

### SUMMER IN SURREY

The venue for the 1990 AIA Annual Conference was the University of Surrey, a yellow brick university established in 1966 but whose roots go back to 1891 when its forerunner, the Battersea Polytechnic Institute, was founded. The site is dominated by the massive brick cathedral, begun in the 1930s using clay dug nearby but not consecrated until 1961.

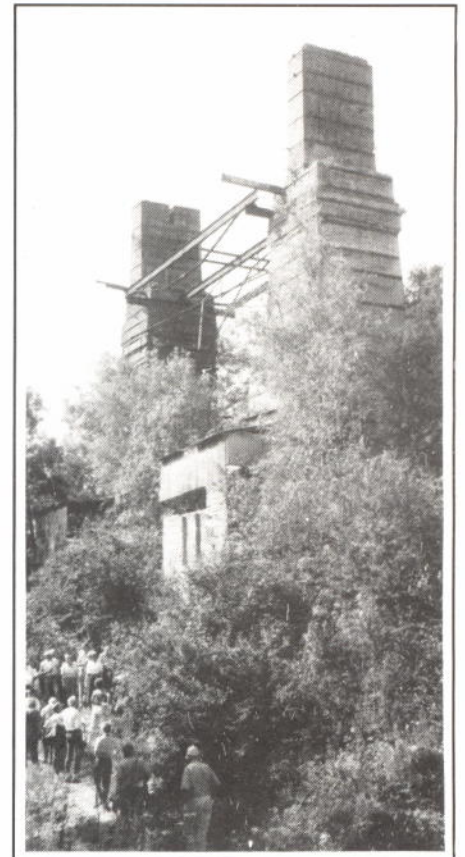
The town (still not a city, despite the cathedral) was described by William Cobbett as 'the most agreeable and happy-looking that I ever saw in my life', and still retains its attractive character despite extensive modern development. The sixteenth-century Guildhall was re-fronted in 1683 when the well-known projecting clock was added. The improvement of the River Wey in 1653 enabled barges to travel from London as far as the town wharf: in 1761 the navigation was extended to Godalming and is still used for pleasure traffic. Although considerable redevelopment has taken place along the riverside, original warehouses remain, converted into offices. Further north, the National Trust, who have owned the Wey Navigation since 1964, are in the process of restoring Dapdune Wharf (see *Bulletin* 17.3) with its timber-clad buildings and capstans for dragging boats out of the water. Guildford Town Mill can best be seen from the tea terrace of the Debenhams store, which is adorned with plastic topiary. Near the Town Bridge is the Treadwheel Crane, man-powered until 1908 for use on Guildford Wharf: the only comparable example in Britain is at Harwich. Also on the river bank is the purpose-built electricity generating station with Rodborough Buildings behind. Currently threatened with

demolition for yet another road scheme, this now derelict structure is thought to be the oldest surviving purpose-built car factory in Britain. It was erected in 1901 for Dennis Brothers, who still manufacture commercial vehicles on the outskirts.

All these local attractions were visited in the course of the conference and explained to delegates by the enthusiastic members of the Surrey Industrial History Group. Lectures over the weekend introduced the industrial archaeology of the county, and delegates had a varied choice of visits on the Saturday and Sunday afternoons. These included Brooklands Race Track and Airfield where a museum trust has now been set up to conserve and interpret this fascinating aspect of twentieth-century industrial archaeology on a 30 acres site. A second group visiting Godalming and Chilworth received a civic welcome at each site. In the grounds of Westbrook Mills in Godalming is stored the Fourneyron turbine which SIHG excavated out of the Catteshall paper mills. The components, normally submerged under water, can easily be seen in their present 'exploded' position, and it is hoped that Westbrook Mills will provide a permanent home for this important artifact. At Chilworth Gunpowder Mills, Mrs Mary Lloyd-Jones, the Mayor of Guildford, accompanied delegates around the site, complete with chain of office. A third group, some clad in boiler suits and hard hats, visited the Godstone Hearthstone Quarries and were warned to place their hands only on the nearside of the access manhole, to avoid the traffic on the A22. Since this group included both the AIA Secretary and the *Bulletin* Editor, the written output of the AIA could have been considerably reduced!

A sherry reception provided by Surrey County Council preceded a dinner graced by several important guests, including Sandy Brigstocke (Chairman of Surrey County Council), the Viscountess Hanworth (President of Surrey Archaeological Society) and Admiral Sir Jeremy Black (Commander in Chief of the Home Fleet). Admiral Black had previously opened the Chatley Heath Semaphore Tower to the public (see *Bulletin* 17.1), and SIHG presented their annual conservation award to Sandy Brigstocke in acknowledgement of the work carried out there by Surrey County Council.

On Sunday morning, the formal business of the AIA was concluded by the Rolt Memorial Lecture on 'Wind Engines', by J Kenneth Major. During the afternoon, one group visited the maltings at Farnham, which have been conver-



Dwarfing the delegates: the Dietzch limekilns at Betchworth (the girder structure was the end of an aerial ropeway)

ted into a community centre, and the private collection of agricultural paraphernalia at the Old Kiln Museum, Tilford. SIHG are restoring a gantry crane from the Thames Ditton Statue Foundry which is stored here. The rest of the delegates visited the centre of Guildford and then walked through the sylvan delights of Painshill Park, created by Charles Hamilton in the mid eighteenth century. The water supply to his lakes and fountains was drawn from the River Mole by a 35 feet waterwheel driving three piston pumps by means of beams. This, together with other monuments on the estate, have recently been restored with expert advice from Kenneth Major.

Many delegates now returned home, leaving a gradually diminishing remnant of hardened enthusiasts to enjoy several more days of excellent lectures and visits in what many of them had assumed a barren area. The weather continued to smile on them. The Sunday evening lecture session was chaired by the



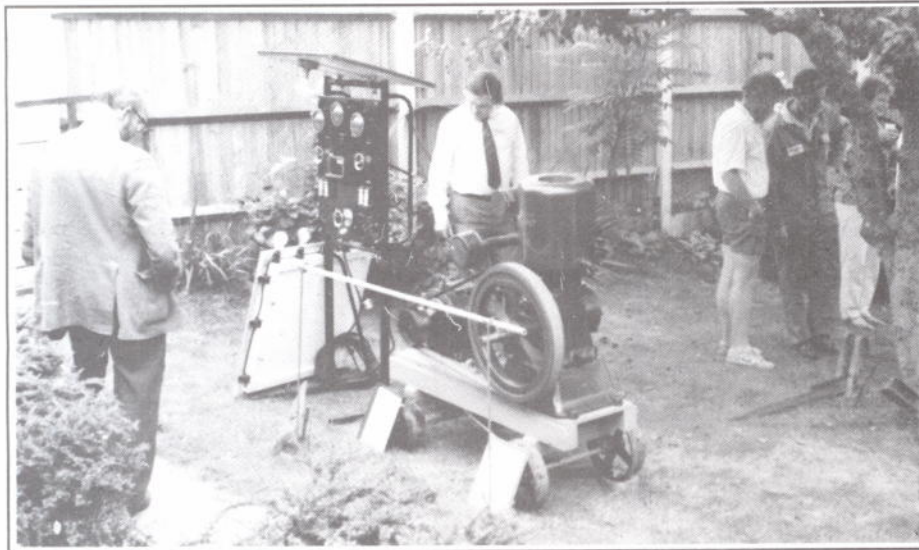
A coal duty boundary post at Godstone Road, Whyteleafe





Conference delegates at the Beehive terminal of 1936, Gatwick Airport.

Photo: Gatwick Airport PR Office



A garden of delights: conference delegates mill among Tony Harcombe's stationary engines at Westcott



Owen Ward examines an edge runner at Chilworth Gunpowder Works whilst other minds wander

Mayor of Guildford, who lived alongside the Basingstoke Canal, the restoration of which was the subject of the first lecture. The assembled body were then enlivened by Ian Wakeford's talk on the lack of 'body room' in London which led to the designation of Woking as the 'dead centre' of England. A huge cemetery at Brookwood, served by railway from Waterloo, was opened in 1854 by the London Necropolis and National Mausoleum Company.

2 There were two stations, to serve both Noncon-

formists and Anglicans, each with mourners' waiting and reception rooms. Obviously, more single tickets than returns were sold; and season tickets were unobtainable! The lecture showed that industrial archaeologists have finally emulated their colleagues in prehistoric archaeology in their obsession with the dead!

After pursuing cast iron grave markers across the expanses of Brookwood Cemetery, the nearby Basingstoke Canal, now resurrected, was explored exhaustively and a second

canal visit made to Dapdune Wharf. The highlight of the day was probably the semaphore tower at Chatley Heath, where **Welcome AIA** was relayed to delegates in code. Semaphore was first extensively used during the Napoleonic Wars when there was a serious threat of a French invasion. Chatley Heath is one of 15 stations set up by the Admiralty between London and Portsmouth, enabling messages to be sent between the two places in 15 minutes. The system was replaced by electric telegraph in the 1840s and the tower was inhabited until 1963. It has been restored to celebrate the centenary of Surrey County Council.

On the following day, a different system was used to welcome AIA delegates, blazoned in gas lights outside Sugg Lighting. First established as gas engineers in London in 1807, they moved to Crawley in the 1960s where they still manufacture a wide range of gas lighting fittings in traditional designs. Restoration work is also carried out on existing gas installations and AIA members will be familiar with the Sugg gas fittings in the New Inn at Blists Hill. Lowfield Heath post mill, the next site to be visited, moved from Surrey to West Sussex as a result of boundary changes in 1974. It is now back in Surrey, having been moved from its original site following the expansion of Gatwick Airport. The restored mill was officially opened by Princess Alexandra in April 1990. Two sails remain to be fitted. The final visit of the day was to look at twentieth-century industrial archaeology in the form of the early buildings at Gatwick Airport, particularly the Beehive Building, which was the original terminal of 1936.

Derek Renn's lecture on Tuesday evening illustrated the wide range of mileposts and other markers found on Surrey turnpikes. Of particular interest are the coal duty posts which marked the perimeter at which duty was charged on coal entering London. This was a device introduced to raise money for rebuilding after the Great Fire of 1666 but only lapsed in 1889. The present markers are alongside both roads and railways, since they date from the last time the boundary was defined in 1861. Alan Crocker, a founder member of the Paper Historians group, then described the important Surrey industry of paper-making, particularly the mills alongside the River Tillingbourne.

The following day's visits covered a variety of industries, beginning with a surviving hand-made tile works, Swallow's of Cranleigh. They manufacture the roofing and cladding tiles which are still a feature of vernacular building in Surrey. AIA members were invited to try their hands at the moulding process. Tony Harcombe's collection of stationary internal combustion engines provided a fascinating interlude before lunch. His first acquisition was made in 1967 and the collection has now expanded to 26 units, plus associated electrical generating plant and pumps. Betchworth Chalk Pits provided the adventurous with climbing opportunities on the variety of kilns, now disused. These included conventional draw kilns but also the free-standing Dietzch kilns and the unused Smidth kiln, both designed to pre-heat the stone. More efficient combustion was ensured by the continuous feed of fuel into a limited burning zone. The day concluded at the oldest working windmill in Britain, the Outwood post mill near Redhill, which was built in 1665. The Thomas brothers have owned the



mill since 1962 and continue their work of dedicated maintenance, keeping visitors entertained by their humorous anecdotes.

Wednesday evening's lectures introduced the visits scheduled for the following day to sites of twentieth-century interest. Martin Peters, Director of the Royal Aerospace Establishment at Farnborough, discussed its development and Colonel John Lane, Deputy Commandant at Aldershot, described the transition of a boggy moor into the first purpose-built military town in Britain since the Roman period. At Farnborough the following day, frustrated AIA photographers adorned with security badges were faced with the problem of huge but redundant twentieth-century structures like

the Concorde test facility: should it be listed? Visits were also made to the two wind tunnels, the recent pressurised one dwarfing the original installation which still remains in use. Security was also very evident at Aldershot, where a visit was made to the excellent museum housed in the last pair of bungalow-type barracks which used to cover the whole of North Camp. Some of our more senior members recalled their National Service days in these establishments! It was interesting to compare the bleak and functional army buildings of Aldershot with the elegant facades of housing provided for officers of the Senior Service at Portsmouth and Chatham.

The thanks of delegates are due to Glenys

and Alan Crocker, Peter Tarplee and the other members of SIHG who provided such a variety of entertaining and instructive lectures and visits. Surrey was not an obvious mecca for industrial archaeologists when compared with West Yorkshire in 1989, but members were agreeably surprised at the attractions offered in delightful countryside. Numerous other sites can be explored with the aid of Glenys's excellent Conference Guide, designed and produced by John Stengelhofen. Numbers were smaller than last year, but those who did not attend missed a well-organised and instructive week.

*Marilyn Palmer and Peter Neaverson*

## THE ROUNDHOUSE

Robert Stephenson's London and Birmingham Railway was the first main-line railway to be constructed from London, the portion from London to Boxmoor opening on 20 July 1837. The Act of 6 May 1833 had Camden as the southern terminus, but a fresh Act of 3 July 1835 allowed an extension to Euston. The line from Euston to Camden is steeply graded, the worst section being 1 in 66, and cable haulage was the method of traction at first employed. The steam locomotive engines for the working of the London and Birmingham Railway, supplied and maintained by Mr Edward Bury, of Bury, Curtis and Kennedey, were small low-powered engines, unequal to the task of hauling loads on a steep incline, and were attached to and removed from trains at Camden. Thus from the start Camden became the locomotive depot for the working of main-line trains from Euston to the North.

In the early 1840s locomotives at Camden were accommodated in a rectangular brick building with light iron roofs and a central open yard, situated on the east side of the line near the stationery engines which drew trains up the bank from Euston, conveniently close to the Regent's Canal. This loco depot had a number of turntables of 12 feet diameter, watering and workshop facilities, but could accommodate little more than ten locomotives with tenders under cover.

The Roundhouse, constructed a quarter of a mile to the north west at Chalk Farm in 1847, again on the east side of the line, was a circular railway locomotive shed for the goods engines, 160 feet in diameter with a central turntable 36 feet diameter. Twenty-three locomotives could be accommodated, all under cover on radiating tracks, and the central turntable arrangement allowed any locomotive to leave as desired. By contrast, the long-shed arrangement, where locos are stabled in rows on parallel tracks, occupies less ground but requires forethought when locomotives are put away after work. In practice a good deal of shunting dead engines about was often required at a long shed.

The Roundhouse survives today as one of the Capital's major industrial monuments and richly deserves its grade 2\* listed status. Twenty four cast iron girders, support a magnificent cast and wrought iron roof structure which is surmounted by a lantern-light. Beneath the floor, to provide support for the heavy locomotives, there is massive brickwork. The locos were in fact at first floor level; the ground floor at the level of Chalk Farm Road was originally a coke store.

Before the invention of the firebox brick arch and deflector plate by Matthew Kirtley of Derby in 1858 main-line railway locomotives did not burn coal as they were not permitted to make smoke. Coke for the use of locomotives stationed at Camden was produced in the railway company's own coke ovens which were situated close to the Regent's Canal about a quarter of a mile to the south east of the Roundhouse. The coal used came by sea from the Newcastle area, being transhipped at Regent's Canal Dock, Limehouse, and thence by canal to Camden. At the beginning of the 1840s a mixture of equal quantities of Tanfield Moor and Windsor's Pontop coal was used for the coke ovens, of which there were eighteen. Cooling was carried out on a brick floor using water from the Regent's Canal.

Under Robert Stephenson, R B Dockray was the engineer of the Roundhouse and he lived only a short distance away at 160 Haverstock Hill. For passenger locomotives a loco shed was constructed on the east side of the main-line almost opposite the Roundhouse and this site continued as the Camden loco depot until the end of steam traction. It was the by now less convenient, but perhaps more economical, long shed. In British Railways' time engines allocated here carried the code '1B'.

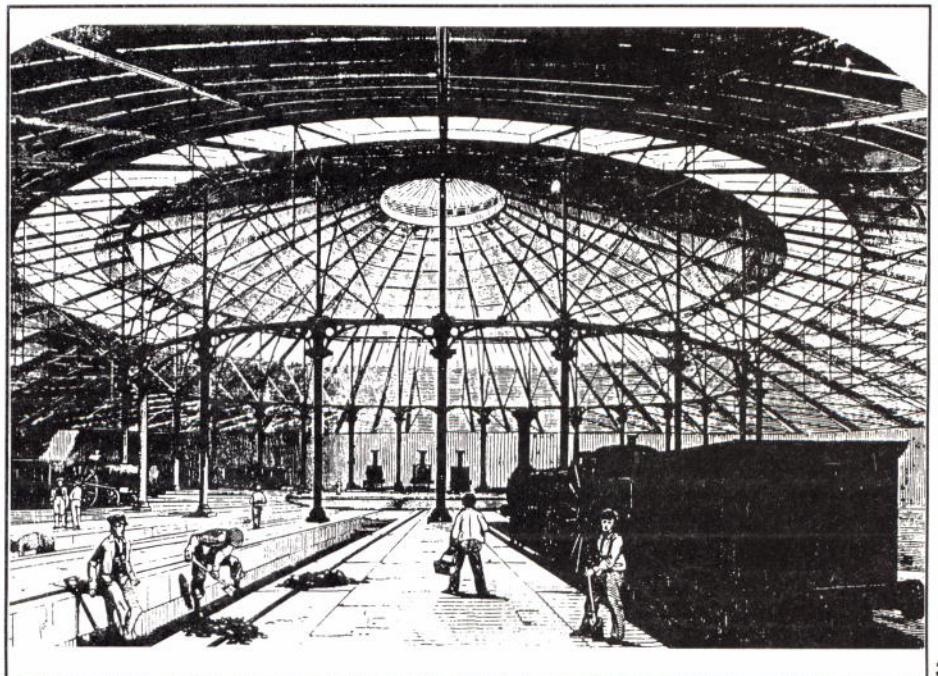
By 1862 locomotives had become too long to fit on the central turntable of the Roundhouse and as a locomotive engine shed the building fell into disuse. From 1869 to 1964 it was used by W&A Gilbey Ltd as a bonded

spirit store and in 1967 it was licensed as a 600 seat theatre. Arnold Wesker had founded 'Centre 42' in 1960 following resolution number 42 of the TUC conference of that year that the Trades Union movement should become more involved with the arts. Centre 42 were presented with the lease of the Roundhouse in June 1964 and after some delays it became an arts centre and their headquarters. Financial problems since then have given the Roundhouse a varied artistic existence.

Recently there has been a lull in activity, plans for a black arts centre here having come to little. Commercial developers are proposing a £10 million arts scheme involving a twelve-storey hotel and 60 flats. Camden Council has reservations about the proposal, as expressed in the *Hampstead and Highgate Express* on 13 July 1990. The 'Ham & High' complained that security at the Roundhouse has been lax and the building is in a poor state of repair (17 August 1990). Along with the Interchange Warehouse of 1905 near Camden Lock, the Chalk Farm Roundhouse is a very significant feature of the area and it is to be hoped that this fine early example of a railway locomotive shed will be revered as it deserves.

*R J M Carr*

*Below: The Roundhouse in 1847*





**APPRECIATING DOUGLAS**

Following the sad death of Douglas Hague last year, a special event was held in October to celebrate his life. It was not a memorial service, but an informal opportunity for friends and colleagues to share memories. About a hundred people attended on a misty afternoon beside the River Severn at Coalport China Museum. Douglas could not bear organisation and authority, so Neil Cossons served as a 'non-chairman' while many present offered contributions, exercised or extemporary. A focus was the reading of some of Douglas's innumerable letters to the press by Chris Houlder and Sonia Rolt: broadsides in campaigns for conservation, puckish quips, or simply expressions of enthusiasm, especially for the simple vernacular architecture of the Welsh countryside or for uninhibited Victorian vulgarity. Memories from the likes of Stuart Smith, Angus Buchanan, Julia Elton, Marilyn Palmer and a lamp keeper from Trinity House ranged as widely as his innocent eyes, his exuberance and unconformity, his mixture of vices and virtues, and his frozen custard souvenirs. So informal an event could easily have been embarrassing or awkward, but it was a tribute to Douglas's ability to bring out the best that all miraculously fell into place to make a memorable and moving day. Amongst it all, some unrecorded voice pronounced, 'He was a man ahead of his time but of a past age as well. We will not see his like again.'

One of the contributors was AIA President, David Alderton, who gave an appreciation very relevant to Douglas's role in the Association which members may wish to read:

*The death of Douglas Hague deprives industrial archaeology in general, and the Association in particular, of one of its most colourful characters. Douglas served the Association for many years, having been elected in 1972 at the Isle of Man conference as one of the members of the first Council, which was set up to bring the AIA into existence. In 1984 he was the local organiser for the memorable conference in Aberystwyth. He remained on Council until 1986, when he felt that for health reasons he could no longer play an active*

*role. Council thereupon elected him as the Association's second honorary Vice-President, and he still took an active interest in events, attending occasional meetings. It is pleasant to record that one of the last communications he received was a card carrying the good wishes of the members of Council.*

*Perhaps the greatest delight of Douglas was that he seemed in so many ways a boy at heart—though perhaps more of a Just William than a Peter Pan. His enthusiasms were great and infectious, his sense of humour impish. I recall one morning when I was staying with him and we had to leave very early to catch the train to a Council meeting. I was aroused not by a gentle tap on the door but by a loud blast of heavenly trumpets from a record player in the room below. He was not afraid to stand out, in his attire (surely the lasting memory of Douglas for all of us will have him wearing shorts and a bobble hat), and in his attitudes. He would take on any foe to protect a site he valued. His knowledge of the history of technology was wide, and he would use it for the most practical ends, such as watering his garden with what must have been the only shadow in Wales. At times he was somewhat disconcerting to work with: I discovered only a few weeks before the Aberystwyth conference that though he had organised flower arrangers to decorate the lecture theatre, he had not booked coaches for the field trips. He also lacked a sense of time when on trips, not a trait endearing to a conference secretary. However, one could never be angry with Douglas for long, any more than he himself was ever angry for long. He entertained those who attended conferences with his lively and pithy contributions, but as his Rolt memorial lecture showed he could also prepare a thoughtful and telling exposition of a theme which was close to his heart. We shared his grief for the loss of Rosemary, and rejoiced with him when he married Joan, because he was a man always open, always approachable, and always genuine in his responses: therein lay his charm. Our sympathy goes to Joan, and to Matthew, Julie and Clive for their loss: for ourselves, we know that conferences are not the same without him.*

**NEW COUNCIL MEMBER**

One new member joined the AIA Council as a result of the election at last year's AGM in Guildford. Mark Sissons was born in East Yorkshire and trained as a textile technologist in the West of Scotland. He has worked in many different sections of the textile industry in Scotland and the north of England. He now lives in south Leicestershire and is employed as a director of a very long established hosiery manufacturer in Hinckley. His principle interests are in stationary steam power and early transport systems. He has been closely involved with the restoration of two beam engines in Derbyshire. He has for several years been the industrial listed buildings agent for the Council for British Archaeology in the East Midlands and has served on the industrial committee of the CBA. Mark has published work on Derbyshire coke ovens and been involved in work on many other sites in Derbyshire. He is a member of the Derbyshire Archaeological Society, the Stationary Engine Research Group, the Leicestershire Industrial History Society and the North Yorkshire Moors Historical Railway Trust.

**BRITISH ARCHAEOLOGICAL AWARDS 1990**

The presentation of the latest British Archaeological Awards took place in November at the Royal Geographical Society in Kensington. These awards provide one of the key events in British archaeology, every two years. Ten categories of awards were given, the highest award in monetary value being for £1,000 towards the further development of projects. Several winners and runners up this time were connected with industrial archaeology.

The Ironbridge Award, for the best project for the adaptive re-use of any historic building, was given for the Corn Exchange in Leeds. This grade I listed building was designed by Cuthbert Broderick in 1860 and completed in 1862. It is a vast elliptical hall, with a huge central space under a glazed roof for inspecting the corn and a ring of galleried offices around the edge. It has been converted in a £4 million project by Speciality Shops plc with Alsop, Lyall and Stormer as architects, and now houses restaurants and small shops in an environment of a quality to put most modern shopping centres to shame.

The runner-up for the Heritage in Britain Award, for the best project to secure the long-term preservation of a site or monument, was the Chiltern Open Air Museum. This was cited for work in rescuing the Thame Vicarage Room, an example of the kind of minor but significant building which can easily be ignored in preservation. The building is a rare example of Victorian prefabrication. It was constructed of bitumen roofing felt reinforced with wire mesh on a softwood timber frame by the Wire Wove Waterproof Roofing Company of 108 Victoria Street, London, and was delivered to Thame on the Great Western Railway on 28 November 1896. Having already been moved once, early in the century, it has now been re-erected at the museum, at Chalfont St Giles, Buckinghamshire.

Finally, a runner-up for the Archaeological Book Award was Norton Priory, which, although on a medieval archaeological subject, was written by the Director of Manchester Museum of Science and Industry, Patrick Green.

The awards will next be given in 1992. Details will be available from 1 January 1992 from Victor Marchant, Honorary Secretary, British Archaeological Awards, 317 Norbury Avenue, London SW16 3RW. Put the date in your diary now, and send in an entry!

*Below: Wire woven building: a rare example of late nineteenth-century prefabrication. Thame Vicarage Room, re-erected at Chiltern Open Air Museum. See British Archaeological Awards*

*Photo: Chiltern Open Air Museum*





## SMALLSMITH'S DIARY

25 December

The spirit of goodwill truly overtook my friends, my dear wife and I this Christmas time. Last night we met at Neill's, and his hospitality flowed liberally, although Bolt and I did comment, while Neill was out preparing more cocktails, that it was strange for an IA party to go so well without at least two obscure real ales to get the conversation flowing. Neill looked somewhat annoyed when Bolt then continued to converse freely, and at length, about his favourite Midlands real ale. The situation was saved by the remarkable Mrs Dobbin who introduced a rather humorous game in which we had to spot IA references in Christmas carols—bell-founding in 'Ding-dong merrily on high' for instance. The evening passed splendidly, and ended in much laughter at Bolt's expense after he insisted that 'tidings of comfort and joy' might refer to the carriage of beer on the Trent and Mersey Canal but Mrs D. replied that it probably meant news of a real ale bore falling into his lock!

26 December

Our Boxing Day outing to our favourite open air museum was marred by a disgraceful row about authenticity between Mrs D. and Bolt on one side, and Neill and a museum official on the other. Whilst I have some sympathy with the former's view, that such museums portray a sanitised view of the past, I feel that this particular row about whether a Victorian mining community would actually celebrate Christmas with a Santa Claus giving Design Centre toys to its children, was based more on a long lunchtime in the museum pub and less on close historical research.

13 February

A good day, even though I am still plagued by the bad chest which, despite Mrs D.'s obvious disbelief, really had kept me from any IA fieldwork this winter. As it was I received my mailing from the national IA body. I always enjoy reading the quarterly newsletter, particularly its

latest update on each industrial building in Sheffield. The occasional journal 'Universal Industrial Remains' is a hoot, even if its universe seems to be mainly Shropshire and Germany. The main journal, too, keeps me happy for weeks. I sometimes wonder however whether its editors do believe there are only four or five qualified IA enthusiasts in the country who can review books. Bolt, Neill, Mrs D. nor I have EVER been asked!



## AIA NEWS

### THE AIA GOES ABROAD

For the first time ever an AIA group travelled abroad on an organised visit in June last year. A hard core drawn from members of the Southampton University IA Group was joined by four members of the AIA on a visit to Belgium organised by Dr Ray Riley of Portsmouth Polytechnic. Ray's PhD was based on research into the Belgian coal industry, so we were in very good hands.

The tour got off to a good start in beautiful weather at Dover, where the demolition of the war-time patrol-boat pens attracted the members to parts of the port other groups don't reach. Most of the first day was spent on a steady progress to Antwerp, where the hotel proved to be right outside the magnificent iron and glass train shed of the central station, built in 1905. That evening we had a talk from Adriaan Linters of the Flemish Society for Industrial Archaeology. The station was investigated in more detail the following morning, prior to visits to the National Maritime Museum and the Scheldt quays which have a fine collection of preserved dock cranes as well as boats. In the afternoon came a special train on the preserved industrial railway at Vilvoorde, a Brussels suburb, complete with inspection of their works, a look at a fine lifting bridge on the Willebroek Canal and a coking plant, consumption of beer in the buffet car, and a lot of socialising with the small but friendly group which runs the line.

Monday saw a visit to what must be the most decorative railway water towers in Belgium, if not the world, at Berchem in the Antwerp suburbs. It was followed by a tour of the old and newer docks, including a rather remarkable conversion of a hydraulic pumping station into a hippy art colony, before leaving for the brick ecomuseum at Boom. Here we

became aware that Belgium like Britain has more sites than it really has at present the enthusiasm and money to run: the works had benefited from government funding but requires a lot more spent on it if the acres (literally) of drying sheds in the town are not to collapse. We also saw one works still producing bricks, and the interesting industrial settlement. We moved on to Liège for the next three days, and the next morning met M Claude Gaier, President of the Walloon and Brussels Industrial Archaeology Society. Afterwards we visited the Trimbleu coalmine, a somewhat odd mixture of preserved mine and theme park with amusements and rides: however, we were given a very complete tour of both above and below ground buildings and plant. A rather soggy afternoon was spent following the English-built railway (with bridges very much in Stephenson style) from Liège to Verviers through very attractive limestone scenery and visiting the Verviers wool museum.

On Wednesday morning came a tour of limestone quarries in the valley of the Ourthe, some still in use, followed in the afternoon by a visit to the Iron and Coal Museum in Liège: some fine models, artefacts and machinery, but somewhat under-explained. The following day we visited the magnificent barge lifts at Bracquegnies on the Canal du Centre with their still working hydraulic rams and ancillary equipment driven bywater power. All the bridges, both lifting and swinging, were hand-operated. It is to be hoped that the system survives the replacement of this section of the canal by the new canal and enormous 70 metre lift we saw under construction nearby. In the afternoon we visited the colliery ecomuseum at Bois-du-Luc, another slightly sad site with much unrealised potential.

After a move to Mons, Friday morning was spent visiting the massive modern inclined

plane at Ronquières on the Brussels-Charleroi Canal, where again we saw a boat going through, and also became aware of the problems of wind-force in the design of such structures: it was blowing a full gale. We visited the remains of colliery buildings at Grand Hornu (more like a chateau), and then in the afternoon had a guided tour of sites in and near Tournai, led by M Freddy Lemaire. These included the canal through the town and watergate, the fine station and a number of very impressive banks of limekilns.

On our final morning a visit to the Lobbes-Thuin tramway proved a disappointment: the system had failed to re-open this year, though we saw plenty of evidence of it. Our fastest run of the week enabled us just to catch our ferry from Ostend.

Overall, our most grateful thanks are due to Ray for organising it all and giving up his time to lead the tour. I found it most enjoyable, and I trust that when the AIA next ventures abroad (probably Holland in Easter 1992) there will be rather more support—you now have some idea of what you missed this time around!

David Alderton

## HELP!

### MORE ENGINES AVAILABLE

The Thomas Glenister Company, furniture makers of High Wycombe, have recently ceased furniture making and have three stationary engines for disposal. These are a Paxman Lentz 220 bhp tandem compound steam engine built in 1914, a Marshall 60 bhp overhead type cross compound steam semi-portable built in around 1885, and a Paxman 3VH Diesel engine of 135 bhp built in 1914. The first of the three is in excellent running order. The Company is open to offers at Hughenden Road, High Wycombe, Bucks ☎ 0494 21988 and will allow inspections by appointment.

## REGIONAL NEWS

### NORTH WEST ENGLAND

A canal that was filled in in the 1960s is being dug out to form the centrepiece of a development on a site on Lower Mosley Street in **Manchester**, which includes a new concert hall for the Halle Orchestra. Overlooking the site is the Victorian warehouse, Chepstow House, now converted to flats, and it is hoped to re-activate a stretch of the Manchester and Salford Junction Canal as an amenity here. A more ambitious scheme would involve re-opening the section under Central Station (GMEX) and the GNR Warehouse, last used as an air-raid shelter, to take visitors to the Granada TV Studios Tour.

The McConnell and Kennedy cotton mill complex in the recently designated **Ancoats** Conservation Area is under the threat of partial demolition from developers, who want to demolish Dedgwick New Mill and to concentrate refurbishment on the area between Henry Street and Murray Street. English Heritage is in favour of the improvements, which include hotels, offices and flats, but regrets the possible destruction of part of the three-sited complex, which dated back to the early 1800s.

The **Anderton Boat Lift** was opened in 1875 and is a scheduled ancient monument. It was designed to raise and lower boats between the Trent and Mersey Canal and the River Weaver in Cheshire, some fifty feet below the canal level. Severe corrosion was found in 1985, but now consent has been given by the Department of the Environment for British Waterways to begin restoration. The hydraulic lift originally consisted of two balanced tanks for canal craft. In 1908 electric motors were installed to operate each tank independently. These tanks weigh 252 tons when full of water and 36 stacks of counterweights weigh several tons each. There are sixteen geared pulley wheels to take the ropes.

*A D George*

### SOUTH EAST ENGLAND

In October the **Twyford Waterworks** Trust held its most successful open day yet at the pumping station. Well over 600 people streamed through the gates, and funds received a substantial boost. The Trust has also received a grant of £2,500 from British Gas Southern to restore gas making plant which will provide traditional illumination in the limekiln area. Steady progress on the restoration of machinery continues, with two hydraulic engines in working order for different purposes, as well as diesel plant and a gas engine. The Hathorn Davey triple expansion steam engine is still turning over on compressed air, but the magical day is approaching when once more steam power can be used. The rope-worked inclined railway is also being restored at present, so by 12 May, the next open day, there will be a great deal for visitors to see. Parties welcome by appointment, any time – contact the Administrator ☎ 0794 522842.

By its own open day (coinciding with National Mills Day, **Bursledon** Windmill will be producing flour again after a break of more than a century. The new sails turned for the first time in June, and work has continued since then—a gallery is now in place, and the final work on the machinery is being undertaken. Although the mill will be managed jointly by the

Borough Council, and manned by the County Museums Service, ownership will remain with the Hampshire Buildings Preservation Trust. This body's contribution to the preservation of Hampshire's industrial heritage is remarkable: amongst the projects in which they have been involved are the restoration of Southwick Brewhouse and Twyford Waterworks. As a direct result of their intervention Whitchurch Silk Mill, one of the county's finest industrial buildings, was saved and enabled to continue working. The Trust has also given help and advice on countless other occasions and in 1990 published a leaflet on sites of industrial heritage interest in Hampshire. They are currently making plans for the creation of a Museum of the brick industry at Bursledon Brickworks. The Hampshire Buildings Preservation Trust offers a shining example to the many Buildings Trusts in Britain; although many do sterling work, few take on industrial buildings at present.

*Pam Moore*

### GREATER LONDON

Thames Water Utilities (TWU) have made it clear that they have every intention of restoring the listed **Crossness** engine house and its beam engines to an appropriately high standard. Representatives of the Crossness Engines Trust had a very constructive meeting with Mr M Hoffman, Chief Executive of TWU, on 13 November 1990 and the previous problem of poor communication is now overcome. TWU are to spend immediately a considerable sum of money making good the fabric of the beam engine house and this work is to be completed by the end of January 1991. A TWU Project Engineer will be appointed.

Port East is the new name for the area around the group of Grade I listed buildings at the north west corner of the **West India Docks** on the Isle of Dogs. At one time it was planned that the Museum of London's Museum in Docklands Project would be housed in the remaining warehouses here but there is little hope of this now. Redevelopment is likely to be even more drastic than that meted out in transforming the skin floor at London Docks into 'Tobacco Dock'. Proposals are to modify the Gwilt warehouses, with the provision of light tunnels, atria and high tech additions to the south. Having seen the plans, 'Piloti' remarks in his 'Nooks and Corners' in *Private Eye*, 16 March 1990, that 'no grade I listed church or house would be treated so ruthlessly'.

TWU have plans for some redevelopment of the reservoir area at **Stoke Newington**. The solution now being sought is similar to that being implemented at the Barn Elms Water Works site, Richmond-upon-Thames. Here, there is a partnership with the Wildfowl and Wetlands Trust in which part of the available area is to be redeveloped for housing to provide funds for a 110 acre nature reserve and visitor centre. The Save the Reservoirs Campaign (Hackney) believes that unrestricted development would take place on the Filter Beds at Green Lanes, Stoke Newington, with some redevelopment on the West Reservoir and leisure and recreation facilities and a nature reserve at the East Reservoir. It is understood that TWU have given an undertaking that the West Reservoir will not be drained in advance of planning permission being granted.

*R J M Carr*

### YORKSHIRE AND HUMBERSIDE

The listed Sugarwell Tannery in Meanwood Road, **Leeds**, has been converted to 14 self-contained office buildings by Alpha Estates plc. The conversion has preserved the original facades and roof trusses. There have been large tanneries in the area, a mile north of the city centre, since the 1850s, and around 1890 they had 300 tanning pits.

Fire has seriously damaged the Maude-Walkley Clog Factory at **Hawkeclough** near Hebden Bridge, the last mass-manufacture clog maker in the country. The mill employs about 100 people and is a popular tourist attraction, and it is hoped that it will re-open shortly.

The North Bridge at **Halifax** was officially reopened on 26 November after extensive reconstruction. It was built in 1868-70 to designs by John Fraser, engineer with the Great Northern Railway. The contractor was Archibald Neill, better known for mills and warehouses in Bradford. Joseph Cliff of Bradford supplied the cast and wrought iron arch ribs, eight for each of the two 160 feet spans. The outer ribs of cast iron, carrying decorated parapets and spandrels with gothic tracery, have been repaired and repainted. Two inner ribs at the south end, and four at the north end, have been replaced respectively by three and five steel ribs of identical profile. These were made by British Steel for the subcontractors Leven Bridge Engineering Ltd of Stockton; the main contractors were Shand Construction of Leeds.

Also in Halifax, the Civic Trust and UK 2000 are working with Calderdale Council to improve the footpath along the line of the 1828 branch canal from the **Calder and Hebble Navigation** at Salterhebble to a site now occupied by Rowntree Mackintosh near Halifax station. The canal was last used commercially in the 1940s; only half a mile to the Jenny Dee pub remains navigable, and much of the rest has disappeared.

Approval has been given to plans to redevelop the 1885 LNWR/L&YR Warehouse near **Huddersfield** station into office accommodation with parking on the ground floor.

Heritage Projects, the firm behind the Jorvik Centre at York, has carried out a feasibility study for an iron and steel museum at Templeborough, **Rotherham**. It would include 'lifesize models of steelmen' and 'visitor rides', with machinery exhibits and metal products in a second phase. The proposals have been welcomed by Rotherham Council, but would need private funding. Only a short distance away, Sheffield is considering a national museum of steel which would include historic buildings and sites in the Lower Don Valley.

Developers Shearwater Holdings have withdrawn from the scheme to develop **Sheffield** Canal Basin, with its listed warehouses of 1819 and 1890, and Sheffield Development Corporation, the City Council and British Waterways are considering alternative proposals. Meanwhile there is serious concern about vandalism at the adjoining listed Sheaf Works offices and warehouse, built in 1820-6 as a very early integrated steel and edge tool works, which Shearwater bought and have now left empty. British Waterways are to spend £70,000 on repairs to the 1819 Darnall Aqueduct on the Sheffield Canal.

*Derek Bayliss*



## OBITUARIES

### KENNETH C BARRACLOUGH

Dr Kenneth Barraclough, well known as the leading historian of the Sheffield steel industry, died suddenly on 15 October, aged 72. He had a distinguished career as a chemist and metallurgist in the steel industry. Early on, he worked with W H Hatfield who succeeded Harry Bready (inventor of stainless steel) as head of the Brown Firth Research Laboratories. Ken became an authority on steelmaking and eventually head of the Special Metals Division of Johnson Firth and Brown. Latterly he was a director of a small special steels company.

Throughout his career in the industry he had a close interest in its history, and particularly in the old Sheffield methods of steelmaking with cementation furnaces and crucible furnaces, which he saw in their last days. These methods had originally relied on imported Swedish iron, and with the help of friends in the Swedish industry he tracked down the old works there which had supplied Sheffield. His researches into the Sheffield industry formed the basis of a thesis, supervised by David Crossley, which led to the award of a doctorate by the University of Sheffield.

His *Sheffield Steel* (1976) has gone into several editions. The two volumes of *Steelmaking before Bessemer*, published by the Metals Society in association with the Historical Metallurgy Society, are a standard work, and a companion volume on *Steelmaking 1850-1900* is expected shortly. In addition he wrote many papers on Benjamin Huntsman, Sir Henry Bessemer, Sir William Siemens, and other aspects of steelmaking history. He was a past president and a former secretary of both the Historical Metallurgy Society and the Sheffield Trades Historical Society. We owe to him the preservation of the ruined cementation furnace at Bower Spring, Sheffield, now a scheduled ancient monument and in the care of the Sheffield Trades Historical Society.

Derek Bayliss

### GORDON RATTENBURY

Gordon Rattenbury, who died in September aged 80, was one of the leading British experts on the history and archaeology of pre-locomotive railways. Based in South Wales, his understanding of the uniquely dense network of tramroads in that region was unparalleled; and it is unlikely that anyone ever again will know so much. His interest began before the war and continued unabated through a career in the Midland Bank and a retirement of more than twenty years. He was an honorary Vice-President of the Railway and Canal Historical Society, and was a prime mover in many other organisations.

Through numerous articles in the *RCHS Journal* and other publications, and through his book *The Tramroads of the Brecknock and Abergavenny Canal* (1980), Gordon contributed to the history of not only tramroads, but also the canals, coal and iron industries with which they were so inextricably linked. The painstaking detail and accuracy of his written work will ensure that it remains a standard source of reference, and his integration of fieldwork with documentary evidence serves as an example of good practice for industrial archaeology in general. Gordon will also be remembered very fondly by a large band of enthusiasts who owed him a great deal, many of whom have gone on to become leading figures in Welsh industrial archaeology. For two decades he organised popular monthly field visits, quite informally, all over South Wales, where he would pass on his knowledge of literally thousands of sites and subjects. Many attracted by his warm wit and his nose for a good lunch were infected by his enthusiasm and went on to research and write themselves. Gordon was always unstinting in giving of his time and of his own hard-won research to help in any way he could. To all who would listen he showed how to use their eyes and how to understand the intricate historical stories that field evidence could relate.

Peter Wakelin

### JOHN ROBERTSON

John Robertson, whose article on Melfort Gunpowder Works appeared in Volume XII of *Industrial Archaeology Review*, died in August after a short illness. John had a lifelong interest in local history, and even before industrial archaeology became a recognised subject area was studying the charcoal ironworks of Bonawe. He published a number of articles in this field, and edited the biography of Joseph Mitchell, engineer, for David and Charles. He had a close association with the History Department at Strathclyde University, and was always willing to help staff and students from his vast store of knowledge. John was an inveterate book collector, and has left much of his collection to the University Library. He is much missed by his wide circle of friends:

John R Hume

## AFFILIATED SOCIETIES

Although affiliated societies will already be aware of the programme for this year's Ironbridge Weekend (12-14 April), programmes and booking forms are enclosed with this mailing, both to remind societies of our theme of 'Voluntary Societies and Conservation' and for individual members who will be very welcome. I very much hope to see many of you there. Due to the number wishing to participate, we moved last year to the larger venue of the Long Warehouse at Coalbrookdale, and this year's weekend will also be based there. If you have been before, I hope you will agree it is worthwhile and enjoyable. If not, why not give it a try? Besides the lectures and practical session, the annual weekend offers an ideal opportunity for members of affiliated societies to exchange information and ideas, and to meet members of AIA Council.

As mentioned in the mailing to affiliated societies some months ago, the AIA is attempting to compile a list of specialist societies, large and small, and would welcome information to assist in this. For example, on the list is the Historic Farm Buildings Group, with the name and address for contact, and a note that they produce two newsletters and a journal each year, and hold annual conferences. If you know of a group which could be added, please send the details to me. Don't worry that we may already know of it—much better to be notified several times of the same body than not at all!

I hope that by now many members of affiliated societies will have returned computer questionnaires, and also that a number of you will have booked for the Bristol field visit.

As always, I would welcome suggestions from members—of possible speakers or topics for the spring weekends, or of any other way in which you feel that AIA could help your society. I look forward to hearing from you. My address is 20 Stourvale Gardens, Chandlers Ford, Hampshire SO5 3NE.

Pam Moore 7

## TRANS-ATLANTIC ENGINE AUCTION

The Henry Ford Museum and Greenfield Village at Dearborn in Michigan are selling by mail auction a large number of antique engines. This is said to be because the engines have been subject to 'a rigorous review process and determined to be either duplicates, in poor condition, or out of the scope of the museum's collecting areas'. To sell objects in this way is an unusual step for a museum to take; however the Museum states that decisions have been taken and reviewed very carefully and funds realised will be restricted to the acquisition of new objects or the conservation of existing collections.

Further information and bidding forms can be obtained from Sarah Lawrence, Chief Registrar, Henry Ford Museum and Greenfield Village, PO Box 1970, Dearborn, MI, 48121, USA ☎313 271 1620. Thirteen items are listed for sale:

- \* A Fitchburg horizontal automatic cut-off side crank mill steam engine, of 24 inch stroke, built in 1884.
- \* An Armington and Sims horizontal high speed centre crank mill steam engine, of 15 inch stroke, built in 1888.
- \* A McKintosh, Hempell and Co horizontal side crank box bed mill steam engine, of 32 inch stroke, built in 1871.
- \* A George Frick side crank box bed mill

steam engine of 14 inch stroke, built in 1856: the first engine built by George Frick.

\* A probable William Wright side crank automatic cut-off mill steam engine, of 32 inch stroke, built c1870.

\* A crude beam engine of unknown manufacture, of 20 inch stroke, built in around 1840: originally used at the Thorne Water Works in Yorkshire.

\* A moderate size beam engine of unknown manufacture, of 40 inch stroke, built in about 1840: used at Barningham Mill in Suffolk.

\* A Robert Legg table engine, of 13 inch stroke, built c.1880: used at Radford's Tobacco Company in London.

\* A John Braithwaite table engine, of 18 inch stroke, built c.1825: used at a brewery near London.

\* A Renaldson oscillating paddle wheel engine of c.1880, used on the Thames steamer 'Albert Victor'.

\* A Willans and Robertson engine driven generator set with a central valve vertical twin cylinder engine, built c1900: used at Turpin and Sons Depot, Castle Gate, Nottingham.

\* A Heinrich Lanz of Mannheim portable steam engine of c1882.

\* A Howard Line Plough by J & F Howard of Bedford with steam traction engine, cable plough and cultivator, built c1890.

**March 23 1991****SERIAC 1991 CONFERENCE**

The South East Regional IA Conference: current themes and problems in industrial archaeology, chaired by Dr Neil Cossons at the Science Museum. Details from Dr David Perrett ☎ 081 692 8512.

**April 12-14 1991****AIA IRONBRIDGE WEEKEND**

at Ironbridge, on the theme of 'Voluntary Societies and Conservation'. Further details are enclosed with this mailing.

**April 18 1991****THE ULTIMATE MUSEUM EXPERIENCE**

a day course on demonstrating dramatic industrial processes, at Ironbridge. Further details from Department D, The Ironbridge Institute, Ironbridge Gorge Museum Trust, Ironbridge, Telford, Shropshire, TF8 7A ☎ 0952 432751.

**April 25 1991****THE SEVERN IN THE INDUSTRIAL REVOLUTION**

a day course on an old river navigation in an age of change, at Ironbridge. Details available as for 18 April.

**April 26-8 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.

**April 30 1991****DERELICT LAND IN THE COMMUNITY**

a course on ecology and nature conservation at derelict industrial sites, at Ironbridge. Details available as for 18 April.

**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 9 1991****PUBLICATIONS FOR HERITAGE ORGANISATIONS**

a course on publishing and selling books, and interpreting sites with their help, at Ironbridge. Details available as for 18 April.

**May 10 1991****PERIOD PAINT**

the annual Ironbridge Institute course, this year on the constituents and manufacture of paints, based in London. Details as for 18 April.

**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.

**May 17 1991****THE LANDSCAPE OF LABOUR HISTORY**

a course in London organised by the Ironbridge Institute, English Heritage and the Society for the Study of Labour History, on the conservation of buildings related to work and to the labour movement. Details as for 18 April.

**Region 1 SCOTLAND**

Miles Oglethorpe, RCAHM Scotland, 54 Melville Street, Edinburgh EH7 HF.

**Region 2 IRELAND**

A Montgomery, Assistant Keeper IA, Ulster Museum, Botanic Gardens, Belfast BT9 5AB.

**Region 3 NORTHERN ENGLAND**

Cumbria:

M Davies-Sheil, 12 St Mary's Park, Windermere, Cumbria, LA23 1AY

Northumberland, Tyne & Wear, Durham and Cleveland:

G Muirhead, 3 Barton Court, Seaburn Dene, Sunderland, Tyne & Wear SR6 8PF.

**Region 4 YORKSHIRE & HUMBERSIDE**

North, West & South Yorkshire and Humberside:

Derek Bayliss, 30 Muskoka Avenue, Bents Green, Sheffield S11 7RL.

**Region 5 NORTH WEST ENGLAND**

Lancashire, Merseyside, Gt Manchester and Cheshire:

A D George, 30 Kingsway, Worsley, Manchester M28 4FD.

**Region 6 WALES**

Mrs Hilary Malaws, RCAHM Wales, Crown Buildings, Plas Crug, Aberystwith, Dyfed SY23 2HP ☎0970 624381 (office hours).

**Region 7 WEST MIDLANDS**

Shropshire, Staffordshire, West Midlands, Warwickshire and Hereford & Worcester:

John Powell, Ironbridge Gorge Museum Trust,

Ironbridge, Telford, Shropshire TF8 7AW ☎095245 2752 (office hours).

**Region 8 EAST MIDLANDS**

Derbyshire, Nottingham, Lincolnshire, Leicestershire and Northampton:

Peter Neaverson, 6 Grey Crescent, Newton Linford, Leicester LE6 0AA ☎0530 242911.

**Region 9 EAST ANGLIA**

Cambridge, Norfolk, Suffolk and Essex:

David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY ☎Helesworth 2343.

**Region 10 GREATER LONDON**

Dr R J M Carr, 127 Queen's Drive, London N4 2BB.

**Region 11 HOME COUNTIES**

Oxford, Buckingham, Bedfordshire, Hertfordshire and Berkshire:

Ms Kay Owen, 18 Millstream Close, Hertford SG14 1LJ.

**Region 12 SOUTH EAST ENGLAND**

Hampshire & IOW, Surrey, Sussex and Kent:

Mrs Glenys Crocker, 6 Burwood Close, Merrow, Guildford GU1 2SB.

**Region 13 WEST OF ENGLAND**

Somerset, Avon, Gloucestershire, Wiltshire and Dorset:

Mrs Joan Day, 3 Oakfield Road, Keynsham, Bristol BS19 1JQ.

**Region 14 SOUTH WEST ENGLAND**

Devon and Cornwall:

John Stengelhofen, Kelly Coppice, Calstock, Cornwall PL18 9RA.

**May 18 1991****EMIAAC 41**

the forty-first East Midlands Industrial Archaeology Conference, at Skegness, on the theme of the tourist industry in seaside resorts. Details from Colin Watson, Castle Cottage, Tattershall Castle, Tattershall, Lincoln LN4 4LR ☎ Coningsby 42319.

**June 12 1991****INTERPRETING THE BUILT ENVIRONMENT THROUGH MUSEUMS**

a course organised by the Weald and Downland Museum and the Ironbridge Institute, at Ironbridge. Details as for 18 April.

**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.

**October 17 1991****INTEGRATED STRATEGIES FOR HERITAGE POLICY**

Ironbridge day course; details as 18 April.

**October 18 1991****FUTURE POLICIES FOR CONSERVATION LAW**

Ironbridge day course; details as 18 April.

**November 4 1991****INDUSTRIAL PRESERVATION**

a day course on the philosophy of preservation-the Science Museum; details as 18 April.

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.

# AIA Bulletin

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Designer: John Stengelhofen

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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.