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mines • shipping news • publications • regional news • TICCIH’s year
The Museum of the English Coalfields

After the rapid decline of the English coal mining industry with so much of its industrial archaeology demolished, the important work of the National Coal Mining Museum near Wakefield is featured in this issue. The development of this remaining site as a museum is described.

Rosemary Preece

The National Coal Mining Museum for England is based at the Caphouse Colliery and Hope Pit sites near Wakefield, West Yorkshire. The Museum is committed to opening up the history of coal mining and mining communities in the English coalfields to as wide an audience as possible through the interpretation of the surface buildings and collections and by providing access to the genuine underground workings. Visitors can go down the 140m. shaft in the cage and still see original roadways from the pit workings of the late-1940s. Further roadways have been developed which show how the pit would have been at various points in mining history. Tours underground are with ex-miner guides who talk about their experiences in the industry and give visitors the opportunity to speak with someone who has actually mined coal for a living. The pit still comes under the Mines and Quarries Act and has to comply with the same regulations as a working mine, and employ the same statutory officials.

The Museum was established as the Yorkshire Mining Museum at Chatterley Whitfield Colliery near Stoke-on-Trent in 1988 and had its official opening as the Yorkshire Mining Museum in 1989. The collections at that time were mainly from the modern industry within Yorkshire, and reflected the availability of material from the closure of so many collieries in the aftermath of the 1984/5 Miners’ Strike. Items had a strong Yorkshire connection, either from use in the coalfield or manufacture within the county. Although the displays were primarily technological. The decline of the industry led to an avalanche of recording and collecting and, with limited staff and financial resources, has left conservation and documentation issues which are still being addressed today.

In 1993 the museum at Chatterley Whitfield Colliery near Stoke-on-Trent went into liquidation, and its collections were sold at auction by the receivers. The British Coal Collection, which had formed part of the collections there, was identified as a separate charitable trust by the Charity Commissioners and saved from sale. This collection had been assembled over the previous 20 years at Lound Hall Mining Museum in Nottinghamshire, a Coal Board initiative which had led to a very wide-ranging collection from throughout Britain. The Charity Commissioners agreed that this unique collection could be preserved intact at the National Coal Mining Museum for England. Without their intervention it is quite possible that this collection would have been sold overseas. The collection had much early...
material from a number of coalfields which complemented the Museum's own collections and made a more comprehensive cover of the industry as a whole.

The Yorkshire Mining Museum became the National Coal Mining Museum for England in 1995, recognition by the Museums and Galleries Commission of the national scope of the collections and the Museum's real intention to act as the centre within England for the history of the industry. In 1995 funding was obtained for a store building for the smaller objects in the British Coal Collection and to fund a Registrar's post for two years to document the collections, which are now catalogued. A store for the large items, which at present have to be kept out of doors, is the subject of a Heritage Lottery bid.

The colliery site, deemed by English Heritage to be the model of a small Victorian colliery, is intended to allow visitors to gain an idea of the everyday workings of a pit. The colliery was established in the eighteenth century, and was one of the many small pits which made up the rural landscape of the West Yorkshire countryside. Coal seams in this area are at a very shallow level and many outcropped in the wooded hillsides and streams, so that many pits were shallow dayholes mined by smallholders who farmed in the summer and mined in the winter. Ironstone was mined from an early date at the bell pits of Bentley Grange close by, and the whole area shows the early industrial landscape which predated the establishment of the large, deep mines in the east of the county.

Caphouse was chosen as the site for the museum for many reasons, some linked to its early history, but in purely practical terms its site is a compact and manageable one, unlike many later collieries. Colliery buildings remaining on site include the 1876 steam-winding engine house, which is still run for demonstration purposes, the heapstead building with its wooden headgear, the early timber-framed screens building and the baths and office block. A wooden gantry leads from the screens building to the drift mouth which forms the second means of egress from the pit. There is not the sprawl of buildings which characterises so many late-nineteenth and early twentieth century pits, and this has enabled the pit to retain its essentially rural character. However, it has also caused problems, with a lack of space both for storing collections and expansion for new galleries. The lottery bid allows for modernisation and better use of existing exhibition space. The site is a distorted dumb-bell shape with Caphouse and the colliery buildings at one end. At the opposite end is the sister Hope Pit, which was used in later years for winding men down the shaft to the Caphouse workings while coal came up at Caphouse. Hope Pit retains a pump house and compressor house from the mid-nineteenth century and a later fan house, winding engine house and heapstead building. Only the heapstead building and winding engine house still have their original fitments, and the former shaft is still used to pump water from the workings adjacent to the Caphouse museum levels. There is no access to the Hope Pit site for the public at present, but refurbishment of this site is part of the bid, which includes a public-access large-object store adjacent to the Hope Pit site.

At present the old Hope Pit workshops are being used for storing some of the vehicles in the collection.

Exhibitions at the Museum are concentrated in the visitor centre and blacksmith's building, showing the history of coal mining in England from a community and workforce perspective. Outstanding aspects of the collections include an extensive range of coal-cutting machinery, early tubs and coal wagons, the unique coal-carrying corve from the Cumbrian coalfield, mining art, photographic collections and printed ephemera. There is a coal-mining library which is open to researchers by appointment on Tuesdays and Wednesdays as the process of indexing and cataloguing is still underway. A national survey of oral history recording is underway and is informing the Museum's own oral-history recording programme. The Museum works in collaboration with the Welsh Mining Museum at Blaenafon and the Scottish Mining Museum at Newtongrange, and has links with other mining collections throughout Britain through the Coal Mining Collections Group. Collecting still continues, although at a slower pace, and maximum effort today is directed towards preservation of and accessibility to the existing and future collections.

National Coal Mining Museum for England, Caphouse Colliery, New Road, Overton, Wakefield, West Yorkshire WF4 4DP, T 01924 848806, Fax 01924 840694, E-mail: info@ncm.org.uk

Miners' Lamps at the NCMME
Photo: Phil Butcher Photography/National Coal Mining Museum for England

Steam Winding Engine
Photo: Phil Butcher Photography/National Coal Mining Museum for England

Hope Pit
Photo: Phil Butcher Photography/National Coal Mining Museum for England

INDUSTRIAL ARCHAEOLOGY NEWS 112 3
Lime Kilns - modelling their technological development

In IA News 110, John Leach argued for a ‘national typology’ of lime kilns and suggested that the absence of such a tool has prevented regional or national studies being carried out. He also criticised the Monuments Protection Programme’s ‘Step reports’ on the lime industry for using ‘local’ terms and conveying an ‘erroneous idea of steady and progressive development.’ Writing as the author of these Step reports, this piece is in response to these points and criticisms. Many of the points raised are of relevance to the interpretation of many other industrial sites.

Michael Trueman

The Step reports were written for English Heritage as part of its ongoing review of the legislative protection afforded to England’s archaeological remains. Work on the Step 1 report was carried out in 1995, with public consultation in May and June of 1996. Step 3 assessments were carried out in 1996/97, and a public consultation followed in December 1998 and January 1999 (the point at which Leach submitted his typology). As this edition of IA News goes to print a set of additional assessments is being undertaken.

Monument Protection Programme (MPP) Step reports are designed to aid rational decision-making over how to apply a raft of legislative protection measures to a representative sample of the country’s industrial archaeological remains. For the lime industry, a grasp of what is fundamentally important about lime kilns must be at the core of those decisions. To my knowledge, prior to circulation of the Step 1 report, there had been no attempt to set down a comprehensive overview of the archaeology of the English lime industry, nor of lime kilns specifically. Hence, the Step 1 report attempted to set out a basic framework of the technological development that has underlain lime kiln construction in England over the last 2,000 years. I call this framework a ‘model’ of lime kiln technology (it must be admitted that one sentence of the Step 1 report made erroneous reference to the model as a ‘typology’ - this was loose expression and was incorrect). The model was described in considerable detail in the report, and the accompanying diagram provides a summary of it.

With regard to Leach’s point about the use of local terms, the Step 1 report deliberately used simple terms to label the basic technological variants of lime kilns, notably ‘clamp’, ‘flare’, and ‘draw’. The rationale for this was that, although local variation from these terms does exist, nevertheless they are widely used, they are fairly intuitive and they are easy to remember. Furthermore, the report carefully defined them in terms of two main kiln properties: the intermittent/continuous burning of the kiln charge (not drawing of the lime, which may occur at suitable intervals), and the division between separate-feed and mixed-feed arrangement of the fuel and stone used to make the lime (Leach’s ‘dual feed’ vertical kilns were included under the mixed-feed heading in the Step 1 report on the basis that the fuel and stone are ultimately mixed and burnt together). These basic definitions are described in industry textbooks - one work often cited amongst industrial archaeologists, is A.B. Searle’s Limestone and its Products (1935).

In setting out this model of lime kiln technology, the Step 1 report stated that the defined technological variants ‘broadly represent an evolution in technology, although there appears to be some uncertainty over the exact progress of that evolution.’ Perhaps it is this sentence that Leach reads as implying ‘steady and progressive development.’ From the evidence that was examined in compiling the report, unsurprisingly and in common with other industries, there does appear to have been a broad development from simpler forms of technology (clamp and flare kilns) to the more complex (draw, vertical, horizontal and rotary kilns). But of course this was not a ‘steady’ process and application of the technology saw conservation and selective use.

Leach refers to his table as a ‘typology’. However, I disagree with his concept of how to use typological study to gain understanding of the underlying technology. The rub of my argument is the difference between a ‘model’ and a ‘typology’. I see a ‘typology’ as a device for attempting to objectively corral data as part of a process of investigation that goes on to interpret that data. A typology (surely) should take a class of object and identify groupings within that class based on clearly identifiable characteristics. Of course all sorts of typologies can be built up using different characteristics. The trick is to select ones that may help in answering specific research questions. In terms of lime kilns, typologies based on form characteristics are one obvious way to use this tool. One can readily collect data on form and proceed to group kilns based on this. Furthermore, and importantly, at least some kiln-form characteristics are likely to reflect how the kiln was operated and

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Model of Lime Kiln Technologies

<table>
<thead>
<tr>
<th>Mixed-feed</th>
<th>Separate-feed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Intermittent</strong></td>
<td></td>
</tr>
<tr>
<td>Clamp - intermittent, usually mixed-feed kiln formed as excavated bowl, but essentially an impermanent structure. Includes saw/pee/horsehoe.</td>
<td></td>
</tr>
<tr>
<td>Flare - intermittent, usually separate-feed kiln generally formed as a permanent structure. May resemble draw kiln and includes: domed stove hole, flue/stoke hole, domed top.</td>
<td></td>
</tr>
<tr>
<td>Draw - continuous, usually mixed-feed kiln. Used for non-steel examples to distinguish from later ‘vertical’ kilns.</td>
<td></td>
</tr>
<tr>
<td>Vertical mixed-feed - continuous, mixed-feed steel-clad version of draw kiln, developed in C19. Many variants of 1 &amp; 2-shaft designs.</td>
<td></td>
</tr>
<tr>
<td><strong>Continuous</strong></td>
<td></td>
</tr>
<tr>
<td>Horizontal ring - continuous mixed-feed or separate-feed kiln, usually masonry, where stacking of stone to burn is steadily advanced around the tunnel, eg Hoffman, De Wit.</td>
<td></td>
</tr>
<tr>
<td>Horizontal tunnel - continuous, separate-feed kiln, usually masonry, where stone stacked on trucks and advanced through a tunnel.</td>
<td></td>
</tr>
<tr>
<td>Rotary or inclined - continuous kiln where stone passed down slightly inclined rotating cylinder with heat passed up the cylinder.</td>
<td></td>
</tr>
</tbody>
</table>

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may therefore help in identifying that operation. For example, if a kiln was built with openings on two sides, that fact cannot change and inevitably will group the kiln with others that have two openings (if a third opening was added, the modified form of the kiln means it can be related to a second group of kilns which have openings on three sides). Of course, a typology may need modifying and extending as more evidence is unearthed.

One may proceed to use this grouped evidence to explore points of interest, such as the application of local building traditions to lime kiln construction. One can also use it (alongside other data from, say, documentary research or more detailed investigations of the remains) as a step in identifying the technological basis of the kilns, for examining the detailed procedures used in applying that technology, and for investigating how that technology and its application evolved. In the example used above, there must have been a reason for having openings in one, two or more sides of each kiln, and grouping kilns by this characteristic may be of use in interpreting what this reason was. Hence, say, comparing number of openings and orientation with respect to local wind direction may reveal something about how draught through the kiln was being controlled.

I would call this stage of the investigation the interpretation of the evidence, that is the creation of a hypothesis or 'model' of reality based on the evidence. Any model is an approximation to reality and such models are open to modification, or to being knocked down completely. As an example, take the commonly assumed model that draw kiln technology emerged in the eighteenth century in relation to an increasing demand for more lime during the industrial revolution. As cited in the Step 1 report, the recent excavation of a set of thirteenth-century lime kilns at the 'Swirle', in Newcastle-upon-Tyne, led to analysis of the remagnetisation of sand around one of the kilns. The analysis suggested a final firing period for the kiln of 51 days, implying a 'draw kiln' method of burning (flare kilns burn through in much less time). This evidence lends itself to a new model, that draw kiln technology was developed in the medieval period. Clearly more evidence should be sought to explore which of these models is closer to reality.

I would argue from the above that assigning a kiln to a 'technological type' (or 'functional type' as Leach prefers to call it) is a potentially difficult process, as one has to go through several stages of interpretation of the evidence to arrive at it: site visit, historical research, survey, excavation, scientific analysis. What you actually achieve from this process is a model.

Finally, I find it difficult to see how the absence of a 'national typology' can be blamed for a paucity of regional and national studies of the archaeology of the lime industry. Could it not be that industrial archaeology is still a relatively recent academic pursuit; that there is a mass of data which is, amongst many priorities, only slowly being gathered; and that perhaps there has previously been a broad assumption that lime kiln technology was sufficiently well understood. The Step 1 report was, of course, a 'national study' and, full of shortcomings though it may be, hopefully has helped to 'bring order to the debates and begun to shape future direction and requirements.' It is at least gratifying to witness one of the offshoots of the MPP industrial projects - people are being spurred to look again at the topic of lime burning, and indeed since the Step 1 report was circulated, several regional studies have been carried out under the guidance of Sites and Monuments Record Officers.

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Are you entering the 2000 BRITISH ARCHAEOLOGICAL AWARDS?

The biennial British Archaeological Awards are the most prestigious awards in British archaeology. Since their foundation in 1976, they have grown till they now encompass 12 awards covering every aspect of British archaeology.

If you have seen a project that you admire, if you have read any books you have enjoyed, or if you know of any project you wish to encourage, you can help us in our pursuit of excellence. Read the outline of the awards below and send off for details. In some cases you can nominate or suggest entrants yourself.

The closing date for entries is 30 June 2000. Projects, books, films, etc from 1997 onwards are eligible for the Awards.

The winners will be announced at a presentation ceremony in the Great Hall, Edinburgh Castle in November 2000.

**SUPPORTERS:**
- Association for Industrial Archaeology
- British Archaeological Association
- British Universities Film & Video Council
- Council for British Archaeology
- Council for Independent Archaeology
- The Prehistoric Society
- Rescue - The British Archaeological Trust
- Royal Archaeological Institute
- Society of Antiquaries of London
- Society for Medieval Archaeology
- Society for Post-Medieval Archaeology
- Society for the Promotion of Roman Studies
- Young Archaeologists' Club

**THE AWARDS:**
1. The AIA Ironbridge Award – for the best adaptive, innovative re-use of any historic or industrial building. Sponsored by the Association for Industrial Archaeology.
2. The Young Archaeologist of the Year Award – sponsored by the Young Archaeologists' Club (Details from YAC, Bowes Morrell House, 111 Walmgate, York YO1 2UA).
3. The Finders Award – for the non-archaeologist, eg a digger-driver, who makes an archaeological find and reports it properly. Sponsored by Tarmac Quarry Products Ltd.
4. The Sponsorship Award – for the best sponsorship of archaeology. Sponsored by the Wedgwood Group.
5. The Heritage in Britain Award – the best long-term preservation of a site or monument. Supported by English Heritage, Cadw: Welsh Historic Monuments and Historic Scotland.
6. The Virgin Group Award – for the best presentation of an archaeological project to the public, thus stimulating awareness of and curiosity about our national heritage. Sponsored by the Virgin Group.
8. The Press Award – sponsored by Transco for the best reporting of archaeology.
9. The Channel Four Television Awards – for the best British made film, video and ICT presentation on archaeology. (Details from BU/BV, 77 Wells Street, London W1P 3RE).
10. The ICI Award – sponsored by ICI for the best archaeological project offering a major contribution to knowledge.
11. The Pitt Rivers Award – for the best project by volunteers, sponsored by the Robert Kiln Trust.
12. The Silver Trowel Award – sponsored by Spear & Jackson for the greatest initiative in archaeology. All entrants for the other Awards are automatically considered.

Send for details to: Richard J. Brewer, Hon. Secretary, British Archaeological Awards, c/o Department of Archaeology & Numismatics, National Museum & Gallery, Cathays Park, Cardiff CF10 3NP. Tel: 02920 57247; Fax: 02920 667320; e-mail: Richard.Brewer@nmga.ac.uk

**INDUSTRIAL ARCHAEOLOGY NEWS** 112 5
1999 Fieldwork and Recording Awards

Nine entries were submitted this year which is the largest number received for some time. The standard was exceptionally high with six entries from archaeological units or full time professionals, one amateur entry and two student dissertations. They varied enormously in subject matter, geographical scope and period and included archaeological investigations, site surveys and historic building recording and analysis. The entries are described here.

Shane Gould

Main Award
Tyne and Wear Museums Service – Excavations at Wallsend Colliery B Pit 1997 (joint winner)

1997 saw the start of a two year excavation on and around the Wallsend Roman fort as part of a large new museum and archaeological park development. One of the first excavations was on the B Pit site where previous work had indicated that the remains of the colliery were generally poorly preserved. However, it soon became apparent that the remains survived in an exceptional condition, and the decision was made that these should be recorded and displayed.

The first shaft at Wallsend which was sunk in 1780 became known as the A Pit and the B Pit was sunk shortly afterwards. Using modern archaeological techniques part of a complex multi-period site was revealed which included the remains of engine houses, boiler houses, shafts, arrangements for furnace ventilation and ancillary features. The results have been published in Archaeologia Aeliana Vol. XXVI (1998) and the remains have been consolidated for permanent public display within the archaeological park; the AIA conference visited the site in 1997.

The remains of the coal industry nationally and especially in the core area of the North East have been poorly studied. The judges felt that these results made an important contribution to the existing state of knowledge and should act as a model for similar projects elsewhere. It also demonstrates how far the subject has advanced when one considers that several years ago these layers would almost certainly have been machined-off to reveal the ‘more interesting’ Roman deposits below.

AOC Archaeology – The Embassy Cinema, Brentwood and St. Faiths Hospital, Brentwood (joint winner)

These two projects were undertaken in Essex in order to fulfill planning conditions for the recording and analysis of historic buildings prior to development. Based on the advice given in Planning Policy Guidance Note 16: Archaeology and Planning (Department of the Environment 1990) they are exemplars in what can now be achieved through the English planning framework; the developer being responsible for the initiation and funding of the projects.

St. Faiths Hospital was recorded in advance of demolition. The site was erected in 1854 as a residential Agricultural and Industrial School for the children of St. Leonard’s, Shoreditch. At the time of the survey, the surviving building comprised a main three-storied E-shaped block, with a front range of red brick with white brick and render detailing. Long narrow side wings extended north from the east and west ends of the front range, and a wider block, containing a large dining hall and kitchens, extended centrally from the rear. The survey produced important information on the form and function of the school. Children were accommodated in the rear wings with the administrative functions, board-room and apartments for the master being located in the front range. A number of interesting features were noted including a tile frieze of Psalm 23 ‘The Lord is my shepherd’ around the dining hall which set the moral tone for the establishment.

The Embassy Cinema was recorded in advance of its refurbishment and conversion into a public house. The building was of a fairly standard design and construction for cinemas of the mid-1930s with brick external walls, and a steel frame supporting the balcony without an intermediate structure interrupting the sight lines in the cinema stalls. The plan form utilises the majority of the site area to maximise the seating capacity of the auditorium, with the entrance and circulation spaces, the café and ancillary functions all accommodated under the spread of the rear balcony. Although the stalls have been much modified, a number of original features survived including balustrades, door handles and fibrous plaster detailing. Much of the original mechanical and electrical equipment also survived, notably the ventilation plant and boilers, as do the projectors still in situ in the projection room. An article on this building is due to be published in a future issue of the Industrial Archaeology Review.

Lancaster University Archaeological Unit – The ‘Hotties’ Science and Arts Centre Development, St. Helens

This major project at the former Pilkington Brothers’ Jubilee Sheet Glass Works, St. Helens has been underway since 1991 and involves both standing building analysis and archaeological excavation. The investigations have provided a rare opportunity to examine in detail the basal remains of a continuous tank furnace built during the late-nineteenth century. The structure represents the introduction to this country of a major technological development within the window glass industry, at a time when late Victorian housing was at its peak. Of the several furnaces built on this site, No. 9 Tank House is the only one to survive. It is the earliest remaining example of a continuous tank furnace for the production of window glass using the Siemens regenerative technology in Britain, and the Monuments Protection Programme Step 1 report on the glass industry confirms that the underground regenerators are ‘the only extensive survivors recorded.’ It is intended that the ‘World of Glass Project’ at the ‘Hotties’ will portray the technical development and heritage of the glass industry in a multi-million pound visitor centre and museum using the surviving archaeological remains as the pivotal element.

Although the judges were extremely impressed with the work thus far it was felt that a fair assessment could not be made in the absence of the completed results. However, the Unit are encouraged to submit the finished report which may fulfill the criteria for an ‘Outstanding Practice Award’.
Tees Archaeology - Middlesbrough: Nineteenth Century Industrial Survey
An assessment of the industrial archaeological resource of Middlesbrough District was undertaken using the first and second edition Ordnance Survey maps together with field visits. As a result of the work a successful Millennium bid has been made for the consolidation of a number of industrial archaeological features and the development of an industrial heritage trial around the town. This low-level methodology demonstrates how important and vulnerable data can be readily accessed into a regions Sites and Monuments Record.

Peak National Park Authority – Eton Mines, Staffordshire
Two articles were submitted on the Eton Mines: Early use of Gunpowder in the Peak District: Stone Quarry Mine and Dutchman Level, Eton’ (Mining History: The Bulletin of the Peak District Mines Historical Society, Vol. 13, No. 4 1997) and ‘Prehistoric Mining at Eton, Staffordshire: A Dated Antler Tool and its Context’ (Mining History, Vol. 13, No. 5 1998). The papers detail the first aspects to be studied at Eton, which concentrated on prehistoric and seventeenth century copper mining. By combining the skills and approaches of the archaeologist and mining historian the project has confirmed the presence of Bronze Age mining (at only the second site in England), identified evidence for continental-type gunpowder work in the seventeenth century, at what may be the earliest trial use in a mine in Britain and elucidated the development of Deep Eton Mine in the eighteenth century, which is demonstrating how a series of ambitious schemes for pumping and ore extraction were adopted as the need arose and/or as new technological innovation became available.

Brian Lamb – John Hall and Son (Dukinfield) Ltd: Report and Survey
This is an important survey of locally significant brickworks that was undertaken during the 1960s and updated in 1995. Having considered the company history, surviving plant is described with drawings of individual structures/buildings and sample products. Although the report lacks the detailed analysis of those produced by modern archaeological units it is the only record of a now vanished industry.

Wrought, puddled or malleable iron

Ray Cobbett’s letter ‘Malleable iron’ in IA News 110 raises an important question and it may be that others would wish to contribute.

John Harrison

W.K.V. Gale, in his British Iron and Steel Industry, 1967, p88, referred to Henry Bessemer’s 1856 British Association paper ‘The manufacture of malleable iron and steel without fuel’. Bessemer was, of course, introducing his soon-to-be-famous pneumatic conversion process. Gale went on to say that the word ‘malleable’ was often used ‘as a synonym for the wrought product, though it was quite incorrectly applied in this connection.’ But was it?

Metallurgy textbooks of the nineteenth century commonly discussed iron and steel under the headings of 1) the direct process for producing iron, 2) the production of pig iron in blast furnaces, 3) the conversion of pig iron into malleable iron and, finally, the conversion of pig iron into steel. Chapters on conversion of pig iron into malleable iron (relevant here) covered methods such as the various forms of finery, Henry Cort’s puddling furnaces, Swedish Lancashire hearths and, in later texts, various forms of mechanical puddling, most famously the Danks converter. All produced rolled products. Sometimes the conversion of castings into malleable castings by removing some of the carbon was included.

The term ‘puddled iron’ is self-explanatory. The more generally used ‘wrought iron’ simply means ‘worked’ by stirred with riddles to expose the high carbon iron to a decarburising flame. Gale used the term ‘wrought iron’, which was obviously familiar to him from his Midlands background. But what about ‘malleable iron’?

John Percy in his 1864 treatise on Metallurgy used the chapter heading ‘On the production of malleable iron from cast-iron’ and went on to discuss in detail all the various processes in use across Europe. Bloxam, 1885, also had a section on the conversion of pig into malleable iron. Greenwood and Sexton both had chapters entitled ‘Malleable or wrought iron’ in the 1890s and early 1900s by which time the process was in serious decline in the face of competition from steel.

More to the point, Lovethian Bell, one of the best known of the Cleveland ironmasters wrote (1884) that ‘the production of malleable iron in Cleveland fell in 1879 to 47 per cent of what it was in 1873.’ In 1886 he said that ‘no attempt to ascertain the make of malleable iron in the United Kingdom was made until the year 1881, and even then I am not aware of there being any record of the various classes which were rolled’, i.e. bars, rails and plates. The use of the term ‘malleable’ was well engrained in Cleveland by this period. Indeed, a decade earlier there were two puddling companies, the Hartleppool Malleable Iron Co. and the Stockton Malleable Iron Co., neither of which produced malleable castings. Both were equipped with puddling furnaces and rolling mills.

What is one to make of this? Maybe the term ‘malleable iron’, as applied to castings, was more used in the foundry and engineering industries, in other words the users of such castings. My own feeling is that in the iron and steel industries the older term ‘wrought iron’ tended to remain in use in the older, traditional iron making areas such as Shropshire and Staffordshire, for instance. The new term ‘malleable iron’ was adopted in the newer districts, particularly Cleveland, which were more conscious of, and indeed highly dependent on, the latest developments in iron making and metallurgy as expounded in journals and text books. They used the term ‘malleable iron’ as had Henry Bessemer when considering a name for his new product. Actually, the material produced by Bessemer was more similar to the old wrought/malleable iron than to the similarly old crucible steel. In the 1870s the ironworks engineers of Cleveland, where the emphasis was always on very large scale production, led the way in blast furnace practice and were vitally involved in the latest developments in both puddling and in steel making. The Cleveland industry had two branches, the production of pig iron and the production of ‘malleable iron’. Both were traded in Middlesbrough. The malleable iron trade became increasingly conscious of its more successful competitor steel and, perhaps, this had an influence on the shift from the old-fashioned sounding ‘wrought iron’. Whatever the reason, the term ‘malleable iron’ was commonly used in place of wrought iron in Cleveland and elsewhere in the late nineteenth century.

It would certainly be interesting to hear comments on this from other iron making localities. It is a question which has long intrigued me. Incidentally, for those who want to pursue the Cleveland industry the best source is probably C. A. Hempstead ed., Cleveland Iron and Steel; Background and nineteenth century history (British Steel, 1979), but unfortunately out of print). Chapter 5 covers the ‘Malleable iron trade’. 

Student Award
Gary Hope – Preserving the Titfield Thunderbolt: A Study as to whether featuring in a film has any effect on the preservation of our transport heritage (winner)
Submitted as a dissertation at the Ironbridge Institute the report considers the influence of the media in industrial preservation. Having described the film, the author then uses both primary and secondary sources to examine whether starring in the film had any influence on the survival and preservation of the various vehicles; they include the locomotives, brake van, Harry Hawkins’ steam roller, Mr Ruddock’s motor scooter, etc. A novel and interesting piece of work whose results will hopefully be published in a future issue of IA News.

David Roemmele – Industrial Archaeology of the Shrewsbury Canal, with particular reference to the remaining wharves, basins and locks along its length

Also submitted as a dissertation at the Ironbridge Institute, this project considers the history and technological development of the Shrewsbury Canal which then informs a discussion of the surviving surface remains.
Serve the AIA!
Council urgently needs four people for the following valuable jobs. Remuneration is nil in cash, (but a lot of appreciation) though expenses will be paid. Much of the work can be done from home: attendance at meetings of Council or the Management Committee is necessary only occasionally.

Co-ordinator for the Recording Awards
This involves: publicising the awards by circulating archaeology units, universities with appropriate courses, planning departments etc; sending out details to those who express interest, and receiving the entries; organising the judges; once a decision has been reached; contacting the winners and arranging for them to receive their award, whenever possible at the Conference. The Co-ordinator does not necessarily have to be one of the judges.

Co-ordinator for the Conservation Awards
Council would like to revive these awards. The job description is broadly similar to that of the Co-ordinator for the Recording Awards.

Publicity Officer
The need is preferably for someone with some knowledge of the workings of the main media, and ideally contacts within it. Essentially the work involves trying to get publicity for the Association's activities in every field.

Endangered Sites Officer
Someone needed to deal with the information we receive on planning applications affecting listed industrial buildings. Ideally this would be someone with some knowledge of planning processes, but much of the work would involve contacting local people who might have specialist knowledge. Since the details at present go to the Liaison Officer in Leicester, who could help with the necessary paperwork, someone within reach of Leicester would be especially welcome.

The AIA runs on the work given freely by a limited number of its members. We know there are many skills (perhaps unrealised!) out there to be tapped, need to tap the many skills you have to offer. These are all highly valued jobs which will enhance and develop the AIA. Unless we get some volunteers soon, these things will just not happen. If you are willing to help, please contact the Secretary, David Alderton, 48 Quay Street, Halesworth, Suffolk, IP19 8EY. ☏ 01986 722343.

Joint conference success
'The Archaeology of Industrialisation' was a joint conference of the AIA and the Society for Post-Medieval Archaeology. Fifty delegates, representing both societies, met in the gracious surroundings of Clifton Hill House in Bristol from Thursday 14 October to Saturday 16 October 1999. This first joint venture proved to be a highly stimulating occasion and each presentation was followed by lively debate. The joint organisers were Marilyn Palmer from AIA and David Cranstone from SPMA.

The first session, 'Perspectives on the archaeology of industrialisation', was opened by David Uzzell of the University of Surrey with the unusual topic of 'The role of psychology in understanding the past'. David has carried out considerable research into psychological interpretations of warfare and was looking at how these could also be utilised in understanding past industrialisation. He was followed by two speakers looking at aspects of the ceramic industry, Paul Courtney from Leicester on 'Artefacts and industry in the early modern period' and David Barker, from Stoke on Trent City Museum (and the out-going President of SPMA), on 'The ceramics industry of the eighteenth and nineteenth centuries'. Both speakers demonstrated the value of artefactual studies in the archaeology of recent times. The evening session on 'Material Culture and Social Change' was opened by Peter Scholliers from the University of Brussels with a fascinating paper 'Consumption and the Working Class in the late nineteenth century: co-operative retailing'. This dealt with the development of a multiple co-operative store in Gent, Belgium, and brought together both historical and visual evidence for changes in the patterns of consumption. Yolanda Courtney from Leicester City Museums looked at the role of tokens distributed in public houses as evidence for the survival of traditional marketing networks in the late nineteenth century.

The second day's papers began with the theme of 'Settlement and the Urban Landscape'. Both Roger Leech from the University of Southampton and Mark Horton from the University of Bristol looked at the role of wealth from slavery in the creation of Bristol's built environment in the early modern period. The setting was appropriate as Clifton Hill House itself was built on the profits of the trade. Stephen Hughes from RCAAHM gave a paper on 'The social archaeology of the eighteenth and nineteenth century copper industry of Swansea', showing how the industry gave rise not just to working premises but also to houses and chapels. Michael Nevell from the University of Manchester discussed an innovative methodology in his paper 'Industrialisation in the countryside: the roles of the lord, freeholder and tenant in the Manchester area, 1600-1870', relating types of buildings as defined in the RCHME/English Heritage Thesaurus to social classes. Finally, Keith Matthews from Chester Archaeology described how excavation had revealed aspects of working class life never recorded in documentary sources, in an area of court housing in Hamilton Place, Chester.

The afternoon's sessions dealt with 'Industry in the Rural Landscape'. Richard Newman from Lancaster University Archaeological Unit looked at 'Industrial rural settlements: genesis, character and context 1550-1840' over a wide geographical area, while Fred Hamond from Belfast described his single-handed field work on nineteenth-century rural and urban communities in Counties Donegal and Londonderry. David Gwyn from Gwynedd Archaeological Trust described patterns of small-holding combined with industrial activities like slate quarrying in upland areas of north-west Wales, while Lyn Willies, a freelance mining archaeologist, discussed recent survey work on mining landscapes at Gwennap in Cornwall. Finally, Harold Mytum from the University of York moved from landscapes of the living to those of the dead by looking at what cemetery and churchyard studies can reveal about attitudes to death in the early modern period.

The papers on Friday evening were concerned with 'Industrial Structures: Problems of Recording'.

Brian Malaws described the innovative methodology used by RCAAHM in recording process as well as built structures on large industrial sites, such as collieries. Anna Badcock from ARCS in Sheffield discussed her equally innovative approach to recording the Avenue Coking Works at Wingertworth in Derbyshire, attempting to apply theoretical concepts to industrial recording.

The final session on Saturday morning looked at 'The Influence of the Past on the Present'. Paul Belford, also from ARCS, described current work on interpreting the Symonds Croft area of Sheffield in his paper 'The destruction of urban industrial landscapes'. Tamara Rogic, originally from Croatia, but now studying at the University of Plymouth, took a fresh look at 'Approaches to the evaluation of the industrial heritage', including a frank appraisal of the short-comings of British conservation legislation. She was followed, appropriately, by Kate Clark from English Heritage whose paper, 'The industrialisation of archaeology: why we need to get out of the ghetto', in fact argued for the retention of the term 'industrial archaeology'. Finally, David Cranstone attempted to sum up the proceedings and to look at future directions in understanding the archaeology of industrialisation. The conference ended with a very positive discussion on the value of archaeological approaches to an understanding of past industrialisation. It was generally accepted that AIA and SPMA had a great deal in common and might pursue other joint ventures in the future. Publication of the conference papers is currently under consideration.

Many delegates remained to take part in a boat trip through Bristol's Floating Harbour and a walking tour through the lesser known parts around the Temple Meads area. Our grateful thanks are due to Roger Leech, Bob Jones (the city archaeologist) and Mark Horton for organising such an enjoyable end to a worth-while conference.

Marilyn Palmer & Peter Neaverson

ADVERTISE IN INDUSTRIAL ARCHAEOLOGY NEWS
See page 15 for details
Mysteries solved!
I have just received my copy of IA News 111 and am amazed to see three 'mystery photographs' of a place I know very well indeed. The site in question is the Southern Outfall Works of the Metropolitan Main Drainage, the system of sewers constructed to remove the pollution problems caused by sewage from the built-up area of London in the mid-nineteenth century. Although the photographs themselves are new to me, they can be dated fairly accurately to the period 1863-65 when the works was being built, the two showing construction work proceeding would be sometime in mid to late 1864, while the interior of the Boiler House is later, possibly early 1865. They were not all taken at the same time, as the view taken through a arch opening shows the Boiler House under construction, the further arch in the background being the doorway in the centre background of the interior view. The exterior view shows the Beam Engine House with scaffolding still around it. The building on the left is the Boiler House, in its original configuration, built to house 12 Cornish boilers in two rows of six. The boilers seen in the interior view are part of one bank of these double fire door Cornish, not Lancashire, boilers.

Interestingly, the caption in IA News says that 'there is no sign of the engines.' However, the view through the uncompleted Boiler House does show evidence of the engines. The arched opening in the background looks through into the Engine House and across this building to a window on the far side of the Engine House. Outlined against this window can be seen part of the flywheel of the engine 'Victoria', a view which can still be seen today as the buildings and engines at Crossness are still in existence, although sadly the interior of the Boiler House is no longer as it was.

Unfortunately, the people posing in the photographs cannot be identified, but judging by their dress the majority were probably visiting the works during construction.

Martin Wilson, Site Manager,
The Crossness Engines Trust,
58 Palmeira Road, Bexleyheath Kent DA7 4UX

Thirlmere's straining thing
A simple answer to the mystery bottom right photograph in IA News 111, p.7, is obtained from the book Thirlmere Water – a Hundred Miles – a Hundred Years, by N. Hoyle and K. Sankey (Centwrite, Bury, Lancs, 1994. ISBN 0 9523413 0 1) from which the following information is taken.

Plate 39 on page 80 in the book is taken from almost the same position as that in IA News, but here the room is filled with August people with the caption 'Official opening at Straining Well, 12th October 1894.' Page 24 explains: 'Water starts its ... journey to Manchester through the Straining Well ... Water drawn from the lake was strained through a double ring of fine copper gauge panels which were raised individually for washing by a hydraulic crane fed from a never-failing spring in the side of Helvellyn.' Thus the missing word in IA News is 'straining' and the 'thing' is a hydraulic crane for lifting the strainers out of the well for cleaning.

Plate 37 (page 68) is a photograph of this operation in progress, but shows the crane from the opposite side to the IA News photograph. It is captioned 'Members of the reservoir maintenance team washing a strainer.' The crane obviously rotates around, and one end is supported by, the upright pillar and has wheels at the bottom of both legs, running on a circular rail let into the floor. The book also shows the four-wheel bogie that ran on the pair of rails in the foreground of the IA News photograph, carrying a straining panel which appears to be about 8ft tall.

In the IA News photograph the crane appears to be in pristine condition, so could be taken on installation, a view supported by the builders' planks over the well in the centre. The pipes on the crane are obviously conveying water to and from the operating cylinders, one on each leg of the crane, level with the feet of the man in white up aloft. Beneath him the central figure on the floor appears to have both hands on the controls (hoist and radial movement?), which if so have been moved to one side in the photograph in the book. The flexible pipe in the foreground probably carries the low pressure water from the crane. A rigid pipe just right of the central pillar was possibly the high pressure water feed to the crane.

The straining well was in use until 1980, but the straining is now done elsewhere, the water being piped straight through the well. The building housing the well is/was on the east side of Thirlmere, grid ref NY 321149. A building is still on the site, but whether it is the building that housed the crane, perhaps someone from Cumbria can tell us.

This description, as usual, raises more questions than it answers. For instance, could the crane travel through a full 360 degrees? With apparently only two controls and three degrees of movement, was circumferential movement made by manpower? Are there any remains of the installations? Perhaps other correspondents can supply some answers.

R.F. Hall
29 Wiborough Road
Southsea, Portsmouth PO2 8RE

German and English mines
I am working on the connections between the German and English mining and foundry industry between 1710 and 1850. In some German archives there are many records written by over 70 visitors to England, most of them mining officials of the Harz Mountain, because this part of Germany (called Hannover) had links with Great Britain for more than 100 years. Several of their records are over 1,000 pages, and they describe coal, tin and copper mines, likewise iron making with their machineries in England, but drawings and pictures of restored works are missing.

Often the visitors recorded in 1789 the 'Cameron principle', which was meant for converting the reciprocating motion of a Newcomen engine into rotary to draw coal, men and boys. They saw it at both Newcastle's collieries and the Mining Chief v. Reden wrote in 1789: 'I would advise to use Cameron's invention (patented 1786) with the toothed Quadrant and the Weight in our haulings also, but the different depth of which we haul out is an obstacle for this. Mr Robert Cameron, a Scotsman, is living here [in Newcastle under Lyme] in 13 St George Street.' I have found in the Berlin Patent office Cameron's two patents (nos. 1525 and 1702).

I am planning a visit next summer to all interesting points from Edinburgh to Cornwall. Although I have the addresses of some open air museums, I am looking for local persons who could give me special explanations. Can anyone help?

Prof. Dr.-Ing. Kurt Schwertfeger
14482 Potsdam, Jägersteig 6
Germany

below - Drawing of Cameron's Patent

Delegates (not including your editor) at the AIA Chatham conference who visited Crossness failed to recognise the mystery photograph in IA News 111, or at least kept very quiet about it. The Boiler House has been extended since the 1860s.  

Photo: Ann Harrison
UK's year of TICCIH

2000 is going to be a significant year in the British IA calendar. The major 11th International Congress of The International Committee for the Conservation of the Industrial Heritage is supported by the AIA, English Heritage, the Science Museum and many other key bodies. It is expected that institutions from over 30 countries will be represented.

The TICCIH2000 congress will open at Imperial College, London, from 30 August to 3 September. The two plenary sessions will be held on 'The Industrial revolution of the eighteenth century' (very appropriate for a UK-hosted congress) and 'mass Production and Consumerism 1850-2000'. There will also be 16 workshop sessions with topics as wide ranging as methods of recording industrial buildings, training, demonstrating historic machinery, brownfield sites, promotion through the internet, futures of industrial museums, urban transport, the food industry and telecommunications.

There will follow a choice three Congress tours, to Cornwall, Wales or Scotland, before reconvening for a final evening in Manchester on 7 September. There is then the option of joining the AIA Conference in Manchester on 8-9 September. The Advance Programme should now be posted. Please join the mailing list by contacting the Congress Administrator at: TICCIH2000, Administrative Secretariat, 42 Devonshire Road, Cambridge CB1 2BL, UK. Tel: +44 (0)1223 323437, Fax: +44 (0)1223 460396, e-mail: cc@conferencecontact.co.uk. Further details can be found in the TICCIH2000 website, http://www.nmsi.ac.uk/researchers/ticcih2000.

Fountains mill

English Heritage and the National Trust are embarking on a major project to restore the watermill at Fountains Abbey, North Yorkshire, by Easter 2001. Said to be one of the oldest watermills in Europe, the first mill was built in about 1140 but when the west wall collapsed it was replaced by a narrower building with two wheels. As the abbey’s wealth increased, the mill likewise increased in importance. The mill continued in use after the Dissolution, and another wheel was added in the nineteenth century to power a sawmill. In 1928, a water turbine was installed to generate electricity for Fountains Hall.

After the 1940s the mill became a store and a mason’s yard for cutting stone for repairing the abbey.

Sir Neil to chair English Heritage

Sir Neil Cossons, an Honorary Vice-President of the AIA and well known for his directorships at the Ironbridge Gorge Museum and the Science Museum, is to become the new Chairman of English Heritage upon the retirement of Sir Jocelyn Stevens at the end of March 2000.

Viaduct revealed

The Grade II* Ouse Viaduct, West Sussex, has been restored to its Victorian condition. The 454m long viaduct is 28m high, with 37 arches. Each end has four decorated stone pavilions, while the brick piers support stone balusters (all 1342 were replaced). In 1842 the original stone came from Caen, Normandy, but the restorers have used Richemont Crema limestone from Bordeaux. The whole viaduct has been revealed without scaffolding for the first time in 15 years.

Mine Heritage and Tourism: a hidden resource

A conference was held at Nenagh in County Tipperary, Ireland, on 3-6 November 1999. This was organised by Minet, a project funded by the European Union to develop a pilot network of European Mine Heritage Centres. The existing partners in this are the Trevithick Trust from Cornwall; the European Centre for Traditional and Regional Cultures (ECTARC) from Wales; the Geological Survey of Ireland; Colectivo Proyecto Arayanes, Linares, Spain; Le Centre de Culture Scientifique, Technique et Industrielle (CCSTI), L’Argentiere-la-Bessade, France; and ‘Scopriminera’ from Piedmont in Italy.

Following the formal opening by Michael Smith T.D., Minister for Defence, who hailed from Nenagh, various papers were given, both by Minet partners and others involved in mining heritage. The latter included Ian Forbes from Killhope Lead Mining Centre, Emma Plunkett-Dillon from Dolaucothi Roman gold mines (National Trust), Xavier Llovera from Andorra and Stuart Smith on mining heritage tourism in Mexico. Rightly, considerable attention was devoted to mine heritage in Ireland, where there are significant mining sites at Silvermines in Co. Tipperary, Bunnmahon in Co. Waterford and Avoca in Co. Wicklow: visits were made to the first two of these before and after the main conference.

Irish hospitality was as warm as anticipated. Both in Bunnahamon on the Waterford coast and Silvermines near Nenagh, neither of them yet tourist centres, local ladies provided superb lunches including, of course, Irish stew! Following the conference dinner in the Abbey Court Hotel in Nenagh, an Irish folk band entertained the multi-lingual delegates, many of whom proved to be both singers and dancers. On the final night of the conference, we were entertained to a medieval banquet at Bunratty Castle outside Limerick. Local arrangements were in the capable hands of Eamon de Stafort of Shannon Development Ltd., which will be responsible for interpretation and opening of the Silvermines site. Documentary evidence suggests that mining was initiated here in the thirteenth century, probably by Italian expertise, and a return visit by Italian mine heritage organisers was made much of by the local press. It was both an informative and enjoyable conference and we hope to return to explore more of the Irish mining sites.

Marilyn Palmer & Peter Neaverson

Off your bike

Raleigh’s bicycle frame-making plant at Nottingham closed in December, and all frames will now be imported for painting and assembly. Although modern and not historic machinery was sold off, this marks the end of a 120-year period. Raleigh Cycles once led the British cycle industry and employed some 7,000 people at Nottingham.

The many mines of Linares

Last April a visit was organised by Minet (a European cultural initiative for creating links and co-operation between mining heritage sites) to Linares, halfway between Madrid and Malaga in Spain. The party included Stuart Smith, chief executive of the Trevithick Trust and general secretary of TICCIH, heritage development consultant Richard Williams, geologist Barry Gamble and Cornish beam engine expert Ken Brown. They were surprised to find a landscape with around 100 engine houses, for pumping, winding and crushing, including a rare Bull engine house, believed to be the most important one of its type in the world. At Mina Antofita, the steel headgear (used until 1976) was made at the Cornish Penryn works of Nicholas Sara and John Burgess in the mid-nineteenth century.

In the dockyards

SAVE Britain’s Heritage reports that the Royal William Yard at Devonport now has its third public owner in three years, having passed from the Plymouth Development Corporation to English Partnerships and now the Regional Development Agency. There is still no real answer to the future use of these fine buildings, but at last a full fabric survey has been undertaken so that the buildings do not deteriorate. SAVE would prefer a low key approach to the regeneration of the yard, creating a real mixed use quarter rather than having a large tourist ‘anchor’ project.

At Portsmouth, there is conflict over the future of the No.4 Boathouse: a ship hall and exhibition gallery for the Mary Rose Trust, or a ‘sensational arrival point’ for visitors to the historic dockyard, as favoured by SAVE.

LT Museum Depot

The London Transport Museum’s reserve collection has been opened at a brand new, environmentally controlled store, purpose-built on the site of the old tube depot just across Gunnersbury Lane from Acton Town station. For the first time some 370,000 items not currently on display at Covent Garden will be stored under one roof where they can be properly conserved and made available to public view. The Depot contains 22 items of rolling stock, 28 road vehicles, and many large and small objects, ranging from a 1920s tram shelter and parts of the circular escalator, installed but never used at Holloway Road station, to ticket machines, tiles, drawings, artwork, posters and archive film. The Depot will be open to the public on Sundays approximately once a month. (020 7379 6344 for details.)

Bill Firth

Radstock museum opens

The Radstock and Midsomer Norton District Museum has opened in its new premises at the restored indoor market building at Radstock in the
heart of the Somerset coalfield. This covered market with its wooden clock tower was erected in 1897 for the benefit of the mining population. The last mine closed in 1973 but the museum contains many items from the coal mining era.

The shipping news
In Bristol, the SS Great Britain, Brunel’s landmark screw-steamship, is said to be rusting away at an ‘alarming rate’ and proposed restoration measures will cost £10m. The 320-ft vessel was built in 1843 for transatlantic service but later became an emigrant ship to Australia before being converted to sail in the 1880s for taking coal to San Francisco via Cape Horn. After storm damage off Cape Horn on her third voyage, she put into the Falklands, where she became a store. In 1937, the hulk was beached at Sparrow Cove until retrieved and brought back in to Bristol in 1970. The Great Britain has been under restoration ever since, in the dock in which she was built.

A ship no more is the steam paddle tug Reliant of 1907 which visitors to the National Maritime Museum at Greenwich will recall as having been cut in half for display in the Neptune Hall. The historic vessel has now been completely cut up and scrapped.

The Arctic Corseil, Britain’s last surviving sidewinder trawler, which was built in 1960 and worked from Hull until 1986, was acquired by the Streetlife transport museum in January to celebrate the 700th anniversary of the city’s Royal Charter, restored at a cost of £400,000 and permanently moored beside the museum.

The 300-ft Nahnin luxury yacht, has been brought back from Romania to Devonport for restoration to her former glory. Although in a poor state, the vessel has never been modernised. She was built in 1930 by the John Brown Shipyard, Clydeside, for Lady Yule, the widow of the jute millionaire Sir David Yule, and boasted a crew of 51. Edward VIII and Wallis Simpson used the vessel for an Adriatic cruise in 1936.

Rolfe Street Project
The Rolfe Street Project is a major development at the entrance to the open air site of the Black Country Living Museum in Tipton Road, Dudley. The total project value is over £4.25m and the works involve the reconstruction of a Victorian swimming baths complex, from Smethick (without the water!), to provide exhibition, display, storage and archive facilities for the 200,000 plus people who visit the museum each year. In July 1998 the Heritage Lottery Fund announced it would provide a grant of nearly £3m; meanwhile, the Museum Development Trust is confident that it will have raised a total of £1.5m by mid-2000.

By December 1999, the foundation and basement works had been completed, to provide 6000 square feet of storage and provide the rigid base for erecting the cast iron framework of the main halls. The frontage to the Rolfe Street complex is a three-storey Victorian building with moulded brickwork and terra cotta detailing. This was dismantled almost ten years ago and all bricks and other pieces numbered. The task of re-erecting this structure is well under way. The exhibition elements are being designed by Haley Sharpe of Leicester, and the current opening date for the project is during the week commencing 17 July 2000.

Cumbria conference
The North West IA Conference was held at a joint meeting with the Cumbrian Industrial History Society on 17 October 1999 at Keswick. Mary Atkins spoke on drove roads, describing the national movement of cattle from Scotland through Cumbria to London’s Smithfield market, and discussing the problems of feeding and moving the cattle along the various routes.

Peter Robinson covered the subject of industrial railways between Workington and Aspatria in West Cumbria, which was one of the most densely populated areas for public railways in the country, mainly due to iron and coal mining. The railways proved to be highly profitable because of the large quantities of freight carried. Some even helped to expand the tourist industry. There was also a mass of private railways involved with all the industries in the area.

The final speaker, Ian Tyler, gave an overview of mining and details of Carrock tungsten mine in Mosedale, Force Crag barytes and zinc mine, and Birks Mine in the Eden valley which is still being worked for gypsum. He also described Kirkby Moor slate quarry, the largest hole in Cumbria and still working. Finally, some delegates travelled the short distance to the Lakeland Mines and Quarries Museum at Threlkeld for a tour.

Graham Brooks

Millennium walkway
After two years of planning and fund raising, the Millennium Walkway, a 175-yard long elevated steel walkway now spans the otherwise inaccessible cliff wall above the River Goyt at New Mills. The breakthrough came when the Millennium Commission agreed to meet £215,000 of the project’s £255,000 cost with a lottery grant. From the walkway, with the river beneath them rushing round a bend, visitors can inspect at close hand one of the most remarkable stone retaining walls to be seen anywhere, built in the 1860s to support the Midland Railway line from London and Derby to Manchester. On the opposite bank is the impressive Grade II* listed Torr Vale Mill, built within the bend of the river and the last working cotton mill in New Mills, working continuously since 1788. The technology of the waterpower can be seen at close quarters, with a large weir, sluice gate and headrace and tunnel into the mill. (Torr Vale Mill is described in IA News 105, Summer 1998, p.5).

The walkway is a spectacular attraction and a direct route through this historic gorge for the hundreds of walkers and visitors who come every year. Although the walkway is of modern design, this does not detract from its place in history following, as it does, a series of distinguished predecessors which have negotiated the physical problem of passing through, over and under the sandstone gorge. It is no wonder that visitors express surprise and admiration at what the Torrs can offer in the realms of industrial history, communications and geology.

Derek Brumhead

End for Indian steam
India’s last full-size working steam locomotives will be replaced by diesels this year. Steam has driven the country’s railways since 1853, and the only remaining locomotives are on the narrow gauge hill railways.

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Southern Works: Riverside Business Park, St Annes Road, St. Annes Park, Bristol, BS4 4ED. Contact: Geoff Wallis Tel: (0117) 9715337 Fax: (0117) 971677
New director for CBA

George Lambrick has been appointed as the new Director of the Council for British Archaeology in succession to Richard Morris. Mr Lambrick, formerly Deputy Director of the Oxford Archaeological Unit, took up the post in October. He says: 'The CBA is unrivalled in its ability to provide independent, authoritative advice and support to individuals, communities and government in order to foster appreciation and care of the historic environment. Pound-for-pound the CBA packs more punch than any other body concerned with the historic environment in Britain. By promoting education, research, conservation and communication, and acting as a forum for everyone concerned about our historic environment, the CBA helps to shape people's future quality of life across the UK.'

Oxford station

Work has been in progress at the Grade II* former London & North Western Railway station, Rewley Road, Oxford. Parts of this structure are similar to that of the 1851 Crystal Palace and surplus or rejected castings from the Palace may have been used. The building is to be rebuilt as a visitor centre at the Buckinghamshire Railway Centre, Quainton Road. For many years it has been in use as a rubber tyre fitting depot.

Robert Carr

Heritage Lottery Grants

Heritage Lottery Fund Grants announced between 13 May and 10 September 1999 include the following projects in England, Wales and Scotland:

Cheshire: Macclesfield Silk Museum (£350,000)
Derbyshire: National Tramway Museum, Crich (£88,000)
Essex: Sandford Mill engine house, Chelsford (£75,000)
Hampshire: Crux Easton Wind Engine, Newbury (£149,500)
Medway Towns: Paddle steamer, Chatham (£79,200)
Northumberland: Heatherslaw Mill, Cornhill on Tweed (£26,000)
North Yorkshire: Langcliffe Hoffman Kiln, Langcliffe (£182,500)
Nottinghamshire: The Workhouse, Southwell (£2.5m)
Somerset: Williton Workhouse (£70,000)
Tyne & Wear: Fulwell Mill, Sunderland (£87,000)
West Yorkshire: National Coal Mining Museum, Wakefield (£62,000)
Torfaen: Big Pit Mining Museum, Blaenafon (£266,000)
Edinburgh: Edinburgh Canal Society (£52,000)
Glasgow: Clyde Maritime Trust (£180,000)

Janet Peatman

We are very sorry to report that Janet Peatman died in mid-December, after a period of illness which she faced with her usual courage and cheerfulness.

Many AIA members will have met her at Abbeydale Industrial Hamlet, Sheffield, where she joined the staff in 1973 to do clerical work, became Keeper in charge of the site in 1986, and retired at Easter 1997 when the City Council closed the Hamlet. She fought hard for adequate funding and support, and was not afraid to criticise the Council publicly when this was not given. Her knowledge of the site and its history, and the scythe and sickle trade of the area south east of Sheffield, was apparent in her talks and articles, and in the exhibitions she arranged. One of these, in 1993 to mark the 60th anniversary of what is now the South Yorkshire Industrial Heritage Society, told the little known story of the struggle from the 1930s until 1970 to save and restore Abbeydale, and the Society's part in it. Her article 'The Abbeydale Industrial Hamlet: History and Restoration' was published in Industrial Archaeology Review, vol. XI, no.2, 1989, 141-154.

After Janet's retirement, while the Council began the discussions which eventually, largely through public pressure, led to the transfer of Abbeydale to the Sheffield Industrial Museums Trust, she played an active part in the Abbeydale & Shepherd Wheel Action Trust and became secretary of both it and the SYIHS.

She had two degrees, in languages and theology, and many talents and interests beyond industrial history. While she was a private and modest person, she had many friends who will greatly miss her.

Derek Bayliss

Regional News

East Anglia

This has been another relatively uneventful year in the region, though there have been some areas of concern. Firstly, though, the 9th EERIAC was held successfully in Kings Lynn, with lectures on the local IA and the history of local firm Coopers Roller Bearings followed by a wide-ranging coach tour covering sites and industries as diverse as shellfish processing, medieval salt mounds, the docks and Heworths refractory sand processing plant.

In Cambridge, the council attempted to preserve the two surviving gasholders from redevelopment, but were frustrated by a public enquiry which gave permission for demolition even though one holder had one of the very few surviving flying lifts. In view of technical developments which make gasholders redundant, Transco has announced its intention of demolishing these wherever possible, so more such struggles look imminent. Cheddars Lane Museum has recently acquired a locally made Charles Lack steam pump from the Chivers orchards: very few traces of the Chivers factory at Histon now remain. The National Trust has put a lot of money into Houghton Mill, with the installation both of a replacement water wheel and a new turbine to generate current for use.

In Essex the good work of the County Planning Section continues with thematic surveys of surviving hospitals, workhouses (many of which became geriatric hospitals), public water supply, telecommunications in Chelmsford and the Colchester and Blackwater Navigation. Sites which received detailed surveys include Epping Union workhouse, Heath Hospital, Tendring, the first County Lunatic Asylum, Elmcroft School and Crompton's Arch Works in Chelmsford.

Norfolk has seen much of the Colman's Carrow Road site in Norwich listed, but the remaining buildings are now very much under threat, with an application for demolition. Attempts are being made to save two of the better buildings on the paper mill site. Derek and Mary Manning have been visiting and surveying all the surviving structures along the North Walsham and Dilham Canal prior to a report to the County Council. On this canal, listing has been refused for Ebridge Mill. The modern mill is to be demolished, but there are plans to convert the older brick watermill buildings, probably to housing. Perhaps at the same time the heavily overgrown site of the lock and mill pond might be cleared. Other proposed conversions include the foundry buildings at Northrepps, though the plans suggest much of the character will be lost, and a fresh scheme for the Letheringsett maltings, a small estate structure. A detailed investigation of an East Anglian limekiln in the grounds of Gresham's school has revealed that the construction of the core is much more complex than had been previously been thought normal: other kilns may need re-examination.

On the Norfolk/Suffolk border, one of the last two working floor maltings in East Anglia at Ditchingham was badly damaged by a fire which destroyed the roof of the main block. Even though malting continued in the surviving buildings for some months, running at only 40% of capacity proved uneconomic and the complex has now closed. The future of the damaged structure, which was built as a silo mill and converted to malting, looks very uncertain, even though it is listed. Nearby at Beccles, Darby's timber yard (technically in Geldeston) also closed at short notice, principally, it would seem, not because business was inadequate, but because planning permission to redevelop the site for housing was about to expire and might well not have been renewed. Some of the buildings were original mid-nineteenth century and all were very typical of East Anglian workshop style. There was also a nice chimney, and some of the machinery in use was over 80 years old.

In Suffolk, the 'conversion' of the very large maltings block on Pelaw Street, Ipswich, has been completed and retains the look of the original buildings but not a lot else. A building with an uncertain future in Ipswich is the No7 Transit Shed which is almost the only surviving building.
from Ransome’s Waterside Works. Bull Motors are closing, which puts their 1920s frontage, part of E.R.F. Turner’s works, at risk. Claydon cement works has closed, but the site remains intact for the present. More auspiciously, the unique level crossing gates carrying the platforms at Halesowen station have been cosmetically restored, though some missing parts have not been replaced. The main station platform, a section of which was still at its original height, has now been raised to standard level for very valid safety reasons. However, restoration is not always good news, especially where restorers of listed buildings proceed without consultation, planning approval or any real appreciation of the structure and contents, as has happened with the rather nice Wickham Market watermill. SIAS have done a survey of the substantial remains of a whiting works at Pakenham: in the same village the windmill is having its cap and sails repaired as I write.  

David Alderton  

Yorkshire and Humberside  

It is good to record a growing amount of archaeological work on industrial sites, encouraged particularly by PPG16. Important early mining remains are now likely to be fully recorded, when ten or even five years ago might only interest a local photographer. In Sheffield, excavation uncovered tan pits in the Markets redevelopment in an area with a long history of tanning, and work on the Exchange Brewery site, where the Vickers steel and engineering empire began in the 1820s, revealed the location and watercourses of the medieval Town Mill (though no old masonry was found) and remains of eighteenth and nineteenth century steelworks. Commercial river boats of the seventeenth to eighteenth centuries were revealed by an excavation in a dry stretch of the River Aire near Castleford; only segments could be preserved but all were photographed in situ. The former RCHME made a photographic survey of Thorne Marsh power station (1958–66) near Doncaster before it was demolished. Dave Hughes of Bradford University is doing experimental research into the properties of the early cement made at Sandsend near Whitby. There has been progress with the preservation of important industrial sites in the area. English heritage and the National Trust have carried out a £1m restoration of the monastic watermill at Fountains Abbey which will open to the public at Easter 2001. Bridge Mill at Hebden Bridge, which began as a manorial corn mill in 1314 and worked to 1956, has been saved from demolition and restored, with its interior waterwheel, for use as shops and craft workshops; the former Walkleys Clogs works just down the valley is now ‘Walkleys Canalside Mill’, full of shops and heritage displays (including a working clogmaker), while commercial clog production has moved to Eliland. Structures at Seldi Hill lead mine in Upper Swaledale have been reconstructed by the Yorkshire Dales national Park Authority. A row of three domestic nail forges in a cottage garden at Hoylandswaine, Barnsley, has been given to the South Yorkshire Industrial Heritage Society for repair and conservation in co-operation with the village’s Environmental group. Heritage Lottery Fund grants have included £236,000 for Skidby Mill near Beverley, Yorkshire’s only working windmill, and £312,000 for Pickering Station on the North York Moors Railway. Barnsley MBC held a seminar in December 1999 to discuss the future of the Newcomen engine at Elescar, and in particular whether it should be restored to work with steam, or by other means, or only as a static exhibit. The recent announcement that Kangol is to discontinue the manufacture of Yorkshire flat caps in Leeds, except possibly for a limited ‘heritage’ operation, will and import it from China, underlies the continuing decline of traditional manufacturing in Sheffield, the Avesta armour plate works at Cammells’ Cyclops Works, and the hand rolling mill (water powered until 1957) at Low Matlock in the Lowley Valley, both visited during the 1995 AIA Conference, closed in 1999, as did the city’s last sizeable brewery, Wards. There are discussions with the developer about a scheme to preserve the rolling mill as a historic site, and some of the brewery buildings may be saved even though they are not listed, but the massive hydraulic presses at Cyclops are likely to be too difficult to preserve. The English Heritage Register of Buildings at Risk, which covers ancient monuments and Grade I and II* listed buildings, highlights the problems of many important industrial monuments. In Yorkshire they include the very large Mannigham Mills at Bradford and the 1849 Wicker Arches railway viaduct across the Don valley in Sheffield, where theft of masonry from the site of Victoria Station has been a problem. The glass cone at Catcliffe, Rotherham, is to be made more secure after vandalism, and its interior will be closed off. Kelham Island Museum in Sheffield has unveiled plans for a transport gallery to feature two of the three known surviving Simplex luxury cars (the other is in the Powerhouse museum in Sydney, Australia). It has built a new Environmental Education centre, and just outside its gates is the new Kelham Island Brewery, now the city’s largest, a private venture but developed in co-operation with the Museum. Abbeydale Industrial hamlet was open to the public for 18 weeks last summer and may have a longer season this year, but there are still problems in funding badly needed repairs. A private collection of stationary steam engines at Markham Grange Garden Centre near Brodsworth north of Doncaster is now open to visitors at weekends and bank holidays; it includes the horizontal tandem engine Agnes, made by Pollitt & Wiggell of Sowerby Bridge in 1909, from Washpit Mill, Holmforth. The £5m contract for the repair of Britain’s longest canal tunnel, Standedge Tunnel on the Huddersfield Narrow Canal, has been given to Almargamated Construction Co. Ltd. of Barnsley. The scheme by developers Tawneywood to reclaim the site of Kiveton Park Colliery and restate the Chesterfield Canal from there to the M1, by opening out the 1776 Norwood Tunnel which closed in 1907, was rejected by Rotherham because of local concern about opencasting, and the government development agency Yorkshire Forward has come up with a £2m landscaping and leisure scheme which does not include renovation of the canal.  

Derek Bayliss and David Cant
Local Society and other periodicals received

Abstracts will appear in Industrial Archaeology Review.

BIAGSscope, issue 44, Autumn 1999
BW Monthly, June–November 1999
Bulletin Museu da Indústria Têxtil, 10 (Portugal).
Condensation (Newsletter of Westonzoyland Engine Trust), July & October 1999
Context, Nos. 61 & 62, March & June 1999
Cumbrian Industrialist, 2, 1999
GLIAS Newsletter, 184 & 185, October & December 1999
Greenwich Industrial History, 2/4 & 5, August & October 1999
Institute of Historic Building Conservation News, 8 & 9, February & May 1999
Manchester Region Industrial Archaeology Society Newsletter, 88 & 89, August & November 1999
Modern Records Centre Information Bulletin, 66, June 1999
The Mundling Stick, vol. 5, no. 2, Summer, no. 3, Autumn 1999
Northamptonshire Industrial Archaeology Group Newsletter, 74, June 1999
Nottinghamshire Industrial Archaeology Society Journal, 24/2, October 1999
PHEW Newsletter, 82 & 83, June & September 1999
Scottish Industrial Heritage Society Bulletin, 8 & 9, June & October 1999
Scottish Industrial Heritage Society Review, 40, Summer 1999
Society for Industrial Archaeology Newsletter, 28/2, Summer 1999
Somerset Industrial Archaeological Society Bulletin, 81, August 1999
Suffolk Industrial Archaeology Society Newsletter, 66, August 1999
Surrey Industrial History Group Newsletter, 110 & 111, July & September 1999
Sussex Industrial Archaeology Society Newsletter, 103 & 104, July & October 1999
TICCIH Bulletin, No. 5, Summer 1999
Yorkshire Archaeological Society Industrial History Section Newsletter, 50, Autumn 1999

Short Notice

Concrete through the ages from 7000BC to AD2000, by British Cement Association (British Cement Association, 1999), ISBN 0 7210 1547 6. 37 pp, £10 from Public Sales, BCA, Century House, Telford Avenue, Crowthorne, Berkshire RG15 6YS.

Illustrated with colour photographs, this publication gives a quick summary of the uses of concrete from earliest times, the Romans, Middle Ages, experiments and developments of the nineteenth century, to twentieth century uses in houses, bridges and wartime (Mulberry harbour, early warning systems, ships). Modern aspects covered include water supply, care for the environment, bridges and the future.

Books Received

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


The author sets the subject in its historical framework and then looks at the types of field evidence, from earthworks, track, bridges, viaducts and tunnels, to the wide range of hybrid and rope-hauled railways. Railway architecture is then examined, including stations and ancillary buildings such as engine sheds and signal boxes. The book includes a full glossary and gazetteer of sites and is copiously illustrated in colour and black and white.

Derbyshire Watermills: Corn Mills, by Alan Gifford (Midland Wind and Water Mills Group, 1999), ISBN 0 9517794 3 5. 142 pp, 75 ills. £8.50 inc. p&p from the Group, 14 Falmouth Road, Congleton, Cheshire CW12 3BH.

A sequel to the author's Derbyshire Windmills, this book provides historical and technical information on approximately 150 water-powered corn mills that once existed in the county.


This book analyses the attempts of the gas industry before 1850 to use and sell the by-products of gas manufacture - and to relate this to the industries developing in east London at the same time. In doing so it offers challenging new insights into both the gas industry in its first years and also its relationship with other industries.

Eminent Civil Engineers: Their 20th century Life and Times, ed. by David Doran. (Whittles Publishing, 1999), ISBN 1 870325 92 3. 281 pp, 67 ills. £35.00.

This book gathers together contributions from 30 engineers who have influenced civil engineering in recent times. They were invited to write about their career and what encouraged them to follow this path; who inspired them; what they found of interest; what fundamental principles they learned and carried with them - and much more.

INDUSTRIAL IMAGES FROM TEMPUS

Tempus Publishing's successful Archive Photographs series runs to over 500 titles on cities, towns and villages around Britain. To these have been added a number of titles on industrial archaeological topics. Ten new issues have been received from Tempus in their 'Images of England' series, and two in the 'Images of Railways' series. All of them have many illustrations of interest to the industrial archaeologist.


This book presents a pictorial record of the history of the navigation from its beginning in the seventeenth century to the present day. Photographs along the navigation include the 'Tom Pudding' compartment boats, each carrying about 40 tons of coal and towed in trains behind a tug. Goole Docks, with its coal hoists for loading ships from the compartment boats, ship and boat building and modern scenes are included.


This book begins with the Coalbrookdale coalfield, worked since at least the Middle Ages and where Abraham Derby substituted coke for charcoal for iron smelting. Photographs of mines, above and below ground, show many sites in and around the Ironbridge and Telford areas, now long vanished. The Wyre Forest and Clee Hills coalfields are also included.


Immingham dock was developed in 1906-12 by the Great Central Railway to relieve congestion in Grimsby The 45-acre dock had large coal hoists, there were 170 miles of railway sidings, and a massive grain store. The entrance
lock could take any ship able to go through the Suez Canal, and for a while
Immingham was a potential liner port.

The Leeds & Liverpool Canal in Yorkshire, compiled by Gary Firth (Tempus

The long and successful Leeds & Liverpool Canal, completed in 1774, is
depicted in scenes of the eastern section from Leeds to Barnoldswick. These
include the famous Bingley Five Rise Locks, wharves and bridges along the
route, boat life, industry and trade associated with the canal, maintenance
and special occasions including breaches of the canal.

Liverpool Docks, compiled by
Michael Stammers (Tempus
Publishing, 1999), ISBN 0 7524 1712

This book surveys the rise and fall of
Mersey shipping and the
rehabilitation of the docks in
Liverpool. All the busy scenes of a
great port are here in photographs -
steamers, motor ships, tugs, cranes
and warehouses - progressing along
the water front. Buildings associated
with the docks are also covered, such
as the Liver Building, Dock Office and
Custom House. The Albert Dock
Traffic Office is shown, now
refurbished as studios for Granada TV
News.

The London, Brighton & South Coast Railway, compiled by John Minnis

Scenes of the railway seek to contrast the line from the urban landscape
of south London through rural Sussex to Brighton. The book also shows the
development of the railway's locomotives over 60 years. The earliest
photograph dates from 1862.

London's Railways, compiled by K.A.Scholey (Tempus Publishing, 1999),

A mixed photographic collection which covers the main railway termini
of the capital city, as well as scenes of suburban networks and the
underground. Of interest too are the power stations, such as at Neasden, to
provide electric power for the railways. The photographs bring the classic
story of rail travel to life and demonstrate how much London has been
dependent on the railways.

P. & A. Campbell pleasure steamers from 1946, compiled by Chris Collard

Photographs cover the story of the firm's efforts to regain the pre-war
successes of its famous White Funnel Fleet in the Bristol Channel, struggling
against poor weather, rising costs and falling interest in pleasure cruising,
until closure in 1980. This book follows an earlier volume tracing the fleet
from 1887 to 1945.

Peak District Mining and
Quarrying, compiled by Lynn Willies
& Harry Parker (Tempus Publishing,
1999), ISBN 0 7524 1710 X. 128 pp,
200 ills. £9.99.

The authors have brought
together a fine collection of
graphs, with accompanying
informative text, to illustrate the lead
mining industry for which the district
is famous. There are above and below
ground scenes, both historic and
modern. Lead smelting, mines for fluor spar, and quarries for building stone,
roadstone, black marble and chert are not forgotten.

Scunthorpe's Industries, compiled by Reg and Peter Cooke (Tempus

The book chronicles the development of the iron and steel industry in
Scunthorpe since 1860 through its heyday years, two world wars and the
gradual closing down of the works in the 1970s and 1980s. Archive photographs
include open cast ironstone mining, scenes outside and inside the
works, events related to the industry and views of the town itself. A
useful chronology of the iron and steel industry is given at the end.

The Wey & Arun Junction Canal, compiled by P.A.L.Vine (Tempus

Opened in 1816, this picturesque 18-mile canal provided a link between
London, the Sussex coast and Portsmouth. It closed in 1871 and photographs
capture points of interest along the route of the derelict canal. The Wey &
Arun Trust has been trying to reinstate the canal since 1970. Published in
association with British Waterways.

The Wigan Coalfield, compiled by Alan Davies & Len Hudson (Tempus

Activity in the Wigan coalfield finally ceased in 1992 after some 600
years. For a short period in the late nineteenth century, Wigan was widely
known as 'Coalopolis'. The collection of historic scenes above and below
ground have been selected from the Lancashire Mining Museum, Wigan
Heritage Centre and the Donald Anderson/Tony Frances archive. The book
provides an intriguing insight into the lives and working conditions of the
Wigan area miners.
DIARY

1-2 April 2000
AIA IRONBRIDGE WEEKEND
at the Long Warehouse, Coalbrookdale, on the theme of 'what should we do with our records?'. The aim is to draw up a code of 'best practice'. Details to be circulated. Booking forms available from Isabel Wilson, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH. Tel: 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk

1 April 2000
SERIAC
the South East Region IA Conference, at Chertsey Hall, organised by the Surrey Industrial History Group. Talks include stone, animal engines and seaside piers. Details, when available, from Alan Thomas, 6 Birches Close, Epson, Surrey KT18 5JG.

8 April 2000
SWWRIAC
the South Wales and West Region IA Conference, at the Town Hall, Bridgwater, Somerset, organised by the Somerset IA Society. Tour of Bridgwater or WestonZoyland Engines afterwards. Details from Geoff Fittong, Giles Cottage, Hill Lane, Brent Knoll, Highbridge, TA9 4DF, Tel: 01278 760869, e-mail: geoff@fittong.freeserve.co.uk

24-30 April 2000
AIA VISIT TO SPAIN
exploration of IA between Madrid and Cordoba, Spain. Includes the windmills of La Mancha, water mills, wine cellars, distillery, gunpowder works and many more sites. Please contact Paul Saulter, 62 Marley Road, Rye, East Sussex TN31 7BD.

6 May 2000
EMIC 59: ROUND THE HOUSES IN DERBY
at the Aston Court Hotel, Derby, hosted by the East Midlands Branch of the Railway & Canal Historical Society, a conference to look at the importance of Derby in the development of the Midland Counties and Midland Railways. Morning talks with afternoon tours of historical railway sites. For details, contact Brian Dobie, 72 Moor Lane, Bramcote Hills, Beeston, Nottingham NG9 3HF.

10 June 1999
ERIAC 10
the 10th Eastern Regional IA Conference, to be held at the Rugby Cement Company works in Barrington, Cambs. Programme includes lectures and a tour of the works. Details and booking form (SAE please) from: Mrs Brenda Taylor, Crown House, Horsham St Faiths, Norwich, NR10 3JD.

14-18 July 2000
1ST INTERNATIONAL NAMHO CONFERENCE
the 21st annual event of the National Association of Mining History Organisations goes international, hosted by the Carn Brea Mining Society and Camborne School of Mines at Truro School, Truro, Cornwall. The theme of InterNAMHO2000 will be 'acquire, record and display'. Events will include indoor lectures and a large selection of excursions to mining heritage sites. For further information and booking forms, write to Lawrence Holmes, Rivergarth, Malpas, Truro, Cornwall TR1 1SS, or Tel: 01872 278234, e-mail: NAMHO@csm.ex.ac.uk

30 August - 7 September 2000
TICCIH 2000
the 11th Congress of the International Committee for the Conservation of the Industrial Heritage, with plenary and workshop themes held at Imperial College in London from 30 August to 2 September 2000, followed by a choice of tours to Cornwall, Scotland or Wales from 3-7 September and a concluding evening in Manchester on 7 September. There is then the opportunity to attend the AIA Conference which starts on 8 September. Details from TICCIH Congress Administrator, 42 Devonshire Road, Cambridge CB1 2BL, Tel: +44 (0) 1223 323437, Fax: +44 (0) 1223 460396. See page 10.

8-15 September 2000
AIA ANNUAL CONFERENCE
at Hulme Hall, Manchester. Advance notice only. Further information is included with this issue.

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY
ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2000

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

Work submitted may already have been published or, if not, may be encouraged to publish.

As well as the main award there is also the Initiative Award for innovative projects, e.g. those from local societies; and to encourage the future industrial archaeologists, a Student Category.

THE CLOSING DATE FOR ENTRIES IS 1ST MAY 2000

Successful Entries will be notified in August. The successful authors will be invited to attend the AIA annual conference in Manchester to collect their awards in September 2000.

Enquiries for further details should be sent to:
AIA Liaison Officer, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH

252 5337 Fax: 0116 252 5005.

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