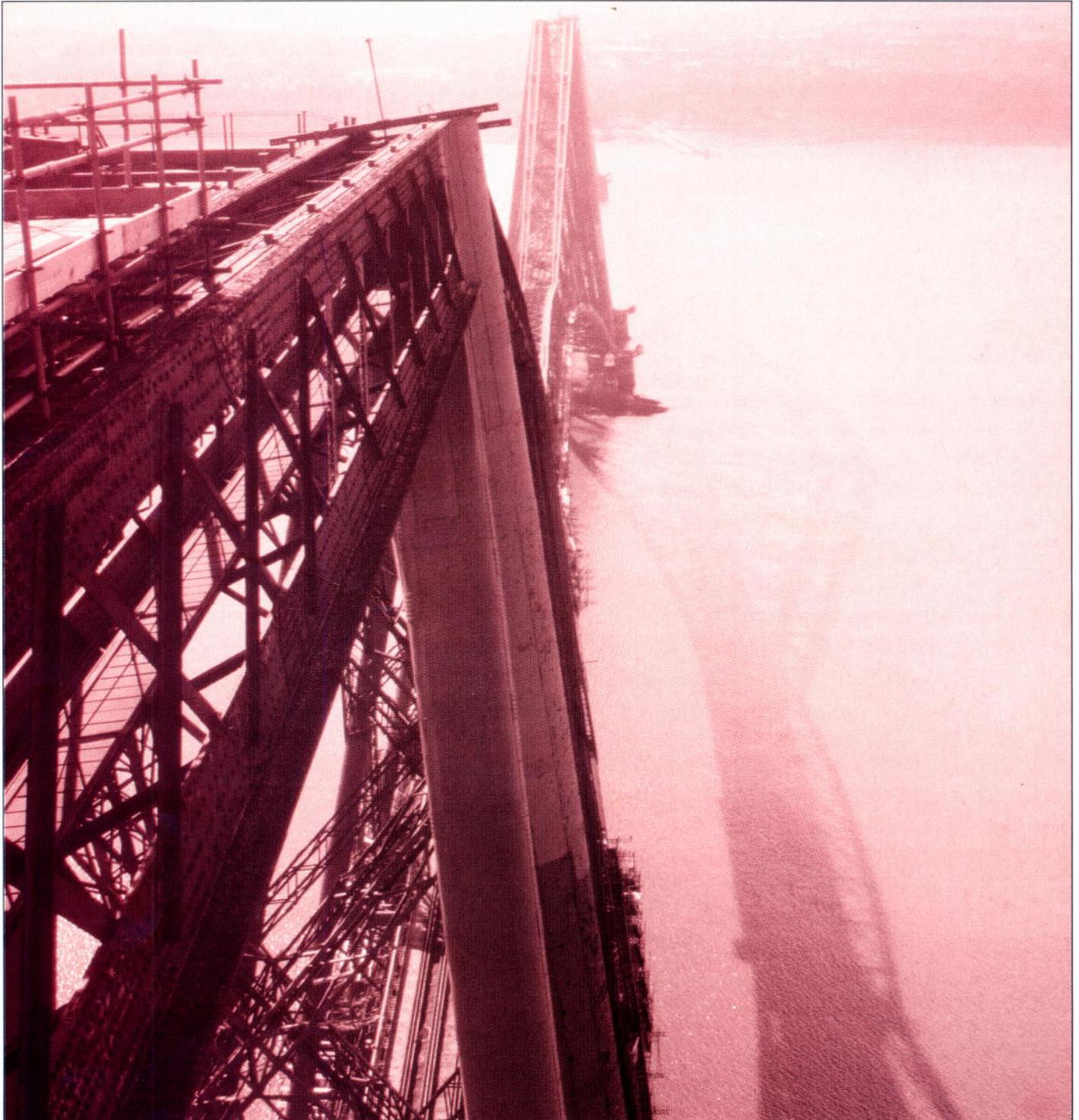


# INDUSTRIAL ARCHAEOLOGY NEWS

**117**  
SUMMER  
2001

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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# INDUSTRIAL ARCHAEOLOGY NEWS 117 Summer 2001

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## Ups and Downs in the Malting Industry

*The recording of processes at work before closure is a valuable aid to our understanding of the surviving industrial archaeology, in this case the malting industry. Recent losses are reported in the industry through closures in Norfolk while, in contrast, a floor malting in Devon has recognised that its traditional methods can be part of a tourist attraction.*

Amber Patrick

In all industries, methods of production are always subject to change, gradually or speedily, depending upon circumstances, but to understand surviving industrial remains it is often helpful to see the process at work. The buildings of the floor malting industry are no exception. It is therefore regrettable that in December 2000 two floor maltings closed at Beeston and East Dereham in Norfolk. Not only do we lose a little bit of technical knowledge each time a malting closes but we also lose details of machinery and perhaps the building's structure. Both maltings had belt driven screens, that at East Dereham being substantially older than at Beeston. How these screens operated is of importance when recording other maltings where remains are incomplete, for example, Mistley, Free Rodwell No 1, which is currently undergoing conversion. And, to add the debate on Doorman Long of Middlesbrough, it is interesting to note that the steelwork forming part of the roof structure at Beeston is by Dorman Long.

To appreciate what will be lost in one way or another it is necessary to know something of the history of each site. The Beeston maltings were originally the brewery of the Beeston Brewery Co Ltd which was acquired by Shipstone's in 1922, and converted by then to a floor maltings in about 1926. Two kiln furnaces, by Robert Boby of

Bury St Edmunds were added. It operated as their No 4 Maltings until they ceased production in 1990. It was then operated by Moray Firth and at closure by Baird's Malt. The malthouse is a substantial red brick building with a slate roof. It has four original conical hopper bottomed steeples serving two growing floors, and a modern pressure kiln, although one Boby furnace was retained, unused. There is a fine belt driven Boby rotary malt screen and an equally fine Porteus malt mill. Unlike many floor maltings the floor to ceiling height is good because it was built as a brewery, but there are now no other features to indicate its original use. As far as I am aware the maltings is not listed. It is understood that its future use is as a dwelling.

The East Dereham maltings was F. & G. Smith's (now Crisp Malting) No 8 Malthouse and, unlike Beeston, was built as a malthouse. Originally it was one of a pair, but one was destroyed by fire leaving just one malthouse of 1870 and the office of 1894 fronting onto Norwich Road. It is a three storey brick building with slate roofs to the office building and tile roofs to the malthouse, and the kiln roofs are of corrugated iron. There were three growing floors and typical cast-iron columns support the upper floors. Originally there were ditch steeples but conical hopper bottomed ones were installed in 1993. Air conditioning had been installed in the 1950s. The kilns had wedge wire floors and, as there were no mechanical turners, the turning was done by hand! The heat was produced by Sux? anthracite furnaces. Very fortunately, the building was recently listed, but that does not mean its future is secure.

Both buildings have been recorded photographically, with English Heritage photographing Beeston in November and December 2000, just before closure. We, as



East Dereham maltings, Norfolk

Photo: Amber Patrick

#### COVER PICTURE

*Highlight of TICCIH 2000 in Scotland – a view looking south from the hoist on the Fife Cantilever which carried conference delegates to the top of the Forth Bridge last September. (See Regional News)*

*Photo: Miles Oglethorpe*

industrial archaeologists, will not, at least in the short term, be able to affect the economics which have resulted in the closure of these two maltings, and no doubt others in the future. It should be pointed out, however, that the reasons for closure were actually different. East Dereham's contract had been with Marston's Brewery (until at least 1998, although I do not know the position at closure), and anyone who reads the financial pages will be aware of that particular brewery's problems, not to mention those of other companies. In contrast, Beeston had plenty of orders from small and in particular micro breweries, but the business did not own the building, and the owners presumably consider housing more profitable than malting. We can ensure that at least some record is made and that not all the information is lost to future generations, and that closure does not go unnoticed and without discussion.

It should not be thought that the malting industry has no regard for its heritage, even amongst those firms closing their floor maltings, but one company has made a particular effort to present itself to the public, and that is Tuckers Maltings of Newton Abbot, Devon, who received the AIA President's Award in 1998 for their 'excellent standard of interpretation and presentation of the floor malting industry.' (the award plaque is now in prominent display). In November I was pleased and privileged to attend their centenary celebrations: the maltings had opened for business on 5 November 1900. Designed by the well-known malting and brewing



One of the Suxé anthracite furnaces at East Dereham maltings

Photo: Amber Patrick

architect, William Bradford, they were no doubt one of the most modern of their time. As those of you who visited during the 1998 conference will know, the barley screen, the solid cast-iron steeping cisterns with hopper bottoms, the growing floors with a reasonable head height, the kilns and finally a Nalder's malt screen for cleaning the dried malt, are still in use as they were a hundred years ago, although the kilns have changed from anthracite to gas. Tuckers are

to be congratulated on keeping so much of their original machinery in use and for opening their maltings so that the public can see how malt was (and is) traditionally made. They are open from Good Friday to 31 October each year, but their Speciality Beer Shop is open all the year! Also, a booklet has been produced for their centenary: *Tucker's Maltings – History in the Making* by Brian Gates. This complements the one on the malting process.

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## The Hand of Time

An exhibition of photographs of canals by Clifford Morris FRPS, an AIA member, has been touring the country over the last couple of years. It has been shown in Gloucester, Ellesmere Port, London, Newcastle under Lyme, Burton on Trent and Wednesbury, and in February-March this year in the Towneley Hall Art Gallery in Burnley, in conjunction with celebrations of the 200th anniversary of the opening of the Leeds & Liverpool Canal through Burnley. The tour finishes at the National Waterways Museum in Gloucester Docks during the summer holidays.

Whilst all this has been going on Clifford has not let the grass grow under his feet. He is a member of a group of disabled artists called Talking Pictures and he has been working with a disabled poet, Semba Jallow-Rutherford. The results of their combined efforts, 'The Hand of Time', was unveiled to the public with its first showing in the historic Octagon Galleries, Bath, from 5-17 January 2001. The exhibition was funded by the National Lottery and West Midlands Arts.

The photographs and the poems portray five abandoned industrial sites which will have to be adapted for alternative uses or left to deteriorate until they are lost. The sites and the industries that they represent are varied and Clifford and Semba have sought to show how nature moves quickly to reclaim that which man has no further need for and abandons.

Visitors to the exhibition saw not only the photographs and poetry, but also a history of each site. All the photographs are in monochrome printed to archival standards and mounted in acid free boards. Clifford has a Certificate of Higher Education in Industrial Archaeology from Birmingham University and his tutor, Dr Barrie

Trinder, has said 'his photographs reflect the paradoxes of social and economic change and in so doing interpret the industrial past in a highly original way.'

The poetry adds another dimension to the work and underlines the poignant impressions of the photographer. Semba Jallow-Rutherford has had his work published in several anthologies and was awarded the Editor's Choice by the International Society of Poets in 1996. He has published two volumes of his work, *Chapters in Life* in 1997 and *Sweet and Bitter Twisted* the following year.

Clifford Morris, a Fellow of the Royal Photographic Society, was delighted to have the exhibition shown in Bath but, sadly, the Octagon Galleries closed to the public at the end of January as the Society headquarters is moving to Devizes. He personally raised over £2,000 which he donated to the fund set up to install the lift for disabled persons in the Octagon.

Clifford, who was awarded the 1981 Fenton Medal for services to the RPS, says 'The photography is not strict recording but it is intended to make a poignant and personal statement. I think that the subjects that we have chosen, and the way that we present them, suggests something of the frailty of mankind which Semba and I understand well through our disabilities. The Hand of Time may be depicting the effects of the end of the century upon certain industries but perhaps it is also saying something about Semba and me. Like the situation at the RPS, it is about the end of an era.'

The five sites featuring in the exhibition were:

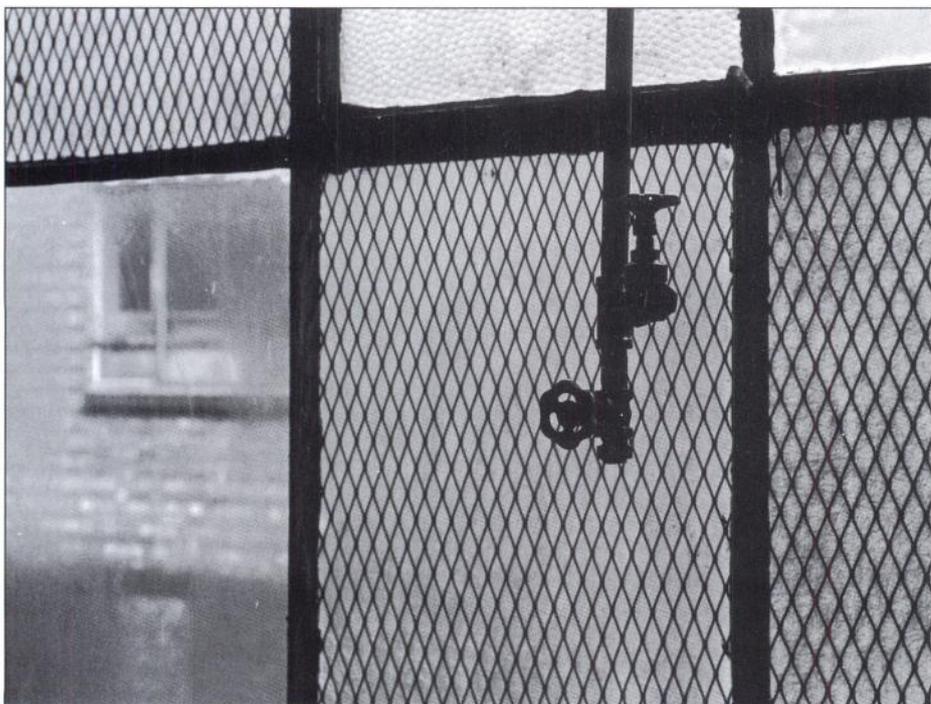
**Ephraim Phillips Ltd factory**, Bissell Street, Birmingham. This owes its origins to the outstanding engineering ability of Ephraim Phillips who was already working on his own account from an attic in his teens. By 1880 he had

a small workshop on the site where his great factory would stand. He invented a thread rolling machine which made a great advance in the manufacture of screws. When he died aged only 59 in 1910 he employed over 120 people manufacturing and supplying screws, nuts and rivets to most industrial concerns in this country and also to many abroad. The factory grew to four times its original size, but the company was taken over in 1987 and the factory finally closed in 1998. The building has been converted into a series of small workshops.

**Foxfield Colliery**, North Staffordshire. It produced household and manufacturing coal, worked from the 1890s until 1965. In the 1940s average output was around 150,000 tons. A mineral railway connected the colliery to the main line at Blythe Bridge.



Looking down on the bicycle sheds, Foxfield Colliery. The sheds have not seen a bicycle in 35 years but there are signs of some hard winters. Photo: Clifford Morris



A study in windows at the Ephraim Phillips screw factory, Birmingham

Photo: Clifford Morris

**Springfield Brewery** was opened in 1873 by William Butler and it was expanded over the years so that production reached 3500 barrels a week in 1898. In 1960 the company was taken over by Mitchells & Butlers, who merged with Bass the following year. Another merger created Bass Charrington in 1967 and in 1991 production was switched to the old M & B brewery at Cape Hill (Smethwick) and Springfield Brewery was closed. After closure the building was listed Grade II.

**Torr Vale Mill** was the last working cotton mill in Derbyshire and is a Grade II listed building. It is set in the deep sandstone gorge of the River Goyt, power from which enabled the town of New Mills to boast eight spinning mills by 1819. Torr Vale Mill, completed in 1794, had a steam engine coupled to the waterwheel in the mid-nineteenth century. Electricity came to the mill in 1931 and water and steam power ceased in the 1940s and '50s. W.S. Lowe ran the mill from 1864 until 1948 when it passed to Higham Tonge Ltd,

although they continued to trade as W.S. Lowe & Sons Ltd. Torr Vale Mill is set in a most impressive location and it conjures up a vision of the cotton industry in its heyday.

**Wolverhampton Low Level Railway Station**, begun in 1848, and designed as an interchange between the 7ft broad gauge and standard gauge railways. Extra long platforms enabled scissor crossings in mixed gauges to be included. To counter competition from the LNWR the three small railway companies using the station amalgamated with the GWR in 1859. After the grouping of companies in 1923 the rivalry in Wolverhampton was simply between the GWR sat Low Level and the LMS on the High Level. After nationalisation in 1948 both stations passed to British Railways. The last passenger train from Low Level ran on 27 July 1969 but the station remained as a parcels depot until finally abandoned in 1972.



Nature tapping on the window, Torr Vale cotton mill.  
*Photo: Clifford Morris*



An abandoned coach stands by tracks which have not seen a train for over a quarter of a century at Wolverhampton Low Level Railway Station.  
*Photo: Clifford Morris*

## THE OLD BREWERY

The sting of death has struck and the last breath taken  
Where there once was life, there now lies an empty shell  
Its belly pulled and turned inside out  
For the sting of death has spoken  
On an outside wall a mirror leans reflecting jagged scars,  
To faces long gone  
A radiator freeze, it has no heat for its veins are cut  
The staircase leads half way to no where  
It hangs in limbo its footing lost  
The chimney pot does not cough any more  
Its lungs are clogged so it is stilled  
Its last breath breathed some years ago

Whilst its body is preserved for some time to come  
From its skin: lichen grows  
Bringing back new life  
To this now old building  
Which has served its time  
Providing bread enough to feed its children  
Large vats remain  
Their veins are drained  
Lacking juice to spin my head  
They were drained before they died  
Leaving carcass as reminders of lives once lived

*Semba Jallow-Rutherford*



*Fermenting vat, Springfield Brewery. From 'The Hand of Time' exhibition*

*Photo: Clifford Morris*

## Potters' milling – an early ball mill rescued

*The mills and the processes for grinding hard materials for the Staffordshire Potteries are discussed. An early twentieth century 'ball mill' from Lower Washford Mill at Buglawton in Cheshire, and thought to be the earliest in the country, was recently rescued for display at the Etruria Industrial Museum in Stoke-on-Trent.*

Chris Bradley

An interesting industry in the area around the Potteries in Staffordshire is the grinding of hard materials for use by the potters. These include bone, flint, Cornish stone (feldspar), whiting (limestone), magnesite, and 'grog', which is ground waste pottery. These materials are used in substantial quantities; for example, Bone China contains more ground bone than clay.

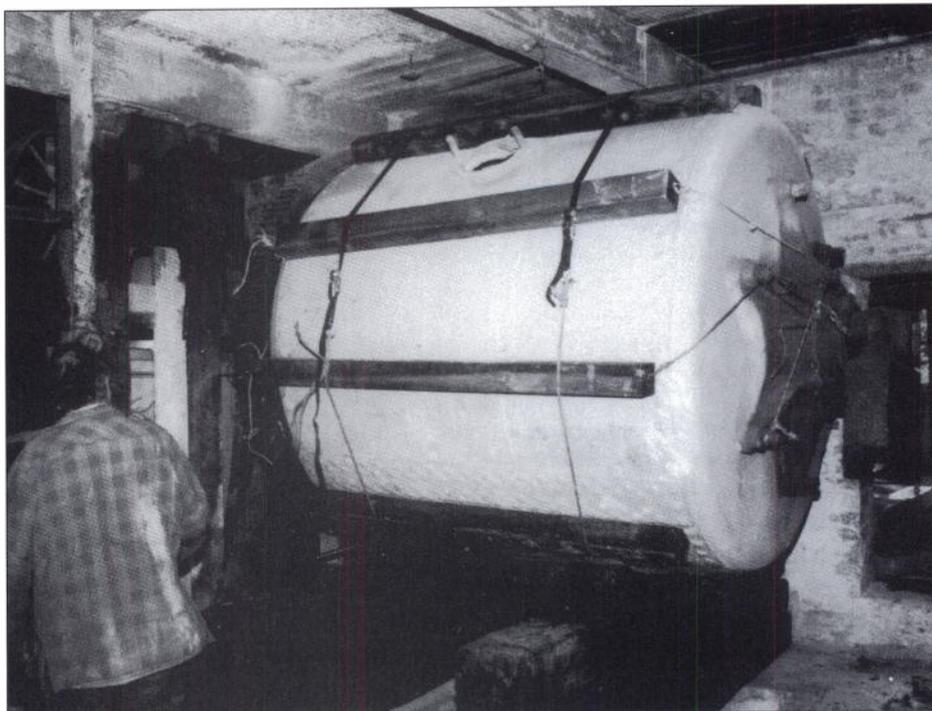
Water power is scarce in the Potteries, so when grinding of these materials began in the eighteenth century it was largely done in water-powered mills in outlying areas. Later, larger steam-powered mills were built close to the potteries, and one of these has been preserved and opened to visitors at the Etruria Industrial Museum. Most of the outlying mills then went out of use; one, still water-powered, is preserved and open to visitors at Cheddleton, near Leek. However this article is concerned with another outlying mill: Lower Washford Mill, at Buglawton, a suburb of Congleton in Cheshire about 15 miles from the Potteries.

This mill was built in 1848 but was converted to grinding pottery materials only in the 1920s, using machinery moved from mills in Hanley and from a mill elsewhere in Buglawton. A waterwheel and a gas engine powered the mill until the 1940s when it was converted to electric power.

In recent years the mill was run single-handed by the proprietor, Mr John Goodwin, who comes from a family that owned grinding mills in and around the Potteries. In January 2000 he decided to retire, and the mill closed down. The site will be sold and it seems likely that most of the machinery will be scrapped. Thus ends the long history of potter's milling in Buglawton, and one of the last of the outlying mills that fed the Staffordshire Potteries.

However, this is not quite the end of the story. Mr Goodwin has generously donated some of the machinery to the Etruria Industrial Museum in Stoke-on-Trent, where it will be re-erected. The principal item is a very early grinding cylinder and the motor and gearing that drive it.

The grinding process to be seen at the mills open to visitors, at Etruria and Cheddleton, is based on the open-pan process. However open-pan grinding is now obsolete, and the most common process uses grinding cylinders or 'ball mills'. These were introduced to the UK early in the twentieth century, and the particular one donated to Etruria is thought to be the first that was used in this country. It was made in Germany about 1904 and first installed in Westwood Mill



*Removing the grinding cylinder at Lower Washford Mill, Buglawton, Congleton on 15 January 2001 Photo: Barry Job*

at Hanley, then moved to Lower Washford in 1966.

These cylinders, typically six feet in diameter and about the same in length, have a lining of 'silex' (silica) blocks. The cylinder is rather more than half-filled with large flint pebbles, which serve as the grinding agent. It is loaded, through a small removable cover, with the material to be ground (which, in some cases, has been roasted in a kiln to soften it), and water, and revolved for several hours. The ground material and water are then drawn off as 'slop' through a perforated

tube. The flint pebbles cannot pass through the perforations and so remain in the drum for re-use. The pebbles and the lining gradually wear down, but only slowly because they are much harder than the material being ground. A small proportion of silica in the ground material is acceptable.

This process is the one used at Lower Washford, and also by Jesse Shirley and Sons who are still operating successfully in premises adjoining their former mill which has become the core of the Etruria Industrial Museum. However,



*The Lower Washford Mill grinding cylinder is loaded and ready for transport to the Etruria Industrial Museum*

*Photo: Chris Bradley*

there does not seem to be a site where the drum grinding process can be seen by visitors. So the machinery brought from Lower Washford will be re-erected at the Etruria Industrial Museum. Although it will not be possible to show the whole process, the intention is to install the grinding cylinder with its original motor so that it can be rotated, and no doubt a charge of pebbles inside will produce the authentic sound effects.

The grinding cylinder, with its lining, is estimated to weigh 6 to 8 tons. It has a gear ring of slightly larger diameter attached at one end, and a stub axle at each end. Each axle runs in a bearing carried on an A-frame secured to the concrete floor. The gear ring is driven by a pinion mounted on a layshaft, which in turn is driven through V-belts by a 20 HP three-phase slip-ring motor.

In a working mill the slop from the grinding cylinders is allowed to stand for some hours in a

settling ark (tank), which separates the ground material from much of the water. It is then run onto a drying bed. This is a very shallow open tank with brick walls and a floor of quarry tiles, below which are furnace flues so that the ground material can be dried out ready for shovelling into sacks. Unfortunately the construction of the drying bed makes it impossible to move it to the Etruria museum, although a small-scale replica may be built there.

The Etruria Industrial Museum has a very small staff and a devoted group of volunteers, some of whom have worked at the museum for over 20 years, doing the majority of the engineering work. At first it was thought that they could move the equipment from Buglawton, especially since they were unable to work at the Museum for some months while essential building repairs were in progress, but in view of the need for heavy equipment it was decided to

employ professionals. (Meanwhile the volunteers undertook another project, refurbishing an 1888 horizontal steam engine at Middleport Pottery). Accordingly, the task was taken on by Alan McEwen of Keighley and one of his staff, with the assistance of Powerrun who provided a large flat-bed truck, equipped with a 10-ton hydraulic crane, and a staff of three.

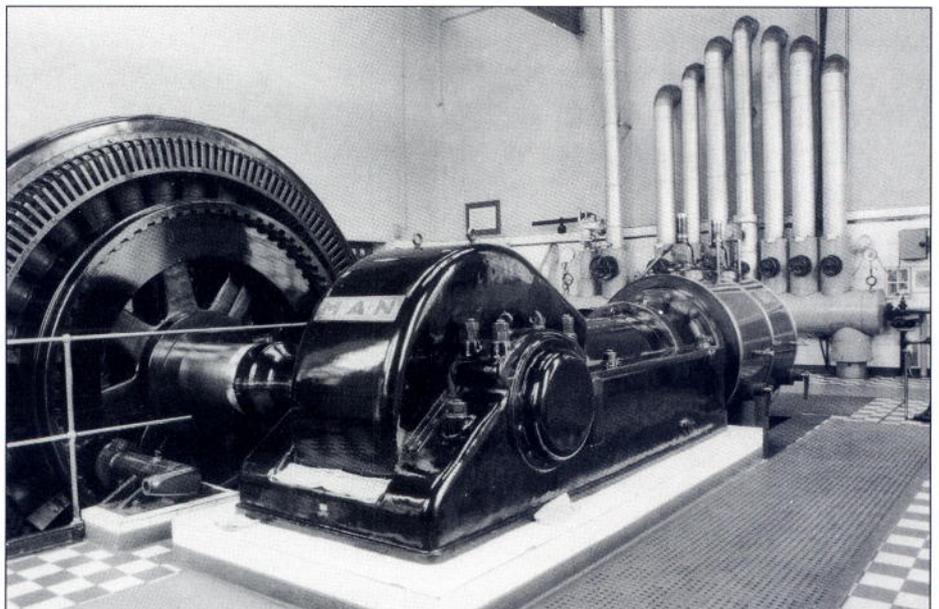
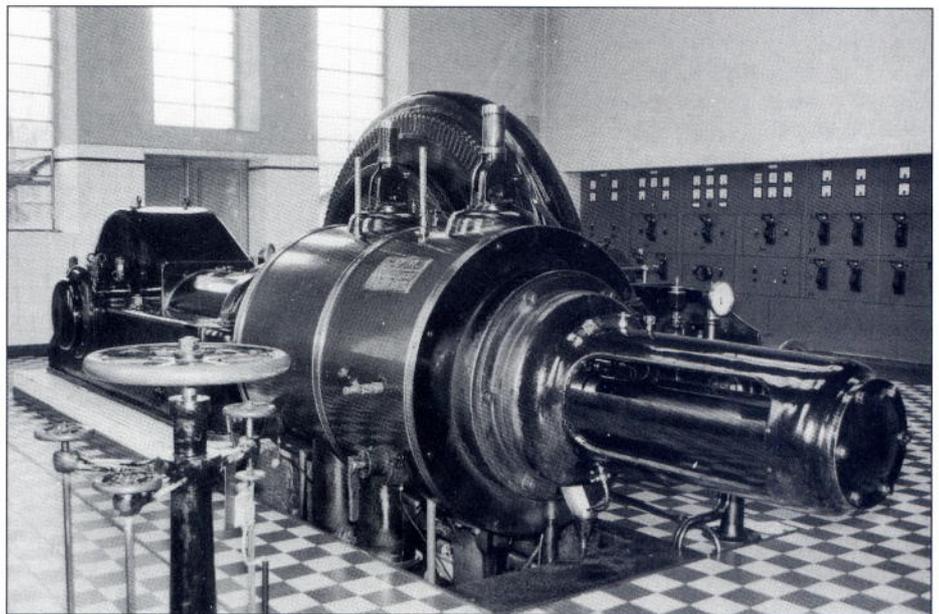
It took a whole day to dismantle the machinery and load it onto the truck, which remained at Lower Washford overnight and then was driven to Etruria where the equipment was unloaded. Re-erecting it will take some time, and may require some professional help as well as advice from Mr Goodwin. It is hoped that erection will be completed during 2001, but probably not as soon as the Museum re-opens after the structural repairs to the main building are finished. So before making a journey, visitors are advised to ring 01782-233144 for information.

## PHOTO FEATURE

### PENCIL POWER

This steam engine provided power for the works of A.W. Faber-Castell GmbH, pencil manufacturers of Stein, on the outskirts of Nürnberg, Germany. It was a 'Sulzer' type engine, typical of continental practice, with drop valves and a positive cut-off (i.e. without trip gear) controlled by the layshaft governor. Built by Maschinenfabrik Augsburg-Nürnberg A.G. (M.A.N.) in 1926, with a 400mm x 640mm cylinder taking steam at 30 atmospheres, it drove a 520kw flywheel alternator at 187 rpm. It was non-condensing, exhausting to process and heating. It will be seen from the photographs that this was an immaculate installation, the engine being one of a number still in use in Germany in the 1980s. It was superseded in mid-1987, shortly after these photographs were taken.

*Text and photos: Colin Bowden*



**Gift Aid**

Can I express my thanks to all those members who were able to complete Gift Aid forms in favour of the Association. I was really delighted with the excellent response, and members should be delighted too that, so far, I have been able to extract over £2,500 from the Inland Revenue.

If you have mislaid the form then I shall be glad to send another or you can print one off from our web-site:  
www.industrial-archaeology.org.uk

I am also grateful to those members who signed direct debit forms for the payment of their subs in future. These are a great help in saving work and costs and I shall also be glad to send one of these on request.

*Michael Messenger, Hon Treasurer*

**New members**

The AIA welcomes the following new members:

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- J.M. Turner, St Annes-on-Sea

- Dr N. Meeke, The Waterworks Museum, Hereford
- Mrs J. Reilly (Hon Sec), Isle of Wight IA Society, Ventnor

**Copy date for next issue**

Contributors are requested to note that the copy date for the next *IA News* has been brought forward to 15 June. This will allow the August issue to be mailed in July with accompanying AGM papers etc, necessitated by this year's earlier-than-usual Conference date.

**LETTERS**

**Prints off slides – no complaints with Max**

With regard to Robert Carr's piece on the potential dangers of taking prints off slides, in *IA News 115*, I have been doing this for years and in fact I never take prints but always copy what I want. I invariably use Max Spielmann's mail order service which is cheap, efficient and fairly fast. They always return slides in the original mounts and I have yet to have cause to complain about thumb prints or scratches. An excellent service in my opinion.

*David Johnson  
1 The Hollies, Stainforth, Settle  
North Yorkshire BD24 9QD*

**Bridges in Poland**

I have some more information on the two photographed bridges featured in *IA News 116*, pages 5-6. The 'Most Grunwaldzki' or the Kaiser bridge in Wroclaw (Breslau) was opened on 10 October 1910 and was part of a development competition instituted by the city architect Richard Plddermann. Around 100 plans were submitted. As originally built, the towers were slightly higher surmounted by convex-sided pyramids, and there was a shield in the centre of one stone arch inscribed 'Kaiser Brücke'. Towards the end of the Second World War, the road to the north of the bridge was converted into a runway by the Germans and the pyramids were removed to make take-off and landing easier. The outlines of Silesian eagles which decorated the face of the towers were also removed in an effort to suppress regional identity.

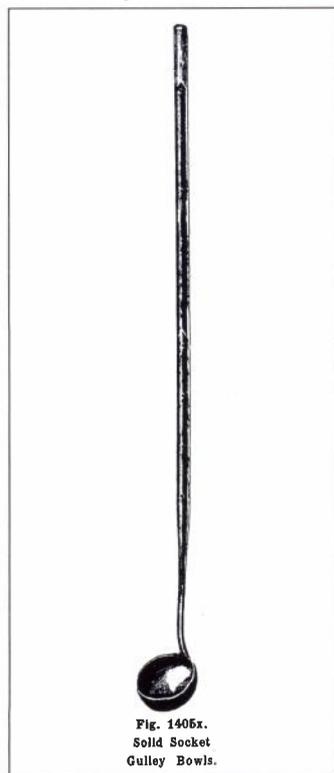
The inverted bow-girder bridge is actually at Ludwikowice on the

Walbrzych (Waldenburg) to Klodzko railway and is one of several similar bridges on the line. The railway was built in 1883 as a single line, being doubled in 1909 when the inverted bow-spring section was added to give additional strength. The line is about 40 miles west of Wroclaw.

*Mike Clarke  
41 Fountain Street,  
Accrington BB5 0QR*

**That big spoon – the mystery continues**

Perhaps the answer to the mystery photo in *IA News 115* may be found in a catalogue of contractors' tools and equipment available from T.C. Jones & Co Ltd of Shepherd's Bush. Unfortunately there is no clue as to



**Fig. 1406x.**  
Solid Socket  
Gully Bowls.

the date of publication although I suspect the early 1930s. Unless the men in the photograph are very short, their implement would be larger than that in the catalogue ('with 72-inch Ash handle') – no doubt for deeper gullies!

*John L. Townsend,  
The Frome, Priors Frome  
Dormington, Hereford HR1 4EH*

I was intrigued by the mystery photograph and read with interest the three different letters which were published in *IA News 116*. You will note that the ladle on the long pole is not at right angles to the handle, used in drainage work, but is in line with the handle. Looking up this sort of ladle in the Sheffield Illustrated List for 1910, they are featured under 'gas making equipment'. Is it possible that these two gentlemen were doing something nefarious in the by-products section of a gas works?

*Stuart B. Smith  
The Trevithick Trust  
Chygarth, 5 Beacon Terrace  
Camborne, Cornwall TR15 3NP*

**Lost cranes at Greenwich**

Two cranes at Lovell's Wharf, Greenwich, were demolished earlier this year with no notice to either Greenwich Council or to the local community. Lovell's Wharf was a working wharf until the mid-1980s but two recently renovated Scotch derricks remained on site. The wharf is a protected one but no other industrial use had been found for it. The status is now under review by the Government and, for this reason, an outstanding planning application for commercial/

residential development cannot be determined by Greenwich Council.

The two cranes became a local landmark, and may also have been the last two such cranes remaining on this part of the Thames, where once there were hundreds. They have been the subject of many photographs, drawings and paintings over the years. Locally, it had been widely accepted that if an industrial use could not be found for the wharf then it was important that some way was found to preserve as much of the character of the riverside as possible – of which the cranes were an integral part.

In 1999 Greenwich Industrial History Society applied for the cranes to be listed but were told by the DOE that they could only be considered under English Heritage's Monuments Protection Programme, but it is understood that the part of the programme under which they fell has not even been time-tabled yet. This is an issue which should be taken up since many such endangered features are still without protection of any sort.

The site has been rented out by the owners, Morden College, on a short term basis to various film companies and so on – which has meant that it has become less secure than it ought to be – and of course, we accept, that the safety of local children is important. The cranes were demolished on grounds of lack of site security. Many local protests have been sent to Morden College which owns much of the Greenwich riverside and we would urge that they are made aware of any feelings people may have about its future.

*Jack Vaughan, Chair,  
Greenwich Historical Society*

## King's Cross redevelopments

York Way runs from south to north immediately to the east of King's Cross main line railway station. Along the middle of the Road runs the boundary between the London Boroughs of Camden and Islington. There are many Victorian and some later buildings of considerable industrial archaeological interest on the east side of the road, in Islington.

The two great railway stations immediately to the west are both listed grade one and in the lengthy debate as to just how Channel Tunnel trains will be brought to the area the houses and former works and businesses to the east of York Way have in conservation terms been overshadowed. They have a Cinderella status compared with the more spectacular monuments of this very rich industrial archaeological area. Most of the planning debate has raged in the Borough of Camden to the west and for some years the properties in Islington have been under sentence of death. Planning powers were obtained such that if the railway builders required, anything to the east of York Way could be demolished. Right now the Islington properties are in a conservation area but none of the buildings are actually listed.

They are nearly all owned by P & O.

The general plan for this western fringe of Islington is to build office blocks and a large hotel block, with some of the present small buildings being retained to present a pleasing prospect to pedestrians. New proposals to 'brighten up' and redevelop the locality will mean some demolition taking place to make passages and courts, removing some of the present Vicwardian buildings. Some of the yards and inner block space is to be opened up to the general public and there are to be shops and cafés with the idea being to attract tourists who might be using the new rail facilities when Eurostar finally arrives.

If the large new hôtel is built, (critics think this will be ugly, inappropriate, and out of scale), it will be necessary to clear some space to give motor coaches bringing guests room to turn. This clearance will entail the demolition of the 1850s Pontifex Brass Foundry building but as it is unlisted this presents no problem. At present a group of artists occupy the 1906 Laundry building in Caledonia Street and they had until Christmas 2000 to move out.

In case the reader becomes confused it should be pointed out that Caledonia Street is a short street which runs east from York Way. The better known Caledonian Road is a

major thoroughfare which runs north from the vicinity of King's Cross for some distance. Both occur in the area shown by the attached sketch plan.

The old name for York Way was York Road and a subterranean railway once ran from the single platform York Road station (in use 1866-1977) southwards beneath York Way to join the Metropolitan line (the World's first underground railway) which runs roughly west to east beneath Euston Road. This connecting spur, south of Caledonia Street running beneath the 'Islington properties', enabled Great Northern Railway commuter trains to run to a City terminus at Moorgate. Behind buildings to the east of York Way the trackbed of the connecting curve survives and it is even now possible to look down and see where the railway once ran – a wet path with rails now lifted. On the north side of Pentonville Road the connecting spur ran under Bravington's, once famous as a romantic place where young couples went to buy their engagement ring. The pre-railway building(s) on this site were demolished when the spur line was constructed and the Bravington's jewellery shop building (Bravington's are no longer in business) now straddles the course of the railway beneath.

Running from north to south to

the east of York Way is Balfe Street. An inviting archway on the west side of the Street at number 17 leads into Albion Yard where blue, for washing white clothes, was manufactured. Balfe Street is interesting and elegant, well worth the detour to explore. It is just to the south of Battlebridge Basin and the London Canal Museum (see sketch plan). The Museum is open in the week even during the winter up to 4.30 pm and the admission charge for adults is a modest £2.50. It has a useful bookstall at the entrance. Telephone 020 7713 0836 for details.

It has recently come to the notice of GLIAS that number 34B York Way, built in 1873, has a hipped roof structure of remarkable design in timber, wrought and cast iron. This roof is of sufficient interest for the question of listing to be raised.

By the time you read this work may be well underway. The Pontifex brass foundry site has been empty and fenced off for some time and the public house on the east side of York Way immediately to the south has been surrounded by scaffolding, displaying danger notices warning that it is a dangerous structure liable to collapse.

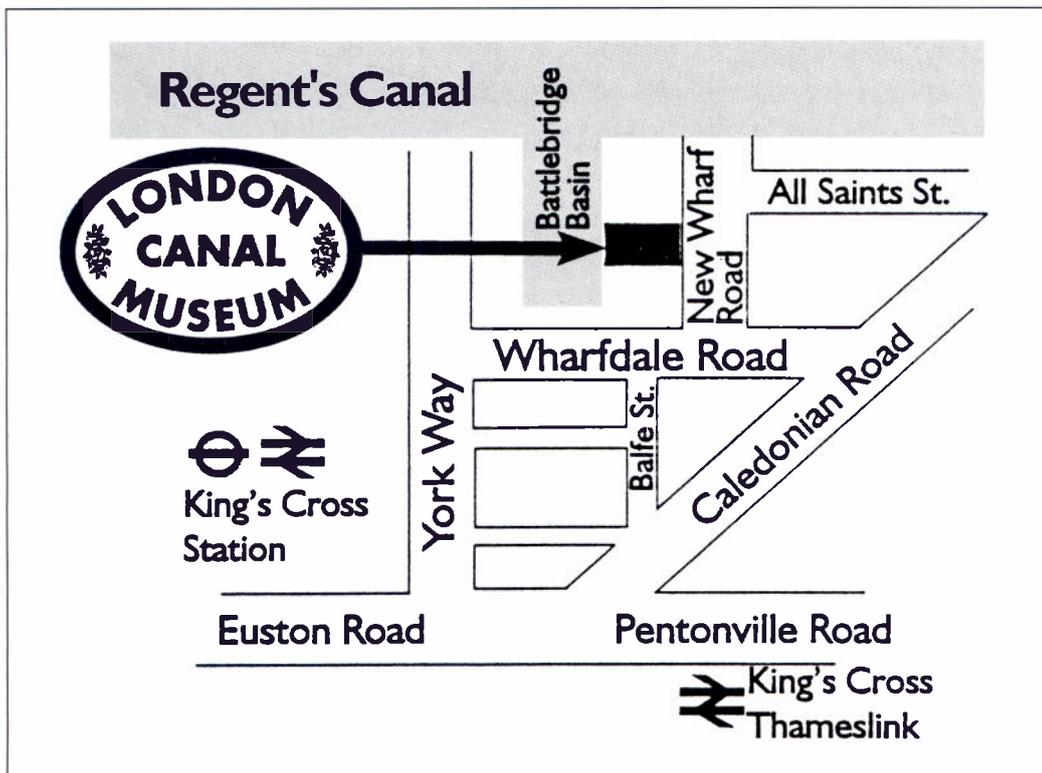
*Robert Carr*

## Belgian flint mines heritage

An encouraging move towards recognising the importance of underground archaeology, albeit in Belgium rather than in Britain, is the recent announcement that the Neolithic flint mines at Spiennes have been declared a World Heritage Site.

Spiennes is a hamlet some 5km to the south west of Mons (Bergen), and is on a par with Grimes Graves in England, Ryckholt-St Geertruid in the Netherlands, and Krzemionki in Poland. A description, site map and mine sections are given in Robert Shepherd's *Prehistoric Mining and Allied Industries* (Academic Press, 1980, 68-76). When I visited the site a few years ago, there were archaeological excavations in progress both on the surface and underground, but no arrangements for mass public access, the site being reached across fields from a farm track, and quite difficult to find.

*Paul Sowan*



The area south of the London Canal Museum (not to scale)

Map: London Canal Museum

## Cornish cemetery in Mexico

Cornish miners first went to Mexico in 1824 and soon a large Cornish community had established itself at Real del Monte. Worked by an English company until 1848 and then Mexican and later United States companies, Cornish managers and engineers continued to be employed. The remittances went home to Cornwall were considerable and often the only income for many Cornish families during times of depression.

The Pachuca – Real del Monte District retains much from its period of association with Cornwall. In the town of Real del Monte pitched roofs of corrugated iron give an almost 'English' appearance, and four Cornish engine houses survive. At Pachuca, the facade of the English Company Office still stands, and the town clock chimes to the tune of London's Big Ben, the mechanism made in England; the Methodist Church was built by Cornish miners. The residence of Francis Rule of Camborne, the last Cornish manager of Real del Monte, was gifted to the State of Hidalgo on his retirement and still bears his initials on its stained glass window.

The social heritage of this Mexican district also reflects the period of Cornish influence. 'Pastes' are a local delicacy, Pachuca and Real del Monte daily producing as many as Cornwall but mostly with decidedly Mexican fillings. The Mexican national game of football was first played by Cornish miners at Pachuca in 1900, a fact that is celebrated each year.

The Cornish married into Mexican families so that Cornish surnames are not uncommon today. The Cornish Cemetery contains the graves of many Cornish men and women who never returned to their native land; there is a total of about 680 graves, the majority Cornish. The cemetery is still in use by descendants of the miners. An example is Ing. Umberto Skews, a retired mining engineer whose great great grandfather came from Camborne. He has undertaken the role of guardian of the cemetery, but as a result of neglect over former years and damage from storms, the cemetery requires considerable work to preserve this important part of Cornwall's overseas heritage. An association of friends is being

established to care for the cemetery and ensure the people of Real del Monte understand the important part that Cornish people played in the development of Mexico's mining heritage. The Mining Museum and Archive of Pachuca is assisting and is administering moneys raised in Cornwall. A brief history of the Cornish in Mexico is available, price £5, with all proceeds to the cemetery fund. More details can be obtained from Richard Williams, Poldark Mine, Wendron, Helston TR13 0ER, ☎ 01326 573173.

## Taunton electric tramway centenary

At the end of the nineteenth century Taunton had ambitions to build an inter-urban (or perhaps 'inter-village'!) electric tramway system and to this end incorporated the longest tramway title in the country – The Taunton & West Somerset Electric Railways & Tramways Company Ltd. In the event the town finished up with the shortest route in the country, under 2 miles, and the title was quietly amended to the Taunton Electric Traction Co Ltd; it was associated with the British Electric Traction Group.

The 3ft 6in gauge single line with passing loops opened on 21 August 1901 from East Reach, through the town centre, to the GWR station. Originally there were six double-decker open-topped cars with seating for 50, supplied by the Brush Company. By 1905 the trackway had deteriorated so badly that it had to be rebuilt and the opportunity was taken to extend the route was extended a short distance beyond the station. At the same time the cars, which could not pass under the station bridge and had proved too large for the available traffic, were sold to Leamington & Warwick Railways. Six new single-decker cars were purchased from Brush.

Electricity at 550 volts d.c. was supplied from the municipal power station and in 1921 the Corporation, which had already declined to purchase the undertaking, proposed to double the cost. The Company claimed they could not afford this, but the Corporation went ahead and the result was the abrupt closure of the line on 28 May. With a life of under 20 years, the Taunton system became not only the shortest in length but also the shortest-lived in

Great Britain. The trams were sold to Torquay and Gravesend. Several of the original tramway standards were removed to other parts of the borough to serve as lighting standards, where they may still be seen.

To mark the centenary, Somerset IA Society are arranging an exhibition of old photographs and diagrams, at Taunton Central Library from 20 August to 1 September. Also on 21 August they will be involved in a guided tour of the route by Vintage Bus. This will visit the recently refurbished Museum of the West Somerset Railway Association at Bishops Lydeard, where there will be a special display of model trams and tramway items.

*Roger Eckersley*

## Gunpowder group re-formed

At their autumn meeting at the Institute of Historical Research in London on 21 October 2000, the Gunpowder Mills Study Group was re-formed as the Gunpowder & Explosives History Group. Although the title has been amended, the logo has been retained, thus showing both change and continuity.

The Group first met in 1985 with Alan and Glenys Crocker and Phil Philo as its convenors. When Phil's museum duties took him to the north-east, the Crockers continued to organise the Group, assuming the roles of chairman, secretary, treasurer and editor of and chief contributor to the newsletter. It was, as one member has written, a 'very personal involvement' and an intense commitment to the Group. However, by 2000, pressure of work was such that the Group must be handed over to others or wound up entirely. It was felt that the group should be kept going because it provides the only forum readily available for the discussion of gunpowder history and the exploration of relevant sites. Brenda Buchanan's proposal that

the Group should adapt their name to indicate widening interests was well received. Brenda has been appointed Chair of the new Group, with Wayne Cocroft as Newsletter Editor and Kenneth Major as Treasurer.

More information on the Gunpowder & Explosives History Group can be obtained from Dr Brenda Buchanan, 13 Hensley Road, Bath BA2 2DR, e-mail: hssraab@bath.ac.uk

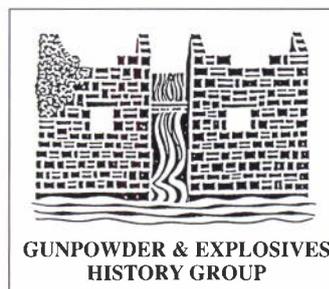
## No more leaks at the forge

Leaking roofs and overflowing gutters will be a thing of the past at Wortley Top Forge near Barnsley thanks to repairs funded by grants of £3000 from Waste Recycling Environmental Ltd (WREN), through the Landfill Tax credits of Waste Recycling Group plc, and £2000 from a local trust. The forge is Britain's only surviving water-powered heavy iron forge and dates from the seventeenth century. It is run entirely by volunteers and is open to the public every Sunday except in December and January.

Dr Jim McQuiad, chairman of South Yorkshire Trades Historical Trust Ltd which manages the forge, says that the rainy autumn underlined the need for repairs. 'On wet days parts of the forge were leaking like a sieve. Our guides had to steer visitors round the leaks. If the repairs had been left any longer, the building could have been seriously damaged.' The repairs are the first step in plans to bring more visitors to the forge site. The grant from WREN was made through the government's Landfill Tax Credit Scheme which gives waste management companies the opportunity to invest up to 20% of their Landfill Tax bill into community, environmental, research and education projects.

## Rare textile books saved

An unusual set of volumes containing rare samples of cloth woven in Oldham over 100 years ago will be preserved as a result of a special initiative. Their restoration has been secured by awards from the national Manuscripts Conservation Trust, Oldham Council and a donation by descendants of the Mellodew family.



The six pattern books were created by the spinning and weaving firm established by Thomas Mellodew at Moorside, Oldham, in the 1840s. Many of the cloth samples are in pristine condition and give a good impression of the variety and quality of work carried out at Moorside Mills. There are also patterns showing how to weave different types of cloth.

Thomas Mellodew was highly innovative and invented methods for weaving and dyeing velvet which included an imitation silk velvet made from cotton. He amassed a fortune through these ground breaking ideas which enabled him to build most of Moorside village.

### 'IA on an industrial scale'

'This is industrial archaeology on an industrial scale' is how one archaeologist described the work of the Channel 4 Time Team as they excavated their largest hole ever (11 metres deep!) at Blaenavon, South Wales. The work was undertaken in March 2000, although it was only screened in February this year. Their challenge, set by Peter Wakelin of Cadw, was to discover if the world's first railway viaduct still lay buried beneath a huge waste tip. Much overburden of unstratified material was removed until at the last moment, at the full reach of the digging machines, the top of the long lost eighteenth-century structure was located.

The viaduct dates from the Blaenavon Ironworks of 1788. A description by Archdeacon William

Coxe and a drawing by Sir Richard Colt Hoare show the viaduct had a roofed top for a horse-drawn tramway, with miners' houses built between the piers. By 1812 the viaduct had been buried under mining waste and it was lost to sight until the recent excavation. The Time Team excavators also discovered the remains of Limekiln Terrace, dated by pottery to the 1820s. Finally, they cast iron at the ironworks for the first time in over a century. Blaenavon Ironworks is run by Cadw and is open from Easter to October.

### Anderton survey

An archaeological survey at the Anderton Lift in Cheshire is seeking to discover how goods were exchanged between the River Weaver and Trent & Mersey Canal before the opening of the lift in 1875. A railed way, chutes and inclined planes are known to have existed. We all know of the famous lift, but seldom think of what happened before.

### Website news

Among an increasing number of websites with an IA interest, four have recently come to attention, all with photographs alongside a short text. Martin Roe has established two in Yorkshire. His [www.mroe.freeseve.co.uk](http://www.mroe.freeseve.co.uk) introduces lead mining in the Yorkshire Dales, with sections on extraction, processing smelting and water features, while [www.mroe.freeseve.co.uk/halifax.htm](http://www.mroe.freeseve.co.uk/halifax.htm) includes information on

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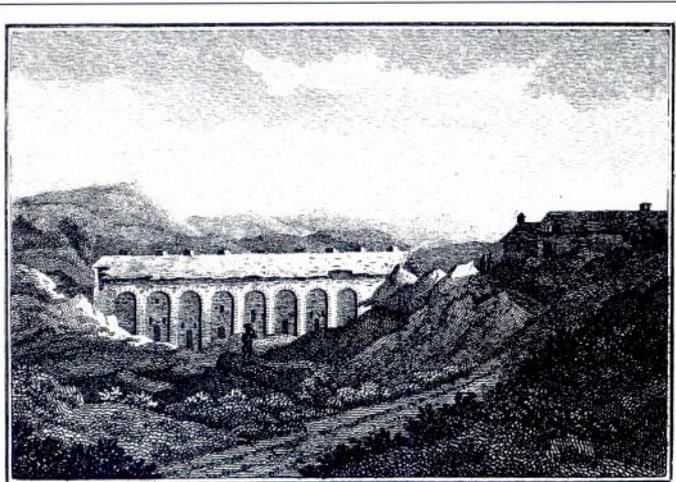
textile buildings, coal and clay mining, brickworks, pipeworks and quarries. Still in the area, [penninewaterways.co.uk](http://penninewaterways.co.uk) is dedicated to the canals radiating from Ashton under Lyne and others in the south Pennines. It includes, for example, progress reports on the restoration of the Huddersfield

Narrow and Rochdale Canals.

The Peak District Mining Museum at Matlock Bath now has a useful website which gives information on the museum and the Temple Mine site, a small archive of mining photographs and a selection of titles from the bookshop. Try it on [www.peakmines.co.uk](http://www.peakmines.co.uk). In North Wales, the slate industry is covered in [penmorfa.com/Slate/](http://penmorfa.com/Slate/) which has excellent photographs by Dave Sallery of tramways, blondins, and other remains and relics. In London, GLIAS now has a website, which is <http://website.lineone.net/~robert.mason/glias.html>

### High ship restoration

Two iron ships built in Britain by James Watt's Foundry in Birmingham in 1862 were sent in nearly 3000 parts to Peru and carried by train and mules to Lake Titicaca high up in the Andes. Here the Yavari and Yapura were assembled and launched as gunboats in 1870-1, but as their guns were never delivered they became cargo ships on the lake and



*COVER'D BRIDGE AT BLAENAVON.*  
*Published March 1, 1840, by Cadell & Davies, Stroud.*

The Blaenavon viaduct as seen by Richard Colt Hoare in 1798



The Blaenavon trench, almost at full depth where the viaduct was discovered

Photo: Peter Wakelin

operated as such until the 1950s. In 1984, the Yavari was discovered by Meriel Larken, great-great-granddaughter of Alfred Yarrow the shipbuilder. She has set about restoring the boat and its 1914 diesel engine to carry tourists. Meanwhile the Yavari has served as a floating museum.

### Hawkstone oil mill

Plans are afoot to restore the wind-powered oil mill at Hawkston, Lancashire, which dates from the early nineteenth century. It is thought to be the only surviving windmill in Britain for crushing and producing linseed and oil seed oils.

### Foot and mouth

There can be few of us who have not been affected in some way by this year's terrible foot and mouth outbreak. This includes the opening and access to a number of industrial archaeological sites, but this is small fry compared to the distress suffered by the farmers directly involved, and our thoughts must remain with them until this crisis is truly over.

### Pub history

A new society to study the history of the public house may be soon formed and anyone with an interest is invited to contact the Pub History Society, 13 Grovewood, Sandcombe Road, Kew, Richmond, Surrey TW9 3NF, or visit the website: [www.uk-history.co.uk/phs.htm](http://www.uk-history.co.uk/phs.htm).

### Lottery grant for Foxfield railway

The Foxfield Light Railway Society (Britain's premier industrial heritage railway) has been awarded a £446,500 Lottery grant to restore part of the mineral railway and Foxfield Colliery pithead at Dilhorne in North Staffordshire. The Foxfield Railway Gala at Blythe Bridge on 21-22 July will have at least eight steam locomotives working, with freight and passenger trains on this preserved 3.7 mile mineral line between Blythe Bridge and Dilhorne. There will be an exhibition at the Dilhorne end and guided tours around the Foxfield Colliery site.

### Early mill uncovered

Archaeologists have revealed the timber remains of the wheel pit of a

late seventh or early eight-century watermill near Wellington, Herefordshire. This rare find could have been part of a Mercian royal estate at Sutton St Nicholas.

### Ship canal cruises

Once again Mersey Ferries are running summer cruises on the Manchester Ship Canal, departing from Liverpool on Saturdays and Salford Quays on Sundays, with some special mid-week dates. This 35-mile trip is an excellent way to view the industrial archaeology along the way. Further details can be obtained from Mersey Ferries, ☎ 0151 330 1444.

### Steam coming to Kempton Park

A new boiler house for the steam plant for the No.6 engine has been constructed at the Kempton Park Pumping Station. It is hoped that steam will be supplied soon, as another step in the Kempton Great Engines Trust's programme to restore one of the two historic triple expansion engines and a turbine for Thames Water. When ready, the engine and turbine will be operated on selected weekends.

### Boating exhibition

The exhibition of photographs 'Boating Life and Work: Poland's Waterways in the 1950s' is at the Boat Museum from 13 April to 3 June 2001. It will be at the extended Waterways Museum at Goole in September and October, then at the

National Waterways Museum, Gloucester, from December to February, and finally at the London Canal Museum, probably April to June 2002. A booklet of some of the photographs is on sale with the exhibition.

### Voies Navigables d'Europe

VNE is a relatively recent organisation and is a consortium in the waterways authorities throughout Europe concerned with promoting tourism and heritage issues. The administration for VNE is provided by British Waterways. This collaboration has already resulted in funding from trans-national programmes for the Huddersfield Canal, the Union Canal, Monmouthshire and Brecon Canal and the Anderton Lift, in conjunction with waterways in Holland, Belgium and France.

### Madrid's Napier engine

Readers may recall a short notice in *IA News 106* (Autumn 1998) which mentioned a Napier beam engine on display at Madrid University. A member of the Napier Power Heritage Trust has supplied the accompanying photograph of the engine with has cast in the base 'D. NAPIER & SON. LONDON. 1859.' On his visit he was unable to obtain any further information on the engine or find anyone showing an interest in it. Further, the streams of university students passing by never SEE the engine as it is there every day, such as any decoration on the walls!

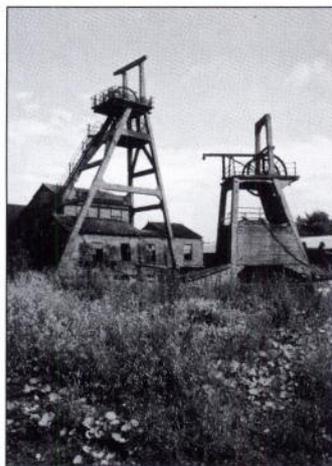
### A new steam museum

Markham Grange Steam Museum is a new, privately owned museum dedicated to preserving and exhibiting stationary steam engines. There are usually 11 engines in steam every Wednesday and at Bank Holiday weekends. Included are engines from Washpit Mill, Holmfirth, Wilderspool Brewery, Lancashire, Friden firebrick works, Cromford, and many others. Free admission every day, at Markham Grange Nurseries & Garden Centre, Longlands Lane, Brodsworth, Doncaster. ☎ 01302 330430.

### Maudslay seminar

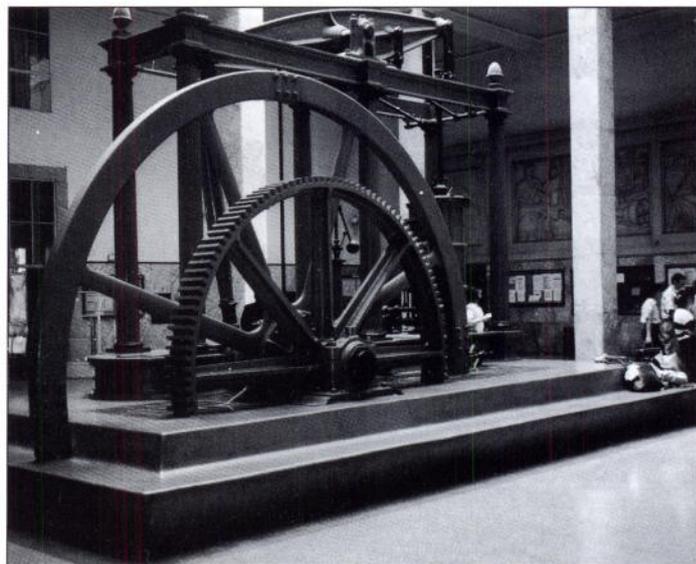
'Maudslay, Sons & Field and the first Kew engine' is the title of a seminar organised by the Kew Bridge Steam Museum, to be held on Thursday 26 July 2001. Papers will embrace a number of themes including the Maudslay family, the impact of the company on British manufacturing, Maudslay's Greenwich shipyard and a historical study of the Kew Bridge museum's 1839 Maudslay beam engine – the last surviving Cornish engine built by the company. This engine will be operated under steam for seminar delegates.

The fee is £45 and further details and booking forms are available from Kew Bridge Steam Museum, Green Dragon Lane, Brentford TW8 0EN, ☎ 020 8568 4757.



The derelict Foxfield Colliery, soon to become part of the Foxfield Light Railway's layout. The photograph shows headgear at the two shafts with a screen building in the background

Photo: Chris Thomas



Unseen by passing students – David Napier's beam engine on display at Madrid University  
Photo: Napier Power Heritage Trust

Scotland

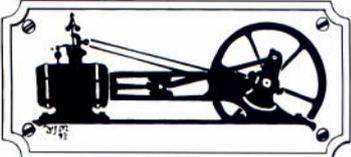
It has been another eventful year north of the Border. Work on the Millennium Link continues, with major stretches of the Forth & Clyde and the Union Canals being totally reconstructed, an example being reinstatement work at Wester Hailes near Edinburgh. Work is also progressing on the 'Falkirk Wheel' site, and in the Spring a flotilla of boats will make the journey from the beginning of the Forth & Clyde Canal at Grangemouth to its end in Bowling. Meanwhile, the Phoenix Trust has, with the assistance of Historic Scotland, completed its conversion to flats of two mill blocks at Stanley Mills in Perthshire. The Trust is now moving on to tackle the conversion of the Domestic Finishing Mill in Paisley, once part of the Clark's huge Anchor Mills cotton thread manufacturing complex.

The biggest crisis to occur during the year has undoubtedly been that centred on the Scottish Mining Museum, which found itself in a position of impending bankruptcy following shortfalls in its revenue funding. Whilst the Museum and its local authority, Midlothian Council, argued that its undoubted national importance merited national funding from the Scottish Executive, the Executive argued that it only had responsibilities for the 'National Museums of Scotland'. There was therefore a very real threat of closure, in spite of over £4 million worth of capital investment from National Lottery and other sources in recent years.

Fortunately, a rescue package was brokered, and the museum was

provided with emergency funding to provide time for a Working Group (made up of senior representatives from the major heritage organisations in Scotland) to devise a viable way forward. There was therefore huge relief when in December 2000, the minister, Dr Sam Galbraith, announced a three-year funding package for the museum. The programme also included the Scottish Fisheries Museum (Anstruther, Fife) and the Scottish Maritime Museum (Irvine, Ayrshire). However, in the case of the latter, it excludes the SV *Carrick* (formerly *The City of Adelaide*), the fate of which remains very much in the balance whilst it remains at its present location on a privately-owned slipway in Irvine. Currently, the lack of funds and a resulting threat of demolition remains a very real possibility, despite the outrage expressed in South Australia, where it is said that a substantial proportion of the population is related to emigrants who travelled on this vessel. Sadly, the obvious solution of swapping the *Carrick* (built in Sunderland, England in 1864) for the *Cutty Sark* (built in Dumbarton, Scotland in 1869, but currently in Greenwich) has not yet been taken seriously.

Although the assistance for these three museums is most welcome, it has still left Scotland's other independent and regional museums in great difficulty. As was stressed in this column last year, the collapse of local authority finance has caused severe problems, and these have worsened in the last twelve months. The threat of closure still hangs over the Scottish Lead



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Mining Museum at Wanlockhead, and Doon Valley's industrial museum at Dunaskin. There was, however, better news at Summerlee in Coatbridge, where North Lanarkshire Council decided not to close the museum for the winter after all.

The town of Alloa continues to be a major centre of attention. RCAHMS completed a detailed graphic survey of McLay's Thistle Brewery following the cessation of brewing. It is considered to be one of the finest surviving examples of a traditional brewery in Scotland, and given the national importance of the industry, it is hoped that it can be saved, possibly by conversion to some sort of brewing heritage centre. Meanwhile, Tesco's have acquired from Paton & Baldwins the huge Kilncraigs Mills site nearby, and in a deal brokered with the local authority, will demolish most of the complex to make way for a supermarket, but will retain the fine office block and adjacent wareroom. Not far away (in Mar Street), the closure of Hope's Bakery has also attracted interest because it was

one of the last bakeries in the country to bake using traditional coal-fired ovens, the earliest of the three being of early nineteenth century origin. The fate of the site has yet to be determined.

Throughout the year, Scotland's heritage bodies have been occupied progressing a number of programmes and projects. RCAHMS has continued recording work, and the National Museums of Scotland have continued to build on the success of the Museum of Scotland. Historic Scotland's activities have included the scheduling of a variety of industrial sites, including mining remains in central Scotland, and in particular the areas adjacent to Wilsontown Ironworks. Much work has also gone into the preparation of the World Heritage List application and Management Plan for New Lanark by Historic Scotland. The Scottish Industrial Heritage Society has, in the meantime, remained active, and looks forward to welcoming members of the AIA to Scotland in September 2002.

One of the highlights of the year was inevitably the TICCII 2000 tour



TICCII 2000 Scotland – Dr Piotr Gerber from the University of Wrocław, Poland, on top of the Fife cantilever of the Forth Bridge, Sunday 3 September 2000

Photo: Miles Oglethorpe

of Scotland. We were very pleased to welcome 51 delegates from 24 different countries. The tour included a visit to the top of the Forth Bridge, and the subsequent launch of the Sir William Arrol Collection catalogues by RCAHMS. Anyone who has passed by the Forth Bridge more recently will have been alarmed to have seen that painting and maintenance work appears to have ceased, and all the scaffolding has been removed. It is hoped that this relates only to a contractual problem with the maintenance company, and does not reflect wider difficulties being faced by Railtrack since the Hatfield disaster.

Finally, the year was marred by the sad loss of Scotland's First Minister, Donald Dewar. His successor, Henry McLeish, commenced his reign by implementing a reshuffle in which we lost a much-respected minister (to Rural Development), and then announced a 'Bonfire of the Quangos'. This has, unfortunately, thrust much of the public sector in Scotland into a paranoid state of self-justification, and there may well be major changes to the way built heritage is catered for in the future. Whilst not wanting to be overly pessimistic, it was not encouraging to hear that the new era had resulted in the Department of Culture and Sport being re-named the Department of Environment, Sport and Culture. Watch this space... or maybe, try to spot the ball instead.

*Miles Oglethorpe*

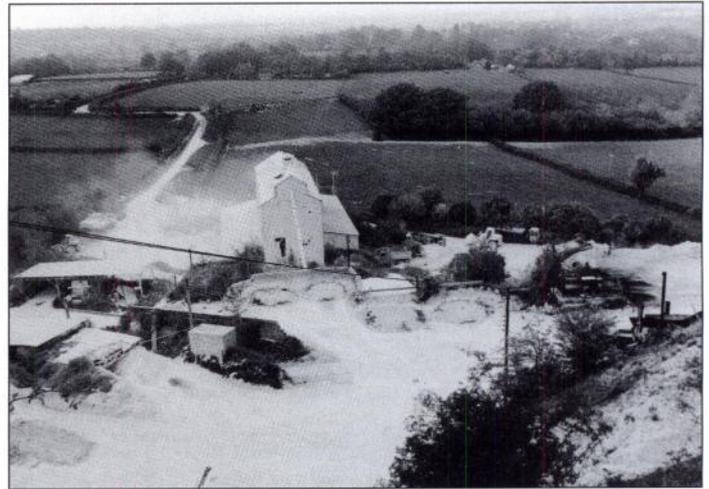
### West of England

During 1999 the firm of Merriott Mouldings Ltd of Tail Mill near Crewkerne in Somerset went into liquidation. The Somerset IA Society were unaware of the importance of the unlisted site as a former integrated flax mill producing sailcloth, tow and webbing from c1825 until 1929 when the goodwill and trade marks of the company, Richard Hayward & Sons, were sold to Baxter Brothers Ltd of Dundee.

The Hayward 'empire' once consisted of several sites in South Somerset and Dorset and the quality of its sailcloth, known by the generic name of Coker Canvas, was such that it was favoured by both challengers and defenders participating in the America Cup yacht races.

An initial assessment by SIAS for the local authority was forwarded to English Heritage who carried out a photographic and measured survey at Tail Mill. With the assistance of archival material supplied by the Society it was possible to identify a textile mill with internal engine and boiler houses, a warehouse with an attached dwelling, a north light weaving shed, single-storeyed ancillary buildings and a second, external engine house.

The report by Mike Williams of English Heritage in November 1999 placed special emphasis of the completeness and character of the site and its structures which had fortunately been left relatively undisturbed by the twentieth century mouldings business. The tail



*Shillingstone limeworks, Dorset, with the aerial ropeway seen in May 1988. Now closed  
Photo: Peter Stanier*

Mill complex was listed Grade II in March 2000.

SIAS is taking a continuing interest in the site through further historical research to include details about Merriott Mouldings, the company having been established at Tail Mill in 1938 but which can trace its origins back to the 1860s in London. In relation to this later phase the Society gratefully acknowledges assistance from Ironbridge tutor Brian Tildesley and Tim Smith of GLIAS. An unusual survival within the curtilage of the mill is an hydraulic accumulator of early 1940s vintage, a rare find on an inland, as opposed to a docklands, location.

News from Dorset includes the refurbishment of Bournemouth station which was officially completed on 4 August 2000. This is welcome news because there had been a period of uncertainty over

the future of the station, originally opened on 20 July 1885. Meanwhile, the limeworks and kilns have closed at Shillingstone chalk pit near Blandford (ST 823098). Reduced to a single kiln in the end, two pairs of traditional limekilns had been burning since the 1930s when a large hydration plant was erected by the Shillingstone Lime & Stone Co. Ltd. The site has remnants of an aerial ropeway system which brought chalk down to the kilns.

ECC Ball Clays (now part of Imerys) have ceased their underground operations beneath the heaths near Wareham. The curious structures at the head of the inclined mine shafts, with their incline, winch house and clay bins, will be dismantled. Mostly hidden away in wooded areas, few members of the public were aware that these mines for high quality ball clay existed. The Norden Mine

## AIA 2001 CAMBRIDGE CONFERENCE

WHERE? Fitzwilliam College, Cambridge

WHEN? Pre-conference seminar Friday 17 August

Main Conference Friday 17 August to Sunday 19 August

Post-conference programme Sunday 19 August to Friday 24 August

Lectures and visits will cover a variety of themes, but in particular the drainage of the Fens and the forms of power used. Also planned are the industries of the larger towns of Cambridge and Peterborough, rural industries such as the use of wind power and local extractive industries and their products, such as bricks, lime and cement making. Industries distinctive to the area include coprolite mining, horse racing stables at Newmarket, airships and aircraft restoration.

Details are available from:

The AIA Liaison Officer, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH

☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: [AIA@le.ac.uk](mailto:AIA@le.ac.uk)

near Corfe Castle is probably the most visible, where a new drift was only recently completed. Underground, the mine workings remained labour-intensive, extracting at the clay face by hand with pneumatic spades and pushing ancient-looking trams to the foot of the incline. A good depth of clay was left as a watertight ceiling and much timber was used for pit props.

Continuing economic growth and a rise in property prices have affected some prominent sites in the large cities at the centre of the West of England region. Bristol's large 'Harbourside' development – known to IA enthusiasts for its transport features and early gasworks – has already been partly developed for leisure use. The former GWR goods shed and City Leadworks have been incorporated in new cinema and exhibition areas. Revised plans for the remainder of the site have just been announced and involve the substantial remains of the old Canon's Marsh Gasworks, a former oil-gas works of the early nineteenth century.

Elsewhere, Bristol's brewing and malting heritage continues to disappear. The remains of William Bradford's substantial maltings for the former Bristol United Breweries on Gasferry Road is due for demolition. The distinctive roofs and kiln vents were lost in a fire in the 1930s but its passing is to be regretted. Further along the Floating Harbour, the varied and distinctive facade of the former George's Bristol Brewery has now been breached by demolition of the 1930s bottling store and 'malthouse'. The latter was never used as such but had a distinctive



Demolition in progress at Bristol Brewery

Photo: M. Bone

lucam over the harbour. Brewing ceased in 1999 and one-third of the site is currently changing to office and residential use. Plans for the other two-thirds are awaited. It is a great pity that this important regional brewery, with evidence of continuous development from eighteenth-century porter brewery to 1980's high-tech real ale plant could not be kept intact during redevelopment. It is in a conservation area but a late appeal for listing was refused. The only listed building in the complex is the former tramways general station, latterly Courage's accounting office. It is hoped that this will survive phase II of the development.

Nearby, the city's early electricity generating station also awaits building work. The main feature is an elegant brick and stone facade and this is to be kept, if current plans come to fruition. Two other schemes for redevelopment involve buildings around the Sheldon Bush lead shot tower (the modern tower is listed) and part of the former 'Puritan' soapworks in St Philips.

In Bath, two sites of industrial interest are currently being developed. The former tramways depot, electricity generating station and foundry in Walcot – until recently the venue for a popular Saturday flea-market – is under conversion. During archaeological excavation, the remains of a former malthouse were revealed – a use that preceded the tramways and

went back to the eighteenth century. Another malthouse – the last in the industrial suburb of Twerton – is also undergoing conversion to offices. Whilst the passing or development of these sites is cause for regret, it is good to report that archaeological recording and a fair degree of adaptive reuse has been present. Also, some of this material is to appear in *BIAS Journal*.

Finally, some of the sites that were the focus of interest to

industrial archaeologists in the early days of the subject are attracting fresh activity. Briefly, work on rebuilding Midford Aqueduct on the old Somersetshire Coal Canal is to be restarted after recent floods, and a number of local groups are showing fresh interest in the Lower Works at Mells. This edge-tool works was developed by the Fussell family and featured in the late Robin Atthill's classic book *Old Mendip* (1964).

Brian Murless and Mike Bone

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IA News reaches a wide readership through direct subscriptions, circulation to affiliated organisations and use in libraries.

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

For further details, contact the Editor.

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**2-3 JUNE 2001  
ARCHAEOLOGY IN SURREY  
2001**

at the University of Surrey, Guildford, to offer new perspectives for the future in all aspects of archaeology from prehistory to the industrial period. Information from Surrey Archaeological Society, Castle Arch, Guildford, GU1 3SX.

**9 JUNE 2001  
EERIAC**

at the Ransome's gallery, Museum of East Anglian Life, Stowmarket, the East of England Region IA Conference, on the theme of rural engineering firms. Details and booking form (SAE please) from: Mrs Brenda Taylor, Crown House, Horsham St Faiths, Norwich, NR10 3JD.

**22-24 JUNE 2001  
PENRHYN QUARRY  
RAILWAY BICENTENARY  
WEEKEND**

at Plas Tan y Bwlch, the Snowdonia National Park Environmental Studies Centre, a weekend school examining the railway's legacy in its bicentenary year, through lectures, discussions and site visits. For further details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

**29 JUNE – 1 JULY 2001  
IEE HISTORY OF  
TECHNOLOGY SUMMER  
MEETING**

at the University of Greenwich, Chatham. Papers have been called for. Please contact the Events Department, IEE, Savoy Place, London WC2R 0BL, ☎ +44 (0)20 7344 5732, Fax: +44 (0)207 497 3633, e-mail: events@iee.org.uk

**21-22 JULY 2001  
FOXFIELD RAILWAY GALA**

at Blythe Bridge, North Staffordshire, with working steam trains, an exhibition and tours of the Foxfield Colliery site, recently awarded a Heritage Lottery grant for restoration. Details from Foxfield Light Railway Society, Blythe Bridge (Caverswall Road) Station, Stoke-on-Trent ST11 9EA. ☎ 01782 396210.

**21-27 JULY 2001  
BRIDGES**

at Plas Tan y Bwlch, Snowdonia, a course investigating the history and engineering of bridges with visits to many Welsh examples. For details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

**21-28 JULY 2001  
INDUSTRIAL ARCHAEOLOGY  
IN NORTH EAST ENGLAND**

at Durham, with lectures and field visits on topics including coal and lead mining, railways, chemicals, iron and shipbuilding. Details from Jane Roscoe, Centre for Lifelong Learning, University of Durham, 32 Old Elvet, Durham DH1 3HN. ☎ 01913 743735.

**4-11 AUGUST 2001  
PRACTICAL INDUSTRIAL  
ARCHAEOLOGY**

at Plas Tan y Bwlch, Snowdonia, a long-established course run jointly with Hull University, recording slate quarries at Dorothea and others in Dyffryn Nantlle. For details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

**17-24 AUGUST 2001  
AIA CONFERENCE,  
CAMBRIDGE**

at Fitzwilliam College, Cambridge. Please note the date has been brought forward to August. Details from the 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

**19-25 AUGUST 2001  
LITTLE TRAINS IN  
SNOWDONIA**

at Plas Tan y Bwlch, a course on the narrow gauge railway in and around Snowdonia National Park. For details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

**7-9 SEPTEMBER 2001  
SFES UNDERGROUND  
ARCHAEOLOGY  
CONFERENCE**

at Laon, northern France, a conference on underground archaeology, particularly the building stone quarries and sand mines beneath the city. Hosted by the Société Française d'Études des Souterrains. Details from M Denis Montagne, 8 rue de Serrurier, F-2000 LAON, France.

**21-23 SEPTEMBER 2001  
STEAM ENERGY  
TECHNOLOGY 2001**

at Falmouth College of Arts, an international symposium on the current and future uses of steam, organised by the Trevithick Society. For information, contact Philip Corbett, Greenacres, Short Cross Road, Mount Hawke, Truro TR4 8DU.

**13 OCTOBER 2001  
WILTSHIRE INDUSTRIAL  
ARCHAEOLOGY  
SYMPOSIUM**

at the Wharf Theatre, Devizes, on topics including textile workers' housing, hydraulic rams and bell foundries. For details, contact the Bookings Secretary, Wiltshire Heritage Museum, 41 Long Street, Devizes, Wiltshire SN10 1NS.

*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.*

*A full diary can also be viewed at [www.industrial-archaeology.org.uk](http://www.industrial-archaeology.org.uk)*



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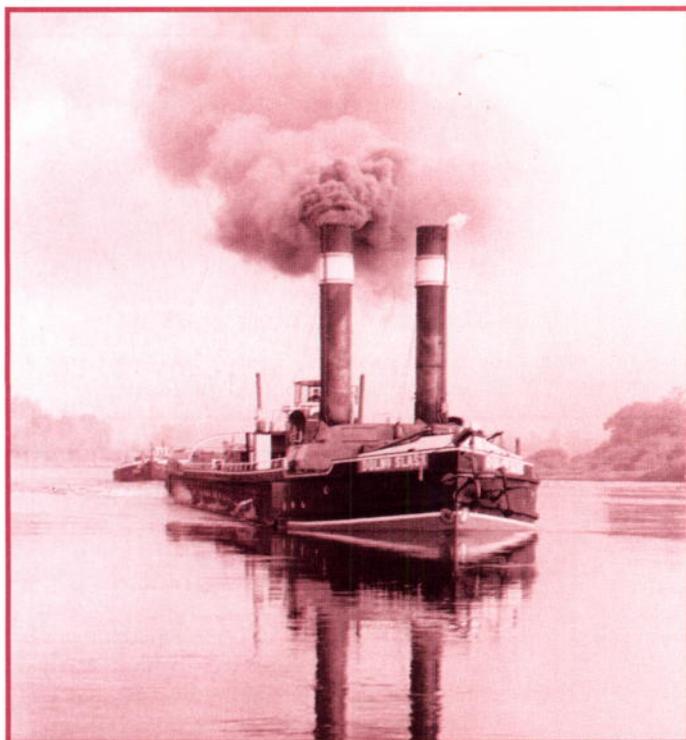
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- 30 September for November mailing
- 30 December for February mailing

*The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH. ☎ 0116 252 5337 Fax: 0116 252 5005.*

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



*Steam tug Dolny Slask at work on the River Oder, c1955. From an exhibition of photographs of Poland's waterways (see page 12)*

*Photo: Mieczyslaw Wróblewski*