

## THE BUS BUSINESS

*In its recent policy review the AIA decided to interpret industrial archaeology as a period study which can encompass subjects of all types from the industrial era. In this article John Powell shows for one subject—bus transport—that unless we open our minds beyond the narrow definition of 'industry', there is a danger that important evidence will fall through the net of recording and preservation, and be lost forever.*

Most bus services in England and Wales, outside London, were deregulated on 26 October, 1986. The near-chaos which ensued in many places, as operators competed for passengers, is well documented.

It was not just companies, services and vehicles which came under threat. In order to cut costs and raise money, many concerns began to cash in on property, in the way that British Rail and British Waterways have also done. Now is an appropriate time to consider the structures associated with the bus industry, in the hope that some systematic appraisal may be undertaken before too much disappears.

Bus garages have been closing in considerable numbers since 1986, yet there seems to

be no information revealing how many are listed nationwide, nor how many might be worthy of recording or preserving. A number survive as bus museums in various parts of the country, and others which went out of use before the property boom of the eighties have found other uses, to which they are often well-suited; yet survival appears to be random.

Significant examples have certainly been lost. The former East Surrey Traction Company garage in Bell Street, Reigate, for example, was demolished in the late 1980s despite a last-ditch attempt to get it spot-listed. It was a purpose-built garage (as opposed to a converted tram depot, which many early garages were) built in 1912, and of some architectural and historic interest. As recently as 1992, a corrugated iron bus garage adjacent to Bridgnorth Station on the Severn Valley Railway was demolished, even though it was on a site where one might have thought it to be safe. It dated from c1905, and was erected by the Great Western Railway when Milnes-Daimler motor buses took over from Clarkson steam buses on the Bridgnorth-Wolverhampton route. A similar, yet larger, structure survives in Stroud Station yard, and was commendably featured in this year's AIA conference booklet. How many others remain unnoticed?

Deregulation comes to London in 1996, and will undoubtedly pose a major threat to the garages there. The architecturally impressive but untypical garage at Stockwell, with its famous concrete roof dating from 1952, is one of our few post-War listed buildings, but what else in the capital is protected? Current Government pressure forcing local authorities which still operate bus fleets to dispose of them will further reduce the stock of buildings in provincial towns. Operators such as Maidstone, who have been running services since the days of the tram, have already gone to the wall.

If the bus garage seems an unattractive subject for listing or recording, what chance has the even more unloved bus station? Again, no information seems to exist on what survives or may be worthy of consideration. What was believed to be the country's oldest purpose-built bus station, at Heswall in the Wirral, dated from 1924, but went some years ago. The once prestigious coach station at Cheltenham, interchange point for millions of travellers over a period of 50 years, was demolished without detailed recording. The fine bus station from

The cast iron bus station from Durham, dismantled and taken to store at Beamish Open Air Museum

Photo: Ironbridge Gorge Museum Trust



Durham, with its ironwork from the Lion Foundry at Kirkintilloch, was dismantled some years ago and taken to Beamish Museum, so conceivably this may reappear in whole or in part in due course.

The premises of bus manufacturers could also warrant some attention. There were reputedly 26 of them in 1945, a figure which had been reduced to 12 by 1965 and must now be a mere handful (excluding body-builders). Even Leyland's recent purpose-built bus factory at Workington, in production for only two decades or so, has been closed. Many large operators ran their own engineering and repair depots, but these are being closed and the work put out to tender. Who would have foreseen the

closure of London's Chiswick Works (established in 1921-2, to allow the complete overhaul of a London bus in 4 days instead of the previous 16) or their massive body-plant at Aldenham, opened in 1956?

What of the humble bus shelter? Reputedly, listed examples do exist, and may be no less significant than a listed pillar box or telephone kiosk: such structures certainly contributed to village life over several generations, and some should survive. Worthwhile examples in urban settings (outside London) are less easy to find, though Worcester has a number of attractive cast iron shelters which may be re-used tram shelters.

Literature on the subject does exist. There is



a book on London's bus garages, and fleet histories such as the excellent two-volume history of Midland Red often give details of garages. On the whole, however, bus enthusiasts tend to concentrate on the vehicles themselves, and recording or preservation of structures does not seem to be high on their list of priorities. Industrial archaeologists have ignored them almost completely, with very few featuring in published gazetteers, especially compared with railway stations, or even other structures associated with road transport, such as toll houses.

It would be a pity if the subject were to fall between two stools, with everyone assuming that someone else was keeping a watching brief. Bus transport can be seen as something exclusive to the twentieth century, something currently undergoing radical change, even something that may disappear altogether in favour of other forms of transport. Structures associated with it should be evaluated now, while they still survive, not when they have all gone.

*Other vital subjects, like medicine or administration, may similarly be all too easily forgotten. The Editor would welcome further short contributions which introduce little-studied subjects within the archaeology of the industrial era.*

left: East Surrey Traction Co bus garage dating from 1912 (left), with associated offices (right), in Bell Street, Reigate, Surrey. Demolished in the 1980s

Photo: John Powell

## OBE FOR ANGUS BUCHANAN

*The New Year Honours List brought the excellent news that AIA Honorary Vice-President, Angus Buchanan, has been awarded the OBE. A profile of Professor Buchanan appeared in Bulletin 19.2. This personal appreciation by Keith Falconer marks both the award and the end of his 14 years of service as a Royal Commissioner on the Royal Commission on the Historical Monuments of England.*

Angus took up his appointment as Royal Commissioner with responsibility for industrial archaeology in January 1979, but the circumstances that led to that appointment had their origins many years before. In the mid 1960s, he had assumed responsibility for the National Record of Industrial Monuments, the formalisation of the Council for British Archaeology survey cards first introduced in 1963. When Rex Wailes, as Survey Officer, retired in 1971 (with the first OBE in IA!), the University of Bath, through Angus, generously offered the CBA a base for a full-time Survey Officer. Thus, when as Rex's successor, I took up my post later that year, I was able to benefit from the experience of the Centre's advisors such as Tom Rolt, Sir Arthur Elton, and Neil Cossons, and was in daily contact with Angus, George Watkins, Owen Ward and Eric Deloney, the visiting Fulbright Scholar who is now head of the Historic American Engineering Record.

In the late 1970s the Royal Commission itself had been edging, albeit warily, towards greater involvement with industrial recording and it was recognised that it suited both the DoE and RCHME to transfer the Survey to the latter. To facilitate this, and to strengthen the industrial archaeological interest in the Commission, it was decided to appoint a Royal Commissioner with specific responsibility for industrial archaeology, and Angus was approached as

the obvious choice.

One of his first tasks was to comment on the draft manuscript of a publication on the Liverpool and Manchester Railway—the Commission's first essay on an industrial topic. The role of reading and approving texts of books on a variety of industrial subjects was to be a staple chore over the next 14 years. However his work went far beyond passive commenting on texts. He was involved in the advisory, planning and monitoring stages of the Commission's industrial projects. It is particularly gratifying that projects such as Liverpool Docks, Stoke-on-Trent Potworks, Greater Manchester Cotton Mills and East Cheshire Textile Mills should all now have come to successful fruition with the publication of volumes.

It has, however, been the quiet, behind the scenes, support, encouragement and, when necessary, lobbying on behalf of industrial archaeology, that in my opinion has been Angus' most significant contribution. The increase in the number of staff within the Commission with industrial archaeological experience and responsibilities bears witness to his advocacy. In 1981, when the Survey was finally absorbed into the Commission, I was a lone voice for industrial archaeology; now there are at least ten. Furthermore, all the local archaeological field offices routinely undertake survey of industrial sites.

Perhaps the most dramatic manifestation of the Commission's interest in industrial archaeology has been the decision to relocate the headquarters and archive to the former Great Western Railway General Office at Swindon. Whenever AIA members travel by train on the London to Bristol line they will pass the RCHME office with its prominent bas-reliefs of GWR engines and perhaps be reminded of the contribution their Honorary Vice-President made during his term as Royal Commissioner.

## AFFILIATED SOCIETIES

Plans for the 1993 Ironbridge Weekend, on 24-5 April, are now complete, and Secretaries of Affiliated Societies have received details and booking forms. Individual members of the Association are most welcome at these weekends, and a set of forms is enclosed with this mailing. As you will see, we are offering a varied programme. There will be sessions on Saturday on such topics as 'being a museum volunteer' and on the preparation and publication of research; and on Sunday a half day devoted to various aspects of the AIA's Sites and Monuments initiative. We are also inviting participants' contributions—this is in response to comments made last year, and will be a useful addition to the programme.

The domestic arrangements will be similar to last year. Sessions will be held in the Long Warehouse, Coalbrookdale, with the Saturday evening dinner at The New Inn, Blists Hill. On Saturday afternoon, delegates will be able to join John Powell on a walk on 'the other side of the River', in the parish of Broseley.

At a cost of £29, which includes attendance at all sessions, morning coffees, lunches on Saturday and Sunday, and dinner on Saturday, the weekend is excellent value. I hope we shall see many of you there.

Despite my appeals in the *Bulletin*, I have received no more 'profiles' of societies. Surely some groups would welcome free publicity? Please send profiles, or any comments or suggestions about what the AIA does, or might do, for Affiliated Societies, to me at 20 Stourvale Gardens, Chandlers Ford, Hampshire SO5 3NE.

Pam Moore

## THE CIRENCESTER CONFERENCE

Over 130 delegates attended the 1992 AIA Annual Conference at Cirencester, which was arranged by the Gloucestershire Society for Industrial Archaeology (GSIA) with AIA Secretary Amber Patrick. This report has been compiled by Roger Ford, Marilyn Palmer and Peter Neaverson.

The 1992 conference venue was changed from Cheltenham to Cirencester at short notice, but everybody agreed that a better centre could not have been found than the Royal Agricultural College, a splendid late nineteenth-century building of mellowed Cotswold stone, and the first college of its kind in Britain. Among the fine buildings was a re-used tithe barn which provided a social centre for delegates with an excellent bar and roaring log fire.

The conference was opened by the creator of Thomas the Tank Engine and President of the GSIA, the Reverend Awdry, and by an introductory tour of Gloucestershire in slides by David Viner, Curator of the Corinium Museum. Saturday's lectures included David Evans on Listers of Dursley, the manufacturers of small stationary steam engines; Ian Standing on the industrial archaeology of the Forest; and Hugh Conway-Jones on Gloucester Docks. These were followed on a rather damp afternoon by three excursions, to Gloucester Docks; with David Bick to the tramways and quarries of Leckhampton; and a walk around Cheltenham with Amina Chatwin to see the elegant wrought ironwork dating from its spa days.

David Viner hosted a reception at the Cotswold Countryside Collection Museum in the former house of correction at Northleach, where delegates not only inspected agricultural machinery but also the cells and courtroom. This was followed by the Conference Dinner back at Cirencester, at which the annual AIA Fieldwork Awards were presented (as reported in *Bulletin* 19.4). Members's contributions were given in two periods during Saturday. A highlight was the presentation by John Watts, which featured an audio tape to accompany his slides of Lister engines.

After its AGM on Sunday morning (reported in *Bulletin* 19.4) the Association welcomed Dr Barrie Trinder of the Ironbridge Institute to deliver the 1992 Rolt Memorial Lecture. His topic was 'the archaeology of the food industry in Britain, 1660-1960', and the full text will appear in the Spring 1993 *Industrial Archaeology Review*. This concluded the main conference, and thanks were extended to the organiser, Amber Patrick, and the committee of the GSIA for their work on this and the preparation of the *Regional Gazetteer*.

The additional programme was more popular than ever, necessitating two coaches on all but the last day. On Sunday two afternoon tours were arranged, to Cirencester and district and to Stroud. David Viner conducted members through Cirencester and to Kemble, once a tri-junct station with lines to Cirencester, Swindon and Tetbury. Still a busy commuter station, it is beautifully maintained. Remains of the Thames and Severn Canal were then visited, notably the fine eastern portal of Sapperton Tunnel and the lengthsmen's round-house at Coates. The other group went with Lionel Walrond to Stroud: beginning at Brunel's Great Western Railway station of 1845 with its broad gauge goods shed, and ending at Kimmins Mill, a five-storey stone-built former flour mill,

with a collection of redundant textile machinery. On Sunday evening, delegates were entertained by Tony Langford with a procession in slides of steam boats built at Brimscombe Port. Monday saw the first of two excursions to the Forest of Dean led by Stan Coates. The first stop was at Guns Mills, a fascinating combination of seventeenth-century charcoal blast furnace and eighteenth-century timber-framed paper mill built on top. Dark Hill ironworks was operated by David Mushet, but its remains are difficult to interpret: it is a pity that, after all the excavation and consolidation carried out, no report has yet been published. Delegates then walked from Coleford to the well-preserved Whitecliff furnace, an early coke-fired blast furnace dating from the Mushet era, conserved by the Historical Metallurgy Society and owned by Dean Heritage Museum. The final visit was to another restored furnace at Tintern which supplied the wireworks of the Angiddy Valley.

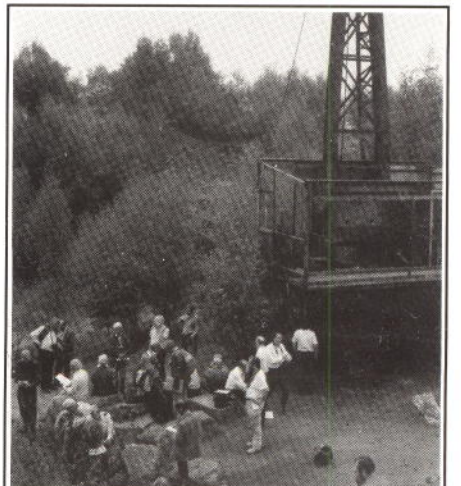
On Tuesday an extended visit, again with Lionel Walrond, was made to the textile mills of the Stroud area, a subject introduced in his lecture the previous evening. Delegates were able to visit two 'flagship' mills: the stone-built Ebley Mill which has been restored as the offices of Stroud District Council, and the brick Stanley Mill at Stonehouse, built 1813-15, with its magnificent interior ironwork. As on many of the coach tours, the return was made via Chalford along the Frome Valley, which carries the turnpike road, the Thames and Severn Canal and the Great Western Railway. A fine group of railway and canal structures remains at St Mary's Mill, Chalford, with its recently listed level crossing gates, keeper's cabin and cottage. Prominent along this route are the spoil mounds created when the canal and railway tunnels were constructed—a feature our coach drivers will draw to the attention of all future visitors!

Wednesday's visits centred on the Gloucester and Sharpness Canal, once intended to go to Berkeley, our first port of call. Here the world's first commercial nuclear power station was commissioned in 1957: this Magnox station ceased generation in 1989. The site resembled a scene from Dr Who or James Bond. The fuel rods had long been removed but delegates were able to see the rest of the plant. The fate of the buildings is still uncertain: the whole site might have to be buried beneath a mound of earth unless some adaptive re-use can be found! Hugh Conway-Jones then conducted delegates around Sharpness Docks, and the remains of the former Severn railway bridge which was wrecked by a tanker in 1960. The day ended in the civilised surroundings of Gloucester Docks, a most successful example of re-use with its fascinating National Waterways Museum in the former Llanthony Warehouse. That evening a local farmer, Arthur Price, described his hair-raising efforts to record a complex system of stone mines in the Cotswolds.

The conference ended with a second visit to the Forest of Dean, beginning at Bullo Pill dock where Ian Standing had kindly arranged for a small demonstration of the Severn bore! We then followed the line of the Forest of Dean Railway to Soudley to visit the Dean Heritage Museum, housed in buildings which have been used for a variety of water-powered industries. The Museum explains the unique nature of the Royal Forest, with its free miners and many

charcoal ironworks. Lunch was taken near the Speech House, built c1675 as a forest keeper's lodge, then enlarged to contain the Verderers' Court for Forest administration, and now a hotel. The final conference climb was up the Bixslade Tramway to the working stone quarries above, which still retain some massive derrick cranes. We were also able to observe the continuity of coal mining in the Forest at a two-man drift bringing up Yorkley coal from 300 yards into the hillside.

Thanks are due to Amber Patrick for her efficient re-organisation of the programme owing to the change of venue, and to the excellent group of tour leaders and lecturers. Members will be able to compare the industries of Dean with those of the Lake District in September 1993.



from the top: One's home for a week: the Royal Agricultural College; The generator hall at the de-commissioned Berkeley nuclear power station; A working coal drift in the Bixslade Valley; One of the derricks (and other members of the AIA) at Bixslade stone quarry

All photos: Marilyn Palmer

## COMMENT

This new regular feature in the *Bulletin* aims to provide a 'leader' column in which a strong view can be presented. This first contribution, by the President, **John Crompton**, is a stimulating discussion of the recent controversy over major changes of policy introduced at English Heritage, and of their potential impact in industrial archaeology. The Editor will pleased to receive letters from readers on these and other issues.

Would *Managing England's Heritage* have caused such a stir if it had not been leaked to the press in advance of its launch? It was quite an achievement to hit the headlines in competition with tales of financial disaster and royal scandal. The new Chairman of English Heritage, Jocelyn Stevens, has been castigated for his lack of tact; job losses have been condemned, and the sell-off of all but the most profitable sites is deplored as the final descent into commercialism.

*Managing England's Heritage* sets out English Heritage's priorities for the 1990s, and whilst there may well be some bath-water to be spilled, there are some positive points as well. The document records the important educational, economic and social roles of heritage, and commits EH to encouraging public concern and to giving the historic environment a higher place on the agenda. It also recognises Britain's unique industrial heritage and maritime

## AIA NEWS

### A DASH IN SUFFOLK

At the end of May, a week-long tour was organised by the AIA to explore the industrial archaeology of southern East Anglia. This was a superb opportunity to learn about the region with the guidance of local experts. The visit was organised by David Alderton, whose extensive knowledge of the area was invaluable. Some twenty members attended, each arranging their own transport and accommodation. The following impressions from **Mary Yoward** give a flavour of the week.

The whole range of Suffolk's industries was seen during our dash around the area. We



4 Raising the sails at Herringfleet Mill

Photo: David Alderton

heritage, 'the most important examples of which must, wherever possible, be kept together as viable entities; factories with their machinery, dockyards with their ships...'

In its thrice-yearly *Conservation Bulletin* (June 1992), this concern for industrial heritage was expressed in greater detail by Oliver Pearcey as 'The Dilemma of the Industrial Archaeologist'. The 'dilemma' is no longer that of accepting the unique importance of industrial monuments as part of England's heritage, but in selecting the examples which can be preserved, and the form in which they can be preserved. EH's Chief Executive, Jennifer Page, said as much in her 1991 Ironbridge Lecture in Birmingham (reported in *AIA Bulletin* 19.1); industrial archaeology's problems arise from its incomplete and incoherent records, as well as from the scale, complexity and commercial value of many of its monuments. Industrial archaeologists may sometimes feel powerless to promote the cause of preservation against 'market forces', but is there really any excuse for the incomplete and incoherent record of our industrial heritage?

This is the point of the Association's IRIS initiative which is now undergoing its first field trials with local societies and county Sites and Monuments Records offices. The Index Record of Industrial Sites will achieve coherence by defining the questions which are asked and the principal terminology which answers them. Completing the industrial record will depend

covered all periods, from the neolithic flint mines at Grimes Graves to the nuclear power stations at Sizewell. In nearly all cases, we visited sites where processes could still be observed, and had excellent guides to explain them.

Brewing and malting were vital industries in the region. The first visit of the week was to Thingoe Maltings at Bury St Edmunds, where we were shown around the fine nineteenth-century buildings where floor malting continues in the traditional way, but with modern innovations such as a new heat recovery process which would no doubt have been the envy of maltsters of old. At Mistley we had a privileged visit to Edme Malt, where we were shown the method of making malt extracts and barley syrup by vacuum concentration in early twentieth-century plant due for replacement later in the year. A contrast was Tolly's Cliff Brewery, where a working brewery using both very old and very new plant is being developed as a tourist attraction.

Natural power is an ever-present theme in Suffolk. At Euston Park water mill, an estate pumping house for water supply was altered in the late eighteenth century to look like a church, with a water tank in the tower. Unfortunately, the building is in poor condition. St Olave's windpump has been called the smallest smock-mill in Britain, being a 1910 trestle pump clad in timber. On our final day we visited Herringfleet pumping mill, where local molinologists used the party to get her going: the AIA President was seen pushing the tailpole to turn the mill into the wind, and other members climbed the common sails to help set the canvas. We finally saw her turning as we left. Many other mills were seen, perhaps the most notable Buttram's Mill at Woodbridge, built in 1816 and with many unusual innovations, and Thorington Street water mill. At this 1760

upon the translation of existing records from their many and diverse forms to the IRIS standard, and by the willingness of groups and individuals to provide records. The county Sites and Monuments Records are now being updated to 1945, and this provides a fine opportunity to refer most industrial monuments, whether protected by Listing or Scheduling or not, to the planning process at the beginning.

The creation of a Ministry for National Heritage in 1992 placed Britain's heritage on the Cabinet agenda, and the announcement of a National Lottery will, by 1995, supposedly provide extra money to support and maintain that heritage. Until 1995 there is little hope of extra resources, and EH's strategy relates to providing the best expertise and to improving the balance of monuments representative of all periods. Industrial archaeologists who have claimed that mills and furnaces are every bit as important as castles and cathedrals will find hope in EH's clear support for the heritage of the industrial age—but the task is not yet finished. The record still has to be completed, and the form of preservation, whether as inactive monuments, surviving industrial processes, or architecture adapted to new uses, needs to achieve public sympathy and enthusiasm. These tasks must be a principal part of industrial archaeology's priority for the 1990s.

estate mill a great deal of restoration has been done by the Suffolk Mills Group. The use of man power was covered by the remarkable treadmill crane of 1667 at Harwich and Admiral Duncan's pump at Gorleston, installed in 1797 to save the journey upriver to Yarmouth for naval vessels requiring water.

Water was also the stuff of transport in Suffolk. A visit to Ipswich showed us how a diversion of the river formed the wet dock in 1842, on which stood Isaac Lord's Warehouse, in part dating back to the fifteenth century. A look at the dock area of Lowestoft included Mutford Lock, which gives access from the sea at Oulton Broad and the navigation to Norwich. Is this the only lock in Britain to have tidal water at both ends?

Two excellent brickworks were visited, both hand-making bricks. Bulmer Brickworks uses some nineteenth-century moulds and supplies all shapes and sizes of brick for restoration work, firing in an updraught kiln. South Cove works produces stock sizes which are now fired in a gas kiln similar in design to the nineteenth-century coal-fired kiln used until recently.

Other trades and industries were seen too, and a number of museums visited. One of the highlights was a flint-knapping demonstration by John Lord. He selected a seemingly over-sized flint and took flakes from it with stones and a deer antler until he produced a fine flint axe to rival a genuine neolithic specimen. A visit to the Gainsborough Silk Works at Sudbury showed how beautiful furniture fabrics are still woven on nineteenth-century looms which can produce designs impossible on modern machines. At Harwich we saw a preserved early cinema, and in Coddensham a good example of an East Anglian subterranean limekiln, well maintained by its private owner. However, one of the most

## SMALLSMITH'S DIARY

31 December

It being New Year's Eve, Bolt, Neill, the remarkable Mrs Dobbin, my dear wife and I, and other members of the Pipeclay IA Society, met for a social evening at our favourite hostelry, the 'King and Furnace Keeper'. Were it not for the fascinating debates that arise on these occasions, and their general bonhomie, serious questions would no doubt be asked of Bolt, our Events Secretary, who has arranged several such events in the last year. The only VISIT he organised was to a working brewery (oddly, few of us can remember much about its fittings, although Mrs D. spent some time closely examining a fine Victorian table top). Then, of the two LECTURES he planned, one didn't happen because Bolt himself, who had the key, failed to turn up; and the second was his own illustrated talk, 'A Brief History of Railways', which was ended in its fourth hour when the last remaining member of the audience woke up and left.

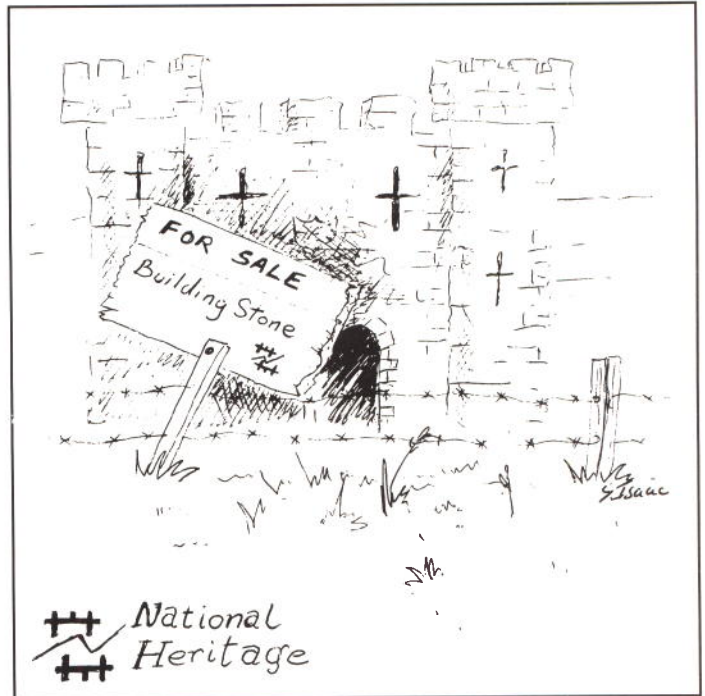
But I digress. As you would expect, talk tonight quickly turned to 1992 and its effects on IA. Debate was somewhat heated, but for once our humble Society was more or less in accord, that politically and economically it had been appalling, from the absolutely disgraceful pit closure programme to the worrying suggestions that British Rail should not carry freight, and English Heritage should be privatised. Even Bolt and Neill, who rarely like to agree even about what day of the week it is, proposed and seconded that we should use our fine marble-effect notepaper to write a strongly-worded letter to the Government; although they did fall out over which member of the Government was 'the worst' (as Bolt put it) and should receive this missive. I felt I should voice a certain note of caution that we should really strive to keep politics out of industrial archaeology. However, my dear wife, who had had one port too many I fancy, immediately accused me of looking forward to visiting 31 more derelict colliery sites in the next two years; and recognising the look in her eye, I felt it was more cautious still to keep my doubts to myself. The evening's good humour returned with the midnight chimes, and the remarkable Mrs D's attempts to perform what she claimed was the Clan McDobbin's traditional Hogmanay sword dance on the table top, only to fall heavily into Bolt's lap, and take a surprisingly long time to remove herself. But then it is New Year, and traditionally a very emotional time.

16 February

A rather frustrating day spent with Neill, Bolt, and Mrs Dobbin working on our new IA computer database. It was the first occasion I have been able to spend time on this fine addition to the Society, so busy have I been recording local Victorian board schools. I was impressed by the progress Neill and Bolt had made, both in ironing out the system's early teething problems, and inputting information. As one might expect, the area's breweries are now catalogued together, though I gather Neill and Bolt quibbled at some length over Bolt's initial name for the file, which

was simply 'BEER'. They also assured me that the fact that the engineer of several local Victorian masterpieces was named 'SIMPSON, Bart' (who a young neighbour tells me is a character on Satellite TV), was merely a 'gremlin'.

On my return after lunch, I discovered Bolt and Neill playing a computer game called 'Demolition'. An archaeologist from a national heritage body, possessed with extraordinary recording skills, battles against a team of kick-boxing contractors who are demolishing first a cotton mill, then a colliery, and then, if the archaeologist proves skilful enough to get to this level, a listed complex of canal warehouses, wharves and decorative wrought iron bridges. Neill was very good at this game as he was particularly quick to press the 'Adaptive Re-use Hyperspace' button at the right time, so that his buildings were successfully converted to heritage centres, bijou housing and characterful office space before the demolition experts could make any major impact. Bolt was less successful, tending to engage them in computerised fisticuffs, and usually coming off worse. When asked, both denied having played a Bart Simpson game on the Society's computer, but I suspect this may well be the source of our so-called 'gremlin'.



Putting history into your homes

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memorable events of the week was at Thurton Foundry, a jobbing village foundry still using greensand moulding. John Capps, the working owner, arranged to be pouring when we were there, but even more spectacular was seeing the cupola 'bottomed out'. It was an amazing sight as the white-hot residues from the furnace were emptied out onto sand and sprayed with water—one of many rare scenes we had a chance to view in our Suffolk week.

The AIA is arranging a similar visit to south-east Wales between 30 May and 2 June. Details from David Alderton at 48 Quay Street, Halesworth, Suffolk, IP19 8EY ☎ 0986 872343.

## OBITUARIES

### NEIL STEPHENS

We regret to report that Neil Stephens died suddenly in late September. Neil was a well-known member of the Association, and an enthusiastic supporter of the Northern Mill Engines Society. He was a regular delegate at Annual Conferences and, as many members will know, he had suffered from diabetes for many years. A donation has been made to the Diabetes Association in his memory.

### JOHN H McNEIL

John McNeil died last autumn at the age of 39. At the time of his death, from kidney disease, he was President of the Northern Mines Research Society and had been involved with that organisation and others concerned with industrial archaeology for many years. He published articles on investigations of several mines. He studied electrical engineering at the University of Manchester Institute of Science and Technology and worked with GEC in Manchester whilst pursuing many spare-time involvements and interests in geology, natural history, the study of stationary steam engines, transport history, industrial archaeology, caving and cave rescue, and fell-walking.

## NEW MEMBERS

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

Mrs M Mills, London  
Mr D W Lyne, Leicester  
Mr J E James, Peterborough  
Miss D A Phillips, Leicester  
Dr Lawrie & Mrs Teresa Done, W. Sussex  
Mr Peter Sturley, Hull  
Julie Williams, Leicester  
Alex and Rosy Hayward, London  
Ms Louise Dixon, Middlessex  
Mr Martin Lockhart, Glasgow  
Mr Nigel Sturt, London  
Mr G M George, Swansea  
Mr R Gordon, Bristol  
Miss H James, Telford  
Dr M Dean, Malvern  
Mr R Fiset, Quebec, Canada  
Mr Michael N Bussel, London

In addition, the following organisations have affiliated to the Association or become institutional subscribers:

The Library, University of St Andrews, Fife  
The Essex Archaeological Society



President's Award: David Alderton presents the 1992 award to Dean Heritage Centre

Photo: Anne Alderton

AIA NEWS continued

## PRESIDENT'S AWARD

The President's Award for 1992 has been given to Dean Heritage Centre in Gloucestershire. It was presented to Ian Standing, Director of the Centre, on 29 December. The award goes to that museum or preserved site visited in the course of the annual conference programme which in the opinion of the President best interprets aspects of the industrial past to the general public. The Dean Heritage Centre is a completely independent, self-supporting trust,

created by local initiative and volunteers, though it now also has professional staff. In my view it has done an excellent job with inevitably limited resources of money and space in explaining the establishment and development of the many and varied industries of the Forest of Dean, with an exceptionally strong section on forestry. The social history is also well covered. The Centre lies in a valley to the south of Cinderford, a very pleasant spot even on a rather chilly and foggy December day, and certainly worth a visit if you are in the area.

David Alderton

## THE PRESIDENCY

The United States is not the only world institution to have experienced a recent change of leadership. David Alderton's three year term of office as President of the Association came to an end in September. David expended a great deal of energy on behalf of the Association, and his many achievements—in reorganising Council committees, increasing the voice of the Association in national policy, and leading the application for a Grant from the Ministry of National Heritage which is helping to fund the Association's register of industrial sites and two paid officers—were recorded in *Bulletin* 19.3.

The Association's new President, John Crompton, is a graduate of St Catherine's, Oxford, where he obtained a degree in Geography and a Diploma of Education. After teaching in Lincoln he moved to training teachers in Liverpool where he developed and taught the first, and so far only, three-year undergraduate degree course in Industrial Archaeology. His students have been making their mark in various industrial museums and elsewhere, and in 1985 John moved to a museum post himself, becoming Senior Keeper at the Black Country Museum.

John has been a member of Council since 1980, and was elected to the new post of Executive Vice-President in 1989. In 1982 he took on the job of Endangered Sites Officer, monitoring applications to demolish or alter industrial buildings and representing the Association at several Public Inquiries. He represented the AIA on the Council for British Archaeology's IA Committee, became its Secretary and did much to establish the regional IA panels in England. He was deeply involved with the Dorothea Award for Conservation, first adjudicated in 1984; writing and distributing the

literature, organising the judges, making the pattern for the plaque and even casting it himself on two occasions. Recently, he has led the judging of one of the British Archaeological Awards, the Ironbridge Award for adaptive re-use.

John has no illusions about the next three years. 'I've watched several past-Presidents and envied only their enthusiasm and energy. The Association is developing new initiatives for Industrial Heritage Year and as far ahead as the millennium. There's always a lot to be done, and without the support and hard work of Council members the President's job is impossible'.

## TITLE COMPETITION

*Bulletin* 19.3 announced a competition to find a new title for this newsletter. Several readers took the trouble to send in suggestions, and these were all considered by the Editor, the Membership Services Committee, and finally the AIA Council. Unfortunately, some of the best titles were discovered already to be in use by other organisations. In the end, Council decided by a considerable majority on the title *IA News*. Clearly, Council members believe in plain speaking! More artful suggestions were felt to be not readily enough understood. The new title will come into effect soon, together with a re-design of the newsletter's image; but it will carry the subtitle *Bulletin of the Association for Industrial Archaeology* to avoid confusion. As the winning title was devised by the Membership Services Committee itself, they will not give themselves a prize. All members who contributed ideas are thanked warmly for their efforts.

## REGIONAL NEWS

The organisation of our regional news presentation is about to be revised. This issue therefore contains only one report. In future, our regional reporters will concentrate on providing individual news items on topics from within their areas. Each region will then be represented once a year in a 'regional round-up' summarising recent news, which will be scheduled to ensure even coverage of the United Kingdom. A list of the regional correspondents to whom material should be sent will appear in the next issue.

### YORKSHIRE AND HUMBERSIDE

When Grimethorpe and Houghton Main collieries closed on 30 October, it marked the end of coal mining in **Barnsley**, which was probably more closely identified with the industry than any other Yorkshire town. The earliest record of mining there dates from 1293, and the borough's coat of arms includes crossed pickaxes and has a collier as a supporter. Houghton Main was sunk in 1860 and Grimethorpe in 1894.

A 100 per cent Derelict Land Grant has been obtained for a £2.6 million scheme to reopen the Rochdale Canal through **Sowerby Bridge**. Since 1968 the canal has been piped under a car park and a major road junction. Initial proposals are for a lock and a 100m tunnel under the junction, and work is due to start early this year. Grants have already been approved for removing the blockages on the Lancashire side of the Pennines.

A trail is to be opened this spring along the line of the **Halifax branch canal**, opened in 1828 and closed in 1942. It will run from the present end of the canal near the Jennie Dee pub on the A629 Halifax-Huddersfield road, past old lock chambers and an aqueduct over the Hebble (because the line of the canal is under the Rowntree-Nestle site) to the rear of Halifax station. Halifax Civic Trust is raising money for guide posts and interpretation panels.

Norwest Holst have given up their £70 million plan to redevelop **Sheffield Canal Basin**, restoring the listed warehouses and the 1820s Sheaf Works office and warehouse block. The City Council, Sheffield Development Corporation and British Waterways now hope to put together plans for a number of smaller developments around the Basin. The recession is delaying other development schemes that include listed industrial buildings in the city, including one for Truro Works (silver and plate, 1840s on) and one for Leah's Yard in the city centre (1860s, a complex of workshops for small firms), where the Council has served an emergency repairs notice.

This year **Sheffield** celebrates its centenary as a city. 1993 is Industrial Heritage Year, and events in Sheffield will include a new Steel City Trail, an extended version of the successful programme of factory tours, and exhibitions at the city's museums, including one to mark the centenary of Trolley Tunnel, the second longest tunnel on British Rail.

The Butterley Brick Co's **Blackley Brick Works** at Elland, West Yorkshire, closed in October. It produced special bricks both hand-made and by machine, and has a Staffordshire kiln.

Planning permission has been given for the conversion of St George's House in **Huddersfield**, a huge listed railway warehouse by the

**COMING UNSTUCK**

The listing of historic industrial buildings is a key factor in helping to protect them, but many problems can still arise. One of the most important is the removal of integral fittings, which especially with industrial buildings may have been an essential part of their historical importance. The Victorian Society has published a new report which tries to tackle this issue.

*Coming Unstuck: The Removal of Fixtures from Listed Buildings*, is the Society's response to a worrying number of recent cases involving the illegal removal of fixtures. Whenever owners of listed buildings wish to remove fixtures, they should first obtain Listed Building Consent from the local authority. This applies to all classes of listed building, to the interiors as well as the exterior, and to structures within the grounds. But what, exactly, is a fixture? The law is unclear and the system is open to abuse.

'Architectural antiques' are now so valuable that owners are often tempted to remove and sell fixtures. In Morecambe, Lancashire, the owner of the Midland Hotel illegally removed sculpture by Eric Gill. The illegal removal of eighteenth-century panelling from a Georgian house in central London was only discovered because a knowledgeable passer-by saw the panelling lying in the street outside and rang English Heritage. Most spectacularly, when the owner of Leighton Hall in Powys, associated with the outstanding model farm of the same name, illegally removed a listed statue from the grounds, he received a 'slap on the wrist' fine of £500. The value of the statue was in the region of £50,000.

These cases are an early warning. While the value of fittings continues to increase, the problem can only get worse. Better information must be made available to owners of listed buildings, so that they understand their responsibilities, and the law must be more effectively enforced. *Coming Unstuck* reviews the problem, explains how the legislation and case-law have worked, and suggests approaches for the future. It is available from The Victorian Society for £3.50 (including postage), at 1 Priory Gardens, London, W4 1TT ☎ 081 994 1019.

**NEW POST-GRADUATE IA COURSE**

Michigan Technological University in the USA has initiated a Master of Science degree in Industrial Archaeology. This programme adds to the very few in the world which focus explicitly on the subject and emphasises an interdisciplinary approach fusing archaeology, history of technology, and anthropology. Students take courses in the history of technology,

*continued from page 6*

station, to 86,000 sq ft of lettable floorspace with over 250 parking spaces.

The remaining buildings of Matthew Murray's Round Foundry in Water Lane and David Street, **Leeds**, have been refurbished as the headquarters of commercial and architectural engineers James Hird Thompson.

The **Baysgarth House Museum** at Barton-upon-Humber includes a rural crafts museum with the reconstructed workshops of a stonemason, shoemaker and wheelwright, and a museum of local industries is in preparation.

*Derek Bayliss and David Cant*

historical and industrial archaeology, cultural resource management, and other related areas. Full time graduate students can complete the programme in a single academic year and two summers, using the summers to fulfil archaeological fieldwork and thesis internship requirements.

Michigan Technological University, established in 1885 as the Michigan School of Mines, resides in the heart of a copper mining area that operated from the 1840s until 1970. The University is surrounded by industrial sites that comprise a local laboratory for the study of industrial archaeology. Its library, in addition to extensive holdings relating to industrial history, maintains a Copper Country Archive containing an important collection of original materials.

The Department of Social Sciences has an Archaeology Laboratory, actively involved in field projects. Teams from Michigan Tech have recently excavated a variety of sites including a nineteenth-century US Army fort, the iron-smelting village of Fayette, and Bay Furnace, a blast-furnace complex on the National Register of Historic Places. The historians in the department have been actively involved in projects studying the industrial history of the area, including copper and iron mining, and infrastructure development. Some financial support for students is provided through such projects and through University-funded assistantships. An internship option is also available to interested students, and the department maintains close ties with the US Forest Service and the Michigan Bureau of History.

Further information is available from Dr Larry Lankton, Department of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295, USA.

**ROUNDHOUSE REVISITED**

Quite apart from its railway and industrial interest, the Roundhouse at Chalk Farm in London has become a national monument through its recent history, being associated with many significant cultural happenings which took place here from the 1960s. An outline account of the Roundhouse appeared in *Bulletin* 18.2. It was built in 1847 to the designs of R B Dockray.

There have been complaints that this well-known building is in a poor state of repair. Despite attempts at rehabilitation, the site is not open to the public and on the hoarding along Chalk Farm Road which excludes people, graffiti reads, **THIS IS A DISGRACE-WHY IS THE ROUNDHOUSE STILL EMPTY?** With financial problems and the present poor state of the property market, an answer is not hard to find.

*Robert Carr*

**COMPUTERISING ENGLAND'S HISTORIC MONUMENTS**

The Royal Commission on the Historical Monuments of England has contracted the computer consultants, Software Product Services, to design and build an integrated computer system for the National Monuments Record (NMR). This project, which was due for completion by the end of 1992, will enable users to access all the computerised information in the NMR through one integrated computer system covering all the different systems currently in operation.

An important objective of the integrated system is to allow cross referencing between data on monuments and archival material in the Commission's extensive collections. The new

system will ensure that rigorous standards in the recording of monuments and cataloguing of archival materials are maintained, partly through the use of thesauri to control the vocabulary used in the classification of information. The new system should be a great benefit for users of the NMR.

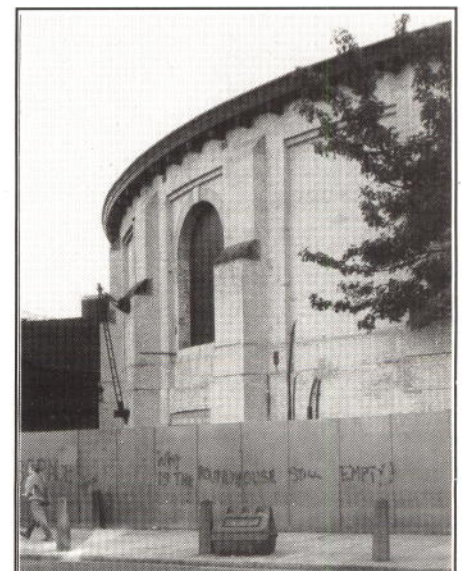
**EANAM CANAL BASIN**

Imaginative restoration and re-use has recently been carried out at the Eanam Canal Basin in Blackburn, one of the focal points of the Leeds and Liverpool Canal. The scheme has proved very successful and offers a useful example for potential schemes elsewhere.

The canal was projected in the 1770s. There was a requirement in the West Riding for Craven limestone for building and agricultural improvement whilst Liverpool had brass foundries, potteries, iron foundries and sugar refining and wished to develop the Wigan coalfield. In 1774 work began from both ends and the canal reached Bradford and Parbold near Wigan. There was an interval until the 1790s when more capital was raised so that Burnley was reached in 1796 and the line changed to link the east Lancashire towns, including Blackburn in 1810, where Eanam basin was built, and finally Wigan in 1816. In addition to coal and limestone, cargoes delivered at Blackburn included yarn, wool, flax, tallow, oil and tobacco; 1.5 million tons per annum were handled there, and in 1840 major rebuilding and improvements were made.

The warehouses at the basin have been restored and converted through the Blackburn Waterside Initiative supported by Lancashire Enterprises to a conference centre, small business units and an interpretation/visitor centre. The canal offices, which are barge-shaped with curved ends, are being restored as a possible research or marketing centre. A large stone-built house—presumably an administrative building with storage vaults below—awaits developments. Next door is Thwaites Brewery house and stables still being used, and across the road the large Yates and Thoms steam engine foundry which exported machinery by canal. Inside the basin is an attractive wharfinger's house adjacent to the towpath, grain and cotton warehouses, the remains of stables and the base of a crane.

*A D George*



Ready-made photo-caption: the Roundhouse in 7 October  
Photo: Robert Carr

## DIARY

**20 March 1993**

### **SERIAC 93**

the South East Region IA Conference, on the theme *Feeding the People*, at Berkshire College of Agriculture, Maidenhead. Details from Dennis Johnson, 20 Auclum Close, Burghfield Common, Reading RG7 3DY.

**20 March 1993**

### **NEW RESEARCHERS IN MARITIME HISTORY**

a day conference at the National Maritime Museum. Details from Dr Roger Knight, New Researchers Conference, National Maritime Museum, Greenwich, London SE10 9NF.

**2-4 April 1993**

### **ANNUAL CONFERENCE OF THE ECONOMIC HISTORY SOCIETY**

at Hull. Details from Mr D Woodward, Conference Secretary, Economic History Society Conference, Department of Economic and Social History, University of Hull HU6 7RX.

**23-25 April 1993**

### **AIA AFFILIATED SOCIETIES WEEKEND**

at Coalbrookdale. See the Affiliated Societies Spot for information. Details are enclosed with this mailing.

## NOTICEBOARD

### **STUDYING HERMOUPOLIS**

The city of Hermoupolis on the Greek island of Syros flourished in the nineteenth century, as a centre for ship-building, leather-working, lead processing, flour-milling and textiles, all industries established by refugees who fled to the island from places like Chios and Smyrna (Izmir) during the Greek War of Independence in the 1820s. The Centre of Neohellenic Research in Athens is developing an ambitious programme of research on the island's industries. Dr Michael Stratton and Dr Barrie Trinder of the Ironbridge Institute recently visited Hermoupolis to report on the significance of its

**23-26 April 1993**

### **NATIONAL ASSOCIATION OF MINING HISTORY ORGANISATIONS 1993 CONFERENCE**

in the Isle of Man. Details from Rachel Robertson, 11 Western Avenue, Ballabrookie, Douglas, Isle of Man ☎ 0624 674702.

**8 May 1993**

### **MANCHESTER DOCKS TO SALFORD QUAYS**

a day-school at Manchester Metropolitan University. Details from D D Brumhead, Gayton, Laneside Road, New Mills, via Stockport, SK12 4LU.

**15 May 1993**

### **BOATS AND BOATBUILDING**

an introduction to techniques of historical boat building and conservation, at the Merseyside Maritime Museum. Details from Director of Continuing Education, University of Liverpool, Liverpool L69 3BX ☎ 051 794 2525.

**22 May 1993**

### **CBA CONSERVATION ROADSHOW**

a seminar at York on responding to Listed Building Consent applications, organised by the

industrial monuments, thus making it possible to add a substantial Greek element to the Institute's internationally-oriented postgraduate programme in industrial archaeology. A version of their report will appear in *Industrial Archaeology Review* during 1993. The foundation is developing an oral history programme, and is anxious to trace former residents of Hermoupolis now living in Britain who have recollections of its industries. Christine Agriantoni, who is responsible for the programme, can be contacted at The Centre for Neohellenic Research, National Hellenic Research Foundation (NHRF), 48 Vas Constantinou Av, Athens 115 35, Greece.

Council for British Archaeology. Details from Carole Barrowclough, CBA, Bowes Morrell House, 111 Walmgate, York YO1 2UA.

**30 May-2 June 1993**

### **AIA FIELD VISIT TO SOUTH EAST WALES**

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

**26 June 1993**

### **PERCEPTIONS OF GREAT ENGINEERS: FACT AND FANTASY**

a seminar on the biographical bias to engineering history, at Merseyside Maritime Museum. Details from Director of Continuing Education, University of Liverpool, Liverpool L69 3BX ☎ 051 794 2525.

**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.

**13-17 September 1993**

### **SYMPOSIUM ON THE CATALAN FORGE**

and other direct reduction methods for iron production, at Ripoll, Spain. Details from Simosi sobre la Farga Catalana, Secretari General, AMCT, Via Laietana 39, 08003 Barcelona, Spain ☎ 93 319 23 00.

**12-17 September 1994**

### **ELEVENTH INTERNATIONAL ECONOMIC HISTORY CONGRESS**

Milan, Italy, including over 75 sessions on different themes. Details from Ing. Alessandro Ciarlo, Bocconi Comunicazione, Università Bocconi, Via Sarfatti 25, 20136 Milano, Italy.

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

# AIA Bulletin

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*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.



The Konrilakis tannery in Hermoupolis, a large establishment, which retains much of its machinery, including a gas engine by Petter of Yeovil, England, and a roller press by Georges Lutz-G Krempf of Paris. It specialised in making very hard leather for straps used in textile machines. Leather processing on a small scale continues in the works.

Photo: Barrie Trinder