

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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INDUSTRIAL ARCHAEOLOGY NEWS 101 Summer 1997

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It's all a bit different over there, or is it?

Michael Coulter

This paper discusses aspects of the work of the Environment and Heritage Service of Northern Ireland, focusing on the legislation, organisations and structures in NI, to provide some clarification of the similarities and differences between the 'situations' in NI and the rest of the UK.

Northern Ireland has a very rich and diverse industrial heritage. This includes the earliest summit level canal in the British Isles, the largest dry dock in the world, the only intact beetling mills in the UK, and the only traditional spade mill still operating in Ireland. In addition, there are extensive remains of the linen industry scattered throughout the six counties, plus remains from coal, lead, iron and bauxite mining, glass and pottery manufacture, and the production of kelp. The remains of the Belfast Rope Works, in its day the largest in the world, were demolished only recently.

Most of the legislation, organisations and structures involved in the industrial heritage in Northern Ireland are modelled on British parallels, but nearly all have variations which are peculiar to NI. In the past, most of the parallels were drawn from English practice, but Wales and Scotland have been much more appropriate in recent years. There are also significant parallels with the Republic of Ireland. Some of the major differences are

- the absence of a Royal Commission on Ancient and Historical Monuments of Northern Ireland
- the absence of County Sites and Monuments Records (SMRs), although there is a central SMR which is arguably the equivalent of a National Monuments Record
- the absence of County Conservation Officers
- the relative dearth of volunteers/voluntary organisations in the built heritage sector
- the absence, or acute shortage, of tourists, money, big firms/sponsors
- the 'Troubles'

It is easier to identify these major differences than it is to identify the major similarities, most of which have

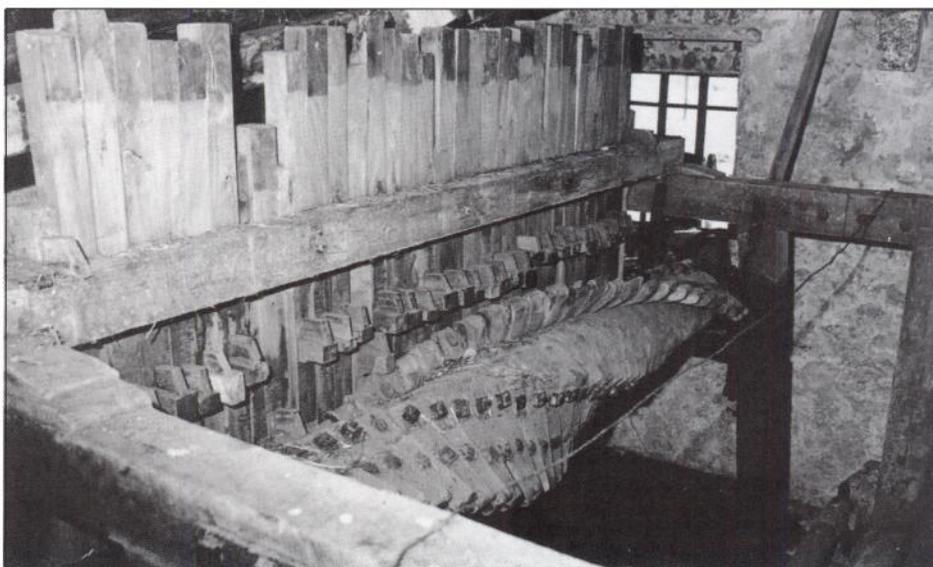
that element of variation from the 'expected' norm.

There are two main legislative orders under which the built heritage is recorded and/or protected. The Planning Order (Northern Ireland) Order 1991 includes provisions for listing buildings and establishing Conservation Areas, much as in Britain, except that these are duties of the Department, rather than councils, although they are consultees. It is also worth noting that provisions for listing were only introduced to NI in the early 1970s, very much later than in the rest of the UK.

The Historical Monuments and Archaeological Objects (Northern Ireland) Order 1995 – we like snappy titles – replaced and extended the provisions of the Historical Monuments Act (Northern Ireland) 1971. One of the major changes was the provision of Scheduled Monument Consent. Until the new Order was established, the Department was only entitled to six months' notice by an owner of intention to alter, remove or destroy a scheduled site or feature. In other words, we were given the opportunity to make a record of the site before it was altered or destroyed. In some instances it was possible, through negotiation or acquisition, to arrange its survival. In comparison to this relative weakness, the present Order and the former Act have a strong provision for the licensing of any, and all, archaeological excavations in NI. This very useful provision is without precedence in Britain. Two other noteworthy differences are that national significance is not a pre-requisite for scheduling in NI and, unlike the rest of the UK, it is the Department and not the Secretary of State which is responsible for carrying out the duties described in the Order.

The organisation for which I work, the Environment and Heritage Service, has no direct parallels in the UK. Created on 1st April 1996 as an agency within the Department of the Environment for Northern Ireland (DOENI), it comprises three limbs: Environmental Protection, Natural Heritage and Built Heritage.

The EHS was put together in a very short timescale. Throughout a very hectic period of reorganisation and metamorphosis, our aims have



Wiper blade and beetles in Tildare Beetling Mill, Co. Antrim

Photo: N.I. Environment and Heritage Service

COVER PICTURE

Visitors at Victory Shaft, Geevor Tin Mine (see pp 12-13)

Photo: Trevithick Trust

remained constant. They are to protect and conserve the natural and built environment and to promote its appreciation for the benefit of present and future generations.

In support of these aims, the agency's objectives are to implement the Department's responsibilities for:

- controlling the pollution of air, water and land
- conserving nature and the countryside and protecting species
- protecting, recording and conserving historic monuments and buildings
- promoting awareness and appreciation of the environment and heritage

So, in relation to the built heritage, we provide the services of a Royal Commission on the Ancient and Historic Monuments of Northern Ireland, and the equivalent of a Cadw or Historic Scotland, plus some of the services of Unified Councils. Then we have the additional duties equivalent to English Nature and part of a National Rivers Authority, etc.

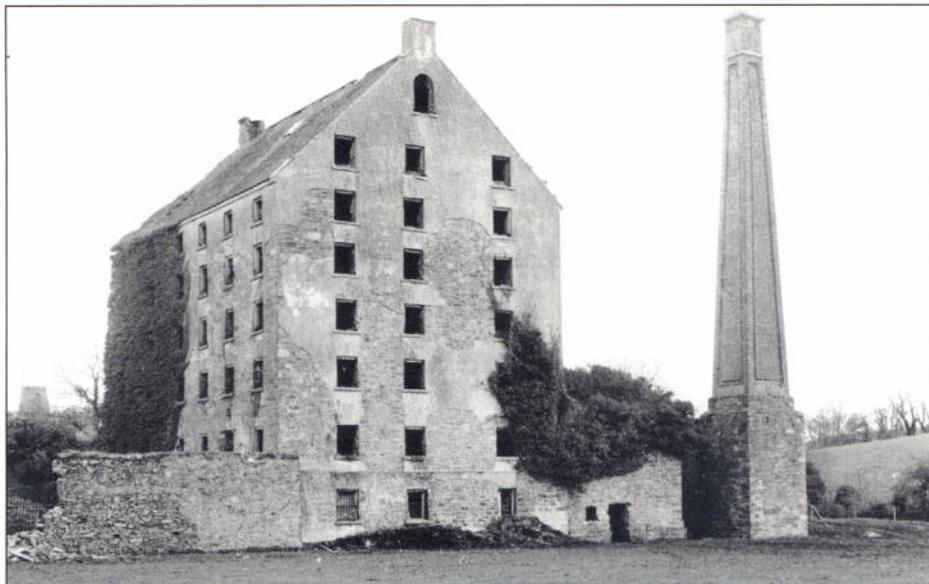
I am responsible for recording the Architectural and the Industrial Heritage (IH) throughout the six counties, and the management of the Monuments and Buildings Record. In practice, my duties are rather more widespread, beyond recording, into preservation. My professional background is in architecture, architectural conservation, and recording. I am not a qualified Industrial Archaeologist, nor is any member of my very small team – but we do enjoy the IH work.

The immediate fore-runner of the EHS was the Environment Service, created in the early 1990s. The built heritage section of these organisations had as their fore-runner the Historic Monuments and Buildings Branch of the DOENI, which in turn stemmed from the Listed Buildings section of the DOE, established in the late 1960s (in anticipation of the Planning Order and associated listing legislation), and the Archaeological Survey (Ancient Monuments) dating from the 1950s. Prior to that, the Government of Northern Ireland was guided by an Ancient Monuments Advisory Council established in 1926, shortly after the partition of Ireland. Back in the 1930s, they took the enlightened step of taking the Ballycopeland Windmill into state care.

The original Archaeological Survey team, consisting of two professionals, was responsible for the upkeep of monuments plus the survey of sites and structures throughout NI. They maintained an admirable balance of archaeological and architectural recording but when preparations were being made for the publishing in 1966 of *An Archaeological Survey of Co. Down*, it was recognised that the industrial heritage was losing out, and so a separate study was initiated. This work was undertaken under contract as has the majority of our IH recording since that time.

E.R.R. Green's *The Industrial Archaeology of County Down* (1963) was a pioneering work in the field of industrial archaeology. Focused on a limited number of industries, it omitted some of the sites even in those industries which were covered. Today, this and the associated archaeological survey of Co. Down remain the only county survey volumes produced for NI. From a position of early leaders in the field, NI has now slipped back a long way.

In the mid to late 1960s, a further survey was undertaken (by W.A. McCutcheon) across all six



Currently under restoration is this flour mill of 1792 at Ballydugan, Co. Down Photo: N.I. Environment and Heritage Service

counties. McCutcheon combined documentary research and field recording. The latter was carried out at a particularly important time, when most of the major and traditional industries were still operational, and before 'The Troubles'. About 20,000 black and white photographs form a valuable historical record/resource for research, and the impressive resulting publication, *The Industrial Archaeology of Northern Ireland*, has been of considerable benefit to the work of the Service. Unfortunately, the collection lacks an inventory and many of the record photographs are not fully identified and are awkward to retrieve from storage. We plan to remedy this situation in time.

The next major phase of contract work, in the mid-1980s, involved the establishment of a sites inventory – the Industrial Archaeological Record (IAR). This map-based record was derived from information on industrial sites marked on the various editions of the O.S. six-inch maps of the six counties, but excluding Belfast. Certain features, e.g. roads, were omitted from the outset, and the inclusion of limekilns was abandoned at an early stage, because they were absorbing too much of the available resources. Nevertheless, some 7,500 sites have been identified, and the Record is capable of expansion. A system of sub-numbering identifies related features, so that we

estimate there are about 13,000 individual sites and features listed in total. Additional information, such as sites reports, record photographs and drawings, is also stored.

The Greater Belfast Industrial Archaeology Survey (GBIAS) followed a short time later and went one step further than the IAR by including a rapid field survey to establish the presence or absence of the mapped features. The file on extant features includes a brief description and at least one photograph of the site. There are approximately 1,100 sites identified on the maps, and about 450 of these have remains.

The IAR and GBIAS are now combined under the Industrial Heritage Record (IHR). This in turn forms part of the Monuments and Buildings Record (or MBR), which is held by EHS. The MBR is a publicly accessible record which is divided into Archaeology (the SMR), Buildings (including Listed Buildings), Industry, Historic Gardens and Maritime (including the Inter-Tidal Zone). Although there are various subjects and titles involved, the medium to long-term plan, and a fundamental part of our strategy for computerisation, is to produce a 'seamless' record of the built heritage of the six counties.

Some aspects of the SMR have already been computerised, and the sites are loaded into 'Maps In Action', a computer package which superimposes their location over background O.S. maps at a variety of scales. The well-structured IHR is ideal for computerisation, but the Buildings Record is a different matter. This has much more information than the IHR, but is less well organised and will require considerably more work before it can be computerised. The MBR is located within the offices of EHS: Built Heritage, at 5-33 Hill Street, Belfast BT1 2LA. It is open on week-days (except public holidays). ☎ 01232 543004.

Field survey, mostly pre-ceasefire, saw a systematic field survey on Rathlin Island (in-house), plus large sections of the Co. Antrim coast and glens (contract), adding considerably to the holding of field information within the IHR. Other areas with less extensive field coverage are located in parts of Counties Armagh and Down, and Belfast City.



Ballycopeland Windmill, built in 1784, is the only working windmill in Northern Ireland

Photo: N.I. Environment and Heritage Service

Elsewhere, coverage is limited to some particularly important sites, most of which have been threatened by change.

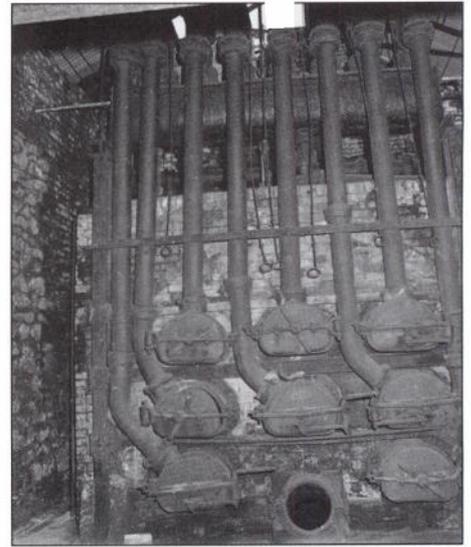
Some of our efforts have been directed at recording lighthouses, and in particular those which are being de-manned. We have made some progress towards a survey of limekilns by establishing the overall numbers and distribution shown on the 1st edition O.S. six-inch maps, in five of the six counties so far. Co. Tyrone has an impressive total of well over 5,000, with almost 400 marked on one map sheet! In Co. Armagh, the survey and research has been taken a stage further by analysing the distribution of limekilns and geology, and some field recording has been undertaken in a pilot area. Also, we are in the process of re-visiting, and re-evaluating, about 400 of the most important IH sites and features – all identified from a list produced by Dr McCutcheon. The work in Co. Armagh is complete, Counties Antrim and Down are in progress, and Counties Tyrone, Londonderry and Fermanagh are in hand.

Although the troubles of the last 25 years have resulted in the destruction of a number of significant buildings and features, many still survive. This is particularly so in rural areas, where the pressures of development were less than in the remainder of NI and the UK. Many of these structures have survived through their owner's inactivity, rather than any

deliberate policy to retain them. However, with the advent of the ceasefire, and the availability of substantial funds of grant aid from various national and international sources, there is now a considerable pressure for development, which is leading to rapid change and the need to record and influence the nature of the developments.

A major effort is being directed at recording, evaluating and protecting our heritage of canals. These continue to be the focus of proposals for rewatering, and there are applications for large sums of grant aid from Millennium and Lottery funds, the EU and IFI. I am pleased to report that our efforts seem to be bearing fruit and I am (reasonably) convinced that any approved schemes will be heritage-based, and will seek to retain the vast majority of the locks, bridges and reaches on these historic waterways.

In the future, we plan to 'plug the holes' in our existing records, and it is agency policy to ensure that all records are brought up to a similar standard and level of detail. We hope to address the issue of the very large number of limekilns which have been omitted from the IHR, but without devoting an undue level of resourcing. This is seen as an ideal area for assistance from volunteers. Incidentally, we are also helping with the NI aspect of the Defence of Britain Project, another field for volunteers. We also plan to



One of three bays of horizontal retorts at the Carrickfergus gas works, Co. Antrim

Photo: N.I. Environment and Heritage Service

increase substantially both the total number and the relative proportion of IH sites and features which are scheduled. We are also producing a (trial) publication combining the archaeology, architecture and industrial heritage of Rathlin Island.

Rural Engineering: Hunts Atlas Works

Tony Crosby

In the Rolt Memorial Lecture of 1994 (Industrial Archaeology Review, Spring 1996, 151-164), Edwin Course took the theme of engineering works in rural areas. He mentioned in passing, Hunts of Earls Colne, Essex. Although this firm has been closed since 1988, most of the structures still stand and are under threat of demolition for residential development. The site has been surveyed by Essex County Council (The Atlas Ironworks, Earls Colne, Essex – Industrial Buildings Report, 1994) and the Hunt family is the subject of a recent publication (Burton-Hopkins, P.J. Hunt for Machinery, Halstead & District Hist Soc, 1995).

Robert Hunt, a Cambridgeshire millwright, travelled through Essex repairing wind and water mills and settled in 1825 at Earls Colne, 9 miles west of Colchester. Here, he started a millwright's business on a site adjacent to that which eventually became the Atlas Works (TL 855286). When precisely Hunt began ironworking and moved to the present site is unclear, but by 1851 the business had developed to the point where he was exhibiting implements at major agricultural shows and won a medal at the Great Exhibition. By the late 1860s, major redevelopment of the Atlas Works site was taking place. The business continued on the same expanding site until sold in the early 1980s and finally closed in 1988, after over 120 years of continuous production on the same site.



Atlas Works: machine shop gables with one of the many date stones

Photo: Tony Crosby

Why Hunt chose to set up business in Earls Colne is not known. Certainly, there would have been great need for his skills in this agricultural area. Other reasons may have been personal – he married in 1825. Earls Colne did not have the advantage of being on the coast or a navigable river, but coal and iron were well-established imports through the Essex coastal ports, proceeding via rivers and roads to supply the blacksmiths and the increasing number of foundries in the county, which in turn supplied agriculture with its implements. However, in 1860 the village gained railway access with the opening of the

Colne Valley & Halstead Railway, whereas previously Colchester had been the nearest station. Extension and development of Earls Colne station and goods yard was facilitated by Hunts, it being less than a mile from the works. The railway brought in the raw materials: iron from Kettering and Staffordshire; coal from Newcastle and South Wales; limestone from Derbyshire. It also took the finished products outward, the 1907 price list boasting of good rail links with London docks and Harwich for exports.

Robert Hunt died in 1855 and the business was then run by three of his sons. Following the death of

his two brothers, Reuben Hunt took sole charge in 1867. There followed a period of great expansion.

Hunt's business was founded upon, initially, the repair of farmers' equipment and the design and manufacture of implements. The medal won at the Great Exhibition was for a clover-seed drawer and products obviously developed along these lines, as the Ordnance Survey first edition 6-inch map of 1881 refers to the site as 'Atlas Iron Works (Agricultural Implements)'. In 1870, Reuben Hunt bought up the patents on food preparation equipment from an Ipswich firm – patents for chaff cutters, pulpers, turnip cutters, grinding mills, etc. There was already an export market for these products and Hunts continued with this trade. In 1886, they began to make pulleys, shafting and other transmission gear, and within 20 years this had become the larger portion of the business both at home and abroad.

Power at the Atlas Works at the beginning of the twentieth century was both steam and gas. The machine shop and smithy were steam-powered, there being a boiler house with two Galloway boilers feeding a 28 h.p. Ransome horizontal steam engine in the engine house. Elsewhere, there was a Paisley water-gas making plant which produced gas for the 16 h.p. Stockport gas engine which powered the wood-turning equipment. Gas also powered two Crossley engines, one of which drove the Sturtevant fan to produce the draught for the cupolas and the other drove the foundry equipment. Diesel eventually replaced steam in the 1930s and as late as the 1970s the cupolas were replaced by modern electric furnaces.

Using maps, illustrations from company publications and Hunts' propensity to put date-stones and cast-iron plaques on their buildings, it is possible to trace much of the development of the site since c.1869. This was the date when what became the machine shop was begun, to be extended in the early 1870s and in 1896. In here would originally have been housed all the major processes undertaken on the site as it was the only substantial building until the 1880s. This decade witnessed considerable expansion in response to the diversification in product range and the demands from home and abroad.

In 1883, the office block was built, probably replacing an earlier, smaller building. A water tower was constructed in 1885 and in the following year a multi-purpose block of buildings including stables, storage, canteen, gate house and a two-storey block which contained a hay loft, were begun. The construction of the actual foundry building began in 1889 and continued through until 1911 in various stages. The machine shop, foundry, multi-purpose block and office were all built around a court-yard used as a storage area and lit by a cast-iron gas lantern manufactured by the Thomas Bank Iron Co., London. The first carpenters shop was also built during this period.

Around the turn of the century, not only was the foundry being extended, but also a brass foundry, the power house and timber sheds were built. The carpenters shop and office block were also extended, by which time the major component buildings of the works were in place. Apart from the modernisation of equipment and power plant already mentioned, much of the twentieth century saw little change other than the extension of the machine shop, until the 1970s. This was when the pattern store, loading shed, dust extractor plant and covered warehouse were built.

Attracting and retaining a workforce, which increased from single figures in 1850 to 20 in 1860, 49 in 1870 and 127 in 1880, became a major issue. Throughout the second half of the nineteenth century, the estimated male working population of the village never rose above 580. The provision of workers' housing was one solution and began in 1872 with the building of 12 cottages opposite the works, followed by a further ten in 1876. As the works went through a further phase of development in the 1880s and the workforce rose to 200 by 1890 and over 300 by 1905, further house building took place adjacent to the works and elsewhere in the village during the last decade of the nineteenth century. The period 1905-1912 saw the provision of semi-detached villas for management staff, the design and layout of which was much influenced by developments at Bournville, Port Sunlight and the Garden City Movement.



The water tower adjacent to the machine shop
Photo: Tony Crosby

As well as housing – including bungalows for retired workers – Hunts also funded work on a number of public buildings in the village, such as the grammar school, village hall and the extension to the Baptist Chapel next to the works site. Mention has already been made of the help given to develop the railway facilities and Hunts were also party to the development of the village gas works in 1864.

All the main component buildings of the Atlas Works remain, including a number from the two major building phases. These include the multi-purpose block (listed Grade II), the offices, the machine shop (Grade II) currently undergoing urgent maintenance work, with its five identical three-arched gables with recesses for the doors, cast-iron windows and different coloured bricks to accentuate these features, and the foundry, all still around the court-yard. Adjacent to the machine shop remains the water tower, also listed Grade II. The external integrity of all these buildings is intact and hopefully most of them, plus the power house, can be saved as an example of a very successful engineering works in a rural area.

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The Marks of the Sheffield Cutlers – an aid to the dating of artefacts

Joan Unwin

The Cutlers' Company in Sheffield has mark books of 1624-1878 which are being analysed at the Division of Adult Continuing Education. A descriptive system has been developed for the thousands of marks so they can be entered into a simple database and then incorporated into a large database of the Cutlers' Company apprenticeships and freedoms. Analysis shows changes over time in the style of marks which could be useful for indicating possible dates. The results also show the different forms of marks used by the various crafts.

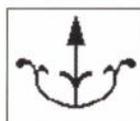
In Ian Goodall's description of the Sandal Castle excavations (Mayes, P. & Butler, L.A.S., *Sandal Castle Excavations, 1964-1973*, 1983, 243), there is a drawing of a sickle and the marks stamped on it. The sickle has been dated on stylistic grounds to c.1645. From our research into the Hallamshire Cutlers' Company mark books, we can add significant information to this entry. The mark was registered in 1636 by Robert Staniforth. He was the son of William, a shearsmith from Litfield in the parish of Eckington, Derbyshire and was apprenticed first to his father in 1631, then later the same year to William Cowley of Norton, also in Derbyshire. Norton and Eckington are parishes to the south of Sheffield, but within the 'six miles round' claimed by the Cutlers' Company as part of their jurisdiction. During his working life of over 40 years, Robert Staniforth took six local boys as apprentices between the years 1641 and 1676. So the Sandal Castle sickle could have been made between 1636 and some time after 1676. How it got to Sandal Castle makes for interesting speculation.



This example shows that the Cutlers' Company records of marks can assist in dating artefacts, provided that a reasonably clear maker's mark can be seen. The Cutlers' Company's record of marks is unique in Britain (the London mark books having been destroyed) and form a continuous series from 1624 to 1878, to which may be added some mid-sixteenth century marks listed in the manorial court records. The Cutlers' Company in Hallamshire was incorporated in 1624, and controlled the crafts of knife-making (the cutlers) and the making of scissors, shears and sickles. The filesmiths, awl/blade smiths and scythesmiths joined the Company in the latter part of the seventeenth century, and their marks are also recorded. The mark books list the freemen's names and dates and contain approximately 14,000 marks, made up of:

Cutlers	1624-1791	7,420
Scissorsmiths	1624-1791	1,218
Shear/sicklesmiths	1624-1791	426
Awl/blade smiths	1676-1728	44
Scythesmiths	1681-1728	97
Filesmiths	1682-1791	830
All crafts	1791-1878	4,000 approx
TOTAL		14,035

Sheffield marks comprise three different kinds of elements – letters, numbers and symbols and the marks generally have one or more of these, arranged horizontally or vertically. The symbols have been identified and given a descriptive term, such as *crown*, *bunch of grapes* or *diamond*. There are many which are not easy to describe, for example, geometric designs or some which are so poorly executed that it is not clear what is represented. Also many of the symbols have variants: *crosses* and *arrows*, for instance, have more than 20 different styles. Some variations are so minute that they would not be noticed when struck on the blade. Approximately 120 symbols have been identified and the majority have been given descriptive names. Some occur only once, but others are very common, such as, *hearts*, *diamonds* and *crosses*. One, however, is found throughout the recorded period, with hardly any variation. This has been called a *chamberstick* since it resembles a candle holder and lighted candle. It is more likely to be a stylised crown, or even a fleur-de-lys, but it seems to be so specific to Sheffield and was so common among some crafts (30 per cent of filesmiths' marks have it), that we are happy to continue using this term.



Letters were used in marks with increasing frequency. In the seventeenth century, letters were usually the initials of the freemen, but in the eighteenth century, more words were used as marks, although neither names of freemen themselves nor words implying quality were allowed. Use of personal names gradually crept in during the later eighteenth century. Numbers were originally the least common element in marks. If they occurred, they were usually single figures with another element (a symbol or a letter), but occasionally year dates were used. However, in 1791 the Cutlers' Company's rules of admission were

changed, resulting in a massive influx of freemen. To cope with this, consecutive numbers were used, beginning with 91 and ending at 3694 in 1814.

Having identified the elements making up the marks, we have a standard system to indicate their arrangement. The assumption is that the marks are read top to bottom or left to right, and words such as 'above'; 'in' and 'by' and 'reversed' and 'inverted', have been found to be sufficient. This simple system allows us to enter the description of a man's mark, along with his apprenticeship and freedom data. The database can then sort, order and identify the marks, and from this we can analyse changes over time.

The following are general observations resulting from our preliminary analysis. The earlier the mark, the more likely it is to have just one element, usually a symbol. Obviously as more freemen were listed, there was a greater variety of marks, with the necessity to have more than one element, two and three elements being the most common. Rarely are there more than four elements. Words become increasingly common after the 1720s, with placenames, names from the classics and latterly the freeman's own name.

Certain crafts appear to have favoured particular symbols and styles of marks. Scissorsmiths' and cutlers' marks were very similar. Filesmiths, as noted above, frequently used the *chamberstick* symbol and almost all their marks had two or three elements. Sickle- and shearsmiths were very fond of the *heart* symbol, usually with their initials inside. One can speculate on the reasons for these craft preferences.

The research into the marks of Sheffield craftsmen will result in a database which can be interrogated at different levels. It can be used to identify a mark's owner, whose apprenticeship and freedom record will give the earliest date of an artefact. By searching for the apprentices whom the freemen took on, it is possible to suggest the length of the working life of a craftsman, with the proviso that many may have worked for longer. Our research demonstrates how this documentary evidence, when computerised, can be used to expand the archaeological record.

	George Turner Ford		James Barber
	Robert Brownell		William Bartrum
	Hugh Goddard		Ralph Hydes
	Thomas Brownell		William Staniforth
	Richard Gillatt		Willm Leake

Cutlers' marks

Courtesy: Company of Cutlers in Hallamshire

Fire damaged maltings

Floor maltings have always been subject to fires which damaged or destroyed them. There was always plenty to catch fire: the timber floors and bins in the storage areas; kiln furnaces where the fire burnt all night, not to mention the grain itself! Even today, maltings can easily be damaged by fire whether started by vandals or by other accident – after all, there is often as much timber in the building as when it was a working maltings. Here are just some which have been damaged or destroyed by fire.

Amber Patrick



Newark, Spitals Lane, Baird's, north side before damaged by fire in December 1992 (this malthouse replaced one destroyed by fire exactly 90 years earlier!)



Baird's, after the fire



Newark, Spitals Lane, Peach's, south side before destruction by fire on 5 November 1995



Stowmarket, prior to the fire which occurred on New Year's Eve 1995



Derby, Surrey Street, the undamaged part from the south east on 9 December 1996, nine days after the fire



Derby, Surrey Street, fire damaged roof section undergoing demolition

Threatened Sites Casework

With Bill Thompson's death in April 1996, the AIA lost not only a valued member but also the Council member who dealt with threatened industrial sites. I agreed to take on this work on a temporary basis.

The majority of the work is Listed Building and Conservation Area Consent Applications referred to the AIA by the Council for British Archaeology. The CBA receives these applications from local authorities as part of the planning process and because they have Statutory Consultee Status. The AIA does not have this status. However, that does not mean we cannot make valid comments. The main problem for us is that the AIA does not receive the full application which can include extensive plans of the site or building(s) as well as other reports. The application usually asks for

comments within a specific period of time, usually 14, 21 or 28 days, which can prove a tight time schedule. One's response does not always have to be received within that time, but it is essential to contact the local authority and advise them that representations are likely to be made.

Between April 1996 and February 1997, the CBA has notified us of 63 applications on a variety of industrial sites and buildings. These ranged from the demolition of hoist housing at the Goat Maltings at Burton on Trent, the removal of internal partitions at Ebley Mill, Stroud, Gloucestershire, repairs to the brewery chimney at Brockhampton, Gloucestershire, to the complete demolition of Woodlands Mill, Barrows Lane, Steeton, Keighley, West Yorkshire.

Sometimes, the AIA is contacted directly by local authorities and on two occasions we have made responses. One was to Cambridge City Council

concerning the former Cheddar Lane Pumping Station, Cambridge, and the other was concerning the brewery and two maltings at Boroughbridge, North Yorkshire.

We will be continuing to receive applications via the CBA and hopefully as the name of the AIA becomes better known we will be contacted directly by local authorities for advice on relevant applications.

Amber Patrick

Industrial Archaeology Review

We greatly regret that volume XIX (which should have been included with this mailing) has been delayed because of production difficulties. As you will know, the AIA Council and Editorial Board for *Industrial Archaeology Review* favoured a move from a bi-annual issue to an annual volume in a larger format with an increased number of pages. This will enable us to deal more successfully with the increasingly large numbers of drawings we are receiving now that more material is coming in from archaeological units and other professional bodies undertaking large-scale survey work. The journal will be produced in a near-A4 size, with a two and a half column format which will enable large drawings to be included in the correct orientation rather than sideways; the smaller column will be used for captions, etc.

Industrial Archaeology Review volume XIX will be mailed as soon as possible.

Peter Neaverson and Marilyn Palmer, joint Editors

1997 subscriptions and your direct debits

Due to a small oversight by Lloyds Bank, direct debits for the annual 1997 subscriptions were not processed until early February instead of January. The

Treasurer apologises for any inconvenience this has caused, and for leaving the money with you for an extra month!

Michael Messenger, Hon Treasurer

New job for Neil

Council member Neil Beagrie, formerly head of the archaeological archive at RCHME, has joined the Executive of the Arts and Humanities Data Service for UK Universities based at Kings College London, where he will be responsible for collections and standards development. The Executive funds distributed services for Archaeology, History, the Oxford Text Archive, Performing Arts and Visual Arts located in York, Essex, Oxford, Glasgow and Surrey respectively.



Neil Beagrie



A NEW LOTTERY INITIATIVE HELPS INDUSTRIAL ARCHAEOLOGY
 Congratulations, Mr Smith, did you know that the new Mid-Week Lottery Prizes are now being paid in kind in an exciting new initiative to help conserve our industrial heritage?

**ADVERTISE
 IN
 IA NEWS**

**See page 15
 for details**

NOTICEBOARD

Barley screen wants a home

A good home is wanted for a large Bobby (of Bury St Edmunds) barley screen, installed in the 1950s in a malthouse in Dorset. If you are interested, please contact me urgently. Amber Patrick, 4 Gratton Road, Cheltenham GL50 2BS

Help the dictionary

Work is now in progress on a complete revision of the *Oxford English Dictionary*, and one of the most important aspects of this is the improvement of the range of the quotation evidence which illustrates the history and development of words. Often the existing quotation evidence can be antedated or postdated, or new evidence of the changing use of a word can be found.

The editors are concerned that a great deal of the research which has been and is being done on manuscript sources such as wills, inventories, accounts, letters, and diaries, and which is subsequently published, is not being brought to their attention. The period of greatest interest to us is that from about 1500 to 1900, but earlier and later evidence will also be welcome. A team of researchers has started work recently on extracting

material from sources of this kind, with very encouraging results.

If you are aware of any sources which you think might provide useful material, please contact the Call for Research Materials, Oxford English Dictionary, Oxford University Press, Great Clarendon Street, Oxford OX2 6DP, either by letter or by fax on 01865 267810, or by e-mail to oed3@oup.co.uk.

PUBLICATIONS

Books Received

The following books have been received for review in *Industrial Archaeology Review*:

Along the Cam and the Great Ouse with Briscoe Snelson, by Peter Snelson (Cambridgeshire Libraries Publications) *British Mining Memoirs*, No. 57, (NMRS, 1996)

Bronze Age Copper Mining in Britain and Ireland, by William O'Brien (Shire, 1995)

Exploring Cornwall's Tramway Trails, by Bob Acton (Landfall Books).

Newport Transporter Bridge, by Falcon Hildred (Newport CBC, 1996)

Surveying Historic Buildings, by David Watt and Peter Swallow (Donhead Publishing, 1996)

20th Century Defences in Britain: an introductory guide, ed. by Bernard Lowry (CBA, 1995).

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

Berkshire Industrial Archaeology Group Newsletter 29, 30, 31, 32.

Conservation Bulletin 29.

GLIAS Newsletter (London) 162, 163, 164, 166.

GSIA Journal (Gloucestershire) 1995. Historic Farm Buildings Group Newsletter 23.

History, Issue 26, 1996

Industrial Heritage 14/1, 14/2, 14/3.

Journal of the Society for Industrial Archeology (USA) 21/2.

Journal of the Trevithick Society 23.

Journal of the Welsh Mills Society 11.

Leicestershire Historian 4/4.

Leicestershire Industrial History Society Bulletin 15.

The Mundling Stick (Lion Salt Works) 2/3.

Newsletter of the Scottish Industrial Heritage Society Issue 34, 35, 36.

Nottinghamshire Industrial Archaeology Society Journal 20/2, 21/1, 21/2

Panel for Historical Engineering Works Newsletter 69.

Somerset Industrial Archaeological Society Bulletin 70, 71, 72.

Suffolk Industrial Archaeology Society Newsletter 52, 53, 54, 55.

Surrey Industrial History Group Newsletter 89, 90, 91, 92.

Sussex Industrial Archaeology Society Newsletter 89, 90, 91.

Trevithick Society Newsletter 94.

Yorkshire History Quarterly 2/1.

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY ANNUAL CONFERENCE NEWCASTLE UPON TYNE 5-12 September 1997

To be held at the Coach Lane Campus of the
University of Northumbria

5 SEPTEMBER

PRE-CONFERENCE SEMINAR

on the theme of current research and thinking in IA and problems of identification and protection of urban industrial sites. Papers have been called for. Anyone still wishing to submit a short paper must contact immediately: Dr M. Palmer, Department of History and Archaeology, The University, Leicester LE1 7RH, ☎ 0116 252 2821.

5-7 SEPTEMBER

ANNUAL CONFERENCE

at the Newcastle Discovery Centre and University of Northumbria, including lectures, field visits, AGM and Rolt Memorial Lecture.

7-12 SEPTEMBER

POST-CONFERENCE PROGRAMME

of lectures and field visits including lead mining, glass industry, coastal shipping trade, ports, railways and bridges and a trip on the Tyne.

All are welcome

For details and a booking form, contact
David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY.

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.

I.A. Recordings

I would like to express my sadness at the death of Walter Minchinton (*IA News* 100) and would like to add a mention of his excellent *A Guide to Industrial Archaeology Sites in Britain*, published by Paladin in 1984. This gazetteer has been a *vade mecum* for many people like myself, travelling around Britain wishing to know what the principal sites of IA interest are in a given area. I hope that it is still in print.

On the subject of internet resources for IA (Noticeboard, *IA News* 100), the first site on the World Wide Web that had IA as its main subject was I.A. Recordings. This first appeared in 1995, when a search for the subject 'Industrial Archaeology' on the web returned only our pages and details of two American university IA courses!

The site is extensive and well illustrated but image sizes have been kept small to maintain speed of access. As with the rest of I.A. Recordings

work, it is maintained entirely by voluntary effort. One of our pages is a collection of links to other IA web sites around the world. These sites are increasing daily in number and in the relevance of their content. Some are positively exciting!

The URL of I.A. Recordings web pages is

<http://www.iarecord.demon.co.uk>

Peter Eggleston
I.A. Recordings
PO Box 476, Telford
Shropshire TF7 4RB

Jean Gimpel

I was sorry that you published such an inadequate obituary of Jean Gimpel in the last *IA News*. It failed either to emphasise that he was one of the most passionate supporters from early days of the Industrial Archaeology movement, promoting its cause internationally almost until the day he died, or to give any kind of picture of

man whose personal style and originality of thought enlivened and benefitted many AIA conferences. It did little to convey his relationship with a subject which triggered and sustained his life's work of persuading a reluctant world to appreciate the crucial part played by technology in shaping the development of our civilization.

Julia Elton
27 Mayfield Avenue,
London W4 1PN

IA in Honduras

I have been working with the Instituto Hondureño de Antropología e Historia (IHAEH) since 1994, and I want to help to develop Industrial Archaeology in Honduras.

Honduras is a small country. Nevertheless, it has some interesting industrial sites. From the sixteenth to the beginning of the twentieth century, mining was Honduras' primary economic resource and many mines

were worked throughout the country. Usually these mines were associated with a mining complex, including mills, ovens and processing tanks.

Up to now, we know the location of three of these complexes. One was a hydraulic complex for mining silver. Another had a blast furnace for iron, and the last one may have been another hydraulic complex for mining and processing gold and silver.

If any reader knows of anyone interested in working at a complex like these with his or her own resources, or where we can get financial aid to develop a mapping project, please send me the information. In any case, I would like to open a continuing correspondence with the AIA.

Pastor R. Gómez
Instituto Hondureño de Antropología
e Historia
Dirección 'Villa Roy'
Teguicgalpa, D.C.
Honduras

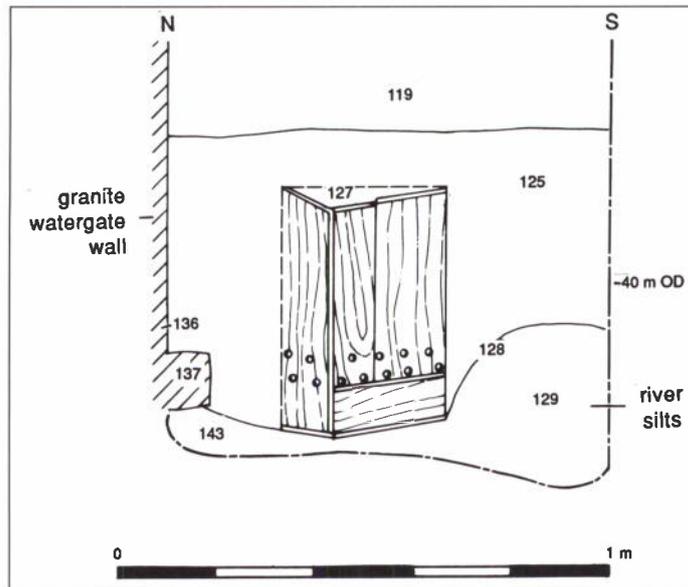
An eighteenth-century pump filter from Somerset House

The Museum of London Archaeology Service was commissioned by Campbell Reith Hill structural engineers to undertake an archaeological watching brief on works within the South Wing of Somerset House, London WC2. A series of twenty-one engineering test pits – many up to 5.5 metres in depth – were excavated as part of a proposal to refurbish the South Wing as a gallery.

The construction of 'New' Somerset House commenced in 1776, under the direction of the architect William Chambers. It was the largest building operation carried out at public expense in the Georgian period. The South Wing was constructed out into the Thames beyond the original Tudor river wall and included a central watergate which gave access to the Terrace from the river, and allowed barges to sail directly into the building.

A softwood box, 0.46 metres in height by 0.26 metres wide, was observed protruding from the section of a test pit adjacent to the watergate arch. The west face of this box (the only face that could be fully exposed) was constructed using two vertical boards held in place by two bevelled cross-timbers nailed horizontally across them. Nine holes, 16mm in diameter (three-quarters of an inch), had been bored through the vertical timbers in a regular design, 0.10 metres from the base. A fragment of the cut line (context 128) for the original sump hole was observed, cutting into river silts below (129). However, the depth of the pit – 5.51 metres from ground level in a 1.20 metre square shaft – and Health and Safety regulations, made detailed investigation extremely difficult. This feature is interpreted as a filter box of an eighteenth-century pump mechanism, one of many that would have been required during the construction of this part of Somerset House. When it is considered that the basal level of the watergate adjacent to the pump filter was at a height of -0.87 metres OD, and best estimates of the mean high tide level of the Thames in this period was *circa* 3.40 metres OD, the enormity of the pumping operation becomes apparent.

Archaeological work is ongoing, with the potential for further fieldwork during 1997. The site archive, together with the finds and samples, is held by the Museum of London Archaeology Service, Walker House, 87 Queen



The pump filter, discovered under difficult conditions, 5.51 metres down a test pit at Somerset House

Photo: Museum of London Archaeology Service

Victoria Street, London EC4V 4AB.

I would like to thank Chris Ellmers of the Museum of Docklands for his advice.

Steve Chew

Manx tram sheds demolished

Concern has been expressed over the demolition and replacement of the Derby Castle depot running sheds of the Manx Electric Railway. Although they had no pretensions of beauty, they must have been the oldest operating electric railway running sheds in the world. Nevertheless, the Isle of Man Railways considered this old upper shed had been poorly maintained for many years and fell far short of Health and Safety regulations. So a decision was made to demolish and then construct a new building designed to be in keeping with the surrounding railway environment and matching the already refurbished lower shed. There are plans to salvage some of the doors and material for other uses.

John L. Townsend

Drawing: Jeanette Van Der Post, MLAS

Textile Correction

With reference to the article on the Highams Textile Archive (*IA News 100*, page 11), the 'Oldham and Rochdale Archives Service' does not exist. This should have read 'Oldham and Rochdale Textile Employers' Association'. The Editor apologises for any confusion caused.

Industrial chimneys

Too late for the Diary page, we have received notification of a Conference on Industrial Chimneys on 8-9 May 1997, at the Museu de la Ciència i de la Tècnica de Catalunya, Àrea de Conservació, Documentació i Estudis, Rambla d'Egara 270, 08221 – Terrassa, Barcelona, Spain. The aim of the conference is to bring together researchers working on the study of industrial chimneys, to carry out a contemporary analysis, to compile all existing information about these

construction types at the end of the twentieth century, and to study the viability of preserving them.

Canals create jobs

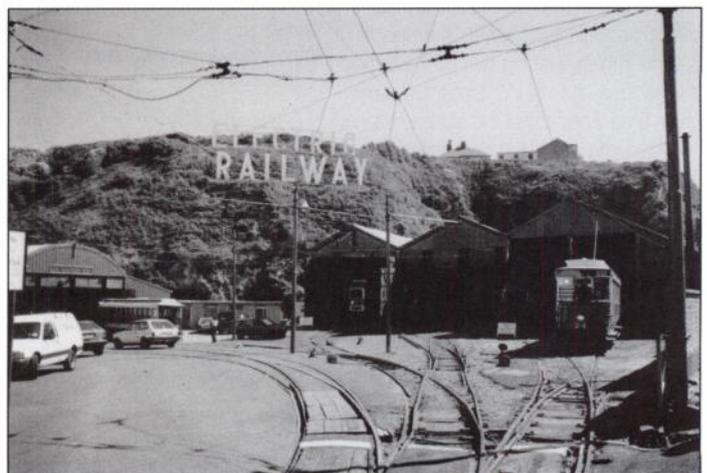
It is believed that over 5,000 jobs will be created as the local economy is regenerated alongside two canals as a result of recent grants. The Heritage Lottery Fund grant of £25m to the Kennet & Avon Canal is to improve access and 'trigger a leisure boom' along the waterway, while the Millennium Commission has granted £14.8m to the Huddersfield Narrow Canal to repair and re-open the 3¼-mile Standedge Tunnel. It is intended to re-link the canal with the rest of the system.

Bertha's new berth

After 27 years, the Exeter Maritime Museum has been closed because of declining visitors and mounting debts. The collection has been split in two, the ethnic vessels going to Lowestoft, Suffolk, and the historical and leisure craft to Bristol Docks. Among the latter is *Bertha*, Brunel's curious steam-powered drag boat built for dredging at Bridgwater in 1844.

Bark Endeavour calls

Now visiting ports around Britain is the replica ship HM Bark *Endeavour*. The original ship was launched in 1764 as the collier *Earl of Pembroke*, but after nearly four years of plying the east coast she was bought by the Royal Navy for Capt James Cook's first expedition. The transformation of the ship into a vessel of exploration included conversion of the cavernous coal-holds into space for nearly 100 men, assorted livestock and two years' provisions. Drawings made of the ship during her refit became the key



The upper tram sheds on the Manx Electric Railway

Photo: J. L. Townsend

documents for the replica's construction. To the builders' credit, the National Maritime Museum has since hailed her as the best museum-standard replica sailing ship in the world.

HM Bark *Endeavour* left Freemantle on 29 October 1996 and berthed in March at Greenwich prior to her British tour. She will be calling at Great Yarmouth, Boston, Whitby, Edinburgh, Inverness, Greenock, Liverpool, Fishguard, Falmouth, Plymouth, Weymouth, Brighton, St Helier and St Malo. She returns to Plymouth in October prior to sailing to America.

Irene Ducker

Marconi collection saved

The electronics firm GEC-Marconi has, thankfully, abandoned plans to auction off the historic Marconi Collection of artefacts from the earliest days of radio. The sale could have fetched up to £3m and the collection would inevitably have been broken up. Protestors after the sale was announced included Marconi's daughter, Elettra. The collection has been given to the Science Museum, but items will be displayed in Chelmsford, with papers going to the Essex county archives.

First Irish Conference

The Industrial Heritage Association of Ireland (IHA) was formed in late 1996 as a joint north-south venture. A conference at Dublin was speedily organised to survey industrial archaeology activity throughout the island.

The conference commenced with Kenneth Mawhinney tracing the IA surveys carried out in the Republic during the 1970s by the state department An Foras Forbartha. Comac Scally followed with a review of the work done in Northern Ireland. He mentioned that Green's book *The Industrial Archaeology of County Down* of 1963 was the first regional IA book to be published in Great Britain, well preceding the famous David & Charles series. Later, in 1980, this was followed by McCutcheon's comprehensive tome published by HMSO. McCutcheon was given a government-funded Research Fellowship in Industrial Archaeology at Queen's University, Belfast. From this appointment an Industrial Record of Northern Ireland was started. [for more details, see Michael Coulter's paper elsewhere in this issue]

A Dubliner, Mary McMahon, gave a comprehensive survey of changes

along the River Liffey in her talk 'Dublin's Disappearing Docklands'. The industrial heritage of Cork City was then described by Colin Rynne (Director of the newly-established Cork Butter Museum), and Mary Sloman followed with the post-medieval archaeology of rural County Cork.

The Office of Public Works in Dublin instigated an Architectural Inventory of Ireland in 1990. Gerald Browner told us about the work of this survey, which began with a pilot study at Carlow town in 1991, and 24 towns have been covered. Fred Hamond (author of the latest book on IA in Northern Ireland) covered north-east Antrim. Paul Duffy showed examples of his research into the origin and development of mills, industrial and engineering sites in County Galway.

Ronald Cox gave an overview of the nature and extent of Irish civil engineering heritage and the problems of dealing with the large number of masonry bridges. The final paper was presented by William Dick on how information technology can be utilised not just to assist in IA but also as a resourceful and comprehensive tool revealing latent information which might otherwise be missed, or obtaining data that would take too long to collate and discover if using conventional methods. His practical demonstrations were impressive.

It was a good conference with a varied and interesting mix of topics and the IHA should be congratulated for organising it so soon after the formation of this new body to appear on the IA scene.

Alan Birt

A sheepwash in Wales

A sheepwash was noted at Cwm Ystradlyn (SH 566454) whilst recording in the area. Precise details were not taken, it being thought that such vernacular structures would have little interest elsewhere. It therefore provides a contrast with the polite construction of the Cutsdean wash described in the Gloucestershire sheepwash article in *IA News 100*.

The date of construction is unknown. It was not shown on the first edition 1-inch O.S. map surveyed c.1883, but was marked on the 6-inch map of 1887. It is sited upon lands which were the property of Cefn Bifor (SH 561446) and this may provide a more accurate date. The farm and land were purchased along with the adjacent slate quarry, suggesting a time span between 1855 and 1865. Although by no means certain, it would

coincide with a possible period of investment by the new owners.

The sheepwash consists of two enclosures of irregular shape, closed off by a straight section of wall. This leaves three openings; one for the larger gathering pen, one into the smaller holding pen and one into the wash pool. The random construction is largely of gathered field stones, set dry and forming a substantial wall which may have been 4 feet (1.22 metres) in height. Much of the wall is now tumbled, giving an uneven surface to most of the floor and now colonised by bracken. The entrance to the wash pool is built up from the gravel stream bed using long flat stones giving a defined step. Hurdles would probably be used to close off the openings as required.

It is situated by a stream of good quality water, the main flow emanating from the col between Moel Hebog and Bryn Banog, collecting several feeder streams along its course. All originate along a spring line at a height of 1,100 feet (335 metres) beneath the Hebog scarp. The stream retains a good flow even in times of extreme drought. At the wash site it has been widened and deepened to form the pool.

It is considered that the 'dippers' worked from opposite sides of the bank as the water would be too cold for standing, even at the height of summer. The washed sheep would be able to scramble from the pool via the shallow down stream portion.

A sheepfold with a small attached yard is situated a short distance to the south but has no access to the stream. Being of a similar style of construction and condition, it is possible that the two were contemporary.

Peter Hughes

News from the Millenium marsh

A great deal of publicity has been given to the polluted nature of the site on which the Greenwich Millenium Exhibition dome is to be built. This is an area of great interest to the industrial archaeologist but what remains is being quickly destroyed.

Greenwich was a major industrial area from Tudor times. The earliest sites involved armaments and, of course, maritime trades. This early industry was mainly around the mouth of the Ravensbourne-Deptford Creek, as it flows into the Thames. To the east, the peninsula known as Greenwich marsh was a desolate area partly covered at high tide. It began to be industrialised in the late seventeenth century when the Government gunpowder depot was built there. This eventually closed, following petitions from worried locals, and the site was sold in 1803.

The gunpowder depot was on the peninsula's west bank – not part of the Millenium site and where a great deal of industry is still busily and messily at work. Great influence has been exerted by the ground landlord for most of this area, a seventeenth-century charity called Morden College. A walk along the riverside reveals site after site of great interest – perhaps the best known is where the Atlantic cable was made. There are jetties and causeways, each built and adapted for successive specific uses. Buildings have been adapted by various owners, leaving many signs of previous functions. Bessemer and Maudslay are only two of the famous industrialists who had sites here. The established west bank river walkway is not supposed to be under any threat, but there are many local calls for it to be 'tidied up' so



The sheepwash at Cwm Ystradlyn

Photo: P. M. Hughes

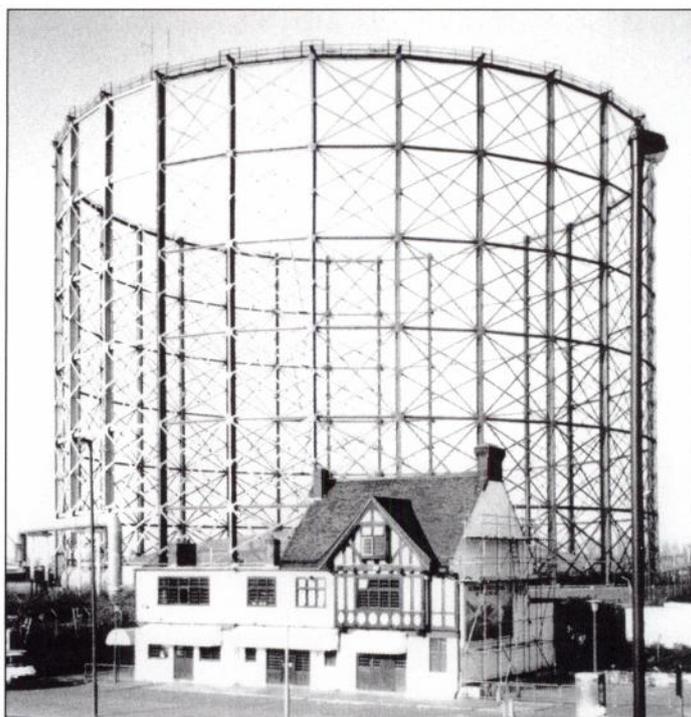
visitors will have somewhere 'nice' to walk on their way to 'Royal Greenwich'. Hopefully, all character will not be lost in the process.

The actual 'Millenium' site consists of three areas. The southern end around 'Riverway' is probably of most interest to the historian. A row of cottages and a pub are the only original buildings to be kept because local conservationists have won an argument against their demolition. The Ceylon Place cottages were built in 1801-3 for workers at a large and very interesting tide mill. I suspect they are some of the oldest existing workers' housing in London. A famous accident took place during the tide mill's construction in 1803 when the boiler of a steam engine, designed by Richard Trevithick, exploded. The mill was taken over in the 1840s by Frank Hills and became part of one of his chemical works; it was here that he made sulphuric acid with material recovered through the oxide process of gas purification. In this century, there have been two successive electric power stations on the site.

South of the cottages are some buildings which were part of the Redpath Brown canteen and are still used by Greenwich Yacht Club. It is understood that this is all to be cleared. All that remains of the tide mill/power station site is the jetty and some power station remains carrying Port of London Authority signalling equipment. These, and the foreshore, may well be of interest but they were not included in the designated 'area of archaeological interest' and so will probably be demolished without investigation.

A small area on the north west tip of the peninsula is included in the exhibition site. It contains a dry dock, built in the 1870s. It had been filled in, and few people knew it was there. This part of the site has been cleared under great secrecy and we have not been able to discover the fate of the dry dock. It has probably been excavated and removed, but it would be nice to think it was photographed first. We may never know!

It is ironic that the gasworks, supposedly George Livesey's perfect gasworks, has been so associated with stories about pollution! It was built in the early 1880s as South Met's Beckton. Livesey was then pre-eminent in the gas industry and was considered to be a great man. South Met were very proud of East Greenwich. Nothing was too good for it. Livesey intended it to demonstrate how the best gas making practice and good management could



Stark frame: George Livesey's East Greenwich holder no. 1 of 1886 still remains and is the world's first gasholder to have four lifts

Photo: R. J. M. Carr

result in cheap gas, a more than fair deal for the customer, and workers who had every welfare facility and a share in management.

Two jetties, both of great interest, remain on site but are to be destroyed. The Jubilee Line station has been under construction for a couple of years now and any other remains of the gasworks have been completely buried under mountains of spoil.

The one really visible thing which remains is, of course, the gas holder: East Greenwich No.1. It was, briefly in the early 1880s, the biggest in the world. Until 1986, another, bigger and more interesting holder stood alongside. They were built with great difficulty on the marshy subsoil and their scale and size – against the river and the marsh – are difficult to comprehend. It really is ridiculous that this important gasholder is being shown almost daily in the media as a symbol of old and dangerous industry, when it should be a monument to technological achievement.

In Greenwich, there are considerable calls that our local history should be reflected in the exhibition. Most of what we hear is about 'Royal Greenwich' and very few local people have any idea about the contribution to their daily lives made by those who worked in the dirt and muddle of Greenwich marsh. Who do they think lived in those Georgian terraces? Where do they think the money was made which built them? The Greater

London IA Society is doing its best to tell people what happened there, and hopes to put together a book about industry on Greenwich marsh which will be ready for the exhibition – thanks to many AIA members who have already been very helpful. Anyone who would like more information please contact me at 24 Humber Road, London SE3 7LT, (0181 858 9482. I can provide more details on most sites, or articles and lectures.

Mary Miles

Promoting West Cornwall's industrial heritage

Things are stirring in West Cornwall, where partnership is the name of the game for the Trevithick Trust which has been actively promoting industrial heritage in a joint marketing initiative. Last year, an attractive promotional tourist leaflet, designed by John Stengelhofen, brought together sites as diverse as the Museum of Submarine Telegraphy at Porthcurno, the Cornish beam engines at Pool, Geevor Tin Mine, Levant beam engine, the Mineral Tramways Discovery Centre, National Lighthouse Museum at Penzance and the Pilchard Works at Newlyn. This idea of joint marketing through one leaflet for all also prevents the multiplication of leaflets which are a waste of resources and over-saturate the busy tourist offices in a place such as Cornwall.

New for 1997, the leaflet 'Welcome to West Cornwall's Industrial Past' now includes the Geological Museum at the Camborne School of Mines, the Pendeen Lighthouse (near Geevor) and Tolgus Tin near Redruth.

The Trevithick Trust, under the leadership of Chief Executive Stuart Smith, manages a network of sites on behalf of other bodies, such as the National Trust. These include the Levant beam engine, now working in steam thanks to the hard work by volunteers from the Trevithick Society who still man the site. The first phase of new developments undertaken in partnership with Kerrier District Council at Taylor's Shaft at Pool has just seen a new slate roof put on the compressor house. It will now be fitted out as an exhibition area, visitor information point, shop and introduction to West Cornwall's attractions. This scheme attracted ERDF and SRB funding and National Heritage Lottery Funding is being sought for the next phase. A lift is being installed in Taylor's Engine House to allow disabled visitors to ascend all three floors. The engine house complex, for long rather isolated down a side lane, will become the Cornwall Industrial Heritage Centre. A relationship has been established with the adjacent Safeways supermarket, who can be congratulated for allowing new and better access to the site, with the use of their car park. Not only this, Safeways have also constructed a new cafe, which should benefit both themselves and visitors to the industrial heritage on their doorstep.

A similar arrangement has been negotiated with Cornish Goldsmiths at Tolgus Tin near Redruth. Tolgus Tin is the last tin stream works in Cornwall. It became a tourist attraction in the 1970s but has since become derelict. It has now been rescued in partnership with Cornish Goldsmiths, a popular tourist attraction on the site, with a ready-made car park and other facilities in place as well as a guarantee of potential visitors! Restoration will take place, for which funding is being sought.

The Trevithick Trust manages Geevor Tin Mine on behalf of Cornwall County Council. Geevor was a victim of the crash in tin prices in the late 1980s and is preserved as an example of a twentieth-century tin mine, with winding engine and gear, compressor house, dressing mill and ancillary structures. Developments here are now under the enthusiastic management of Tony Brooks, formerly of the Camborne School of Mines. In such an exposed

site overlooking the Atlantic, maintenance work is a constant problem but the site has been made ready during the winter months for the 1997 season. Improvements include a new cafe and the creation of two classrooms for educational purposes. A new access allows visitors to enter an older, eighteenth-century adit level. The Levant beam engine is a short walk away.

Within sight of the Levant engine and Geevor Mine, is the Pendeen Watch Lighthouse. Here, the Trevithick Trust has arranged with Trinity House to administer the opening of the lighthouse to the public, with tours by the Keeper and volunteers of the light as well as the engine room that provides power for the largest surviving fog signal in Britain.

Another site managed by the Trust is the Museum of Submarine Telegraphy at Porthcurno (see *IA News* 93). In February, the Heritage Lottery Fund announced their award of £500,000 to Cable & Wireless, allowing the enthusiastic members of the 'PK Trust' to continue the £1.2m project to improve the museum.



Using the test set underground at Porthcurno in the 1940s
Photo: Trevithick Trust



Visitors about to enter the newly opened eighteenth-century adit level at Geevor Tin Mine
Photo: Trevithick Trust

Up-to-date news of all the Trust's activities are contained in a quarterly newsletter issued to members (who have free access to the sites). For further information, the Trevithick Trust can be contacted at 'Chygarth', 5 Beacon Terrace, Camborne, TR14 7BU, ☎/Fax 01209 612142 or Geevor Tin Mine, Pendeen, Penzance TR19 7EW, ☎ 01736 788662 or Fax 01736 786059.

Time Team discovers IA

Viewers of the popular Channel 4 television series *Time Team* were treated in January to the intrepid archaeologists' first foray into the world of IA, trying to trace foundations of Matthew Boulton's famous Latchet works and mint. Their task was somewhat hampered by buried fuel tanks, concrete floors, patios and back gardens in a built-up area of Birmingham.

OBITUARIES

John R. Harris (1923-97)

Professor John Harris was already a distinguished economic historian when he became a founder member, and first chairman of the North Western Society for Industrial Archaeology in May 1964. He was also a long-standing member of the AIA.

John Harris was heavily involved in the background work with the Ironbridge Institute and its accreditation with the University of Birmingham. Long after taking up his Chair in Birmingham and becoming an international figure, he still found time to come back to Merseyside to talk to societies like the Merseyside Industrial Heritage Society and St Helens Historical Society.

The history of St Helens which he had written with Theo Barker, *A Merseyside Town in the Industrial Revolution*, was recognised as setting entirely new standards in the research and writing of local history, and this had been followed by *The Copper King*, a remarkable story of one of the greatest industrial success stories in British history, that of Thomas Williams of Anglesey. Just as important, he showed that the Newcomen engine was far more widely used than anyone had imagined, investigated locomotive building in Lancashire, and untangled the politics of the Leeds & Liverpool Canal.

A true son of St Helens, he carried out extensive research in the history of glassmaking, and it was his work on French glassmaking which steered him into his last great project, an enormous volume on industrial espionage. This last work was completed and at final

proof stage when he died on 5 March 1997.

Edwina Alcock

Mary Tucker (1921-97)

Mary Tucker, wife and constant companion of the late Professor Gordon Tucker, died in February after a short illness. Always to be found at the side of Gordon during IA activities, Mary herself was a keen and accomplished industrial historian and was a skilled documentary researcher contributing greatly to Gordon's work.

Born in 1921, one of three daughters, she trained as a teacher and married Gordon in 1945. As a wife, mother and grandmother she was the foundation of the family home and staunchly supported Gordon in his chosen career. They were both founder members of the Midland Wind and Water Mills Group. Until last year Mary was the Membership Secretary but contributed also in many ways to the successful running of the Group.

Those privileged to accompany the couple during field work will remember the strategic stops for refreshment, tea or coffee and an endless variety of Mary's home made cakes and biscuits! It was her family however that was her abounding love and pleasure and by them she will indeed be sorely missed.

Stan Coates

Denis Bradbury (1913-96)

Denis Bradbury died on 10 December 1996. He had a remarkable record of service to what is now the South Yorkshire Industrial History Society since its pioneering early days. He joined the newly formed Society for the Preservation of Old Sheffield Tools in 1935, first held office in 1938 and served continuously on the Society's Council from 1943 until his death. For 40 years he was Hon Treasurer. In 1985-87 he was President and in 1995 the Society made him a presentation to mark 60 years as a member.

He was a modest man, but his contributions to discussions were apt and effective, and we valued his store of memories. By profession he was a fuel technologist, working with steel companies and in the Second World War with the Ministry of Fuel and Power.

Industrial History was only one of his interests. Above all he enjoyed travel, and he had been to many far corners of the world, from the Himalaya to Peru; in his late 70s, he casually revealed that he had just visited Spitzbergen.

Derek Bayliss



Taylor's Engine House with re-roofing of the compressor house under way (right), viewed from the car park
Photo: Peter Stanier

North West England

The Wirral Peninsula, Merseyside, has a wealth of industrial archaeological sites and the following are just a few of the latest developments.

McTay Marine, at Bromborough, are keeping alive the shipbuilding tradition of Merseyside. Tiny by comparison with Cammell Lairds, McTays have been busy building amongst other things, tugs, patrol boats, ferries and landing craft. Currently, they are building a second Thames Bubbler for the Thames Water Utilities Commission. This is a hi-tech state-of-the-art oxygenation vessel which is being used to bring life back to the non-tidal areas of the Thames.

So, how does all this hi-tech shipbuilding qualify for a mention in *IA News*? Although the designs and products are ultramodern, their production includes some longer standing features.

The shipyard itself has to be reached by little more than a country lane which heads for the River Mersey, but leads to the office block and elderly shipbuilding shed, which was once the Cammell Laird submarine building shed (a new shed is about to be built). McTays have to train their men in the traditional skills of their industry, and do so with an apprentice scheme in which parents of the young men are encouraged to show an interest.

It is perhaps the mould loft where it really feels as if you have taken a step back in time. Here, skilled craftsmen produce plywood templates for the various ships by using the patterns chiselled out on the floor of their workshop. Beneath one's feet lie the plans for a variety of vessels which can be adapted for specific requirements. To the uninitiated, the series of lines and curves is like trying to piece together a jig-saw puzzle without knowing what the picture looks like. Computer-aided

equipment is available to do the same job, but McTays have chosen to retain the original skill of craftsmen in their shipbuilding. This has resulted in the old established traditions of the industry helping to produce a thoroughly modern product.

The new tram system begins at Woodside Mersey Ferry Terminus, from where the new Hong Kong-built trams travel to the Egerton Bridge, one of the famous Mersey bascule bridges. Here the fully-restored machine house can be visited and a video history of Birkenhead and its unique dock system can be seen. The bridge can be opened by prior arrangement for group visitors.

At New Ferry, near Birkenhead, a Butterfly Park and Nature Reserve is being created, virtually on the site of the old Birkenhead Town Station (on the line from Woodside to Chester), where there are remains of railway sidings, water tanks, a derelict station house and a water treatment works. Water was pumped from a bore hole near the road to the water tank, where heavy lime staining on the soil is visible as the result of the very hard water leaking into it. Water was treated at the works (only a base and scraps of iron platform remain), then pumped to Birkenhead Central Station for use in the engines.

Whilst attempting to introduce a new species of butterfly to the park, helpers were digging out what they thought to be old ponds, but were in fact old clay pits dating back to the early 1800s. Among the artefacts found were hand-made bricks, bottles and tools. The old clay pits are thought to have been a family business, involving women and children. The clay was dug out on site, moulded and fired by different family members. The bricks are slightly wider and flatter than normal, and rather crude in finish. Many

are still being dug out and used as low walls around the pit, for decoration. All over the site flat-topped walls are being built, partly for use as seats for visitors, and partly for the use of sun-seeking butterflies. Plans are being made to incorporate the discovery into the nature reserve.

A Birkenhead engineering firm, the Fulton group are to use the former lighthouse complex at Ellesmere Port for their new headquarters. This will be the final phase of a £30m project for Ellesmere Port. Ellesmere light was originally built in 1836, but replaced by the Shropshire Union Canal in 1881.

Edwina Alcock

Greater London

The winter months during murky weather and poor light seem to be a popular time for demolition and site clearance. In the spring when it becomes brighter and easier to see things in the distance, it is striking what is no longer there. In general, a good deal of redevelopment is still going on in the more central parts of London, mostly involving the building of private housing.

At the east end of Moreland Street EC1, the last remnants of the Finsbury Distillery have almost disappeared. This area is being developed for housing and the whole character of the district including that around the canal basins to the north east is changing markedly. It is beginning to resemble parts of the Isle of Dogs but of course is much handier for the City, within walking distance, so the new accommodation should be rather more saleable. At the west end of Moreland Street, the former Gordon's gin distillery still awaits new users – probably a conversion for offices.

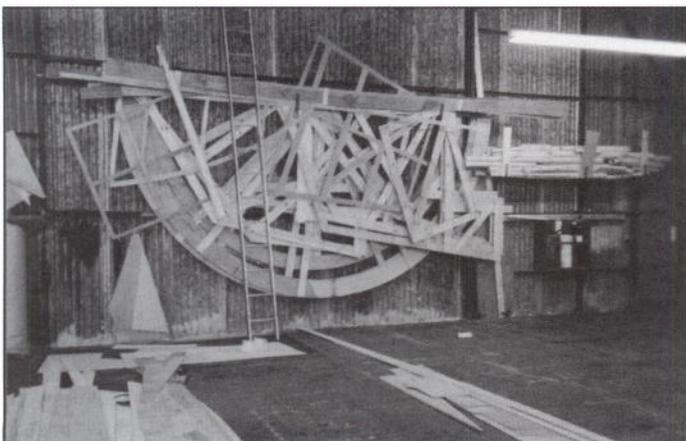
At Bromley-by-Bow, the Grade II listed gasholders on the site of the former Imperial Gaslight & Coke Co's works now have most of the upper parts of the cast iron guiding columns removed. They used to be the second most impressive set of gasholders in Greater London after those at St Pancras, but in their present painfully emasculated form have certainly lost their position in the league table.

In Nunhead Lane SE15, a garage was built in 1911 for the National Steam Car Co Ltd to accommodate its steam buses. Operations continued here until 1919, when the high price of paraffin fuel made the vehicles uneconomic. Later, motor buses were operated from the garage, but it is now disused and ripe for redevelopment. Although this

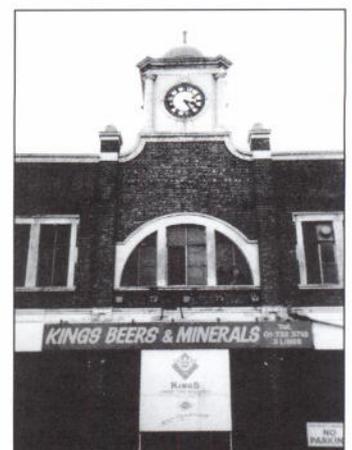
steam bus garage is unique in London and there are no listed examples in England, the developer is not interested in realising its historical potential. After the garage is demolished, it is hoped that its domed clock will be retained and placed on one of the new buildings. For further information, contact John Beasley of The Peckham Society, ☎ 0181 693 9412.

Part of Shortlands water pumping station near Bromley, Kent, may be adapted for housing. A flat here, within walking distance of Bromley South railway station and the centre of Bromley itself, would be an attractive proposition for young commuters. The first well at Shortlands was sunk in 1868 by the Kent Waterworks Co and a second was added in 1873. Both wells were pumped by Cornish Bull engines rather than the more usual beam engine arrangement. A third well sunk in 1910 was worked by an inverted-vertical triple-expansion engine. The buildings are architecturally attractive. With the Ring Main now supplying much of London's water, a number of other pumping station sites are likely to become available for housing.

To the west of Surbiton at Seething Wells, the large area of filter beds, reservoirs and associated water pumping stations by the river is well under way towards redevelopment for housing of various kinds. Some of the waterworks buildings will be retained. The Chelsea and Lambeth Companies set up here in 1852 to obtain cleaner water than they had been getting from the Thames in London itself (they were obliged to move by new legislation). Two sets of pumping stations were erected alongside the Portsmouth Road, with coal barged in along the river. The Lambeth Co had the group of buildings to the west, with the



Mould loft with plywood templates at the McTay Marine Shipyard Photo: Edwina Alcock



Time is running out for the former steam bus garage, Nunhead Lane, SE15 Photo: R. J. M. Carr



One of the Shortlands pumping station buildings, near Bromley, Kent

Photo: R. J. M. Carr

Chelsea Waterworks Co having the eastern buildings. Much of the Chelsea pumping station site is now covered with recent development for university housing accommodation, but a number of the Lambeth buildings survive and some will most likely be retained.

New developments are being put forward for the redevelopment and re-use of Battersea Power Station. The area was once a waterworks belonging to the Southwark and Vauxhall Co with an extensive estate of reservoirs and filter beds. An important survival from this period is a massive beam engine house, listed Grade II, originally dating from 1840. This is situated right to the east of the proposed development area

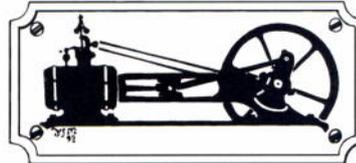
off Cringle Street SW8. The oldest part of the engine house was the location of the first purpose-built Cornish engine to be erected anywhere for waterworks pumping. This 68-inch engine was joined in 1846 by one of 64 inches, and a massive 112-inch engine was added in 1858. The application of the Cornish engine to waterworks pumping was a significant innovation in the mid-nineteenth century. The steam engines at Battersea were withdrawn from

service and broken up about 70 years ago, but the surviving building retains numerous features relating to the sequence of Cornish engine installation and is in an attractive Georgian style. The retention of the Battersea water pumping station building could well become a controversial issue conflicting with the re-use of the Power Station itself.

Back towards the centre of London, the Kings Cross-St Pancras

area is at present quiet, awaiting the great storm of redevelopment which is likely to start here shortly. Under the River Thames between Rotherhithe and Wapping, work is progressing on the Brunel Thames Tunnel which is due to reopen for rail traffic soon. A new reinforced concrete lining is now essentially completed and will prevent the previous seepage of water into the tunnel through the Brunels' porous nineteenth-century brickwork.

Robert Carr



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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.

10 May 1997

EMIA 53

at New Mills School, Church Lane, New Mills, Derbyshire. East Midland IA Conference on transport and industries around New Mills. Details from M. Sissons, 1 Far Coton, Market Bosworth, Nuneaton CV13 0PJ.

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 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 0554, Fax (30 1) 724 6212.

25 June - 4 July 1997

4TH Odra STUDY VOYAGE

Summer school of industrial archaeology from Wrocław to Kozle and back, exact itinerary variable according to water and navigation

conditions on the Odra River. Details and applications from Fundacja Otwartego Muzeum Techniki, 50-421 Wrocław. ul. Na Grobli 14/16. Poland. ☎/fax 048/071/34-36-714.

9-10 July 1997

METROPOLITAN RIVER CROSSINGS: BRIDGES & TUNNELS

at the Institute of Historical Research, London University. Conference on the theme of river crossings in London and elsewhere in the Old and New Worlds, from antiquity to the late twentieth century. Papers have been called. Details from Olwen Myhill, Centre for Metropolitan History, Room 351, Senate House, University of London, Malet Street, London WC1E 7HU. ☎ 0171 636 0272, ext 240; Fax 0171 436 2183; E-mail o-myhill@sas.ac.uk.

11-14 July 1997

MUD AND WATER: NAMHO CONFERENCE '97

at St Elphion's School, Darley Dale, nr Matlock, Derbyshire. Mining history conference, with lectures and visits, hosted by the Peak District Mines Historical Society. Details from John Thorpe, The Old Bakehouse, Cobden Road, Matlock, Derbyshire DE4 3JR. ☎ 01629 582521.

13-19 July 1997

INDUSTRIAL HISTORY IN THE WESTCOUNTRY

at Ilminster, a study week combining lectures and guided field visits on the

theme of 'water wool and mining' in and around Somerset. Further details from the Booking Secretary, Dillington House, Ilminster TA19 9DT. ☎ 01460 52427

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'Historie 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 from David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY.

6-8 October 1997

MINING - ENERGETICS - INDUSTRY

in Wrocław. International scientific conference devoted to the problems of protecting technical monuments of water power. Details and applications from Fundacja Otwartego Muzeum Techniki, 50-421 Wrocław. ul. Na Grobli 14/16. Poland. ☎/fax 048/071/34-36-714.

11 October 1997

WATERWAYS HISTORY CONFERENCE

at the Manchester Conference Centre, UMIST, Sackville Street, Manchester. A conference to encourage new research themes, stimulate debate and encourage a positive move forward in the research and promotion of waterways history. For details and booking form, send SAE to Paul Sillitoe, 2 Oaken Clough Terrace, Limehurst, Ashton-under-Lyne, OL7 9NY.

18 October 1997

KNIGHTS OF THE ROAD

at the Museum of British Road Transport, St Agnes Lane, Hales Street, Coventry, a symposium on the History of Road Freight Transport. Details from Dr Corinne Mulley, Department of Accounting and Finance, University of Newcastle, Newcastle upon Tyne NE1 7RU.

AIA

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- 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.



The modern tug Lady Cecilia, built with traditional skills on Merseyside (see page 14)

Photo: McTay Marine