

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

DOWN THE LINE TO DEMOLITION

In June this year, after many years of neglect, one of Britain's earliest railway buildings was demolished. The case raises some important questions about the management of listed buildings of all types. Built by George and Robert Stephenson in 1832-3, the building was the incline keeper's house for the Leicester and Swannington Railway self-acting incline at Bagworth; the last remaining original building on the entire line. It was an interesting structure whose form reflected its function, and it belonged to an important phase in the evolution of railways.

The 'Round House', as it was known, was continuously inhabited until 1978 when, largely due to mining subsidence and the lack of services, Hinckley and Bosworth District Council served a closing order on the property. A short time later it was Listed Grade II as a Building of Special Architectural or Historic Interest by the Department of the Environment. At this time the owner claimed mining subsidence compensation from the National Coal Board and, quite within his rights, spent the

money from this award on his own farmhouse.

The building had been given much attention in recent years. It was surveyed in 1982 by the Leicestershire Industrial History Society and was the subject of a restoration feasibility study by a firm of architects which led to interest from the Leicestershire Historic Buildings Trust. It was even suggested it should be moved to Leicestershire County Council's new museum of science and industry at Snibston. As an Assistant Keeper at the museum I recommended that, because of its importance and its relation to the railway and incline, it should be preserved in situ. After 1987 the building fell into a serious state of disrepair, with most of the roof, parts of the walls and all windows missing.

In February 1991 the Department of the Environment, on advice from English Heritage, de-listed the structure on the grounds that not enough of the original fabric remained to warrant Listed status. The Director of Museums, the County Conservation Officer and various local historians wrote to English Heritage and DoE requesting the decision to be re-examined and the building re-listed. This request was turned down.

The building was in a very poor condition,

so much so that the District Council served a demolition order in the interests of safety. The outcome of this action was to provoke a local outcry and media attention, culminating in a report on BBC Television's *East Midlands Today*. Following this, a prospective purchaser made an offer to the owner's agents. This and a subsequent higher offer, in five figures, were turned down with the agents instructed to set a minimum sale price of £30-40,000. Hinckley and Bosworth District Council also wrote to inform the owner that if the building was demolished planning permission would not be granted for any new development: an ironic twist from the authority who had served the demolition order in the first place.

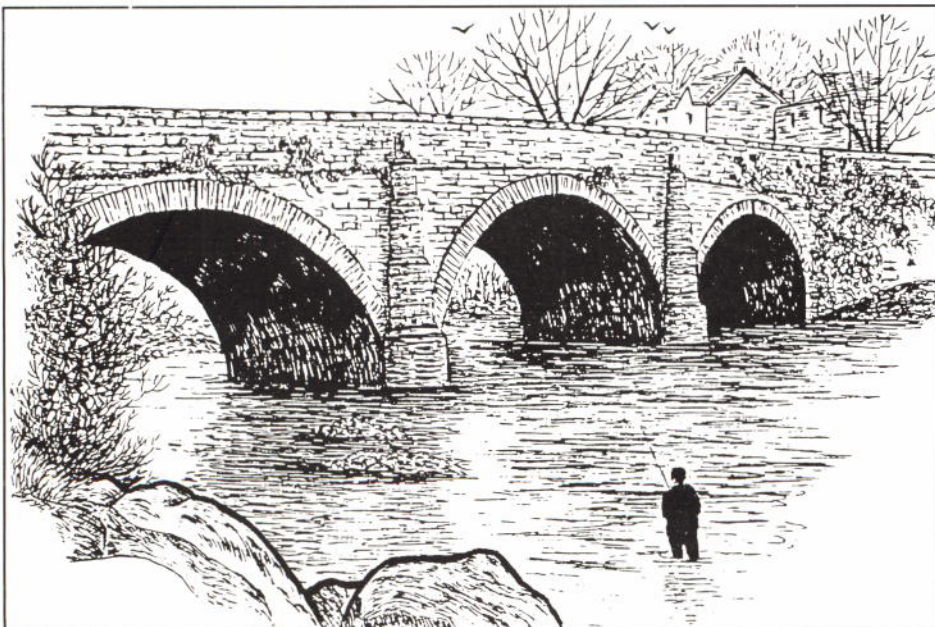
If the building had remained listed, pressure could have been put on the owner to maintain the property. Local authorities have powers to issue Building Repair Notices to enforce owners to arrest the decay of listed buildings. Any application to demolish the building through Listed Building Consent would have needed to show that it was beyond economic repair and that it had been put on the market to give others the opportunity to repair it.

Several questions of wide relevance to listed buildings, and especially to industrial ones with their frequent problems of disuse and decay, must be raised from this sorry story.

1. Why is it possible for a listed building of importance to be allowed to decay to such an extent that not enough of the original fabric remains to warrant statutory protection? Why are Building Repair Notices so seldom used, and what can be done to encourage planning authorities to take action?

2. Is it proper to use de-listing in cases of neglect? If a listed building is neglected, then de-listing it because it has been neglected is writing a charter for uncaring owners. All you have to do if you do not want your building listed is to let it rot. The mechanism of de-listing seems to have been used previously only where the original listing was mistaken. Surely, if a way is needed to permit legal demolition, the better course would be Listed Building Consent, with its wider consultative procedures.

3. Should local authorities be issuing demolition orders in respect of listed buildings rather than orders to make them safe? In most cases it is possible to block or fence off structures while a more permanent solution is found, for example by the issue of a Building Repair Notice. Are



Old Glais Bridge. The stone bridge at Glais in the Swansea Valley, which carried the B4291 across the River Tawe. Constructed in 1806 the old bridge was regarded with affection by residents who appealed to the Welsh Office when its replacement was planned to improve traffic flow, but objections were overruled. The old bridge was of stone with three segmental arches and stepped cutwater buttresses.

Contributed by R J M Carr with information from Graham Cadwalladr of Clydach Historical Society; drawing by Phyl Turner



The Good Bagworth Incline Keeper's Cottage, c1908



The Bad Before materials were scavenged, 1987



The Ugly Demolition, 1991

THE DILEMMA OF THE INDUSTRIAL ARCHAEOLOGIST

Industrial archaeology has not improved the quality of its work in line with other areas of archaeology: IA has a problem, of fragmentation into increasingly specialist groups: it is no longer good enough merely to enjoy IA. These were some of the points made by Jennifer Page, Chief Executive of English Heritage, presenting the annual Ironbridge Lecture at the University of Birmingham in February. Her title was *Historic record or economic resource—the dilemma of the industrial archaeologist*.

Miss Page outlined the work of English Heritage and the problems it faced, claiming that conservation is a victim of its own success in that it has outgrown the resources available. The archaeology of the industrial period is more affected than other periods, because of

the scale of so many monuments, and their contexts of high land value or political sensitivity. She saw the role of English Heritage as a leader of public taste, though it was counter-productive to be too far ahead; Albert Docks and Battersea Power Stations were now publicly acceptable, but the problems of preserving twentieth-century industries might only ever be tackled on a European or even a world scale. English Heritage would continue to improve its systems in seeking to identify monuments, and advise on their conservation. But protection needs to start before threats become apparent, and it was important to co-ordinate the knowledge and records already held and made by local groups all over the country. The deficiency of county Sites and Monuments Records for the industrial period was now widely recognised, and new guidelines were being developed for classes of later buildings.

Miss Page saw the whole of English Heritage's work as a dilemma, in balancing the elitism of conservation itself with the value of historic monuments and buildings (or their

the health and safety and planning departments consulting one another where listed buildings are concerned?

4. If a subsidence claim is granted for a listed building, should it not be a condition of the award that it be used for the maintenance of the building in question, not as 'cash in hand'?

5. Will de-listing be used on a larger scale in future? It is said that the DoE and English Heritage are concerned about the large numbers of listed structures in the country following the national re-survey. Might de-listing be a tool for paring away the most contentious structures, which may be out of use and decaying?

6. If de-listing is to continue to be used, should not English Heritage and DoE consult others on such proposals, just as they consult district and county councils on listings or as Listed Building Consents are referred to amenity groups and advertised in the local press? This would provide an opportunity for objections to be made and would alert local authorities and other agencies so that ways of rescuing a building might be found while the powers offered by listing were still in force.

Such questions are pertinent to many industrial buildings, which are often disused but stand on large sites with high redevelopment value. Corporate owners may be eager to demolish historically important structures in these circumstances, which are in the way of their plans. We all know of cases where buildings have been demolished on the eve of listing or have been engulfed by mysterious fires after listing has taken place. De-listing on the grounds of decay seems to put a new and easy tool into uncaring hands.

*Stuart Warburton
Leicestershire Museums*

English Heritage was invited to comment on this article, and the Inspector who made the recommendation to de-list the building, Peter F Smith, has made two points. First, the Incline Keeper's House was re-considered for listing as part of the re-survey of listed buildings in Leicestershire; and second, English Heritage now has a policy of consulting local councils and amenity groups before considering buildings for de-listing.

Mr Smith's comments are helpful in assuring the public that the Incline Keeper's House was not singled out for de-listing because it was a problematic case, but was removed as part of the normal process of re-examining the building stock to add or delete buildings from the lists according to their merits. It is also encouraging to learn that English Heritage have already taken the decision to consult upon future de-listings. Other more complex problems raised in the article, especially those of taking action to ensure that listed buildings are properly maintained, remain among the most important in British building conservation. Perhaps this article will be a contribution to the debate. The Editor would welcome further discussion from all quarters, be they the statutory authorities, local councils, conservationists or building owners.

sites) in economic terms. Again the dilemma is greater for industrial sites where site value, the value of reclaimed materials, potential pollution, and the intangible 'values' of 'environmental benefit' and 'sweeping away the grim reminders of past oppression' are all stacked up against preservation. Fortunately, industrial buildings are often better able to cope with the compromises of adaptive re-use because of their robustness, but the historic record must be researched and available if compromises of re-use are not to submerge historic significance. English Heritage will press for better systems, better guidance and greater recognition of conservation objectives. But industrial archaeologists must continue to survey, record, research and publish in order to provide the critical mass of high quality data on which public recognition depends and on which constructive policies can be built.

John Crompton

SLIPPERY ELMS

In April 1991 a public local inquiry was held in Nailsea, Avon, to consider an appeal against the granting of Scheduled Monument Consent for works to the nearby site of the Elms Colliery (ST 4822 7057). Many inquiries are held every year where such consent has been withheld by English Heritage in order to hear the case for development, and English Heritage fights many stirring battles alongside other bodies to argue for conservation. The case of the Elms Colliery was unusual in that English Heritage found itself fighting a public inquiry on the side of the developers, arguing for redevelopment within the area of a Scheduled Ancient Monument against local conservationists.

The site of the Elms was scheduled as an ancient monument on the advice of English Heritage in 1986 for its remarkably complete remains of a late eighteenth- or early nineteenth-century colliery, consisting of two shafts, an engine house, the bases of two horse-gins which have been uncovered by excavations, two boiler houses and a weigh-house. The colliery was fairly typical of several working the narrow seams of the Nailsea coalfield in the period. Initially, a beam engine with two haystack boilers was used for pumping water, and winding of coal was done with horse power. Later, a winding engine replaced the horse-gins and plant was upgraded with a new engine and boilers. The colliery was closed at the beginning of this century and became part of the estate of a country house. The industrial remains were incorporated into a garden, mostly by levelling with slag. One engine house was re-roofed and used as a water tower to supply the house. The entry in the Schedule of

Ancient Monuments reads: *This is among the most complete examples of a late eighteenth-century colliery known in England and the site is scheduled in order to protect the archaeological deposits associated with the listed structures which are also included in the schedule.*

Once sites are legally protected as Scheduled Ancient Monuments, consent has to be obtained from English Heritage and the Department of the Environment before any work is done to the site. This is in addition to the normal planning permissions which are required if new developments are intended. The developers of the Elms site made an application for Scheduled Monument Consent to build four houses within the scheduled area. This would have involved the demolition of the weigh-house and the destruction of unknown underground archaeology. New buildings would have come within one metre of the standing remains and a driveway would have gone over an impressive ash tunnel which served one of the boilers. Contrary to expectations, English Heritage recommended consent be given for these works. However, local objection was so strong that a public local inquiry was called to examine the case.

At the hearing, objections to the consent were made by Avon County Council, Woodspring District Council, Nailsea Town Council, Nailsea and District Local History Society, Woodspring Museum, Avon Industrial Buildings Trust and two local residents. Written objections were received from the AIA and the Bristol IA Society among others. Most of the objections centred on the proposal to destroy the weigh-house and the unexplored archaeology within the scheduled area.

The weigh-house is a small building stand-

ing on the road out of the colliery at which the check-weighman would have measured the amount of coal leaving the site. There may have been a mechanical weighing machine, or it may have been measured by volume. Miners would have been paid according to the amount of coal they produced and so the check-weighman was responsible for determining both the total output of the colliery and the wages of the miners.

The developers and English Heritage together argued that demolition of the weigh-house would secure the 'most important' elements of the mine which demonstrate technological changes in mining during the nineteenth century, and that the rest of the site could be developed once properly recorded. However, the Inspector at the inquiry agreed with the objectors that while the weigh-house is not architecturally important, the check-weighman's role and therefore the building he occupied were crucial to the operation of the colliery. Thus, the weigh-house was significant evidence of the organisation and administration of a nineteenth-century mine.

The Inspector considered it self-evident that the demolition of the weigh-house would mean that the complex was no longer complete, and that the loss of the unknown archaeology would be unacceptable. As a result of the inquiry the application for Scheduled Monument Consent was refused by the Department of the Environment, who referred to their Planning Policy *Guidance Note 16* which states that for nationally important monuments (ie those which have been judged suitable for scheduling), there should be a presumption in favour of preservation in situ.

The decision was a great victory for the Elms and for those who put an enormous amount of work into preparing for the inquiry. It shows that it is worthwhile for local people and amenity societies like the AIA to object to decisions by the 'experts' if a good case is prepared. The difficulty is, as in so many cases of preservation, that the site remains in limbo, with the 'victory' at the inquiry leaving its future in doubt. The developers may appeal against the decision or put another, more sensitive, proposal for redevelopment. The objectors would like to see the site taken over by the local authority and opened to the public as a monument in an attractive setting retaining the surviving elements of the former garden. Part of the rationale for English Heritage's action in granting consent in the first place was that the loss of parts of the site for redevelopment would have provided the means for consolidating and maintaining the remaining features. For the time-being, the site is now very vulnerable to neglect and vandalism.

Jessica Laurence
Avon County Council

NEW HEAD OF RAILWAY MUSEUM

One of the most popular museums in Britain related to industrial archaeology has a new head. The National Railway Museum at York has announced the appointment as head of the Museum of Mr Andrew Dow, previously the Head of Business for Rolls Royce in North America. Mr Dow is the son of the railway historian George Dow, and has been responsible for a range of publications and television programmes on railways, including a study of the Norfolk and Western Railway in the United States.



Overgrown but not over-built: the weighhouse at the Elms Colliery

Photo: Nailsea and District Local History Society

TICCIH CONFERENCE FOR 1992

The Eighth International Conference on the Conservation of the Industrial Heritage will be held in Madrid on the week succeeding this year's AIA Conference in Cheltenham. TICCIH's international meetings of industrial archaeologists are now being held every two years rather than every three. Since 1990, the national representative for the UK has also been a member of the AIA Council, and this has helped considerably to improve communications between the two bodies. This article gives details of the Madrid conference and an account of the previous one, at Brussels in 1990. It also outlines the role of the UK national delegate to TICCIH and gives some examples of what is to be learned through better contact with advanced work being done in other countries.

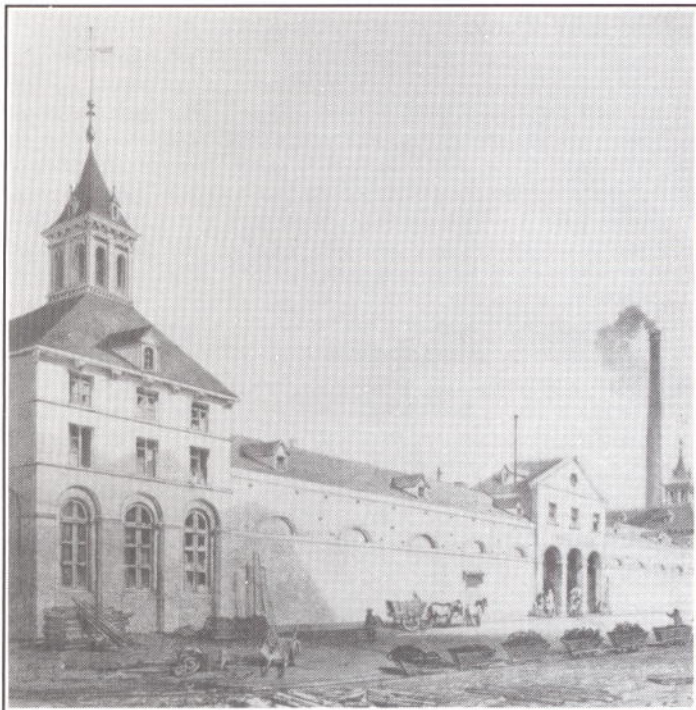
The general subject of the Madrid conference will be 'Twentieth-Century Industrial Archaeology', for in the view of the conference organisers 'the majority of studies concerned with industrial heritage refer to materials and buildings inherited from the nineteenth century. Relatively little work has been done on those dating from the period following the First World War, when oil and electricity replaced coal as the primary sources of energy. The industrial heritage of this century has not been studied, because it was often considered to be insufficiently historical, too utilitarian, and too vast an area to cover.' Other sessions will include 'The Transfer of Technology Between Europe and America', and partly as a result of comments by British delegates there will be a series of specialised workshops in which written contributions will be replaced by a group discussion of a specific series of questions. These will include restoration of buildings and industrial spaces, training and teaching, art as a source for industrial archaeology and fieldwork in industrial archaeology. The cost of the conference will be around £165 and will be limited by the facilities to 150 participants. The main conference will be held in the Railway Museum, Madrid, and will include two series of visits to local sites and the TICCIH General Assembly meeting. The pre-conference visit to sites will be based in Barcelona from the afternoon of Sunday 13 September until the morning of Tuesday 18 September, and post-conference

visits will be available to Almaden, Cadiz and La Mancha. The pre-registration forms, leaflets, and copies of the call for papers are available (with large stamped addressed envelope only) from the British National Representative to TICCIH, Stephen Hughes, RCAHM Wales, Crown Building, Plas Crug, Aberystwyth, Dyfed SY23 2HP. Details are also available from the Secretary of the Congress, Fundacion de los Ferrocarriles Espanoles, Direccion de Programas, Santa Isabel 44, 28012 MADRID, Spain.

In some circles there has been a perception that the 'professional' attenders at TICCIH were a breed apart from those from local societies and elsewhere attempting to cope with threatened industrial sites and to build

up the strength of the AIA. I wanted to see what differences there were myself, and having attended AIA conferences since 1974 I resolved during the spring of 1990 to break the bounds of these islands upon being sent details of the TICCIH conference in Belgium with a plea to increase the sparse number of British delegates. Attempts had already been made to improve liaison between the AIA and the British representatives to TICCIH. When Professor John Harris retired from this position it was therefore deemed appropriate to have a member of AIA Council in the position, and I was asked to take his place. The AIA now pays the British national subscription to TICCIH.

The initial reaction of attending a TICCIH conference is wonderment at discovering a whole world of like-minded industrial archaeologists wrestling with the multiple problems of a discipline we may have thought peculiarly our own. A similar sense of awe was engendered by the perception that Wallonia, where the conference was held, had colliery monuments

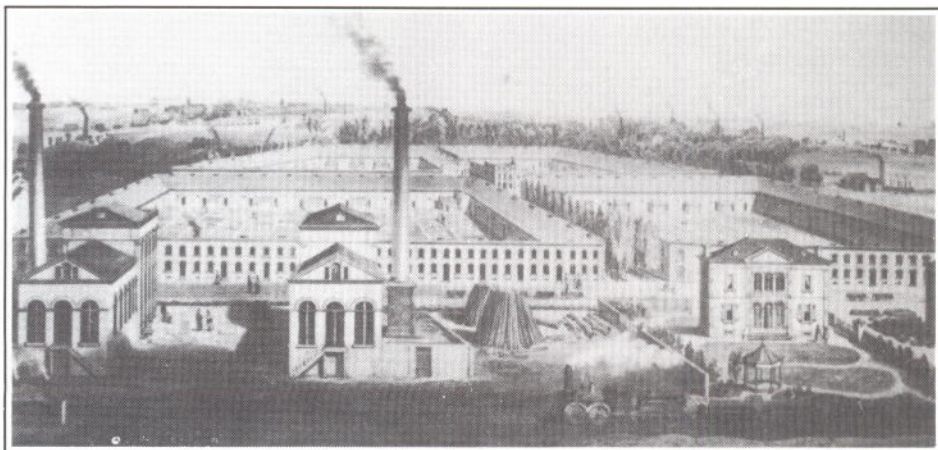


The grandeur that was the colliery workshops at Le Grand-Hornu (built 1820-28 and pictured in 1852) in Wallonia far outstrips in scale any similar complex in Britain and reminds us that we have to take cognizance of world industrial archaeology even in the evaluation of our early remains of the 'world's first industrial revolution'

and complete industrial communities of the early nineteenth century that far outclassed anything we had managed to preserve in Britain. Events that stick in the mind include the inaugural showing of an English language film on industrial archaeology in the Netherlands (how many British local societies have borrowed this?), the reverence with which others view early sites in Britain and the laying out of a generous spread of beer and food at a complete preserved power-station at Ghent. There is a huge fund of good will for active co-operation internationally which dispels the vagueness that at times may descend on the organisation of a disparate and multi-lingual community of industrial archaeologists. English and French are the languages that negotiate in this Tower of Babel. I can only applaud those who have developed this world-wide forum, including the AIA membership who have supported *World Industrial History* and so helped a publication that is read worldwide. The work of Stuart Smith as TICCIH Secretary and Barrie Trinder as TICCIH Newsletter Editor are very much appreciated by the world's industrial archaeologists.

Much goes on in TICCIH besides attendance at the biannual conferences. The published annual reports of each national representative are invaluable sources of information on what is going on world-wide. A new departure is the TICCIH *Landmarks* series of publications which I have been asked to edit and which includes between five and seven of the most prominent sites from each constituent country in TICCIH. In future issues of the *Bulletin* I will try and give more information on TICCIH and its activities. After Madrid the next conference will be in Montreal in 1994. Over forty countries now actively participate and even Russians and Slovenes attended at Brussels. If they can make it, perhaps you should think of attending.

Stephen Hughes



One of the spectacular continental sites visited by TICCIH in 1990 was the complete nineteenth-century coal mining community at Bois-du Luc in Wallonia, Belgium, pictured here in 1854. The twin beam-engine houses in the foreground were built between 1835 and 1843 and the site still contains three colliery engines, an ecomuseum and a living community

ENGINEERS GO INTERNATIONAL

The Stationary Steam Engine Group was formed in 1982 and is well known in Britain for its excellent work in recording and interpreting the workhorses of the Industrial Revolution: the great steam engines that drove mills and machinery throughout the world. It has now been agreed that the Group should merge with the United States based Stationary Engine Society. The new group is called the International Stationary Steam Engine Society (ISSES), and will follow the same aims as its British parent. It publishes a quarterly bulletin of current notes and news, articles, reviews and comment, amounting to some sixty pages (putting the *AIA Bulletin* literally in the shade!). It also produces an annual journal, *Stationary Power* with longer technical and historical articles amounting to 120 pages. The Society organises a programme of lecture meetings and visits in the UK and overseas, and it produces an annual list of steaming dates. Further details of the Society can be obtained from the Secretary, John Cooper, 73 Coniston Way, Blossom Hill, Bewdley, Worcestershire, DY12 2QA.

NEW CHIEF AT WELSH COMMISSION

A new Secretary was appointed this autumn to the Royal Commission on Ancient and Historical Monuments in Wales, the national body for recording Welsh archaeology and buildings. The Commission has undertaken important work at industrial sites in recent years, including canals and tramroads, collieries, and a wide variety of sites under threat. Current and former staff undertaking work in industrial archaeology have included the late Douglas Hague, Stephen Hughes, Dave Leighton, Hilary and Brian Malaws, Tony Parkinson, Dylan Roberts and Ian Wright. The new head of this team, and of the Welsh Commission as a whole, is Peter White, who also has an outstanding record in industrial archaeology. Mr White studied at Leeds and Southampton universities before becoming an Assistant Inspector of Ancient Monuments at the Ministry of Public Buildings and Works in 1966. With a background in nineteenth-century economic history, he took over industrial archaeology at the Ministry in 1969 and liaised with the Council for British Archaeology over the survey of industrial monuments being carried out by Rex Wailes. In the 1970s he was involved with the recruitment of Keith Falconer to continue similar survey work. From 1982 he was a Principal Inspector, latterly as head of listing at English Heritage. Mr White has been involved with the International Conference on the Conservation of the Industrial Heritage since its meeting at Ironbridge in 1973, and has participated in most of its conferences. He is the UK expert in industrial archaeology for the Council of Europe.

As an Inspector of Ancient Monuments, Mr White was responsible at various times during the 1970s for grant aid to a number of important monuments of the industrial period, including Abbeydale Industrial Hamlet, Wortley Forge, Duddon Furnace, Bedlam Furnace, and Coalbrookdale, and for monuments in care, particularly the Iron Bridge and Stott Park Mill. He was also involved in work to improve

excavation standards at industrial sites. His major areas of current interest are the application of database systems to heritage information, and medieval castles (he is still writing up a major excavation carried out between 1967 and 1979 at Sherbourne Old Castle), as well as industrial archaeology. Mr White was a member of the AIA Council during the later 1970s and again recently for a short time, and sat on the Editorial Board of *Industrial Archaeology Review* from its inception. It seems that the future of industrial archaeology in Wales is safe.

WOODEN WAGGONWAY FIND

All railways before the later eighteenth century were made of wood, not iron, yet little archaeological evidence has ever been found in Britain to show their exact construction. A recent find of a short length of wooden rails next to Bedlam Ironworks in the Ironbridge Gorge met with much excitement. Now much more extensive evidence has been found at Bersham Ironworks near Wrexham (SJ 306 492) during excavations by Clwyd County Council. The tracks were found in a field immediately to the north of the ironworks in an area which had been earmarked for a visitor centre. In all about thirty metres of track was excavated with about one third of the original

timber surviving due to carbonisation in situ after abandonment.

Two separate tracks were revealed which merged together in a points system before curving toward the north east side of the ironworks complex. The track had a gauge averaging just over four feet and had wooden rails fixed into transverse sleepers by wooden pegs. The remains are undated, but are likely to have been laid around 1760.

The points system was lifted by conservation staff of the Council of Museums in Wales and is currently undergoing conservation before returning to the site for display. A full report on the waggonway is forthcoming.

Elsewhere on the site, a well-preserved boiler pit, probably of a Boulton and Watt engine, has recently been excavated. The location of this pit seems to indicate an association with furnace blowing, for which there is currently no known documentary evidence. A circular casting pit and crane bed were also excavated immediately to the south of the blast furnace. The first phase of the Bersham Ironworks Museum will be opening on 25 May and excavations will continue in the summer.

Stephen Greuter



Wooden waggonway at Bersham: the track and points after excavation and removal of the carbonised timbers
Photo: Stephen Greuter

AFFILIATED SOCIETIES SPOT

Full details of the Ironbridge Weekend in April were sent out with the last mailing. The weekend is the 3-5 April and the event is being held at the Long Warehouse in Coalbrookdale, with a dinner on the Saturday at the *New Inn*, Blists Hill. This year's theme is 'Conserving and Protecting the Industrial Heritage', and the programme includes a session on the role of the Royal Commissions and the national heritage bodies in England, Scotland and Wales as well as contributions on working with planners, the problems of listing and scheduling, and a forum on 'locating, using and rescuing industrial records'. We shall also have an update on the AIA Database, and on the Policy Document and its implications for local societies, as well as reports on topics such as the CBA Regional Panels and awards for which members may wish to offer entries. On Saturday afternoon, delegates will be able to visit local sites, by courtesy of the Ironbridge Gorge Museum Trust. In 1991 the event was more popular than ever, attracting in excess of fifty people. If you have not attended one of these weekends, why not come and join us? If you have been before, we hope that you will not wish to miss what promises to be an interesting and varied programme.

A meeting of representatives of Affiliated Societies was held at the Dudley Conference. As well as the 1992 weekend, topics discussed included the Database, and the possibility of publishing a list of Affiliated Societies. This is under consideration.

I would still welcome 'profiles' for publication in the *Bulletin*; or any comments or suggestions about ways in which the AIA could improve its service to Affiliated Societies, including ideas for speakers or topics for future Ironbridge Weekends. My address is 20 Stourvale Gardens, Chandlers Ford, Hampshire SO5 3NE
Pam Moore

POLICY LAUNCH

It was reported in the last Bulletin that the AIA has launched a new national policy document for the development of industrial archaeology. This was published in the last issue of *Industrial Archaeology Review*. Any organisers of affiliated societies or other groups with an interest in industrial archaeology can request a member of the AIA Council to visit and talk to their group about the policy and its pursuit, and also about the Association and its work. Contact David Alderton, 48 Quay Street, Halesworth, Suffolk, IP19 8EY ☎ 0986 872343.



New AIA Council member, Neil Beagrie

DoE GRANT FOR AIA

The AIA has been 'doing its bit' for a good many years now. Among its aims are those of encouraging good recording and conservation, which it promotes through its published guidelines and its Recording Awards and Dorothea Awards for Conservation. Now, in the age of information technology, the statutory recording agencies are turning to computerised records, and the AIA is examining its role in such matters. The work of three post-graduate students at Leicester University, funded by grants from Europe, has shown us that developing a database to suit everyone's tastes is a complex business. Tony Yoward and Ron Martin have been continuing the technical side, whilst Council members Neil Beagrie and Miles Oglethorpe (of the English and Scottish Royal Commissions respectively) have been working on the information fields side.

The work is progressing well, and the state of progress is being demonstrated during the AIA's Ironbridge Weekend in April. Now the value of AIA's efforts have been recognised by the Department of the Environment, with the award of a substantial grant which will help fund the work of a Sites and Monuments Officer, and enable the appointment on a one-year contract of a Research Assistant. More information will be in the next *Bulletin*, and, of course, at AIA conferences. Further details of the two posts are available from David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY ☎ 0986 872343.

TWO NEW TO COUNCIL

At the Association's Annual General Meeting at Dudley in September, two new appointments were made to the AIA Council: Neil Beagrie and Bill Firth. All the existing officers of the Association and members of Council willing to continue were re-elected. Three members of Council stood down at the election: Joan Day, Stuart Warburton and Peter White, all of whom were thanked for their work on Council by the President.

Neil Beagrie (*left, below*) first became interested in industrial archaeology when compiling parish checklists of sites for the Cornwall Archaeological Society. After studying archaeology at Durham University, he went on to excavate sites in Britain, Austria and Germany. This was followed by research into the early tin industry of south-west England and Romano-British pewter manufacture. He now works for the Royal Commission on the Historical Monuments of England and has particular interests in industrial archaeology, data standards and thesauri of terms, and the development of sites and monuments records.

Bill Firth is a chemist by training and started work as a laboratory chemist at the Esso refinery at Fawley in 1951. Later, Esso moved him into chemicals marketing in London. After twenty years with Esso he spent another twenty in an industrial marketing consultancy. Since retirement last year, he has continued as a freelance consultant. He was elected a committee member of Greater London IA Society in 1977 and became Publicity Officer, then Secretary in 1989. He has developed an interest in aviation archaeology and has taken an active part in preparing the forthcoming GLIAS book, *The Archaeology of Greater London*.

AIA FIELDWORK AWARDS

Ron Martin is the recipient of both of the Fieldwork Awards of the AIA, the first person to achieve this double. He wins the overall Fieldwork Award, open to professionals and amateurs alike, for the quality of his fieldwork and survey of an horrendously difficult site. The Beddingham cement shaft kiln was a huge experimental structure 150 feet high with multiple subterranean passages branching off at unknown depths. The report makes clear that the kiln had been built as one of a series constructed internationally in the 1920s to try to reduce the high costs of large-scale cement production entailed in the early rotary kilns. This involved a reversion to earlier limekiln-type structures but on an enormous scale. Pulverized coal injected from the bottom caused an updraught in the kiln structure, powdered clay and chalk were then fed into this circulation of air within the kiln chamber. In theory this revolving mass turned into clinker and dropped down to be collected from grills in the bottom of the kiln. The prototype, built by a Dr Geoffrey Martin, was said to need modifications before it could be used in full production. However, before this could be done, the 1920s slump eased and more money became available to improve the conventional rotary kiln. Ron Martin's exemplary drawings clearly explain the working of this dead-end in functional evolution.

The use of this monstrous construction had been long forgotten when permission was given to fill the redundant quarry that had itself eaten into the former access passages to the kiln. Blue Circle Industries PLC contacted Sussex IA Society to see if they were interested in recording this mysterious structure prior to its partial removal and subsequent burial. Ron Martin, General Secretary of the Society, co-ordinated work that involved initial descents by rope into the kiln void by Tim Martin. More underground passages were subsequently opened up and Ron was assisted in recording these dark depths by members of both Subterranea Britannica and the Sussex IA Society. This whole enterprise fully earns the second award, for being the most enterprising fieldwork project of 1991. Blue Circle must also be commended for contacting a heritage group able to record this interesting structure. Many huge redundant industrial constructions are unsuited by their purpose and size to adaptive



David Alderton, *left*, presents the AIA Fieldwork Award to Ron Martin at the AIA West Midland Conference
Photo: Amber Patrick

re-use and the prohibitive cost of conservation may only be merited for the most outstanding structures. Many, however, merit recording and it is gratifying to see Blue Circle taking such an active role in seeing that the detail of a site is preserved on paper.

The standard of the other six entries was high and the judges would like especially to commend two of these. Once again the Exeter Museums Archaeological Field Unit produced a masterly example of interpretive recording with their archaeological survey of the gunpowder factory at Powder Mills Farm, Post Bridge, Devon, carried out by A R Pye and R Robinson. Practitioners at the Ironbridge Institute again also showed their mettle with the excellent drawings and good interpretive and recording work at Hadley Lodge Farm in Shropshire. The recording of the agricultural industries are often neglected and Nicola Smith and her colleagues have produced an interesting example of what might be done elsewhere.

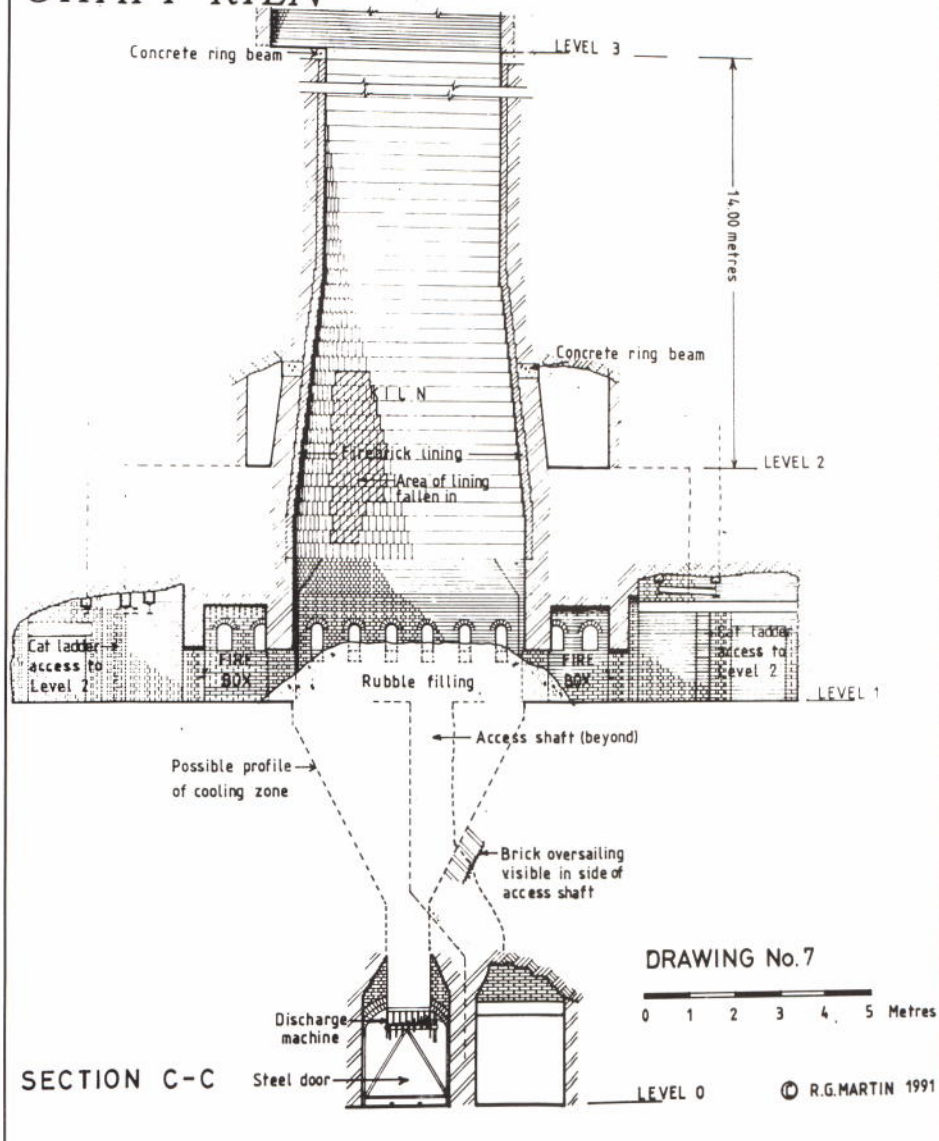
The awards were presented at the AIA Conference Dinner at Dudley in September. They consisted of a certificate and £100 for the winner of the overall Fieldwork Award, and a certificate and £50 for the winner showing the greatest initiative in fieldwork.

The AIA Fieldwork Awards scheme exists to encourage recording of the physical remains of the industrial period to high archaeological standards. The awards are open to both amateur and professional fieldworkers, and have been operating successfully for almost a decade. Work submitted may already have been published or, if not, entrants may be encouraged to publish. Entries should be sent to Stephen Hughes, Royal Commission on Ancient and Historical Monuments in Wales, Crown Building, Plas Crug, Aberystwyth, Dyfed SY23 2HP ☎ 0970 624381. The closing dates for each year's entries is 1 May.

Stephen Hughes

Award winner: part of Ron Martin's drawings of Beddingham cement kiln

BEDDINGHAM SHAFT KILN



IRON DISTRICT CONFERENCE

The AIA Conference held last autumn in the West Midlands Iron District, based at Dudley, was one of the most successful that the Association has ever held. Numbers for both the main conference during the weekend and for the pre-conference programme were unprecedented. A major illustrated feature will appear in the next *Bulletin* to review the conference and whet readers' appetites to attend the next one, at Cheltenham in September. The Dudley conference was hosted by the Black Country Society IA Group and the Black Country Museum, and the thanks of the Association are due to both organisations for their support. Enormous amounts of work were dealt with effectively by the principal organisers, John Crompton and Carol Whittaker, together with the AIA central assistance of Janet Graham and John Fletcher. Black Country Society members provided great assistance in leading visits, and organising the crowds, including Ron Moss, Peter Glews, Paul Collins, Howard Wooton and Vi Wetton. It was a conference to remember and all involved are to be warmly thanked and congratulated.



Delegates to the AIA annual conference in the West Midlands, at the former Soho Foundry of Matthew Bolton. Conference organiser John Crompton shakes hands with John Hitchen (left), the Safety Officer of GEC Avery Technology, outside the gates originally made for the Sailors' Home in Liverpool

ABOUT IN AVON

A very successful experiment was held last May in the Bristol area when in response to the questionnaire circulated some time ago about types of conferences, David Alderton, AIA President, organised a 'pick and mix' field week. This allowed members to organise their own accommodation and turn up just for one or two visits or for the full five days. The Bristol Industrial Archaeology Society suggested or provided local guides with specialised knowledge to lead the group around the sites.

The first day, Wednesday 29 May, started at the Miners' Arms at Faringdon Gurney, with its mining photos and artifacts and unique ticket office for the adjacent GWR halt. Here we met our guides, John Denning, local historian, and Ray Ashman, a retired mining surveyor. We then set off for the Great Mills (previously Old Mills) Superstore on the site of one of the last coalmines to be worked in the Somerset coalfield. Then to Radstock to study the routes of the various defunct railways and tramroads that abounded. The inclines which connected to mines both sides of the GWR Radstock branch entailed the first of many forays into the undergrowth. Radstock Museum is fascinating. It was set up by volunteers at a farm at Haydon and contains a great deal of interesting material as well as a mock-up showing local mining conditions—this was one of the last areas to use men to haul tubs. Ray also showed us mining and geological maps of the coalfield. Next came a visit to Coombe Hay lock on the abandoned Somerset Coal Canal, cleared and partially restored by MSC labour, and the day ended with visits to the elegant Dundas aqueduct with its many masons' marks, and the rather less carefully preserved Avoncliffe aqueduct, both in water on the newly re-opened Kennet and Avon Canal.

Thursday began with the Underground Quarry Museum at Corsham, where David Pollard, its founder, gave us an extended and interesting tour of the caverns and display. He then took us to Slaughterford, a real IA site,

where we happily searched around in the undergrowth to find the waterwheel, leats and even a Cornish boiler. In the afternoon we were taken on walking tours of Bradford-on-Avon and Trowbridge by Ken Rogers, retired Wiltshire County Archivist, a veritable mine of information on all aspects of the history of the textile industry in the two towns, and able to show us many unsuspected buildings lurking in the backstreets. We also visited the newly opened Trowbridge Museum. Few walked the whole length of the restored Caen Hill locks in the evening—it had been a hectic day.

Professor Angus Buchanan met us on Friday morning and made the visit to the *Great Britain* much more enjoyable with his intimate knowledge of the vessel and its history. He then gave us a tour of the Bathurst Basin and in the afternoon led us round the Underfall Yard with its Brunel designed sluices which still let out accumulated mud from the Floating Harbour. The Bristol Dock Board workshops are almost frozen in time, with much of the nineteenth-century equipment still there. The afternoon ended with Angus showing us the Clifton Suspension Bridge. In the early evening Ron Fullagar, chairman of Bristol IA Society, led a tour of Temple Meads station, and this was followed by a visit to the extensive Redcliffe Caverns. They stretch for a hundred yards in all directions under Redcliffe and were formed by the removal of sandstone from early times, much of it for the Bristol glass industry. Our guide, Terry Bisgrove, knows them intimately, and gave the impression he was prepared to safeguard their survival with his life!

Saturday was no less exhausting: the day was spent on Mendip and it was chilly! John Cornwell, a past BIAS Chairman, knows the lead mining sites intimately, both above and below ground, and took us round Charterhouse, St Cuthbert's (where the more troglodytic explored the flues) and to a site mined for its incredibly extensive range of minerals since Roman times. It will be a long time before we forget his enthusiasm when anyone found an interesting specimen, and his knack of gently hitting a rock to break it open and reveal its

secrets. A walk through the woods led to the restored smelter chimney at East Harptree: unfortunately the Forestry Commission had destroyed most of the flues.

The final Sunday started with tramway and mining remains on Siston Common. Then on to the remains of Champion's brassworks at Warmley. These were very extensive, but all that remains is Champion's house and gardens. But what gardens: they include the large (now drained) millpond, a twenty feet high statue of Neptune made from copper slag blocks, and the grottoes, a fantastic adaptation of part of the original buildings of the works. Slag lumps have been used to cover the walls and create vaulted chambers and tunnels, with the original water system adapted to form cascades and pools—all very 'Gothick'. Alan Bryant who has done much clearing and restoration there, is sure there is still a great deal to discover. An unscheduled visit then took us to a site revealed by preparations for road building which had clear evidence of ironworking: ore piles, crushed ore, charcoal and slag. Since the only building on the site was Roman, it seems likely the ironworking was also Roman, though sadly this does not seem to have been recognised when the first excavations took place. The morning and the week ended at the site of the early nineteenth-century Golden Valley Colliery. Here BIAS have moved tons of rubble and rubbish to reveal the foundations and lower walls of the Newcomen engine house and other buildings. Nearby they had previously restored one of the few surviving chimneys from a mine ventilation furnace.

It had been an excellent, if exhausting, few days, with our enjoyment greatly enhanced by the enthusiasm and knowledge of the local guides. Thanks must go to them and to David Alderton for all the hard work done on our behalf. Yes, David, we shall certainly come next year, but where will it be?

Mary Yoward

Another AIA Field Week is being organised by David Alderton in May to visit Suffolk. Details are available from him at 48 Quay Street, Halesworth, Suffolk, IP19 8EY ☎ 0986 872343.



On the SS *Great Britain* with Angus Buchanan

SMALLSMITH'S DIARY

18 October

Tonight our friends Bolt, Neill and Mrs D called by for a slide show reviewing our summer's activities. I always feel the particular poignancy of this, the season of mists and mellow fruitfulness, as the nights draw in and the promise is nigh of hot chestnuts, roaring coal fires and field trips in the crisp, frosty air of a winter morning to come. Indeed I was moved to muse aloud, only to be rebuffed by a very tart response from the redoubtable Mrs D, who added, 'yes, and one of Mr Smallsmith's winter headcolds which comes along whenever he thinks of winter fieldwork'. I was about to point out that we couldn't all have the constitution of Mrs D, which would put a whole herd of pit ponies to shame, but instead kept a dignified silence, and resolved to prove her wrong once and for all.'

25 December

Even by his own high standards, Bolt was guilty of the most extraordinary behaviour at tonight's meeting of the Buttockbarn IA Group. He strolled in (there is no other word for it) in glasses—'shades' as he insisted on calling them—and a black polo neck sweater. To our great credit, none of us asked why he was dressed like this, and finally, during 'Any Other Business', his pride got the better of him. It turns out he had read a review in a Sunday newspaper of the new record by Mr Lou Reed, apparently one of those degenerate pop singers and a former associate of the late Mr Warhol. The said Mr Reed was quoted as saying his record was a celebration of 'the glory and the romance of the factory'. This of course 'struck a chord' with Bolt who, being impetuous but thorough, had promptly gone out and bought several of Mr Reed's records, and started dressing in (his own terms), 'Lou Reed's New York cool, circa 1968 style'. When pressed on the matter, he got up muttering something about 'taking a walk on the wild side of industrial archaeology', and left. Neill, who is always upset if anyone in the group appears more radical than he does, was heard hoping aloud that this particular fad of Bolt's would be as short-lived as his others. I think for once our group was in full accord.

1 April

I received a rather sad letter today from one William Seers at the Department of Industrial Heritage at the University of Rummidge, who

has read my humble musings. Mr Seers is writing an essay on 'The Development of Industrial Archaeological Theory in Britain 1960-90' (yet another piece of work from that department to side step field research as we purist, and dare I say active, industrial archaeologists practise it). He is confused and has asked me to help him regarding our national journal of the subject. I quote him, 'Each issue fills me with feelings of my own inadequacy, and a sense of despair about my reading. My one-time mentor, the aged and kindly Professor Nephew, once explained to me the role in the publication of learned journals of peer groups. (Previously I thought these were organisations like that which did such good work at Clevedon, or coteries of eminent historians like Lord Briggs.) He told me that articles in learned journals are read before publication by scholars who already have publications to their credit, and that book reviews are usually written by people of similar standing. My problem is that I cannot find in our rather inadequate university library any references to books by most of the people who review works in the journal, and there seem to be so few names which appear. I am sure that they have all written books of great merit which I am anxious to consider in my dissertation. If you or your friends can identify for me some of these works I would be so grateful.' What Mr Seers fails to appreciate about our national journal (and as a student Mr Seers you really should do better!), is the value of having seven or eight regular reviewers, so that we, the readers, can build up a real relationship with those seven or eight very hard working writers—so much so that we often seem to know what they are going to say about a book even before we have read it. And their hard work is, after all, for the benefit of the reader, including you Mr Seers. Neill, I know, as a dynamic type, would like to be added to the squad of writers, and Bolt and the remarkable Mrs Dobbin do have very strong opinions which they are only too willing to share widely. But like me, they realise the art of IA book-reviewing, which requires a unique skill, is best left with those very few who fully understand the craft.

Note: if other readers of the Bulletin wish to correspond with Mr George Smallsmith, letters may be sent care of the editor at the address on the back of this Bulletin. Whilst Mr Smallsmith will be delighted to receive letters, he is a man of nervous disposition, and he has asked that his private address not be published here.

NEW MEMBERS OF AIA

The Association welcomes the following new members, who have joined since 1 July:

Duncan Breckels, Manningtree, Essex
J Skipsey, Settle, North Yorkshire
J Anderson, Guildford, Surrey
M Cook, Portsmouth
J G Harman, Dover
Hathaway, Cowdale, Derbyshire
M Mackintosh, Elvington, Yorkshire
B R Pipe, West Ealing, London
G Bowers, Twickenham
Jessica Laurence, Bristol
Ian Hamilton, Worthing, West Sussex
W S P Reed, Lowley, Oxford
Bill Slater, Oakhampton, Devon
Neil Taylor, Kingsworthy, Hampshire
I M Clark, Brighton
Diana Willment, Brentford, Middlesex
Helen M Gomersall, Dewsbury, West Yorks

Paul Saulter, London
D J Threlfall, Preston
M Rutherford, York
J G Pickles, Glasgow
I Charles Jones, Shrewsbury
Paul D Ewing, Leeds
M C Hughes, Comax BC, Canada
R Gregory, Beverley, North Humberside
J Reddyhoff, Chesterfield
S G Dyke, Sunderland
F R M Lawrence, Epsom
Neil A Staten, Warley, West Midlands
Patrick E Martin, Houghton, Michigan, USA
M L Faull, Wakefield
Peter Eley, London
P G Broderick, London
James Hutchinson, Stoke-on-Trent
Barry Mead, Redditch, Worcestershire
David Powell, Peterborough
A Conder, Gloucester

D J Manning, Norwich
F A Huddleston, Oxford
G H Attridge, Middlesex
G H Hurrell, Chipping Norton, Oxfordshire
In addition, the following organisations have affiliated to the Association or become institutional subscribers:
Blaenau Gwent Borough Council
British Archaeological Bibliography
Centro de Estudios Arkeolan, San Sebastian Spain
Gwynedd Archaeological Trust
J R Van Pelt Library, Houghton, Michigan USA
Quarry Bank Mill
Society for Lincolnshire History and Archaeology
The Mills Research Group
Thwaite Mills Society, Leeds
Victorian Archaeological Society, Australia

OBITUARY

Richard Doncaster

Richard Doncaster, who died in September aged 75, was a man of many interests and an inquiring mind. He was a wise friend and a natural teacher, encouraging the beginner but knowing when to put challenging questions to the expert. Although he modestly described his hobbies as 'pottering and inquiring', he had a wide knowledge not only of industrial archaeology but of general archaeology and many branches of natural history.

He was an active member of the Sheffield Trades Historical Society, which he had served as President and as a Trustee, and of the

Industrial Archaeology Section of the Derbyshire Archaeological Society, as well as a wealth of other organisations. He was a first-rate speaker—*Forges and Flowers* was a typical title—and published a number of articles. One of his last was with Kay Battye, Ian Mitchell and Don Newing on 'Summerley Colliery Coke Ovens' in the Spring 1991 issue of *Industrial Archaeology Review*.

His manner and his informal outdoor clothing perhaps suggested a friendly retired academic, and it was easy to forget that he had had a distinguished career in industry. He was the fifth and last generation of the Doncaster family to work in the steel firm of Daniel Doncaster and Son Ltd, set up by his

great-great-grandfather in 1778. Sheffield's only complete surviving steel cementation furnace, in Doncaster Street, was built by the firm in 1848 as part of the works they had developed in the family's orchard. Richard served an apprenticeship at United Steel and then joined the family firm, becoming Managing Director in 1955 and Chairman from 1970 until his retirement in 1979. In 1972 he served as Master Cutler, and a typical anecdote says that he was nearly turned away from one official function when he arrived in his own van instead of the expected limousine. An article at that time described 'his questing delight of linking all things to their environment'. It is a good summary.

Derek Bayliss

REGIONAL NEWS

WEST MIDLANDS

Work is progressing rapidly on the new **Shrewsbury By-pass**, which deviates from the route of Telford's Holyhead Road near the surviving Burcot Tollhouse, just west of Wellington. It briefly follows the route of the earlier Roman road across Overley Hill, then eventually makes a wide sweep round the north side of Shrewsbury before rejoining the Holyhead Road close to Montford Bridge, Telford's first bridge, dating from 1790-2. The by-pass cuts through the line of the Shrewsbury Canal in two places, thus making its (always unlikely) restoration a virtual impossibility, though a surviving bridge near Upton Magna should be clearly visible from the new route.

Black Country entrepreneurs Don and Roy Richardson, already responsible for establishing the hugely successful Merry Hill Shopping Centre on the site of the former Round Oak Steelworks near Brierly Hill, have unveiled plans for the redevelopment of **Fort Dunlop** in Birmingham. In a joint venture with Wolverhampton firm Tarmac, they hope to convert the former tyre factory to mainly business and office use, with only a small part given over to retailing. The two brothers have also acquired the **Lewis's Store** in central Birmingham, closed earlier this summer. The top three floors here are also to become offices, the complex being re-named 'Magnet Court'.

William Southern's **clay tobacco pipe works**, in King Street, Broseley, has been acquired for eventual display to the public in a joint venture between the Ironbridge Gorge Museum and Bridgnorth District Council. The Museum will shortly remove the contents and equipment from the 'time capsule' works, where nothing has been disturbed since manufacture ceased about thirty years ago: the contents will then be catalogued and conserved. While this is going on, Bridgnorth District Council will have the buildings (a complete factory and workshops, with surviving kiln, around an enclosed yard) repaired. In due course, the contents will be returned to the buildings, and the public will be admitted.

In addition to the recording work done by the Ironbridge Institute, and by the Ironbridge Gorge Museum's Monuments Team, a group of Midlands-based architects, planners, surveyors and engineers are now carrying out recording of threatened buildings on the Museum's behalf. An exhibition of their work to date, entitled *Recording the past for the future* went on display at Coalport China Museum for a short time last autumn.

John Powell

WEST OF ENGLAND

Somerset Industrial Archaeological Society is heading a campaign for conservation of the **Vobster Breach Colliery** site in the former Somerset Coalfield. The colliery had a brief life because of difficult geological conditions—the first shaft was sunk in 1860 and it had ceased working by 1875. There are remains of the winding-engine house, boiler chimney, workshops and fixings for the wooden headgear. Water power was almost certainly used for pumping and evidence of water storage remains. The most interesting feature, however, is the remnant of three banks of on-site coke

ovens. These are of an unusual intermediate design between the primitive clamp method of coke production and the sophisticated beehive oven. Coke from here was sent by rail to the Westbury Ironworks in Wiltshire and no attempt was made to utilise the by-products. The site as a whole has assumed increased importance because of the destruction of much evidence of the Somerset Coalfield since C G Down and A J Warrington published their *History of the Somerset Coalfield* in 1971.

The Vobster site, now in private ownership, is threatened by plans to construct balancing lakes in connection with the proposed deepening of Halecombe Quarry near the neighbouring village of Leigh-on-Mendip. These are required to supplement the flow of natural watercourses which will be affected by changes in the water-table. This is one of the Mendip quarry developments which it is believed might affect the hot springs in Bath. SIAS have made their views on the importance of this site known to Somerset County Council. An Approach to English Heritage about the possibility of scheduling has revealed that at present there is no national database of coal-related industrial remains to which the importance of the Vobster site can be related. SIAS is continuing to press the point with English Heritage in conjunction with the County Archaeologist.

Since Bristol Industrial Archaeology Society carried out a partial survey early in the 1980s further deterioration and overgrowing of the site has taken place. Early this year, therefore, members of SIAS carried out a measured survey of the remains of one of the ovens. Conjectural drawings have been produced on the basis of the known evidence and a site plan is in preparation. Information has been assembled from various sources and a detailed account of the Vobster Breach Colliery site will appear in due course in the *SIAS Bulletin*.

Planning permission for development of the Halecombe Quarry site has now been granted with certain reservations to the operators, Wimpey Hobbs. It is now hoped that an agreement will be drawn up for the conservation and interpretation of the colliery and coke-ovens site, with suitable public access.

Roger Eckersley

SOUTH EAST ENGLAND

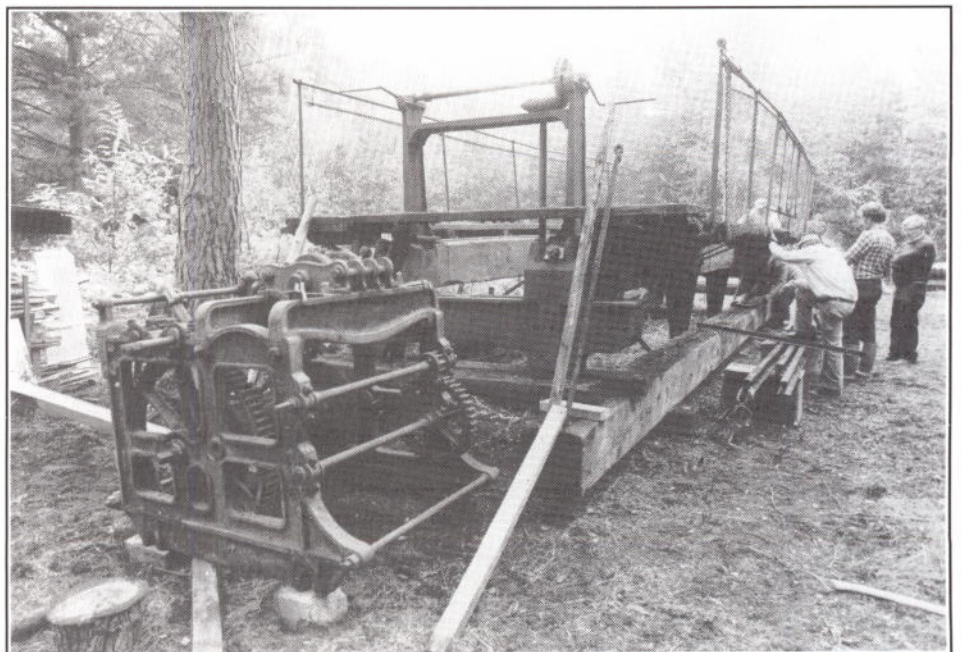
The **Basingstoke Canal** (built 1789-94), which has been restored since 1974 by Surrey and Hampshire County Councils, the Surrey and Hants Canal Society and other voluntary organisations, was formally re-opened by the Duke of Kent in May. The ceremony took place at Frimley Lodge Park, where a day-long programme of exhibitions and events was held. There followed a further two days of celebrations at other locations as a ceremonial cavalcade of boats proceeded along the canal. The enhancement of water supplies is now one of the Canal Authority's priorities and various negotiations are in progress to this end.

The Surrey Industrial History Group presented its annual conservation award to **Farnham Maltings**, for the conversion of the complex to a community centre. The gantry crane from the Thames Ditton statue foundry, which has been restored by the Group at the Old Kiln open air museum at Tilford, near Farnham, was opened as an exhibit at the Museum's annual 'Rustic Sunday' event in July by the broadcaster Bob Symes. SIHG received a Commendation for the projects in the 1991 AIA Dorothea Awards.

Brooklands Museum, Weybridge, announced in July that the number of its permanent staff was being cut by a third in order to reduce costs and that increased efforts are being made to secure additional funding and public support for this memorial to early British motoring and aviation.

In Hampshire, the Society for the Protection of Ancient Buildings' **National Mills Day** on 12 May was marked by Whitchurch Silk Mill, Alderholt Mill, Eling Tide Mill and Bursledon Windmill, which took part of the first time since its restoration and recommencement of flour milling. Twyford Pumping Station had an open day on the same day, with a vintage bus link to Bursledon Windmill, and demonstrations of lime-slaking were given by Mr Bob Bennett of the Lime Centre, Morestead, which specialises in the production of lime for use in the renovation of historic buildings. Also at Twyford, visitors saw part of the newly restored rope-worked incline in use.

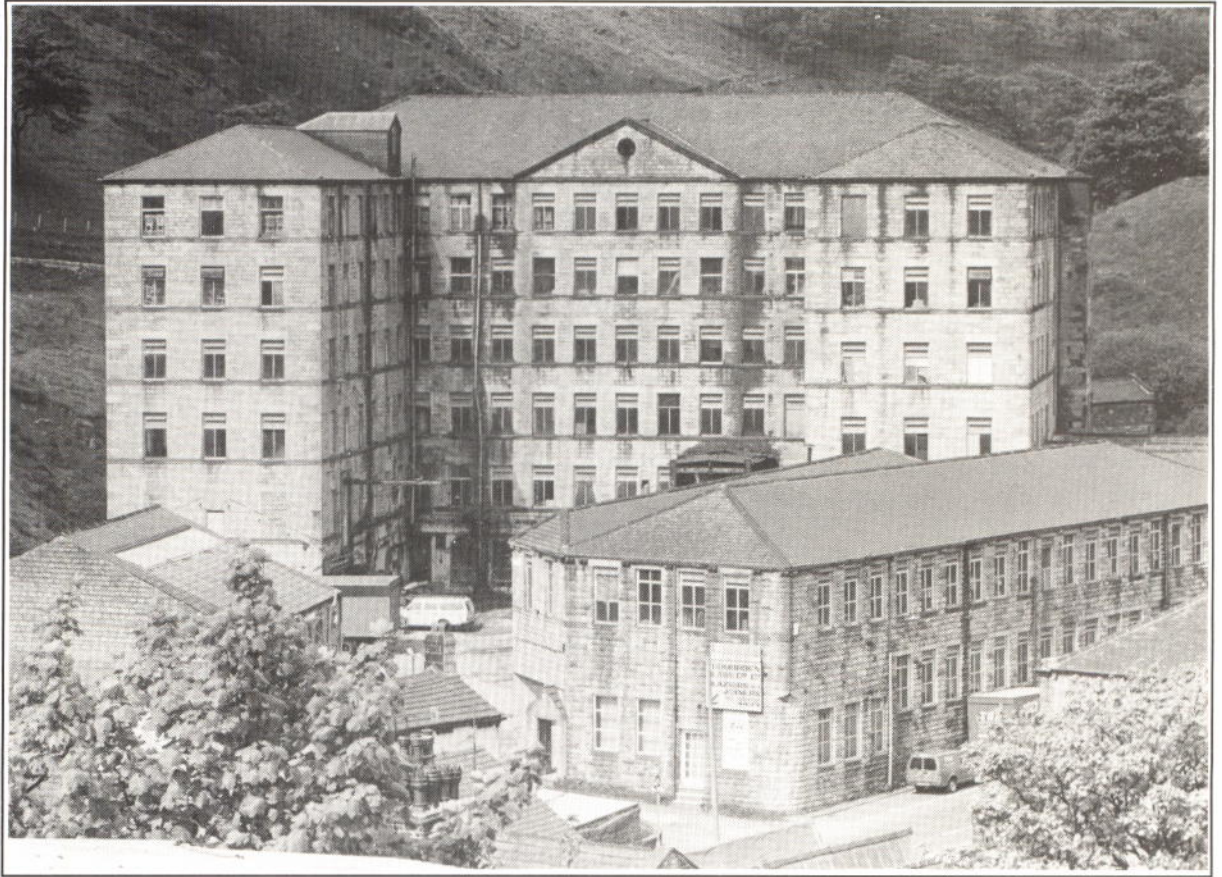
The **Whitchurch Silk Mill Trust**, which operates the restored mill and its new Visitor



Award winner: members of Surrey Industrial History Group beginning the successful restoration of the gantry crane from Thames Ditton Statue Foundry

Photo: Chris Shephard

Robinwood Mill, Todmorton, before recent fire damage
Photo: Halifax Courier



Centre, received a Civic Trust Award in April. The mill was saved through the intervention of the Hampshire Buildings Preservation Trust, which has over the years shown a strong commitment to the conservation of industrial buildings, including also Southwick Brewhouse and Bursledon Windmill. Last year the HBPT purchased the **Bursledon Brickworks** site, where a museum of the construction industry is being developed.

The former Clyde sludge carrying boats **SS Shieldhall**, now at Southampton, has been converted to carry passengers and made her first voyage for several years in June.

The Council for British Archaeology South East Region Industrial Archaeology Panel held its 1991 spring meeting jointly with the CBA Industrial Archaeology Committee (the 'Panel of Panels') at the Southampton office of the Royal Commission on the Historical Monuments of England. This provided delegates with the opportunity to view displays and visit the National Archaeological Record.

Glenys Crocker

YORKSHIRE AND HUMBERSIDE

A new Conservation Area in the Holbeck area of Leeds includes the **Marshalls' flax spinning mills** (thanks to Nancy Cooper and Ted Connell who have pointed out that these were not lace mills as stated in the last issue following an erroneous newspaper report). The best known is the Grade I listed Temple Mill of 1838-43, with an Egyptian facade by Joseph Bonomi, but there are also five- and six-storey mills of the 1820s and a fireproof building of 1806.

Also in Leeds, the remaining buildings of **Matthew Murrey's Round Foundry** in Water Lane and David Street have been refurbished as the headquarters of commercial and architectural engravers James Hird Thompson Ltd. Murray, who worked for Marshall before starting his own firm, was the 'Father of Leeds

Engineering' and a leading builder of steam engines. The circular fitting shop of 1802 which gave the foundry its name burned down in 1873.

In **Bradford**, the Commonwealth Institute opened its first regional centre in Salt's Mill, Saltaire, in June. There was a 'Grand Opening Ceremony' for the Horses at Work Museum at Bradford Industrial Museum on 26 August. Three nineteenth-century mills in Bradford were damaged by fires in July. The four-storey Horfalls Mill in North Street was gutted on 7 July, while on 23 July two warehouses in Manor Row and part of Barkerend Mills (originally occupied by Pullan and Company, serge manufacturers, and recently partly demolished) were both severely damaged.

At Todmorden, the top floors of **Robbinwood Mill** (*see above*), a six-storey mill built in 1837 to designs by William Fairbairn and used by Fieldens for cotton spinning, were destroyed by fire in November. The greater part of the mill was subsequently demolished. Before the fire the original timber flooring was still in place.

Calderdale Council are restoring the **Rochdale Canal** up to the blockage at Tuel Lane, Sowerby Bridge, and are going to build a new tunnel there to reconnect the two sections of canal. Excavation of the canal at Sowerby Bridge has revealed that the original skew arch carrying Wharf Street over the canal is still in good condition, and it is now proposed to retain this instead of building a new tunnel entrance when the canal is restored. There are hopes that the DoE will reconsider its refusal of funds to Calderdale Council for this, which would remove the only blockage on the Yorkshire end.

There has been substantial reconstruction work at **Walkley's Clog Factory**, Hebden Bridge, after the fire in December 1990, and it is as due to re-open in September.

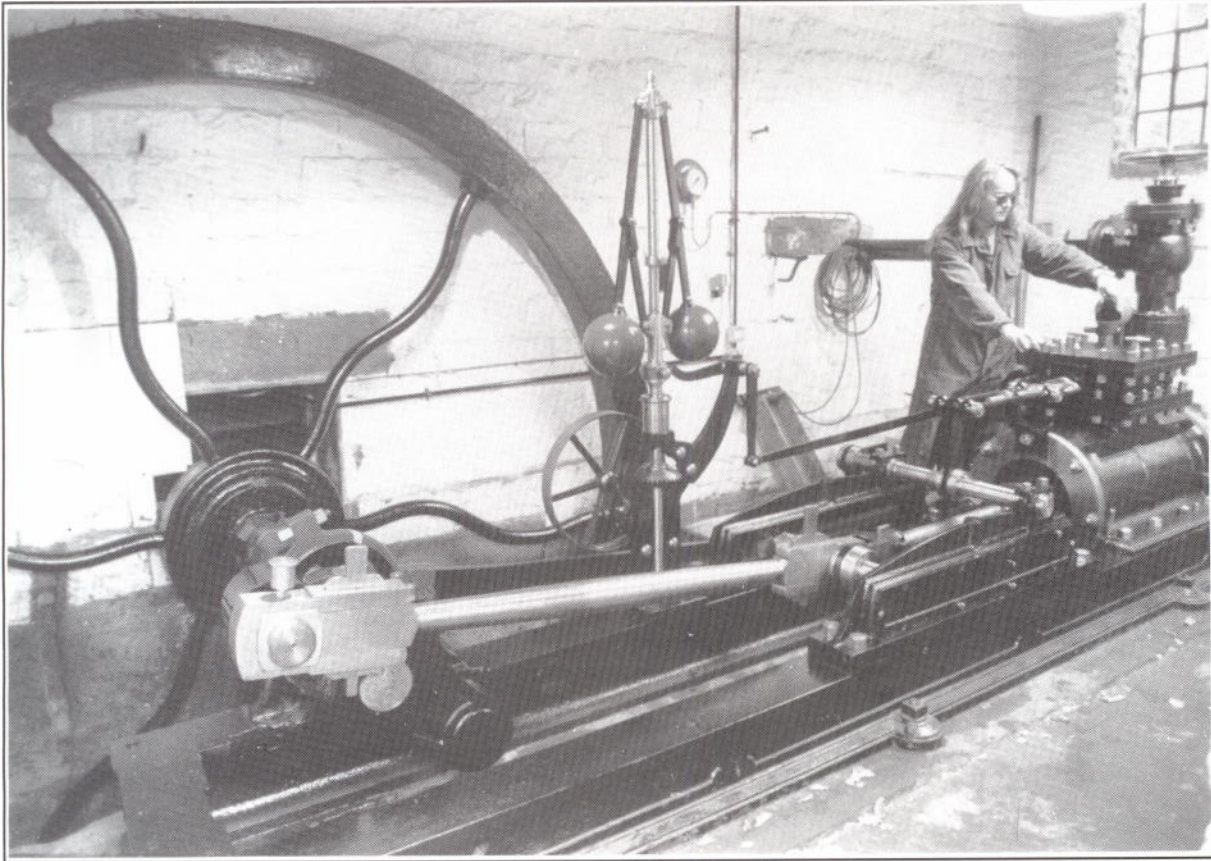
Caphouse Colliery at Overton, Wakefield,

now the Yorkshire Mining Museum, celebrated its two hundredth birthday on 23 June. The Museum has launched an appeal to re-build a miner's cottage on foundations on the site. The Hot Metal Press, a working museum of printing machinery, and the first stage of the National Bottle Museum, were both open to the public during a Heritage Weekend in the mid nineteenth-century colliery workshops at **Elsecar** near Barnsley at the end of August, and parties were taken round the Newcomen atmospheric engine, a £4 million EC grant for regeneration in the Dearne Valley after recent colliery closures includes £684,000 towards developing Elsecar as a tourist attraction based on industrial heritage.

Skidby Windmill, south of Beverley, was given a new cap last year as part of major restoration work, which was carried out by millwrights from R Thompson and Sons of Aiford, Lincolnshire. It is open to visitors during the summer.

The main engineering features of James Brindley's **Chesterfield Canal** (opened in 1777) are the blocked Norwood Tunnel (2890 yards), which was the country's longest when it was built, and the flight of 13 locks at its eastern end, in three staircases of three locks each and one of four. A roof fall in the tunnel closed the Chesterfield end of the canal in 1908, and the locks are very derelict. The former Boatman Inn at the foot of the locks closed at the same time and is now a house, while there is planning permission for a former water-powered sawmill between two of the side ponds to be converted to a house. These buildings and the locks are now for sale, and local organisations are concerned that there is no statutory protection for any of this historic site.

The horizontal steam engine at **Abbeydale Industrial Hamlet**, Sheffield, built by Davy Brothers in 1855 to supplement the water-wheels has been restored to working order and



The 1855 steam engine at Abbeydale Industrial Hamlet, recently restored to working order

Sheffield Newspapers Ltd

was steamed in November for the first time for 58 years (see above). Money raised by a production of the historical drama *Stirrings in Sheffield* at Abbeydale during the World Student Games last summer will go towards repairs at the water-powered cutlery grinding works of **Shepherd Wheel**, Sheffield: plans include setting up a workplace for a working grinder and repairing the wheel.

Sheffield City Council has turned down an application to demolish the listed mid nineteenth-century steel and file works of **Samuel Peace and Sons** at Well Meadow, which includes crucible furnaces and workers' housing, describing them as 'an irreplaceable part of the City's industrial heritage which . . . should be retained for the benefit of future generations'. It has also turned down an application to demolish listed cutlery workshops at 98-104 **West Street** and substitute a 'replication' of them, but a revised application, to demolish only parts of the workshops, is being considered.

After a major expansion, the **National Railway Museum** at York is opening its new displays and exhibitions on 15 April. (See also our news report of the appointment of the Museum's new head, page 3)

Derek Bayliss and David Cant

GREATER LONDON

Rather than view the new developments at the **West India Docks** from West India Dock Road, one gets a better impression of George Gwilt's grade I listed warehouses from the vicinity of the Canary Wharf development itself. This is the way most people are going to see things. Looking north west with **SS Robin** and a Thames barge berthed along the North Quay of William Jessop's import dock the outlook is more encouraging. The early twentieth-century transit sheds between the Gwilt Warehouses and the North Quay, which at one time were to have been the home of the planned Museum of

London's 'Museum in Docklands', have been demolished and the view from the south east of Sir John Rennie's dock office building and warehouses one and two is much improved. Travellers arriving at the recently opened six platformed 'Grand Central' Docklands Light Railway Canary Wharf station by Cesar Pelli and Associates now step out into a world in parts redolent (at least superficially) of the early nineteenth hundreds and can look over the water at buildings a hundred years earlier than that.

With its mature English trees flown in from Hamburg, lush green grass and period style street furniture, the whole **Canary Wharf** site is beginning to appear to have been around a great deal longer than it really has. Jonathan Glancey in *The Independent* 13 July 1991 (p.27) dubbed Canary Wharf 'Gotham City E14'. To the west, the amazing double-decker roundabout, Westferry Circus, has a garden on top approached through an ingenious art nouveau style gate by Guisepppe Lund. The garden evokes uneasy memories of H G Wells and *The Time Machine*. Quasi-Egyptian architecture is popular hereabouts, and standing amidst the newly created beauty in the garden on the upper deck of the Circus one is persuaded that the allusion to the Eloi and the Morlocks must surely be deliberate. Hearing the traffic noise emanating from ventilators makes the whole experience uncomfortably more realistic than being in a film set for the film of the book.

With the exception of William Cubitt, little in the new Canary Wharf street names derives from the past of the area, and with the tiled pavements and all the nearly completed buildings perhaps the South of Spain or the Algarve in Portugal is the most prominent feeling one comes away with. To the east the Canary Wharf main tower and Canada Square is distinctly North American but going westwards the flavour become more European. The centrally placed Cabot Square reminds one

that our claim to North America rests on the work of exploration of the Cabots, father and son (from Genoa and Venice respectively). Again, is the decision to commemorate the Cabots tongue in cheek? The writer has not come across the name of William Jessop in the vicinity of number one Canada Square but then Jessop was only an engineer and presumably unworthy of mention. However the main road from Westferry Circus is West India Avenue and I suppose Christopher Columbus (from Genoa) did discover the West Indies. The whole thing is very multi-national, which is really what it is all about anyway. It can certainly be said that the Canary Wharf development is a first class attempt to create something above the mediocre and few would disagree that as far as the general visiting public is concerned success is at least close at hand.

The *Newham Docklands Recorder* of 12 September 1991 reported the commencement of demolition work on the **CWS granary buildings** on the south side of the Royal Victoria Dock, just to the east of the entrance to the Pontoon Dock. Henry Grant Demolition are to install a concrete crushing plant and pains will be taken to ensure the work is no noisier than necessary, so as not to inconvenience local residents. The CWS granary is an example of unloved ferro-concrete for which no suitable re-use has been devised. It was built 1938-44 to the designs of L G Ekins.

Demolition of the CWS mill raises the question of the fate of the other grain mills just to the west. In Sir Nikolaus Pevsner's original survey of this part of Essex the grain mills and St Mark's Church, Silvertown, were the only buildings deemed worthy of mention. Pevsner disliked St Mark's, by S S Teulon 1861-2. This church was subsequently severely damaged by fire but following major rebuilding work is now in the care of the Passmore Edwards Museum. Just to the west of the entrance to the Pontoon Dock are two Rank granary buildings flanking

Spiller's Millenium Mills. The latter substantial building dates from the same period as the CWS granary and is also ferro-concrete. The removal of all this group would be convenient for the operation of nearby London City Airport (STOLPORT) where it is hoped to introduce larger aircraft.

At **Waterloo** railway station work is now well under way on the construction of a new terminal for the Channel Tunnel trains. The Windsor Lines section of the station which dated from the mid 1880s is now a thing of the past along with the hydraulic lift which raised coaches from the Waterloo and City Line (see *Bulletin* 17.2). The accompanying photograph taken in March 1991 shows work in progress.

The Edwardian station building at **Norbury**, London Road SW16, is currently threatened with demolition despite a campaign by local protesters and SAVE Britain's Heritage, who are trying to get it listed status. This is a working station and the elegant high beamed spacious booking hall is still in use and has considerable atmosphere. It was built with the help of public subscription in 1902. BR would demolish and replace by housing (24 flats), relocating the booking facilities. SAVE claim Norbury is the best of four similar examples on the line. The decision to demolish is with BR rather than with Croydon Council.

On 15 November 1991 a ceremony took place at **Crossness beam engine house** to mark the commencement of a two year probationary period during which restoration work will be undertaken by the Crossness Engines Trust. If things proceed satisfactorily Thames Water will grant the Engines Trust a lease for a further 60 years. The media gave good coverage to this event.

At the **National Maritime Museum** in Greenwich substantial extensions costing £37 million are planned, including a two-storey gallery beneath the lawns to the north of the seventeenth-century Queen's House by Inigo Jones. It is intended work will take place during 1997-9 when an excavation 50 feet deep will disfigure the Museum's lawns. The subterranean galleries are to house a theme museum presently known as Sea Fever. Redevelopment also includes a glass-roofed courtyard and the scheme is expected to take about ten years. A 30 per cent increase in exhibition space will be effected. Four outlying buildings at present used for storage will become surplus to requirements. Among these is the Brass Gun Foundry in Woolwich Arsenal dating from 1717 and attributed to Sir John Vanbrugh. It is listed Grade I.

In Highbury concern is being expressed over the proposed five-storey North Stand for **Arsenal football ground**. New all-seat facilities must be complete by 1994 to satisfy the requirements of the Taylor Report. Local residents are objecting to the scale of the intended construction and have formed an opposition body called GAAS (Group for the Alternative Arsenal Stand). John Thornton of Ove Arup's is involved and there is a group of independent RIBA assessors. The adjudication is becoming a serious matter as this is something of a test case of national interest. A scurrilous account of the local political situation was given by Piloti in *Private Eye* 6 December 1991. In his book *History of Highbury*, Keith Sugden likens the Arsenal club's pre-war main building in Avenell Road to Milan railway station in the best

international Fascist style of the 1930s.

Readers may wish to note that Greater London IA Society sales are now being handled by Mr Nigel Sturt, 94 Springbank Road, London SE13 6SX.

R J M Carr

EAST ANGLIA

The main event in the industrial archaeological world in the four eastern counties in 1991 was the holding of the first **East of England IA Conference** at Haverhill in Suffolk in May (representatives from Essex and Cambridgeshire objected to being called East Anglians). An unashamed imitation of the other regional conferences, the aim of getting together societies and individuals interested in industrial archaeology from the counties of Cambridgeshire, Essex, Norfolk and Suffolk was realised when over seventy turned up, and there was welcome support also from the Greater London IA Society. The morning included the attraction of seeing the mill engine 'Caroline' in steam at Gurteen's factory, together with a tour of the older buildings, a talk from Christopher Gurteen and a look at their private museum. The afternoon offered the opportunity to hear more about the textile industry in South Suffolk, and for societies to give an account of their recent activities. A brief meeting at the end agreed that the conferences should continue and set up a structure for this. It has now been arranged that the next EERIAC will be held in Norwich on Saturday 16 May.

In Thetford the **Burrell Museum** is now open, while at **Gunton Park**, Norfolk IA Society members have finally cracked the secrets of how to operate a water-driven pit-saw successfully. The **Tolly-Cobbold** brewery at Cliff Quay in Ipswich, which reopened as an independent brewery after Ipswich Borough Council frustra-

ted Brent-Walker's plans to clear the site, is progressing fast towards its aim of letting the public into its fine nineteenth-century buildings and making them a working museum. There have been the inevitable losses, including the **Tower Curing Works** at Yarmouth, damaged by fire, but the pace of destruction does seem to have eased recently. *David Alderton*

COAL MINING CONFERENCE

On 13 May, the AIA is jointly hosting a conference on Britain's coal mining heritage, together with the IA Panel of the Council for British Archaeology and the National Association of Mining History Organisations. The purpose of the conference is to review and stimulate current thinking, practise and policies for the conservation, preservation, recording and interpretation of our coal mining history and monuments at a time when decline in the industry is occurring at an unprecedented rate. The conference will be held in Preston. Details are available from Tom Clare, Secretary of the North West IA Panel, c/o County Offices, Kendal LA9 4RQ ☎ 0539 814203.

CALL FOR PAPERS

The AIA is to hold a conference on *Heritage Management and Industrial Archaeology* on Friday 11 September 1992 and is keen to receive offers of papers on relevant topics. The conference will immediately precede the AIA annual conference in Cheltenham. The papers will be only twenty minutes long so that a diverse and stimulating range of topics can be covered during the day. Sessions will be concerned with buildings, landscapes, artefacts, and adaptive re-use. Offers of papers should be sent to the Editors of *Industrial Archaeology Review*, Department of History, University of Leicester, Leicester LE1 7RH.



Remains of the Windsor Lines section of Waterloo Station in March 1991

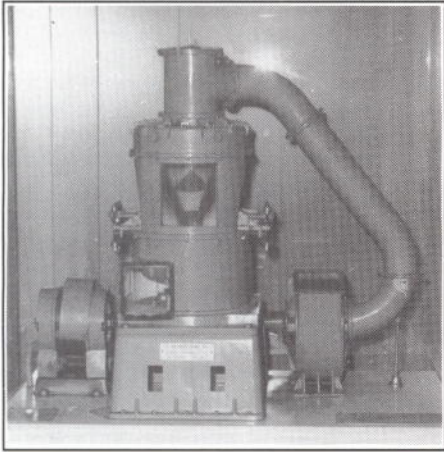
Photo: R J M Carr

NOTICEBOARD

GOOD HOMES WANTED

Two items are being considered (independently) for offer free of charge to a museum or similar establishment. The Tyne and Wear Museums Service, having almost identical examples in its collection, has been asked by the local representatives of the owner, National Power, to assist in their disposal by contacting appropriate institutions and organisations.

The first item is a 500 kW turbogenerator of c1900, which had been on static display in the foyer of Stella South power station at Blaydon near Gateshead since c1954. It is in fine external condition and might be capable of running. The size is 25 feet by 7 feet by 8 feet and the estimated weight is 10- 12 tons. The



IA AT THE BA

Industrial history featured strongly at the Annual Meeting of the British Association for the Advancement of Science (known to scientists as 'the BA'), held at Polytechnic South West in Plymouth during August.

Ships and the sea were a natural topic for Plymouth, and speakers included Dr Margaret Rule, famous for her work with the *Mary Rose*. Dr Basil Greenhill, former Director of the National Maritime Museum, covered the development of the screw steamship and SS *Great Britain*, and Sir James Hamilton, Director of Devonport Management Ltd, spoke on the history and current fortunes of the naval dockyard.

Views of the Plymouth waterfront from the water included the impressive Royal William Victualling Yard (1825-33)—a potential 'Albert

machine must be removed by September as the power station is being decommissioned.

The second item (*see photograph*) is a working model of the Raymond Bowl Mill for coal pulverization by Clarke, Chapman and Company of Gateshead. This is 2 feet wide and 6 feet high, including its floor standing glazed showcase.

Anyone interested in these items should contact John Clayson, Keeper of Engineering and Industry at the Museum of Science and Engineering, Blandford House, Blandford Square, Newcastle upon Tyne NE1 4JA ☎ 091 232 6789.

BERLIN TO BAGHDAD

Readers who have information or can recommend likely sources for the history and archaeology of the Berlin to Baghdad Railway, built at the turn of the century, are asked to contact Mr A W Collins, who is undertaking research on the subject. His address is 8A Moorland Road, Mickleover, Derby DE3 5FX.

CLIFF LIFT THREATENED

The unique 1910 Waygood single track cliff railway at Broadstairs, Kent, is in danger of closure. For some years it has only kept going through the dedication of one local councillor who managed and operated it on a shoestring, but last year there was a major mechanical breakdown which halted operations. The operating company was re-formed and repairs were made, but since then flooding has severely damaged the electrical system: this includes the original Waygood DC motor and interesting early electric control gear. The Broadstairs lift is the only survivor of its type in

the country. Its five feet gauge single track runs at a 45 degree gradient in a short tunnel through the cliff face, with a twelve-passenger car balanced by a counter-weight in a vertical shaft. Nearly all the original equipment and machinery survives.

The newly re-formed Broadstairs Lift Company Ltd, of 20 Victoria Road, St Peter's, Broadstairs CT10 2UQ are determined to get the lift back in operation, and have commissioned Otis Elevators, successors to R Waygood and Company, the original builders in 1910, to carry out the work, which they wish to do as far as possible retaining the original features. They have mounted an appeal locally for funds to assist, but it is obviously going to be an expensive task; the present financial climate is hardly favourable to them. They would also welcome any help or advice on the technical aspects of the restoration. If there is any way they can be helped, please contact the Chairman, Mr John Cox.

MORE CLIFF LIFTS

Mr M F Tighe of Strath Colin, Pettridge Lane, Mere, Wiltshire, has been researching the history of cliff lifts, both funicular and vertical, in this country for the last two years. He has identified 40 sites, 28 of which are still operational, and is building up a database on their history. The only previous comprehensive study appears to be *Cliff Railways* by Body and Eastleigh published by David and Charles in 1964. He would be very glad to hear of anyone else who is carrying out work in this field or who has information about the history of individual lifts.

Dock' of the South West. In addition to the naval dockyard, the boat trips visited the commercial port areas at Sutton Harbour, the Cattewater and Millbay, together with Rennie's great breakwater and Brunel's railway bridge at Saltash.

Railways also featured on a visit to Dartmouth, the steam train from Kingswear and Paignton complementing a Dart river trip and a pilgrimage to the Newcomen engine. A rail journey and walk based on the delightful Gunnislake branch was led by Dr Clive Charlton, one of a group encouraging the tourist potential of the line. Results of their efforts include a summer Sunday train service and a leaflet detailing walks from stations which include historical mining sites in the Tamar Valley.

The current state of mineral working in the South West was the focus of a session on economic geology, and a historical perspective

was provided under the title, 'Bearing the lode: the life and work of metal miners'. Dr Tom Greaves spoke on the life of tin miners in the sixteenth and seventeenth centuries, followed by Professor John Rule on work and health in Cornish mines in the eighteenth and nineteenth centuries. Field trips covered china clay workings on Bodmin Moor and in the St Austell area, the latter including visits to the Wheal Martyn museum and the early clay port of Charlestown.

Excursions in urban geology led by Dr Eric Robinson included the unforgettable sight of a group lined up along a suburban pavement outside a monumental mason's yard beside the Plymouth Crematorium whilst our leader extolled the decorative virtues of each type of stone featured in the collection of unsold grave-stones!

Henry Gunston

BRITISH ARCHAEOLOGICAL AWARDS

The biennial British Archaeological Awards are regularly reported in the *Bulletin* as the most prestigious awards in British archaeology. Founded in 1976, they now encompass ten awards covering every aspect of the subject. Awards are given for the best project by volunteers, the best presentation of a project to

the public, the most enterprising sponsors, the best book, the best long-term preservation project, the best adaptive re-use of a building, the best film or video, and the greatest initiative in archaeology. Awards are also given to a non-archaeologist who has reported a find and to the Young Archaeologist of the Year. If you have seen any project you admire, if you have read any books you have enjoyed, or if you know of any project you wish to encourage,

send off for details and consider nominating or suggesting entrants. The closing date for entries is very soon: 30 June 1992. Details of the Young Archaeologist of the Year Award should be obtained from the Young Archaeologists' Club, Clifford Chambers, 4 Clifford Street, York YO1 1RD ☎ 0904 611944. Details of other awards are available from John Gorton, 56 Penn Road, Beaconsfield, Bucks HP9 2LS.

AWARDS

STEAM UP FOR DOROTHEA AWARD

Coldharbour Mill, the Working Wool Museum at Uffculme, Devon, has been awarded the 1991 Dorothea Award for Conservation. The award was made for the work undertaken by the mill's volunteer supporters on the 300 horsepower Pollitt and Wigzell horizontal steam engine which drives the mill machinery.

The award is administered by the AIA and funded by Dorothea Restorations Ltd. John Crompton, Chairman of the judges, praised the amount of background planning and research

which went into the project. 'It is very encouraging to meet volunteers who have planned and thought out what they were going to do. So many just wade in with the spanners and a lot of history is often lost by over enthusiastic restoration rather than careful conservation. This group really knew what their objectives were when they started work on this fine engine. The whole point of this award is to encourage higher conservation standards for industrial artefacts and the Coldharbour Mill volunteers are setting an excellent example.'

Adam Gifford, Manager of Dorothea's Bristol works, presented a cheque for £750 to the Mill's Director, Jill Taylor, and gave the award

plaque to the volunteers themselves. A commendation was also received by Surrey Industrial History Group for its work on the gantry crane from a statue foundry.

Details and application forms for the award scheme in 1992 are available from John Crompton, AIA, c/o The Black Country Museum, Tipton Road, Dudley, West Midlands DY1 4SQ. The honour of winning is a high one and the publicity value and financial benefit of the award can be a significant contribution to conservation projects.

The runner-up in the AIA Dorothea Awards for Conservation was presented at the AIA West Midland Conference for the work of the Surrey Industrial History Group in restoring the gantry crane from Thames Ditton statue foundry

Photo: Amber Patrick



David Alderton, left, presents the AIA President's Award to Ian Walden of the Black Country Museum; AIA Vice-President, John Crompton, looks on



AIA PRESIDENT'S AWARD

Each year the AIA gives an award to the museum or site in the region of the annual conference which presents the industrial heritage of the area in the most interesting or informative way. It is made at the discretion of the President of the Association. Following the 1991 conference in the West Midlands, the award has been given to the Black Country Museum.

David Alderton, the AIA President, singled out the museum's role in presenting the Black Country's industrial heritage in a way which provides a focus for the region's future. He said, 'It is good to see that industrial archaeology can be used so effectively in today's world. The value of any area's industrial heritage in attracting visitors and stimulating investment should never be underestimated. The Black Country Museum promotes a very positive and informed image of the region. It

interprets the Black Country's past industrial life very effectively and puts this interpretation to a positive use in the modern world.'

Ian Walden, the Museum's Director, was delighted to receive the award. He commented, 'We put a great deal of effort into attracting people to the museum and thereby to the region as a whole. This award, coming as it does from the national organisation for industrial archaeology, is a valued acknowledgement of our work'.

DIARY

28 April 1992

WOODLAND INDUSTRIES

a course at Ironbridge. Details from The Short Course Administrator, The Ironbridge Institute, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire TF8 7AW ☎ 0952 432751.

30 April 1992

PROCESS AND LAYOUT

a course at Ironbridge on the historical and archaeological study of industrial complexes. Details available as for 28 April.

5 May 1992

PERIOD PAINT

a course at English Heritage, London, on the use of high technology in examining paint pigments and media. Details as for 28 April.

9 May 1992

TIN-GLAZED WARES IN BRITAIN

a conference exploring this important category of medieval and post-medieval pottery, organised by the Medieval Pottery Research Group in Bristol. Details from Varian Denham, 140 Francis Avenue, Southsea, Hampshire PO4 0ER.

13 May 1992

NATIONAL CONFERENCE ON BRITAIN'S COAL MINING HERITAGE

co-hosted by the AIA, the IA Panel of the Council for British Archaeology, and the National Association of Mining History Organisations, at Preston. Details from Tom Clare, County Offices, Kendal, LA9 4RQ ☎ 0539 814203

16 May 1992

EERIAC 2

the second East of England Regional Industrial Archaeology Conference, will be held at Norwich. Details can be obtained by sending a stamped addressed envelope to Mrs B Taylor, Crown House, Horsham St. Faiths, Norwich, NR10 3JJ.

16 May 1992

EMIAc

the East Midlands Industrial Archaeology Conference, at Basford Hall College, Nottingham. The theme this year is Nottingham's dyeing industry. Details can be obtained from Mrs Joan Hodges, 2 Kingston Road, Woodthorpe, Nottingham NG5 4FL.

20 May 1992

FUNDRAISING AND SPONSORSHIP

a course at Ironbridge. Details available as for 28 April.

26-30 May 1992

AIA FIELD WEEK IN SUFFOLK

Details from David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY ☎ 0986 872343.

17-18 June 1992

PROSPECTS AND PRIORITIES FOR THE INDUSTRIAL HERITAGE

a course considering ways of safeguarding and extending the recognition achieved by industrial heritage, at Summerlee Heritage Trust, Coatbridge, near Glasgow. Details available as for 28 April.

27-28 June 1992

NAMHO FIELD MEET

organised by the National Association of Mining History Organisations and hosted by the Shropshire Caving and Mining Club at Ironbridge. The meet will include workshop sessions on recording techniques, seminars on surface preservation, field trips on the surface

and underground, and a social. Details from Adrian Pearce, 72 Hopkins Heath, Shawbirch, Telford, Shropshire TF5 0LZ ☎ 0952 253310.

7-11 August 1992

SUBTERRANEA BRITANNICA INTERNATIONAL CONFERENCE

at Bath. The conference will include many visits and discussions, especially on the theme of secondary use of underground space. Details available from Sylvia P. Beamon, 2 Morton Street, Royston, Herts SG8 7AZ ☎ 0763 242120.

16-21 August 1992

SOCIETY FOR THE HISTORY OF TECHNOLOGY ANNUAL CONFERENCE

at the Uppsala, Sweden. Details from Uppsala Turist & Kongress, SHOT, S:t Persgatan 4, S-753 20 Uppsala, Sweden. Proposals for papers can be sent to Profess Hakon With Andersen, Center for Technology and Society, University of Trondheim at Lade, N-7055 Dragvoll, Norway.

8-9 September 1992

TWO HUNDRED YEARS OF GAS PRODUCTION IN BRITAIN

an international conference at the Museum of Science and Industry in Manchester. Offers of papers should be submitted by 1 June this year. Details from Dr Alan Wilson, Museum of Science and Industry, Liverpool Road, Manchester M3 4JP.

11 September 1992

HERITAGE MANAGEMENT AND INDUSTRIAL ARCHAEOLOGY

a symposium preceding the AIA annual conference in Cheltenham, with sessions concerned with buildings, landscapes, artefacts and adaptive re-use. Details from the Editors, Industrial Archaeology Review, Department of History, University of Leicester, Leicester LE1 7RH.

11-13 September 1992

AIA ANNUAL CONFERENCE FOR 1992

at Cheltenham, with a post conference programme until 16 September. Details are enclosed with this Bulletin.

13-18 September 1992

TICCIH Madrid

the Eighth International Conference on the Conservation of the Industrial Heritage, in Madrid. Details from the Secretary of the Congress, Fundacion de los Ferrocarriles Espanoles, Direccion de Programas, Santa Isabel 44, 28012 MADRID, Spain.

13-17 September 1992

SYMPOSIUM ON THE CATALAN FORGE

at Ripoll, Catalonia, Spain. Among the direct processes for obtaining iron prior to the ubiquitous use of the blast furnace, the Catalan Process had an outstanding place, especially in the sixteenth to eighteenth centuries. Details are available from Dr Estanislau Tomas, Secretaria del Simposi, AMCT, Via Laietana 39, 08003 Barcelona, Spain.

16 October 1992

NEW INITIATIVES IN PROTECTING THE INDUSTRIAL HERITAGE

a course at Ironbridge on listing, scheduling and other protective procedures. Details available as for 28 April.

2 November 1992

IN SITU OR IN SHOWCASE: FUTURE POLICIES FOR THE CONSERVATION OF INDUSTRIAL ARTEFACTS

a course at the Science Museum, London. Details available as for 28 April.

20 November 1992

MARKETING MUSEUMS

a course at Ironbridge. Details available as for 28 April.

21 November 1992

GOthic TILES: MEDIEVAL AND MODERN

a seminar at the British Museum. Details available as for 28 April.

24 November 1992

ARCHAEOLOGY AND INDUSTRIAL

BUILDINGS: PURPOSE AND TECHNIQUES

a course at Ironbridge. Details available as for 28 April.

10-12 September 1993

AIA ANNUAL CONFERENCE FOR 1993

at Ambleside, Cumbria, with an additional programme 8-10 and 12-14 September. Details will be mailed to members in due course.

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.

APOLOGY

The Editor apologises that, owing to recurrent illness, this issue has been delayed and the November *Bulletin* was not published. Members will have received their mailing with only *Industrial Archaeology Review* and *World Industrial History*. Readers will be pleased to know that the current issue is a bumper one to compensate for the loss, and that all of the articles destined for the missing edition are included here. To avoid the danger of illness causing such problems in future the Association is considering appointing an Assistant Editor for the *Bulletin*. Volunteers with access to an IBM compatible computer or living in the Cardiff area are invited to contact the Editor.

AIA Bulletin

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Designer: John Stengelhofen

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Final copy dates currently are as follows:

30 September for November mailing

30 December for February mailing

30 March for May mailing

30 June for August mailing

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey and research groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. Further details may be obtained from the Membership Secretary, Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW, England. ☎ 095243 3522.

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