

THE ASSOCIATION FOR PRESERVATION TECHNOLOGY

Editor: Martin Ely Weil, 400 Steuart Street, Apt. 2211, Ottawa, Ontario, K1N 6L2

The Association for Preservation Technology is particularly concerned with the techniques and methods used in the restoration of buildings and other artifacts. Its bulletin contains many useful articles and comments on current practice and its excellent journal is a must for all those engaged in conservation work. The bulletin also contains details of positions available and candidates eligible for appointment and resumé of conferences and seminars in the conservation field. Its extensive bibliographies and notes are well worth reading.

SOCIETY FOR THE STUDY OF ARCHITECTURE IN CANADA

This Society, although mainly concerned with conventional architecture in Canada also produces publications of industrial Archaeological interest. It is possible to obtain a publications list from the Society at Box 2935, Station D, Ottawa, Canada K1P 5W9.

EXETER INDUSTRIAL ARCHAEOLOGY GROUP

Bulletin 18 of the Exeter Group contains details of a most interesting series of lectures which run from mid-January until the end of March. These lectures held at the University Building, Gandy Street, were on Tuesday evenings and members of the IA Group could attend for a reduced price of 70p. The Bulletin continues the record of roadside stones in Devon which has been published in previous Bulletins, there are also requests for information on brick making in Somerset and reviews of the AIA Conference in Southampton. For those interested in joining this Group further information can be obtained from Professor W E Minchinton at the University of Exeter.

CLEVELAND INDUSTRIAL ARCHAEOLOGY SOCIETY

The proceedings of a meeting on 'The History of Steam Power in the North East' held in Middlesbrough in March, 1976 has just been published in Number 6 of THE CLEVELAND INDUSTRIAL ARCHAEOLOGIST. Four articles cover the various aspects of steam power and include . . . 'From Mining to the Stars: or How National Pride led to a Fundamental Theory', 'Thomas Hawksley and the Steam Powered Water Pumping Stations of the Sunderland and South Shields Water Company', 'A History of Early Blowing

Engines in the North East of England and of the development of the 'Cleveland' Blowing Engine'; 'Steam Utilisation in Electric Power Generation'; 'A Survey of Historical Development in the North East of England'. This booklet is now available price £1.14 (including postage and packing) from A Shayler, 44 Zetland Road, Redcar, Cleveland TS10 3QD.

WLIAS

The December journal of the West London Industrial Archaeological Society published in December 1976, contains useful articles on the railways and tramways of the Isle of Man and also an account of a visit to Sapperton on the Thames and Severn Canal. This latter account describes the restoration work taking place and also the ways in which the abandoned canal has been destroyed by various people and organisations. Although the Society obviously operates on a shoestring, which is reflected by their Journal; there is a great deal of effort put into this publication, and the brave attempts at illustrations are well worthwhile. The booklet is available from M A Stimpson, NB 'Spirit of '84,' c/o Sunny Bank Road, Potters Barr, Hertfordshire, EN6 2NL.

BIAS

The Bristol Industrial Archaeological Society continues to hold a full programme of lectures based on the Museum. For further details of the Society please contact Bristol City Museum, Queens Road, Bristol BS8 1RL. The lecture programme has recently included talks on the building of Tower Bridge, London, Bristol's water supply since 1846 and New Lanark Mills. There will also be an extensive programme of visits during the summer starting with the BIAS dig at Mells, Somerset and St Annes Board Mills. 1977 is the tenth anniversary of the founding of the Society and plans to celebrate this include an exhibition at the Central Library. A conference featuring Bristol Docks will be held during the weekend 30th September to the 2nd of October and a series of public walks will be guided by BIAS members in order to indicate the industrial archaeological remains of the central area.

SOUTHAMPTON INDUSTRIAL ARCHAEOLOGY GROUP

Probably the most active University Industrial Archaeology Group is centred on Southampton, the Secretary being Miss Lena Ferguson 20 Atherley Road, Shirley, Southampton, SO1 5DQ. Their most recent bulletin produced during December 1976 includes many short articles on IA projects. There is also a longer article on Papplewick and a mention of the history of Southampton trams. One of the most interesting features of the group is the long visits which they pay to IA projects up and down the country and the last bulletin

contains details of their visits to both Wales and London. The Society intend visiting Lancashire and Cumbria during the end of July of this year.

GLIAS

The Greater London Industrial Archaeology Society continue to produce interesting News Letters containing a great deal of information on projects, courses, lectures and other activities in the Greater London area. For further information about the Society contact Adrien Taylor, 28 Tower Hamlets Road, London E17 4RH.

THE RAILWAY AND CANAL HISTORICAL SOCIETY

Founded in 1954, the Society continues to be the premier Organisation for those interested in transport by rail and water. The Society has five regional groups which hold regular meetings and its bulletin contains details of these meetings. The Journal which is published by them is obtainable from the Secretary, 23 Beanfield Avenue, Green Lane, Coventry, West Midlands CV3 6NZ.

WOOLF MIGRATES SOUTHWARDS

A Woolf compound beam pumping engine built by Easton and Amos in 1863 will shortly be moved from Northampton, where it previously worked at Cliftonville Waterworks, to join the growing collection of water supply machinery at Kew Bridge near Brentford. Volunteers will help to reassemble the 60 hp engine, which has an 18' diameter flywheel weighing 15 tons, as part of a new gallery being developed to illustrate the history of water pumping by steam engine, supplementing the Cornish engines which are already attracting hundreds of visitors each weekend to the Kew Bridge site. The rotative beam engine will be moved from Northampton by professional carriers; Northampton Borough Council has offered it as a gift to the Kew Bridge Engines Trust, who have been successful in obtaining grants towards its transport and restoration from a number of sources including the Science Museum and the Pilgrim Trust. It is hoped to have the engine in steam, as an added attraction for visitors to this remarkable collection of water supply machinery.

Visitors to London may like to know that steamings are held at Kew Bridge each weekend. The engines are open to inspection from 11.00-17.00 on Saturdays and Sundays. Admission charges are 40p for adults, with half-price for children and special rates for family parties.

WILL ANYONE SAVE THE BUILDING WHERE THE TUC FIRST MET?

Kenneth C Rathbone, editor of the Merchant Navy and Airline Officers' Association's monthly newspaper 'The Telegraph', has kindly allowed us to reprint this feature, which he wrote for the January 1977 'Telegraph'. Illustration by courtesy of UMIST.

The future of the historic, but now rather desolate and gloomy-looking, building in which the first meeting of the Trades Union Congress was held in June, 1968, is very uncertain, with the present owner, Manchester City Council, still hoping that someone will come along with an offer or plan which will restore and preserve it. It is a two star listed building and of established importance.

Standing in Princess Street, in the centre of Manchester, it was originally the Manchester Mechanics' Institute, one of many of its kind in northern towns during the 19th century. These buildings were a hive of activity, particularly in the evenings when many workers, after a long day in the factory, managed to gain some education.



The Manchester Mechanics' Institute, 1824

Since its 19th century activity, and its fame as being the first meeting place of the TUC, it has, like many of the cotton trade warehouses and offices in the area, suffered a decline and now stands sombrely empty. Last occupant was the Manchester Municipal High School of Commerce, which moved elsewhere some years ago. During their occupancy the interior of the building was much altered and subdivided, but the exterior still retains much of the grandeur conveyed in the print published in 1824 at the time of the Institute's completion.

In the TUC centenary year, 1968, a plaque commemorating the first TUC meeting was unveiled by George Woodcock, the TUC General Secretary. The first TUC meeting took place after two Manchester compositors, Samuel Caldwell Nicholson and William Henry Wood, President and Secretary respectively of the Manchester Typographical Society, sent out letters inviting support for a 'Congress of the Representatives of the Trades Councils and other similar Federations of Trades Societies'. The meeting was attended by 34 men representing 118,000 trade unionists.

They agreed that the Congress should become permanent and hold annual meetings to consider various subjects affecting trade unions. Previous attempts to do this had been unsuccessful, but this time the idea caught on and the organisation became what we know as the TUC today.

All the newspapers except one failed to appreciate the significance of the meeting and its proceedings were reported only by THE MANCHESTER GUARDIAN (now THE GUARDIAN).

Reading that report in THE MANCHESTER GUARDIAN one sees much that has a familiar sound even today. The meeting began with procedural wrangles. One man wanted voting at the Congress to be compulsory, later the mover agreed that the word 'compelled' should be altered to 'requested', but the words finally adopted were 'be expected to vote'.

There was talk of redundancy, arbitration, conciliation, and of men losing jobs through the introduction of new machinery and methods. One of the remedies proposed was a shorter working week to spread the work.

Instead of Jim Callaghan and Margaret Thatcher at Westminster there was Prime Minister W E Gladstone (Liberal) and Leader of the Opposition Benjamin Disraeli (Conservative) battling over the Established Church (Ireland) Bill.

Time inevitably marches on, but it would be regrettable if the scene of such an important event in Britain's trade union history were to be obliterated by a pile of glass and concrete.

SIR HUMPHRY DAVY BICENTENARY

The Trevithick Society are appealing for any items which are relevant to the Bicentenary in December 1978 of Sir Humphry Davy. Any items collected will be placed in an exhibition to be held at Penzance held in association with the 1978 AIA Conference. If any members have any information, material or other items which they could lend

for this exhibition they should contact the Museums Officer of Penwith District Council, St Clare, Penzance. The Trevithick Society are also attempting to persuade the Post Office to provide a postage stamp to commemorate the Bicentenary and those who wish to add support to their cause could perhaps write to the Post Office Controller, London Chief Office, London EC1.

CAST IRON SOLIDARITY

The Friends' of Cast Iron Architecture, a New York — based organisation specifically devoted to the recognition and preservation of noteworthy examples of the genre, recently awarded 20 Certificates of Commendation to various individuals and enlightened companies who had made a substantial effort to preserve cast iron structures. The awards were made at the Friends' annual meeting, held in Philadelphia in conjunction with the meeting of the National Trust for Historic Preservation. In a shameless display of narcissism, they awarded 2 of the citations to the Friends' own honorary co-chairmen, Professor Henry-Russell Hitchcock and Sir Nikolaus Pevsner; there is no doubt that these 2 distinguished architectural historians have done as much as any living authority to advance the appreciation of 19th century architecture. Other citations went to property owners and

architects who have assisted practically in the preservation of the USA's remarkable stock of cast iron buildings, the vogue for which declined with the introduction of new materials such as steel and aluminium at the end of the 19th century. (see 'Cast-Iron Friendship', Bulletin 1:1).

The group's dynamic chairman, Margot Gayle, is tireless in her efforts to develop public appreciation for architectural cast iron-work. One practical product of the extensive fieldwork and recording carried out by the Friends' is a set of seventeen 35 mm colour slides entitled 'Cast Iron Architecture in New York City'. These are available at \$25.00 the set post paid, although readers of the AIA Bulletin who write to Margot are promised a 25% discount on this figure to help offset the currently adverse rate of exchange in Britain. Her address is: — Friends of Cast Iron Architecture, 44 West Ninth Street, New York, NY 10011.

MUSEUM DEVELOPMENT

The mining museum at Buile Hill Park in Salford has recently been reopened following extensive work on the house in which it is accommodated and the completion of several new displays. The

Typical 19th century French cast iron shop front, inset with marble panels. Photographed at Harfleur, Normandy, January 1977.



basement accommodates 'Buile Hill No 1' pit, and on the ground floor is a replica of a drift mine and pit yard of the 1930's. A stuffed pit pony and a canary help to add realism. AIA member Geoff Preece, Keeper of Industrial Archaeology at the Mining Museum is keen to make the facilities at Buile Hill more widely known among teachers, and has organised a number of teacher sessions where they can be briefed in groups on what the museum has to offer, with a view to leading their own groups around and basing their history courses on the displays as suits their individual needs. A large school room is available where coalmining films can be shown to school audiences. Further details of teachers sessions and other facilities from Geoff Preece, Buile Hill Mining Museum, Eccles Old Road, Salford M6 8GL, telephone 061-736-1832.

At Dudley the Black Country Museum is taking shape steadily, with the re-erection of the Broad Street canal bridge from Wolverhampton, a wrought and cast iron structure of 1879, being re-erected at a cost in the region of £55,000 and a number of other major exhibits being re-assembled following removal there from other sites in the region. Because of the large amount of heavy work in progress on the site, the Museum's Executive Board has had to rule that the museum cannot yet be opened formally to the public. Not all exhibits are, however concentrated on the main site adjacent to the Dudley Canal Tunnel. Where possible the Black Country Museum Trust is keen to preserve industrial structures on their original sites. This 'ecomuseum' approach to industrial preservation has enabled the Trust to open its first outlying exhibit in advance of the main site. At Mushroom Green, south of Dudley and between Netherton and Quarry Bank a typical working Black Country chainshop is now open, where demonstrations of chainmaking are given on the first Sunday of each month, from 1400-1700, when the admission charge will be 20p with half price for OAPs and students. The chainshop is also open on other Sundays at the same time, at half these prices, when there will be no demonstrations. On application the Mushroom Green chainshop will also be opened at other times for group visits, with speakers on a variety of special topics available at an inclusive fee of £3. Further details and group booking forms from:— Black Country Museum, Tipton Road, Dudley, West Midlands DY1 4SQ telephone:— 021-557-9643.

WASHINGTON 'F' PIT INDUSTRIAL MUSEUM

The closure of Harraton, Glebe, Usworth and Washington 'F' pits marked the end of an era of mining in and around Washington, Co Durham, with its heritage of coal working of around two hundred years.

Before the 'F' pit closed in June 1968 the decision had already been made by the National Coal Board and the Washington Development Corporation that the winder house and steam engine should be preserved as part of an industrial museum devoted to mining. The original 'F' pit shaft was sunk to a depth of 283 metres (929 ft) in 1777 and is thought to have been one of the earliest working pits in the country. At its peak in 1964/65 the colliery produced 486,000 saleable tons of coal a year and more than 1,500 men were employed. The wasteheap contained 1.63 million tons of material and was over 61 metres (200 ft) high, dominating the original town. For many years the heap had been burning, changing the waste to red shale which was removed and used in the construction of the New Town's roads. The remaining material has been reclaimed to form the basis of Albany Park.

The steam engine preserved in the winder house was manufactured in 1888 and is a fine example of 19th century technology. It is a twin cylinder horizontal simplex type manufactured by the Grange Iron Company of Durham.

A short colour film about the colliery is available for viewing. It contains film which was recorded before the colliery closed and shows the engine gear working under steam power. The engine can now be worked by an electric motor.

Finance to preserve this important link with the Town's past was shared by the Washington Development Corporation, and the English Tourist Board, the Department of the Environment and the Northern Area Museum Service.

ADMISSION FREE

Weekdays	10.00 am — 12.00 noon 2.00 pm — 4.00 pm
Saturdays and Sundays	2.00 pm — 4.00 pm

TRANSPORTATION ARCHITECTURE IN CANADA

The Society for the Study of Architecture in Canada are holding a Conference with the above title at Fredericton, New Brunswick from June 13th to the 16th, 1977. This is the third Annual Meeting of the Society and the theme of the Conference will be broken down into Architecture associated with Air Transport, Rail Transport, Road Transport, and Water Transport. If you require further information, please write to the Society at Box 2935, CP2935, Station D, Ottawa, Canada K1P 5W9.

COTTAGE TO LET AT STANLEY PONTLARGE

This is a cottage which was built in 1953 for the mother of the writer and 1st president of the AIA, LTC Rolt who died in 1974. It stands in a most delightful and secluded spot in the orchard of the listed limestone medieval hall house which was his home at Stanley Pontlarge. In the orchard are some of the great perry pear trees characteristic of this slope of Cotswold where the views are of the outliers, Bredon and Dixton, and looking into the Vale of Evesham. Stanley Pontlarge is a hamlet of a few houses and a small Norman Church at the end of a lane; from here and beyond the farm buildings the hill track and pathways lead on over the crest known as Stanley Mount to Winchcombe, a historic stone town, one time capital of Mercia, with a fine Wool Church and now a Conservation Area.

The cottage is to let for short periods only, all the year round, the Cotswold area having as much to offer in the winter as in the summer, and Stanley Pontlarge is an excellent centre for all Midland expeditions. Cheltenham, Stroud and Chipping Campden have festivals of music, literature and of the arts. Stratford-upon-Avon is only half-an-hour's drive away. Historic and vintage cars can be seen during one of the earliest-established Hill Climb Meetings at Prescott along the road. There are also golf courses, race courses and the Everyman Theatre in Cheltenham within easy reach, as are the early industrial remains of the Stroud Valleys.

Orchard Cottage has now been enlarged and adapted so that it can sleep four adults. It has its own private access and off-the-lane parking for cars — though it can be reached by train, bus, or taxi. It has been furnished and equipped to a high standard and all heating, light and fuel are included in the rent. The accommodation is now arranged to provide one large sitting and dining room with log and coal-burning stove. It has a completely re-made and fully equipped kitchen with pine shelves and tiled floor, and with refrigerator and electric stove. There is one large bedroom with two single beds, and another small bedroom with two full-size bunk beds. All the beds are 6 ft 3 in x 3 ft. There is also a pleasant and roomy bathroom and lavatory.

A collection of books, walking and other maps and historical notes is in the house and it is hoped that this will be added to. The hall house is shown by appointment to anyone wishing to see it.

The weekly rentals vary by the season, but the prices are comparable to other similar accommodation offered in the Cotswolds, by such organisations, The National Trust and the Landmark Trust. All the equipment is provided. It is only necessary to bring sheets and towels.

For all particulars about booking the above cottage and access to it, write: Rolt, Stanley Pontlarge, Winchcombe, Glos. GL54 5HD. Telephone: Winchcombe 602594.

AIA Bulletin is published six times a year by the Association for Industrial Archaeology. The Association was established in September 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, publication and conservation. 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 interest of Industrial Archaeology at a national level, to hold conferences and seminars and to publish the results of research. Further details of the Association and its activities may be obtained from the Secretary, Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Salop. TF8 7AW. England (095-245 3522).