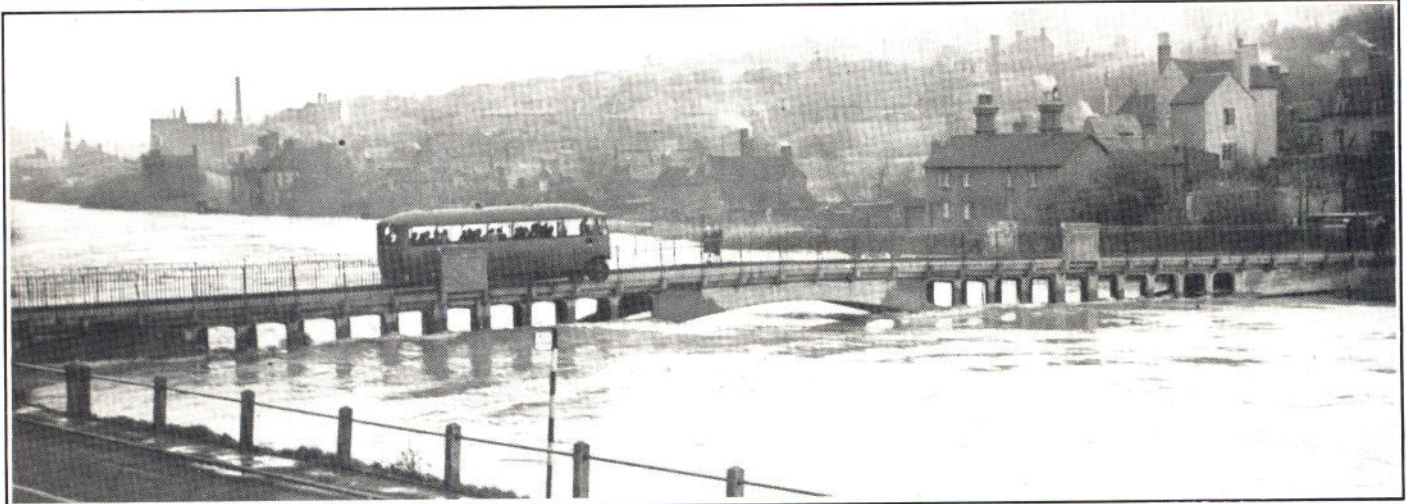
piles. These features are called 'lily pads'. Along the course of the Docklands Light Railway across the Isle of Dogs tall blocks are springing up such that in a few months a quite different scene will present itself to rail travellers. Big plans are being presented for the Royal Docks, Stolport is already in business, and work is about to start at Regent's Canal Dock. At Rotherhithe, as around the edge of the Isle of Dogs, numerous smaller developments along the river bank are providing housing for the better off. The launching slip of I K Brunel's giant steamship *Great Eastern* is being redeveloped and Blackwall Point Power Station has recently been razed to the ground. Demolition at Brunswick Wharf is likely to start soon. The long-established Blackwall Yard has closed and most buildings on the site, including the former house of the Green family, have been demolished.

Further east, the powerline crossing between **Dagenham** and **Crossness**, a prominent land-

mark with two 487' (150m) tall lattice steel towers, is being demolished. Built 1927-32, seven cables spanned 3060' (932m) across the Thames for the 132 kV National Grid, now obsolescent [for photographs, see *New Civil Engineer*, 15 October]. Belvedere is now the furthest up-river CEBG power station still generating.

On the conservation front, help with projects is being requested by the Kirkaldy Testing Museum (Southwark), Croydon Airport Society and Markfield beam engine. GLIAS needs help with its travelling library exhibitions. Interested readers should contact Peter Skilton, 35 Selkirk Drive, Erith DA8 3QR for Kirkaldy; Peter Cooksley, 4 Ellerslie Court, Wallingford, Surrey SM6 0JD ☎ 01 647 1465 for Croydon Airport; Alan Spackman, Nine Elms, Therfield, Royston SG8 9QE ☎ 076 387 331 for the Markfield engine. The GLIAS contact is Bill Firth, 49 Woodstock Avenue, London NW11 9RG ☎ 01 455 7164.

R J M Carr



The River Severn in flood, the sort of conditions which have contributed to the deterioration of the Free Bridge. Midland Red bus shown crossing, probably 1947.

WEST MIDLANDS

LADYWOOD BRIDGE Regular readers of the Bulletin will recall mention some time ago [Bulletins 13/2 and 13/3] of the precarious state of the Free Bridge, an early ferro-concrete bridge just downstream of the Iron Bridge.

After many months of ground testing, etc., Southampton based firm of consulting engineers Gifford and Partners presented their conclusions concerning a replacement bridge to the people of Broseley and Ironbridge at a public exhibition on 13-14 November. Apparently, there were—due to unfavourable ground conditions—only three realistic options: a replacement bridge immediately downstream of the Free Bridge, a replacement bridge

immediately upstream of the Free Bridge or a replacement bridge approximately halfway between the Free Bridge and the Iron Bridge. Strengthening of the existing Free Bridge has been ruled out. The third of these has been recommended by the consulting engineers to Shropshire County Council as the preferred option. It will enable traffic from Ironbridge to Broseley to cross the river on a skew bridge at the end of Waterloo Street, Ironbridge (where the buildings end, but before the road dips down to Bedlam Furnaces), and then join the road on the other side south of the railway bridge and the notorious 'hairpin' on the Broseley road.

The new bridge will be visible from the Iron

Bridge, but the engineers point out that the abutments will be hidden by trees, etc. Early discussions on a potential replacement for the Free Bridge had suggested that, due to the outstanding examples of pioneer bridge building in the area, a 'futuristic' or 'high-tech' design might be possible. This has also been ruled out by ground conditions, and the replacement will be a fairly conventional (single) concrete arch. If finance can be sorted out in time, work will begin in 1988, and completion will be in about one year. The name 'Ladywood' is the name given to the area south-east of the Iron Bridge, where there was once a sizable brick and tile works, known as the Ladywood Brickworks.

John Powell

SOUTH WEST ENGLAND

Charlestown, Cornwall The port and village on St Austell Bay developed by Charles Rashleigh as a complete community at the end of the 18th century has now been sold to developers for £2.8M. The village passed out of Rashleigh's hands, to his solicitor, in lieu of fees and has since remained in the ownership of that one family for some 160 years. Until recently the enlightened attitude of the Crowder family and their agents have kept Charlestown almost untouched by the usual 'pressures' which have ruined nearly all the county's other small village-ports. It is still almost totally unspoilt, with visible remains of nearly all the old maritime activities which once flourished; pilchard fishing, rope-making, net-curing, ship-building, cooperages and just outside the village, a foundry. As well as all the cottages

and larger houses, chapel, church and pub there were about 4 acres of stone paved 'ore floors' to hold the cargoes of copper ore *en route* for south Wales. It was these products of rich local mines which caused the port to be built, but it was the rise of china clay which has ensured its survival—albeit on a reduced scale—as a commercial port, to this day. The ore-floors were to be used as clay-floors, long after the decline of metal mining.

Charlestown was one of the first Conservation Areas in Cornwall, and has been used again and again by film companies, for productions such as *The Onedin Line*. Following the AIA's visit during the 1978 Penzance conference, Michael Rix considered it to be the most memorable and fascinating part of the tours.

Many cottages have been left vacant in recent years, as leases were given up and it is the

disposal of these and tenanted cottages which is now taking place. Any further plans for development have yet to be made public, and it is to be hoped that the new owner and Restormel Planning Committee will recognise the very special nature of Charlestown. Development could take place away from the centre of the village, but this needs to be to an agreed long-term plan, and infill by the harbour, or on the ore floors, with rustic, pseudo-Cornish cottages simply cannot be acceptable. The present sales may well result in the break up of a village community, but there is also a more widespread concern for the fate of the buildings, harbour and quays and the whole landscape as a unique survival; it is a small Georgian village-port of very real architectural quality and of great interest to the industrial archaeologist.

John Stengelhofen

AIA NEWSDESK

February 20 1988
BRISTOL DAY SCHOOL

Bristol University Department of Extra-Mural Studies, on the Archaeology of Mills and Milling

March 12–13 1988
SERIAC CONFERENCE

University of Surrey, Guildford, on the topic of Extractive Industries, with visits on the Sunday

March 18–20 1988
AFFILIATED SOCIETIES WEEKEND

At Ironbridge. Topics scheduled include cooperation with other groups, led by the Derbyshire IA Group; publicity for Local Societies, led by a professional PR specialist; the role of local societies in monitoring threats to Endangered Sites. Awards schemes and Computerisation of records

March 26 1988
SOUTH WESTERN IA CONFERENCE

Organised by the Gloucestershire Society for IA, the conference will be concerned with preservation and the re-use of industrial buildings, with particular reference to the woollen mills of the Stroud Valley. Contact Dr Ray Wilson, Oak House, Hamshill, Coaley, Dursley, Glos.

April 23 1988
BRISTOL DAY SCHOOL

Bristol University Department of Extra-Mural Studies. The Historic Port of Bristol.

May 14 1988
WEST MIDLANDS INDUSTRIAL
ARCHAEOLOGY CONFERENCE

at Stourbridge. Hosted by the Black Country Society, lectures will cover industries of the Black Country with local visits.

May 21 1988
EAST MIDLANDS INDUSTRIAL
ARCHAEOLOGY CONFERENCE

at Chesterfield. Hosted by the Derbyshire Society, the theme is 'No fuel like an old fuel' and is concerned with white coal and coke.

May 31 – June 4 1988
RESIDENTIAL COURSE

on the Industries and Transport History in South Cumbria, details from D D Brumhead, 3 Falcon Close, New Mills, via Stockport SK12 4JQ

July 18–21 1988
International Conference on
UTOPIAN THOUGHT & COMMUNAL
EXPERIENCE

in New Lanark, with accommodation in the University of Edinburgh. Contact Lorna Davidson, New Lanark Mills, Lanark, ML11 9DB.

September 9–11 1988
AIA CONFERENCE

in Swansea, with post conference programme until 15 September.

September 17–18 1988
LONDON AND BIRMINGHAM 150

Gala weekend at the Birmingham Railway Museum, Tyseley. For details, SAE to the Museum, 670 Warwick Road, Tyseley, Birmingham, B11 2HL.

CONTRIBUTIONS FOR THE BULLETIN

Until further notice all contributions for **AIA** Bulletin should be sent to the Editors, Department of History, Loughborough University, Loughborough, Leicestershire LE11 3TU. They will welcome all items of interest to other members of the Association.

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AFFILIATED SOCIETIES SPOT

Just a reminder: have **you** booked for the Affiliated Societies' Weekend yet? It will take place at Ironbridge from 18–20 March 1988, and the varied programme offers something of interest for all local societies. We now have more than 60 Affiliated Societies, and I do hope yours will be represented. As well as hearing contributions on topics which will assist your Group, this weekend provides an excellent opportunity to exchange ideas, meet **AIA** Council Members and informally discuss local societies' problems with them. If you have not yet attended one of these weekends, do give it a try. The fee is only £18, and this includes lunch and dinner on Saturday, lunch on Sunday and coffee on both days, as well as the sessions and a chance to visit new developments at Ironbridge. Further details are available from

NEWS FROM ENGLISH HERITAGE

Bracken House, London

The first post war building to be Listed Grade II★ under the revised government guidelines introduced last April is Bracken House in the City of London. The building was erected in 1956–9, was designed by Sir Albert Richardson and is shortly to be vacated by the *Financial Times* newspaper.

Fleet Street Buildings

As London newspapers move their production facilities to Docklands and elsewhere, the last major manufacturing industry is leaving the centre of the capital. English Heritage has made a survey and record of the Fleet Street buildings and some have been proposed for Listing. An exhibition in the Museum of London, to be staged in February 1988, will display the results of research by the London Division of English Heritage. The development of the printing industry in Fleet Street from 1500 will be described.

me at 13, Bromley Road, Midanbury, Southampton SO2 2AA, Hampshire. I look forward to hearing from you!

Also, do write if you have been encountering problems with the administration of your affiliation. I know some groups have experienced difficulties, such as receiving fewer than the 5 copies of the Bulletin that each Society should have. Another problem is that of communication, when material is simply not reaching Societies; if your contact changes, or moves house, please let me know, so that I can ensure that you receive mailings. So, please keep in touch, with this information—or indeed with any comments or complaints! My address is given in the above paragraph. I will try to make our liaison effective but this must be a two way process!!

Pam Moore

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The views expressed in this Bulletin are those of the authors and not necessarily those of the Association for Industrial Archaeology.