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 then passed 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 placed in 1 kg plastic bags and heat sealed. The bagged salt is moved to an adjacent building and fed to a rotary tubular dryer in the basement. The author treats these claims with a large pinch of – salt!

A second document 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 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 document 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.

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
2. The results of the chemical investigation of the evaporated salt from Ciechocinek, by Dr Alfred Gornick, Balneoclimatical Institute in Poznan, undated
3. "Usability assessment of the lye from Ciechocinek for healing aims" Balneoclimatical Institute, undated

Table 2
Analyses of Salt and Lye produced at Ciechocinek

<table>
<thead>
<tr>
<th>Ion</th>
<th>Units</th>
<th>Salt</th>
<th>Lye</th>
</tr>
</thead>
<tbody>
<tr>
<td>Na⁺</td>
<td>g/kg</td>
<td>371.93</td>
<td>48.379</td>
</tr>
<tr>
<td>K⁺</td>
<td>g/kg</td>
<td>–</td>
<td>4.43</td>
</tr>
<tr>
<td>Ca²⁺</td>
<td>g/kg</td>
<td>0.561</td>
<td>22.059</td>
</tr>
<tr>
<td>Mg²⁺</td>
<td>g/kg</td>
<td>0.213</td>
<td>16.915</td>
</tr>
<tr>
<td>Cl⁻</td>
<td>g/kg</td>
<td>591.11</td>
<td>166.710</td>
</tr>
<tr>
<td>Br⁻</td>
<td>mg/kg</td>
<td>249.87</td>
<td>230</td>
</tr>
<tr>
<td>I⁻</td>
<td>mg/kg</td>
<td>5.24</td>
<td>36</td>
</tr>
<tr>
<td>SO₄²⁻</td>
<td>mg/kg</td>
<td>–</td>
<td>642</td>
</tr>
</tbody>
</table>

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 leaf 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 leaf 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 1839, 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 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 rotary 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 Lyon 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.
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 Lodz was achieved on the textile factory floor. Surveys of Nobel explosives' Ardeer Factory were carried out in 1993, Four hundred mills had been constructed by 1912, the most of large mills being financed by Prussian capital. Professor Riley examined upwards of 50 mills in an attempt to determine whether their distinctive 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 decontamination is now accelerating. The survey of the 5.5 square mile coastal site was to ensure that a record survives for the factory's inevitable closure and disappearances. 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 disunited workforce under threat of redundancy. Conservation of the existing archive was an important part of recording.

Andrew Davidson (Gwynedd Archaeological Trust), moved the scene to some very different coastal sites, the scarcity of a group of tidal mills near Holyhead on Anglesey. He ably demonstrated the importance of 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 Lién 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 Ballarat and Raw iron and manganese 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 described in a future issue of IA News.

Oliver Pearson 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. RCAHM 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 NEWS

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, Chalffont St Giles
David Bassett, Cardiff
Stephen Battsford, Swansea
Dr Nicholas Bedding, Aberdeen
Mike Breakspear, Corsham
Anthony Coulis, Leamington Spa
Janet Crompton, Bristol
E. Dennison, Beverley
John L. Dobson, Carn-Dolbenmaen
David R. Fellham, Bridgwater
F.G. Gilbert-Bentley, Guildford
Dr M.H. Gould, Belfast
Martin Green, Leamington Spa
David Greenwood, Marlow
Heather Greenwood, Marlow
G. Hall, Ramsby
Greg Hallam, Enoggera, Australia
John B. Hilling, Cardiff
Caroline Hoard, Carnarthen
Geoffrey Hoard, Carnarthen
Beatrice Hopkins, Studio City, USA
J.C. Marsh, Manchester
Penny McKnight, Altrington
Mary McMahon, Dublin, Eire
Amanda Jane Pedlow, Mullingar, Eire
J. Sellick, Bridgend
Roger Sellick, Bridgend

The following institutions have also become subscribers:
Bude 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 Bâtisseurs de Cathédrales was published in 1958, and translated into English in 1981. 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 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 South West Regional IA Conferences. His interests and publications varied from windmills and tide mills 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/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 Sheila 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 8336. Alternatively, please tell the Editor.
More on Poland

I was interested to read about the AAA'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 Stektnitz 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 Dökerschleuse at Witzsee near some 8 miles north of Lauenburg. The Stektnitz Canal opened in 1298 for the carriage of salt from Lüneburg to Lübeck. Salt must have been an important commodity at that time as we 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 1860s locks still remaining, though not now navigable.

On my last visit to Poland, I stayed in Wrocław 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 OtwartegoMuzeum Techniki who are ably led by Stanisław Januszkewie. Their offices are at the Wrocław 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 Wrocław, 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 Silesian 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 Baldwin, who set up the iron industry in Gliwice, may have come from Scotland but, as you would expect with a name like Baldwin, 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 Baldwin 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 Wrocław 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

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.
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 canal-side 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 Mersyside.

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 hosuing arrangement at Dale Street, Manchester, associated with the Rochdale Canal, was particularly meticulous. It had been carried out over the period 1989-95 (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 Owain Ystradllyn in the Snowdonia National Park. The Award sponsors are Robert Khn 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 ‘Györr’ 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 Ahlund 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 safeguarded 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, Dimitsanas 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 Brot 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). Brot 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 Crockett’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 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 Musick 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 Gouzelvich described the reconstruction by the elite state engineering corps of the Oktinsky 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 Crockett took this opportunity to pay tribute to Oscar Guttmann, 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 aegis 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@iai.nw.ac.uk).

A major textile archive
Preservation of Oldham’s international cotton legacy has had a major upturn 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 county 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 Eliza 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 (e-mail: 0161 911 4654).

Paul Sillitoe
Lottery grants for IA
Of the 40 grants totalling £330m from the Heritage Lottery Fund announced at the beginning of July 1996, four will be of particular interest to industrial archaeologists:

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 learned. 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.

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

Paul Sillitoe
Photo: Paul Sillitoe
More Manchester Mills Listed

At the twentieth anniversary conference of the Architectural Heritage Fund in Manchester on 6 November 1996, Lord Ingelow 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 Greater Manchester. These include Lord RCHME surveys showed to additions upon buildings already started of the Chew Mechanical Professor Roderick Smith, kept at Saddleworth Saddleworth Collection. 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. Easley 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 spotted-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 Rodock Smith, Head of Mechanical and Process Engineering at Sheffield University, gave a commanding lecture on the building of the Chew Reservoir in 1907-14, demonstrating how it kept to budget costs. But there were human costs too, with inevitable accidents at such a mammoth construction of this reservoir in the clouds, the highest in England in its dam 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. Miller, 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 Roe Hole above Uppermill never falling and running down the slopes of the hill at White Brook to serve such mill waterwheels as Springmeadow Mill, Heathfield 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 Heathfield 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 Lesvos has 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 Cumbrer 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 (Pikingtons 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 S033 2HA. FAX 01703 269228.
100 NOT OUT!

Images of the now elderly news bulletin of the AIA in some of its previous manifestations
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 Ripworth, 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 christened 'Redworth 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 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 RICHME 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 Pruwo 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 dales, the Yorkshire Carriage Museum at Aygargh Falls, housed in a mill building of 1784, was taken over in 1995 by David and Ann Kiley, who plan changes including a re-creation of its 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 Tempelborough 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

Heritage Engineering

MILL No. 3, NEW LANARK MILLS, LANARK ML11 9DB
TEL: 01555 666066 FAX: 01555 665738
NORTH OF ENGLAND OFFICE: TEL/FAX: 01942 810263
CONSULTANTS AND CONTRACTORS IN THE RESTORATION OF HISTORIC MACHINERY

We can undertake a range of approaches covering rescue, restoration, replication and display of anything from a simple set of blacksmith's bellows to a water-wheel or a steam engine.

Regional Correspondents

Please support your Regional Correspondent by sending relevant material which may be of interest to our readers.

Region 1: SCOTLAND
Dr Miles Ogilvithope, Royal Commission on the Ancient and Historical Monuments of Scotland, John Sinclair House, 16 Bernard Terrace, Edinburgh EH8 9NX

Region 2: IRELAND
Michael Coulter, Department of Environment, Historic Monuments and Buildings, 5-33 Hill Street, Belfast 1

Region 3: NORTHERN ENGLAND
Cumbria, Northumberland, Tyne and Wear, Durham and Cleveland
Fred Brook, Hartland, Redburn, Hexham, Northumberland NE47 7EA

Region 4: YORKSHIRE AND HUMBERSIDE
North, South and West Yorkshire and Humberside
Derek Bayliss, 30 Musick Avenue, Bents Green, Sheffield S11 7RL

Region 5: NORTH WEST ENGLAND
Lancashire, Merseyside, Greater Manchester and Cumbria
Mrs Edwina Axcock, 5 Friars Walk, Formby, Merseyside L37 4EU

Region 6: WALES
Stephen Greenteer, 16 Florod Trim-y-Foel, Par Bryn Coch, Mold, Clwyd CH7 1NG

Region 7: WEST MIDLANDS
Shropshire, Staffordshire, West Midlands, Warwickshire, Hereford and Worcester
John Powell, Ironbridge Gorge Museum Trust, The Wharfage, Ironbridge, Telford, Shropshire TF8 7AW

Region 8: EAST MIDLANDS
Derbyshire, Nottinghamshire, Lincolnshire, Lincsboro and Northamptonshire
Stuart Varburton, 48 James Street, Coalville, Lincsboro LE6 3BW

Region 9: EAST ANGLIA
Cambridgeshire, Norfolk, Suffolk and Essex
David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY

Region 10: GREATER LONDON
Dr R.J.M. Carr, 127 Queen's Drive, London N4 2EB

Region 11: HOME COUNTIES
Oxfordshire, Bedfordshire, Berkshire, Buckinghamshire and Hertfordshire
Phil Morris, 71 Van Diemen's Road, Stanford in the Vale, Oxon, SN7 8HW

Region 12: SOUTH EAST ENGLAND
Hampshire and Isle of Wight, Surrey, Sussex and Kent
Chris Shiphead, Rose Cottage, 22 Ridgeway Hill Road, Farnham, Surrey GU9 8LS

Region 13: WEST OF ENGLAND
Somerset, Avon, Gloucestershire, Wiltshire and Dorset
Mike Bone, Sunnyvale, Avon Close, Keynsham, Bristol BS18 1LQ

Region 14: SOUTH WEST ENGLAND
Devon and Cornwall
John Stengelhofen, Witty Garden, Loggans Road, Copperhouse, Hayle, Cornwall TR27 4PL

Advertise in IA News

IA News now takes advertising. The publication reaches a wide readership through direct subscriptions, circulation to affiliated organisations and use in libraries.

The market reached will be attractive to publishers, tour operators, heritage consultants and visitor attractions.

Advertising rates range from as little as £45 to £200 for a full page.

All proceeds contribute to the costs of the Newsletter and the work of the Association which is a Registered Charity. Inserts may be mailed with IA News at a charge of £25.

For further details, contact the Editor.
20-21 March 1997
INDUSTRIAL HISTORY & TECHNOLOGICAL DEVELOPMENT IN EUROPE

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
dayschool at the Museum of Science and Technology in Manchester, including the Great Northern Warehouse and the Saltford 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 DBland@mtu.edu.

14 June 1997
EASTERN REGION IA CONFERENCE
at Stretbam Village Hall near Ely, on the theme of fen drainage with an afternoon tour of Stretbam Old Engine and the Cambridges brick and tile works. Details from Brenda Taylor, Crown House, Horsham St Faiths, Norwich NR10 3JJ. 01603 897912.

22-29 June 1997
10TH TICCIH CONFERENCE ON MARITIME TECHNOLOGIES
at Thessaloniki in Greece. For information, contact Conference Secretariat, The Greek Section of TICCIH, Institute of Neohellenic Research, 48 Vassileos Constantinou Avenue, 11635 Athens. (30) 1 721 0564, 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, Universite de Liège, Centre d’Histoire des Sciences et des Techniques, 15 av. des Titlous, B-4000, Liège, Belgium. 32 (0)4 66 94 79, Fax 32 (0)4 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.

—

LAMBTON WAGGONWAY

This remarkable early wooden waggonway 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 waggonway, 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 Waggonway is believed to date from the 1770s-1780s.

Photo: Tyne & Wear Specialist Conservation Team

© Association for Industrial Archaeology, February 1997