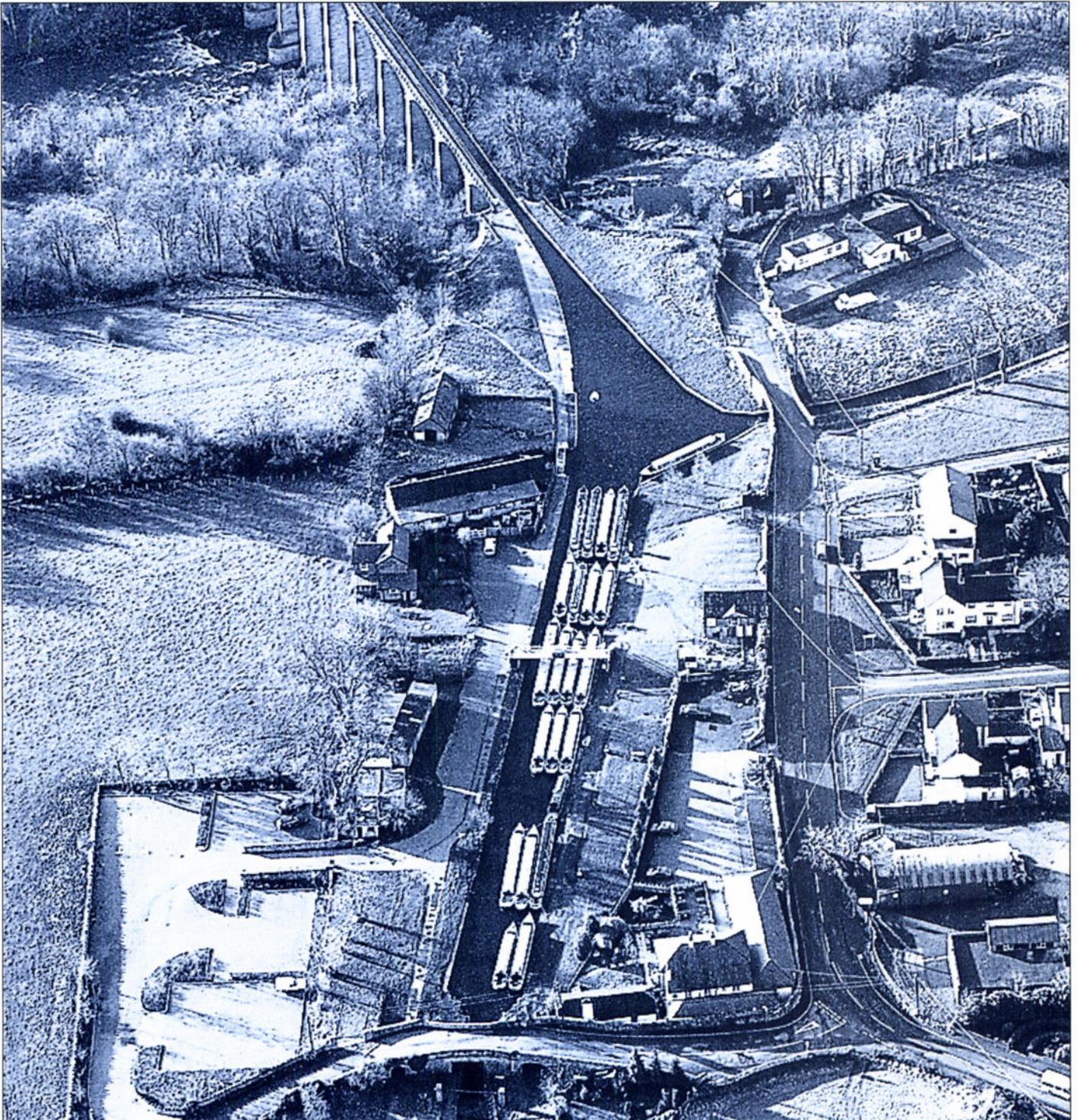


INDUSTRIAL ARCHAEOLOGY NEWS

114
AUTUMN
2000

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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SPECIAL TICCIIH 2000 ISSUE



INDUSTRIAL ARCHAEOLOGY NEWS 114 Autumn 2000

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COVER PICTURE

Aerial view of Thomas Telford's Pontcysyllte Aqueduct, built in 1795-1805 to carry the Llangollen branch of the Ellesmere Canal over the Dee valley. A cast-iron trough 1,007 feet long with 19 spans on stone piers takes the canal 121 feet above the River Dee. When built, this was one of the wonders of the industrial age. The Trevor basin is in the foreground, with the Llangollen arm to the right.

Photo: Crown copyright RCAHMW

The AIA welcomes TICCIH 2000

The Association for Industrial Archaeology welcomes delegates from over 30 countries to the Millennium Congress of The International Committee for the Conservation of the Industrial Heritage, which is being held from 30 August to 7 September 2000. The Congress will begin at Imperial College, South Kensington, **London**, with four days of lectures, workshops and study visits. Delegates will then have the opportunity to travel on one of three Congress Tours, to **Scotland, Cornwall or Wales**, before reconvening at **Manchester**. Immediately following the Congress, delegates may wish to join the Association for Industrial Archaeology's Annual Conference at Hulme Hall, University of Manchester, with a pre-conference seminar and weekend conference followed by a four-day programme of field visits and evening lectures (booking details on the Diary page).

The Association for Industrial Archaeology is the national organisation for people who share an interest in Britain's industrial past. It brings together people who are researching, recording, preserving and presenting the variety of this country's industrial heritage. The AIA is a valuable forum for amateur groups and professional bodies working in the broad field of industrial archaeology. The annual conference is held at a different venue every year, and consists of a weekend conference complemented by an additional programme of several days of field visits and lectures, usually hosted by a local

society. A gazetteer of industrial archaeology sites in the area of the conference is produced each year for members of the AIA. The annual Ironbridge Weekend includes workshops and discussions on issues and problems common to affiliated societies and professionals. Other seminars are held, and field weeks in Britain and abroad have also been organised for members. The AIA Fieldwork and Recording Awards are presented annually for high standards of survey and interpretation by amateurs and professionals. *ebrsw Industrial Archaeology Review* is published twice a year, and the *Industrial Archaeology News* is a quarterly magazine containing information on current industrial archaeology events and news.

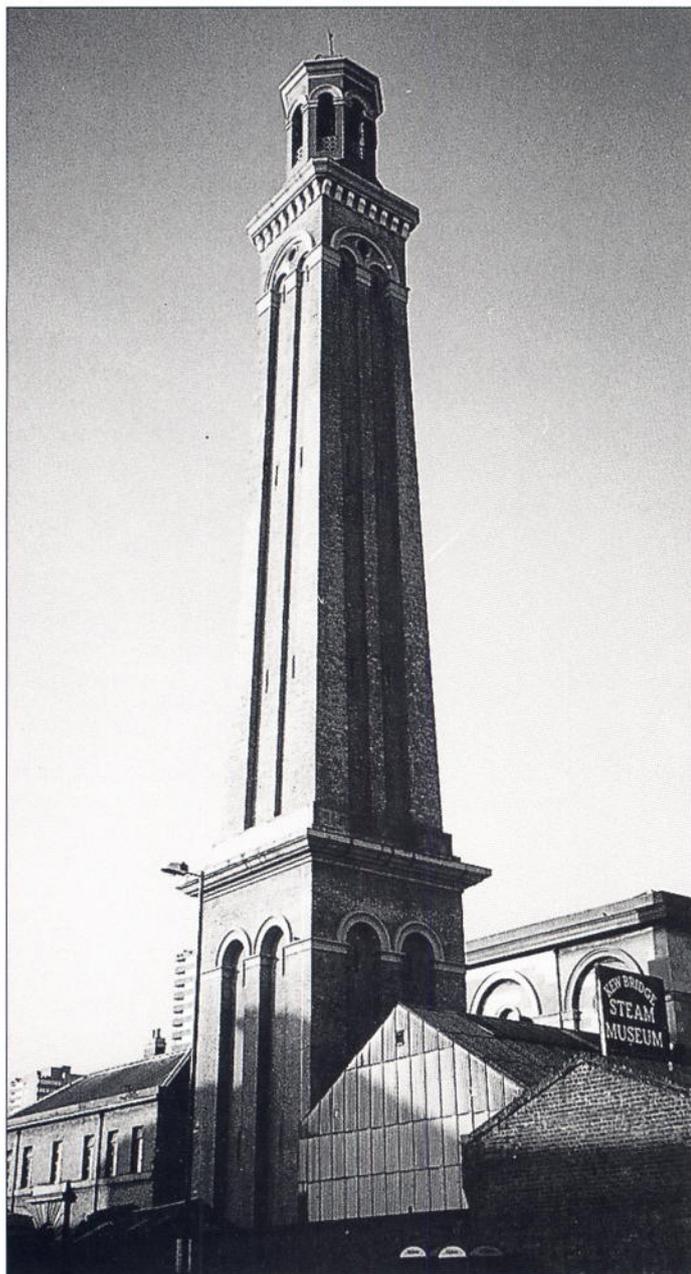
For details of membership (individual, joint, student, affiliated society, institution or overseas) please contact the AIA Liaison Officer, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH. ☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk, or visit our website www.industrial-archaeology.org.uk

This special issue of *Industrial Archaeology News* is published as part of the AIA's welcome to TICCIH 2000. It is a departure from the usual layout and news, and has been designed as a pictorial souvenir issue to give a flavour of just some of the industrial archaeology of the five locations to be visited by members of the TICCIH Congress.



Big Pit, Blaenavon, is at the centre of the nominated proposed World Heritage Industrial landscape currently being assessed. The colliery is of international significance because of the extensiveness and completeness of its underground workings which were begun in the 1830s to supply iron ore and coal to the nearby ironworks which also survive relatively intact. See pages 12-13 for Wales.

Photo: Crown copyright RCAHMW



Left

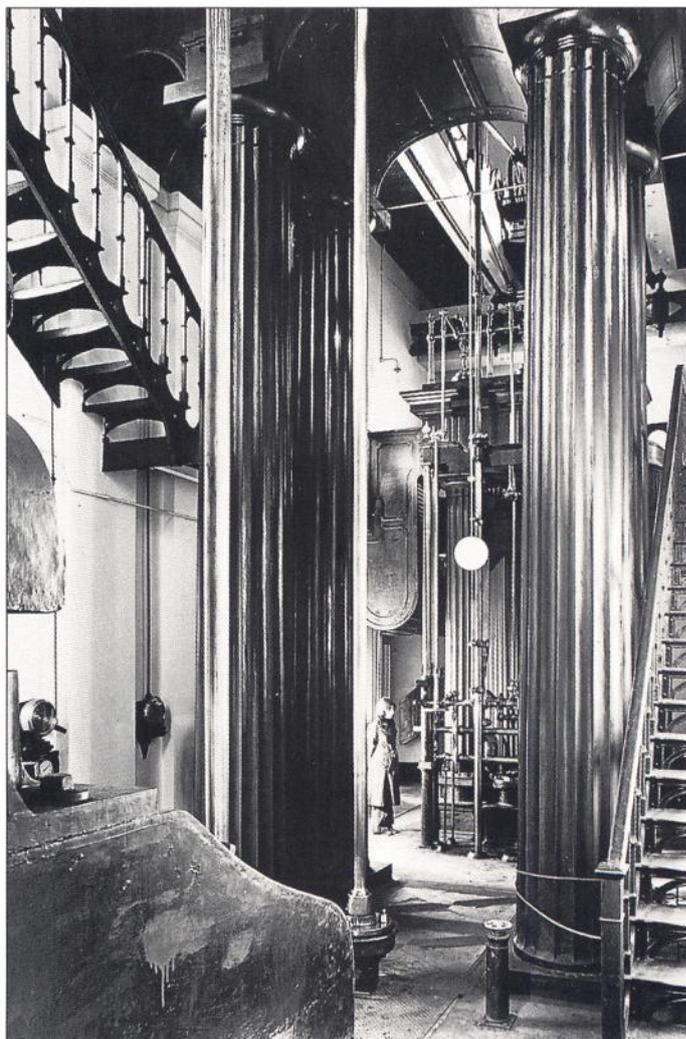
Kew Bridge Steam Museum, Brentford, standpipe tower formerly used to provide a load for the Cornish steam engines to pump against in case a water main should fracture, (i.e. to prevent the pumping engines 'running away' and damaging themselves if the load is suddenly reduced). The engines pumped water to the top of the Tower from which it was downhill all the way to its destination. The Tower is a prominent landmark and is used as a marker by airline pilots approaching Heathrow from the east. It is 197 feet tall and there are two standpipes inside. Visits to the top of the Tower are sometimes permitted, there are 261 steps.

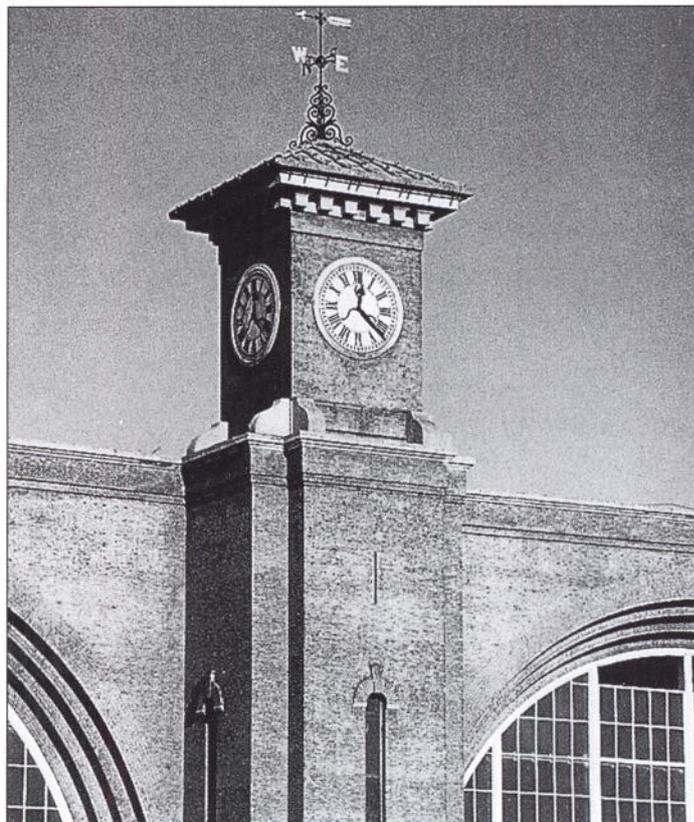
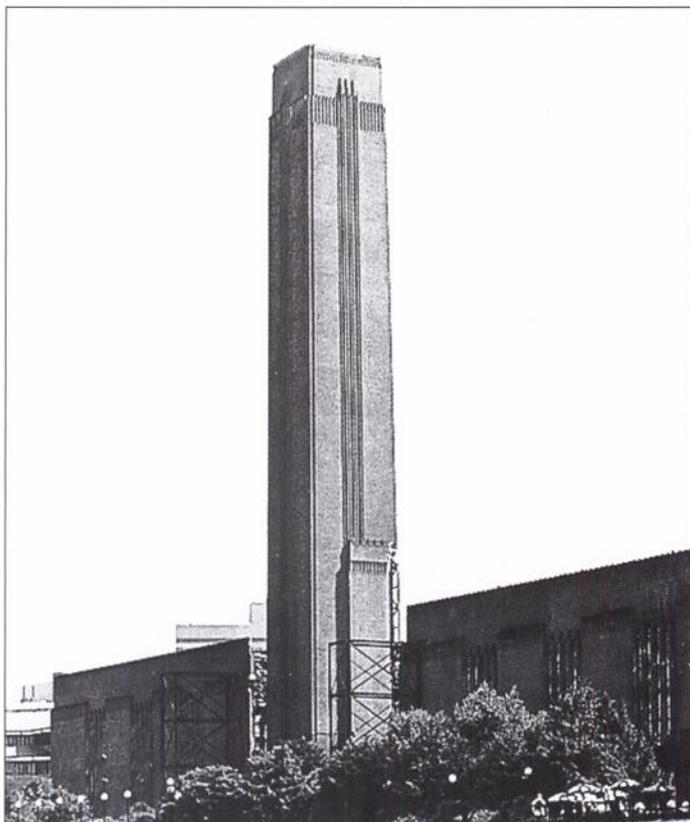
Photo: R. J. M. Carr

Right

At the former Kew Bridge water pumping station there is a very fine and extensive collection of steam engines including a number of working examples. There are five Cornish pumping engines; four beam engines and a Bull engine. This 90-inch or 'Grand Junction' beam engine first worked in May 1846 and continued until July 1943. The stroke is 11 feet and using steam at 40 psi it produced 400 hp working at 8 strokes per minute. It was built by Sandys, Carne and Vivian at the Copperhouse Foundry, Cornwall, and is the oldest Cornish-built engine in the London area. It has been workable since 1976.

Photo: Kew Bridge Steam Museum





Above

The clock tower of King's Cross main-line railway station built 1850-54 by Lewis Cubitt (architect) at a cost of £123,500. The station in yellow stock brick is listed Grade I and the clock is in full working order. When opened King's Cross was shared by the Great Northern Railway and the Midland Railway companies. Later the Midland built themselves a new separate station, St Pancras, immediately to the west.

Photo: R. J. M. Carr

Top left

London's newly-opened Tate Modern is one of the world's largest modern art museums and displays the Tate Gallery's collection of international modern art from 1900 to the present day. It has been created from the Bankside power station, seen here from the river during conversion. The original architect of the power station exterior was Sir Giles Gilbert Scott who was also the architect for Liverpool's Anglican cathedral and the designer of the red telephone box. The power station was built in 1947-63.

Photo: R. J. M. Carr

Left

Inspecting the interior of Bankside power station before the works of art were installed. View of the impressive Turbine Hall looking west. The former turbine hall is 500 feet long, 75 feet wide and has a height of 115 feet. The Swiss architects for the conversion to Tate Modern were Herzog and de Meuron.

Photo: R. J. M. Carr





Paddington main line railway station, train shed by I. K. Brunel (engineer) and Digby Wyatt (architect) 1850-54, platforms 7 and 8 looking south east. This was one of the first of the great railway station train sheds, partly inspired by Paxton's Crystal Palace. Originally three aisles, a fourth aisle was added on the north side in 1909-16. When opened the track was broad gauge only. Brunel's new Paddington station was constructed a quarter of a mile to the east of the original Great Western Railway wooden terminus which opened on 4 June 1838.

Photo: R. J. M. Carr

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The world's first underground railway: Great Portland Street station looking west. This line was originally built to the Great Western Railway broad gauge and worked by the GWR. It ran from Paddington to Farringdon Street, four miles, and was of cut and cover construction. As property was expensive, most of the trenches for the new railway were cut along roads, principally the Marylebone Road. Work began in 1860 and the first trial trip took place on 24 May 1862 with W. E. Gladstone and his wife in the party. The full opening was on 10 January 1863.

Photo: R. J. M. Carr



Above

Mill No.1, New Lanark, Lanarkshire. Built to exploit the water power offered by the Falls of Clyde, New Lanark is a cotton spinning village comprising industrial, residential and community buildings dating mostly from 1786 to the 1820s. The mills were founded by David Dale in collaboration with Richard Arkwright, and Dale's humane philosophy was later expanded under the managership of Robert Owen. Mill No.1 was partially rebuilt in the mid-1990s and converted into a hotel where TICCIH delegates will stay on 5-6 September.

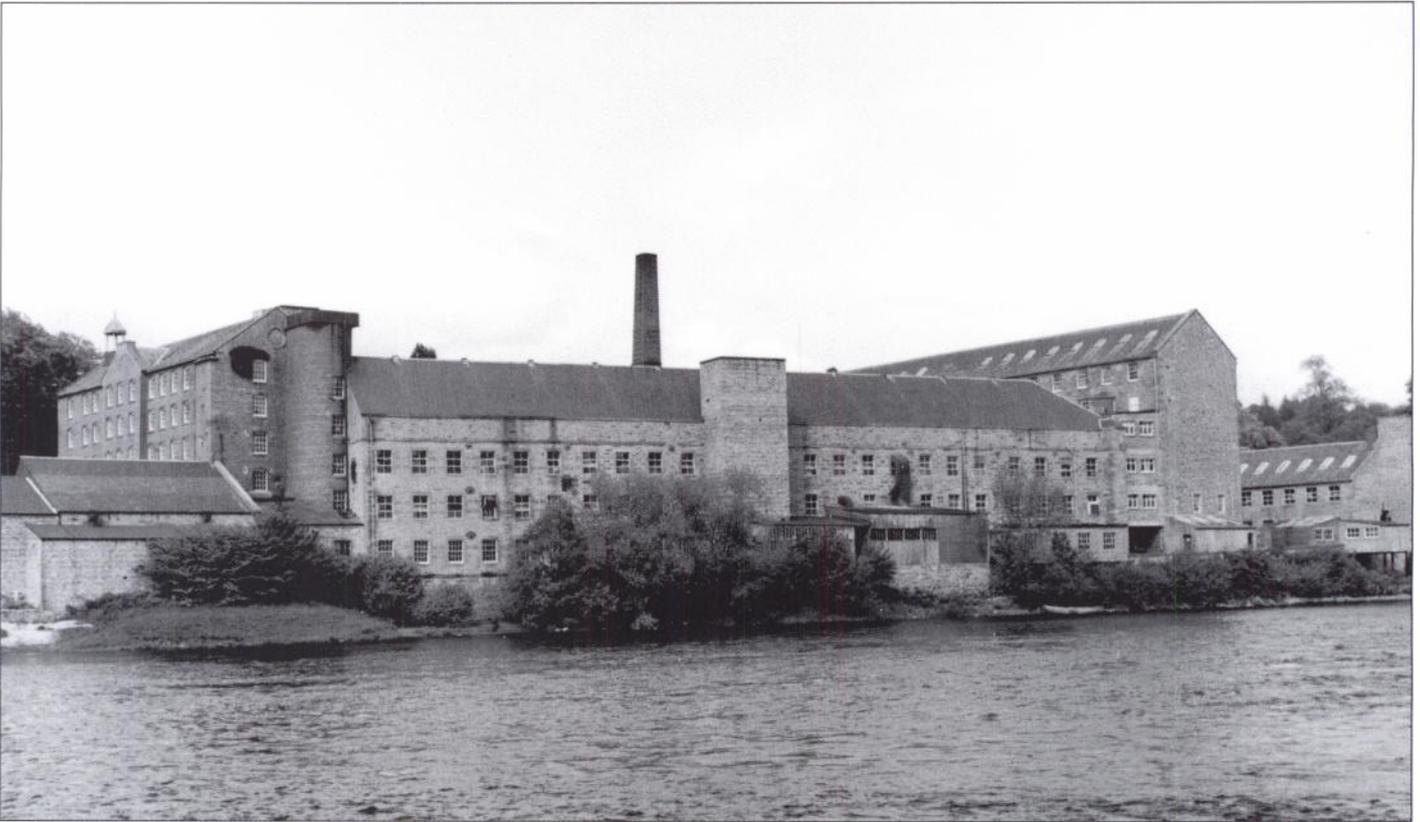
Photo: New Lanark Conservation Trust

Opposite page

Templetons Carpet Factory, Glasgow. Although completed in several phases, the most famous part of this complex is William Leiper's spectacular polychrome-brick Venetian gothic facade of 1889. After closure, the factory was converted by the Scottish Development Agency to accommodate small business units.

Photo: Crown Copyright: RCAHMS



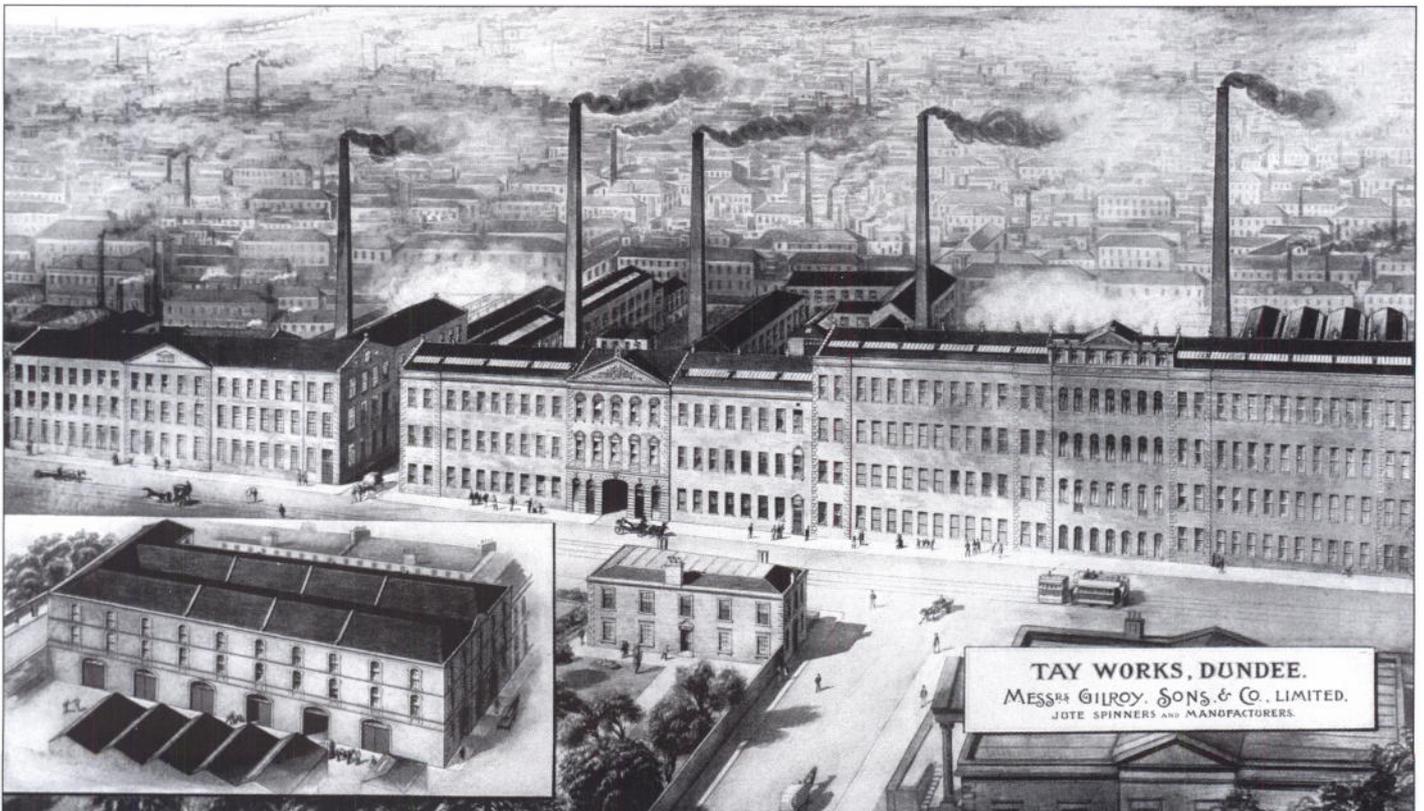


Stanley Mills, Perthshire. Situated on the River Tay and founded in 1785 by George Dempster, Graham of Fintry, Sir Richard Arkwright and others, this complex of water-powered cotton mills includes Bell Mill (1790), which is considered to be one of the finest and best-preserved cotton mills with which Sir Richard Arkwright was involved. The mills have recently been rehabilitated and re-used in a mixed development funded by the Phoenix Trust.

Photo: John R. Hume

Tay Works, Dundee. Perhaps the city's most spectacular mill, Tay Works was founded in the early 1830s, and is one of the longest textile mills in Britain. After being acquired in 1849 by Gilroy Brothers, the world's second biggest jute manufacturers, it was expanded in several phases. In the twentieth century, the factory specialised in jute carpets, and after closure was converted to student residences in 1986.

Photo: Crown Copyright: RCAHMS





THE FORTH BRIDGE. FROM NORTH.
 LENGTH INCLUDING VIADUCT 8098 FT. 626.
 HEIGH 369 FT. SPANS 1710 FT. EACH. (AUG. 1888)

The Forth Bridge under construction, August 1888, showing the three double cantilevers taking shape. This world famous railway bridge is 8,098 feet long, including the approach viaducts, and 369 feet high. The two main spans are each 1,710 feet long. It was built in 1882-90 by Tancred, Arrol & Co. to the design of John Fowler and Benjamin Baker. This large structure pioneered the use of mild steel instead of wrought iron.

Photo: Crown Copyright: RCAHMS

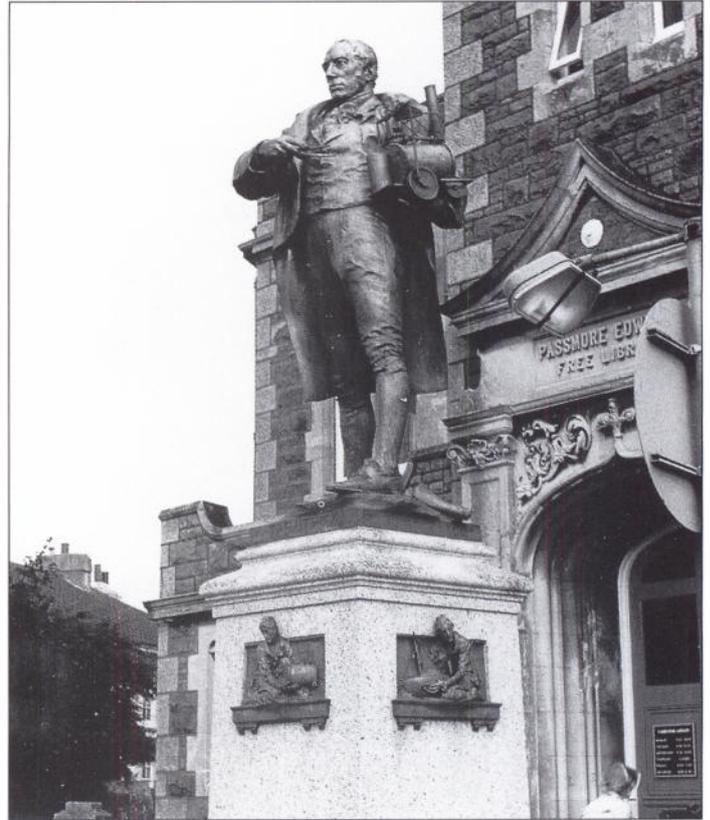
Kelvin Aqueduct, Glasgow. Built 1787-90 by the engineer R. Whitworth, the aqueduct has four massive stone segmental arches carrying the Forth & Clyde Canal over the River Kelvin. After decades of neglect and disrepair, the 'Millennium Link' project is reinstating this and the Union Canal with the intention of re-establishing canal traffic between Glasgow and Edinburgh, and from the west coast (Bowling) to the east coast (Grangemouth).

Photo: John R. Hume





Winding engine at Michell's Shaft, East Pool Mine, near Camborne. The 30-inch beam engine was built by Holman Brothers and worked here until 1920 when the mine shaft collapsed. This engine is preserved by the National Trust and managed by the Trevithick Trust, as well as a massive 90-inch pumping engine at the nearby Taylor's Shaft where there is also a mining and industrial museum.



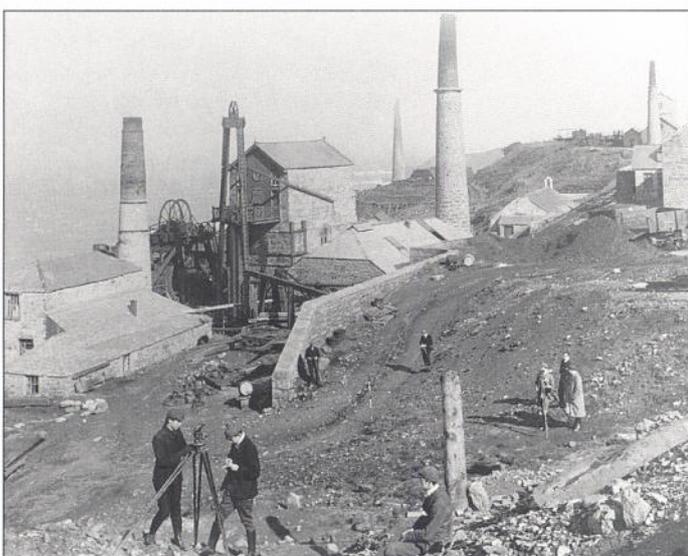
Statue of Richard Trevithick at Camborne, Cornwall's famous son and pioneering inventor of the high pressure steam engine, road and rail locomotives and other mining equipment. A replica of Trevithick's road vehicle is being built, to be run in the year 2001.



Charlestown harbour, near St Austell. Built by Charles Rashleigh in the 1790s, this little port served the china clay industry for two centuries. It still retains the charm of a small industrial port, with its associated village, and is much favoured by film-makers.

Photos: Peter Stanier

Opposite (top)
Charlestown harbour, crowded with shipping, c.1900.



Levant Mine, near Land's End. This tin and copper mine, which closed in 1930, was worked for over a mile out under the Atlantic. Now owned by the National Trust, a small engine house (left) perched on the cliff top contains a 24-inch winding engine of 1840 which has been restored to work by steam by members of the Trevithick Society. The mine is managed by the Trevithick Trust, together with the adjacent Geevor Tin Mine.

Photo: Royal Institution of Cornwall

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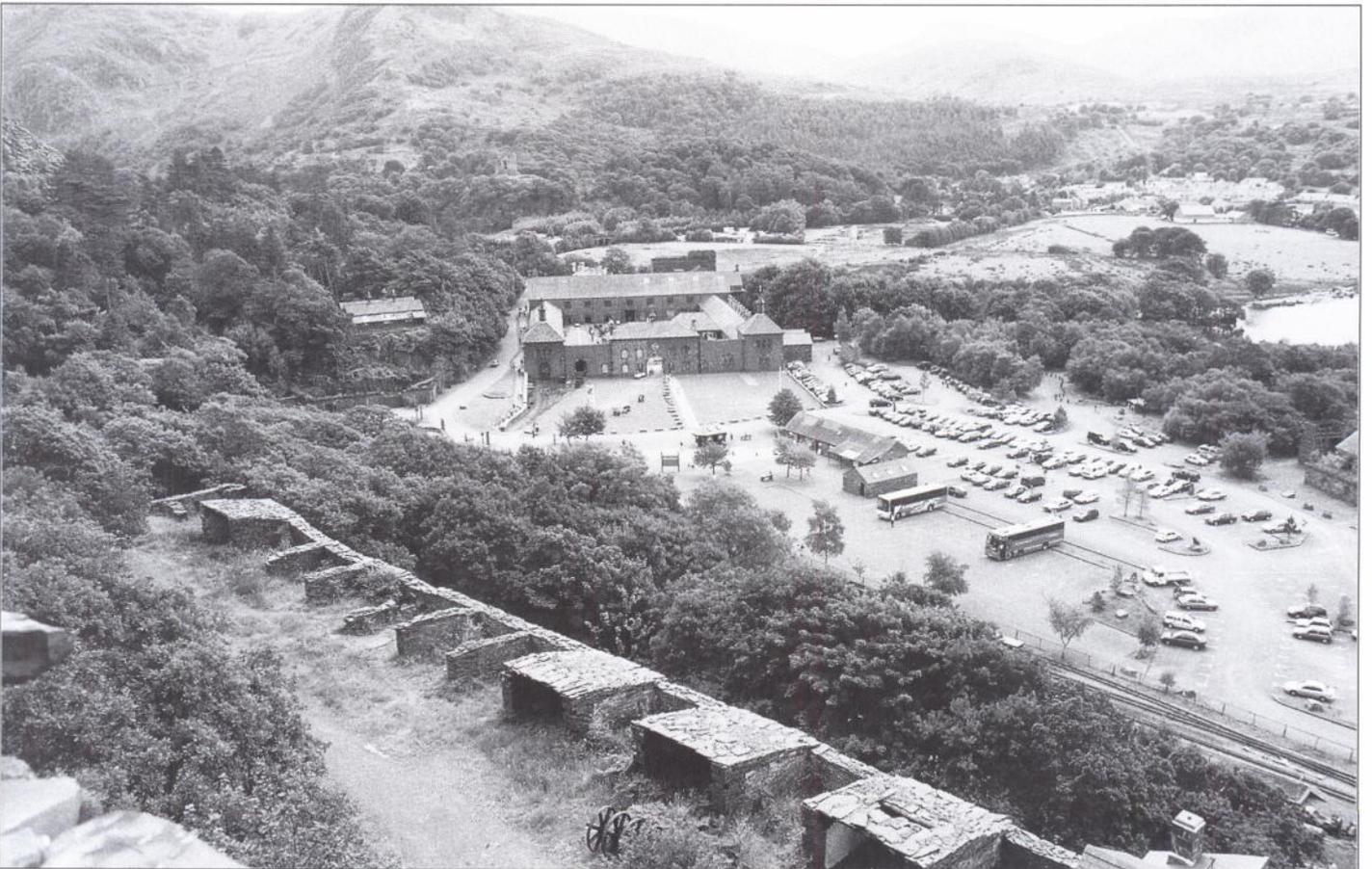
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A slate incline recently restored to working order, is just one of a series of inclines serving the Vivian Quarry; their old tracks climb the mountain alongside the quarry. The quarry, however, is dwarfed by the huge excavations of the Dinorwig Quarry where thousands of men worked during the nineteenth century.

The main power source came from a large waterwheel, 50 feet in diameter and 5 feet wide, which was built by the De Winton company of Caernarfon in 1870.

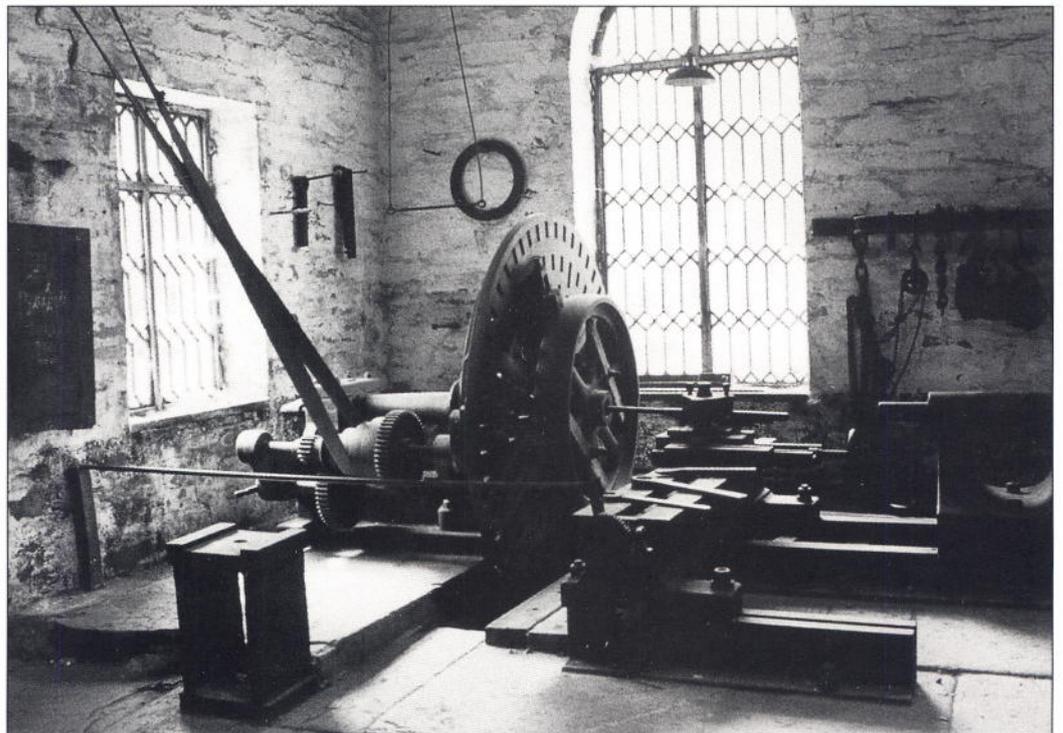
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Slate was the dominant extractive industry of North Wales and thousands of tons of slate products were exported especially in the nineteenth century. The Welsh Slate Museum at Llanberis, is housed in the former workshops of the Dinorwig Quarry, built in 1870 to a high standard around a central courtyard.

Right

A lathe in one of the fitting shops at the Welsh Slate Museum.

Photos: Peter Stanier



MANCHESTER



Left

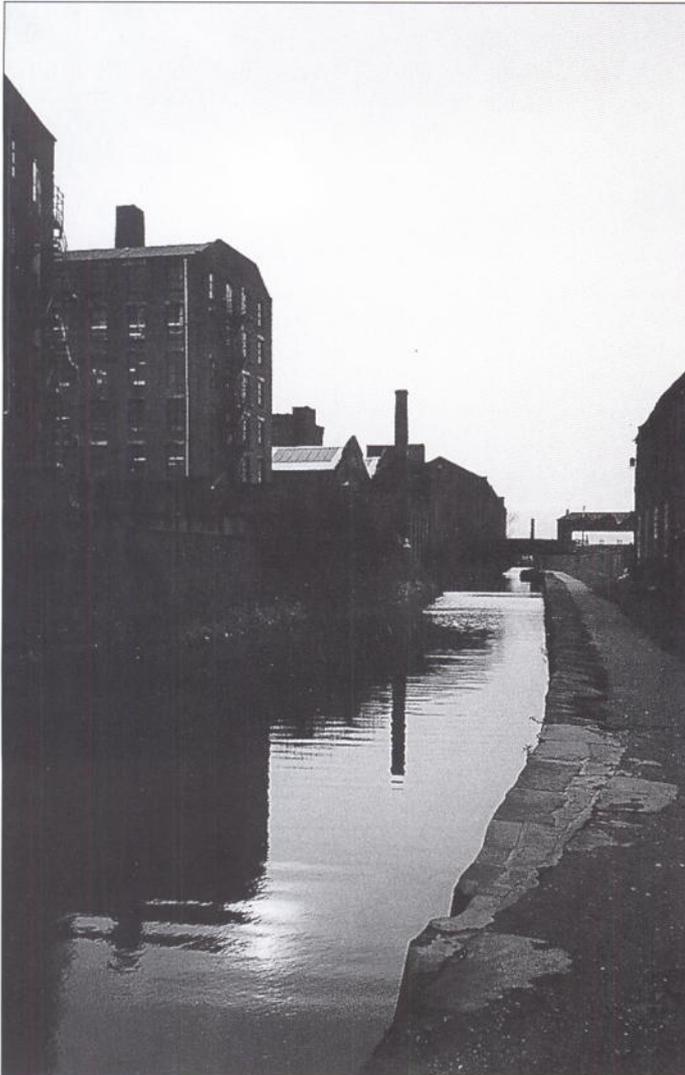
The Great Northern Railway Warehouse, Manchester, photographed in 1996 when it was threatened by development work. This impressive warehouse was built in 1895-9 to effect the interchange of goods between rail, road and canal.

Photo: S. Stockley

Below

Ashton Canal just east of Great Ancoats Street, Manchester, looking east from lock 1. The 'cottage' is the Ashton canal office.

Photo: R. J. M. Carr



Looking towards Manchester from near Cambrian Street, Manchester and Ashton-under-Lyne Canal.

Photo: R. J. M. Carr



Torr Vale Mill, on the River Goyt at New Mills, just south east of Manchester. This is the last extant mill in the dramatic sandstone Torrs gorge, and has been in continuous use as a cotton mill since 1788-90. It was extensively rebuilt in 1860s to use a combination of steam and water power.

Photo: John Humphreys, New Mills Local History Society

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Industrial archaeology in London

A course on Thursday evenings from October 2000 until August 2001, including industrial heritage, London's Docklands and fieldwork

at City University. Tutor: Dr R. Carr. For details and booking, contact Department of Continuing Education, City University, Northampton Square, London EC1V 0HB, ☎ 0207477 8237.

Surrey lectures

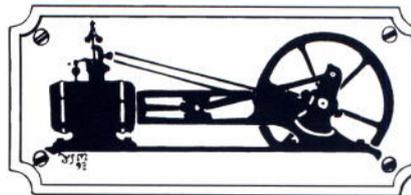
The 25th annual series of 11 fortnightly evening lectures on Industrial Archaeology starts on 3 October 2000 at the University of Surrey, Guildford. This varied course includes IA in Essex, industrial disasters, medieval pottery industry in Surrey, the Horsham/Guildford Direct Railway, Medway Valley IA, research skills, and RAE Farnborough (when engineering was fun!). Run by the Surrey Industrial History Group, further information can be obtained from Tony Stevens, ☎ 01483 565375, or e-mail a.h.thomas@btinternet.com

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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, ☎ +44 (0) 1223 323437, Fax: +44 (0) 1223 460396.

8-14 September 2000

AIA ANNUAL CONFERENCE

at Hulme Hall, University of Manchester. Friday pre-conference seminar and weekend conference followed by programme of field

visits and evening lectures. It's never too late to book. Contact the AIA Secretary, David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY, or the AIA Liaison Officer, Isabel Wilson, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH. ☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk

16-17 September 2000

CLAY PIPE RESEARCH CONFERENCE

the 16th annual conference of the Society for Clay Pipe Research, at Stockton-on-Tees, concentrating on the industries in the North East. Details from David Higgins, 3 Clarendon Road, Wallasey, Merseyside CH44 8EH. ☎ 0151 637 2289.

19-21 September 2000

ENGINEERING THE MILLENNIUM

a Newcomen Society meeting at the Science Museum, London, to explore the way society has been changed

by technology during the past 1000 years. Booking information from The Executive Secretary, The Newcomen Society, Science Museum, South Kensington, London SW7 2DD.

12 October 2000

EMIAAC 60

LOOKING AFTER THE WORKERS

the 60th East Midlands IA Conference, hosted by the Derbyshire Archaeological Society at Alfreton Hall, Alfreton, Derbyshire, on the theme of industrial housing in north east Derbyshire, particularly the coal and iron industries. Morning lectures and afternoon coach tour. Details from Mark Sissons, 1 Far Coton, Market Bosworth, Nuneaton CV13 0PJ.

26-28 October 2000

V JORNADES

D'ARQHEOLOGIA

INDUSTRIAL DE CATALUNYA

a three-day seminar on the textile industry to be held at Manresa.

Themes will include machines, systems of production, typology of factories and industrial settlements sponsored by the provincial museum service. Papers are invited. Enquiries to Museu de la Tècnica de Manresa, Ctra. de Santpedor 55, 08240 Manresa, Espana.

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Information for the diary should be sent directly to the Editor as soon as it is available. Dates of mailing and last dates for receipt of copy are given below. Items will normally appear in successive issues up to the date of the event. Please ensure details are sent in if you wish your event to be advised.



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Final copy dates are as follows:

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

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.

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



The Menai Straits between Anglesey and the Welsh mainland is spanned by two important bridges. The Britannia Bridge (foreground) was a tubular bridge built to the design of Robert Stephenson in 1850 for the Chester & Holyhead Railway. After a fire in 1970, the bridge was rebuilt to take road traffic as well as the railway. Behind can be seen Thomas Telford's fine suspension bridge of 1826.

Photo: Crown copyright RCAHMW