

### THE EROSION OF ELLESMERE PORT

*Ports all over Britain are popular with both the public and developers at present, and their industrial and architectural heritage is recognised increasingly to form a unique environment for a wide range of activities. Whilst this presents many opportunities for industrial archaeology, it also creates conflicts. Great dangers to the heritage of our ports are now becoming apparent where local authorities and others are failing to manage conflicts and coordinate development. Historical authenticity is too often now both metaphorically and literally at the foundations of success: buried beneath wholly new developments.*

*A conference organised by the AIA later this year will bring together all sides in the ports debate with the aim of developing mutual understanding to the benefit of all concerned. As a foretaste, this article gives an account of recent difficulties at one of our most historically important smaller ports, described from the point of view of a member of staff at a successful independent museum sandwiched amidst redevelopment.*

The historic canal terminus of Ellesmere Port might appear safely conserved: the site is a Conservation Area, partly occupied by the Boat Museum, and many of the buildings are Listed. However recent events have shown that such protection cannot be taken for granted when there are opportunities for development. The Boat Museum now finds itself being hemmed in by new waterside developments, with 'heritage' apartments replacing historic structures.

The Ellesmere Canal reached the Mersey in 1795, and by 1843 Telford's plans had created a thriving transshipment port connected to the midlands. The docks fell into disuse in 1958, after 160 years of operation, the fine buildings and infrastructure left to decay. Telford's centrepiece, the outstanding Winged Warehouses, were destroyed by fire in 1970 while a Listing application was being considered.

Four years later, volunteers of the North Western Museum of Inland Navigation started to restore the site, gaining support from many quarters, including the local authority as site leaseholders. After much physical effort, the Boat Museum's first exhibitions opened to the public in 1976. Significant grant-aid was won through innovative use of Derelict Land Grants for building renovation, and through Michael Heseltine's post-Toxteth initiatives. In fifteen years, the derelict canal port has been transformed into a nationally established and award

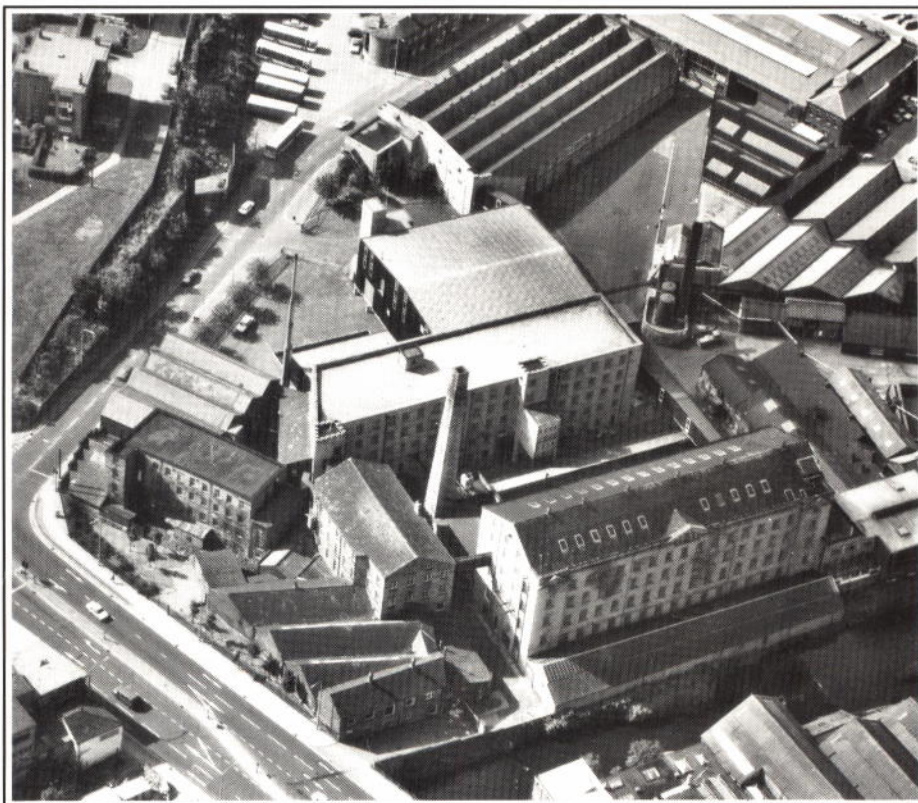
winning museum and tourist attraction.

As the Museum developed, the local authority progressively acquired the surrounding dockland. In 1985, responding to the Heseltine initiative, they established the 'Waterways' project, to attract commercial development to the dock area, with the Boat Museum as the core attraction. The first lower basin wharf was made available for housing in 1987, fortunately on an area of little archaeological interest. Whilst some attempt has been made to design the apartment block with sympathy for the immediate area, it does not match the site's distinctive style. However, its commercial success was such that a second, larger, scheme was quickly approved and plans laid for a hotel development on the basin centre island.

To accommodate these schemes, an access road was required along the banks of the Manchester Ship Canal, at the Museum's edge. The road would cross one of the site's earliest

historic structures, the Ellesmere and Chester Canal Company's slipway. Built in 1843-4, fifty years before the Manchester Ship Canal, it extended 175 feet from the River Mersey's waterline, with a similar length under water. The landward portion was increased to 400 feet in 1890-3. Constructed under Thomas Morton's patent, it featured a railway mounted cradle, upon which vessels were hauled out of the water. It was regarded as a great improvement over previous slipway haulage methods and, as a very substantial structure, was an important centre for Ellesmere Port boat building and repair until 1923. The Museum, using original drawings held in its archive, planned to recreate and interpret the facility, relaying the rails and installing a representative vessel on a rebuilt cradle.

Although within the Conservation Area, and also within the curtilage of Listed Buildings, the slipway itself was not Listed or Scheduled. Despite the Museum's strong representations,



Industrial Recording by the English Royal Commission.

Using aerial photography: this low level oblique photograph of Folly Hall Mills, Huddersfield (SE 141159) is one of a sequence taken in 1985 as part of RCHME's Yorkshire Mills Project. The difficulties of developing a cramped site are clearly shown, with the 1844 fireproof mill in the foreground uneasily relating to the earlier blocks to the side and rear. (See the article on page 3)

Photo: RCHME





Destroyed slipway: in this photograph the 1840-43 patent slipway at Ellesmere Port has already been cleared to the water's edge for the new access road. The iron posts marked the extent of the slipway before it was lengthened in 1890-93, and may have been part of the original haulage mechanism. This part, too, has since been destroyed for landscaping.

*Photo: The Boat Museum*

the 1843-4 portion was dug through during 1989 to create the new road. No archaeological provision was made, and neither was the Royal Commission on Historical Monuments warned by the local authority of the proposed works. The Museum's archive staff were reduced to dodging around the diggers, photographing the structure as its foundations were dug out. Traces of a possible earlier structure underneath, on a different alignment, could not be saved or recorded. The option of carrying the road over the slipway on a piled raft, thus preserving the structure, appears not to have been considered by the local authority.

With this significant loss in mind, the Museum archive started a comprehensive documentary survey of the historic port. Whilst similar research had been carried out before, much new evidence has been found, revising the overall chronology of development. Several buildings have been re-dated, and new areas of interest identified. One such site was

brought sharply into focus early in 1990. The local authority proposed that an area of slipway undisturbed by the new road should be paved, creating a rear access to the Museum. This area was identified as the site of the join between the original slipway and its extension in 1890. Initial comparison of the residue of the original with the later length showed significant differences in constructional technique. Many surface features worthy of preservation were apparent, including substantial iron posts, possibly part of the original slipway haulage system.

After consulting independent architects, the Boat Museum submitted an alternative scheme to the local authority. This required less work and materials than the original plan, preserved and displayed this important part of the slipway, and provided the required access. In the meantime, Museum staff attempted to record the physical evidence, although ordered off the site at one point. Despite much negotiation over the Museum's alternative plan and promises of minimal intervention, work started as planned, and this site too has now been comprehensively destroyed.

The resulting landscaping incorporates a parody of the original slipway. Railway platform edgings have been laid to represent its line, but at an artificially reduced inclination. It is completely divorced from its context, the water, and is thus less easy to interpret. The ultimate irony is that at the head of the slipway the local authority is refurbishing the winch house building for the Museum.

As these events take place on one side of the port, a greater threat has appeared across the site. The Museum has a pressing need for a boatyard, to conserve its floating collection. Site choices have reduced as development increases, the final option being to convert part of an adjacent redundant lorry tanker depot. It is here that the third phase of commercial development is also planned. Lying well within the Conservation Area, the site contains several buildings contemporary with the rest of the canal port. A canal boat gauging dock is on a site occupied by port buildings since at least 1802. A rare turn of the century survival is the large corrugated iron straw shed. This canal company building epitomises the strong canal-based iron trade, which resulted in the relocation of the Wolverhampton Corrugated Iron Company to Ellesmere Port in 1905-6. These, with other similarly relevant structures, have so

far been refused Listing.

Current development proposals for this area again include a mix of residential and commercial use. The local authority appears inclined to allow development to proceed without applying for any further statutory protection for the historic structures. The Boat Museum, however, mindful of recent experience, is applying once more for their Listing, based on the new archive evidence and the increased threat. The Museum's proposals for the site would accommodate both museum and commercial development and allow the buildings to be well utilised as part of the much-needed boatyard. Which scheme will go ahead still remains to be seen.

A major feature of the developer's proposal is a £300,000 audio-visual canal interpretive centre, to be located either in the Museum's present main exhibition building, or operating in competition on the adjacent site. Announced in the local press prior to any consultation with the Boat Museum Trust, this may well be setting the scene for the future direction of the historic port.

Despite negotiations since the formative years and recent pressure upon the local authority from all quarters, the Museum has been unable to secure firm tenancy agreement for its operations. It seems, therefore, that devising a coordinated conservation and interpretation strategy for its premier historical asset is still seen by the local authority as its lowest priority. If such chaos reigns in an area of such outstanding archaeological importance with a proven record of museum development, what hope can there be for less well recognised remains of the industrial revolution?

*Paul Sillitoe*

*Archive Resources Officer, The Boat Museum*

#### **A JOB IN RESTORATION**

Dorothea Restorations, the leading conservation engineers, are seeking a new General Manager for their Bristol team. Applicants should have HND or equivalent engineering qualification, five years experience and proven commitment to restoration work. Duties include staff supervision, estimating, technical drawing and administration. Salary £15000 plus car and bonus. Full cv to Mr G Wallis, Dorothea Restorations Ltd, Riverside Business Park, St Anne's Road, St Anne's Park, Bristol BS4 4ED or ☎ 0272 715337

#### **VIDEO LEARNING**

The National Trust has produced an innovative video for training people responsible for looking after historic houses. It is based on the Trust's Manual of Housekeeping and gives a visual introduction to preventive conservation, handling of artifacts and the daily care of the varied contents of historic houses. The Manual of Housekeeping was published in 1984, based upon a system of housekeeping and day-to-day conservation developed by the Trust. The Manual received world-wide acclaim and has been reprinted no less than six times. The sixty-minute video is accompanied by detailed teaching notes enabling anyone to conduct an informal training session for a group. With the success of this video, perhaps the Trust or others can be persuaded to prepare similar advice on other skills of relevance to industrial archaeology, such as simple building repair, the conservation of excavated sites, and looking after working machinery. The video can be obtained from the National Trust Postal Shopping Service, PO Box 101, Melksham, Wiltshire SN12 8EA for £109.25 plus £1.20 postage in the UK.



Redevelopment around Ellesmere Port. A new access bridge is being built across the Barge Lock to the Lower Basin for the proposed hotel on the basin's centre island: the bridge's structure and design has been the subject of some debate. The new buildings behind are part of the 'Telford Quays' development.

*Photo: John Gill*



## INDUSTRIAL RECORDING BY THE ENGLISH ROYAL COMMISSION

In his address to the recent Institute of Field Archaeologists conference Dr Neil Cossons urged his audience of a couple of hundred archaeologists to 'get to grips' with industrial archaeology. His strictures on the lack of work being done on industrial sites as compared with that being done on conventional archaeological sites were directed at the generality of the audience and he explicitly exempted the half dozen or so members of AIA present and, by implication, the Royal Commission on the Historical Monuments of England. Indeed, he drew on recent RCHME surveys of industrial areas to demonstrate the inadequate state of our knowledge of even significant industrial sites and emphasised the need for RCHME to continue to pursue its lead role in the development of national recording programmes. The RCHME is wholeheartedly receptive to these exhortations as they not only provide a welcome excuse to review its work in this field but they also coincide with an appraisal within RCHME of how most effectively its present commitment to industrial recording can be expanded.

A review of RCHME's commitment to industrial recording indicates that our track-record is more impressive than is generally recognised and that our present and proposed involvement is no less so. An overt commitment to industrial archaeology was initiated in 1979 with the appointment of a Royal Commissioner with specialist interest in the subject. Henceforth industrial subjects were to be encompassed in a deliberate, rather than just incidental, way. Throughout the last decade the Commission has pursued this objective by means of the complementary strategies of developing an in-house recording capability whilst encouraging others to channel their work through the Commission by means of joint projects. In many ways the subject matter of industrial recording straddles the divide between the Architectural and Archaeological Divisions of RCHME but they are reviewed separately below, beginning with the Architectural Division. To assist in the development of an in-house capability RCHME took over responsibility for the Industrial Monuments Survey from the Department of Ancient Monuments and Historic Buildings in 1981. The attachment of the Survey Officer to the Threatened Buildings Section created a much needed industrial recording capacity at a time of ever increasing threat. Threatened buildings recording, whilst reactive, is nevertheless capable of contributing significantly to scholarly research and this has certainly proved to be the case with industrial subjects. By identifying and recording numerous examples of hitherto rather neglected types



The proposed new headquarters building for RCHME, previously the general offices and drawing offices of the Swindon Railway Works  
Photo: RCHME

of site such as malshouses and warehouses and patterns of functional and structural development can be established. Thus, for example, a corpus of information has accumulated on warehouses which spans five centuries and embraces structural features as disparate as arch-braced roof trusses and reinforced concrete frames. This material, united by function, should be capable of analysis and may suggest development threads as yet unexamined by architectural and building historians.

Another such instance is the investigation of early fireproof mills. The Section has investigated some dozen examples of pre-1830 fireproof mills as far apart as Somerset and Cumbria, few of which feature in the literature. These sites indicate that there are several more strands to the fireproofing story than have hitherto been identified. Two of them, Stanley Mill in Gloucestershire and Ditherington Mill in Shrewsbury, arguably the two most important fireproof mills in the country, were surveyed in considerable detail by electronic techniques with subsequent computerised plotting. Such technology enables the Commission to tackle complex sites and allows rapid surveys of intricate subjects such as the Anderton Boat Lift or hazardous subjects such as the crumbling bank of iron ore calcining kilns at Rosedale.

A second major in-house recording commitment has been the survey of textile mills in Yorkshire. Commencing in 1985, this project recorded all 1,500 surviving sites at a summary level; 150 were chosen for detailed recording to illustrate different branches of the industry and the significant stages of technological development. The project witnessed the first use by the Commission of low-level oblique aerial photography in an industrial context and some 1,100 sites were recorded in this way to great effect.

This survey, with the joint Mills surveys in Manchester and East Cheshire, would constitute the major component in any national survey of the textile mill.

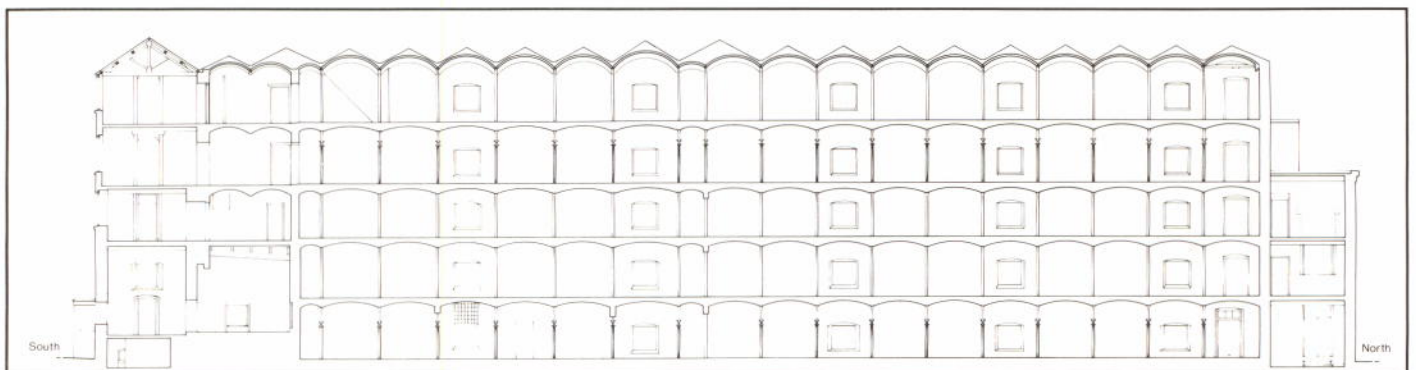
At a less detailed level the Division has also been involved in recording historic car factories and railway workshops. Its involvement in the latter had an unexpected spin-off when the General Office of the Swindon Railway Works was identified as a suitable building for the Commission's new headquarters.

Following this, a detailed project on the railway buildings of Swindon is shortly to commence, leading, it is hoped, to a popular publication.

In line with the increasing national emphasis on industrial recording the Survey of London in 1986 chose a predominantly industrial parish for its next survey volume. The parish of All Saints, Poplar, includes the historic docks of the Isle of Dogs, currently being so drastically redeveloped, thus at the eleventh hour managing to record the last glimpse of traditional docklands.

In the last year, staff from three offices have undertaken rapid surveys of six of the nine newly designated Urban Development Corporation Areas and are in the process of publishing summary reports for each area with assessments of the importance of all pre 1945 buildings. Amongst the sites identified as being of national importance but currently unprotected are a sequence of early reinforced concrete structures on the River Tyne, a steelworks in Sheffield and a 100 feet span masonry railway bridge in Bristol built by Brunel in 1839.

The strategy of collaborating with outside bodies involved in industrial recording has continued to prove effective. By means of short-term contracts and assistance in kind, publications have been produced on such



Electronically surveyed: long section of the main mill at Ditherington, Shrewsbury

1 5 10 15 Metres  
10 20 30 40 50 Feet



diverse subjects as the first-generation railway structures at the Manchester end of the Liverpool and Manchester Railway, early industrial housing in the small textile town of Froge, the redundant historic buildings and structures in Liverpool's South Docks and a survey of workers' housing in West Yorkshire. The joint projects surveying the cotton mills of Greater Manchester, the textile mills of East Cheshire and the potteries of Stoke-on-Trent have all been completed and are near publication.

The National Buildings Record, for its part, besides being the repository of all the material produced by these surveys, has pursued a policy of acquiring collections of industrial photographs and records including the Watkins Stationary Steam Engine Record, the Simmons and Wailes collections of mill photographs and the Rokeby railway photographs.

In the last few years the Archaeological Division has similarly been involved in recording industrial sites by using both its own staff and by encouraging joint projects. The in-house contributions range from detailed field surveys of fragments of industrial landscapes through air photograph interpretive surveys of moorland areas to surveys for management purposes of Duchy of Cornwall lands in the south-west. All such material is deposited in the National Archaeological Record, which is also concerned to enlarge its industrial holdings by initiatives of its own.

To cope with the extent of the remains in such complex industrial landscapes as Cleve Hill, Shropshire and Cockfield Fell, County Durham, and to record detail appropriately, the Commission's field surveys employed a nested hierarchy of map scales from 1:10,000 to 1:500. All highly disturbed ground was covered at 1:1,000 or less. The resulting maps of these relict landscapes display graphically several centuries of superimposed industrial activity. Building on these pioneer surveys the Commission recently undertook work on the forge area around Derwentcote Furnace, Durham, and will shortly be surveying the extensive remains around Greenside mine in Cumbria. The management surveys of the Duchy of Corn-

wall's farms on Dartmoor were undertaken in conjunction with ADAS and assessed the implications for future land management of archaeological remains of all periods including a considerable element of industrial material.

Major air photograph interpretive surveys have been undertaken on Bodmin Moor, Dartmoor and the Yorkshire Dales. The survey of Bodmin Moor was the preliminary stage to a field survey undertaken by Cornwall Archaeological Unit as a joint project. The surveys of Dartmoor and the Yorkshire Dales produced base maps for the identification of sites for the Monuments Protection Programme.

The role of the National Archaeological Record in industrial recording is set to develop considerably over the next few years. The Record developed out of the Ordnance Survey archaeological record and thus from the outset it incorporated some, mostly pre-1714, industrial material drawn from readily accessible published sources. Following the recent Government decision that the Royal Commission be recognised as the lead national body for oversight of the system of local sites and monuments records, the National Archaeologi-

cal Record in conjunction with the National Buildings Record will be encouraging county Sites and Monuments Records to widen their coverage to include later material whilst at the same time embarking on a complementary programme of broadening and enhancing its own databases in this respect. As a first step, relevant material from the National Record of Industrial Monuments is being absorbed into the National Archaeological Record whilst in the longer term it is intended to include refer-

ences to all pre-1945 archaeological sites, industrial and otherwise.

To pursue this immediate objective RCHME has received some additional funding from central government and it is currently seeking further funding for new industrial initiatives across a wide front. In tandem with these initiatives it hopes to expand its present collaboration with local archaeological units into a more evolved system of commissioning or assisting with work on specific sites or areas of interest. Some such work has already been undertaken on a small scale. RCHME staff have collaborated in recording several sites in the south west, including two foundries with the Cornish Archaeological Unit and a fulling mill and warehouses in Exeter and Plymouth with the Exeter City Museum Archaeological Unit.

The next decade will witness the destruction or extensive remodelling of much of the surviving industrial heritage and hence the need to record these changes is of the utmost urgency. Over the next few years the RCHME certainly hopes to be able to meet at least a significant part of that need.

*Keith Falconer*



Forgotten monument in an Urban Development area: Brunel's Avon Bridge in J C Bourne's print (below) and today (above). Rediscovered in the RCHME survey of the Bristol UDC, the bridge is to be Listed Grade I. *Photo: RCHME*



## AFFILIATED SOCIETIES

Our annual weekend for members of affiliated societies this year attracted a record number of participants. The plans for the 1991 weekend are already in hand, so please book the date in your diary now! It will as usual be held in Ironbridge, from Friday evening 12 April to Sunday 14 April. Subjects to be covered are likely to be chosen to tie in with a general theme of 'Local Societies and Preservation Work'. We hope to include case studies, the use of video equipment for recording projects,

safety on sites, and a practical session on the recording of machinery. We shall also have updates on the endangered sites situation, the CBA English Regional IA Panels, and the use of computers by local groups. If you have attended one of these weekends, I hope you will wish to come again; if not, why not give it a try? As well as the formal programme, there is plenty of opportunity to meet members of other societies and of the AIA Council, and to exchange ideas.

At present the revised Local Societies List is

somewhat in limbo, owing to the very poor response to the questionnaire which was sent out to Affiliated Societies. Council will be reconsidering the matter, and a decision will be taken as to how we should proceed.

As always, I make my appeal for profiles of societies. Has your society been included in this column yet? Also, if you have any ideas for future weekends or topics for speakers, do drop me a line at 20 Stourvale Gardens, Chandlers Ford, Hampshire SO5 3NE. I look forward to hearing from you.

*Pam Moore*



## SMALLSMITH'S DIARY

1 May

Despite our efforts to steer him to tamer subjects, Bolt still fumes at the so-called 'so-called "Heritage" so-called "Industry"'. This afternoon there was a visit from the remarkable Mrs Dobbin and a fraught Bolt. On their arrival my wife excused herself—rather quickly I thought—to see to a minor detail in our growing industrial sites card index, and curiously I did not see her again all day. Bolt started by fuming at Dover's 'White Cliffe Experience', clenched his teeth at the St Helens glass theme tourist centre, and seemed in some danger of a rupture over the Armouries' proposed display of armour in a steel-themed

## IRONBRIDGE 1993?



What dreadful windowframes!

Cartoon by Sue Isaac

shopping centre in the heart of Sheffield's once proud steel industry. Mrs Dobbin positively thundered agreement. Both lamented the days of true industry, and asserted that the rediscovery of industrial monuments was the work of dedicated amateurs and volunteers; but now industrial conservation was emasculated by big money and the devils of Leisure, Tourism and Heritage. When I suggested a moderate line, Mrs D gave me a look which she obviously felt spoke volumes. So the afternoon AND the evening slipped by, leaving us all in a state of some exhaustion.

27 May

Affected today by a bad headcold so had to miss the Buttockbarn IA Group AGM. My wife and Neill returned some hours later to find me somewhat the worse for medicinal whisky. It turns out that Neill had delivered a seminal address on several major issues including the environment, museums, the failures of post-medieval archaeology, and the need for a shake up in the Group. He was a bit brusque when I asked him what 'post-medieval archeology' was, but seeing my lack of health, he repeated his oration for me. It brought to mind our local University Archaeology Unit, which recently ripped through the layers of a potentially important industrial site to get at the medieval phases. Certainly, archaeologists can be a strange bunch. Thank goodness there are no such peculiar folk in IA.

19 June

Mixed news from Shropshire today. The Severn Valley Railway announced a profitable season, which suggests that commercialism, volunteers, historicism and heritage can work together, after all. Less accord over the proposed new road bridge in the Ironbridge Gorge. Bolt had very strong (perhaps intemperate) views about both the planned bridge and Ironbridge Museum's opposition to it, as he felt each was as bad as the other for the Gorge's industrial past. The rest of us felt that if only British architects could avoid abominations, or apologies to the Prince of Wales, then a pioneering structure could bring more to the Gorge than just additional traffic. As Mrs D pointed out, nowhere is safe now from traffic given this nation's abysmal lack of a transport policy or, indeed, a Transport Minister.

## AIA NEWS

### THE DOCKLAND DILEMMA

The front page article in this *Bulletin* highlights problems experienced by one port. These are just some amongst a whole complex of problems, conflicts and possibilities that are changing the nature of conservation in Britain's ports. The AIA is attempting to contribute to debate on these issues this year by holding a conference on the subject in conjunction with the National Museums and Galleries on Merseyside, on 19-20 October.

Since the 1960s widespread changes in shipping and cargo handling have led to the decline and closure of thousands of acres of dockland. This has hastened the collapse of adjoining and dependent industrial areas. Such large areas of derelict land and water pose all kinds of planning, engineering and historical problems. Dock engineers of the eighteenth and nineteenth centuries often produced buildings and structures which were of considerable technological and architectural importance. Re-use is the only viable option if significant samples of these important structures are to be retained, but this often results in a costly and bitter collision of interests between the advocates of retention and of redevelopment.

The aims of the conference are to discuss the feasibility of re-using historic docklands as a resource where industry, commerce, and community can develop; and to bring together a variety of speakers and participants who have experience in dealing with different dockland problems in different parts of the country. The network of contacts which will be established should of itself prove valuable. Speakers will include Dr Gordon Jackson, Dr Robert Carr, Tony Condor of the National Waterways Museum, Dr Robin Thornes of the Royal Commission on the Historical Monuments of

England, Michael Bailey of the Manchester Ship Canal Company, Roger Rumbold of Merseyside Development Corporation, Ken Moth of the Building Design Partnership and Malcolm Smith of the London Borough of Southwark. By bringing together architects, planners, historians, developers and archaeologists concerned with the future of docklands, it is hoped the conference will aid communication and help new solutions of conflicts to be found.

Details are available from Carol Whittaker, AIA Publicity Officer, Museum of Science and Industry, Liverpool Road, Castlefields, Manchester, M3 4JJP ☎ 061 832 2244 ext. 237.

### PRESIDENT'S AWARD FOR LEEDS

The President's Award of the AIA for the 1989 Huddersfield Conference has been given to Leeds Industrial Museum. The award was presented by Dr Marilyn Palmer, past President of the Association, to Councillor Bernard Atha, Chairman of the City Leisure Services Committee. The presentation was made at Armley Mills on 2 March in the presence of the Director of Museums, Peter Brears, the Curator of Armley Mills, Peter Kelly, the Acting Director of Leisure Services, Robert Cockcroft, his Assistant Director, Richard Willoughby, and invited guests of the AIA, including Mr and Mrs Cooper, who assisted with the organisation of the Huddersfield conference.

Councillor Atha thanked the AIA and commented, 'It is a great compliment to the staff at the Museum and the plaque will be displayed alongside their many other awards'. He continued, 'These awards fertilise the ideas and progress of industrial archaeology.'

After an excellent lunch provided by the Museum and Leisure Services Department, those attending were given a guided tour of the Museum, which shows the varied industries of

the Leeds area. Many items were working, including a tandem compound condensing engine made by Woodhouse and Mitchell of Brighouse in 1887, a Fowler tractor, a Hunslet Engine Company 0-4-0 18" gauge steam locomotive built in 1898, and exhibits demonstrated by the museum's skilled guides. There was also a chance to see the newly opened underground haulage gallery, an excellent display including a superb collection of flame-proof diesel locomotives built by Hudswell Clarke and Hunslet.

The Museum fulfils more than adequately the philosophy of the award, which is given to a museum, site, trust or group in the region of the annual conference which the President feels has made a major contribution to the recording, preservation, conservation and interpretation of the industrial heritage.



Dr Marilyn Palmer gives the President's Award to the Leeds Industrial Museum. Pictured with her are Robert Cockcroft, Acting Director of Leisure Services and Peter Kelly, Curator of the Museum



## AIA WORKING WEEKEND

This year's Working Weekend for affiliated societies was held in Ironbridge from Friday evening 30 March to Sunday 1 April. As always, the session on Friday evening was informal, as many delegates do not arrive in time to take part.

On Saturday morning, the proceedings began with a most useful contribution from Peter White of English Heritage and the AIA Council, who was able to offer very helpful hints for local societies involved in Public Inquiries. We are hoping that a leaflet may be produced summarising some of the points which Peter made. The next lecture was by Marilyn Palmer, immediate past President of the AIA. In it she outlined the Policy Document being prepared by the Association to establish broad national priorities in research and conservation in industrial archaeology. This will be an important development for the AIA and should help to enhance the reputation of both the Association and industrial archaeology in general.

The second half of the morning was devoted to preparation for the practical recording session to be held in the afternoon. Stephen Hughes and Brian Malaws dealt with different aspects of the subject, Stephen with what might be termed 'recording theory', and Brian with the practicalities of basic recording. In the afternoon, Brian led a most successful session at a local site, introducing participants to 'rescue recording', the idea of having to do a basic survey very quickly because a structure is to be demolished. This was followed in the evening by our traditional dinner at the New Inn, Blists Hill, and a quiz.

On Sunday morning the AIA Vice President, John Crompton, gave a very informative summary of the situation regarding endangered sites work and the AIA, which included a demonstration of keeping and retrieving information on a computer. This fitted well with the next session, which was devoted to the use of databases by local societies. Marc Smith and Nadine Sharland, students at the University of Leicester, explained the work they are doing for the Council for British Archaeology and the AIA in this field.

John Crompton gave the next contribution, this time wearing his 'other hat' as Secretary of the Council for British Archaeology IA Research Committee. He updated the gathering on the progress made towards the formation of Regional Industrial Archaeology Panels in England. His report was very encouraging, most of the intended Panels either having met or being about to do so.

After coffee, we had the keynote lecture, by Neil Cossons, Director of the Science Museum. Dr Cossons took as his title 'Industrial Archaeology: national policies for conservation', and his stimulating talk left us with much food for thought as to where industrial archaeology must go from here. A discussion period followed, and the weekend programme ended with a buffet lunch.

This year's weekend was so well attended—about fifty delegates took part—that we held the sessions in the Long Warehouse in Coalbrookdale rather than the Wharfage Offices in Ironbridge. Our thanks are due to all who made it a success—the speakers, the Director and staff of the Ironbridge Gorge Museum Trust, and of course, the delegates. I hope all found it a worthwhile event. Details of next year's weekend are to be found in the Affiliated Societies spot.

Pam Moore

## NEWS ITEMS

### GLADSTONE RE-BORN

The Gladstone Pottery Museum is the last surviving complete 'potbank' in Stoke-on-Trent. The landscape of Arnold Bennet's Five Towns is now virtually obliterated; only at Gladstone and in half a dozen other odd corners of the City is the atmosphere of the old Potteries to be experienced. The Museum is also a repository of the traditional techniques of manufacture, maintaining a small demonstration works.

The Museum was a leader in the now well-established field of working industrial museums. Opened some fifteen years ago, it won every award available. It had the backing of several major manufacturers and the enthusiastic and practical help of many volunteers.

On 10 May 1990 the Museum entered a new phase of its existence. Some fifteen years on from its opening, it passed out of the hands of the Staffordshire Pottery Industry Preservation Trust to be placed under the control of a new trust, supported by Stoke-on-Trent City Council. Behind the change lies a story of Byzantine complexity. From the first the Museum was under-capitalised. Lacking any endowment fund it became vulnerable to the ups and downs of the tourist market. Some eighteen months ago the menace of closure was only staved off by mortgaging the property. Within a year the Museum was on the brink of closure.

Various schemes for survival were tried over the years, culminating in the extreme solution of conversion into a hotel and theme park to be managed by a private company. Stoke-on-Trent City Council, recognising its importance, threw

### A KIND CUT

It is often surprising how seldom preserved is the industrial archaeology of the relatively recent past. Industrial plant from the twentieth century has often been destroyed without a thought, whereas older artifacts have been more often perceived to be 'antiquities' and looked after. However, a recent discovery in Scotland has filled an important gap in twentieth-century mining archaeology.

A 1910 electric disc coal cutter has been unearthed in opencast workings at Dalquhandy in Lanarkshire and has excited mining historians as a rare survivor of technology which it was thought had been lost forever. The machine, pictured here dwarfed by its more modern counterpart, has now been returned to the Motherwell works of Anderson Longwall where it was built eighty years ago by the same firm, formerly known as Anderson Boyes and Co. Anderson Longwall is generously restoring the equipment which will then be presented, through the Regional Opencast Division of British Coal, to the Scottish Mining Museum at Newtongrange. It is regarded as a unique machine, probably one of the earliest of its type in Britain, and

the Museum a lifeline in the early months of 1989, and Dr Cameron Hawke Smith of the City Museum and Art Gallery was sent down at three days notice to become Acting Director.

The operation and development of the Museum was explored in a feasibility study by Grant and Thornton, the tourism and leisure consultants. It was concluded that with the right level of investment the Museum had a viable future. In order that the debts should be cleared the City Council should buy the freehold. A new management trust should be set up to run the attraction with continuing local authority support. In its purchase of the museum the City Council has been assisted by a grant of £83,000 from English Heritage. Other sources of funds are now being sought to support the programme of repair and redevelopment.

The renaissance of the Museum has been described by its first Director, David Sekers, as the most difficult task in the independent museum world today. A ten year downward trend in visitor numbers is not to be reversed overnight. Whilst in essence the museum is an excellent one, it needs updating in some of its facilities. It has to address a major backlog of conservation problems, particularly on the bottle ovens, and to provide improved interpretation.

The Gladstone Pottery Museum encapsulates many of today's controversial issues. The solution it is now pursuing is one based on a partnership of public and private enterprise, on a commitment to quality rather than vulgarisation, and on the values of the museum rather than the theme park.

it fills an important gap in the Museum's collection of mining technology.

Anderson Longwall still has the original order book which shows that machine number 345 was delivered to Auchloch Colliery, Coalburn, in September 1910. Plans show that the area in which the coal cutter was discovered by Crouch Mining, who work the site for British Coal, was abandoned in 1921. Although heavily rusted the machine is remarkably intact, still retaining its maker's plate, and is a tribute to the solid engineering of one of the pioneer manufacturers of mining machinery. With its open gears and sharp coal picks, still on the disc, the machine must have made a fearsome sight when operating. The restoration project presents an equally fearsome task; however all are confident that the machine will soon take pride of place at the Scottish Mining Museum.



What sharp teeth! The 1910 coal cutting machine found at Dalquhandy. With it are representatives of Anderson Longwall and British Coal with Mike Ashworth (right), Curator of the Scottish Mining Museum

## LAUNCHING THE LIME CENTRE

Walk around a few groups of restored eighteenth or nineteenth-century buildings and you are very likely to see some which have been ruined by re-pointing with thick bands of garish cement. For many years, architects, surveyors, house owners and the building trades have been wanting to learn about traditional lime mortar and render, the use of which gives much more effective and satisfactory results in building conservation. Prior to the widespread use of Portland cements in the last century almost every masonry structure was built with lime mortar and often rendered with lime

plaster and limewashed. The Lime Centre near Winchester has been set up to provide the necessary expertise to recreate these effects. The Centre was opened in May to run one-day courses for both professional and lay participants. Practical training covers slaking burnt lime, preparing lime putty, analysing old mortar to prepare matching material, laying bricks and flints, preparing chalk cob mix, building and preparing a section of cob walling, and preparing render and limewash. Courses are led by Bob Bennett, who has been involved in such restoration schemes as the west front of Wells Cathedral and the reconstruction of

Reading Abbey. The Advisory Council of the Lime Centre includes a panel of architects and historic buildings experts, and the courses have been supported by English Heritage, the Society for the Protection of Ancient Buildings, the Georgian Society and others.

Plans for the expansion of the Centre include the provision of a lecture hall, a store of aggregates and a mortar library for easy reference and matching. The one-day courses cost around £100, but there is a reduced rate for private house owners. Contact Bob Bennett, The Lime Centre, Long Barn, Morestead, Hants SO21 1LZ ☎ 0962 713636.

## REGIONAL NEWS

### CUMBRIA

Two new tourist enterprises are taking shape in Cumbria, both of interest to industrial archaeologists. At **Barrow-in-Furness** the Furness Maritime Trust is setting up 'The Dock' to present the story of steel shipbuilding. Barrow became a centre for steel construction in the 1870s and its products range from steam yachts through cargo vessels, battleships and ocean liners to the nuclear submarines of today. The first phase, costing £1.5 million, is to create an exhibition building within the dock itself and is well under way. The Trust is seeking help in its search for items traditionally

associated with the shipbuilding industry, material associated with individual ships, and photographs and oral evidence from people employed in the industry. If you would like to know more or have something to contribute, please contact Miss C. Garnett, Researcher, Furness Maritime Trust, Steelworks Development Office, Walney Road, Barrow-in-Furness, Cumbria LA14 5UG ☎ 0229 870871.

The **Lakeland Mines and Quarries Trust** was set up in 1983 with the aim of creating a museum devoted to mining and quarrying history in the Lake District. Since that time many valuable artifacts, maps and geological specimens have been collected to form the

core of the museum. After looking at various sites for housing the museum the Trust have finally acquired the Threlkeld Quarry on a peppercorn rent from ARC Ltd. This derelict granite quarry, under the shadow of Blencarthra, once produced stone for Thirlmere Dam, setts for the streets of northern towns, and later tarmacadam for road surfaces. The displays will not only cover the granite industry, but also slate and limestone production and metalliferous mining. Further information is available from the Lakeland Mines and Quarries Trust, Slack Cottage, High Wray, Ambleside, Cumbria LA22 0JQ.

*Peter Neaverson*

### SOUTH EAST ENGLAND

The South East Region **Industrial Archaeology Panel** held its inaugural meeting in June. In Hampshire a week of events was held at **Eling Tide Mill** to celebrate the tenth anniversary of its re-opening after restoration. At **Whitchurch Silk Mill** some of the processes can now be harnessed to water power and it is hoped before long to power a loom in this way. It is planned to form a friends organisation. At **Burlesdon Windmill** new stocks were fitted on 1 May. The work has made steady progress over a number of years, under the care of the

Hampshire Buildings Preservation Trust (which was also responsible for saving Whitchurch Silk Mill from closure in 1985). At Burlesdon the mill will be run by a partnership of the Trust, Hampshire County Council and the Eastleigh Borough Council. National Mills Day was celebrated with the above three mills open to the public, as well as Alderholt Mill on the Hampshire-Dorset border.

The Edwardian pumping station at **Twyford** near Winchester held its first Open Day of 1990 on 13 May. Visitors saw the Hathorn Davey triple expansion steam engine being turned

over on compressed air and also diesel and hydraulic machinery working. Additional attractions included a number of working models and stationary engines. A vintage bus provided a service between the pumping station and the Mid-Hants Railway. About 500 people attended the event, raising a welcome £700 for the work of the Twyford Trust.

In Surrey, the re-erected **Lowfield Heath Windmill**, which has been moved from its original site to Gatwick Aviary at Charlwood, was officially opened on 10 April by HRH Princess Alexandra. *Glens Crocker*

### NORTH WEST ENGLAND

A restoration project has commenced to restore the **Lion Salt Works** near Northwich, the last surviving salt works producing block salt by the open pan process. The works was built in 1842 by the family firm Ingram, Thompson and Sons. A Project Officer, Andrew Fielding, has been appointed by a joint initiative combining Vale Royal Borough Council and Cheshire County Council, with assistance from the Macclesfield and Vale Royal Groundwork Trust. It is intended to develop the site through an independent trust which will be established later this year. In the meantime, feasibility reports are being drawn up by the Project Officer and a Joint Working Party.

The Boat Museum at **Ellesmere Port** has opened a new Archive and Resource Centre to the public with a new exhibition of some of its most interesting acquisitions. It was officially opened by the Duke of Westminster earlier this year. The Archive and Resource Centre contains one of the finest collections of documents, maps, photographs and other material on the navigations of the United Kingdom and other parts of the world. The centre has been created as a memorial to the late Dr David Owen CBE, museum professional and canal enthusiast, who was one of the founders of the

Boat Museum. Funding for the Centre and exhibition have come from canal and museum enthusiasts, Cheshire County Council, the North West Museum Service and the Science Museum. Amongst other items of interest in the exhibition, the Duke of Westminster was shown the document transferring land in 1830 from his family to the Ellesmere and Chester Canal Company which was then developed for much of the dock area.

A valuable conference on the development of Liverpool's docklands was held at **Merseyside Maritime Museum** on 19 May. The conference was held in the magnificent setting of the Albert Dock, the restoration of which has involved an investment of some £100 million. Mr M. Franklin of the Franklin partnership responsible for the repair and refurbishment of the warehouse block in which the Maritime Museum is housed, was the principal speaker. He explained how the dock buildings had become largely empty by the beginning of the century and the harbour heavily silted, and that bomb damage had also occurred during World War II. Two previous rescue packages had failed but the current philosophy was mixed development of leisure, museum, retail, flats and office development. Block 'A' had been used as a test bed to renovate the first and second floors only, to

create 26,000 square feet units and to analyse the roof and floor structures and windows and walls for soundness or the need for strengthening measures.

K. McCarron, who is involved in the Port Survey, explained how a quarter of Liverpool's workforce once worked in the docks but that the post-war changes in cargo handling had resulted in large areas being abandoned. He took as a case study the Wallasey Dock at Birkenhead with its brick built transit sheds, some of them built on staging. Hydraulic systems were used after 1890 to pump in river water. By contrast the speaker illustrated the many surviving warehouses and their evolution which stand in the docks at Liverpool and in the streets of the port.

Adrian Jarvis of the Merseyside Maritime Museum discussed the evidence of plans and drawings for the survival or alteration of Hartley's and Lister's Engineering structures in the docks. A longer conference, discussing industrial archaeology and docklands development nationally, will be held at Liverpool on 19-20 October, arranged in conjunction with the AIA. Details are given in this Bulletin.

*A.D. George*



## YORKSHIRE AND HUMBERSIDE

A free leaflet about the **Yorkshire Mining Heritage Trail**, which starts at the Yorkshire Mining Museum at Caphouse Colliery and includes over twenty sites can be obtained from the Tourist Information Office in Wakefield ☎ 0924 290900.

The 1883 steam mill engine 'Sara' at Skopos Fabrics' Providence Mill, Earlsheaton, **Dewsbury**, will be in steam for Open Days on 22-3 September and 1-2 December. At **York**, Rowntrees have decided not to go ahead with their proposed 'Chocolate Experience' display. In **Swaledale**, English Heritage is to help to fund £8,600 worth of repairs to **Old Gang Lead Mines** and the Surrender Smelter on the Mill Gill Beck, west of Reeth. The remains also include a peat store and five furnace flues running up the hillside.

The restoration of the listed **Globe Works**, Penistone Road, Sheffield, is almost complete. The Works was built in 1825 for Ibbotson and Roebuck, steel refiners and edge tool manufacturers. It includes an impressive front block in classical style which served partly as a warehouse and partly as a substantial house. The Works was derelict and near to collapse before the restoration, which was carried out by the Leadmill Arts Centre in partnership with the City Council and with help from English Heritage, the Arts Council, the English Tourist Board, and the European Community Social Fund. Despite its impressive appearance the Works was poorly built, without foundations in places, and the roof was neither true nor plumb. The building is now held together by a concrete beam which goes right round it on the wall plate. The workshops and most of the office space in the restored building have been let. It will also include a visitor centre, and training facilities for cutlery and silverware, to be run by Parkwood College. On 3 April it was the venue for the launch of **Sheffield Regeneration**, a non-profit making company to revitalise the city's traditional industrial areas and save historic buildings. Its first project will be to restore another edge tool works, the **Brooklyn Works** of Alfred Beckett and Sons near the Kelham Island Industrial Museum.

In the same area the Sheffield Trades Historical Society has leased the remains of **Bower Spring Cementation Furnace**. Such furnaces were Sheffield's first method of making steel, but the only remains in the city are a complete furnace in Doncaster Street and this site, now a Scheduled Ancient Monument, where the internal structure of a furnace can be seen.

*Derek Bayliss*

## GREATER LONDON

Astonishing news is that Thames Water have decided they will keep the New River after all and the flow will be maintained at about the present 25 million gallons per day from new boreholes.

However the Stoke Newington reservoirs of 1833 are still very much under threat. Late last year it was announced that the West Reservoir would be drained in September 1990. The plan is to reduce the depth from 6.5 to 1.5 metres and to breach the sides. This would almost certainly be irreversible. A local letter writing campaign hopes to encourage Hackney Planning Department to intervene.

*R J M Carr*

## AIA NEWSDESK

**August 18 - 25 1990**

### CANALS AND CONNECTIONS

a week course on canals in the Peak District, at Castleton. Details from Peak National Park Centre, Losehill Hall, Castleton, Derbyshire, S30 2WB ☎ 0433 20373.

**August 31 - September 2 1990**

### INDUSTRIAL HISTORY AND TRANSPORT IN WEST CUMBRIA

a field course led by Derek Brumhead and David George. Details from Department of Extramural Studies, The University, Manchester M13 9PL.

**September 2 - 8 1990**

### TICCIH CONFERENCE IN BELGIUM

at Brussels—see News in *Bulletin* 17.3. Details from the president of TICCIH in Belgium, Guido Vanderhulst, Rue Ransfort 27, B-1080 Bruxelles, Belgium.

**September 2 - 9 1990**

### 14th CONFERENCE OF EUROPEAN OPEN AIR MUSEUMS

at Roznov, Czechoslovakia. Details from Valasske muzeum v prirode, 14 Tagun, 756 61 Roznov pod Radhostem, Czechoslovakia.

**September 7 - 9 1990**

### AIA ANNUAL CONFERENCE

at Guildford, Surrey, with an additional programme until 13 September. Details from David Alderton, 48 Quay Street, Halesworth, Suffolk, IP19 8EY ☎ 0986 972343 (home) or 0603 592627 (work).

**September 14 - 16 1990**

### HISTORICAL METALLURGY SOCIETY ANNUAL CONFERENCE

at York, with the special themes of Viking metal working and the early history of railways in the York area. Details from Patrick Ottaway, York Archaeological Trust, 1 Pavement, York YO1 2NA.

**September 20 1990**

### EARIAC No. 1

the first East Anglian Regional IA Conference, at the Museum of East Anglian Life, Stowmarket. Details from David Alderton as 7-9 September.

**October 18 - 21 1990**

### ANNUAL MEETING OF THE SOCIETY FOR THE HISTORY OF TECHNOLOGY

at Cleveland, Ohio. Details from Lindy Biggs, Department of History, Auburn University, Auburn, AL 36849, USA.

**October 19 1990**

### INDUSTRIAL HERITAGE LAW AND ITS LIMITATIONS

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

**November 5 1990**

### BACK TO THE MACHINE HALL?

a seminar on presenting manufacturing industry in museums, at the Science Museum. Details obtainable as for 19 October.

**November 13 1990**

### THE ULTIMATE MUSEUM EXPERIENCE

a seminar on the problems of operating complex and dramatic industrial processes in museums, based at Ironbridge and the Blists Hill wrought iron works. Details obtainable as for 19 October.

**November 29 1990**

### OLD FARM BUILDINGS IN A NEW COUNTRYSIDE

a one-day conference at the Royal Institution of Chartered Surveyors' Westminster Centre,

Great George Street, London. Details from Dr Susanna Wade-Martins, Historic Farm Buildings Group, Centre of East Anglian Studies, University of East Anglia, Norwich NR4 7TJ.

**December 7 1990**

### INDUSTRIAL LANDSCAPES

a course on the evolution of urban building types and morphologies, at Ironbridge. Details obtainable as for 19 October.

**December 7 - 9 1990**

### INTERNATIONAL DESIGN HISTORY CONFERENCE

organised by the UK Design History Society at the Victoria and Albert Museum. Details from Elizabeth Farrelly, V&A/RCA Course Rooms, Victoria and Albert Museum, South Kensington, London.

**September 2 - 26 1991**

### INDUSTRIAL ARCHAEOLOGICAL TOUR OF CHINA

organised by Occidor Adventure Tours Ltd. The tour will visit Hong Kong, Canton, Nanning, the newly-opened Dong area, Kaili, Guiyang, Chengdu, Shanghai, Suzhou, Nanjing and Beijing, for about £1,800 all inclusive. Details from Occidor, 10 Broomcroft Road, Bognor Regis, Sussex, PO22 7NJ ☎ 0243 582178.

**September 13 - 15 1991**

### AIA 1991 CONFERENCE

in the Black Country, with a pre-conference programme from 10 September.

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

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*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.