

A DECADE OF THE IRONBRIDGE INSTITUTE

This autumn the Ironbridge Institute reaches its tenth birthday. Born on the top floor of the Wharfage Offices of the Ironbridge Gorge Museum it has grown to fill half the Long Warehouse at Coalbrookdale and to have over fifty students a year engaged in post-graduate courses. Back in the 1970s there was much optimism for the growth of industrial archaeology as a recognised discipline in higher education. There was already a long, if restricted, tradition of industrial archaeology lecture series and options within courses at universities, polytechnics and institutes of higher education. However the cuts of the 1980s brought a general gloom to ideas of expansion in the subject. The Ironbridge Institute's was the one course to expand and flourish during this period and is now clearly the leading provider in the country of training in industrial archaeology. It is to be hoped it will be joined by other successful programmes in the 1990s, both for postgraduates and perhaps most necessarily for the subject's development, as integral parts of undergraduate courses in mainstream archaeology. The success-story of the Institute provides some valuable lessons.

Editor

The Ironbridge Institute was established in 1980 under the title 'The Institute of Industrial Archaeology', and its prime aim was to give students a training in the history of industry over the last two or three hundred years, in practical techniques of recording and preserving monuments, and in developing industrial and social history museums. The Institute was established as a joint venture by the Economic and Social History Department of the University of Birmingham and the Ironbridge Gorge Museum.

It was never considered that the role of the Institute should be to project industrial archaeology as an academic discipline in its own right, rather more that the Masters' and Diploma Courses should draw upon the best practice in economic history, archaeology and more selectively such subjects as geography and architectural history, to train students in the more appropriate techniques of studying the industrial past. The dramatic transformations wrought by the industrial revolution and the need to understand and conserve surviving structures and machines are regarded as justification enough for the post-graduate course. Students develop their own viewpoint on the subject through the year rather than having a stock definition applied through a 'Why are we here?'

seminar on the first day.

Initially the course concentrated on the period of the high industrial revolution from the early eighteenth century to the late nineteenth, and such key technologies as mining, the iron and steel industries, textiles and ceramics. The Nuffield Archaeological Inventory, a research project involving a plot-by-plot analysis of the Ironbridge Gorge, enabled the Institute to make far better use of the local landscape for fieldwork. Meanwhile the challenges of protecting twentieth-century industrial structures and the growing number of jobs that require skills in this area have encouraged the staff to give greater attention to the aircraft industry, the motor industry and plastics. Rather than be put off by the more complex and less visible technologies of the twentieth century, the students have shown tremendous enthusiasm for studying such themes as concrete fabrication and food processing.

The Institute tries to relate closely to the background of its students, their interests and their need to develop a career in fields where there is tight competition for most jobs. Of the 112 students who registered on the course for the period 1982-88, 63 were recent graduates, 8 were mature graduates, whilst 16 were studying while still in employment. The propor-



Students superabundant: the tenth intake to the Ironbridge Institute, who completed their course this summer, visit Coalport

Photo: Mick Worthington

tion of mature students has increased in recent years bringing a greater expertise in engineering and commerce to bear on some of the seminars and formal discussions.

When the Industrial Archaeology Course was first conceived it was aimed at students who saw themselves eventually working in field archaeology or building recording. In practice it is the need for managers to work in independent museums or heritage projects in urban areas that has provided the best source of employment. Of those who completed the course during 1982-88, 35 gained their first post working with museums, 16 in some aspect of conservation and 13 in an area of archaeology. The Institute's students have been remarkably successful in gaining posts within museums despite the fact that the course has no formal recognition by the Museums Association, a situation that may well change once the structure for training curators has been changed in the light of findings by the Museums Training Institute.

The need to make the course applicable to career requirements and open to those unable to leave their employment for more than short periods resulted in the course being restructured onto a modular basis for the academic year 1989/90. Teaching is arranged into four modules. The first covers the 'Analysis of Historic Buildings and Landscapes' and aims to provide students with a solid grounding of excavation and recording techniques. The middle two are based within a historic context of studying the 'Archaeology of the Industrial Revolution' and the 'Evolution of Modern Industrial Society'. The final module explores 'Principles and Practice in Museums' to provide an introduction to curatorship, management and aspects of interpretation.

The Industrial Archaeology course has been complemented by an annual programme of short courses, which students are welcome to attend without charge, and a range of consultancy work undertaken by the Institute staff. Lacking the underwriting available to extramural departments the Institute has not been able to offer weekend industrial archaeology courses at a competitive price to amateurs, but the short course programme has enabled the Institute to experiment with innovative and occasionally off-beat themes, whilst enabling the students to be introduced to the most recent work of both academics and museum professionals. Consultancy work has helped to keep the Institute at the forefront of current thinking and practice in the areas of site evaluation and such specific themes as textile mills, potteries, steel works, car factories and the English Heritage's Monuments Protection Programme.

The Ironbridge Institute broadened its activities by launching the country's first post-graduate course in Heritage Management in October 1987. The Institute now has two full-time lecturing staff, three part-timers, a contract team and administrative staff. The course will need to adapt in future years with changes in the system of museum training, and the necessity to chase sources of finance will also dictate other alterations. From the outset the prime aim of the Institute has been to provide the best possible post-graduate training in Industrial Archaeology; the subject is proving sufficiently broad and challenging to ensure that there is little danger of the Institute running out of steam.

Michael Stratton

A DICTIONARY OF SURVEYORS 1550-1850

Land surveyors were amongst the people closest to the heartbeat of the industrial revolution in England. They surveyed the land where new developments were planned, and they were often also the engineers and designers of developments, be they mill complexes, canals or railways, new farms, or mines. Any industrial archaeologist undertaking documentary research in the period 1550-1850 will have come across the names of surveyors and the plans which they produced. They have left a wealth of information about the past, and tracing their careers as engineers or engineers' assistants can be a key to understanding the archaeological remains of the things they built.

A project being conducted from Emmanuel College in Cambridge will provide invaluable new information about such people. It is concerned with producing a new and thoroughly revised edition of the *Dictionary of Land Surveyors and Local Cartographers of Great Britain and Ireland 1550-1850*, edited by Peter Eden and published by Dawson in 1979. The Dictionary is based upon an index of land surveyors which was begun by Francis Steer in 1958, initially by a questionnaire survey of County Record Offices and other repositories known to have collections of local maps. Since then, work has continued on the careers of land surveyors, and material has been contributed by a number of researchers. The material was transferred to the Department of English Local History at Leicester University in 1966 and the Dictionary was published in three parts from 1975-6. Two supplements were added and a volume containing all five parts was published in 1979.

Peter Eden has continued to collect material about land surveyors, but he has retired and now wishes to transfer the archive to the British Library. Under the guidance of the British Library, the Dictionary is being put onto a computer. A second edition is being prepared for publication, it is hoped in 1991, by Dr Sarah Bendall of Emmanuel College.

The Dictionary aims to include all persons likely to have measured land or made maps of land (including plans of communications) in areas of less than a complete county in Great

Britain or Ireland between 1550 and 1850. It thus includes many people who we might see today as primarily civil engineers rather than surveyors or maps makers: for example the canal engineer Thomas Dadford, the great civil engineer William Jessop, and many much less well-known individuals. The first edition contained entries for 9,705 surveyors and it is estimated the second will include some 11-12,000.

The new edition will consist of entries in one alphabetical sequence from the first edition, its two supplements, and from material which has been collected over the past ten years. The same basic format is being kept. A typical entry contains the name of the surveyor, the dates of earliest and latest documentation and dates of birth or death if known, the counties in which the surveyor practised, the classes of maps he drew (for example canal, estate, enclosure, railway etc), and additional details about addresses, patrons, alternative occupations, collaborations and partnerships, family history and training. A number of minor changes in style are introduced, and cross-references from alternative spellings of surnames are added. A symbol is used to indicate that there is further information available on the compilation slips, which will be available on request at the British Library Map Library. The most significant change is the addition of fuller bibliographical references: of published works and of repositories which contain relevant information. The Dictionary is indexed by earliest known date for a surveyor, area, address and additional information (mainly alternative occupations, patrons and religious affiliation).

If you have information about individual surveyors as a result of your own previous research which might be included in the Dictionary, please contact Dr Sarah Bendall, Emmanuel College, Cambridge, CB2 3AP. All information for the Dictionary which has been provided by individuals is notified on the index slips which will be deposited in the British Library, and a list will appear in the published volume of all people who have made contributions. The new volume will be of immense value to industrial archaeologists and historians, and the more so if further information can be supplied before publication.

SANDERSON, Edmund; 1850-55;
NTP; drainage, estate, railway.
northampton 28

°**SANDERSON, George; 1828-, d.**
16.viii.1851; DRB, NTT; county,
district, estate, inclosure (and cr),
railway, tithe; of Bridge St., Mansfield
NTT 1828-48, of Ratcliffe Gate,
Nottingham NTT 1850; engineering
surveyor, insurance and land agent,
valuer.
74, 75, *Pigot* (1835), *P.O. Dir.* (1848), *Tate*
(1935)/shelro 29

SANDERSON, H.; 1822; DRB; road
diversion; ?draughtsman only; ?= Henry
Sanderson [S31].
derbro 30

SANDERSON, Henry; 1820-48;
BUC, HNT, NTP, OXF, YOW;
drainage, estate, inclosure cr, railway,
road, tithe; of Sheffield YOW 1822-37 (2

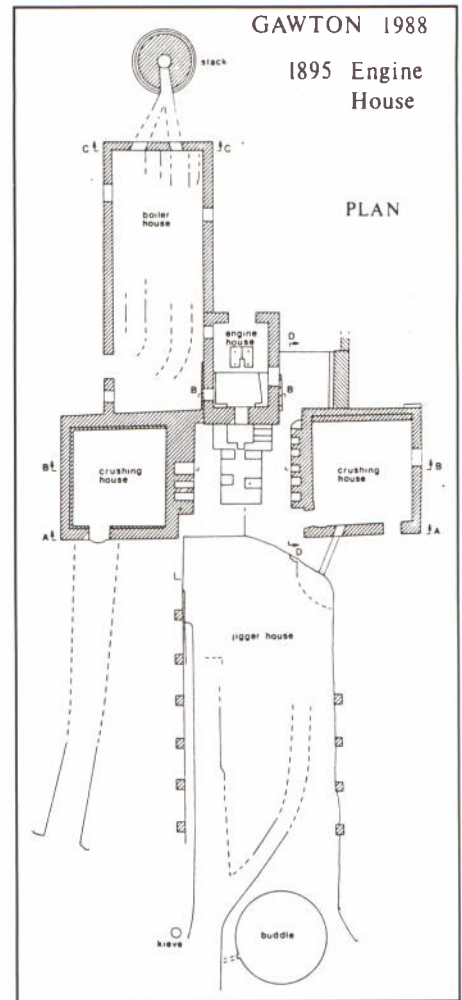
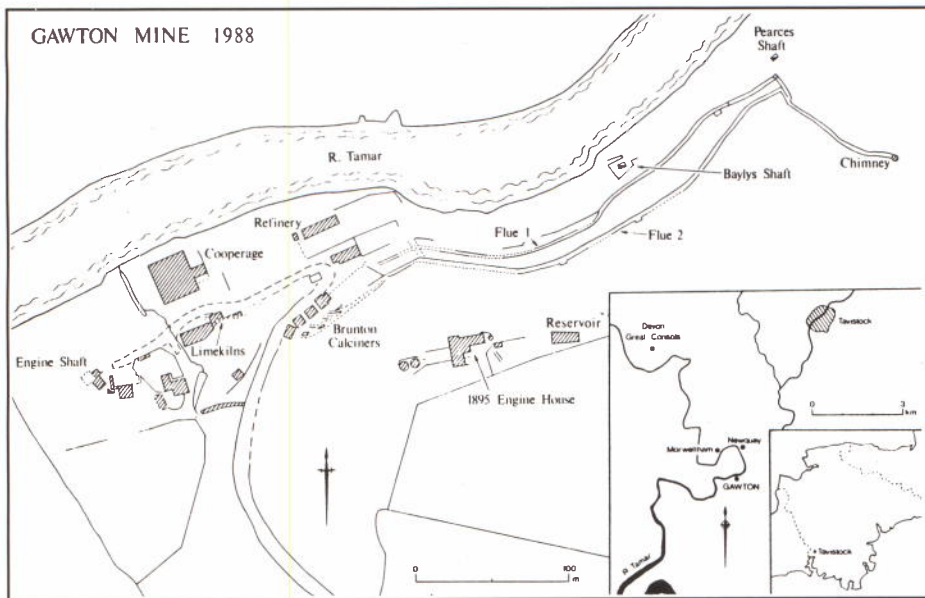
SANDERSON, Thomas
SEE SAUNDERSON, Thomas S61

SANDS, Alexander; 1827-46; NFK;
exchange, tithe; of Reepham 1830-46
(Norwich Road 1830); assistant overseer,
draper and tailor 1836, postmaster,
registrar and relieving officer 1845.
Pigot (1830), *White* (Norfolk 1836,
1845)/norfro? 35

SANDS, F.; 1774; YON; estate; a
William Sands was inclosure cr YOW
1757/58.
English/noryro 35.3

SANDS, William; 1600; ESX; estate.
esro 36

†**SANDYS, Charles; 1794-1825;**
ESX, London; garden project; of
Lambeth, London 1794-1808 (5 Buxton
Place 1794, 24 East Place 1798, 8
Pownall Terrace 1808); landscape



AIA NEWS

ARSENIC AND IA

This year has seen an unprecedented submission of no less than 12 entries for the AIA Fieldwork Awards, reflecting both the increased acceptance of industrial archaeology in the world of field archaeology in general and the increasing popularity of the award itself. The main award for this year goes to the Exeter Museums Archaeological Field Unit for its excellent field and interpretation work on the Gawton Mine and Arsenic Works in Devon. The professional archaeological units generally have been somewhat hesitant about entering the new field of industrial archaeology, but this work shows how an expert team of archaeologists has developed a rational approach to recording of the monuments of industry. Extensive background documentary research into the processes which took place has been used comprehensively to interpret the remains on site, represented by beautifully-produced drawings. The arsenic was produced as a by-product from copper smelting on the banks of the Tamar, the waste gasses being diverted through a series of flues and chimneys. The process not only reduced local air pollution, but

provided an important raw material for commercial uses such as making glass, poisons, textile pigments and medicines. Gawton produced over 17,000 tons of arsenic between 1881 and 1905. The site is a Scheduled Ancient Monument, but is necessarily closed to public access.

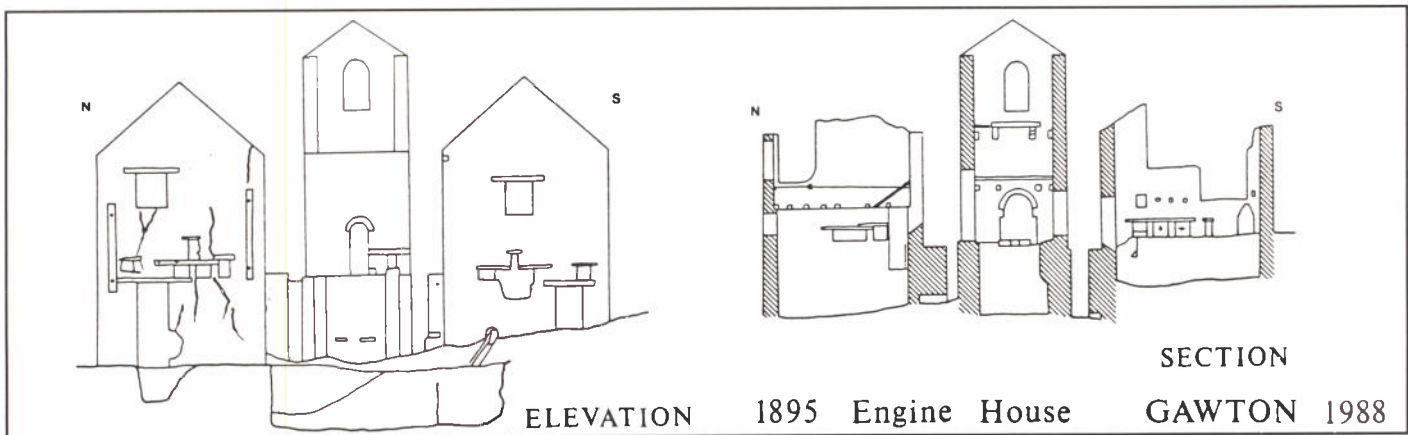
The award for initiative this year goes to the Research and Recording Group of the Leicestershire Industrial History Society for work on the scheduled mid-nineteenth-century colliery site at Glyn Pits, Pontypool, Gwent, carried out with the aid of a Lloyd's Bank Award for Independent Archaeology. This is a model to other societies of what can be achieved by an amateur group, producing an excellent interpretation of documentary sources and very expert survey of what was a daunting but historically important site. With the drastic rationalisation of the coal industry, such sites are disappearing at an alarming rate.

Other impressive pieces of work were submitted for the awards by Jill Guthrie, Clare Pudney and Nicola Smith, all students at the Ironbridge Institute, by the Greater London IA Society, and by the Lancaster University Archaeological Unit. A fuller account of the

entries will be included in *Industrial Archaeology Review*.

The extent and quality of the entries reflects both the continuing erosion of our industrial heritage, and the growing commitment to make a record of sites before they disappear. Entries for next year's awards are now being received. For details, please contact Stephen Hughes, Royal Commission on Ancient and Historical Monuments in Wales, Crown Buildings, Plas Crug, Aberystwyth, Dyfed ☎ 0970 624381.

Stephen Hughes



SOJOURNING IN SURREY

The AIA conference for 1990 came to an end in Guildford shortly before this *Bulletin* went to press. An illustrated report on the event will appear in the next issue. The lectures ranged from the sublime, with a superb introduction to the evolution of the Surrey landscape by Peter Brandon, to the exceedingly funny, represented by a video by Neil Wright of a sugar mill in the West Indies. (The latter was an excellent and highly informative record of a nineteenth-

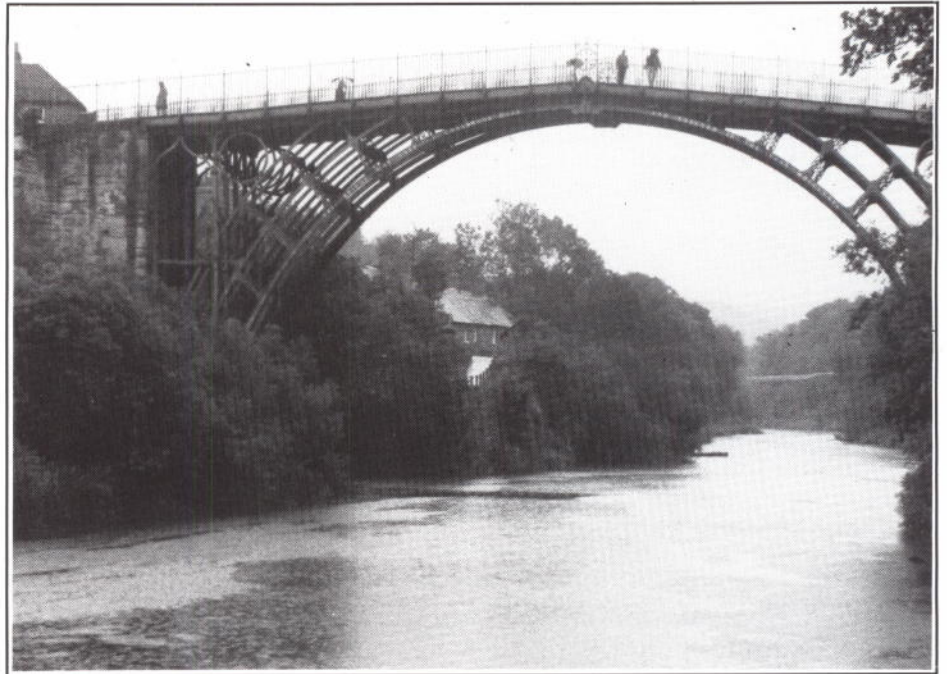
century mill which was destroyed by hurricane soon after filming, but also provided much light relief owing to interruptions from cloud-bursts and stray goats). The excursions during the weekend of the conference itself offered participants the opportunities to climb down a manhole under a dual carriageway, race round Brooklands, and tread carefully the sites of gunpowder manufacture. A full programme of lectures and excursions continued for the rest of the week, and was extremely well attended.

All involved in the planning and execution of the conference are to be congratulated for their successful efforts. David Alderton, Janet Graham and John Fletcher of the AIA 'High Command' end of the operation did an excellent job. The detailed action in the field, and the brunt of the assault, was ably led by Alan and Glenys Crocker, Peter Tarplee and other members of the Surrey Industrial History Group.

GORGE PUBLIC INQUIRY

There were strong winds and driving rain in the Ironbridge Gorge on the morning of Wednesday 4 July, which meant that there were few casual observers around to see the large grey banner strung across the River Severn just downstream of the Iron Bridge. The banner had been placed there by Shropshire County Council, on the instructions of public inquiry inspector Mr Anthony Machin, at the same height and in the same position as the proposed Ladywood Bridge, so that the inspector and others could assess its visual impact on this most sensitive and historic area. During the course of the inquiry, which was held in Coalbrookdale between 19 and 28 June, there had been much fierce argument as to whether a bridge at this spot would ruin views of and from the Iron Bridge, and the banner seemed to confirm that it would.

English Heritage, the Ironbridge Gorge Museum Trust, the AIA (represented by John Crompton), Wrekin District Council, and the Ironbridge and Coalbrookdale Civic Society were the main organisations lining up against the proposal. Telford Development Corporation, who go out of existence in 1991, remained neutral. In favour of the proposals were Shropshire County Council, Bridgnorth District Council, Broseley Parish Council and a number of other residents' associations and amenity societies from the south bank of the river, most of whom claimed that a new bridge allowing lorry access was vital to their future economic well-being. The bridge, as proposed, had no weight limit whatsoever, but during the course of the inquiry the County Council suddenly revealed that they would be in favour of a ban on the heaviest lorries after all. Never-the-less, what might happen to the lorries on the



A bridge of sighs: banner marking the position of the proposed Ladywood Bridge, just downstream of the Ironbridge, which was in position for a few hours on 4 July. On a clear day, and with vehicles crossing, the impact would be much greater even than this photograph suggests.

Ironbridge side of the river was not satisfactorily resolved, and a recent transportation study has come out in favour of reducing traffic in the Gorge, not adding to it.

Alternatives to the Ladywood proposal were discussed at some length. All parties were agreed that the current situation is unacceptable: that is a temporary bailey-type bridge, controlled by traffic lights at each end, on top of a deteriorating ferro-concrete bridge dating from 1909 (the Free Bridge). Whether this bridge could or should be repaired as road bridge or pedestrian bridge, and whether the

replacement was viable immediately upstream or downstream of it, or even at the side of it, occupied many hours of detailed argument during the course of the inquiry, as did the nature of the roads in the surrounding area. If the inspector does turn down the Ladywood proposal, as it is hoped by conservationist he will, then presumably he will have to make a positive recommendation regarding one of the alternatives. His decision is awaited with interest, and will have wide implications for other UNESCO-designated World Heritage Sites.

John Powell

OBITUARIES

More detailed appreciations of both Douglas Hague and Ronald Tylecote will appear in Industrial Archaeology Review

DOUGLAS HAGUE

Douglas Hague, a joint-founder and much-loved Honorary Vice-President of the AIA, died on 12 September at the age of 73. A lifetime spent in deploying commonsense attitudes and practical methods in the conservation battle has left us with many lasting memorials. Strong words in letters and from platforms usually did the trick, and even when it was too late the developer-vandal was left with black marks to his name. The Conwy suspension bridge, the Derry Ormond Column and the very buildings of the North Wales Industrial Museum all felt the benefit. Less in the public eye, Douglas was involved in his own projects of conservation, for example re-creating an altar in the ruins of Bardsey Abbey and re-erecting grave-stones on Lundy, and his own research, excavating early monastic sites, and co-writing his well-known book about lighthouses with Rosemary Christie. His long career with the Royal Commission on Ancient and Historical Monuments in Wales ranged widely, but he was well ahead of the national growth in interest in industrial archaeology by encouraging the Commission to begin thematic studies of the subject in the 1960s and early '70s. His infirmity of late did little to dull his enthusiasm for the many causes he so firmly supported. His last years were lovingly shared by his second wife, Joan.

Christopher Houlder

PROFESSOR R F TYLECOTE

Industrial archaeologists with an interest in metals will have been well aware of Ronald Tylecote's enormous contribution to their historical study over the last twenty-five years. They will have greatly regretted his passing on 17 June, aged 74 years. His career as an academic metallurgist at London and Newcastle were paralleled by a growing interest in archaeology. He participated in excavations with Professor H.J. Fleure from 1939, specialising in examining metalwork finds, and later directed his own excavations of Roman, medieval and later periods in many parts of the world. Subsequently, he was appointed Reader in Archaeometallurgy at Newcastle, being responsible for pioneering this study as an academic discipline. He took early retirement to accept a visiting professorship in the subject at the Institute of Archaeology in London, where he has bequeathed his own library and an endowed research fellowship. His many important publications on the history and archaeology of metals span from the bronze age to the industrial revolution and are the standard reference works on the subject. In 1962 he was instrumental in bringing together others of similar interests in a group which later became the Historical Metallurgy Society, and his editorship of its journal resulted in its international status. The profound respect he gained from amateur, technical and professional participants in the study of archaeometallurgy, worldwide and at home, was quite universal.

Joan Day

NATIONAL PIERS SOCIETY

The Vice-Chairman of the National Piers Society, Tim Mickleburgh, has written to the AIA suggesting that many members of the Association might also be interested in the activities of the Society, concerned with the preservation of a very British seaside phenomenon. Membership of the Society costs £5.00 per year and it publishes a quarterly magazine with up-to-date news about piers and articles of historical interest. The Society aims to collect together as much historical information and current particulars of piers as possible, including photographs, drawings, plans, models and booklets, and eventually aims to establish a Piers Museum where such items can be displayed for study by the public in order to increase awareness of the subject. Details of membership can be obtained from Mrs Mary Mason, 70 Bathgate Road, Wimbledon, London SW19 5PH. AIA Members may also be interested in purchasing the Society's recent publication on *Threatened Piers* by Timothy Mickleburgh, or copies of *The Guide to British Piers*, price £4.45, available from PIB Book Sales, 37 Chestnut Grove, Wilmington, nr Dartford, Kent DA2 7PQ. It is hoped that in future an arrangement can be made for all their publications to be available in the AIA Library at Ironbridge.

SMALLSMITH'S DIARY

20 September

Today my three friends, my wife and I were up early to go field walking in the hills. Weather fine, some excellent sites for our card index, and only the one discordant note when I dislodged some masonry trying to photograph a lime kiln. The remarkable Mrs Dobbin said something very unladylike to me. Well, even Mrs D should know that not every lime kiln is conservable, I told her, and there are limits, and I was just going on to point out there were more serious problems facing mankind than one dislodged stone, when Neill suggested it was probably time for lunch. Afterwards my dear wife whispered to me that she had seen Mrs D pulling even more stones down in the same place, calling it 'a small excavation in the name of research' which she would write up in due course.

3 October

It seems in the last few weeks Bolt has not only discovered the video camera, but has been out filming some of his favourite sites. This evening he and the remarkable Mrs Dobbin came round to show off his efforts. After a rather long practise shot, including one humorous moment when a view of Bolt suddenly became a close-up of the

ground as the camera fell off its tripod, we got real camera work. And an excellent means of recording industrial remains it is too, although my wife overstepped good taste, laughing uncontrollably and out loud when a cow walked across screen behind Bolt, and deposited a large pile. To Bolt's great credit as director and narrator, he kept up his monologue, even though it was not always easy to hear him over the more immediate sound of the bovine intruder.

28 October

Neill is full of the joys of the conference season and rather tiring with it. This afternoon, when I was trying to watch 'The Tittfield Thunderbolt', he sailed in with Bolt and Mrs D in tow, turned off the TV saying it was an inane film, and announced he wanted us to discuss a new manifesto to put before the Buttockbarn IA Group. This turned out to be an idea he had come up with that IA would be a strict discipline relating only to steam power, and Bolt and Mrs D agreed. Some discussion. When I asked whether this rather neglected other products of the industrial landscape, like shops, chapels or cinemas, which our friends in archaeology were not renowned for taking too much of an interest in, the look I got was stony to say the least. Still, I always admire Neill for his dynamic attitudes. No doubt he will go far.

NEW POST IN WELSH IA

Peter Wakelin, the Editor of the AIA *Bulletin* took up a new post on 1 October with Cadw: the statutory archaeological conservation authority in Wales. He has become the Inspector responsible for industrial structures, whether Ancient Monuments or Historic Buildings, and so straddles two of the major departments of Cadw. The creation of this new post hopefully indicates Cadw's growing concern with the Welsh industrial heritage and, taken together with the increasing participation of the Welsh Royal Commission in this field, augurs well for the future of industrial archaeology in Wales.

Peter is no stranger to Welsh industrial archaeology, and his career exemplifies the diverse routes one has to take to become a practising industrial archaeologist. He was at school in Swansea and as a teenager was already taking part in excavation and consolidation work at Scott's Pit colliery beam engine house and working with the Neath and Tennant Canals Preservation Society. It is still impossible to take an undergraduate degree in industrial archaeology, but Peter did the best he could by reading geography at Oxford University, where he founded an industrial archaeology group attached to the University Local History Society and used his vacations to further his experience of the subject both in the field and in museums. He went to the Ironbridge Institute to take his master's degree, and then succeeded in combining his interests in industrial history and computing at Wolverhampton Polytechnic, where he was Director of the Portbooks Programme, managing a research team using computerised methods for the study of internal trade from Customs records in the early modern period.

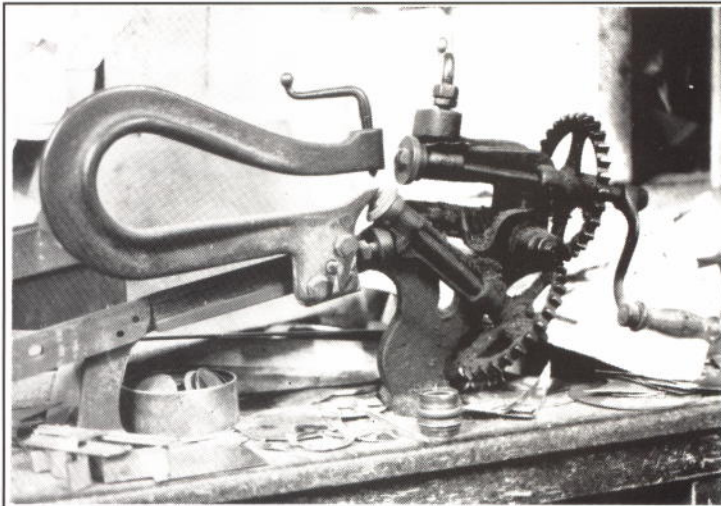
Peter is well known to AIA members as a Council Member since 1986. He founded and edited *Ironbridge AlumnIA*, a magazine for Ironbridge graduates, between 1984 and 1987 and so was well qualified to take over the AIA *Bulletin* in 1988. He frequently commits his ideas to print in various journals and is dedicated to industrial archaeology as both an academic study and a movement for the appreciation and conservation of the industrial heritage. I have known Peter since his Oxford days (where I also first became acquainted with IA) and, along with members of the AIA Council, congratulate him on a well deserved appointment back in his home territory, and look forward to Cadw's increased involvement in Welsh industrial heritage. *Marilyn Palmer*

TINSMITHS AT WORK

In Summer 1990, Stockton Museum Service purchased the entire fittings of a craftsman tinsmith's workshop, possibly the last in the region. B & K Llewellyn—Ben and Ken—had occupied the shop in High Northgate, Darlington, since moving from the centre of town in the 1950s, but the firm dates to the turn of the century, and many of the hand tools and machines still used are from this period. The hand-operated processes employed are of similar age.

Recently the brothers have used stainless steel more than tin in response to the demands of travellers for a more flamboyant product. They have tackled a wide range of specialist jobs, from panniers for a motorbike to pay tins for the colliery display at Beamish, as well as more routine products for travellers, farmers

and ice cream manufacturers. The opportunity to preserve a complete tinsmith's workshop, and re-display in working condition the entire manufacturing process from sheet metal to finished article, convinced the Science Museum PRISM (Preservation of Industrial and Scientific Material) fund to support the project. The workshop should be rebuilt over the winter at Stockton's Preston Park Museum, and Messrs Llewellyn have offered to display their highly visual skills for museum or schools events.



Above: A 'swagger' at B & K Llewellyn's workshop

Below: B & K Llewellyn's tinsmith's shop before removal

REGIONAL NEWS

WEST OF ENGLAND

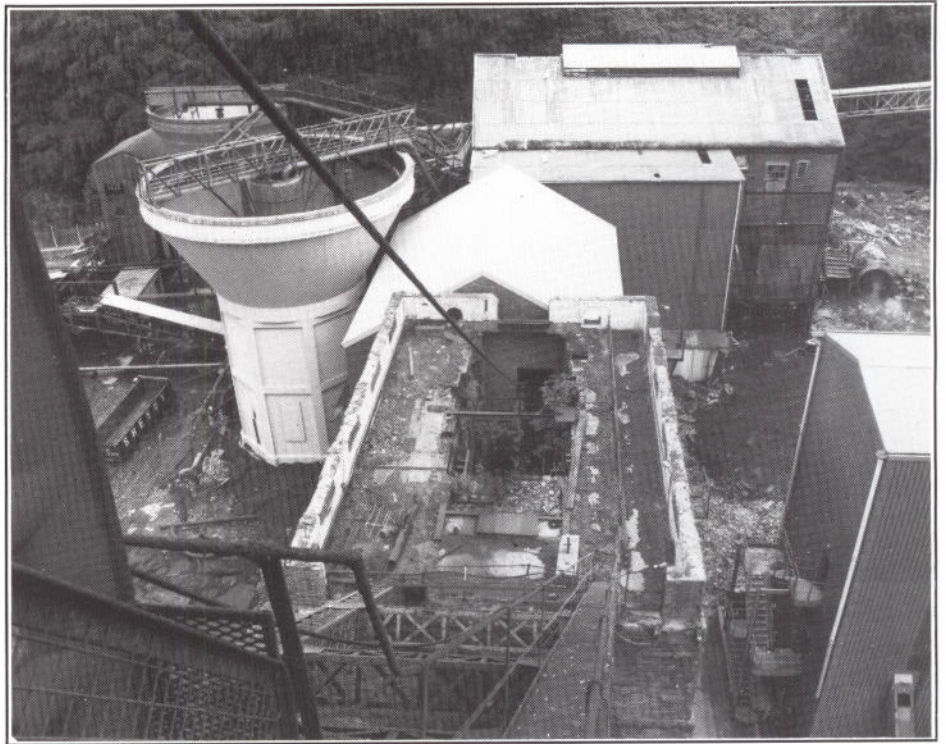
Plans are in hand for a Wiltshire conference, the 22nd in the series of annual South-West and Wales Regional IA Conferences first organised in 1969 on an informal basis at the University of Bath. The past omission of Wiltshire has been due to a lack of a local organiser, but now South Wiltshire IA Society are to celebrate 25 years of existence by taking on the responsibility. The date scheduled is 27 April 1991 and the venue will be Amesbury. Margaret Fay, at 132 Melrose House, Greyfriars Close, Salisbury, Wiltshire, SP1 2LR, will supply further details to those interested.

Wiltshire news was also very much to the fore with the re-opening of the Devizes flight of locks on the **Kennet and Avon Canal** by Her Majesty the Queen on board the 'Rose of Hungerford' on 8 August. After years of voluntary effort on a task that seemed almost impossible, and the raising of £2.8 million by the Kennet and Avon Trust, the occasion also marked the opening of the waterways route from Bristol through to London via the nearly 90 miles of the Kennet and Avon Canal. The long hot summer's shortage of water restricting navigation to one day per week in either direction, and by prior arrangement only, somewhat muted the immediate effect, but given more normal levels of rainfall this drawback should only be temporary. The prospect of cross-country navigation is already being felt in the provision of leisure facilities and holiday arrangements accompanying the growing collection of privately-owned narrow boats and other craft along the route of the waterway.

There has been concern in Gloucestershire for the survival in its present form of the original **Sharpness** entrance to the Gloucester and Berkeley Canal. Although the Old Dock has now been declared a Conservation Area by Stroud District Council the Gloucestershire Society for Industrial Archaeology will be keeping watch on the threat of possible proposals by the British Waterways Board who have been considering development schemes for the area.

In July, **British Aerospace** launched a scheme to raise £5 million to establish a centre recording Bristol's contribution to aviation history from the Boxkite of 1910 to the Concorde of the '60s and '70s and today's space satellites. It is hoped that it will be possible eventually to house a collection of Bristol aircraft with a library, microfilm files, and teaching aids on a 13 acre site adjacent to British Aerospace's Filton factory.

On rather a smaller scale, conservation has been going ahead at the **Bristol Industrial Museum** under Assistant Curator Andy King, following restoration of the **Mayflower** steam tug, which these days can be seen chugging round the Floating Harbour carrying passengers. Volunteers under museum guidance have been tackling the renovation of the Fairbairn steam crane, built for Bristol City Docks by the now defunct Bath engineering firm of Stothert and Pitt. The crane was restored to working condition in 1978 and steamed for its centennial during that year. However, with lack of use since, it had again suffered deterioration. It has now been restored much more closely to its original design and appearance and was successfully steamed on several occasions during July, culminating in the Museum's Steam Festival. The crane now



Wales: Marine Colliery: looking down at the roofless nineteenth-century winding engine house from the headframe
Copyright: RCAHMW

awaits proof loading to 40 tons, as in its original state, which allowed a commercial capacity of 35 tons. It is good to see it in working condition once again. *Joan Day*

WALES

The Royal Commission on Ancient and Historical Monuments in Wales has changed its home in Aberystwyth, involving a complicated move for staff and archives to an office block shared with the Inland Revenue. This building is not outstanding architecturally but it does provide excellent views of the railway station and the Vale of Rheidol engine shed! The new accommodation provides a library and reading room for visitors and improved archival storage. The new address of RCAHMW is Crown Building, Plas Crug, Aberystwyth, Dyfed, SY23 2HP. The telephone number remains unchanged: 0970 624381.

Rapid surveys by RCAHMW of the remaining collieries in the south Wales coalfield are continuing. Currently disappearing under the bulldozer is **Marine Colliery** in Ebbw Vale which first produced coal in 1890. The Welsh Development Agency is to carry out reclamation work on the site including improving the main road link to the 1991 Ebbw Vale Garden Festival.

The future of **Gwaelod-y-garth** iron ore mine, threatened by quarrying, is under discussion and the need for a full archaeological assessment of its importance is being stressed by various bodies. A public enquiry is pending.

Finally, a new appointment has been made at Cadw: Welsh Historic Buildings and Monuments, to oversee industrial structures. See the separate news item on page 5 for details.

Hilary Malaws

GREATER LONDON

Firstly to correct a misprint from a previous Greater London news section—in *Bulletin* 17.3, page 7, the second sentence of the third paragraph should read: 'On 11 January 1990 the Museum of London were informed by the London Docklands Development Corporation (LDDC) that from April 1990 funding for the Museum in Docklands Project would cease ...' The LDDC had provided much of the

Project's budget. From April the Museum itself made up the shortfall but by mid June most of the Docklands Project's staff had received notice and the collection in the 'W' Warehouse, Royal Victoria Dock, was to be kept locked from the end of the month. Even access to the excellent and extensive Museum in Docklands Library and Archive was likely to be reduced almost to zero. Greater London would not only uniquely have no comprehensive industrial museum but even the prospect of modest coverage of the Port of London had receded considerably.

Happily a saviour in the form of the Swedish developers NCC Property Ltd came forward and promised £66,000 over two years to maintain educational and community services. This is by no means all that is required (LDDC's grant was £234,000), but community work in the Blackwall and Millwall area can be continued and the Library and Archive can re-open five days per week. Two members of staff engaged in the community work and otherwise redundant are to be retained. NCC Property Ltd is currently developing a 600,000 square feet office complex on the site of East India Docks.

The troubles at **Crossness** have received reasonable press coverage, see *The Times* 11 June 1990 page 5, and 'Piloti' on page 9 in *Private Eye* for 22 June. However little progress has been made. A campaign sending postcards of protest to Mr M Hoffman, Chief Executive of Thames Water Utilities, Reading, is currently underway.

Along with Spitalfields, **Stratford Wholesale Fruit and Vegetable Market** is shortly to move to Temple Mills and the present 1879 building will probably be demolished. Recording work is being organised by Newham Local Studies Library. Those with an interest are asked to contact Howard Bloch or Jill Davies, Stratford Reference Library, Water Lane, London E15 4NJ ☎ 081 534 4545 extension 25662 or 081 519 6346.

At Brentford it is planned that the Victorian church currently housing the **Musical Museum** will be demolished and the contents transferred

to purpose-built premises close by. A prominent landmark alongside the BR Western Region main line railway at **Southall** is the gas-works water tower, converted for housing. It is being refurbished as the original conversion proved unsatisfactory. To the east restoration work is progressing at the former margarine factory (see *Bulletin* 17.3 page 7). Unfortunately, two buildings here are structurally unsavable but there are plans to replace them with replicas. The arches alongside the railway station are already occupied by small businesses.

R.J.M. Carr

YORKSHIRE AND HUMBERSIDE

The future of **Hunslet Mill** in Leeds remains in doubt. The seven-storey, 25-bay building of 1838, listed Grade II*, is an important example of fireproof construction, and may have been designed by William Fairbairn. Leeds Development Corporation want to build a business park on the site, and the Mill's owners, F.R. Evans (Leeds) Ltd, say that refurbishing the building would cost £5 million and is not a viable option.

Stanley Ferry Aqueduct near Wakefield, built in 1839, carries the Aire and Calder Navigation over the River Calder in a trough suspended from a cast iron arch. It has been attractively repainted in light green with red suspension rods. There are plans to house a small museum in the adjoining classical toll-house.

The Bow Works of Rabone Chesterman Ltd, in Pomona Street, **Sheffield**, will close at the end of the year, following a takeover by Stanley Tools. It is likely to be demolished and the site redeveloped. James Chesterman set up in business in 1821 and moved here in 1864. His inventions included the spring-return linen measuring tape, the long steel strip measuring tape, and the weaving of copper wire into linen

tape to strengthen it. The weaving of fabric tapes ended in 1956, but etched steel tapes were still produced by nineteenth-century techniques using wax transfers. The works was believed to be the last maker of surveyors' land chains in Britain, using a machine of the 1850s to form the links, and the entire equipment of the Land Chain Shop has been bought by Sheffield Industrial Museum.

The demolition in May of Western Works, Portobello, Sheffield, has further reduced the small number of former crucible steel melting shops remaining in the city. The eleven furnaces had been covered over, but the stack and cellars were in good condition. The shop was built by Christopher Johnson & Co, cutlers, in the 1870s. The demolition is part of a large redevelopment in the area by the University, which has also cost us the 1873 facade of the Caledonia Works in Mapping Street. In the early 1900s, when the University built laboratories on the site, the previous facade was kept—an early example of this now common practice.

In the North York Moors National Park, the Park Authority is hoping to co-ordinate an extensive preservation project on the **Rosedale ironstone mines**. A provisional survey has been carried out and the results are being assessed to establish how best to proceed. The Authority may promote a major scheme of making the area safe, consolidating it and interpreting it to the public, costing as much £250,000. It is hoped to raise much of the money from English Heritage and local industry. The ironstone mining remains at Rosedale are extensive because subsequent land use as pasture and moorland has not provided a threat. However it is over sixty years since the mines were abandoned, and work is now needed to consolidate the structures and remains.

Derek Bayliss

WEST MIDLANDS

A new catering facility and shop area were opened at the splendid Herefordshire Waterworks Museum earlier this summer. Now they are mounting an appeal to rescue the pumping plant from Ross-on-Wye (a National gas engine of 1912 and pumps by Evans of Wolverhampton dating from the 1880s). Details of the museum and its appeal from Bob Benson, 44 Tower Road, Hereford, HR4 0LF ☎ 0432 273635.

Rumour has it that some technicality may have invalidated the decision which saved the Minton Hollins Tile Factory in **Stoke on Trent** at a public inquiry in 1988, and the whole process may have to be gone through again.

Those people who enjoy the tranquillity of the **Staffordshire and Worcestershire Canal** to the west of Wolverhampton should make the most of it. Recent announcements confirm that the Black Country Relief Road will be built very close to the canal in places and, like the southern Oxford Canal (close to the M40), stretches of it will be totally ruined.

John Powell

SOUTH-WEST

The port of Charlestown is for sale again, after the fifth owner in the last few years was financially embarrassed after failing to obtain various planning permissions for pastiche 'Cornish' development close to the harbour.

The estate agents acting for a subsidiary of TSB obviously appreciate its IA significance:

A Unique and historic example of our heritage a charming Cornish village dating from the 1790s including an original Georgian working harbour the Charlestown Estate is offered for sale by Private Treaty there is considerable potential for development which is sensitive to the existing leisure-oriented character of the village.

JS

AFFILIATED SOCIETIES

Plans for the 1991 Weekend for Affiliated Societies are now well advanced; a mailing to affiliated groups went out in late October, and included a copy of the programme and booking form. The main theme of the weekend will be 'Local Societies and Conservation'; case studies of three projects will be presented. We shall also be discussing safety on sites, the case for preservation in situ or in museums, and there will be a practical session - following the success of that held last year. Also on the programme will be updates on the CBA Regional IA Panels, and on the AIA Database, and we shall be considering the role of Sites and Monuments Records and how we can help to ensure that these include relevant industrial sites. The weekend will be from Friday evening 12 April to Sunday 14 April, and the fee (including lunch and dinner on the Saturday and lunch on Sunday) will be £25.00.

TOWPATH ACTION GROUP

A new society has been formed with the aim of ensuring the preservation, improvement and, where relevant, re-opening, of canal towpaths. These routes through Britain provide fascinating insights into the archaeology of the industrial revolution, often taking the walker to sites which are not readily accessible by any other public route. Seeing industry from the canal bank also often provides a new perspective of the connections between different sites and the scale and impact of industrialisation in com-

I would like to emphasise that anyone can attend the weekend. They are arranged with members of affiliated societies in mind, but individuals who find the programme of interest are also welcome, and many usually attend. If you are not a members of an affiliated society, booking forms and a programme will be included in the next AIA mailing, or details can be obtained direct from me.

Another topic we will be considering in April is the use of video in the recording of sites. I have received a kind offer from Francis Haveron, of the Surrey Industrial History Group, to assist anyone who intends to video a site, and needs advice. Please contact Francis direct, at 8 Mary Vale, Godalming, Surrey GU7 1SW ☎ 04868 7325.

As I mentioned last time, the response to the questionnaire to affiliated societies for the update of the list was very poor indeed. Council have now taken the decision to defer

munities which have often been dwarfed by their later railway and road-centred successors. At the very least, towpaths provide pleasant level routes for ramblers, far away from the irritations and dangers of heavy traffic.

One problem of walking towpaths, however, is that many are so damaged and neglected as to be very difficult to cross in places. The decline strikes one vividly looking at old photographs of working waterways, when towpaths were immaculate expanses of gravel with neat banks. In some urban areas especially,

the publication of an updated list, and instead I shall be producing a publication on special interest groups within our field of interest. I am currently investigating how we might incorporate information into this from the affiliated societies who did take the trouble to send back questionnaires.

I hope that many of you will join us for the 1991 Weekend; as well as the main programme, this is an opportunity to meet members of other groups and AIA Council, and to have a useful exchange of ideas. Do come along; now that our numbers have topped fifty we hold the meetings in the Long Warehouse at Coalbrookdale, so there is plenty of room.

If you have any suggestions for topics or speakers for future weekends, or any comments about ways in which AIA could help affiliated societies, please let me know. The address is 20 Stourvale Gardens, Chandlers Ford, Hampshire SO5 3NE. **Pam Moore**

towpaths have become inaccessible to walkers as they have been intersected by new bridges or cut off by development; yet if one can do it, seeing an area like the Black Country from the towpath is a revelation. Hopefully, the new organisation will act as a successful pressure-group to improve the situation. The organisation is oriented to the North West of England, but the committee is looking for wider membership to form a national organisation. Details from Mr A. Screen, 10 Calderdale Avenue, Chorlton-cum-Hardy, Manchester, M21 2PA.

AIA NEWSDESK

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

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 13 November.

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.

April 12-14 1991

AIA AFFILIATED SOCIETIES WEEKEND

at Ironbridge, on the theme of 'Local Societies and Conservation'. Further details in the February mailing or from Pam Moore, 20 Stourvale Gardens Chandlers Ford, Hampshire SO5 3NE.

April 26-28 1991

SOCIETY FOR POST MEDIEVAL ARCHAEOLOGY CONFERENCE

at Leeds, concentrating on industrial development in Yorkshire, particularly the woollen industry in the early modern period. Details from Rosemary Weinstein, The Museum of London, London Wall, London EC2Y 5HN.

April 27 1991

22nd SOUTH-WEST AND WALES REGIONAL IA CONFERENCE

organised by South Wiltshire IA Society at Amesbury. Details from Margaret Fay, 132 Melrose House, Greyfriars Close, Salisbury, Wiltshire, SP1 2LR.

May 3-6 1991

NATIONAL ASSOCIATION OF MINING HISTORY ORGANISATIONS CONFERENCE

at Blaenau Ffestiniog, organised by the Welsh Mines Society. Details from Mrs Margaret

Vernon, 78 Oakenshaw Lane, Walton, Wakefield, WF2 6NH ☎ 0924 257017.

May 14-16 1991

STREMA 1991

Conference on Repairs and Maintenance of Historical Buildings, at Seville, Spain. Details from A. Lampard, Computational Mechanics Institute, Wessex Institute of Technology, Ashurst Lodge, Ashurst, Southampton, SO4 2AA.

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.

HELP!

WATERWHEEL DETAILS

The National Trust is urgently seeking information on the enormous 25 feet diameter waterwheel that formerly powered the Aberdulais Tinplate works. The Trust is undertaking a hydro-electric project and proposes to generate power by re-instating a waterwheel. The problem is that very little information exists on the details of the old wheel. Archaeological evidence shows that a wheel, probably built entirely of iron, was installed in around 1850. However the Trust is concerned that as many engineering details as possible conform to the original. It is believed that the old wheel remained in its huge masonry pit until the works closed in the 1880s, and possibly until the 1920s. There is a very good chance that documents relating to the Aberdulais tinplate works have survived, or that photographs were taken or sketches made by visitors to the falls. If any members of AIA can suggest sources of information to assist the Trust, they should write to Mr Steve Mitchell, The National Trust, Aberdulais Falls, Neath, West Glamorgan ☎ 0639 636674.

CORNERSTONE CAPSULES

Dr Brian Durrans, Deputy Keeper at the Ethnography Department of the British Museum (Burlington Gardens, London W1X 2EX ☎ 081 636 1555) would like to hear from any members with information about 'foundation-stone or corner-stone deposits'. These were hidden in new building works, and were the fore-runners of the modern time-capsules which are buried, or even sent into space, to give sealed messages to the future. Dr Durrans' research suggests that the vast majority of foundation deposits were mainly tokens of seriousness in the enterprise they commemorated, but sometimes they were also sending messages to posterity. Of the latter kind, examples beneath Cleopatra's Needle on the Embankment and in a tower at Imperial College both attempted to

show something of contemporary life. Most seem to have been initiated by Freemasons, and several texts from Masonic publishers elaborate correct procedures. The link with Freemasonry suggests a connection with craft traditions, in which artisans may leave a secret mark, or their name, to indicate responsibility for work done or to communicate with their successors. Any examples or information, no matter how apparently trivial, would be most welcome. Since May 1990, the research has taken on a more international aspect with the founding in Atlanta, Georgia, of the International Time Capsule Society. A significant upsurge in interest is expected with the symbolic impact of the new millennium less than a decade away.

BAKING BY STEAM

If you still relish to flavour of bread baked with coke and steam, can you give a home to a commercial baking oven from Polesworth near Tamworth? The owners of the oven, Mrs O T and Mr B W Whitmore, have had an electric oven installed at the bakery, but would like to hear from anyone who could take on the old coke-fired steam oven. Mrs Whitmore rues the loss, saying, 'the bread will never be the same again, but that is progress!'. She can be contacted at Spar Eight Till Lane, 2-4 Bridge Street, Polesworth, near Tamworth, B78 1DT ☎ 0827 892383.

WHAT'S 'PALACE'?

AIA member and molinologist, Owen Ward has written to the *Bulletin* for light from other members on a term he has encountered. In March 1790 the York Herald carried an advertisement by a millstone maker of Hathersage offering 'a quantity of French Burrs and palace, just arrived from Paris'. The trade in burrs at this date comes as no surprise, but what about 'palace'? Owen asks that bright ideas of any sort should be directed to him at 77 Hansford Square, Combe Down, Bath, BA2 5LJ.

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Edited from the School of Humanities and Cultural Studies, Wolverhampton Polytechnic, Castle View, Dudley, West Midlands, DY1 3HR, and published by the Association for Industrial Archaeology. Contributions should be sent to the Editor at the above address. Local news and press releases should be sent to the appropriate AIA Regional Correspondents, names and addresses for whom are given regularly on this page. The editor may also be contacted on 0222 465511 extension 269, or 0222 513775.

Final copy dates currently are as follows:

15 December for February mailing

15 March for June mailing

15 June for August mailing

15 September for November 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.