



Etna and Filmer and Mason Cast Iron 'Gravestones' recovered from a rubbish heap at Wisborough Green, Sussex.

CAST IRON GRAVESTONES

Gravestones and Industrial Archaeology. What is the connection and how can it be justified within this discipline? They earn their place in I.A. much as street furniture, letterboxes and milestones do; they are the product of an industry, but are not an industry in themselves, and have in the past been very much under-researched and under-recorded. We have only been able to trace three articles which deal with the subject in any detail⁽¹⁾. The term 'iron gravestone' is used on purpose as grave memorial does not have quite the meaning intended.

Our interest in iron gravestones started in 1984 at the graveyard of the disused church of Tynham in Dorset. We realised that the cross next to us, carrying the inscription 'Alice Maud Cooper aged 4 months, Dec. 24 1904', was also marked 'Denning and Co. Card 8'. So began our interest in churchyards and foundries. To date we have recorded more than 1500 examples of 200 different patterns of metal headstones and identified over twenty foundries which produced them. This, however, represents only a small sample of the total and is but an introduction to the subject.

HISTORICAL BACKGROUND

After the mutilation and destruction of religious monuments during the Commonwealth, more plaques and memorials were placed inside churches to commemorate the death of the very rich and important. It was not until the late 17th century that headstones as we know them began to be used, and then only to record the gentry or rich merchants.

The stones were usually inscribed with the person's name, age and date of death and often

included 'wife or child of' By the mid-1700s, the headstones had become more elaborate, sometimes with a skull and cross-bones above the inscription. This later gave way to cherubs and symbols of time passing, such as hourglasses and scythes, while musical instruments and trade tools were also represented.

By the start of the 19th century, it was common for the middle classes to mark their graves, and in the Victorian era the headstone became most elaborate, in keeping with the style of the times. The not-so-rich, who could not afford the cost of such engraving, erected much smaller stones bearing just initials and the year, enough for the grave to be identified and often to prevent over-burial.

During the latter half of the 19th century, a number of small foundries, who had been producing agricultural implements and their spare parts, and which were often associated with an ironmongery business, looked around for other outlets for their skills. They began to produce fireplaces, draincovers and other items which were saleable—and from there, it was but a step to cast-iron headstones. Manufacture was soon taken up by the larger foundries such as Watson Gow in Glasgow and spread throughout the country.

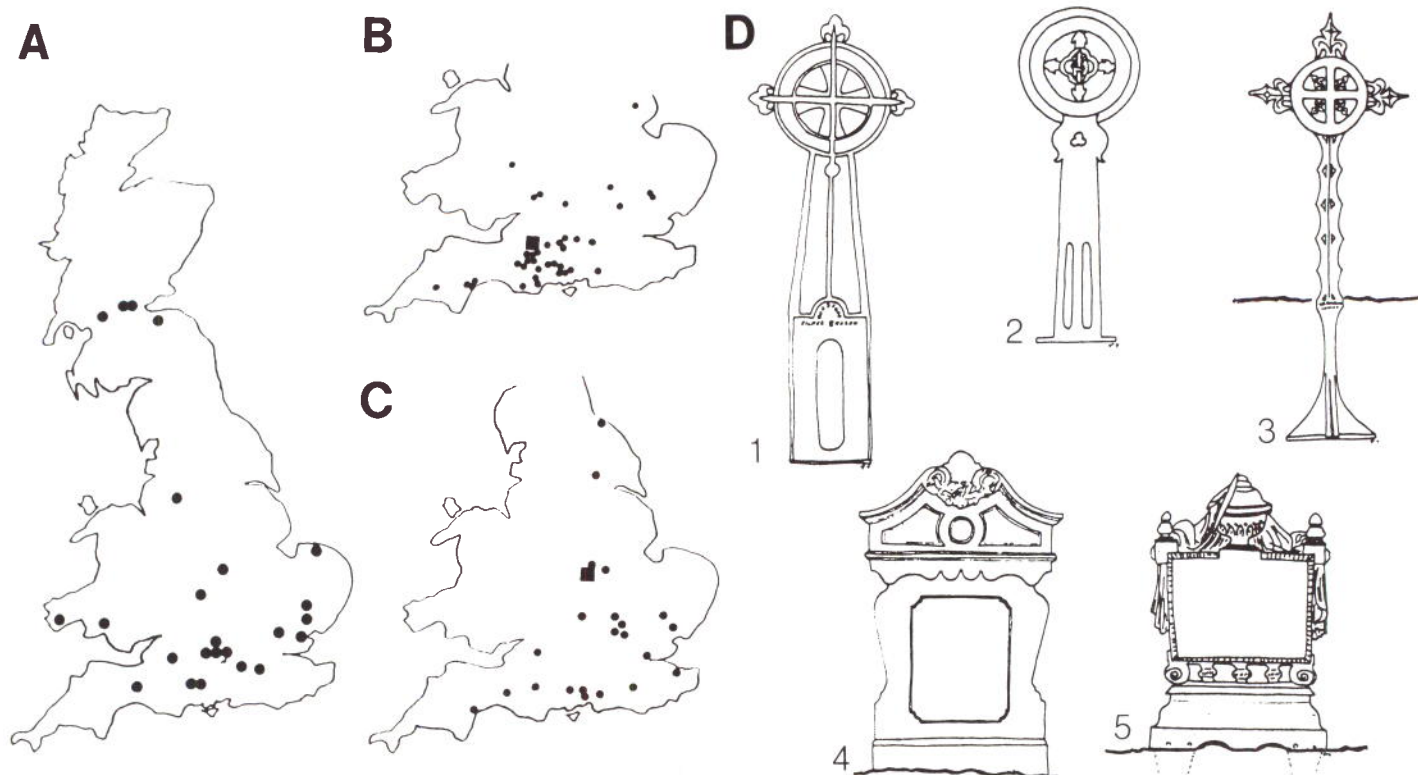
The iron gravestones range from a simple cross to quite elaborate memorials, with the name of the deceased, their date of death and age cast into them. Cheaper stock items were available, either completely plain, or with 'R.I.P.', 'I.H.S.' or some other short message cast into them; the name and details could then be painted on as required. This enabled them to be produced quite cheaply and they were often to be found many miles from their foundry of origin.

FOUNDRIES AND SUPPLIERS

Sixteen cast crosses made by Dennings, an agricultural foundry at Chard in Somerset, were found over 500 miles away near Ballachulish on the west coast of Scotland. These have the makers name (Denning & Co Chard) and model (No.6) cast on them and are dated between 1876 and 1901. This foundry produced 13 different models in three sizes, the largest being eight feet tall. They are most common in Devon, Dorset, Somerset, Hampshire, Wilts and Sussex. The remains of this foundry were pulled down in 1986.



Tony Yoward with his gravestone, cast at the Walsingham Foundry in Norfolk.



A Locations of known suppliers of cast iron gravestones; **B** Locations of gravestones cast by Haddens of Warminster; **C** Locations of gravestones cast by Johnsons of Leicester; **D** Some cast iron gravestones: 1, Filmer and Mason of Guildford, model no. 1 (height 4'), 2, Haddens of Warminster, model no. 3 (cost 16/6 in 1860s, weight 56 lbs), 3, Johnsons of Leicester, model no. 3 (height 5' 6"), 4, Siste Viator, model 384 (approx. 2' x 3' 6"), 5, Typical Etna of Glasgow, found from Cornwall to Essex, approx. 1' 6" x 2' 4".

The products of the Etna foundry (Watson Gow & Co.) in Glasgow may be found all over the country, and to date we have found more than twenty different models made by this firm. This was a large foundry in the Gorbels and later in Falkirk, producing items ranging from stove and water pipes to sugar coolers and other plantation castings, bullion safes and lamp-posts⁽²⁾. Some of their designs were registered and examples have been found in the patent office records at the PRO at Kew. Their designs were also copied by other foundries in other parts of the country, presumably under licence. (Wards of Long Melford, Stone and Turner of Dorking and Baker of Compton are known to have cast Etna designs.) The Etna foundry was taken over by the Grangemouth Iron Company in 1929. The Falkirk Iron Co. also produced memorials and a 1920 catalogue shows one measuring 28" by 30" for 24 shillings⁽³⁾. One of these is in Bothkennar Churchyard and another at Marlborough in Wiltshire. Also manufacturing them in Scotland were Smith and Wellstood of Bonnybridge.

Haddens of Warminster were an ironmongers who were bought by Cordens in 1892 and are still in business under that name but not making cast iron memorials. They produce at least 20 models and examples of nearly all of these have been found from Devon to Shropshire⁽⁴⁾ and across to Essex. In 1860 their memorials ranged from a simple 18" cross at 1/6d to a large 700lb cross costing £9. In a testimonial, a clergyman describes them as 'artistic, elegant, and everlasting; but withal economical, ecclesiastical, and very easily kept in their place!' Some remains of casting pits were removed from the rear of the ironmongers shop about 1960⁽⁵⁾. Two other ironmongers in Warminster sold cast iron gravestones, Lanning and Dutch. The latter is buried beneath a cast iron coffin-shaped grave cover (80" x 21") in Warminster churchyard. Cast iron grave-covers were also produced by William Cottis and Sons, Archimedean Ironworks, Epping and the founder and his wife were buried beneath one of these mem-

orials. The firm was founded in 1858 and continued as a family concern until they sold out in 1962⁽⁶⁾.

The Hedges and King agricultural foundry at Bucklebury, Berkshire⁽⁷⁾, obtained power from a water wheel in the river alongside, and this still remains although the buildings are now residences. They produced large iron slabs resembling gravestones in size and shape, and a cross in circle design, the latest date found being 1939, but these have only been found in the area near Bucklebury.

Filmer and Mason were ironmongers in Guildford and their foundry was where the Yvonne Arnaud Theatre now stands. Eight models by this manufacturer have been seen in Surrey, Hampshire, Hertfordshire and Sussex; in Cocking Churchyard there are more than twenty examples and three are on view in the Amberley Chalk Pits Museum. They also produced agricultural and domestic products, and castings for the Portsmouth railway⁽⁸⁾.

An ironmonger in Leicester, W.F. Johnson, must have had a good sales system as their products are seen in graveyards from Yorkshire to Essex and across to Dorset. Eight variations have been recorded, some of them over five feet tall. It does seem likely that Johnson's products were made by the Wright's foundry and some of the patterns by Perry and Sons, both of Leicester. Pattisons of Leicester were founders but only one of their memorials has been found so far and that is at Foxton⁽⁹⁾.

The Atlas Works at Earls Colne near Colchester is a working foundry, part of Christy Hunt Engineering, and their large pattern shop still contains one for a gravestone. The retired patternmaker who made them lives nearby. A number of cast iron gravestones made from this pattern are in the churchyard at Earls Colne where the most recent date is 1948 and at Aldham the dates range between 1903 and 1926⁽¹⁰⁾. Walter Gascoine moved from Northampton in 1881 and set up the 'Test Valley Ironworks' at Romsey, making farm and mill machinery as well as grave markers which sold

locally at 5/-⁽¹¹⁾. There are over 150 in the local cemetery to this day. These were produced in two sizes, the smaller being eighteen inches wide and the larger twenty six.

Long Melford churchyard contains over 150 cast iron memorials, some of them are Etna models. Five patterns with 'D Ward Melford' cast into them are identical with the Etna ones, but had been made by the local foundry. Other foundries, such as Bakers of Compton, also made Etna models but with their own name cast into them so it seems a fair assumption that they used the same pattern under licence.

One of the Norfolk foundries still working is at Great Walsingham. This was started in 1809 by the Cornish family, and they made various castings for the agricultural industry. War casualties ended the male line in 1919; it was sold to the Wright family and continued trading as a foundry until the 1932 depression. In 1938 it was purchased by Barnhams, and renamed 'The Walsingham Foundry Co.' and continues to this day. On a recent visit we were shown the original wooden and the iron patterns, and they have made a metal headstone costing £30, plus VAT, with 'Tony Yoward' on it, but no date. (Mary gave it to me for a Christmas present!) Also we were shown the box of letters which are added to the pattern and held in place with beeswax in order to make the impression.

We had not been able to trace the manufacturer who always put 'Siste Viator' (meaning 'Journeys End') on the back of their products. Luckily they also registered the design, and a recent visit to the PRO at Kew revealed them as J. M. Bennett and Sons of Manchester⁽¹²⁾. Ten models by this maker have so far been traced.

OBSERVATIONS AND CONCLUSIONS

A cross standing 30" above the ground could be purchased for under 10/- in 1860, and the cost had decreased slightly by the turn of the century. The name, age and date of death could be cast into the memorial for two pence per letter, or painted on for much less. An example of the price of a stone memorial for the

SUPPLIERS OF CAST IRON GRAVESTONES

NAME	LOCATION	BUSINESS	DISTRI.	MODELS					
J Angell	Guildford	foundry	local	1	Hockey & Co.	Chard, Somerset	foundry	local	1
Barrett, Exall, Andrews	Reading	foundry	local	1	Hunt, Atlas Works	Earls Colne	foundry	local	1
J M Bennett & Sons (siste viator)	Manchester	foundry	wide	10	W F Johnson	Leicester	ironmonger	wide	9
Bryant	Redlynch, Hants.	foundry	local	1	W Lanning	Warminster	ironmonger	local	2
Baker	Compton, Berks.	foundry	local	1	Maldon Iron Co.	Maldon	foundry	local	1 (2)
Denning & Co.	Chard, Somerset	foundry	wide	15	Mushet Iron Co.	Dalkeith	foundry	local	1
B Dutch	Warminster	ironmonger	local	2	E Pattison & Co.	Leicester	foundry	local	1
Cornish	Walsingham		local	1 (4)	Woodside Foundry	Wiseman's Bridge	foundry	local	1
Cotterell	Hungerford	foundry	local	1	Thomas Phillips	Swansea	foundry	local	1
William Cottis & Sons	Epping	foundry	local	1	John Smith	Stratford-on-Avon	foundry	wide	1
Falkirk Iron Co.	Falkirk	foundry	wide	4	Smith & Wellstood	Bonnybridge	foundry	local	1
Filmer & Mason	Guildford	ironmonger & foundry	wide	8	Stone & Turner	Dorking	foundry	local	1
					Test Valley Iron Wks.	Romsey	foundry	local	2
Hadens	Warminster	ironmonger	S England	21	L Ward	Long Melford	foundry	local	5
Hedges (later Kings)	Bucklebury	foundry	local	2	Watson Gow & Co.	Glasgow	foundry	wide	22

[NB: This list gives records up to November 1987]

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same period would have been £3 to £4 for the stone, and letters four and a half pence each⁽¹³⁾. Railways obviously played their part in the distribution of cast iron gravestones, as these could weigh anything from 30 to 300 lb each; rail would have been the cheapest and most convenient method of transporting them. Dates on the iron gravestones range from the 1850s to as late as the 1950s in East Anglia and the Westcountry, where small foundries kept working much later than those in other parts. The use of cast iron for headstones seems to have been a short term fashion in many places as the dates occur within a few years of each other, and then no more.

It is evident that these memorials were sold by mail order, with catalogues being sent all over the country by some of the foundries, although very few of them still exist. They were even exported to the Colonies, because Hadens of Warminster quote 'packing and freight to London Docks' and 'Memorials and Inscriptions are galvanized, as recommended for Tropical Climates, at an extra cost of one-third on Catalogue prices'. In a recent television programme on the building of the Panama Canal, the French workers graves were marked by cast iron crosses. It seems likely that catalogues were sent to the clergy, as cast iron gravestones often occur in an isolated churchyard while other nearby parishes have none. If the undertakers had been selling them, they would have been in neighbouring burial grounds as they usually serviced several churches in the area.

Most examples have been found in country churchyards, especially the 'out-of-the-way' ones where the stones have remained untouched. Where churchyards have been cleared, which seemed to be the vogue in the 1960s, and unfortunately still is, the stone memorials have been stood against the wall, and the metal ones have completely disappeared or occasionally one may find them in the rubbish dump. At Chard in Somerset twenty three were unearthed this way. The gravediggers were most interested in their history and have reinstated them in the cemetery, although not in their original positions, while at Wisborough Green in Sussex we unearthed thirteen but their future is not yet secure.

An explanation for the scarcity in town and city cemeteries and churchyards is most likely due to 'Warship Weeks' during World War 2, when railings and many other iron artifacts were removed to assist the war effort. One is often told by an old inhabitant that 'there used to be a lot in there before the war'.

Iron was used in the 17th and 18th centuries in the form of grave slabs or 'ledgers' to mark the burial of wealthy people, often ironmasters.

Examples can be found in the East Sussex Wealden Iron area, such as Wadhurst where there are thirty one grave slabs dating from 1617 to 1799. Some of these are very similar to firebacks and would have been made by pouring into a sand impression. Firebacks are still being made by this method at the Rye Foundry in Sussex. A 1610 cast iron grave slab which had been used as a fireback for many years can be seen at Withyham Church. This was a grave slab produced as a fireback; perhaps the purchasers could not read the inscription!⁽¹⁴⁾ At Burrington in Herefordshire are seven grave slabs in the churchyard dated from 1619 to 1754, cast at Bringewood Forge on the River Teme. The largest is 41" x 84", the ore being obtained from nearby Clee Hill.

Slabs may also be seen at Madeley in Shropshire, one of which is dated 1770 recording the death of Walter Parker, Ironfounder of Coalbrookdale. Another is an altar tomb, made completely from iron, dated 1785. There is a row of cast iron grave-covers recording the death of nine 'who were killed by the unhooking of the chains by which they were ascending the shaft of Brickkiln Leason Crewstone Pit in this parish at the end of their days labour on Tuesday 27th September 1864', their ages ranging from 12 to 52. The most recent iron memorial is a simple cross of 1906.

At Blaenavon are five slabs on altar tombs which are late 18th and early 19th century⁽¹⁵⁾. Even the front door-step and the font at the church are made of cast iron.

It would seem that the main reasons for the use of these metal headstones were:

1. The cost was low, perhaps a tenth of the price of a masonry one. This is why they are often in memory of the very young, the very old or women who have died at childbearing age, at a time when money would be very difficult.
2. Details could be added quickly and at very little expense, enabling them to be available shortly after burial.
3. It was normal in Victorian times to mark the grave in some way. It also prevented over-burials.
4. The foundries were looking for new types of work in order to expand, and to replace trade lost because of the depression in agriculture in the 1870s.
5. The railways were able to transport them to almost any part of Britain, quickly and cheaply.
6. Catalogues were printed cheaply and widely distributed by post.
7. It became fashionable to use cast iron gravestones in some areas.

As there are thousands of graveyards or cemeteries, it seems we are going to be very busy for many years in order to record the foundries,

memorials, their distribution and the social history associated with them. It would be greatly appreciated if anyone finding a metal headstone could record the town and map reference, the shape of the memorial (cross, cross in circle, plate, etc.), its width, the date, name and age of the person, the position in the churchyard or cemetery and also record the foundry if its mark is visible.

A talk to the vergers or vicar can often ensure the safety of the memorial, by pointing out that it has no real value except as scrap, but is irreplaceable and definitely a piece of industrial and social history.

May we thank the many people who have become interested in cast iron gravestones and have been good enough to visit many graveyards from Scotland to Cornwall to supply us with information. To them all, our grateful thanks.

Tony and Mary Yoward
Slipper Mill,
Emsworth.

REFERENCES

- (1) *Cast iron memorials in St Lukes Churchyard, Hatfield* by Arthur Jones. Hatfield and District Archaeological Society, March 1972. *Iron Tombstones and the Pembrokeshire Coal and Iron Company* by Hugh O'Neil, Journal of Industrial Archaeology, December 1965. *English Churchyard Memorials* by F. Burgess, 1963 refers to them.
- (2) Thanks to Professor John Butt for details of the Etna Foundry.
- (3) Details of the Falkirk Iron Foundry and a Catalogue page supplied by the Falkirk Museum.
- (4) Thanks to Ron Martin of SIAS for finding and photographing these and many more.
- (5) Details of Haden's from Jack Field at Warminster Museum.
- (6) Details supplied by John Cottis.
- (7) Reading Library and *The History of Bucklebury* by Arthur Humphries, 1932. Kenneth Major for photographs of Bucklebury, and details of Cottrells and of Bakers.
- (8) Filmer and Mason details from the Surrey Times Coronation Supplement, 1902, Guildford Library and Matthew Alexander at the Guildford Museum.
- (9) Details of W F Johnson and Co. and E Pattison and Co. from Peter Neaverson.
- (10) Atlas Foundry, Earls Colne; the details were from John Silman, SUAG who continues to find more gravestones and their foundries.
- (11) *Old Romsey at Work* published LTWAS.
- (12) PRO, Kew. BT-51-46-92834
- (13) Prices from J C Langford, monumental masons of Fareham.
- (14) Many details of pre-industrial revolution grave slabs from Rosalind Willatts.
- (15) Details from Pam Moore.

May we also acknowledge the invaluable advice of Dr Ray Riley in the compiling of this article.

PRESERVATION & RE-USE

ANCHOR BREWERY London Docklands

Conversion of the Grade II Listed former Anchor Brewery of Courage's to residential use is proceeding. Situated in Shad Thames, next to Tower Bridge, the brewery dates from 1789, although rebuilt following a fire in 1892. The Penthouse flat in the former maltmill has been sold for £2.75m; other flats are available in the £330,000 to £875,000 price range.

CAVE RESTAURANT

Limestone caves under the centre of Dudley, West Midlands, where the Earl of Dudley used to hold lavish parties in the 19th century may become a restaurant. Plans are being prepared by the Dudley Canal Trust.

SWINDON GWR WORKS

The 142 acre works site, including the Conservation Area, with the 0.5m square feet of both listed and unlisted buildings has been sold for £9m for redevelopment to Tarmac. Plans have been drawn up for a £250m scheme comprising homes, accommodation for light industry, warehouses, offices and workshops together with leisure facilities which include a Railway Museum.

LEICESTER ELECTRICITY GENERATING STATION

The former plant is now reduced to two stand-by gas turbine generators and plans have been submitted by Leicester Energy Ltd to use the redundant area for a combined heat and power generation plant. A network of hot water and steam distribution pipes is planned for the inner part of the City.

GROUNDWORK FOUNDATION

Twelve trusts making up the Groundwork Foundation are coordinating various projects. The St Helens and Knowsley Groundwork Trust are managing restoration of the St Helens Canal now under the control of the local authorities. The Macclesfield Trust has completed work on a redundant cotton mill to create the Peak and Plains Discovery Centre; the same Trust is planning to restore the Lion Salt Works with assistance from the DOE.

Groundwork Foundation have completed 1800 projects in the past 5 years, giving work for 500 unemployed young people during 1987. For further information contact Groundwork Foundation, Bennets Court, 6 Bennets Hill, Birmingham B2 5ST.

THE WILKINSON MONUMENT

The memorial to John Wilkinson (1728-1808), the Shropshire ironmaster who launched the first iron boat in 1787 has now been replaced at Lindale in Cumbria. Restoration has been carried out by Dorothea Restoration Engineers Ltd and was funded by local authority grants and the nationwide appeal.

NEW LIVERPOOL ART GALLERY

Due to open in May is the Liverpool annexe of the Tate Gallery, housed in a former warehouse at Albert Dock. Restoration and conversion have cost £9m and the new gallery will house modern paintings and sculpture from the London gallery. The Tate family originated from Liverpool and founded their fortunes on sugar.

OXFORD MIDLAND STATION

David Perrett reports on a GLIAS visit to Oxford when he inspected the former 1851 terminus station of the Buckingham railway. The station, now in use as a tyre depot, was erected by Fox Henderson & Co who were also at that time building Crystal Palace in Hyde Park. The cast iron beams and columns are remarkably similar to those of the Crystal Palace and possibly cast in the same moulds. The site is at present the subject of a redevelopment scheme which might include its demolition.

NEWS FROM BRITISH WATERWAYS

Montgomery Canal

The four locks at Frankton were re-opened in September after restoration by the Inland Waterways Association. This is a major phase in the complete restoration of the Canal which will cost an estimated £14.5m. Work is expected to start in 1988, following the expected Royal Assent of the private Bill, and be completed in 1993.

Aire and Calder Canal

The housing development on the basin at Dock Street Leeds was opened in September. The basin and three Grade II Listed 19th century warehouses, built for the Aire and Calder Navigation Company, have been leased by Barratts for the development which includes 121 flats which will be known as Victorian Quays.

Anderton Lift

Repairs have now commenced with the lowering of the two tanks and the removal of the headgear, so reducing the stress on the structure. At the same time a detailed investigation

of the structure and mechanism will be carried out. The contractors are M E Mechanical Handling Ltd.

South Stratford Canal

BWB has assumed formal control of the 13.5 mile long canal to the River Avon at Stratford which was restored under the auspices of the National Trust in the 1960s.

Leeds and Liverpool Canal

The Foulridge Wharf has been transformed into a thriving recreational area by the Pendle Countryside Management Scheme.

NEWS FROM ENGLISH HERITAGE

English Heritage is supporting the fight to keep the Settle to Carlisle railway open with an offer in principle of £1m towards the repair of the Ribbleshead Viaduct. A decision concerning the future of the line is expected soon.

Among recent grants made by English Heritage are nearly £39,000 towards the repair and conversion of the Wapping Hydraulic Pumping Station to rehearsal room and recording studio for the Academy of St Martin's in the Fields. Chatham Dockyard has been offered a grant of £400,000 for repairs to the Pattern Store and Masthouse Mould Loft.

The Fakenham Gasworks Museum Trust has received a grant of nearly £77,000 to complete the repair of England's last surviving town gas works. A grant of £31,095 has been made towards the restoration of the 18th century Netherwitton Mill in Northumberland, disused for 11 years; the mill is being converted into five houses.

The Bramah waterwheel at Painshill Park, Cobham, has now been restored and once again lifts water from the River Mole to supply the ornamental cascade. The Sibsey Trader windmill near Boston is now grinding corn again after 40 years of disuse. The mill, built in 1877 by the Louth millwrights, Sandersons, will now be operated with the help of the Lincolnshire Mills Group.

Listing is proceeding of K6 telephone Kiosks and so far some 2000 have been notified.

TYNE TEES MINES RESEARCH SOCIETY

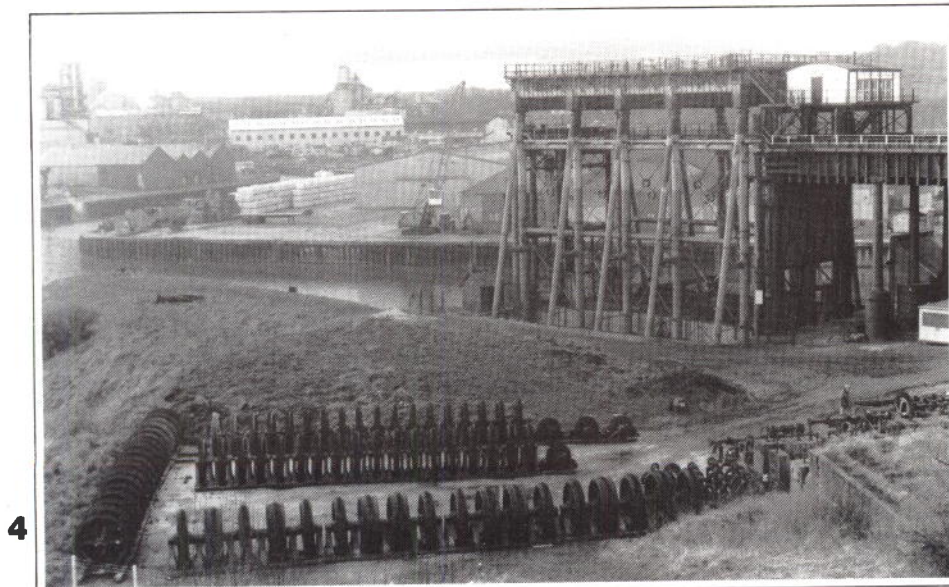
It is proposed to establish a forum to draw together people who are interested in the history of mining in the North Pennines possibly by an annual meeting. Would interested readers please contact either Arthur Roberts, West Nettleport, Lunedale, Middleton in Teesdale, Barnard Castle, Co. Durham DL12 0NX [☎ 0833 40496] or Peter Jackson, 41 Cranswick Close, Billingham, Cleveland TS23 3NH [☎ 0642 564100].

DOROTHEA RESTORATIONS LTD

This company has now been in operation for 14 years. Their order book for refurbishment of traditional artefacts and structures is expanding and they are now looking for additional staff. If you are requiring employment, are knowledgeable in industrial history and possess mechanical fitting or other suitable experience, please contact Geoff Wallis at Churchill Road, Brislington, Bristol BS4 3RW [☎ 0272 715337].

WORLD HERITAGE LIST

The 1987 nomination of New Lanark is being reconsidered but new recommendations for 1988 include the SS *Great Britain* and Bristol Western Dock and the Menai and Conwy suspension bridges.



Anderton Boat Lift, the scene at the end of January. Gear wheels and pulleys have been removed and lie in the foreground.

Photo: John Powell

MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY

A major new exhibit is the flight deck of a British Airways Trident 3B aircraft G-AWZP which made its last flight on 30 October 1985. Built in 1972 this aircraft had logged 23,000 flying hours including 20,000 landings. The exhibit will form part of a larger exhibition *The Flight Experience* to be completed in 1989 which will cover the development of commercial aviation and the growth of Manchester Airport.

SCOTTISH MARITIME MUSEUM

A 50 ton overhead crane from Scotts Shipyard Engine Works in Greenock has now arrived at Irvine. The 50 year old crane will be incorporated in the Linthouse Engine Shop being re-built at the Museum.

FALKIRK

A replica of the *Charlotte Dundas*, the world's first practical steamboat, built in 1802, is under construction at Cockenzie slip and boat yard in East Lothian. It is expected to be completed in September.

WEEDON

This disused army ordnance depot and refuge for the Royal family which was built during the Napoleonic wars has been the subject of re-development plans; the latest is for a Military Museum.

THE SCIENCE MUSEUM

The *Science Museum Review 1987* contains a report by John Robinson on the Grant in Aid Fund which was launched in 1973 to finance preservation and restoration in England and Wales. A similar scheme was set up in Scotland. The Science Museum has distributed some £1.7m to date in grants up to a ceiling of £10,000, mostly, however, of between two and three thousand pounds. Each applicant has to provide a matching sum.

Projects aided have included the restoration of the 1861 steam tug *Mayflower* by Bristol Industrial Museum, the purchase and repair of silk weaving looms and associated machinery by the Macclesfield Sunday School Heritage Trust. Merseyside Museum has received a grant for the rescue of machinery from the last Chinese laundry in Liverpool.

THE NATIONAL WATERWAYS MUSEUM

The new Museum at Gloucester opened in April; the formal opening will be by the Patron, HRH The Prince of Wales, on 5 August. Construction of the Museum has required the laying of a concrete slab floor over the three display floors and extensive treatment of the structural timbers against rot and beetle attack.

INFORMATION WANTED

The circular brick structure illustrated is located at Ash Hill, Stratton, Dorset (NG Ref: SY 658 935) where the Wiltshire, Somerset and Weymouth railway crosses the A37 road. There is a large post hole in the centre and a gravel track round the perimeter of the base. There are three circular grooves but only the inner two show considerable wear with some deposits, apparently of chalk, remaining. It is possible that crushing was done in two stages. The bricks used in the structure are marked 'P&L' which have been identified as made by Proctor and Lavender. Would any reader with information concerning the structure and its use please contact Mr W G Putman at the Dorset Institute of Higher Education, Wallisdown Road, Poole, Dorset

The brick structure at Ash Hill, Stratton, Dorset.



The Trident nose section.

PORTER

Porter is an alcoholic beverage characterised by a fine dark brown colour, a mellow, bitter, and peculiar burnt-like taste. It originated in London in the early 18th century and is said to have taken its name from having been at first a favourite drink of street porters. The quantity of porter brewed in the late 18th century is indicated by the impressive Porter Tun Room of Whitbread's Brewery, Chiswell Street, EC1, which has 65' span triple-king-post roof trusses. References to porter in Dickens will be familiar. By the late 19th century porter was a very popu-

lar drink, at which time good London Porter contained about 6.4% alcohol and nearly a similar amount of saccharine and extractive matter. Stout had about 7.3% alcohol. The best porter was reckoned to come from London, after which Dublin porter was highly esteemed. Porter is brewed in London today by the Flag Brewery and during the Glasgow AIA Conference in 1985 some of us tasted Scottish porter in that City. Have any AIA members come across porter from the Flag Brewery, or anywhere else, for that matter?

R J M Carr

AFFILIATED SOCIETIES

By the time this reaches you, the 1988 Affiliated Societies' weekend will be just a memory (hopefully a pleasant one!), and the plans for the 1989 meeting will be well in hand. Details of this will appear in the next issue of this Bulletin. A number of societies have indicated that they would appreciate a mention of their activities in this column. One way of ensuring this is to send me a 'Profile' of your society if it has not already been featured. It is also useful if you send me a copy of your newsletter or a note of any special item you would like including in this Report. Secretaries of Affiliated Societies received co-

pies of an AIA Conference Questionnaire, compiled by David Alderton. It would be most helpful if as many as possible of these could be completed and returned — they will greatly assist AIA Council in planning future conferences.

In conclusion, don't forget that I am always pleased to receive contributions for this column and suggestions of topics for consideration at local societies' weekends. If there is anything that you feel AIA can do to assist your group or to improve our service to Affiliated Societies, I look forward to hearing from you. My address is 13 Bromley Road, Midanbury, Southampton SO2 2AA, Hants.

Pam Moore



REGIONAL NEWS

SCOTLAND

There have been several new openings and additions at Scottish museums during 1988. The Summerlee Heritage Trust opened in March at Coatbridge [☎ 0236 31261]. At Bo'ness the Birkhill Fireclay Mine will be opened to the public during the summer [☎ 0506 825855].

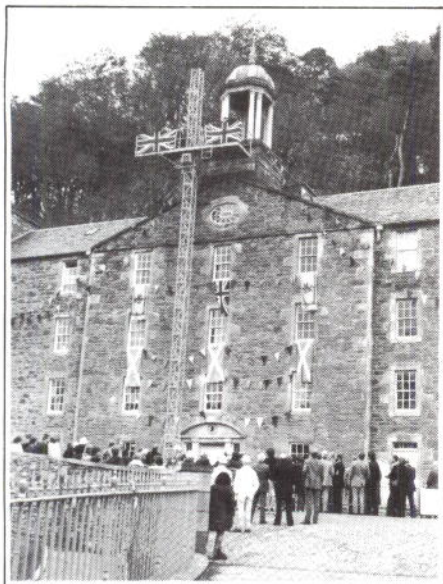
Following the fixing of the Kincardine Bridge on the Forth the control box and engine room will be transferred for preservation at Bo'ness. The Glasgow Museum of Transport has also reopened at Kelvin Hall [☎ 041 357 3929].

The **Dallas Dhu Distillery**, recently acquired by the Scottish Development Department, will open on June 6 as a museum of the Scottish Whisky Industry [☎ 0312 443144]. At the **Scottish Mining Museum** both Prestongrange and Newtongrange will be open throughout the year and at the latter site the winder is now steamed [☎ 031 663 6519].

On the **Forth and Clyde Canal**, BWB has begun restoration to make navigation possible on the 12 mile section at Maryhill. Housing conversions are in hand at Bell Street warehouses, and proposed for North Speirs Wharf in Glasgow. At the Glasgow Garden Festival site, the hydraulic power stations and tunnel rotundas are being restored.

Two Dredge suspension foot bridges have been demolished at **Ness Island, Inverness**, a serious depletion in the surviving examples. (AIA members at Bath last year, visited one across the Avon). In **Kirkaldy**, the West Bridge mills have been the subject of a planning enquiry.

Miles Oglethorpe



New Buildings (1798) at New Lanark being opened by the Duke of Gloucester following restoration as houses and offices. New Lanark has been awarded the prestigious Europa Nostra Silver Medal for the restoration of the village square area which includes New Buildings.

WEST MIDLANDS

Large crowds turned out in **Bridgenorth** on December 16 last to witness the felling of the chimney which formerly stood beside the Stourbridge-Kidderminster road in Low Town. The surrounding buildings, already demolished, and the chimney itself formed part of a complex known as Pale Meadow Mills. They had been used for carpet manufacture until World War II, a satellite of the Kidderminster industry. Pale Meadow Mills went over to electronics manufacture, becoming the Decca Factory, and was

occupied briefly by the Taiwanese firm of Ta-tung in the early 1980s, before becoming derelict. The site is being redeveloped for housing, as is the site of the Southwell carpet factory, upstream of the town's bridge. One of the watching crowd on the day of the demolition was probably typical; she cheered as the chimney fell, watched the dust settle, then turned to granny and the kids and said 'I'd never really noticed it before'.

Vigorous local protests, which included a rally organised by CAMRA, have failed to prevent the closure of **Wem Brewery**, where production ceased at the end of February. Plans for the site have included a proposal for a business park,

rather incongruous for this comparatively isolated Shropshire town.

Telford's splendid Galton Bridge which spans the Birmingham Canal (New Main Line) at **Smethwick**, has recently received a new coat of paint. Mainly black, with restrained use of red and white, the Horseley Iron Works bridge is a superb Grade I listed structure, unfortunately in the middle of somewhat shabby surroundings. The Galton Valley Canal Heritage Area, created by Sandwell Metropolitan Borough and the Greenline Project are working towards the improvement of the canal and railway line surroundings between Birmingham and Wolverhampton.

John Powell



Thomas Telford's splendid Galton Bridge on the Birmingham Canal New Main Line at Smethwick.

YORKSHIRE & HUMBERSIDE

Shepherd Wheel, off Hangingwater Road, Sheffield, is a water-powered cutlery grinding workshop with a recorded history back to 1584. It worked commercially until the 1930s, and was saved and restored in the 1950s by the Council for the Conservation of Sheffield Antiquities and the Sheffield Trades Historical Society, despite a decision by the City Council to demolish it. The Council's Museums Department has been responsible for it since 1962, opening it on special occasions at first, and regularly since 1975. As far as possible it is kept in the state in which it last worked. The wheel is turned regularly, though it now needs some attention, and the machinery has been run with water power on occasional open days. It is open without charge from Wednesday to Sunday throughout the year (10.00 to 16.00 or 17.00 depending on the season; closed over lunch). Although it gets little publicity, it is well visited, not least by schools.

The City Council, faced with the need for economies, are now considering closing it to the public. There is concern that if this is done, maintenance will also be postponed, and the vandals will move in. The AIA President, and the President of the Sheffield Trades Historical Society, among many others, have written to ask that it should be kept open, if necessary with an admission charge. At the time of writing the City Council has not yet made a decision. Another proposal is that the River Don Engine, the 12,000 h.p. showpiece of the Sheffield Industrial Museum at Kelham Island, should not be run one week out of every four.

The **Yorkshire Mining Museum** at Caphouse Colliery, Overton, between Wakefield and

Huddersfield, is expected to open in June or July this year. There will be visits to the pit bottom, with a ¾ hour tour of displays of mining methods from hand getting to modern machines, in passages cut in the 'collar' of coal that was left round the bottom of the shaft. On the surface there will be displays, a shop and cafe, a picnic area and a nature trail. A plan of 1791 shows a shaft on the site and the present pithead building, with a wooden headgear, and the stone winding engine house date from 1876. There is a horizontal twin cylinder steam winding engine by Davys of Sheffield. Its boilers are beyond repair at reasonable cost, but it is hoped to find other ways of steaming it, though it will not be used for winding.

The developers of **Sheffield Canal Basin** and the City Council have located an old Yorkshire Keel, Dorothy Rex, and propose to moor it in the Basin, after redevelopment, as a museum or educational centre concerned with canal life. The cost of repairs to it is likely to be in the region of £100,000.

Sheffield, after losing many historic industrial buildings with the decline of its traditional steel and cutlery industries, now seems likely to lose more as business picks up. The firms which have survived find that their site values are increasing, and several are now thinking of moving to new works out of the centre. James Neill, the makers of Eclipse Tools, have already left their Napier Street works, where they had been since about 1907. The site included earlier buildings that they took over, such as the remains of a mid-19th century brewery; a cutlery works of about 1870; and the cellars of a late-19th century crucible steelmaking shop, as well as architecturally interesting buildings put up for Neills in the 1950s. Parts of the site have

now been cleared. Just down the road, the measuring instrument and hand tool firm, Rabone Chesterman, are now considering leaving the site to which Chestermans moved in 1864; the small works they took over then still remains, hidden by an impressive front block of 1891-7. In Millhouses south of the centre, the engineering firm Laycocks are planning, following a takeover, to leave the Victoria Works that they built in 1901.

Work is expected to start soon on the preservation of the **Globe Works**, Penistone Road, Sheffield. This was built as a steel works in the 1820s, and has a listed classical facade, but has been neglected for many years. (It is one of the last sooty black buildings in Sheffield). English Heritage has given a grant of £178,000 towards the first stage of a £0.75m restoration. The building is to provide a home for craftsmen in cutlery and other trades, and it is hoped that it will be a tourist attraction.

At **Ridgeway**, actually in North East Derbyshire, but on the outskirts of Sheffield, a 300-year old firm is for sale. T & J Hutton, makers of scythes, sickles, and reaping hooks, trace their history back to 1660. They occupy the Phoenix Works which was built for them in 1822, and have 20 employees. Most of their production is exported. Managing director, Peter Clegg, hopes that the business will be sold as a going concern.

Derek Bayliss

NORTHERN ENGLAND

David Cranstone has reported on IA work that he has been concerned with during 1987 in Co. Durham and Cumbria.

At **Derwentcote** the cementation furnace has been the subject of some excavation and structural recording on behalf of English Heritage and the Tyne and Wear Industrial Monuments Trust. The recording has revealed several alterations and repairs to the furnace, including evidence of an original timber strapping. Also in Co. Durham, work has been continuing at the **Killhope** lead dressing site for the County Council, including further excavation of the washing floors.

In Cumbria test excavations have been made at the stamps area at **Nenthead** lead mines. The County Council are considering landscaping and/or display of the site which also includes other remains of ore processing and a ruined smelter. On **Coniston Copper Mines**, at the Upper Bonshor washing floors, excavation and recording of the water-powered sawmill, the carpenters' shop and the copper store have been carried out.

At **Maryport**, Messrs Cranstone and Gale have directed excavations in a bank of coke ovens on behalf of the Cumbria County Council. At least six kilns survive behind the 1752 blast furnace site and one has been completely excavated revealing an unusual barrel-vaulted form with a flue or loading chute to the rear. The ovens overlay a charcoal dump and their construction can be dated as contemporary with the working life of the blast furnace (1754-83) which was fuelled with both charcoal and coke during its operation.

WALES

The **Welsh IA Panel** met on February 26 at Bersham Industrial Heritage Centre near Wrexham. The meeting brought together industrial archaeologists, representatives of local authorities, museums and archives, and of national bodies such as CADW, the Welsh Folk

Museum, RCAHM Wales, CBA Group 2 and the **AIA**!

Reports were given on four local projects: Nick Ward of Richards, Moorhead and Laing Ltd (consulting engineers and environmental scientists) gave an account of land reclamation work being undertaken at Minera Lead Mines for Wrexham Maelor Borough Council. David Bick has been appointed consultant industrial archaeologist for the site and a joint report on the IA of the Minera site and its potential for development as an open-air museum was produced last year. Ann Williams, curator of the Bersham Heritage Centre, then described the historical importance of the Bersham Ironworks and the development of the Centre. Steve Greuter, archaeologist with Clwyd County Council, gave an account of the excavations at the Mill Farm site. The final report by Phillip Lloyd of the local Library and Museum Service was on the development of teacher-directed worksheets for use at the Heritage Centre and Clywedog Industrial Trail.

Discussion at the meeting centred on ways and means of ensuring consultation and co-operation between local planning authorities and the Panel and it was agreed that the Secretary should make initial contact with all the Welsh authorities. Clwyd County Council were applauded for their excellent record in conservation. After the formal meeting, members enjoyed site visits to the Minera mines, Bersham Ironworks and, in particular, the Mill Farm site, led by Jon James, Clwyd County Conservation Officer, and others. The next meeting will be held in Aberystwyth in June.

The **Welsh Mines Society** is holding its summer meeting at Devils Bridge, near Aberystwyth, on June 11-12. The weekend will be devoted to mines in the area and it is hoped to visit the re-opened Esgairmwyn Mill at Pontrhydfendigaid, which is expected to be in full production by then. This mill was erected in the 1940s but has never before been in full scale production and many thousands of tons of jiggling waste await treatment. For further details of this meeting contact David Bick, Pound House, Newent, Glos.

Hilary Malaws

NORTH WEST ENGLAND

The Queen Street Mill, Harle Syke, **Burnley**, now Britain's only steam-powered weaving mill is now owned by Burnley Borough Council, and managed by Pennine Heritage Trust. The 500hp tandem compound engine, built in 1894 by Roberts of Nelson, is regularly steamed and machinery demonstrated. The weaving shed has 300 Lancashire looms. The mill was unusual in that it remained a co-operative from 1894 until 1982 and was originally financed by 4,000 shares of £5 each.

At the **Ellenroad Ring Mill** near Rochdale the McNaught steam mill engine is now undergoing restoration by the Ellenroad Trust; for information contact them at the Engine House, Milnrow, Rochdale OL16 4LG. Another mill engine, built in 1915 by Roberts, survives at the Bancroft Shed, **Barnoldswick** and steam days for 1988 will be September 27 and October 11 and 25 (13.00 to 17.00 hours, admission. £1).

A Select Bibliography on Castlefield: Britain's first Urban Heritage Park has been published by Chris Makepeace: the book may be obtained from the author at 5 Hilton Road, Disley, Cheshire SK12 2JU.

Salford Museum of Mining has reopened at Buile Hill Park with extensive new displays on general and local history of coal mining. They include reconstructions of a drift mine and pit using original artefacts. At **Helmshore**, the Museum of the Lancashire Textile Industry has been reconstructed and now includes the mule spinning mill next door where condenser mules with 714 spindles can now be demonstrated.

A.D. George

GREATER LONDON

The area just to the north of King's Cross and St Pancras stations may be swept away in a major redevelopment scheme. The two mainline stations themselves are Listed Grade I, the German Gymnasium of 1865 and three of the St Pancras gasholders, dating from 1861, might survive but a large number of lesser items will go. Claimed to be the biggest development scheme in Europe, 125 acres and £6.5 billion (for comparison, Canary Wharf is a mere £1.8 billion) several proposals have recently been unveiled. A suggestion has been made that the St Pancras Hotel and Cubitt's brick arches in front of King's Cross be cleared away to give a better view of the train sheds from Euston Road.

R J M Carr

AWARDS

THE DOROTHEA AWARD FOR CONSERVATION

This annual Award is made by and through the generosity of Dorothea Restorations Ltd., and is judged by a panel of 3 judges, one nominated by them and two by the Council of the **AIA**. Its purpose is to support and encourage voluntary conservation work on sites and artefacts of industrial, agricultural and domestic importance. Entry forms may be obtained from John Crompton, 112 Milton Road, Fallings Park, Wolverhampton WV10 0ND, to whom enquiries should also be addressed.

BRITISH ARCHAEOLOGICAL AWARDS 1988

New this year is the Ironbridge Award, sponsored by the Ironbridge Gorge Museum Trust. It will be made to the best project involving the adaptive re-use of any historic or industrial building or structure, especially where this permits the continued, commercially viable, existence of those previously thought impossible to preserve.

The interim phase of the Hepworth Heritage Communication Award has now been judged and five winners of £1500 selected from 30 entries. These 5 projects, none concerning IA, will now compete for the final award of £10,000.

IAN ALLAN RAILWAY HERITAGE AWARDS

The premier award has been made to the new Kidderminster Town terminal constructed by the Severn Valley Railway on its 16 mile line from Bridgnorth. The commercial sector award goes to the BR St Denys station in Southampton, built in 1868 and recently restored.

STEAM HERITAGE AWARD

The 1988 Award in the Marine Section, sponsored by British Coal and promoted by the Transport Trust has been made to the 60 year old coal fired steam tug *Portway* now owned by the Maritime Trust. The tug is steamed regularly on the Thames and Medway and forms part of the Historic Ships Collection of the Trust.

Please note that the final date for entries in the AIA Recording and the AIA-Dorothea Awards competitions is June 30th.

AIA NEWSDESK

July 18–21 1988

International Conference on UTOPIAN THOUGHT & COMMUNAL EXPERIENCE

In New Lanark, with accommodation in the University of Edinburgh. Contact Lorna Davidson, New Lanark Mills, Lanark ML11 9DB

August 6–12 1988

FUELLED BY COAL AND POWERED BY STEAM

Study week at Durham University; theme coal and leadmining and railways in County Durham. Details from Lucy Walker, 13 Nevilledale Terrace, Durham City, DH1 4QG

September 4 1988

STEAM DAY AND COMMERCIAL VEHICLE EVENT

At Beamish North of England Open Air Museum, Stanley, Co. Durham ☎ 0207 231811.

September 9–11 1988

AIA ANNUAL CONFERENCE

at the University College of Swansea with additional programme following until Thursday 15 September.

September 17–18 1988

LONDON AND BIRMINGHAM 150

Gala Weekend at the Birmingham Railway Museum, Tyseley. For details SAE to the Museum, 670 Warwick Road, Tyseley, Birmingham B11 2HL ☎ 021 707 4696.

September 19–30 1988

THE IRONBRIDGE TRAINING EXCAVATION IN INDUSTRIAL ARCHAEOLOGY

Working on a site in the Ironbridge Gorge with training in a variety of techniques, the excavation will build upon the success of the two week project organised in 1987. Information from The Ironbridge Institute, Ironbridge Gorge Museum, Ironbridge, Shropshire TF8 7AW ☎ 095245 2751.

September 30–October 2 1988

NOTTINGHAM CANAL AND RIVERBOAT FESTIVAL

At the Victoria Embankment beside the Trent Navigation in Nottingham.

October 7–9 1988

HISTORIC FARM BUILDINGS GROUP CONFERENCE

At Higham Hall near Keswick. Enquiries to Susan Denyer, National Trust (HFBG), Rothay

REGIONAL CORRESPONDENTS FOR AIA BULLETIN

The following are additions to the list published in the last issue of the Bulletin; the only areas for which no correspondent has yet been appointed are Northern England (Cumbria, Northumberland, Tyne and Wear, Durham and Cleveland) and the Home Counties (Oxfordshire, Buckinghamshire, Bedfordshire, Hertfordshire and Berkshire)

Region 5: NORTH WEST ENGLAND

[Lancashire, Merseyside, Greater Manchester and Cheshire]

A. D. George, 30 Kingsway, Worsley,

Manchester M28 4FD

☎ 061 790 9904

Road, Ambleside, Cumbria LA22 0JL ☎ 0966 33883.

October 15 1988

EAST MIDLANDS INDUSTRIAL ARCHAEOLOGY CONFERENCE

At Wigston, Leics. Hosted by the Leicestershire Society, theme Framework Knitting, to coincide with the opening of the Bushloe End Frame-shops.

October 24–27 1988

HERITAGE AND SUCCESSFUL TOWN REGENERATION

At Halifax. A Council for Europe Conference, details from the Calderdale Inheritance Project, 4-8 Old Arcade, Halifax, West Yorkshire HX1 1TJ ☎ 0422 53635.

October 27 1988

THE EARLY DAYS OF THE INTERNAL COMBUSTION ENGINE

At the Ironbridge Institute. Information as above.

November 11 1988

INDUSTRIAL ARCHAEOLOGY AS ARCHAEOLOGY

At the Ironbridge Institute. This course will consider whether IA is the handmaiden to history or genuinely part of archaeology. Information as above.

November 17 1988

THE ORIGINS OF INDUSTRIAL HOUSING

At the Ironbridge Institute. This course will provide a forum to debate the question of where and how specifically industrial forms of housing became established. Information as above.

Region 9:

EAST ANGLIA

[Cambridgeshire, Norfolk, Suffolk and Essex]

David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY

☎ 09867 2343

Region 13:

WEST OF ENGLAND

[Somerset, Avon, Gloucestershire, Wiltshire and Dorset]

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

DATA PROTECTION ACT

This is what one Society newsletter recently described as 'unbelievably boring and tedious', but it has to be said.

The **AIA** has registered under the Act as a computer user. It is our membership records that are maintained on computer, primarily on the **AIA**'s own computer but also on the computers of some of the officers who need to keep certain information. Your Council has resolved that only members specifically authorised by Council may keep **AIA** data on their computers. The Treasurer is to be the Data Protection Manager with responsibilities for seeing that we comply with the Act.

For the majority of members the only information kept is your name, address and subscription details, plus, if you pay by direct debit, the address of your bank account. A little more is kept for some members, such as Officers and Council members for whom we have to complete statutory company returns. As you know, the membership record has recently been transferred to our new computer and in the near future we shall ask you to check the name and address details that we have on record for you.

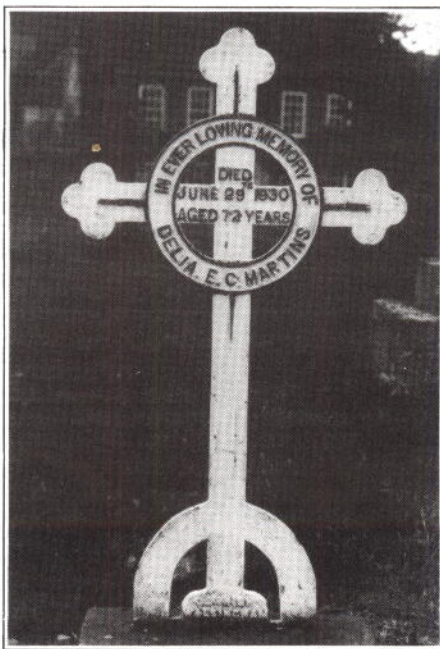
All persons are entitled by law to know what information is held in computer files relating to them and to correct it, if necessary, and that applies equally to the **AIA**. Such requests must be in writing addressed to the Secretary at the **AIA**'s registered office (at Ironbridge) and accompanied by the statutory fee of £10. However, we will gladly endeavour, if it is possible, to resolve any queries without resorting to the formal legal procedure.

Michael Messenger
Hon. Treasurer



Cast Iron 'Gravestones'

Etna model 18, made in Glasgow, at Marlin, Wiltshire. A Cornish of Walsingham, Type 1, in Walsingham, Norfolk >



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