

Windmill once used for pumping brine to the top of a tower
Photo: M. Palmer



Concentrated brine from the gradation towers is held in wooden holding tanks before passing to the saltworks
Photo: P. Graham

extended to the works. The connection to the works is now disused and coal is brought in by road.

Drained salt is loaded, by hand, into a skip suspended from a monorail which incorporates a weighing station. The salt is moved to an adjacent building and fed to a rotary tubular dryer in the basement. The means of heating the dryer was not ascertained. Dry salt is raised by a small bucket elevator to an oscillating screen where lumps are removed. The screened salt is then packed into 1 kg plastic bags and heat sealed. The spent liquor from the pans (lye) is placed in plastic bottles and larger containers. Workers were seen packing cardboard boxes with a bag of salt and a bottle of lye ready for sale.

The Manager of the works provided analyses of salt and lye which were carried out by the Balneoclimatic Institute, Poznan. These analyses are given in Table 2.

Regarding claimed therapeutic properties, a document² states that the iodine content of the salt is high enough for no further addition to be required for the prevention of thyroid problems. The presence of calcium and magnesium is claimed to be a useful supplement for people living in districts with soft water.

Table 2

Analyses of Salt and Lye produced at Ciechocinek

Ion	Units	Salt	Lye
Na ⁺	g/kg	371.93	48.379
K ⁺	g/kg	-	4.43
Ca ⁺⁺	g/kg	0.561	22.059
Mg ⁺⁺	g/kg	0.213	16.915
Cl ⁻	g/kg	591.11	166.710
Br ⁻	mg/kg	249.87	230
I ⁻	mg/kg	5.24	36
SO ₄ ⁻⁻	mg/kg	-	642

A second document³ lists a number of applications for the material. The principal ones are:

1. Undiluted lye can be used for certain cases of diseases of the limbs.
2. Diluted lye with a concentration of 1.5-3% can be used as a mineral bath.

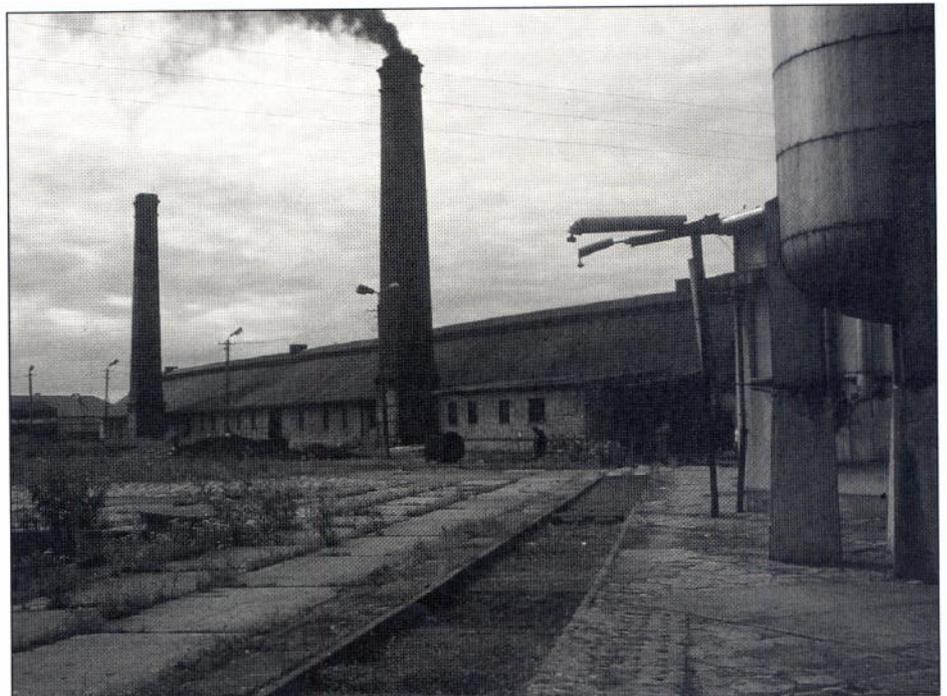
Other uses of the diluted lye include the treatment of: orthopaedic trauma, diseases of the nervous system, rheumatic diseases, hypertension and skin allergies. Inhalation from a 1.5-2% concentration solution is recommended for catarrh of the respiratory system, bronchitis, emphysema and bronchial asthma.

The author treats these claims with a large pinch of – salt!

The author wishes to acknowledge the help of Prof Ray Riley and Dr Anna Niznik for arranging the visit and acting as interpreter, and the management and staff of the works for their time and assistance.

REFERENCES

1. Rogers, B. 'Innovations in the Manufacture of Salt in Eastern Australia', *Australian Journal of Historical Archaeology*, vol 2, Oct 1984
2. *The results of the chemical investigation of the evaporated salt from Ciechocinek*, by Dr Alfred Gornick, Balneoclimatic Institute in Poznan, undated
3. *'Usability assessment of the lye from Ciechocinek for healing aims'* Balneoclimatic Institute, undated



Coal smoke at the Ciechocinek saltworks

Photo: M. Palmer

Culford's 'Lost' Bridge

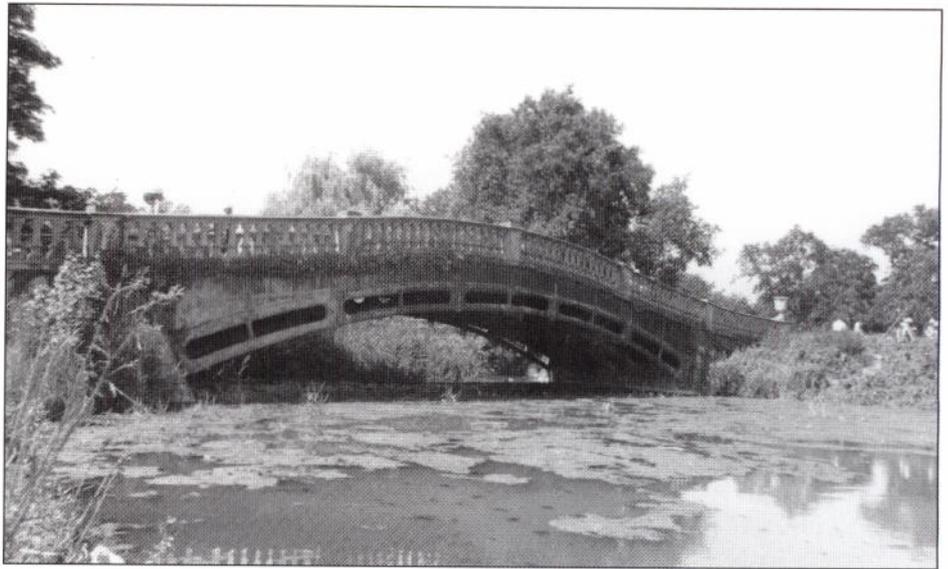
David Perrett

Following an IA society field visit, the significance of a recently 'discovered' iron bridge in a rural setting in Suffolk, just north of Bury St Edmunds, and its connection with the inventive Wyatt family are discussed.

It is not usual that the sites on Greater London IA Society's summer outings are found in the newspapers, but having decided to visit the North Suffolk/Norfolk area, David Alderton suggested that a very interesting visit would be to Home Farm at Culford. Shortly afterwards *The Times* (18 May 1996) reported that a 'forgotten' cast-iron bridge had been found in the grounds of Culford Hall. A phone call to Home Farm revealed that it was the same Culford and the bridge had not been lost since it was over the farm's mill pond and permission to see it could be obtained from the Bursar at Culford School (the Hall was now an independent boarding school). So in July the GLIAS coach party pulled into the extensive grounds.

Culford Hall, an eighteenth-century mansion, was extended in the 1790s by the eminent architect James Wyatt (1746-1813) and the grounds re-modelled by Humphrey Repton. The grounds include a lake formed by taking a leat from the River Lark. The lake was not only ornamental but also a mill pond for Home Farm. At the point (TL 827704) where the leat widens out into the lake a bridge was constructed which seems only to lead to fields across the river from the house. Following the sale of Lord Cornwallis's estate in 1935, the school has occupied the Hall and over the years the lake silted up and the constructional nature of the bridge was obscured by high waterweeds. Since the parapets are made of stone it would have seemed to be a typical stone bridge.

Last year saw the cleaning of the lake and details of the bridge were revealed. The bridge is 28 m in



Culford Bridge was revealed by pond clearance

Photo: D. Perrett

span and about 6 m wide. It consists of six arches springing from stone abutments with each arch being formed from five hollow tubular cast-iron voussoirs. The main members of each are of oval cross section. Each of these substantial castings are apparently held in place without fixings in the manner of a stone arch.

Clive Paine, the local archivist, linked the bridge to Samuel Wyatt (1737-1807), brother of James. The Wyatts were a large family of architects, inventors and engineers. They were friends of Boulton and Watt, Matthew Boulton having sponsored Samuel to build both Watt's and his own homes and later around 1800 possibly new buildings at the Soho Manufactory. Having moved to London, Samuel practised as an architectural carpenter, then an architect on various government contracts including a flour mill for the Navy at Weevil near Gosport. With this experience, in 1783, he formed a company to build the notorious Albion Mill at Blackfriars, London. This, the first steam-powered mill, he designed himself and employed Boulton & Watt rotative engines to drive the millstones. The mill, the greatest industrial venture of its day, started in 1786 but was burnt down in 1791.

In 1797, Wyatt was involved along with others, in proposals for new Thames crossings being considered by the Bridge House Estates and in 1800 proposed an iron bridge over the Thames. This combined with his necessary interest to fire-proof construction led on 10 June 1800 to the publication of patent No 2419 for 'making and constructing bridges, warehouses and other buildings without the use of wood' and includes elements of prefabrication in the design. The patent includes a bridge of the exact same design as that surviving at Culford. His method of fire-proof construction, using curved iron plates instead of the brick arches used in Belper Mill, though, was not employed in an abortive design to re-build Albion Mill.

The source of the ironwork used in the bridge is unknown. Local rumour suggests that the members of the bridge were cast from cannon captured in battle by Lord Cornwallis. However, the size of the units is substantial and probably exceeds the capabilities of a local foundry at that period. It is possible that they are from Boulton and Watt, who had just completed the structure as well as the machinery for Salford Mill, Manchester.

Culford Bridge is unique in other ways. Firstly, it survives in its original form – something that would not have occurred had it been on a public road. Equally it does not seem to have ever carried heavy loads. It was overlooked in architectural surveys of the Hall by heritage bodies: English Heritage have now listed it Grade 1. One wonders if similar gems lie undiscovered on other estates not open to the public. The bridges at Shugborough Hall (1811), Bragyns Park, Marple (1813), Walton Hall, Wakefield, and Syon Park, West London, are better known.

And what of Home Farm, Culford – a superb model farm of c.1870 complete with waterwheel, workshop, hydraulic ram, cast-iron stalls and piggery all connected by a narrow gauge tramway system and still very much a working farm. Two good reasons to visit Culford.

GLIAS thanks Lt Col Peter Godwin, Bursar of Culford School, and Mr Keith Flack of Home Farm for gratefully allowing us to visit their respective properties.



Detail of iron arch, showing the stone balustrade above

Photo: D. Perrett

Current Research and Thinking

Marilyn Palmer and Peter Neaverson

The third of our pre-conference seminars, held in Bangor on Friday 6 September 1996, proved a stimulating introduction to the main conference. Representatives from the heritage bodies, including for the first time Northern Ireland, were invited to contribute papers on specific projects rather than give more limited reports to the main conference as they had done previously. All the papers offered something of interest to a varied audience.

Our first speaker, Ray Riley of the University of Łódź, achieved the 20-minute target with his illustrated paper on the textile mills of the 'Polish Manchester'. The development of the textile industry in Łódź was stimulated by the Russians, under whose jurisdiction Łódź came until 1919. Four hundred mills had been constructed by 1912, most of the large mills being financed by Prussian capital. Professor Riley examined upwards of 50 mills in an attempt to determine whether their distinctive characteristics were the result of cultural differences or functional imperatives. His analysis prompted the delegates to make useful comparisons with British and European practice.

Miles Oglethorpe described RCAHM Scotland's survey of Nobel Explosives' Ardeer Factory in Ayrshire. Like many others since the end of the Cold War, this factory has been run down and the process of decommissioning and destructive decontamination is now accelerating. The survey of the 5.5 square mile coastal site was to ensure that a record survives the factory's inevitable closure and disappearance. Miles drew attention to the problems of recording large industrial sites, particularly those of a toxic nature and under strict security restrictions. He emphasised the intimidating technical complexities, and the difficulties of dealing with a disillusioned workforce under threat of redundancy. Conserving the existing archive was an important part of recording.

Andrew Davidson (Gwynedd Archaeological Trust), moved the scene to some very different coastal sites, the scanty remains of a group of tide mills near Holyhead on Anglesey. He ably demonstrated the importance to IA of the relationship between documentary and field evidence. Most of the mills were shown on individual estate maps, but the field study revealed their spatial relationship. The remains consisted largely of dams and foundations, but the documentary evidence indicated that they were Vitruvian mills with lantern gearing.

Henry Gunston continued the theme of water power in his discussion of the Institute of Hydrology's project on Historical Hydrology, designed to investigate historical records to supplement the measured records of the last 25 years or so. This information is being incorporated in the National River Flow Archive, which is used in hydrological analysis for planning and management of water resources. Elsewhere in this newsletter, he makes an appeal for information on river flooding etc which readers might encounter in their research.

Andy Josephs of Wardell Armstrong returned to North Wales with a little known mining complex on

the Llyn Peninsula, which employed up to 200 men and produced 90% of Britain's output of manganese at the turn of the century. His survey of Benallt and Rhiw Iron and Manganese Mine for Gwynedd County Council was designed to assess its archaeological content and significance, and (in conjunction with other disciplines) to advise on potential reclamation strategies. Surface features revealed structures, inclines, winding equipment and a boiler which reflected three primary phases of mining ending in 1945. As with most mining sites, the options ranged from simple fencing to elaborate shaft capping etc which would destroy the archaeology.

Joan Unwin of the University of Sheffield moved the theme from sites to artefacts with her consideration of the use of Sheffield Cutlers' marks as an aid to dating. This work will be described in a future issue of *IA News*.

Oliver Pearcey brought delegates up to date with a consideration of English Heritage's work in IA a year on from the Policy Statement. Monuments Protection Programmes had been decided on for 51 industries, of which 20 were under way and those for lead and coal had resulted in an increase in scheduled sites. Although grants of £1m had been made to industrial structures, this was less than the previous year, reflecting the 40% cut in EH grant aid. Lottery funding is increasingly important for industrial preservation and museums. Thematic listing was continuing, but the new policy on consultation is taking a considerable time. He reiterated English Heritage's commitment to IA: the advisory panel would focus on a survey of the financial needs and sustainability of industrial monuments over the next five years.

David Percival of RCAHM Wales discussed problems and opportunities in the compilation of Industrial Landscape Databases, taking the Dowlais section of the Heads of the Valleys area as an example. Whereas databases normally record individual sites, this landscape included superimposed linear features, resulting from the exploitation of iron, coal and limestone and the associated transport systems. Aerial surveys had been analysed to provide a sequence of overlays which could be used to establish relative chronology.

RCHM England recently established its headquarters in the former GWR workshops in

Swindon, which has prompted Keith Falconer to study Historic Railway Engineering Works. This interest is generated from the perspective of emergency recording - railway workshops were being demolished all around the country with very little consideration of their merits, and little recording. A novel range of buildings was developed by railway and private companies in the second half of the nineteenth century, for the construction, servicing and repair of locomotives and rolling stock. Specific surveys have been made of Swindon and Derby works.

Michael Coulter looked at the IA work of the Environment and Heritage Service of Northern Ireland. He considered the differences in the province, which lacks a Royal Commission, SMRs, county conservation officers and, largely, voluntary groups, and has separate legislation from mainland Britain. An attempt has been made to improve knowledge of what exists by bringing the environment and heritage together in the new Agency, set up in April 1996. He referred to the pioneering work of W. A. McCutcheon in recording sites in the province, now amplified by an Industrial Heritage Record based on 6-inch county maps. Recent political developments in Northern Ireland, resulting in pressure for redevelopment, have highlighted the urgent need for a comprehensive record.

On behalf of AIA, the seminar organisers thank all the contributors who made the journey to North Wales. The vast majority were professionally engaged in archaeology and now include industrial sites as part of their remit. As seen at the Ironbridge Weekends, the rapid decline of heavy industry and the pressures for reclamation and decontamination of sites present both an opportunity and a challenge to the archaeologist. The papers presented at Bangor indicate in particular how the statutory bodies have risen to the occasion and are making a very positive contribution to the subject.

A further seminar will be held before the AIA Newcastle Conference in 1997, taking as one of its themes the problems of urban IA. Potential contributors should contact the *Review* Editors, who would also be pleased to receive offers of other papers including those on the methodology of the subject.

AIA

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 1997

The AIA Fieldwork Award scheme exists to encourage recording of the physical remains of the industrial period to high archaeological standards. The awards are open to both amateur and professional field workers, and have been operating successfully for almost a decade.

Work submitted may already have been published or if not, may be encouraged to publish. As well as the main award there is also the Initiative Awards for innovative projects eg those from local societies and to encourage the future industrial archaeologists, a Student Category.

THE CLOSING DATE FOR ENTRIES IS 1ST MAY 1997

Successful Entries will be notified in August

The successful authors will be invited to attend the AIA annual conference in Newcastle to collect their awards in September 1997

Entries should be sent to:

Victoria Beauchamp, c/o The Division of Adult Continuing Education
University of Sheffield, 196-198 West Street, Sheffield S1 4ET

FURTHER DETAILS WILL ALSO BE AVAILABLE FROM THE ABOVE ADDRESS

Forthcoming activities

We would like to draw members' attention to three forthcoming activities of the Association. These are, firstly, the Ironbridge Weekend, to be held on 5-6 April at, of course, Ironbridge. The theme this year will be the problems presented by major structures. Secondly, there is the proposed field visit to Northern Ireland, to run from Thursday 29 May to Sunday 1 June, starting from Belfast.

Finally, the Association's annual conference will be held at the University of Northumbria, Newcastle, from Friday 5 September to Sunday 7 September 1997, with an additional programme of visits lasting until Friday 12 September. As is now standard practice, there will be a seminar all day on Friday 5 September, with the general theme of current research and thinking in industrial archaeology. However, this year there will be the additional theme of the problems of identification and protection of urban sites, which was the intended subject of the cancelled seminar in Leicester, and it is hoped that some of the papers which would have been delivered then will be offered in Newcastle.

Information about these activities is being sent out with this issue of *IA News*, but additional copies of the call for papers, programmes, booking

forms, etc for any or all of these can be obtained by sending an SAE to myself at:

48 Quay Street, Halesworth,
Suffolk IP19 8EY.

David Alderton

New Members

The Association welcomes the following new members:

W.H. Barksfield, Chalfont St Giles
David Bassett, Cardiff
Stephen Batsford, Swansea
Dr Nicholas Bedding, Aberdeen
Mike Breakspear, Corsham
Anthony Coulls, Leamington Spa
Janet Crompton, Bristol
E. Dennison, Beverley
John L. Dobson, Garn-Dolbenmaen
David R. Feltham, Bridgwater
F.G. Gilbert-Bentley, Guildford
Dr M.H. Gould, Belfast
Martin Green, Leamington Spa
David Greenwood, Marlow
Heather Greenwood, Marlow
G. Hall, Barnsley
Greg Hallam, Enoggera, Australia
John B. Hilling, Cardiff
Caroline Hoard, Carmarthen
Geoffrey Hoard, Carmarthen
Beatrice Hopkinson, Studio City, USA
J.O. Marsh, Manchester
Penny McKnight, Altringham
Mary McMahan, Dublin, Eire

Amanda Jane Pedlow, Mullingar, Eire
J. Sellick, Bridgend
Roger Sellick, Bridgend

The following institutions have also become subscribers:

Brede Engine Trust, Rye
Scottish Office Library, Edinburgh

OBITUARIES

Deaths of former AIA members were reported at the AGM in Bangor in September 1996:

Jean Gimpel (1918-96)

Paris-born Jean Gimpel died in London in June 1996. He held strong views on art, a world in which he had lost faith. Publications such as *Against Art and Artists* (1969) were therefore provocative and controversial and, not surprisingly, not always well received! But in IA circles, he was also known as a historian of technology. His successful book on the builders of medieval cathedral builders, *Les Bâisseurs de Cathédrales* was published in 1958, and translated into English in 1961. He followed this with his important book *The Medieval Machine: The Industrial Revolution of the Middle Ages* in 1976. Gimpel was eager to show the relevance of some medieval technology to rural societies

and set up the charity Models for Rural Development to take the ideas idea of 'intermediate technology' to Third World Countries.

Walter E. Minchinton (1921-96)

Walter Minchinton died in August, shortly before the AIA conference in Bangor. After gaining a degree at the LSE in 1947, he started his academic career as a lecturer at Swansea University. His book *The British Tinplate Industry* was published ten years later. In 1964, he took the first chair in Economic History at Exeter University, a post which he held until retirement in 1985. During these Exeter years he became a well-known and dominant figure promoting IA in the South West. Through his energy, the Exeter IA Group was formed in 1969 and there followed a series of small publications, many under his editorship. There were also annual seminars on different themes at Dartington Hall, and he was among the founders of the SW Regional IA Conferences. His interests and publications varied from windmills and tidemills in Devon to shot-towers in Europe. An early county guide to IA in Devon under Minchinton's editorship was published in 1968; it appeared in its fourth edition as *Devon's Industrial Past: a guide* in 1986.

NOTICEBOARD

Email discussion group

An Email group for industrial archaeologists has been established, to provide a forum for discussion regarding the subject in general, and for archaeologists to exchange information, ideas, and details of fieldwork, conferences, etc. It is free to join and further information about the group or about how to join can be obtained from the organiser, Stephen Dobson: Email SD2@le.ac.uk., or The World Wide Web page at: <http://www.mailbase.ac.uk/lists-f-j/ind-arch>.

Funding for Wealden Iron research

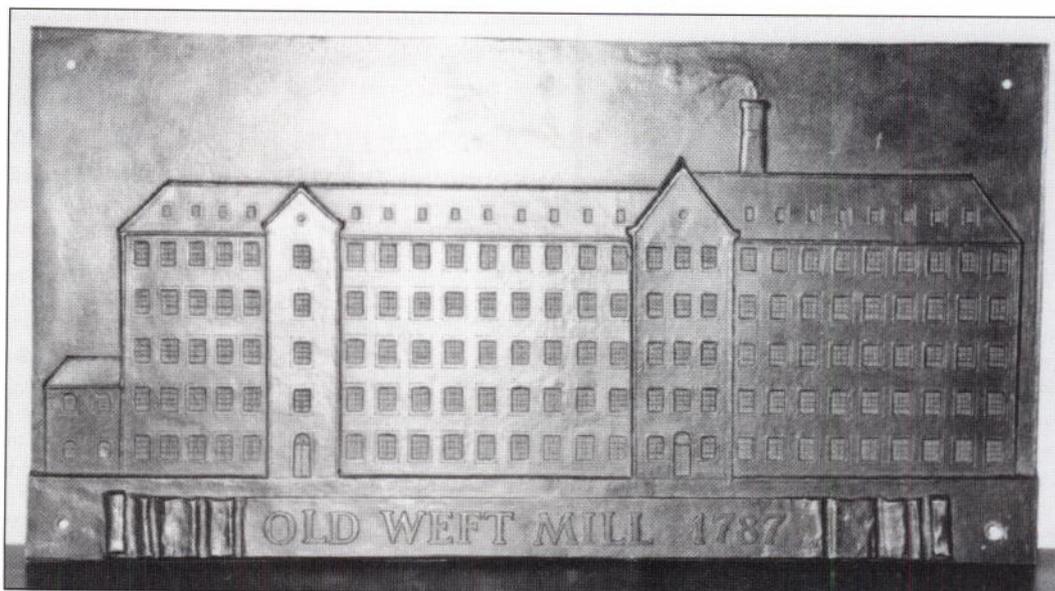
The Tebbutt Research Fund invites applications from individuals or groups, for grants towards research, including associated expenses, into any aspect of the Wealden Iron Industry. Approximately £100 will be available from the fund and any interested person should write a letter of application giving details of themselves together with any relevant information

concerning the research envisaged. Applications should be sent not later than 31 March 1997 to Mrs Shiela Broomfield, Hon. Sec. Wealden Iron Research Group, 8 Woodview Crescent, Hildenborough, Tonbridge, Kent, TN11 9HD.

Where's the mill?

The photograph shows a bronze plaque depicting a textile mill and is captioned 'Old Weft Mill. 1787'. Does any reader know where it is? Christopher Edwards would like to

know, and can be contacted at The Old Stores, The Gasworks, 2 Michael Road, London SW6 2AD. ☎ 0171 610 6836. Alternatively, please tell the Editor.



Even without the feature on page 13, the eagle-eyed will already have noticed that this issue of *IA News* is no. 100 – a significant milestone which also presents a convenient opportunity to look back over the period during which it has been produced and note some of the changes that have occurred.

Issue no.1 (or to be more precise 1.1) of the *Bulletin*, as it then was, appeared in March 1974, just a year after the Association had been formed and, even taking this into consideration and allowing for subsequent developments in the world of reprographics, it can only be described as looking pretty dull. Consisting of four sides of A4 print (one A3 sheet folded in half), without any illustrations of any kind, it contains a lead article entitled 'The Need for Action' which raises the amateurs vs. professionals debate, a theme which still crops up with monotonous regularity within the Association today. The back page is almost entirely given over to a reading list, thus leaving less than two inside pages for mainly brief articles, although a longer piece by Keith Falconer on 'Threatened Monuments' also has, with hindsight, a prophetic feel to it, bearing in mind how many thousands of hours the Association has devoted to discussing listing and recording topics ever since. There is an announcement concerning the first 'official' conference, to be held at Keele University, the fee, including accommodation and all meals from Friday to Sunday being 'approximately' £12.

Initially, there were six issues of the *Bulletin* per year, though this evidently proved slightly over-ambitious (the month of publication is not mentioned after the first issue!) and following the appearance of issue 4.6 during 1977, issue 25 was numbered as vol. 5 no.1, the first of the four issues per year series, and is dated simply 1977/78. By this time the *Bulletin* had, although still limited to four pages, made great strides in appearance due to the as yet unacknowledged skills of Roy Day (indeed his name does not appear in it as

COMMENT

Editor until issue 49). By now it looked like something designed with a house-style, with the Association's logo printed in blue, and contained good quality pictures and diagrams. That said, it has to be conceded that the content – as with issue 25 itself – was sometimes a bit thin. The main story concerns the attempt to save two Fowler ploughing engines for the Museum of Lincolnshire Life, and there is mention on an inside page of a new museum opened in October 1977 – the Black Country Museum at Dudley.

By issue 50 (vol. 11 no.2, Spring 1984) the *Bulletin* had come to resemble what we are familiar with now. It had doubled in size, the eight A4 pages, had become a 'good read' with a variety of articles and pictures, and was beginning to involve local or 'affiliated' societies in a much more positive way. A note of optimism is reflected in the announcement that the Association had recently signed up its 1000th member, though sadly this growth in the numbers of people joining has not been maintained. Come issue 75 (vol. 17 no.4, 1990), Peter Wakelin had taken over as Editor, a welcome element of humour had been introduced as well as some meaty and thought-provoking articles, and the organised reporting of news from the regions had been instigated. Keith Falconer features once again in this issue mentioning, amongst other things, the proposals regarding the Royal Commission's move to Swindon which, as we all know, has now happily and successfully come to pass.

How issue 100 compares to its predecessors will be for current readers to decide, but *Industrial Archaeology News*, as it has been since issue 88, is now even bigger (16 pages as compared to the original four), has even better quality pictures, appears with admirable regularity and looks certain to go from strength to strength. The Association owes a great debt to those who have been involved in its production over the years.

John Powell

LETTERS

Readers are encouraged to write to the Editor with their views on matters raised in IA News, the 'Comment' feature or other current issues.

More on Poland

I was interested to read about the AIA's Polish trip in the last *IA News* and wondered if I could make a few comments. Over the last few years I have been travelling around Europe researching the history of inland waterways and can say with certainty that the Stecknitz Canal lock at Lauenburg is not the oldest in Europe, though the canal was Europe's first with a summit level. It ceased operation around 1900 when the Elbe-Lübeck Canal opened, most of the old locks disappearing at this time. However, one of the flash locks does survive, the Dükerschleuse at Witzeze some 5 miles north of Lauenburg. The Stecknitz Canal opened in 1398 for the carriage of salt from Lüneburg to Lübeck. Salt must have been an important commodity at that time as I have just discovered that a canal in Poland was opened for its carriage to Krakow in 1350. Any further information gratefully received!

In Poland, there are interesting canal remains at Bydgoszcz, the first canal here opening c.1770 to provide a link between Berlin and Königsburg (now Kaliningrad). It was rebuilt around 1880 and again around 1930, with three of the 1880s locks still remaining, though not now navigable.

On my last visit to Poland, I stayed in Wroclaw where two of the old Oder locks can still be seen in the town centre. The market is also of interest, being an early use of concrete for building construction. The main reason for my visit was to meet members of the Fundacja Otwartego Muzeum Techniki who are ably led by Stanislaw Januszewski. Their offices are at the Wroclaw waterworks, close to an 1860s beam pumping engine whose valve gear was modernised around 1890.

The Fundacja are involved with all aspects of industrial history, and I was particularly impressed with the recording work that they are undertaking. With so much Polish industry in decline or closed, this work will be a vital source of information in the future.

After visiting Wroclaw, I spent several days in Valim, a small village in the Lower Silesian mountains, where Dr Januszewski had organised a series of field trips for post-graduate industrial history students. We visited a working coal mine, going right to the face which was still being worked by hand, a silver mine which had been in operation from the sixteenth to the nineteenth century, German underground factories from the Second World War, and a closed

textile factory in Valim, complete with a few Lancashire looms made in Preston which were being kept, hopefully for inclusion in a museum. The closure of the mill has resulted in 75% unemployment in the village.

The main aim of the Fundacja is to preserve machinery and buildings on-site, something which has not been done previously in Poland. They say that they have problems with their more conventional national museum curators over this policy, a reflection of what happened in this country with early industrial archaeologists! However, at the end of August they opened their first museum, a hydro-electric power station at Lubachow which came into service in the 1920s.

It is important for better links to be established between industrial historians and archaeologists in Britain and Poland. I talked to the students in Poland about the history of the English canals and how they, and other industrial monuments, came to be preserved. The students expressed surprise that we had to fight for recognition of our industrial heritage and for money for its restoration. They had expected Britain's governing bodies to be supportive, financially, of industrial history! They now know that their problems are shared by museums

in Western Europe. Curators from both Zabrze and Gliwice were on the course.

John Baildon, who set up the iron industry in Gliwice, may have come from Scotland but, as you would expect with a name like Baildon, his family were from Yorkshire. His father worked with Smeaton on the Carron Ironworks, and it was as a result of a recommendation by Smeaton that John Baildon and other members of the family moved to Silesia. They may well have kept up links with the Leeds area as, in 1816, a Blenkinsop-type engine was introduced at a mine in Chorzow, 10 miles or so east of Gliwice.

There must be many more links between Britain and Poland. For example, the winch on the preserved needle weir in Wroclaw was made by Tangye. If anyone is interested in travelling to Poland to find more such links, I will be delighted to try to help them. I have driven there alone on a number of occasions without problem. The ability to speak German was useful, though I am now learning Polish. If you can talk to people, admittance to many industrial sites is possible as safety regulations are more like those we had here in the 1950s and 1960s.

Mike Clarke
41 Fountain Street,
Accrington BB5 0QR

British Archaeological Awards

The biennial British Archaeological Awards were presented on Monday 18 November 1996 in Cardiff by Magnus Magnusson. The ceremony was held in the impressive Reardon Smith lecture theatre at the National Museum and Gallery, Cathays Park, and readers will be pleased to learn that industrial archaeology was well represented.

The Ironbridge Award (for the best project involving the innovative, adaptive re-use of any historic building or structure) went to the canalside West Mill, Huddersfield, which has been converted for the School of Computing and Mathematics of the University of Huddersfield. It was particularly noted that the weaving shed has been retained and re-used with excavation of the ground floor to provide necessary headroom. There were in all 13 entries with some strong runners-up including the conversion of a Cooperative Department Store in Edinburgh to the Point Hotel and the former Midland Railway goods Warehouse, Liverpool, which was re-used as a Conservation Centre for the national Museums and Galleries on Merseyside.

Industrial Archaeology was also recognised in the Pitt-Rivers Award (for the best volunteer project), where one of the runners-up was the Manchester Region Industrial Archaeology Society. Their work on the detailed recording of a water-powered hoisting arrangement at Dale Street, Manchester, associated with the Rochdale Canal, was particularly meticulous. It had been carried out over the period 1969-95 (see *IA News* 97). Although not a finalist, Peter Hughes has been awarded £500 towards publication of a report on his recording of standing industrial remains at Cwm Ystradlyn in the Snowdonia National Park. The Award sponsors are Robert Kiln Trust.

Robert Carr

Gunpowder at Budapest

Historians of gunpowder followed up their first international gathering at Bath in 1994 by a second meeting at the 23rd Symposium of the International Committee for the History of Technology in August 1996, at Budapest, Hungary.

Twenty-one papers were presented to the Gunpowder Section, which ranged widely in chronology and subject matter and prompted keen discussion. Papers from our Hungarian hosts included László Lukács, introducing the history of powder

making in Hungary, while József Lugosi described the extraordinary 'Győr' programme of 1938 which involved a return to old methods at a time of national need.

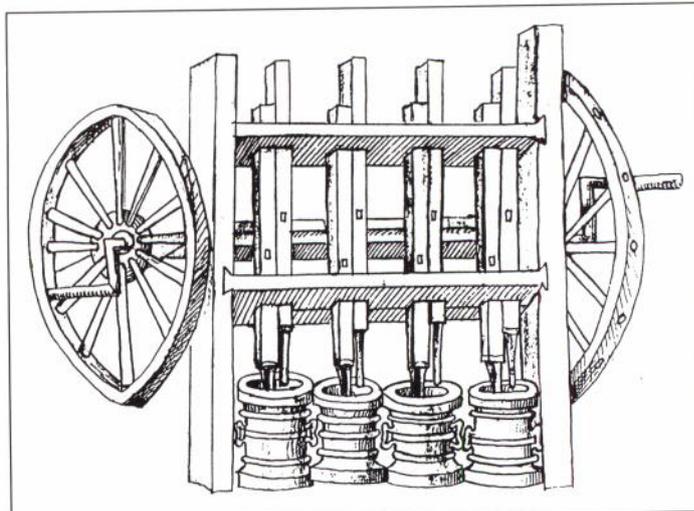
Contributions from Walter Wild and Gerhard Kramer of Germany enhanced our understanding of the properties of the basic ingredients (saltpetre, sulphur and charcoal), with insights into the early use of calcium or 'lime' saltpetre before the procedures for making potassium nitrate had been appreciated. In developing his study of saltpetre-making in eighteenth-century Sweden, Bengt Ahslund emphasised the systematic nature of production there.

Valter Panciera opened up new ground by his account of saltpetre production in the Republic of Venice in the sixteenth and seventeenth centuries, where state control favoured the survival of papers describing the technology and that of the chemical composition of the powder produced. Stelios Papadopoulos reminded us of the political complications which often underlay this subject. Of the local production centres set up to serve private needs, Dimitsana was the most important for it became the centre of powder making in the Greek War of Independence (1821-25). Many features survive at this water-powered site which, when fully restored with the support of the Hellenic Industrial Investment Bank, will become an open-air museum.

A new aspect on the subject was introduced by Brenda Buchanan and Patrice Bret with papers on gunpowder as a barter good in the eighteenth-century triangular African or slave trade. This was a large and profitable market, as shown by the private returns to the Bristol merchant partnerships (who for a time also supplied the Liverpool slave traders). Bret gave an overall picture of the French trade by charting production in Atlantic ports. The ending of the slave trade (1807 in England and 1815 in France) had a profound effect on the location of powder manufactories.

Other papers examined the introduction of scientific method to gunpowder.

Wayne Cocroft's concern was with Sir William Congreve (father of a more famous rocket-devising son) who began his work of improving gunpowder manufacture after the British defeat in the American War of Independence (1775-83). He was a practical experimenter, an influential figure in the state-controlled powder industry, and a bridge across the social



A drawing from 1496 showing a hand-operated stamp mill with four moveable mortars for incorporating the raw materials of gunpowder. Published in 1906 by Oscar Guttman

and educational divide between gentlemen experimenters and powder manufacturers. Surviving sites at Waltham Abbey may be associated with his work, as also with that of Sir Frederick Abel and Sir Andrew Noble, experimenters who were selected by Seymour Mauskopf as exemplifying a synthesis between the different research traditions of the time: namely, the laboratory-based chemical or material tradition and the military-based physical or dynamical tradition. René Amiable sought to elevate Gustave Maurouard, who from 1867 to the 1870s designed a revolutionary powderplant near Paris. His elegant design involved workshops along the fan-shaped arc of a circle, at the centre of which was a steam power house. When capacity had to be increased, Maurouard added a linear arrangement in which the workshops were added along straight lines. Dimitri Gouzevitch described the reconstruction by the élite state engineering corps of the Okhtinsky Powder Mill in St Petersburg (1824-42), nearly a century after it was founded.

The use of powder in mining received attention from Peter Milner, who described the goldfields of the State of Victoria, Australia, in the nineteenth century when gunpowder was the dominant explosive. He speculated on the extent to which its use came to be influenced by the introduction of machinery such as rock drills. It was appropriate that Buchanan and Cocroft took this opportunity to pay tribute to Oscar Guttman, mining engineer, explosives expert and historian of gunpowder, for he was born in Hungary in 1855, where he undertook his early work before moving to London. He continued through his professional work and his interests to

demonstrate the international nature of both engineering and historical scholarship.

The success of these sessions raises the hope that the Gunpowder Section will meet again under the auspices of ICOHTEC.

Brenda Buchanan

IA and historical hydrology

At the pre-conference seminar in Bangor last September, I outlined various ways in which industrial activity had altered the natural flows in rivers. Navigation weirs, mill dams and hydroelectric power schemes affect rates of flow, and all sizes of reservoir encourage water 'loss' through evaporation. Water can be diverted from one catchment to another via canals, or through water transfers to assist domestic and industrial supplies, such as those developed by Birmingham, Manchester and Liverpool in the nineteenth century (a more recent example being the Thames Water London Ring Main).

To a hydrologist interested in the 'natural' changes in river flows over the past two or three hundred years which are the result of possible changes in climate, these industrial interventions may seem to be more of a hindrance than a help. The more human intervention there has been upstream of a defined flow gauging station site, the more difficult it becomes to relate the measured flows at that point to the 'natural' flows which might have occurred otherwise.

However, information directly or indirectly related to river flows which was gathered for industrial purposes may be of use in extending the records of flow in a particular river, even if it can

only provide 'order of magnitude' estimates of flow. The gauging of rivers in Britain for water resource planning and management on an extensive scale is a relatively recent activity – few existing stations have records longer than 25 years. The National River Flow Archive is held at the Institute of Hydrology at Wallingford, and a group of staff (including Frank Law, Martin Lees, Terry Marsh and myself) have an interest in searching for old records which may be of use in estimating the earlier flow patterns of rivers. Due to pressure of other work this has to be something of a 'spare time' activity, but if you know of any water-related records which may help, we would be very pleased to hear from you. Such records may indicate extreme conditions (floods, droughts or prolonged very cold weather), or they may be of flow measurements taken to settle legal disputes over water rights, such as those linked to canals or water-powered industry. The contact address is Henry Gunston, Institute of Hydrology, Crowmarsh Gifford, Wallingford, Oxon OX10 8BB (e-mail: hmgu@ua.nwl.ac.uk).

A major textile archive

Preservation of Oldham's international cotton legacy has had a major uplift through the deposit with Oldham Archive Service of the nationally important records of Highams Ltd. Now fully catalogued, they graphically illustrate the cotton industry's changing fortunes over 100 years.

Oldham by itself would once have ranked as the third largest spinning country in the world, after the rest of the UK and the USA. Yet until the Highams archive became available, records of that time were few, seemingly destroyed as the mills themselves came tumbling down in the years of decline.

Highams has been an integral part of the Lancashire textile industry for over 100 years. Their corporate records will enable future research into the textile industry to be much more solidly based. The company had its origins in Accrington, being founded by Eli Higham in 1857. Its history has generally been one of expansion, with connections as far afield as Scotland, Cornwall and even South Africa. It has taken over many companies with diverse textile interests, dealing with every aspect of the industry from spinning raw cotton, through weaving, dyeing and finishing, to producing goods as diverse as fashion wear, dish cloths, blankets and tyre cord. With

changes of ownership it has weathered the general decline in the industry. In 1996, as Highams Group Ltd, the company is enjoying new-found business prosperity, having invested in the most modern spinning machinery at Grape Mill, Royton, Oldham.

The records which are now available were recovered by Oldham Archives Service in August 1994, just as they were about to make way for more production space at Grape Mill, where they were stored. Their historical value has been demonstrated by the significant funding received from the British Library, the Pilgrim Trust and the Oldham and Rochdale Archives Service to bring the archive to the public, fully catalogued, within two years.

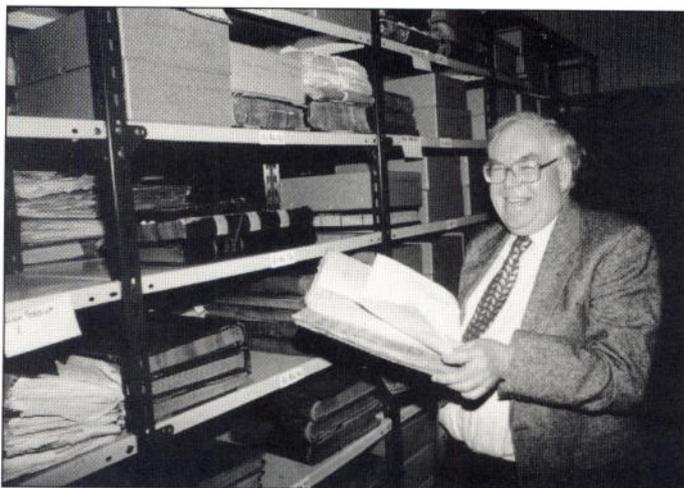
Very few cotton company records have survived the decline of the industry, and none which are available are comparable. This archive is immensely important as it holds the key records of a large number of related companies. Many names which were famous in the Lancashire textile industry are represented – Ash Spinning, Royton Textile Corporation, John Brights, Hagues textiles. Their records will provide an invaluable historical resource for comparative studies between companies – why some survived, and some died.

The records are available for public study at Oldham Local Studies Library, Union Street, Oldham OL1 1DN ☎ 0161 911 4654.

Paul Sillitoe

Lottery grants for IA

Of the 40 grants totalling £30m from the Heritage Lottery Fund announced at the beginning of July 1996, four will be of particular interest to industrial archaeologists:



Fun in the archives: The Highams Group cataloguing project was undertaken by Len McDonald, a business archives consultant of international experience

Photo: Paul Sillitoe

Portland Basin Heritage Museum in Ashton-under-Lyne, Greater Manchester, £375,000.

Oak Mount Mill in Burnley, Lancashire, £59,000 for restoring the steam engine in the early nineteenth-century mill.

Bo'ness Harbour, Falkirk, Midlothian, £250,000 for the restoration of two piers which date back to 1733 and 1830.

Mary Rose restoration project at Portsmouth, Hampshire, £330,000.

At the end of October, much larger grants were announced: the biggest grant to date was for £25m for enhancements along the Kennet & Avon Canal, and £6.5m was allocated for the National Explosives Museum to be set up at the Royal Gunpowder Mills at Waltham Abbey, Essex.

Chinese inventions

From 7 February to 8 June, the Museum of Science and Industry in Manchester (☎ 0161 832 2244) is hosting 'China – Cradle of Knowledge', a cultural exhibition of inventions and discoveries from ancient China. Beijing's Museum of Science and Technology has brought together artefacts covering a wide range of themes including astronomy, architecture, printing, navigation and ceramics. The exhibition examines 7000 years of Chinese creativity and uses working models to give visitors a greater insight into how Chinese inventions helped to shape the modern world. Chinese craft workers will be demonstrating traditional skills such as silk weaving and paper making. It takes two workers to operate a 6-metre high Jacquard loom on which it takes two years to complete a roll of fabric, an

indication of the labour intensiveness of traditional Chinese industry.

Access to Nenthead Mines

Following the purchase by the Cumbria County Council of the Nenthead mining area, which is now a Scheduled Ancient Monument, the Rampgill workshops have been converted into workshops for small businesses and a heritage centre was opened to the public in June 1996. Parts of the site are now a geological SSSI, including Carrs Level and Smallcleugh Mine, both the surface and the interior. The North Pennines Heritage Trust will oversee the implementation of the site management plan. The Centre Manager is Jill Fenwick, ☎ 01434 382037 to whom *bona fide* mine exploration and survey groups should apply for admission.

Stuck in the mud – a call for papers

Waterways history is stuck in the mud. With a few notable exceptions, little new research is being undertaken, while well-worn legends are endlessly recycled. Yet sources are increasingly available, while much more is still to be learnt. The aim of a seminar 'A New Channel? Defining a New Research Agenda for Waterways History', to be held in Manchester on 11 October 1997, is to stimulate a positive move forward in research of all aspects of the history of canal and river navigations. It will concentrate on new themes, ways and means by which the present historical imbalances in this field can be redressed.

Proposals for papers of up to 30 minutes are now invited. Enquiries and proposals, by 30 April 1997, to: Paul Sillitoe, 2 Oaken Clough Terrace, Limehurst, Ashton-under-Lyne OL7 9NY. ☎ 0161 343 6342.

King Cotton

To mark the first phase of the opening of the new Textile Gallery, the Museum of Science and Technology in Manchester is offering a weekly study programme on the rise of King Cotton, starting on Monday afternoon, 3 March 1997. There will be eight meetings of talks, gallery visits, demonstrations and practical sessions and a whole day visit to an early textile community in Derbyshire. For information, please contact the Education Services Department, ☎ 0161 833 0027.

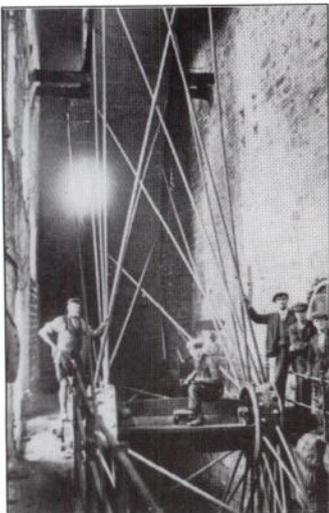
More Manchester Mills Listed

At the twentieth anniversary conference of the Architectural Heritage Fund in Manchester on 6 November 1996, Lord Inglewood the Heritage Minister announced new listings for textile mills in Greater Manchester. These include 30 new listings and five upgrades. RCHME surveys showed that there were once around 2,400 mills in the area, of which half had been demolished by 1992. Around 60 mills were already listed and the new additions reinforce the importance placed on these structures.

Unfortunately in three cases, due to the 17-month delay in the Department of National Heritage acting upon English Heritage's listing recommendations, some further demolition has taken place. Eagley Mills in Bolton, an engine house and other buildings at Croft Mill in Rochdale were demolished following the public notice of the listing proposals. Demolition had already started at Leesbrook Mill in Oldham when it was spot-listed.

Success at Saddleworth

The 16th North West Regional IA Conference was held in September 1996 at the Saddleworth Museum, Oldham, when two lectures were delivered to an audience of 70. Professor Roderick Smith, Head of Mechanical and Process Engineering at Sheffield University, gave a commanding narrative on the building of the Chew Reservoir in 1907-14, demonstrating how it kept to budget costs. But there were human costs too,



Now demolished, the Diggle Mill waterwheel was one of the largest in England at 64 feet 8 inches diameter and 7 feet wide. There were 192 buckets and it generated 130 HP

Photo: Peter Fox
Old Saddleworth Collection

with inevitable accidents at such a mammoth construction of this reservoir in the clouds, the highest in England in its day at 1600 feet above sea level. Contractors were Morrison & Mason Ltd of Glasgow, the resident engineer for the Joint Committee for Ashton, Stalybridge & Dukinfield District Waterworks was Mr A.L. Mellor, and the total cost of the scheme was £165,000.

Mr John Buckley, founder member of the Northern Mill Engine Society, gave an encompassing lecture on the water and steam powered mills of Saddleworth, which told of springs rising at Rogue Hole above Uppermill never failing and running down the slopes of the hill at White Brook to serve such mill waterwheels as Springmeadow Mill, Heathfields Mill and the corn mill. The lecture also covered the conversion of the mills to steam generation.

The afternoon was spent on two field excursions. One was along the narrow gauge/light railway route that carried the puddling clay for the reservoir from a clay field near Micklehurst. At the top of the valley, the cable-haul incline which had a steam winch at the top was also inspected. The other excursion was to mill sites, and a previous archaeological dig by the Saddleworth Historical Society in 1976 was examined: the wheel pits and remaining parts of the wheel at Heathfields Mill in Uppermill. A special supplement was issued for these talks.

Stanley Broadbent

St Pancras Railway Station

The press have been giving the impression that St Pancras station will be losing its Grade I listed status for the conversion into a terminal for Channel Tunnel trains. In a sense this is true but guidelines will be followed and care taken to ensure all work is carried out in an appropriate manner.

The illustration, a view from the south, is dominated by the St Pancras Hotel of 1868-76, architect Sir George Gilbert Scott. The frontage is 565 feet (172 metres) across and the clock tower 270 feet (82 metres) high. The building, which once contained 400 bedrooms, closed as a hotel in 1935. The railway station behind opened in 1868. The rail tracks were raised above the level of Euston Road, the space beneath being used to store beer in barrels from Burton-upon-Trent. The train shed by William Barlow has a magnificent 245 ft 6 ins (75 metres) clear span roof, which was the largest

in the world at the time and for some years afterwards. The ironwork was made by the Butterley Co of Derbyshire and throughout the station and hotel liberal use was deliberately made of building materials from the Midland counties.

St Pancras Station had the effect of popularising the gothic style in which numerous public buildings in the Midlands and the north were erected as a consequence. The St Pancras Midland Hotel was a popular place for Midland business men to stay while in London.

Robert Carr

New exhibition centre in Greece

The Ministry of Tourism in the Deme of Plomari on the island of Lesbos have created a new exhibition on the Commercial, Industrial and Naval History of Plomari in the beginning of the 20th century. The exhibition is sited in a former soap factory which has been restored for the purpose. In addition to the exhibition centre the building features a hall to seat 200 people, guest bedrooms and a centre for recreation for the elderly of the town. Much of the former plant and the archive of the Poulias family soap factory is incorporated within the centre.

From the RCHME 1995-6 report

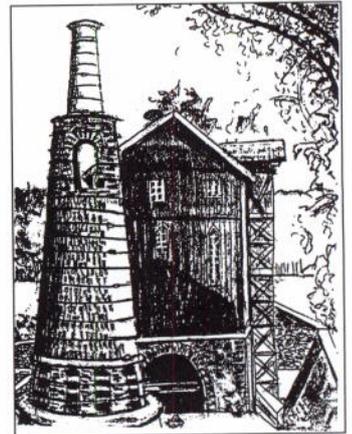
During the year several surveys were carried out on the military explosives industry and defence sites ranging from the eighteenth-century Purfleet magazines to the test site of the Blue Streak missile and the Chicksands antennae. Survey and recording work continued on the iron industry in Cumbria with studies on metalliferous mines, bloomeries and blast furnaces, charcoal burning and the gunpowder industry. During national surveys of

monastic buildings their work included the study of the associated watermills.

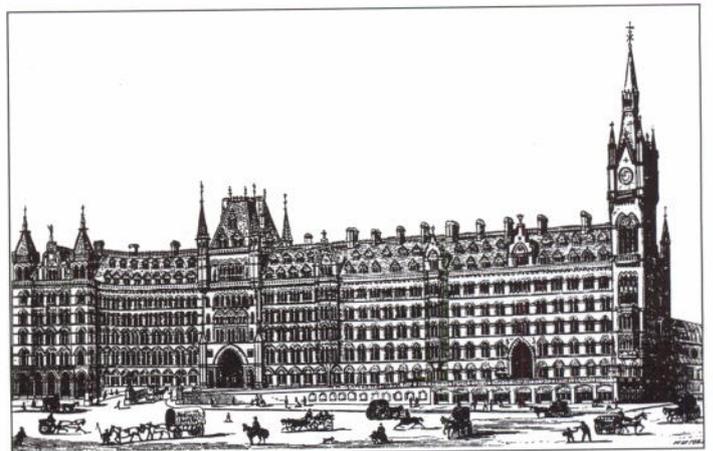
Other survey work informed the thematic listing programmes of English Heritage. A particular survey was carried out on textile mills in the Derwent Valley in support of the Derbyshire County Council's bid for its designation as a World Heritage Site.

Video recordings were made of traditional processes at the last wooden shuttle manufacturers (Pilkingtons of Heywood) and at a brush making factory (Bradbury's of Milnsbridge).

IA study tour of Sweden



Planned in association with the University of Southampton is a Swedish tour in August 1997. Industries to be featured include iron, copper and silver mining, marble quarrying, match manufacture, textiles, preserved railways and sites along the Göta Canal. Many sites are preserved by the state and these are invariably well kept, with subtle interpretation, and usually quite uncommercialised. There are also excellent museums with an IA flavour. For details, including dates and costs, please contact Mrs Pam Moore, 59 Bodycoats Road, Chandlers Ford, Hampshire SO53 2HA. ☎/FAX 01703 269228.



100 NOT OUT!

Images of the now elderly news bulletin of the AIA in some of its previous manifestations

AIA
BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

MARCH 1974 1.1

THE NEED FOR ACTION

Britain has been the birthplace of industrial archaeology, both in the sense of passing the earliest remnants of the industrial revolution and of being the place where these monuments first became the objects of serious study. The great strength of British industrial archaeology has been the broad base of support amongst a wide range of people of diverse backgrounds to promote interest in the industrial activities of their particular neighbourhoods. The essential activities of the country to prosper. In the industrial activities of the country to prosper. In the industrial activities of the country to prosper. In the industrial activities of the country to prosper.

Despite all these activities and successes, however, there are weaknesses in the organisation of British industrial archaeology which have been highlighted by the comparatively recent flowering of interest in other countries. In Sweden and West Germany, for example, there has been a strong tradition of historical and archaeological research into the industrial revolution in the United States of America. In the United States of America, the Engineering Record is a thoroughly professional journal which has been instrumental in the development of industrial archaeology. In the United States of America, the Engineering Record is a thoroughly professional journal which has been instrumental in the development of industrial archaeology.

AIA
BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

AUGUST, 1976

THE EROSION OF ELLESMERE

Ports all over Britain are popular with both the public and developers at present and their industrial and architectural heritage is recognised as a wide range of activities. It is also recognised that the erosion of Ellesmere is a serious problem. The erosion of Ellesmere is a serious problem. The erosion of Ellesmere is a serious problem.

AIA
BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

BULLETIN 3.2

TOCKETTS MILL

Although work is far from complete, Tocketts Mill, between the townships of Gledborough and Skelton in the county of Cleveland, now has a safe future as a preserved mill. The building became vacant in 1972 after the death of the last tenant. At that time it was in a poor state of repair. The building became vacant in 1972 after the death of the last tenant. At that time it was in a poor state of repair.

AIA
BULLETIN

Volume 17 Number 4 1990

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

working museum and tourist attraction. The Museum developed the local authority progressively acquired the surrounding dock area. The Museum developed the local authority progressively acquired the surrounding dock area.



AIA
Bulletin

Volume 11 Number 2 Spring 1984

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

The blackened chimney which dominates the Lanes Valley valley can be seen from the road. The blackened chimney which dominates the Lanes Valley valley can be seen from the road.

Such a decision in an unrepresentative industrial area can only be made with the full support of the local community. The blackened chimney which dominates the Lanes Valley valley can be seen from the road. The blackened chimney which dominates the Lanes Valley valley can be seen from the road.

AIA
Bulletin

VOLUME 5 NUMBER 1 1977/78

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

See 'John & Misbah' for Lincolnshire

Lincolnshire and Lincolnshire have been closely connected since 1850 when Lord Willoughby developed, on his Girmethorpe estates, one of the first successful methods of harnessing steam power to cultivation. Lincolnshire and Lincolnshire have been closely connected since 1850 when Lord Willoughby developed, on his Girmethorpe estates, one of the first successful methods of harnessing steam power to cultivation.

It is unique for its completeness and for its Lincolnshire connections. There will never be another chance for the County. The engines were bought from 'Flowers of Misbah' in 1923 by Mr H Carter of Tord Mansell. It is unique for its completeness and for its Lincolnshire connections. There will never be another chance for the County.

AIA
Bulletin

Volume 17 Number 4 1990

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

Further details may be obtained from Mrs C M Wilson, Museum of Lincolnshire Life, Burton Road, Lincoln, Telephone Lincoln 28448.



West Midlands

'Naked woman in cathedral confrontation with clergy' is not the sort of headline one expects to read in *IA News*, but this was how the West Midlands achieved national press and media coverage early in 1996. The year had been designated as the official centenary of the motor car industry and the City of Coventry, acknowledged centre of the industry, decided to mark the event by holding a service of thanksgiving in Coventry Cathedral. A vintage car and a modern vehicle were allowed into the cathedral for the service, which was unfortunately hijacked by the aforementioned woman (apparently a resident of a lay-by somewhere in the West of England) who removed a fur coat in front of clergy and congregation to reveal a body covered only in anti-motor car slogans, a protest at a member of her family having been the victim of a fatal accident. Since then, although there have been various parades of vehicles in the Midlands, the centenary does not seem to have gripped the nation's interest as one might have expected.

Elsewhere in the region, it was the usual case of 'you win some, you lose some.' The modern signalbox adjacent to Birmingham New Street Station, erected in the 1960s electrification programme, appeared on English Heritage's list of post-war buildings worthy of listing, a decision which received the familiar sardonic comments from some quarters. Just down the road in Nuneaton – as viewers of the BBC TV series 'One Foot in the Past' will have seen – a more 'traditional' subject for protection, Courtauld's Mill, an early man-made fibre factory dating from the 1920s, was demolished in late 1995 to make way for housing, despite a vigorous local campaign to keep it. Former employees bore witness to the fact that it was not only a local landmark, but also a symbol of a community spirit fast disappearing from urban areas. One contributor to the programme contended that its loss – against the wishes of the majority of locals – was indicative of the fact that London-based decision-makers are out of touch with what is going on in

unfashionable provincial areas.

In recent months, Wolverhampton has lost its former Midland Railway Wednesfield Road Goods Depot, close to the surviving (but increasingly neglected) former Low Level Railway Station whilst, at the other end of the spectrum, a village just west of Hereford wondered whether it would be able to hold on to its vintage petrol pumps, lately fallen into disuse, but apparently visited by motoring enthusiasts from far and wide.

Visible from the M6 motorway south of Birmingham, the long-empty Fort Dunlop now has 'English Partnerships' placards in position, so hopefully there could be some progress to report on its refurbishment in this column in the not-too-distant future.

John Powell

Yorkshire and Humberside

The new deep lock and tunnel at Sowerby Bridge to rejoin the Rochdale Canal to the Calder and Hebble Navigation and the main canal network

was opened in May. Despite protests (see Comment by Bill Thompson in *IA News* 94, Autumn 1995) the scheme to pipe water round some of the canal's locks is continuing. The new link has encouraged the campaign to restore the Huddersfield Narrow Canal and create a new 'Pennine Ring' for cruising. £12m of work has already been done, but much more is needed including restoration of the three-mile Standedge Tunnel, closed since 1947. The Sheffield Canal returned to full cruising status in December. Work continues on Brindley's Chesterfield Canal between Worksop and the blocked Norwood Tunnel; there is concern that the present locks and other structures should be properly recorded.

English Heritage is funding a thematic survey of textile mills in Leeds. The New Mill at Wainstalls near Halifax has been converted to apartments and many original features have been retained including some of the goits and dams. Wainwright's Mill at Rishworth, a large cotton spinning and doubling mill of the 1860s on the site



Courtauld's Mill, Nuneaton, just after the start of demolition work in August 1995

Photo: John Powell

REGIONAL NEWS

of a seventeenth-century water-powered corn mill, has been converted to luxury apartments and rechristened 'Rishworth Palace'. The South Mill of Lister's huge Manningham Mills, Bradford, is being converted for commercial and residential use including shops.

Garden Street Mill, Halifax, twice saved from demolition by local and national pressure, was badly damaged by fire in September, and the early twentieth-century Riding Hall mills by the railway into Halifax have been demolished. Fountain Head Brewery, home of Webster's Bitter, closed in January, ending two centuries of brewing in Halifax.

In Sheffield, both of Sanderson Kayser's steelworks are closing after a take-over; the Attercliffe site has a continuous working history of iron and steel working since the 1580s, while the Darnall works includes the last surviving large crucible steel shop, a Scheduled Ancient Monument, and discussions about its future have been interrupted by the closure. The RCHME has recorded some important Sheffield works including James Dixon's Cornish Place silver plate works, where plans for reuse are still awaited; Butcher's Wheel, Arundel Street, an edge tool works of the 1820s/50s; and Stag Works, John Street, a silver plate works of c.1880 which is to be converted to student flats. The similar conversion of

Truro Works (1840s on), Matilda Street, was commended in the 1996 Civic Trust Awards. There are plans to convert the 1910 Leadmill tram depot to a theatre and arts centre.

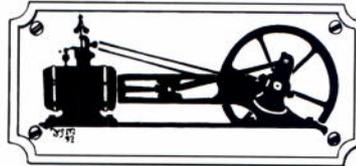
The Dales Countryside Museum at Hawes, Wensleydale, has been given EC funding for new displays including a 'nineteenth-century lead mine'. Down the dale, the Yorkshire Carriage Museum at Aysgarth Falls, housed in a mill building of 1784, was taken over in 1995 by David and Ann Kiely, who

plan changes including a re-creation of an inn yard.

The Todmorden Steam Trust Centre has a permanent exhibition in the old station building, usually open at weekends. The imaginative plan for an iron and steel heritage centre in the Templeborough melting shop, Rotherham, has not gained lottery funding. The private National Cycle Museum has moved from Lincoln to the former Banners department store in Attercliffe, Sheffield, which it shares with

a Word War Two display. Abbeydale Industrial Hamlet is seeking sponsorship for restoration and improvements, and a supporters' group has been formed. The archive and collection of printing type built up by Sheffield typefounders Stephenson Blake has been bought with £500,000 from the National Heritage Memorial Fund for the Type Museum housed in a former horse hospital in Stockwell, London.

Derek Bayliss and David Cant



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Region 2: IRELAND

Michael Coulter, Department of Environment, Historic Monuments and Buildings, 5-33 Hill Street, Belfast 1

Region 3: NORTHERN ENGLAND

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Region 4: YORKSHIRE AND HUMBERSIDE

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For further details, contact the Editor.

**20-21 March 1997
INDUSTRIAL HISTORY &
TECHNOLOGICAL
DEVELOPMENT IN
EUROPE**

at the Royal Society of Arts, London, with reference to the agro-food, automotive and pharmaceutical industries. For details, contact Dan Hayton, The Newcomen Society, The Science Museum, London SW7 2DD.

**4-6 April 1997
AIA IRONBRIDGE
WEEKEND**

at Ironbridge, this year's theme is 'Problems Presented by the Preservation of Major Structures'. Booking forms are enclosed with this mailing. All are welcome. Contact: Gordon Knowles, 7 Squirrels Green, Great Bookham, Leatherhead, Surrey KT23 3LE.

**9-11 April 1997
INDUSTRIAL
COLLECTIONS: CARE AND
CONSERVATION**

at Cardiff, organised by the United Kingdom Institute for Conservation and the Council for Museums in Wales. Papers will be presented on the themes of ethics, management and conservation; keynote speech by Sir Neil Cossons. For details, contact Diane Dollery, Department of Archaeology, National Museum of Wales, Cathays Park, Cardiff, CF1 3NP. ☎ 01222 397951.

**12 April 1997
WESTERN REGION IA
CONFERENCE**

in Cirencester. Further details from Janet Crompton, 2 Eastfield Road, Cotham, Bristol BS6 6AA. ☎ 0117 924 8160. Fax 0117 924 1208.

**12 April 1997
SOUTH EAST REGION IA
CONFERENCE**

at Avery Hill Campus of University of Greenwich, Eltham, SE London, on 'Themes in Urban IA'. Details from Bill Firth, 49 Woodstock Avenue, London NW11 9RG.

**26 April 1997
TRANSPORT HISTORY**

a dayschool at the Museum of Science and Technology in Manchester, including the Great Northern Warehouse and the Salford Junction Canal, with speakers and a trail. For booking form and details, contact D.D. Brumhead, 'Gayton', Laneside Road, New Mills, Stockport, SK12 4LU.

**29 May - 1 June 1997
ANNUAL MEETING OF
SOCIETY FOR
INDUSTRIAL
ARCHEOLOGY**

at Houghton, Michigan, on mining, metallurgy, industrial landscapes, preservation, etc. Details from: David Landon, Dept of Social Sciences, Michigan Technological University, Houghton, MI 49931, USA. ☎ 906 487-2366, Fax 906 487-2468, email DBLland@mtu.edu.

**14 June 1997
EASTERN REGION IA
CONFERENCE**

at Stretham Village Hall near Ely, on the theme of fen drainage with an afternoon tour of Stretham Old Engine and the Cambridge brick and tile works. Details from Brenda Taylor, Crown House, Horsham St Faiths, Norwich NR10 3JJ. ☎ 01603 897912.

**22-29 June 1997
10TH TICCIIH
CONFERENCE ON
MARITIME
TECHNOLOGIES**

at Thessaloniki in Greece. For information, contact Conference Secretariat, The Greek Section of TICCIIH, Institute of Neohellenic Research, 48 Vassileos Constantinou Avenue, 11635 Athens. ☎ (30 1) 721 0554, Fax (30 1) 724 6212.

**20-26 July 1997
XXTH INTERNATIONAL
CONGRESS OF HISTORY
OF SCIENCE**

at Liège, Belgium, on the theme of 'Science, Technology and Industry'. Information from Prof. R. Halleux, Université de Liège, Centre d'Histoire des Sciences et des Techniques, 15 av. des Tilleuls, B-4000, Liège, Belgium. ☎ 32 (0)41 66 94 79, Fax 32 (0)41 66 95 47.

**5-12 September 1997
AIA ANNUAL
CONFERENCE 1997**

in Newcastle upon Tyne, with pre-conference seminar, conference weekend and following programme. Details and booking forms are enclosed with this mailing. Or, contact David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY.

Information for the diary should be sent directly 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. Please ensure details are sent in if you wish your event to be advised.

AIA

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- 30 March for May mailing
- 30 June for August mailing
- 30 September for November mailing
- 30 December for February mailing

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey 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. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Membership Secretary, Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Shropshire TF8 7AW, England. ☎ 01952 433522.

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



This remarkable early wooden wagonway system was discovered recently beneath waste tips at Lambton D Pit, near Fencehouses, Tyne & Wear. The photograph shows excavation and recording in progress on the extremely well preserved wagonway, which has branches but no moving parts for the 'points'. The 4 ft 2 in gauge wooden rails are pegged to crude sleepers. The Lambton Wagonway is believed to date from the 1770s-1780s.

Photo: Tyne & Wear Specialist Conservation Team