

THE WEST YORKSHIRE CONFERENCE

Huddersfield Polytechnic, the location for this year's annual conference of the **AIA**, is situated in the heart of an industrial town. The campus includes both purpose-built and re-used buildings and the Huddersfield Narrow Canal passes through it, involving delegates in a walk across a canal bridge to the lecture theatre: surely a first for **AIA** conferences! The exhibition area overlooked the 1870 warehouse in Aspley Basin, which was in the process of a controversial conversion to residential use.

The richness of the surviving industrial heritage of West Yorkshire, despite considerable demolition in the major towns, was presented to delegates not only in a comprehensive set of tour notes but in Bill Thompson's Conference Guide, making reference to over 300 sites. He persuaded contributor from the five areas of Calderdale, Kirklees, Bradford, Leeds and Wakefield, to detail the most outstanding sites and thereby produces an illustrated guide that will have a value well beyond the conference itself.

The pre-conference programme opened with an evening visit to Bradford Industrial Museum, itself located in and 1875 worsted spinning mill, where delegates were initiated into the mysteries of worsted combing and ring spinning. On the second day, a select band visited Harrison's Lathe Works in Heckmondwyke, whilst the rest braved the elements of Yorkshire's changeable weather studying shoddy and mungo in nearby Dewsbury. The whole group then visited Thwaite Mills in Leeds, a water-powered flint and chalk grinding mill on the River Aire. A great deal of restoration and interpretation work has taken place here in recent years ready for opening to the public, and the standard of this is so high that the President intends to present this year's Conference Award to Thwaite Mills. After a short visit to the Middleton Railway, the afternoon was concluded with an all-too-brief visit to Armley Mills, the Leeds Industrial Museum, which demands a whole day to do it justice. Some members were privileged to be guided by Ron Fitzgerald through the nearly completed galleries on underground mine transport. That evening, Ron delivered a masterly account of the use of structural cast iron in mill buildings. Bill Slatcher made good use of the many excellent slides he possesses on Pennine roads and trackways, most of which he has travelled in the course of his fell-running career.



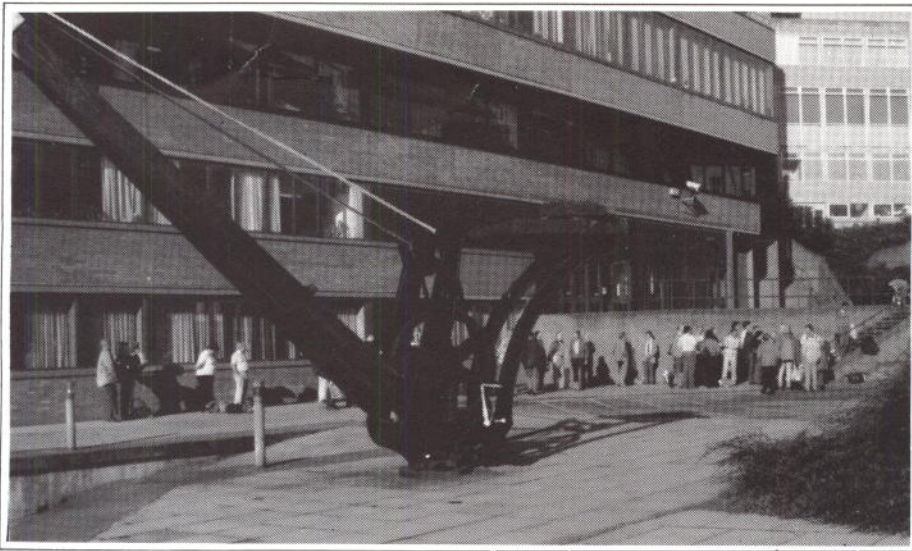
Ashes to ashes: dearly beloved conference delegates, gathered on top of the Hoffman kiln at Normanton Brickworks
Photo: Marilyn Palmer



Old relics in the undergrowth: exploring the storage area at Leeds Industrial Museum
Photo: Marilyn Palmer

The Colne Valley was the venue for Wednesday's visit, including two working mills at Low Westwood, beside the restored Huddersfield Narrow Canal, and Heath House. The weaving town of Golcar stands on the hillside above the valley, and delegates visited its excellent small museum housed in a nineteenth-century loomshop. Following lunch at the Great Western Hotel, an intrepid band set off with Bill Slatcher for a moorland hike looking at the remains of the various transport systems across Standedge Moor. The rest of the party followed the Marsden Town Trail and walked along the towpath to Tunnel End, where both railway and

canal penetrate the Pennine watershed in four tunnels. In the evening, Ivor Brown provided an introduction to West Yorkshire quarrying and gave an amusing account of the effects of mining subsidence near Leeds, which caused the rivers Aire and Calder to forsake their natural channels. Peter Kelley, Curator of Armley Mills, enlightened delegates about the Leeds origins of the famous firms who sold ready-made men's clothing, such as Montague Burton, Hepworths and John Collier. On Thursday, delegates were 'forced' to consider the 'rhubarb triangle' south of Leeds, and industry not previously regarded as industrial



Huddersfield Polytechnic canal wharf adaptively re-used as a passenger terminal for conference coaches



Britannia York Stone Quarry

Photo: Marilyn Palmer

archaeology, but **AIA** members will find that a rhubarb shed figures in our Conference Guide. The first visit of the day was to Pawson's Britannia Quarry, where production of York stone has recently greatly expanded. Well-tried hand and modern machine methods were both seen in the extraction of stone and in the workshops, producing a wide variety of plain slabs and shaped masonry. Delegates also viewed the shoddy warehouses in Batley, with plain backs and 'purl' fronts! After fish and chips at 'The Mermaid', the party saw the newly repainted Stanley Ferry Aqueduct which carries the Calder collateral canal over the line of the original navigation. A fascinating visit to a very dusty brickworks followed, where nineteenth-century machinery was still in use for brick moulding and the bricks fired in a Hoffman-type kiln. The day ended with two canal visits: to the Wakefield Basin on the Calder and Hebble Navigation and the Saville Town Basin in Dewsbury, where there is a small private museum of canal artifacts. In the evening, Bill Slatcher talked about water resources in the Pennines and David Perrett about the industrial settlements in West Yorkshire, where Saltaire, Ackroyden and Copley rival New Lanark.

2 The pre-conference programme concluded on Friday with a morning visit to Halifax, including the Piece Hall, the outstanding Calderdale Industrial Museum and the newly opened

Museum of the Working Horse. In the afternoon, non-Council members visited the 'Last of the Summer Wine' country in Holmfirth, taking in a working steam engine at Washpits Mill and Bamforth's Postcard Museum. Others had a busy afternoon setting up a wide range of displays and bookstalls before the conference began with a lecture from Robin Thornes of the Royal Commission on Historical Monuments in

England on the industries of West Yorkshire. He also spoke about the latest work of the Commission, together with Stephen Hughes and Hilary Malaws of the Welsh and Miles Oglethorpe of the Scottish Royal Commissions. Miles induced a feeling of vertigo among the audience with his slides from a recent photographic survey of the Forth Bridge, many taken from a great height.

The Saturday morning lectures were mainly concerned with Leeds, looking at the mechanisation of the woollen industry and the beginnings of engineering. John Goodchild appropriately traced the evolution of the West Yorkshire coal industry through the archives of Henry Briggs, whose collieries eventually produced the lion's share of West Yorkshire coal. Three coaches set out in the afternoon for visits in different directions. The Saltaire contingent enjoyed a trip on the Shipley Glen tramway as well as visiting Bingley Five Rise locks on the Leeds and Liverpool Canal. Another group revisited the Colne Valley, surely one of the most outstanding industrial landscapes in Western Europe. Helmets were donned by the third party to go on an underground tour of Caphouse Colliery and Mining Museum after seeing a working steam engine at Providence Mill near Dewsbury. Modern technology was also on show in the production by Skopos of screen-printed furnishing fabrics.

Our guests at the conference dinner were the Pro-Rector of the Polytechnic, Mr T J Gaskell, and his wife, together with our Rolt Memorial Lecturer, Kenneth Powell. An excellent series of members' contributions followed dinner, encouraging delegates to vote later that these should in future figure more prominently in the programme. On Sunday morning, an open forum and the AGM were followed by a feast of slides in Kenneth Powell's lecture on 'The Creative Re-use of Industrial Buildings'. As Architectural Correspondent of the Daily Telegraph, Kenneth Powell enlightened delegates concerning the modern re-use of functional space, taking both British and foreign examples. This concluded a highly enjoyable and friendly conference, and thanks are due to the main Conference Organiser, Bill Thompson, as well as to the Conference Secretary, David Alderton and the Booking Secretary for this year, John Fletcher. Now that our conferences are large and complex affairs, they demand a great deal of hard work from our voluntary organisers and our gratitude is due to them.

Marilyn Palmer
Peter Neaverson



Where is this port? See extract no. 6

WHAT'S MY TOWN

The Council of **AIA** never takes a moment's rest. After a full day's committee meetings last year it settled down in the evening to a demanding educational quiz set by David Alderton. One round proved very thought-provoking on the changes to British towns during the Industrial Revolution. Members may

WHICH TOWNS ARE DESCRIBED?

1*A sea-port town, which is partly in, and partly in, with a bishop's see. It is now accounted the second town or city in England, both with regard to its magnitude, riches and trade They have an exchange like that of London, which was opened in 1743. The key is on the river, a little above its confluence with the river, over which there is a draw-bridge, for the admittance of ships that come up with the tide; and this leads to the College Green, where the cathedral stands. They have a prodigious trade; for it is reckoned they send 2000 ships yearly to several parts of the world. There are no less than 15 glass-houses, they having plenty of coal from and The hot well is resorted to for the cure of several diseases, and is about a mile from the town, on the side of the river St Vincent's Rock, above this well, is noted for a sort of soft diamonds, called X-stones. There are several manufactures, particularly woollen stuffs, carried on by the French refugees The number of houses are computed at 13,000, and the inhabitants at 95,000 They use sledges or sleds, instead of carts, because the vaults of the common shores will not admit them.

2*A town considerable for its fine docks for building ships, and for the king's yard, and store-houses for the use of the navy. It had a victualling-house built in 1745, which in 1749 was burnt down, with great quantities of provisions and other stores.

3*A town seated on a flat, and noted for being the place where worsteds were first made.

4*A town with a university; it was formerly the see of an archbishop, but the cathedral-church is now in ruins. It is seated in a plain, which has a prospect of the German Ocean. The university consists of three colleges The houses, though built of stone, are gone to decay, there being no manufactures here to support the numerous inhabitants; nor is the harbour in a very good condition, though there passed an act of parliament in 1723, to repair it.

5*A town seated on the river, or, and had a strong castle, which was demolished in the late civil wars. It is a large place, whose houses are built of stone, and has been long noted for edge-tools, knives, and swords; for Chaucer, in one of his tales, takes notice of a man with a X whittle by his side. It is now a place where there is the most considerable manufactures for hardware in England, next to Birmingham.

6*A sea-port town seated on the river, and near the, where they fall into the sea. It contains 2 parish churches and is one of the most important places in the kingdom, of great strength, and very well fortified. It is also a station for building and laying up men of war belonging to the royal navy, the harbour being capable of containing a vast number of ships The town consists of about 800 houses, but indifferently built, with about 600 houses at the dock, most of which are new buildings.

7*A town seated near the river, a handsome place, but is chiefly noted for its brine-pits and salt-works.

wish to test themselves on some of the same questions. Answers are given on the back page.

The object is to judge which British town is described in the following extracts from *The General Gazetteer or Compendium and Geographical Dictionary*, Fourth Edition by R.



A city of sledges: extract no. 1

8*The county town of delightfully situated on the river with handsome streets, well built houses, and a very spacious market place. It is remarkable for its vaults or cellars, cut into a rock. It had a strong castle, which stood on a steep rock, and on the ruins of it is a handsome palace, belonging to the duke of Newcastle, accounted one of the finest seats in England, and is the chief ornament of the town. Its chief manufacture is in wove stockings, tho' they make a great deal of malt and earthen ware. Most of the houses in the market-place, and principal streets, have their fronts supported by lofty stone columns, which make a very handsome appearance, and at the same time afford shelter in bad weather. Heavy goods are brought hither from London by sea, and thence up the ...; and many coal pits, within three or four miles of the town, afford plenty of fewel, at little expense.

9*The county town of it is seated on the N. bank of the river, over which there is a bridge, and on the S. side of a considerable

Brookes MD, published in 1778. This demonstrates how much the character of towns and their industries changed during the Industrial Revolution. The town of 1778 was often very far from that of 1878 or 1978. Needless to say, the scores achieved by Council members will not be revealed here!

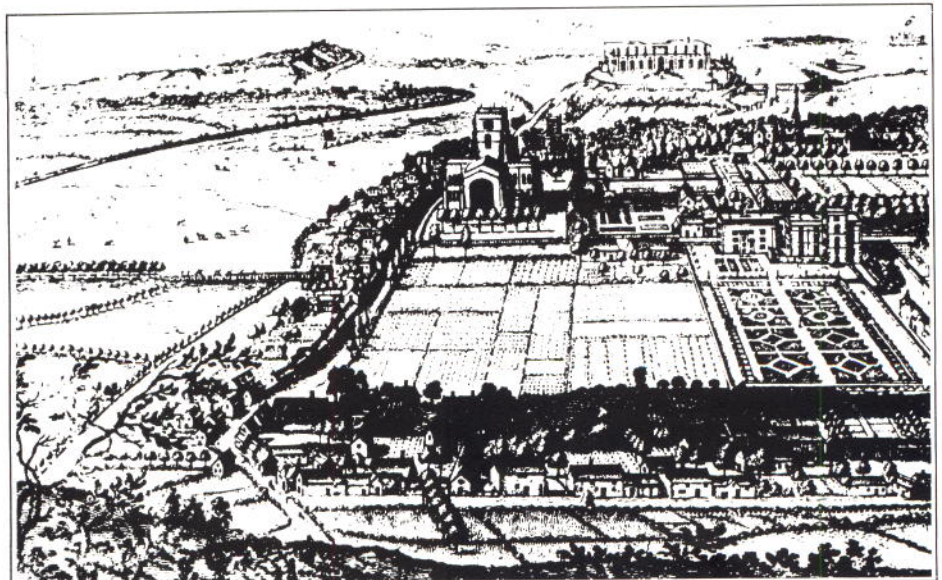
ascend. It has a handsome exchange, and a custom-house. It is surrounded with a strong wall, through which there are seven gates, and had a castle, now in ruins. It is rich and populous, and carries on a great trade by sea and land; but it is principally noted for its coals, with which it loads many thousand ships in a year, for London and other parts.

10*A town having a castle, a wall, and four gates. It has a considerable trade with Bristol; for vessels of small burden may come to the bridge. It contains two parishes, and about 300 houses, formed into broad-paved streets Near it are some iron-works.

11*A town situated upon a stony hill, is a place of great antiquity, and now a large flourishing town, very populous, an has several curious manufactures, known in London by the name of X goods. Their velvets of late are come into great repute, and are much made use of for breeches. Its chief ornaments are the college, the market-place, and the collegiate church; which last has small choir, of excellent workmanship.

12*A city commodiously seated on the top of an easy ascent on the eastern bank of the river X, from whence it took its name, and over which there is a handsome stone bridge. It is a mile and a half in circumference about the walls and ditches; and, with its suburbs, contains 15 parish-churches, and four chapels of ease, besides the cathedral, it being a bishop's see. It suffered greatly in the civil wars; and its river was choked up with sand. It has the title of an earldom, and is still in a flourishing condition, driving a good trade. Here are several streets well-paved, and a large manufactory of serges, druggets, long ells, duroys, and sagathys.

13*The capital of the province of X, in, seated in an island at the mouth of River. It stands on an eminence, and is surrounded with a wall, and has other fortifications. It has a spacious harbour, with commodious keys, or quays, as well as ware-houses. It is frequented by a great number of ships employed in trade, and in the fisheries.



Town no. 8

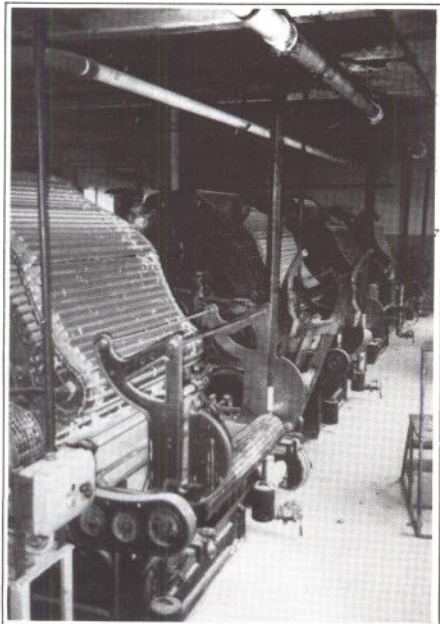
LISTED TEXTILE MACHINERY

It is not widely known that listed building consent can be required for the removal of machinery from a listed building. The Appendix to the *Memorandum of Guidance on Listed Buildings and Conservation Areas* (paragraph 3.1.0) produced by Historic Buildings and Monuments, Scotland, states that, 'In the case of industrial buildings listed wholly or in part for their workings the listing should be taken to include all fixed machinery more than half a century old.' A fixed machine can be any device that would require to be dismantled or unbolted in order to be moved. Accordingly, new list descriptions of industrial buildings in Scotland point out the existence of larger items of historic machinery which appear to be of some merit. The criteria for listing are still, however, primarily architectural, and not every candidate for listing is inspected internally.

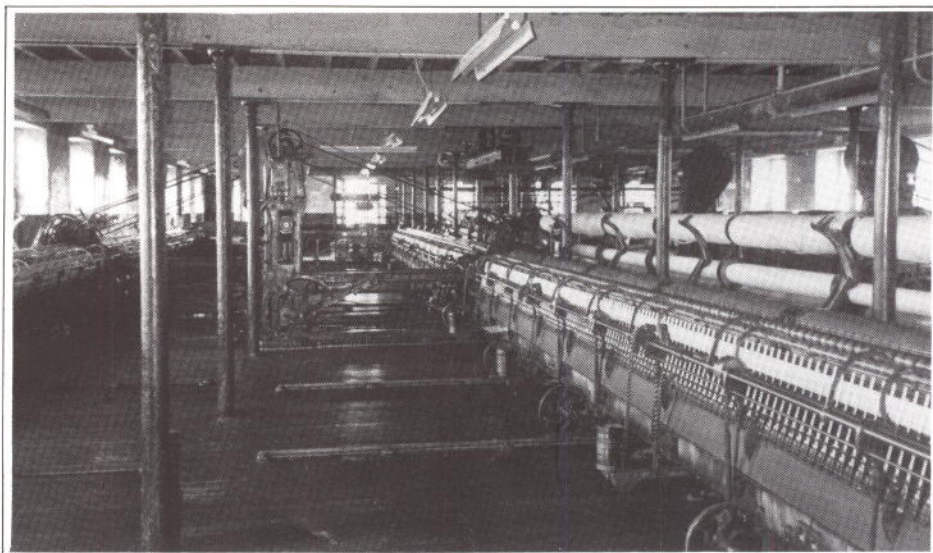
Enforcement of the legislation is another matter. In the majority of cases the listing of machinery simply allows breathing space for it to be recorded or, in a few cases, acquired by a museum. But it will rarely occur to an industrial company to seek permission to remove one of its own machines. Difficulties may arise where a company has interests in various parts of the country and finds that a machine in one location is considered to be of historic interest, but that a similar machine elsewhere is not.

So it is important for organisations concerned with protection of the heritage to be better informed about the distribution of historic machines, particularly those in buildings with architectural qualities, such as textile mills. The writer would welcome information about (and even offers of new homes for) the following textile machine types:

Cotton cards. Only two cotton spinning mills (Coates and Tootal) now operate in Scotland, and the machinery of both is very modern. However a much older set of cotton machinery has languished unused for nearly twenty years in Stanley Mills, Perthshire. They comprise a William Tatham Ltd (Rochdale) sample card with hopper feed, a Cook and Co (Manchester) vacuum card stripper of 1923, and eight carding machines without name plates but believed to date from 1904. The ring frames are later. Guarding is minimal. It appears unlikely that cotton machines of such antiquity will exist elsewhere outside museums, but this is open to



4 Cards at Stanley Cotton Mills, Perthshire.



Woollen mules at Ettrick and Yarrow Spinners Ltd, Selkirk.

Photo: Mark Watson, HBM Scotland

correction in the light of new information. With the closure of Stanley Mills (an Arkwright mill within the category A-listed complex) and their possible conversion to housing, the machines have been offered free to museums by their owner, Mr Dracup of Stanley Mills (Scotland) Ltd, Stanley, Perthshire.

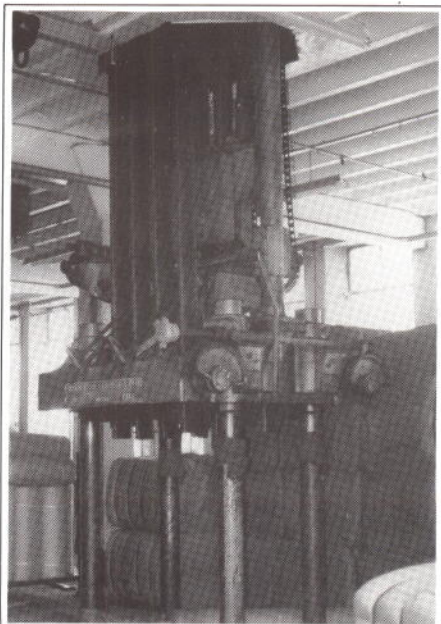
Jute press packers. Two large Urquhart Lindsay and Co (Dundee) hydraulic press packers were installed in 1913 in East Port Calendar Works, 100 Cowgate, Dundee. The works closed recently and Dundee Heritage are negotiating with the owners. Two smaller examples have so far been identified, at Gourock Rope Works, Port Glasgow, and in Kirriemuir. These machines were made to stand a test of three tons per square inch. It is the writer's contention that only jute cloth could be compressed without damage at such high pressures and that there will be no such big machines in cotton or woollen mills. These machines, and calendars (such as that illustrated in *Industrial Archaeology Review* Volume X Number 2 (1988) page 188) have been singled out as best representing Dundee's jute industry. Jute spinning machinery on the other hand, has not been identified in the lists because it is primarily post-War.

Woollen mules. The example illustrated here was one of the six pairs of mules in Ettrick Mill, Selkirk, dating from between 1892 and 1951.

Their makers were Platt Brothers, William Whiteley, Asa Lees and Charlesworth. The machines have since been sold, apparently for re-use in Yorkshire mills, with one going to New Lanark. It appears that mules, despite higher labour costs, are still in demand for the spinning of wool, cashmere, vicuna, and similar expensive yarns. Modern Italian-made mules, with headstocks that look like Dr Who's K2, are nowadays used in Kinross. Other mills known to use mules are at Aberdeen, Keith, Galashiels, Selkirk and Hawick. It is hoped that the listing re-survey of Borders mills will give an idea of the survival rate of these machines. But how many exist in Yorkshire or Gloucestershire? A pair of mules was seen near Golcar at the 1989 **AIA** Conference based at Huddersfield, and old milling machines were seen near Holmfirth, but the writer would be grateful for advice as to how unusual these are. Accordingly, it will be possible to decide what significance should be placed on those in Scotland.

Information about looms would also be useful. Hattersley and Dobcross power looms are often found in small woollen mills. Are they equally common in England? And are lace-making machines of the turn of the century plentiful or fast diminishing in number...? I would be grateful for any information, at Historic Buildings and Monuments, Scottish Development Department, 20 Brandon Street, Edinburgh, EH3 5DX.

Mark Watson



Hydraulic jute press packer, East Port Works, Dundee.

WATERWAYS ON VIDEO

Two historic waterways films from the 1960s are now released on video by the British Waterways Board. The video, entitled 'Broad Waterways' is available from the National Waterways Museum at Gloucester or from the Board direct. It contains two half-hour films by the British Transport Commission of the River Trent and of the Severn Gloucester and Sharpness Canal. The film of the Trent follows a two day journey with the barge *Thames* from Hull to Nottingham carrying a cargo of 110 tons of newsprint. The second film follows a trip from Avonmouth to Worcester via the Bristol Channel, the Gloucester and Sharpness Canal and the River Severn, interviewing waterway workers along the way, including cargo handlers at Gloucester and the skipper of a barge train loaded with aluminium, zinc, timber and dried fruit on its way up the Severn. The films are available by post from British Waterways, Melbury House, Melbury Terrace, London, NW1 6JX for £17.95 plus 90p postage and packing.

NEWS ITEMS

PILLBOXES REVISITED

It seems that in this anniversary year of the outbreak of the Second World War, we just cannot escape from constant mention of the subject. It was reported in the last issue of the Bulletin that the Surrey Industrial History Group is establishing a new survey of surviving pillboxes in the county, attempting to re-interpret plans for the wartime defence of the realm. Now this news story has brought to light other research being done on the subject. The article in the Bulletin came to the attention of Mr Alan Rudd of the Fortress Study Group who has been researching pillboxes in North East England for the past 12 years. Mr Rudd has especially been studying the Second World War defences of the east coast from Berwick to the mouth of the Humber. Another member of the Fortress Study Group is presently establishing a computerised database recording known pillboxes in the country as a whole and drawing on the knowledge and research of other members. Mr Rudd's address is 10 Kitchener Terrace, North Shields, Tyne and Wear NE30 2HH.

MARITIME MERGER

Two of Britain's leading ship preservation charities recently announced that they were to amalgamate. The Maritime Trust, which has been well-known for the last 20 years as the principal body promoting the preservation of British maritime heritage, merged with the Cutty Sark Society in July. The two bodies have been closely linked for many years. Frank Carr, the

REGIONAL NEWS

WEST YORKSHIRE

Sharrow Snuff Mill, Sheffield, is one of the few purely commercial undertakings still using a waterwheel. Joseph Wilson took over an existing cutlery grinding wheel here in the 1740s and built the snuff mill in 1763. The firm became a limited company, Wilsons & Co (Sharrow) in 1952. Steam was also used from 1796 to 1956, and most of the snuff is now ground in electrically powered mills, but the eighteenth-century water powered mills are still used for the finest qualities. This year the 19 ft waterwheel has been restored and the dam repaired, so that, as the managing director says, they can be used for another two and a half centuries. The wheel's centre bearing had completely worn through, and a new one has been cast and machined.

The craftsmen working at Abbeydale Industrial Hamlet, Sheffield, have been joined by hand grinder Peter Gribbon, who grinds ice skates for John Wilson, Marsden Bros & Co (a local firm which traces its origins back to 1696), and other products ranging from banana knives to turning tools.

The last surviving Yorkshire keel, the 61 ft *Dorothy Pax*, may be used as a floating museum at Sheffield Canal Basin. A trust has been set up to oversee its restoration, which could cost £100,000. It was built at Mexborough in 1913 and was used commercially until 1973.

In York the listed six-storey Leatham's Mill, built by Rowntrees in 1888, has become Rowntree Wharf, with a 500,000 visitor centre called 'The Chocolate Experience' on the first two floors, to open at the end of 1990, and three floors of luxury flats.

Further up the River Ouse, Linton Lock gives access to the highest navigable part of the river, and on to the Ure navigation and the partly restored Ripon Canal. The lock, built by Smeaton and opened in 1769, is still controlled by the Linton Lock Commissioners set up under

Director of the National Maritime Museum, set up the Cutty Sark Society in 1952 to display its namesake tea clipper, built in 1869, outside the Royal Naval College at Greenwich. The Duke of Edinburgh became Patron of the Society and subsequently founded the Maritime Trust in 1969, becoming its President. Prince Philip is remaining President of the new merged organisation, to be called the Cutty Sark Maritime Trust. Maldwin Drummond, who has been Chairman of both organisations simultaneously for the past ten years is standing down. The new Chairman will be Mr Arthur Weller, who has been active in the Maritime Trust for a number of years and set up the organisation which built the 'Young Endeavour', the sail-training ship that was Britain's gift to Australia at the recent Bicentennial celebrations. The support of sail-training has always been a significant aim of the Trust and will continue under his leadership.

It is hoped that the merger will give further impetus to enthusiasm for Britain's great maritime heritage. The new Trust's restored vessels now number 14, including such vessels as the *Cutty Sark*, Sir Francis Chichester's *Gipsy Moth IV*, a Falmouth oyster dredger, a steam tug, a Thames barge and a West Country schooner. These are located all around the country: for example on Tyneside, in London, in Cardiff and in Falmouth. Another seven vessels are currently under restoration. The new Trust will be a strong, practical body to promote the maritime heritage. It is based at 2 Greenwich Church Street, Greenwich, London, SE10 9BG.

an Act of 1767. Since the War it has been kept in working order by voluntary fund-raising, but now it faces serious structural problems which will cost more than 100,000 to put right. Harrogate Council has agreed to contribute more than a third of this. The British Waterways Board is prepared to take over the long-term responsibility for it, but cannot do so until the money for repairs has been raised.

There are plans to turn 12 acres of disused buildings at Lister's Mill, Bradford, into a centre of commerce, culture and tourism to be called 'Lister City'. The Victoria and Albert Museum may locate a permanent display of Far Eastern textiles there. The stone six-storey mill buildings were built in 1873 by Samuel Lister, who developed uses for waste silk.

The former maltings building at Samuel Webster's Fountain Head Brewery, Halifax, built in stone in 1906, has been converted by the Wimpenny Construction Group at a cost of £1.5 million to house Websters' headquarters. As the maltings had a headroom of only six feet, alternate floors have been removed.

WEST MIDLANDS

An abortive scheme to convert Fort Dunlop, the huge former tyre warehouse visible from the M6 motorway just south of Birmingham, into a shopping complex have left the building in limbo for some years. Now it has been purchased by Tarmac and locally-based entrepreneurs Don and Roy Richardson (developers of the successful Merry Hill shopping complex near Brierly Hill). Together they plan to convert the 84-acre site to a variety of uses, some industrial, some business and some retail. The 'envisage' retaining the eight-storey warehouse, which is often erroneously described as a factory although manufacture actually took place in other buildings close by. Buildings on the site may be leased temporarily while final plans are worked out.

John Powell

APPEALS FOR INFORMATION

STEAMING INTO PRINT

Romney Marsh Railway Historical Society are to set up an in-house print facility using technology from the 1850s, thanks to Somerset printer, George Greenow, who has offered to make available his Victorian Wharfedale stop-cylinder flatbed printing press. Hand fed and driven by flatbed from line shafting, such a machine is very appropriate to the society since, mechanically, the experts say, it is similar to a steam locomotive in operation. Having transported the machine to Kent, the society intends to train a team of volunteer operators. In due course it will become the basis for a turn-of-the-century letterpress printshop museum. The Society would welcome any offers of technical information or assistance, or help with transporting, setting up and operating the press. Also much appreciated would be offers of a no longer needed Monotype hot metal keyboard/caster or Line/Intertype or similar. Contact the Secretary of the Society, Ivy Cottage, Church Road, New Romney, Kent, TN28 8TY.

A CHIMNEY BASE-BASE

At the behest of the Scottish Industrial Archaeology Panel, Mark Watson of the Scottish Industrial Heritage Society is co-ordinating the collection of a database on chimney bases. Tall chimneys are suffering from many predations in Scotland, as elsewhere in the country, and information is needed to ensure that important examples are recorded or conserved. The survey is of chimneys with surviving stalks having more than 20 feet of free-standing height. A number of people are helping with the chimney-spotting already, especially in Edinburgh, Dundee and the Highlands, but more volunteers are needed to cover other areas. Simple forms for the collection of information on the chimneys are available from Mark Watson at 5 Rossie Place, Edinburgh, EH7 5SF, who would be grateful for offers from people with keen eyesight to scan the horizon for surviving stacks.

PHOTO-GRAPHICS

Do you have high-quality photographs or drawings which hardly ever see the light of day? If so, why not have them published in the *AIA Bulletin*? We would like to include more illustrations in the *Bulletin*, but it is often difficult to find material of sufficient quality at short notice. If you are a photographer or illustrator with a large collection of pictures you could help in two ways. First, please send us any specially interesting, amusing or otherwise noteworthy pictures which we might be able to use on their own. Second, if you have a very large collection of pictures, send us some information about what it contains and how we can contact you. The Editor would be exceptionally grateful to be able to ask for a picture that could illustrate a particular item, and to receive a print within a week or two. For example, if we have a story that Tower Bridge has just been demolished, we will want a picture of it complete. If we have a piece about vandalism on conserved sites, we may want a powerful picture to go with it. We could not pay you more than basic costs, but you would receive full credit for your work. And your best pictures might actually be seen! If you think you can help, please contact Peter Wakelin, School of Humanities, Wolverhampton Polytechnic, Castle View, Dudley, DY1 3HR ☎ 0902 313001 extension 2333 (Home ☎ 095245 3171).

AGM 1989

The AGM of the Association for Industrial Archaeology was held at the Huddersfield Conference on 17 September and attended by about 80 members. The annual report of Council was received, as circulated with the last **AIA** mailing, and discussed by members. The report was accepted by the membership and the work of the Association during the past year was generally approved. Such agreement left the luxury of time to argue over some less vital if more controversial issues, such as the importance of giving imperial measures in **AIA** publications, or the exact cost of paying the Association's auditors.

One matter of considerable importance to members was discussed in some detail: namely the future cost of subscription to the Association. The Treasurer reported that subscriptions need not rise for 1990 as he expected a small surplus in the coming year. However he felt an increase would be necessary next year, after several years during which they have been held stable. He requested advice as to whether this should be a small rise (of say 2) to account for inflation, followed by fairly regular increases after that; or a larger increase (of about 5) to provide a healthy revenue and prevent the need for further changes in the near future. When put to members, the majority was in favour of the larger increase. However the Treasurer pointed out that there was one way for members to save their pockets: if every member persuades one new person to join the Association this year, no increase at all will be needed. So the moral is, start recruiting now!

The elections of officers and Council were all unopposed and candidates were given warm support. Two new members of Council were elected (see below) and others were re-elected. Dr Marilyn Palmer, retiring as President, was succeeded by David Alderton as President and by John Crompton in the new post of Executive Vice-President. Details of these changes in high office are given below.

Finally, the new President, in his alternative role as Conference Secretary, reported that the conference for 1990 would be held at Guildford, Surrey, and that in 1991 it would be in the Black Country. He thanked Dr Palmer for her hard work in running the Association so effectively during the past three years, at the same time as editing *IA Review*. He also thanked the Council for its work in the past year. All present showed their warm appreciation of the efforts of those involved with the successful organisation of this year's conference.

TWO NEW ON COUNCIL

Two new members were elected to the **AIA** Council at this year's AGM. Both are currently working in Leicestershire. Janet Graham is a professional administrator at the University of Leicester, and brings to the Council her considerable expertise in administrative matters as well as her interest in industrial archaeology. Born in 1958, she took her degree in historical geography, studying aspects of the impact of industry on the environment. She has been a member of the Leicestershire Industrial History Society for several years and is its current Secretary and representative to the East Midlands Industrial Archaeology Conference. Janet has participated in fieldwork for the Society on the limekilns at Calke Park, the watermill at South Luffenham and the pumping engines at Glyn Pits, Pontypool. With the other new member of



President in chief: David Alderton

TWO PRESIDENTS FOR THE PRICE OF ONE

With Dr Marilyn Palmer retiring as **AIA** President, this year's AGM was charged with the task of replacing her in the role. Dr Palmer was elected as President in 1986 and took on heavy responsibilities which expanded in accordance with the activity and national significance of the Association under her leadership. Her contribution has been a particularly important one in the history of the Association. She has stimulated an important period of reform and development characterised by several significant contributions. One of the most important of these has been the sharpening of the Association's policy and administration in various ways, by developing policy documents to define our objectives and strategy more clearly, by reforming the committee structure, and by ringing a very marked change in the efficiency with which Council meetings have been conducted. Dr Palmer has also been instrumental in widening the public significance of the Association, stimulating a successful campaign to increase its membership and greatly improving its relations with outside bodies. Perhaps her most necessary contribution, however, has been simply to undertake a very great deal of work for the Association, not only keeping up with all the work of President, but also editing *IA Review*, organising and attending many conferences, performing some of the Secretarial duties at times of difficulty, and even helping to pack mailings at Ironbridge. She has been greatly helped in all this by her right-hand man on Council and the Review, Peter Neaverson. As a past President, she is automatically co-opted to the Council for a further year. She will no doubt continue to work hard in the interests of the Association.

With the expansion of the President's role under Dr Palmer's leadership, the Council considered no one person could take on the job satisfactorily without assistance. Two replacements were

Council, Stuart Warburton, she is also the joint Editor of the Leicestershire Industrial History Society Newsletter.

Stuart Warburton was born at Haslingden in Lancashire in 1958. His background in this highly industrialised area gave him a strong interest in industry and its history which he has pursued in his education and career. He graduated in Geography, History and Industrial Archaeology at Liverpool Polytechnic, where he studied courses taught until lately by John Crompton. He followed this with a postgraduate certificate in museum studies. Stuart now works as Assistant Keeper of Technology for Leicestershire Museums and is principally involved in developing the Snibston Industrial Heritage Project. He is an active member of the Leicestershire Industrial History Society and the Leicestershire Historic Buildings Trust.

therefore appointed at the AGM. The new President who takes over from Marilyn Palmer is David Alderton. David has been on the Council since 1979, having joined the Association at its first conference at Keele. He first became interested in Industrial Archaeology when teaching history in Yorkshire in the early 1960s, and joined a local group based at the University of Leeds. He later moved to Leicestershire, where he was instrumental in the formation of the now thriving Leicestershire Industrial History Society in 1969. Subsequently he moved to Norfolk, where he became a lecturer in teacher-education. He co-wrote with John Booker the *Batsford Guide to the Industrial Archaeology of East Anglia* and is a leading member of the Norfolk IA Society. His principal role within the **AIA** has been as its regular Conference Secretary since 1981 and he has been largely responsible for developing the efficient methods in which conferences are planned year after year. Having recently taken early retirement, he intends to remain as Conference Secretary in addition to his role as President.

David will be assisted in his new job by John Crompton, who has been elected to the new post of Executive Vice-President. For many years he was responsible for an undergraduate course in industrial archaeology as a Principal Lecturer at Liverpool Polytechnic. More recently he has been Keeper of Social and Industrial History at the Black Country Museum. John was originally elected to Council in 1980 and took over the task of Endangered Sites Officer in 1982. This has caused him to monitor applications for the alteration or demolition of some two hundred listed industrial buildings each year. He also chairs the **AIA**'s Heritage Sub-Committee, and represents the Association on the Welsh Industrial Archaeology Panel. Since 1984 he has administered the Dorothea Award for Conservation on the behalf of the Association.

BLACK AND BLUE AND READ ALL OVER

At the AGM at Huddersfield in September the Editor of the *AIA Bulletin* took his life in his hands and asked members of the Association for criticisms. Much to his surprise he was not overwhelmed with complaints. On taking a poll of those present to find out how they read the Bulletin, no-one would admit to not reading it at all; about a quarter said they read parts of it; and three-quarters said they read virtually all. Obviously, this is not an accurate cross-section of the Association as a whole (people who have nothing better to do than go to AGMs probably have time to read newsletters as well!), but it should never-the-less encourage contributors that their hard-wrought words are noticed.

The level of satisfaction with the Bulletin expressed at the meeting was surprising. Comments were made by several members. One pointed out that the magazine was actually read enthusiastically by non-members who were in affiliated societies. Another even went so far as to say that the Bulletin was 'just right' as it was. So as not to disappoint the Editor too greatly, some members did find some criticisms to make: one asked for more reviews of publications (currently all in the Review) and a shy ex-President whispered to the Editor afterwards that more pictures would be nice.

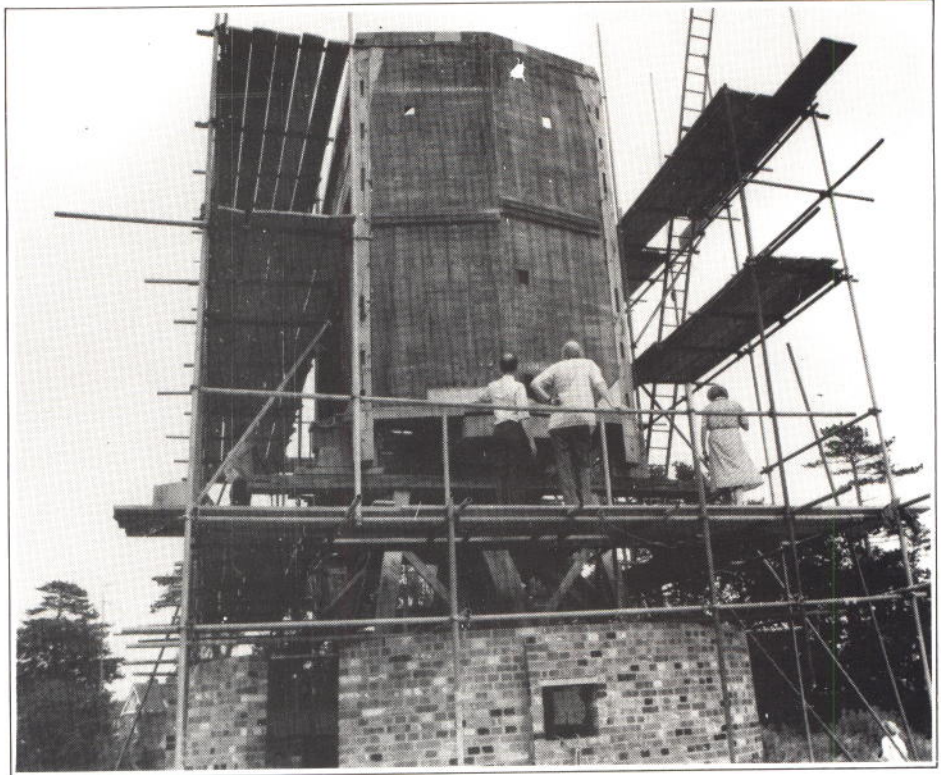
Surely there must be someone who is prepared to say what he or she really thinks about the Bulletin! Please let the Editor have your broadsides, and make the Bulletin do its job even better.

REGIONAL NEWS

SOUTH EAST ENGLAND

Two major restoration projects have recently been in the news in Surrey. **Lowfield Heath Windmill**, a post mill of 1760, is being re-erected at Charlwood after being moved from its original site near the main runway of Gatwick Airport, where it was threatened with development. Since it was dismantled in July 1987 the timbers and machinery have been restored and good progress has been made with rebuilding. The Lowfield Heath Windmill Trust therefore held a reception on 5 July when representatives of local authorities and other bodies had an opportunity to see the windmill in the process of being reassembled. Funds have been provided by the Science Museum, Gatwick Airport Limited, the English Tourist Board and others and much of the work is being carried out by volunteers. £20,000 of the total cost of around £100,000 is still to be raised however. Ironically, there is now a threat to the entire village of Charlwood from proposals to build a second runway at Gatwick, but the Trust is optimistic and is proceeding with rebuilding. This is expected to be completed in 1990.

The restoration of **Chatley Heath Semaphore Tower** was chosen by Surrey County Council as its major project to celebrate the centenary of County Government. The tower was built in 1820 as one of 15 semaphore stations between the Admiralty and Portsmouth, using the system of signalling invented by Sir Home Riggs Popham in 1816. The station operated from 1822 to 1847. Chatley Heath was at the junction of the Portsmouth line and the Plymouth line, which was never completed. The restoration has been planned and carried out in liaison with the Surrey Historic Buildings Trust. The tower, a grade II listed building, has been refurbished with accommodation for a resident warden and



Lowfield Heath Windmill in the process of re-erection at Charlwood, Surrey

for reception and display areas, and the semaphore apparatus has been restored to working order by Dorothea Restorations. The official opening was performed by Admiral Sir Jeremy Black on 15 July. A programme of appropriate events and activities was held including signalling competitions for Scouts. The photograph shows the start of the inaugural signal which was received at the site of the next station in Guildford (SCC CENTENARY SEMAPHORE ...).

Glenys Crocker

GREATER LONDON

Away out at Crossness, at the largest concentration of beam-engine power in the world, unsung heroes are toiling away at the gigantic task of restoring Victoria, one of the big James Watt beam engines. Apart from the splendidly ornate cathedral-like building which houses the pumping engines there is plenty of space for small exhibits and storage (not just steam engines) and the Trust has the use of a large, well-equipped workshop. Help is needed at all levels or the organisation. Contact Michael Dunmow, 8 Yorkland Avenue, Welling, Kent, DA16 2LF.

Along with much of London, London Wall is undergoing redevelopment. A further site has recently been cleared and to the South East of the Museum of London the new Alban Gate building straddling the road is rapidly gaining in height. When completed the bow string arches will support a load of 2,000 tonnes. To the North West of the Museum of London the multi-storey car park has been replaced by a giant building in 'Broadgatesque' style along the West side of Aldersgate Street.

The rebuilding of the Eastern side of the railway viaduct North of Blackfriars Station has swept away the shop fronts on the West side of Blackfriars Lane. Some of these were decorated with animal heads and it was here that the railway caterers Spiers and Pond had a depot. Above the shops their name could still be made out. Further North the relics of Ludgate Hill Station, open from 1865 to 1929, have been demolished. Office development is expected in the area.

It looks as if the demolition of the Mappin and Webb building, number one Poultry, really will go ahead (see *Bulletin* 16.4 page 7). The current scheme will mean the loss of eight listed buildings. Rules are being changed, even more so than in the case of Covent Garden (see *Bulletin* 16.2 page 7). It is being argued that the replacement design, by James Stirling, is of such superior quality that the need to realise it overrides the usual consideration given to the retention of listed buildings. Only a crash in the financial market will halt this astonishing demolition now.

R.J.M. Carr

A TRIBUTE TO GEORGE

After a cloudy start, the sun broke through around lunchtime on Saturday 10 June, and the smoke rising from the tall stack of Westonzoyland Engine House could be seen from miles around as it drifted away across the Somerset Levels. The 1861 Easton Amos engine was running as a special tribute to the memory of George Watkins, and friends and admirers from all parts of the country had travelled to this beautiful spot to pay their last respects. Angus Buchanan gave a superb address, outlining George's remarkable life and achievements, and recounting some humorous anecdotes concerning George's introduction to the academic world late in life. The engine, so lovingly restored by members of the Westonzoyland Engine Trust, and an engine for which George had a particular affection, was then ceremonially started by Ian Miles, one of the Trust's founders. Afterwards, those attending were able to view and exhibition of photographs and other memorabilia relating to George, put together by Keith Falconer of the Royal Commission on Historical Monuments in England, into whose care George's collection of glass negatives and associated material has now been placed. Special thanks were due to Angus Buchanan, to Keith Falconer, to John and Jenny Cornwell and to Ian and Mary Miles for making this most fitting of tributes possible; and also to Gareth Powell for his invaluable role as stoker's assistant.

John Powell



Opening of the restored semaphore tower at Chatley Heath, Surrey, 15 July 1989

AIA NEWSDESK

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

November 23–4 November 1989 MONEY, MONEY, MONEY AND MUSEUMS

Royal Museum of Scotland, Chambers Street, Edinburgh. This conference, organised by the Scottish Museums Council, will discuss some of the challenges to museums in a rapidly changing financial environment. Speakers range from the highly distinguished Sir David Wilson of the British Museum to the highly controversial Douglas Mason of the Adam Smith Institute. Details from Fiona L. Wilson, Administrative Officer, Scottish Museums Council, County House, 20-22 Torphichen Street, Edinburgh, EH3 8JB ☎ 031 229 7465.

November 30 1989 THE USES OF PORT BOOKS FOR INDUSTRIAL HISTORY

A day-school at the Ironbridge Institute. Details from the Administrator, The Ironbridge Institute, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire, TF8 7AW ☎ 095245 2751.

March 31–April 1 1990 AIA WORKING WEEKEND

At Ironbridge, on the subjects of recording methodology, the use of computers by local societies, and public enquiries on industrial sites. Details from Pamela Moore, 20 Stourvale Gardens, Chandlers Ford, Hampshire, SO5 3NE.

April 6–8 1990 COMPUTING FOR LOCAL AND REGIONAL HISTORY

Organised by the Association for History and Computing UK Branch at Wolverhampton Polytechnic. Details from Peter Wakelin, School of Humanities and Cultural Studies, Wolverhampton Polytechnic, Castle View, Dudley DY1 3HR ☎ 0902 313001 ext. 2333.

May 26–29 1990 EUROPEAN CONFERENCE ON HERITAGE TOURISM

At Canterbury, organised by ICOMOS on the subject of damage to the heritage by tourism and methods of control. Details from Jane Fawcett, ICOMOS UK, 10 Barley Mow Passage, Chiswick, London W4 4PH.

May 31–June 3 1990 SOCIETY FOR INDUSTRIAL ARCHAEOLOGY 19th ANNUAL CONFERENCE

In Philadelphia, USA. Details from Sally Elk or Carmen Weber, Philadelphia Historical Commission, 1313 City Hall Annex, Philadelphia, PA 19197, USA ☎ 215 686 4543.

June 16–23 1990 BELGIAN IA TOUR

A tour of industrial archaeology in Belgium, being organised for members of the Southampton University IA Group. An invitation to join this visit is extended to all members of AIA. Details are enclosed with this mailing.

WHAT'S MY TOWN: ANSWERS

- | | |
|---------------------|------------------------|
| 1: Bristol | 8: Nottingham |
| 2: Deptford | 9: Newcastle-upon-Tyne |
| 3: Worsted, Norfolk | 10: Cardiff |
| 4: St Andrews | 11: Manchester |
| 5: Sheffield | 12: Exeter |
| 6: Plymouth | 13: New York |
| 7: Northwich | |

AFFILIATED SOCIETIES

The arrangements for the 1990 Local Societies' Weekend are now well in hand. It will be held, as usual, at Ironbridge, from the evening of Friday 30 March to Sunday 1 April. Representatives of Affiliated Societies should by now have received a provisional programme and booking details.

We hope to cover a number of topics, including recording methodology (hopefully with a practical session), the use of computers by local societies, and public enquiries. The details of speakers and the full range of topics will appear in the provisional programme. I do hope that the weekend will be well-supported. If you haven't attended before, why not come along? As always, it will also provide an opportunity for members of Affiliated Societies and other members of the AIA to meet AIA Council members and officers and to exchange views on topics of mutual interest. The working weekend is open to all, and is often an excellent opportunity to discuss industrial archaeology and to develop many new ideas.

I have now completed the gathering of information for the updated List of Affiliated Societies, and hope that this will be published before Christmas. It should prove useful in many ways

OBITUARY

Frank W. Holland MBE, founder and director of the Musical Museum in Brentford, died on 11 September. The museum grew from Frank Holland's private collection, set up in St George's Church, Brentford, in 1963. In 1966 he transferred the collection to an educational charity: the British Piano Museum Charitable Trust. Since its foundation, Frank Holland worked tirelessly to promote the importance of automatic musical instruments both as part of our social history and as a record of the performances of important pianists from the early 1900s to about 1930.

From the beginning, Frank Holland insisted on live demonstrations and his lecture tours of the collection gave a visit a distinctive quality which is legendary. His wide range of interests, particularly in aspects of technology, created a true collector's museum. In pursuit of instruments and publicity for the Museum, he estab-

AN HONOURABLE MAN

An industrial archaeologist well known in Britain and overseas has been honoured for his work with the presentation of an MBE in the Queen's Birthday Honours List this June. Geoffrey Thornton, the Deputy Director of the New Zealand Historic Places Trust was awarded the MBE for his contributions to the architectural heritage of New Zealand. He is well known in this country for his books and articles on the industrial archaeology of New Zealand, and in particular its farm buildings. Two of his books have been New Zealand's Industrial Heritage and The New Zealand Heritage of Farm Buildings, and he has been writing another on early concrete structures in the country. He has been involved in the restoration of several industrial structures owned by the Historic Places Trust and, as Chairman of the Buildings Classification Committee, he has inspected many industrial archaeological sites for listing. He attended the AIA Working Weekend in Ironbridge in the spring. An article by him reviewing industrial archaeology in New Zealand appeared in *Industrial Archaeology Review* Volume X in Autumn 1987.

by providing contacts with different groups.

Following my pleas for society profiles, I have received one from a newly affiliated group, the Halifax Antiquarian Society. We welcome them to the AIA, and hope they will find their membership worthwhile and enjoyable. The Society has about 300 members, and number of whom recently formed a specialist group for Industrial Heritage. This is already active, holding regular lecture meetings, excursions and guided walks. The Society, which was established in 1900, publishes papers in the form of annual transactions. This stimulates research and contributes to the Society's aim of encouraging interest in matters of historical and archaeological significance relating to the ancient parish of Halifax, whose boundaries coincide almost exactly with the modern metropolitan borough of Calderdale.

As always, I invite Societies not already featured to send in a few words profiling their activities. I would also welcome any other comments, either on topics which might be raised at further Working Weekends or on ideas for improvements in the services of the AIA to its Affiliated Societies. My address is 20 Stourvale Gardens, Chandlers Ford, Hampshire, SO5 3NE.

Pam Moore

lished connections throughout the world where the collection is now recognised as one of the most comprehensive of its type. Wherever enthusiasts met to discuss and admire automatic musical instruments, his contribution was always warmly welcomed.

Frank Holland's tenacity, humour and enthusiasm will be sorely missed by all who knew him. The Musical Museum and Frank Holland's work for the preservation and demonstration of automatic musical instruments for the benefit of the community will continue under the management of the Trust.

Michael J. Ryder

Chairman of the Trustees
British Piano Museum Charitable Trust

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Final copy dates currently are as follows:
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 not necessarily those of the Association for Industrial Archaeology.