

ALL CHANGE AT KING'S CROSS

The area just to the North of King's Cross and St Pancras railway stations is a delight to the industrial archaeologist and considered by many to be the best thing in Greater London. By rights it might have been expected to have been redeveloped during the 1960s but miraculously it still survives, substantially intact. This idyllic state of affairs is soon to come to an end, and what to the general public must be seen as an anachronism will be swept away in a major redevelopment. The two mainline stations themselves are listed Grade I, Lewis Cubitt's granary of 1851, three of the St Pancras gas holders, dating from 1861, and the German gymnasium of 1865, may survive but the listed King's Cross Hotel is almost certain to be demolished and a large number of lesser items will go.

To the West the new British Library is rising on the site of the Midland Railway's Somers Town goods depot. When this was constructed in the 1870s the property was surrounded by a screen wall about 30' high and 3250' in length, which consumed about 8 million bricks, the wall being faced with Leicestershire red brick. This magnificent perimeter survived with new construction going on behind, but by March 1988 more than half had gone. To the North remains of the once numerous coal drops are considerably depleted.

To the North East of the area is the Potato Market, dating from 1865 and like much else hereabouts a relatively intact survival: until last

summer when British Rail started to knock it down. This enraged the developers almost as much as the conservationists and demolition stopped. The general public took an interest. A photograph of the Potato Market appeared in *The Independent* (20 July 1988, p5) and *Time Out* (10-17 August 1988, p10) carried an article entitled 'Hot Potato'. This described British Rail's attempt at demolition. In a loft, being rained upon as the roof had already been removed by British Rail, were discovered the archives of a potato merchant going back to the 1860s and now reckoned to be of great interest. These were saved by local historian Themis Michaelidou and it is understood are now in the Greater London Record Office. Implements used in the potato trade were also found. However, since being in the limelight demolition at the Potato Market has been recommenced.

Introducing the whole King's Cross redevelopment, the London Regeneration Consortium PLC issued an A2 size brochure, depicting a man walking a dog round the area with photographs taken from a low viewpoint, emphasising the litter. Claimed to be the biggest redevelopment project in Europe, at 125 acres and £6.5 billion (Canary Wharf is a mere £1.8 billion), several proposals have been unveiled. There has been a scheme which would involve the removal of the German gymnasium and, according to at least two proposals, the Great Northern hotel opened in 1854 and listed Grade II would disappear. Interesting examples of industrial housing are unlisted and have a slim



A departure? King's Cross Hotel looking north along Pancras Road, October 1986. Photo: R J M Carr.

chance of survival. Norman Foster suggested the construction of a large cone-shaped steel and glass blister hanger to roof over the gap between the St Pancras and King's Cross train sheds and enclose a three-dimensional passenger interchange. It was even suggested (*The Guardian* 7 March 1988, p17) that the St Pancras hotel and Cubitt's brick arches in front of King's Cross be cleared away to give a better view of the train sheds from the Euston Road. See them soon. You may not have long!

One of the more important features of the King's Cross area is to the North of Goods Way and not readily accessible to the general public. This is Cubitt's great Granary of 1851-52, originally having interchange facilities with the Regent's Canal. It is to be retained but subsidiary features such as the flanking transit sheds which predate the main building will probably not survive. Other items very likely to go include the Midland Goods Shed, an 1850 carriage shed rebuilt in the 1880s, an 1850s goods office building, fish and coal offices (1852-62) and probably some parts of the two sets of coal drops. The Grade II listed Eastern Coal Drops, incomplete, date from 1851 and the Western Coal Drops of 1856 were converted to a goods shed in 1897. To the East of the site are remains of the temporary GNR terminus of 1850 which was used while the first bore of the Gasworks Tunnel was being completed. This station handled the profitable traffic to the 1851 Great Exhibition. On the Western side of the area, across the canal, is the site of Samuel Plimsole's coal drops dating from 1865. Mr Plimsole (of ships' Plimsole line fame) was a coal merchant who devised an improved method of coal handling which reduced breakage of the coal. An experimental example of his patent drops (no longer surviving) were erected at King's Cross in 1861.



King's Cross station looking north, about 1853.



Potato Market King's Cross, looking south west, August 1988.

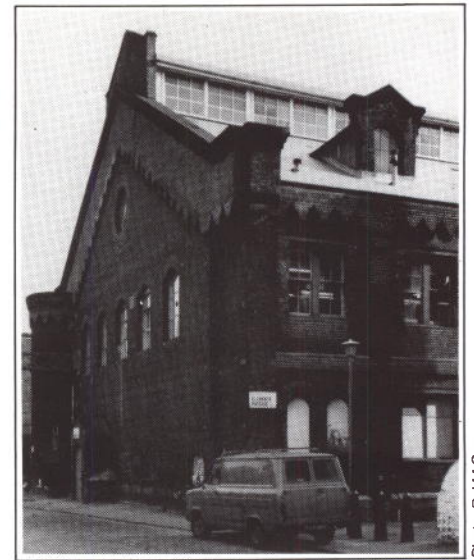
Photo: R J M Carr

Apart from railway features there are several interesting examples of industrial housing just North of King's Cross. Culross Buildings, Battle Bridge Road, were built in the late nineteenth century by the Great Northern Railway for their workers. The name comes from that of the GN chairman 1880-1895, Lord Colville of Culross. Features include heating by galvanised iron ducts which circulated warm air, landings with iron balustrades and cast iron ash disposal hatches. The basement housed workshops with access from the railway land to the South East. Close by to the South West are Stanley Buildings, constructed 1864-65 by the Improved Industrial Dwellings Company in stock brick with stucco for the ground floor. The cast iron balconies are particularly noteworthy and there are dust and ash chutes down the spine of the stairwells. Further model dwellings were constructed relatively recently. In 1936 Battle Bridge Flats were built to demonstrate the use of steel for the British Steelwork Association. They have steel frames with external cavity brickwork, iron window frames and tubular steel balustrades.

To accommodate the Channel Tunnel terminal a large concrete box is to be built beneath King's Cross railway station with a South East to North West orientation. Access for the construction of this major engineering feature is

likely to involve the demolition of unlisted property in Islington to the East of York Way and probably a little to the South. Much of interest to the industrial archaeologist is packed into this dense region of small mainly nineteenth-century industrial premises and housing, including the former Islington and North London Shoe Black Brigade refuge and home, offices in Arts & Crafts style for a varnish and colour makers and the present Scala cinema, one of the first large cinemas for the mass (silent) cinema-going era. 'Piloti' in his *Private Eye* article of 2 September 1988 (p 9) expressed fears that many of the buildings in the area to the South East of King's Cross would be demolished if cut and cover working was used to construct the new terminal. Let us hope he was not close to the truth.

The Great Northern Railway did not entirely terminate at King's Cross. Goods for the City went to a depot further South. The impressive stack of railway warehouse building just to the North West of Farringdon railway station, three storeys high along the East side of Farringdon Road, EC1, has been derelict for some time. Lettering on a door still proclaims 'LNER GOODS DEPOT' complete with a circumflex accent over the O of depot. Recently the structure was surrounded by a screen of wire mesh and by November 1988 demolition was well under way.



The German Gymnasium looking south, April 1988.

Photo: R J M Carr

At the beginning of the 1870s, unlike many of the main line railway companies who employed Pickford's and others, the Great Northern Railway was its own street carrier in London. City goods were being carted to and from King's Cross and the Great Northern maintained a total of 900 carts and 1500 draught horses, at considerable expense. Rivals had central City depots, the London & North Western Railway used Broad Street and the Great Western, Smithfield. The 'widened lines' of the Metropolitan Railway offered a route for the Great Northern from King's Cross to the City and at Farringdon the Metropolitan company had a piece of land of about four acres next to its station there. The Great Northern company leased this land in 1873 for the construction of a new goods terminus.

R J M Carr

RESEARCHING THE PARTS OTHER INDUSTRIAL ARCHAEOLOGISTS CANNOT REACH

How should an anxious investigator conduct fieldwork in a dangerously derelict building, or in the depths of an unstable mineshaft? What goes where industrial archaeologists fear to tread? Many people have used stills cameras on ingeniously extended tripods, or have used home made periscopes to get the best view they could; but now it is possible in many situations to gain a much clearer understanding of features dangerous to investigate in person.

IA Recordings, the Shropshire-based group who make videos to record obsolete industries, have developed a special video camera which can be lowered down interesting but inaccessible holes. The camera has been tested in conjunction with Shropshire Caving and Mining Club, who have successfully lowered it down mineshafts up to 340 feet deep. The black-and-white camera is housed in a waterproof 'podule' which makes it usable even under water, and can be lowered on cables or extended laterally on rods. Pictures from the camera are monitored and recorded at a safe distance.

IA Recordings are willing to provide their services, and those of their camera, to industrial archaeologists with such special needs. They can be contacted at PO Box 476, Telford, Shropshire TF8 7RH. Meanwhile, work is progressing on the next generation of the camera, which it is hoped will allow it to be carried along with its batteries, monitor, cable and recorder by one person.



Interior of the German Gymnasium. The roof is supported by laminated timber arches.

EXCAVATION AT BERSHAM IRONWORKS

Excavations have been carried out recently at Bersham near Wrexham by the Clwyd Archaeology Service of Clwyd County Council on the eighteenth-century ironworks of John Wilkinson. Excavation was concentrated on three main areas. The first, begun in 1987, was thought to have been the base of a blast furnace. Excavations in 1988 revealed a substantial, roughly circular structure, some 4.5m high and 5.6m in diameter, with a single opening at its base supported by a cast-iron lintel. Large quantities of lime were excavated from the hearth and adjacent areas, indicating the use of the structure as a limekiln. Whether this was its original function is uncertain, since a glassy slag adhering to the firebricks of the bowl would appear to suggest an ironworks function. A possible interpretation might be that it was a calcining furnace, used to roast iron ore prior to smelting.

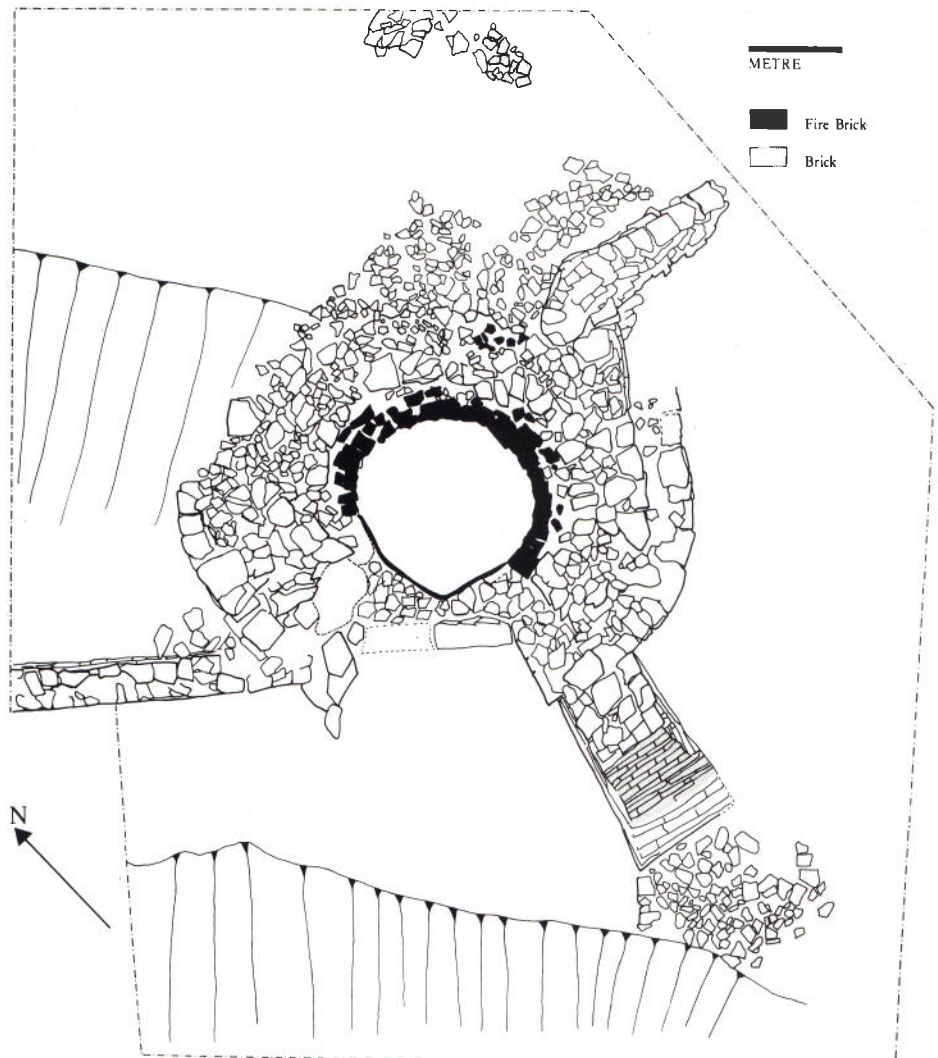
An extensive area was also excavated to the south of what later became a corn-mill. Excavations here revealed part of a complex range of buildings, earlier than the mill building itself, which ran parallel to the course of the River Clywedog prior to its diversion in 1763. Attached to the south-east side of this range was the remains of a reverberatory or air furnace, and a brick building, the floor of which had consisted of 7' by 1' iron plates. Excavations will continue in this area in 1989.

Finally a large area within the mill building itself was excavated. This building was converted into a corn mill in around 1828, some years after the closure of the ironworks. It had previously been thought a likely site for Wilkinson's cannon boring machine of 1774. However, excavation indicates it was built as a foundry, probably quite late in the history of the works. The excavation revealed numerous casting pits, seemingly for relatively small castings. One pit contained the lower part of a box mould or 'drag' *in situ*, within which was the impression of the casting itself. Brick floors associated with the range of buildings under excavation were also revealed beneath the foundry floor. The mill gearing had utilised a very much earlier stone foundation some 2.5m deep, which was associated with an apparently circular brick lined pit, only a fragment of which extended into the excavation area. The function of these structures is as yet uncertain, but they may be associated with a Newcomen engine installed by Isaac Wilkinson, John's father, in the mid 1750s.

Work will continue in 1989. *Stephen Greuter*

AIA FIRST DAY COVERS

From 4 July a new set of stamps will be available featuring sites of historic importance to the Industrial Revolution. The designs, by Ronald Maddox, show the Iron Bridge, the Pontcysyllte Aqueduct, a tin mine at St Agnes Head in Cornwall, and the mills at New Lanark. The stamps will also be issued in the form of a miniature sheet on 25 July. Adrian Bradbury of Leicester had been asked by both the AIA and New Lanark Conservation to produce First Day Covers. The AIA's envelope illustration is reproduced here: a drawing of the Iron Bridge by Susan Isaac, a professional illustrator and graduate of the Ironbridge Institute, who also did the drawings for the current AIA membership leaflet. The envelope for New Lanark shows an architect's drawing of the New Buildings at New Lanark and portraits of both David Dale and Robert Owen.



Bersham ironworks, probable calcining furnace.

Clwyd County Council

NEW CBA PANELS FOR ENGLAND

In view of the success during the past few years of the Scottish and Welsh Industrial Archaeology Panels in establishing priorities and strategies for industrial archaeological conservation and recording, several bodies have felt recently that there is a need for something similar in England. The Council for British Archaeology convened a sub-committee meeting of their Industrial Archaeology Committee on 31 March to consider the possibilities. Representatives from various interested organisations attended, including the AIA, English Heritage, the Royal Commission on Historic Monuments in England, the Association of Conservation Officers and voluntary societies.

Outlines of the work of the Scottish and Welsh panels were given by John Hume and Stephen Hughes respectively, and there was general agreement that their pattern should be followed. The 'terms of reference' of the Welsh Panel were considered in detail, as they had been circulated at ministerial level. With one or two minor alterations, this was accepted as suitable for the proposed English Regional Panels.

The number of panels was then considered. At the last CBA Industrial Archaeology Committee meeting it was concluded that England was too large and diverse to have a single panel. Initially it was suggested that five panels might be the appropriate number, covering the North East, the North West, the Midlands, the South East and the South West. Various existing regional structures were considered, such as the CBA areas, regional industrial archaeology conferences, and other regional organisations. Dividing a single industry between a number of

panels could lead to problems. Eventually it was decided to set up six panels, dividing the Midlands into East and West. The larger the number of panels, the more difficult it would be for the official bodies to provide representatives at regional meetings. However, they did express their support for this six-panel structure. Finally, a list was drawn up of people who might be prepared to co-ordinate the establishment of the Regional Panels (some had already volunteered). Anyone interested in taking part should contact S R Hughes, Secretary of the Panels Sub-committee, CBA IA Committee, RCAHM Wales, Edlestone House, Queen's Road, Aberystwyth, Dyfed SY23 2HP, ☎ 0970 624381.

Don Storer

SMALL STITCHES IN HISTORY

The Ruddington Framework Knitters' Museum in Nottinghamshire, winner of both the AIA Dorothea Conservation Award and the Museum of the Year Award in 1984, is continuing its detailed work of interpretation and research by publishing last month two books relating to aspects of the museum's site. These should be popular purchases for the visiting public as well as providing information about usually neglected aspects of industrial history. One book is entitled *Hannah's Pantry: Cooking in a hosier's cottage*. The other, *The Parkers of Rantersgate*, is a detailed history of three generations of framework knitters who lived and worked in the Ruddington workshops from their construction in 1829.

THE NATIONAL ASSOCIATION OF MINING HISTORY ORGANISATIONS

Prior to 1979, mining history was a very fragmented discipline. There were mining history societies throughout Britain varying in size and scale of activity. All of them, however, tended to take a relatively parochial attitude and rarely looked at issues beyond their 'area'. In addition, several specialist mining museums were setting up and other museums began to develop a mining theme.

In 1979, some of these organisations held a conference at Beamish Museum. This was immensely successful in bringing together mining historians from all over the country and they discovered that they shared the same problems. As a result NAMHO was formed and began to improve liaison between all the organisations concerned with mining history. It now has over 40 member organisations. Each nominates one representative to the NAMHO Council. Day to day business is delegated to annually elected officers. There is an Affiliate Membership for bodies interested in the aims of NAMHO but this confers no voting rights.

Liaison was the initial reason for the Association's formation in an attempt to dispense with the previous parochial attitude and maximise resources. Organisations are now able to liaise with other similar bodies via NAMHO and to exchange information and experience in many fields. NAMHO acts as an initial contact for outside bodies with a problem or query and can put them in touch immediately with the appropriate expert who can offer assistance. There is a wealth of knowledge within NAMHO organisations (representing over 2000 individuals). One of its most usual services is the provision of information on disused mining sites which are

due for redevelopment or interpretation. Members organisations have carried out research for years and often hold original archive material as well as producing their own material. They know many sources of information (not always accessible to the public) which would not be suspected by official bodies. In planning applications on old mining sites, they are able to supply information on the sites of shafts, etc. which might constitute a danger of subsidence. They know of many areas where mining is not even suspected by local authorities, for example in the South East, and where surprise is often expressed at subsidence. Where no information is readily at hand, they are able to carry out a surface survey to identify likely hazards or an underground survey to produce a plan of workings. Underground surveying is an ongoing programme and NAMHO holds more mine surveys than the Mines Inspectorate. Practical assistance is given to a number of bodies in the matter of making safe sites or interpreting them.

NAMHO has an ongoing programme of devising codes of practice on various subjects which are issued free to the public. Currently available are:- Removal of Artefacts; Mineral Collecting; and Mine Exploration. Guidelines on underground surveying are currently being revised. Also available in 1988 are guidelines on:- Surface Recording; Radon in Mines; Starting a Mining Museum; Access to Mines used as Bat Hibernaculae; Health and Safety Executive Legislation and Mine Exploration; Archive Research and Publication; Winch Construction and use; and Mining History and the GCSE. Mining sites are often threatened with development as 'eyesores'. NAMHO objects to destruction of a few sites of archaeological sig-

nificance and makes representations where necessary. In some areas, lists of such sites (with reasons for retention)— have been supplied to planning authorities. NAMHO is working towards scheduling of all significant sites, but this will take time.

To improve communications, NAMHO has recently introduced a News sheet for member organisations which is issued six times a year. This keeps them informed on matters of national significance as well as detailing activities in other areas. Mining history is a relatively recent branch of industrial archaeology and NAMHO is working to improve techniques of research. Some of its organisations produce sought-after academic publications and it strives to bring newer organisations up to standard. In connection with this it is producing a national bibliography on mining history and is working on regional registers of archival sources.

NAMHO is consulted by local and central government departments as well as other national associations. It is currently represented on the Department of the Environment working party on the extent, identification and treatment of disused mine workings in Britain.

Looking to the future, one aspect that NAMHO wishes to develop is more liaison with industrial archaeological groups interested in associated industries such as transport, smelting and lime-burning. Research reports would be more complete if they included details of what happened to mine produce. Details of NAMHO and other assistance can be obtained by sending a SAE to:- The Secretary, NAMHO, c/o Peak District Mining Museum, The Pavilion, Matlock Bath, Derbyshire DE4 3NR.

MESSRS W TREADGOLD, PORTSMOUTH

Every so often it is still possible to find a shop where on entering one is immediately transported back in time. Establishments such as these, outside museums, become rarer every year. In Portsmouth one such succumbed this year, when Messrs W Treadgold, Iron and Steel Merchants, ceased trading on 30th June 1988. There is a record of a Treadgold occupying the site as cabinet maker in 1787 but sometime between then and 1824 the business changed to ironmongery and has been in that line ever since. Four local industrial archaeologists were able to take an inventory of the premises shortly after closure.

On entering the shop long plain wooden counters with panelled fronts remained with large-diameter cast iron heating pipes in front. On the counters were scales manufactured by a long defunct local firm, and above, a multitude of hooks and nails in the wooden roof beams for

At the rear of the premises was a small forge where blacksmith work was undertaken. A few hand and powered machines were present while shelves and benches were piled high with pieces of metal: some obviously fulfilled a worthwhile function at sometime but much was suspending merchandise. In the storerooms behind were pigeonholes of all different sizes. The steel stock room had tall racks over the earth floor to support bar stock while alongside the cast-iron stove the home made fire irons hung in a neat row. Upstairs other stock could be found such as a brand new, nicely decorated cast-iron hand water pump along with galvanised iron ware, spades, shovels, wooden handles, sacks of nails, wall ties etc. Lifting was done by hemp rope block and tackle, not the modern chain hoist. If there was cause to enter the office, here were high 'stand-up' polished wooden desks incorporating positions for ink wells and still with remains of primitive speaking tubes for communicating with other parts of the

building.

just scrap. Other items hung from hooks and brackets on the walls. Two smiths hearths were present, still blown by leather bellows, with anvils and shears at hand, while the smith's swages, chisels etc. hung on racks round the hearths or nearby walls. One hearth had a plate with the legend 'Carron Co' (damaged) and the other 'Tredgold (sic) Portsea'. This and other evidence, suggest that the firm may have produced castings at one time.

Good documentation of the firm remained at closure and the important items have been deposited in the local record office. Much-needed research into the firm may be undertaken in the future. Fortunately the buildings are listed Grade II and Hampshire County Council have purchased the premises. Future plans are not finalised, but at the time of writing the intention appears to be to preserve the premises partly as a museum and partly as a training workshop.

Rodney F Hall (SUIAG)

ARCHITECTS UNDER SURVEILLANCE

Birmingham City Council has recently unveiled a new weapon in the war against unauthorised alteration to listed buildings. It is keeping careful records of all architects in the City who have been found to have flouted the listed buildings rules.

If the City Council discovers that work has been carried out or started on a listed building without listed building consent, the architect in question is asked to explain why the rules were not complied with. If the architect can prove that work was begun by the developer against his or her professional advice, the architect may not be pursued further. However, if the

response is simply that the architect has advised his client to start work whilst listed building consent was being sought, then the architect in question will be put on a list of offenders.

The results for architects of being on the list are, first, that all their future applications for planning permission are carefully scrutinised, and second, that a check is made to ensure that they are not undertaking any work for the local authority. In cases of persistent flouting of listed buildings rules, the Council might report offenders to their professional body, the Royal Institute of British Architects, or to the press. At present there are only three architects on the

list in Birmingham, and it is hoped that the scheme will work largely as a deterrent, showing that the City's Conservation Area Advisory Committee is serious about its work.

Councillor Frank McLoughlin, one of the promoters of the new scheme, commented, 'Ninety-nine percent of architects comply with all aspects of securing Listed Building Consent. The one percent who disfigure and destroy our listed heritage need to be made aware that in Birmingham if you are caught there is a penalty to be paid!' It will be interesting to see whether more local authorities, amidst the current spate of re-development, find it necessary to take similar action.

MEMORIAL TO A PIONEER

One of Britain's greatest engineering pioneers, James Brindley, is to have a new memorial, in the form of a statue at Stoke-on-Trent. Of course, Brindley has innumerable monuments to his memory already: the Staffordshire and Worcestershire Canal, the Bridgewater Canal, the Trent and Mersey Canal . . . and the list goes on! But now a monument will be made in his own image.

Careful research is being done by the sculptor, Colin Melbourne, Head of the Sir Henry Doulton School of Sculpture in Stoke, to ensure a good likeness. However one thing at least will have to be conjectured: none of the extant portraits of Brindley show his lower half. If Brindley had knock-knees or pigeon toes, for example, these will be replaced by a pair of perfect legs. This will be especially so as the sculptor is working free of charge whilst teaching anatomy to his sculpture students. James would be proud, no doubt!

The project to create the monument is being led by the Trent and Mersey Canal Society, the Caldon Canal Society, the Inland Waterways Association and the Stoke Boat Club. Funds are also being provided by Stoke City Council and private donations. The bronze should be cast in the spring. Brindley will soon be seen standing with a theodolite near to one of his canals: once again the master of all he surveyed.

FIGHTING IN FLANDERS

The Flemish Association for Industrial Archaeology and Belgium's regional government are currently at war over monuments in the Flanders Coalfield. A series of coal mine monuments are to be demolished in the Limburg district in a massive programme of clearance which is paying little attention to the potential for conservation.

The existence of the coalfield was unknown until the end of the nineteenth century and the development of mining did not occur until 1906 and afterwards. Much of the technology used in the coalfield was new and experimental, such as the freezing of soil to stop mud flowing into the shafts, the construction of reinforced concrete head-gear and buildings, and the systematic use of electrical power. Because coalmining development in the area was sudden and unprecedented, the revolution that was brought about in the local landscape was immense. Vast numbers of colliery buildings of all sorts were constructed almost simultaneously with large areas of housing and community building to create a fascinatingly complete landscape of coalmining from the early twentieth century.

The decline of the coalfield accelerated from the 1960s, and several pits have been closed in the last two years. Many buildings have been demolished rapidly and without consultation or consideration of conservation issues. Flemish conservation organisations have protested, and some concessions have been made by the regional government, in particular agreeing to preserve the main administrative building of the Waterschei coal mine and make the Beringen mine into a museum. But similar promises were made in the 1960s and never fulfilled, and conservationists remain sceptical. Even if this work is carried out, they argue, the destruction of the mining heritage of the region will be devastating. Monuments of historical and architectural importance are simply to be swept away. The

SETTLE AND CARLISLE REPRIEVED

After six years of continuing threat to the survival of the Settle and Carlisle Railway, the matter has been decided, at least temporarily, in the railway's favour. The Transport Secretary, Paul Channon, announced on 11 April his decision that British Rail should not be permitted to close or sell the line. BR has been arguing forcefully for closure on the grounds of cost, but the past six years have seen the marshalling of mass opinion against the end of traffic on what has become regarded in the public eye as perhaps the most romantic railway route in England. Significant efforts have been made by local amenity groups to create opposition to the plan, and these have been added to by the development of a national conservation lobby for the line and the support of all the local authorities along the route.

Mr Channon pointed out in giving his decision that passenger transport on the line was growing at a considerable rate. During 1988 alone there was a 40 per cent increase in revenue and since 1980 the number of passengers has grown five-fold to 450,000 a year. He therefore directed that, far from the line being closed, regular services for local use should be maintained and new efforts should be made to expand tourist income. Already, the number of trains per day has increased from two to five to satisfy demand. Another significant factor in his decision was that British Rail's original estimate that repair costs for the famous twenty-four arched Ribbleshead Viaduct would be £5 million had been cut by half. Much of the money for repairs will in fact come from English Heritage and the local authorities, and the railway is likely to be operationally profitable. BR has accepted Mr Channon's decision and is now looking at cost-cutting measures such as radio signalling and reducing the line to a single track.

The Settle and Carlisle case encourages hopes that much of our railway heritage can be maintained in coming years. There is likely to be continuing pressure to close lines and reduce services, but the case shows that if public opinion can be mobilised and if the potential exists for expansion in use, a case can be made successfully for lines to be maintained.

head-gear and coal treatment plants at Waterschei will go, as will the offices, baths and sifting plant at Winterslag and the workshops and offices at Eisdén. Many of these buildings are architecturally impressive and present distinct potential for sympathetic redevelopment. Most galling of all to the conservationists is that the regional government appears to be incapable of using imagination and creativity to consider potential futures for the mining heritage. In the case of the Waterschei mine, the buildings are to be demolished despite the fact that they are within the area of a new tourist facility which could incorporate them in imaginative schemes of adaptive re-use.

The Flemish Association for Industrial Archaeology hopes for international support for its efforts. More information about the struggle for the mining heritage in Limburg can be obtained from SOS Limburg Mining Heritage, c/o Flemish Association for Industrial Archaeology, Box 30 PO, Maria Hendrikaplein, 8-9000, Gent-12, Belgium.

GEORGE WATKINS 1903-1988

It was with sadness that members of the Association learned of the death of George Watkins, on 13 January at the age of 85. George was well-known as the country's leading expert on stationary steam engines, and author of several books on the subject. In recognition of this work, the **AIA** made George an Honorary Vice-President. George attended several **AIA** Conferences, the last one being at Aberystwyth in 1985.

The Association was represented at George's funeral in Bristol on 24 January, which was also attended by friends from the University of Bath, the Royal Commission on Historic Monuments for England, the Bristol Industrial Archaeology Society, the Windermere Steamboat Museum, the Newcomen Society and elsewhere.

A memorial celebration has been organised at Westonzoiland Engine House, Somerset, on Saturday 10 June. Friends who would like to attend are invited to contact Dr Angus Buchanan, University of Bath, Bath BA2 7AY. Tickets will be issued at £5 per head. Any surplus will be donated to sponsor a George Watkins Memorial Prize for outstanding contributions to the literature on Industrial Archaeology. Proceedings will commence at 2.00PM with a short address. There will be an exhibition of George's work, and friends are invited to submit material for this.

A tribute to George Watkins and a longer account of his work appears in the current issue of *IA Review*.

John Powell

AFFILIATED SOCIETIES

By the time you read this, the Local Societies' Weekend will be over, and I shall be thinking about plans for next year. If you have any suggestions—either for speakers or topics, do please let me know.

I have still received no more 'Profiles'—these are of great interest, so please get writing if your Group has not been featured yet! As always, I make my plea for any comments or suggestions. If you think **AIA** could do something more to serve its Local Societies, drop me a line.

I have recently been fortunate in being able to meet members of a number of Affiliated Societies—among them Northamptonshire IA Group, the groups which make up the South East Region IA Conference, and those who participate in the South Western IA Conference. I hope I shall have the chance to meet more of you in the future.

Although the date has passed for receipt of details of Local Societies for the updated list, forms are still coming in. I am now working on the new list, and hope that it will be published before long. When it is, all Affiliated Societies will receive a copy.

Don't forget if you want to write, my address is 13 Bromley Road, Midanbury, Southampton, Hampshire SO2 2AA. I look forward to hearing from you.

Pam Moore

REGIONAL NEWS

SCOTLAND

With privatisation of electricity looming, British Coal has been finding it difficult to market deep-mined Scottish coal. In February, closure was announced of Barony Colliery in Ayrshire, heralding the end of deep mining outside the Forth Valley. In April, Bilston Glen Colliery near Edinburgh was also given notice, reducing the working Scottish pits to two. Meanwhile, the South of Scotland Electricity Board has announced plans to decommission the first Scottish civilian nuclear power station, based on the Magnox reactor at Hunterston A. The massive oil-fired power station at Inverkip on the Firth of Clyde also faces an uncertain future.

Encouraging news concerning the Arthur Street works in Greenock is that there is a new tenant for the core of the old factory. Although some peripheral parts may be cleared, it seems likely that the important cast-iron framed erecting and heavy machine shops can be re-used. Constructive re-use has, however, eluded the extraordinary Ferguslie No 1 Spinning Mill at Paisley, where intense vandalism has brought massive deterioration since a public enquiry rejected plans for demolition. A new plan for the site, again proposing demolition, was received in April.

In Glasgow, the Broomielaw development continues with conversion of a grain store in James Watt Street to dwellings. A similar plan involving Angus District Council is converting the majestic Den Burn works in Brechin to dwellings from June. In Edinburgh, the Henderson Row cable tram depot (last known survivor of its type) has finally been demolished, leaving only a portion of the frontage for incorporation into offices. Meanwhile, the city's enormous Slateford Maltings face the prospect of destruction after three planning applications all requiring demolition, though efforts at finding a new use continue.

Miles Oglethorpe AIA Council

Work at the Scottish Maritime Museum in Irvine has received a boost recently with the award of two grants totalling over £1 million by the Historic Buildings Council of Scotland and the National Heritage Memorial Fund. Their purpose is to fund the Museum's plans to rebuild the Stephen's Shipyard Engine Works from Govan as its main display hall. The buildings have been removed from Govan and the components are now being renovated at the Laird Forge in Irvine. Site work is currently beginning on the engine shop, which will provide over 3300 square metres within its massive structure of huge cast iron columns supporting mobile cranes and a timber truss roof. The complete

building with working steam engines and a ropewalk will require more fundraising in the near future.

Meanwhile, one of the Museum's latest acquisitions is a nineteenth-century lifeboat. This was the RNLB *Jane Ann*, stationed at Irvine from when she was built by Thames Ironworks in 1898 until the RNLB decided to close its Irvine station in 1914. The *Jane Ann* was a self-righting open-boat for pulling and sailing, and although she was stationed for a while at Falmouth, by 1928 she was considered something of an anachronism and was sold. In 1988 the boat was rediscovered in, of all places, a wood near Taunton, from whence she was removed by the RNLB. Now she has found a resting place in her old home of Irvine, on the Museum's wharf.

NORTH-WEST ENGLAND

On Merseyside the route of the new main road connection between the Rainhill Stoops Junction of the M62 and St Helens is providing a focus for rescue work in industrial archaeology. The Merseyside Archaeology Society, the North Western Society for Industrial Archaeology and History and the St Helens Society are working together to make a field survey of industrial monuments in the course of the new road. Numerous mines, chemical works and glass and metal processing factories existed along the route, but there are few superficial remains of these and information will be best revealed by a watching brief as construction work commences. However survey work has already been carried out on the dense pattern of railways and sidings in the area, a glass kiln of 1883, a bottlemaking shop of c1886, part of the Ravenhead Sanitary and Brick works, and other substantial remains. Anyone wishing to assist with survey work should contact Roy Forshaw, ☎ 051 733 9597 (evenings) or 051 236 4552 (daytime).

NORTHERN ENGLAND

Plans are afoot to restore the 67 year old steam boat the *John W Mackay* to its former glory at Heburn dry dock on Tyneside. The *John W Mackay* is a cable laying ship, launched in 1922 at the Neptune Yard on Tyneside and was de-commissioned in 1977. After being laid up for several years, a trust was formed to save her from the breaker's yard. Following some work in the West India Dock the trust decided to send her back to the Tyne where she will be restored by Employment Training and Youth Training Scheme employees. The work will involve renewing the wooden decks, hull repairs, painting, and overhauling the steam engines, and it is expected to last about two years. Once the

work is complete she will move up river to Gateshead as a centre-piece of the National Garden Festival.

Contractors preparing the way for a new bypass on Tyneside have uncovered old mine-workings. The contractors are stripping remaining coal left by miners working a board and pillar system. It is not clear how early the workings are, but wooden tools have been found by the contractors, and it seems likely they date from about the beginning of the nineteenth century. A good view of the site can be had from the A1 southbound just before the Killingworth turn-off. Similar work is expected to start soon at Bebside, just off the south-east Northumberland spine road.

It is hoped that up to two kilometres of railway, between Middle Engine Lane and Percy Main Metro Station in North Tyneside, will be open for steam traction this year as part of the Stevenson Railway Museum Project. The museum has secured the famous *Silver Link* locomotive for a three-year loan from the National Railway Museum. This engine, identical to the record-breaking *Mallard*, made its debut on the 'Silver Jubilee' train from Newcastle to London in 1935.

George Muirhead

YORKSHIRE & HUMBERSIDE

Hunslet Mill in Leeds, a monumental seven-storey block built in 1838, is thought to be one of the oldest surviving examples of cast-iron fireproof construction using I-beams. Threats to demolish it were staved off when it was listed Grade II in January 1986 and Grade II* in August 1987. It is hoped that it will be permanently saved as a centrepiece of the new Leeds Urban Development Corporation.

The tannery of **William Barker & Sons Ltd, Otley**, which had what was thought to be the last stationary engine in active industrial use in Yorkshire (a horizontal single cylinder engine of 1907 by Marsdens of Heckmondwike), closed in September 1988.

There are plans to restore **Soil Hill Pottery** near Halifax, where Isaac Button kept the tradition of the country pottery alive until his retirement in 1964.

Barnsley Council completed the purchase of the Newcomen engine and nineteenth-century colliery workshops at **Elsecar** on 25 October, and is setting up a charitable trust to run the site. Maintenance and improvements to the site have begun, but it may be some time before major repairs to the engine can start.

Sheffield City Council and the Leadmill Arts Centre have begun a £1.5m restoration of the **Globe Works**, Penistone Road, Sheffield, an 1825 steelworks with a listed classical facade. English Heritage has given a grant of £300,000 and there are further grants from the Arts Council (£250,000), the English Tourist Board and the City Council, and a matching £760,000 from the European Regional Development Fund. It is hoped that the British Cutlery and Silverware Association will move its HQ to the Works. Other parts will be used as workshops for craftsmen in the cutlery and other trades, and there will be a 'Made in Sheffield' shop, a pub and cafe, and a display about the building's history.

A recent takeover of engineers and hand tool manufacturers Tyzack Turner by rivals W A Tyzack is expected to lead to the demolition of the former's **Little London Works** at Heeley, Sheffield. The water-powered scythe forging and grinding workshops here were demolished about ten years ago, but an interesting group of late nineteenth-century buildings remains.



Slateford Maltings, Edinburgh.

Photo: RCAHM Scotland, Crown Copyright

Some of the scythe making machinery from Little London has gone to **Abbeydale Industrial Hamlet**, and Spiralux, which has bought the Tyzack Turner hand tool business, is arranging for its scythes to be ground and finished at Abbeydale. Meanwhile the closed **Phoenix scythe works** at Ridgeway, Derbyshire, is to be converted into seven homes, and not demolished as was feared (see *Bulletin* 16.1).

A plaque was unveiled in September 1988 on the former **Brown Firth Research Laboratories** in Princess Street, Attercliffe, Sheffield, to commemorate the 75th anniversary of Harry Brearley's discovery of stainless steel there. The building is now occupied by W French & Son Silverware (Sheffield).

I am glad to report that, whilst Sheffield Museums Department are still seeking economies, **Abbeydale Industrial Hamlet** continues to be open seven days a week. *Derek Bayliss*

EAST MIDLANDS

Two of Leicester's one-time prestigious hosiery factories have recently been demolished. The first on Southgate Street involves partial clearance of S D Stetton's factory. The earlier two of the three sections, built in 1874 and 1885, have been demolished but the block erected in 1913 with its 'chateau' style tower remains. The second complex in Newark Street and Pocklington's Walk, surrounding the Leicestershire Club on its corner site, has been cleared; this comprised several adjacent blocks built in similar style dating from the 1880s which were built for T H Downing & Co. In recent years they have been occupied by the Polytechnic.

Following completion of a new water treatment plant being built on the site of the ornamental slow filtration sand beds at Cropston, near Leicester, the listed pump and boiler houses will be redundant and probably offered for sale. The pumping station was constructed for the Leicester Waterworks Company at their second storage reservoir, built in 1870 by Thomas Hawksley and originally housed two Woolf compound beam pumping engines by Neilson of Glasgow. A triple expansion vertical engine by Easton & Anderson of Erith was added in 1895. Electric pumps, with an auxiliary diesel generator, replaced steam in 1955 and the engines were scrapped. The chimney stack with its enclosed spiral staircase gives access to the beam floor and a feature of the interior of the first pump house is a tiled mural depicting the Leicester water system. A suitable re-use is awaited with interest. *Peter Neaverson*

SOUTH EAST ENGLAND

The South East Region IA Conference (SERIAC) was organised this year by the Sussex IA Society and held at Chichester on 11 March. The theme, 'Industrial Heritage on Display' was addressed in a broad context. Ian Dean, Tourism Manager of Arun District Council and formerly of the local Chalk Pits Museum, gave a nationwide review of IA museums, Henry Middleton of Maidstone Museum spoke on the conventional museums approach, Robin Wade discussed design and display in IA museums, and Chris Zeuner of the Weald & Downland Open Air Museum spoke on interpreting the past. Contributions on individual projects in the region were given by Morag Barton on Brooklands and Denis Smith on the Kirkaldy Testing Museum. The keynote address was given by John Crompton of the Black Country Museum, in place of Neil Cossons who was engaged on matters of national policy and whose paper was

HISTORY IN THE CORE CURRICULUM

The Government has announced that History is to be one of the subjects taught within the new national core curriculum for secondary schools. The past is thought to be a matter which all school children should learn about. The Secretary of State for Education, Kenneth Baker, has established a working group to decide what kind of study of the past should be made. Its implications in defining the educational importance of industrial archaeology and in influencing the attitudes to it of the next generation may be considerable.

Some historians have been alarmed at preliminary remarks made to the History Working Group by Mr Baker, that compulsory historical study 'should have at the core, the history of Britain, the record of its past and, in particular, its political, constitutional and cultural heritage'. Commentators have pointed out that this ignores facets of the past such as social and industrial history and the history of other countries and continents. It also intimates a purpose of history to create pride in our 'heritage'.

There is some possibility, therefore, that industrial history may be relegated from the core of historical study in schools. If it remains, there may be several implications for its character. One is that industrial history teaching may become based on a 'heritage' principle. It would therefore be 'our own' industrial history, without an international context. Because the notion of 'heritage' usually implies selecting the best or most attractive 'heirlooms', industrial history might become a story of economic and technological achievement; not of achievement tempered with failure, of social change, of great regional variation and complexity. Just when industrial history in schools is expanding beyond the study of key inventions of which we can be proud, it may become exactly that again. Mr Baker's preference for attractive 'heritage' history is suggested by his appointment to the Chairmanship of the History Working Group of Commander M Saunders Watson, whose involvement with history is as the proprietor of an ancestral home open to tourists.

Another possible implication of the direction that may be set is concerned with the educational use of industrial archaeology. Mr Baker's view is that history should principally impart information, rather than develop children's critical abilities and initiative. This goes against the fashion in history teaching for project work and the handling of evidence by students, which has used industrial archaeology as a focus of project work and a means of encouraging

pupils to think imaginatively. New policy is likely to be more influenced by views like those of the Centre for Policy Studies, which recently strongly criticised this skill-orientated approach to history.

It will be interesting to see which opinions emerge victorious from the History Working Party. The results for industrial archaeology may be both good and bad. On the good side, the best of our industrial 'heritage' may be valued more highly. On the bad, we may suffer from a new jingoism which sees British industrial history as a story of unique and overwhelming progress. We are already at fault in this—it is easy to talk proudly of our engineering and commercial achievements without seeing precedents elsewhere or British failures. For example, students often reach degree level studying our history of canal building before they realise that great canals were built earlier in France and Holland. Our children may also begin to think, without being trained to re-examine the evidence critically, that all history is a story of progress. Thus they may fall into traps of industrial history like the belief that steam was in all cases an advance on water power and succeeded it dramatically. Watch the press for the conclusions of the History Working Group. We must be ready for more attention to be focused on our subject and to make sure that the focus is on the whole truth, not just that which is flattering to our national morale.

Peter Wakelin

METAL MINING CONFERENCE

In addition to its annual conference this year, the **ATA** has organised another major conference, this time in association with the National Association of Mining History Organisations. The conference is entitled *The Metal Mining Heritage: conservation, interpretation and research*. The purpose is to bring together current work by a variety of different people and organisations including individual industrial archaeologists, specialist voluntary groups, museum curators, and the authorities responsible for conservation. It is hoped that the meeting will make it possible to review the conservation of mining sites, to compare British examples with those abroad, and to attempt to determine priorities and guidelines for the preservation and interpretation of important sites in Britain. The convener of the conference is AIA President, Dr Marilyn Palmer. Further details are available from her at the Department of History, Loughborough University, Loughborough, Leicestershire, LE11 3TU, ☎ 0509 222890.

read by the Chairman Sir Frederick Sowrey. Visits were held on the following day to the Chalk Pits Museum, the Coultershaw Pump at Petworth and the Weald & Downland Museum. Next year's SERIAC will be on the contribution of military engineering to the development of technology, and will be held on 10 March 1990 at Gillingham.

Sussex IA Society has also been involved recently in setting up a new Sussex Mills Group, which joins the Hampshire and East Kent mills groups to bring the number in the region to three. There are 12 groups in the country having links with the Society for the Protection of Ancient Buildings Wind & Watermill Section, which services a liaison committee known as COGS.

William Lee 400, the quartercentenary of the invention of the stocking frame, is being celebrated in the south-east outpost of the hosiery industry in Godalming, Surrey. Godalming Museum, which opened its new premises in autumn 1987, is holding a programme of exhibitions, visits and children's activity days and its stocking frame has been refurbished by the Ruddington Framework Knitters' Museum, Nottingham.

Controversy has arisen over the level of boat traffic to be permitted on the Basingstoke Canal, the restoration of which is nearing completion. Several ecological studies are now being carried out in an attempt to reach agreement between boating interests and the Nature Conservancy Council.

Glenys Crocker

AIA NEWSDESK

Information should be sent to the Editor as soon as it is available. Dates of mailing and the last dates for receipt of copy are given on this page. Items will normally appear in successive issues between notification and the date

10 JUNE 1989

George Watkins: a memorial celebration

At Westonzoiland Engine House, Somerset. Details from Angus Buchanan, University of Bath, Bath BA2 7AY.

16-17 JUNE 1989

The Metal Mining Heritage: conservation, interpretation and research

A conference at Loughborough University organised by AIA and NAMHO. Details from Dr Marilyn Palmer, Department of History, University of Loughborough, Leicestershire LE11 3TU, ☎ 0509 222890.

17-18 JUNE 1989

Open Day and Pageant to celebrate the centenary of William Lee

Displays and street dramas 2-6PM each day at Ruddington Framknitters' Museum, Chapel Street, Ruddington, Nottingham, NG11 6HE, ☎ 0602 846914.

28-30 JULY 1989

Gunpowder Mills Study Group visit to Fredericksvaerk Gunpowder Mill, Denmark.

The visit is timed to fit in with the International Congress on the History of Science, Technology and Medicine on 1-9 August in Hamburg and Munich. Further information from Brenda Buchanan, 13 Hensley Road, Bath, BA2 2DR.

25-28 AUGUST 1989

Tour of IA in Belgium

Arranged by Greater London IA Society. AIA members welcome; details from Danny Hayton, 31 High Street, Farnborough, Kent, ☎ 0689 52186.

3-8 SEPTEMBER 1989

Second International Conference on the History of Mining

At Bochum, West Germany; details from Prof Dr Klaus Tenfelde, Institute für Geschichte Abteilung für Wirtschafts und Sozialgeschichte, Universität Innsbruck, Innrain 52, A-6020, Innsbruck, Austria.

15-17 SEPTEMBER 1989

AIA Annual Conference

16-23 SEPTEMBER 1989

International Conference on the History, Technology and IA of Glass

In Lisbon; organised by the Associação Portuguesa de Arqueologia Industrial, Apartado 5374, 1708 Lisboa Codex, Portugal.

18-30 SEPTEMBER 1989

The Ironbridge Training Excavation

Details from Janet Markland, The Ironbridge Institute, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire, TF8 7AW ☎ 095245 2751.

6 NOVEMBER 1989

Is History Nice? The Danger of the Deferential Museum

A day-school at the Science Museum. Details from Ironbridge Institute, address as above.

16 NOVEMBER 1989

Behind the High Street: the hidden history of the Town Centre

A day-school at the Ironbridge Institute; for details, see address above.

30 NOVEMBER 1989

The Uses of Port Books for Industrial History

A day-school at the Ironbridge Institute.

LLOYDS BANK AWARDS FOR 1989

Lloyds Bank have again given a series of awards this year for independent archaeologists and archaeological groups. The scheme was established by Lloyds in 1978 and is administered for them by the Royal Archaeological Institute. Grants are made in two categories: for the purchase of equipment and to allow groups to pay for scientific dating of their finds and materials. The equipment awards total £2000 a year, with individual grants of up to about £200. The dating fund amounts to £1000 a year.

This year 11 awards for equipment and seven for dating were given. Equipment grants included basic excavation tools, surveying equipment, photographic equipment and a computer printer. The recipients ranged from individual students to established archaeological societies and sites from the prehistoric to the industrial. One industrial archaeological award was given, to the Leicestershire Industrial History Society. A grant of £200 was paid for the purchase of scaffolding poles to be used in the Society's recording work at Glyn Pits in Pontypool. This site has two stone-built engine houses in a rapidly decaying condition, containing winding and pumping engines made by the Neath Abbey Iron Company. The Society also received a grant in 1988 and it is to its credit that it has won continuing support of this kind.

Application forms and details for the 1990 Lloyds Bank awards can be obtained by sending a stamped addressed envelope to Miss Winifred Phillips, The Assistant Secretary, The Royal Archaeological Institute, c/o The Society of Antiquaries, Burlington House, Piccadilly, London W1V 0HS. The closing date for applications is 31 December.

BRITISH ASSOCIATION OF PAPER HISTORIANS

The inaugural meeting of the British Association of Paper Historians was held at Wiggins Teape Research and Developments Ltd, Beaconsfield, on 4 February 1989. Thirty-five people attended and apologies were received from a further 18. Those present had a wide range of interests including the history and archaeology of paper mills and papermaking technology, craft and industrial papermaking, paper conservation, watermarks and the use of paper in books, manuscripts and wallpaper. It was agreed that a formal group should be established. Richard Hills agreed to act as the first Chairman, and Jenny Hudson as Secretary. The aim of the Association will be to research and record all aspects of the history of papermaking in Britain. It plans to hold two or three meetings a year, with visits to paper mills and museums, and to produce a regular newsletter. Many of those present already belong to the International Association of Paper Historians, but it was agreed that initially there should be no formal link between the two bodies. A membership fee of £5 a year was suggested and this will be considered by the Committee at its first meeting on 17 March. Those interested in joining BAPH should contact Jenny Hudson, Wiggins Teape Research & Development Ltd, Butler's Court, Beaconsfield, Bucks HP9 1RT, ☎ 04946 5652.

After the business meeting Richard Hills gave an illustrated talk on the history of papermaking and Jenny Hudson discussed the establishment of a Wiggins Teape archive, some items being available for inspection. *Alan Crocker*

NATURE AND INDUSTRY CONSERVED

Nature and industry are often thought of almost as opposites; yet it is possible for the conservation of each to be mutually beneficial. A recent award for a nature conservation project shows that the industrial heritage and nature conservation movements can sometimes work hand-in-hand, even if at first it seems they are daggers-drawn in opposition.

A Commendation has been given in the Royal Institution of Chartered Surveyors and Times Conservation Awards to Wern Claypits Nature Reserve near the Montgomery Canal. This was selected from 96 entrants from throughout the UK. The reserve was created due to restoration of the Montgomery Canal, solving what appeared to be an insuperable conflict of interests.

Since the canal fell into disuse in the 1930s it has developed aquatic ecosystems considered so important by ecologists and botanists that several stretches have become Sites of Special Scientific Interest. However, restoration would have disturbed the ecosystems and destroyed their value to nature conservation. The solution to the conflict was devised by a botanical survey team sponsored by MSC and British Waterways. It was painstakingly to remove fauna and flora from the canal to a clay pit nearby, in an effort to re-create the community out of harm's way. The pit, itself an industrial archaeological feature, was originally dug to provide puddle and bricks for the canal. Access to it has been improved by creating a car-park, footpaths, a viewing point and a picnic area.

The result has proved most satisfactory for both industrial and natural conservation. But perhaps this isn't too surprising given the pedigree of the Montgomery Canal Conservation Officer: he is Jonathan Briggs, a graduate in Botany from the University of Bristol and in Industrial Archaeology from the Ironbridge Institute.

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15 September for November mailing
15 December for February mailing
15 March for June mailing
15 June for August mailing

The AIA was established in 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 interests 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 ☎ 095245 3522.

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