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## Refitting the *Waverley*

*As the National Maritime Museum regularly warns, ship conservation is enormously expensive. A classic early attempt at ship retention was that of Drake's Golden Hind – after her round-the-world voyage of 1577-1580. The Golden Hind's scattered timbers became lost in the mud on the south bank of the Thames many years ago. She had survived most of the seventeenth century. Readers who have been watching recent programmes on television will be aware that a building may be saved from demolition for a million pounds or so. For a ship of moderate size to be kept in working condition sums of tens of millions will be necessary. PS Waverley has recently been consuming the order of £7 million for refits. She is beginning to resemble the proverbial sailor's knife. This applies to other famous old ships – HMS Victory for instance.*

### Robert Carr

The real revolution at sea in the nineteenth century was the introduction of iron-hulled steamships driven by screw propellers. Reciprocating steam engines could not easily produce high shaft-speeds (using direct drive) and in order to get sufficient propulsive force large diameter propellers were needed. This was fine for deep sea use but in shallow water there was not enough depth of water to cover the propeller.

High speed reciprocating steam engines were expensive to maintain and the solution for high speeds in shallow water was to continue to make use of the paddle steamer. Paddle steamers for coastal use were still being built up to 1900 and beyond. (Paddle steamers such as the *Bristol Queen* and *Waverley* were built post World War II

to replace ships lost in the War). Once the steam turbine with the possibility of high shaft-speeds became available from 1897 coastal passenger steamers were built with screw propulsion, often with more than one propeller. For pleasure excursions a classic type of elegant slim-hulled shallow-draught paddle steamer remained popular for much of last century and we are most fortunate that one of these vessels, *PS Waverley*, still survives in sea-worthy condition.

The first *PS Waverley* was built in 1899. While rescuing Allied troops in May 1940 off Dunkirk she was sunk by Heinkel 111 German bombers. Her replacement was built by Anthony & John Inglis at Pointhouse, near where the river Kelvin joins the Clyde in Glasgow. The second *Waverley* was launched on 2 October 1946 by Lady Matthews, wife of the chairman of the London and North Eastern Railway Company. The same Pointhouse yard had also built the original 1899 vessel.

At first the replacement *Waverley* was coal fired but she was converted to burn oil in 1957. The double-ended Scotch boiler which Rankin & Blackmore built for the second *Waverley* was replaced with a more modern version installed by Babcock's of Renfrew in 1981. A paddle steamer such as *Waverley* can approach quite close to the shore. *Waverley* has a draught of only six and a half feet. In their heyday some paddle steamers used to beach on soft sand to disembark passengers.

In 1973 *Waverley* was bought by the Paddle Steamer Preservation Society from Caledonian MacBrayne for the nominal price of one pound. At the time finding a qualified crew for *Waverley* was not that difficult. In 1975 there were still about 3,000 ships registered in Britain but by 1997 this was down to 300 and obtaining



*New work at the bow of PS Waverley*

### COVER PICTURE

*The restored Leawood Pumping House is described in a new book on the Cromford Canal (see page 18)*

*Photo: Hugh Potter*

qualified crew members to man *Waverley* has recently become a major headache. Replacing the period crew facilities with accommodation of a standard expected by present-day professional seafarers should help to overcome this.

A very major rebuilding of the *Waverley* has been underway for some time with a view to making future running costs more in keeping with a newly-built vessel (see *IA News 104*, page 11). Over last winter *Waverley* underwent an extensive refit at George Prior's shipyard, River Yare, Great Yarmouth. Sufficient money, principally from the Heritage Lottery Fund, has been available to carry on the work started for the Millennium. Over the winter 2002-3 the expenditure was £7 million.

As the ship still had her paddle boxes attached there was no dry dock wide enough to accommodate her. The solution was to hire a large barge, the *AMT Wayfarer* (registered in Liverpool). This came from the South of France in November 2002. It was sunk, the *Waverley* positioned over the barge and the barge raised by pumping so that the complete paddle steamer was well out of the water and it was possible to work on the underside of the ship from the deck of the barge. *Waverley* was raised on the barge in this way on 25 November 2002. *Waverley* was out of the water on the barge during the winter of 2002/3 and was lowered back into the water (by sinking the barge beneath the ship) on 7 February 2003. In a previous refit *Waverley* had her paddle boxes removed and having otherwise a slim yacht-like hull could easily fit into a dry dock.

Much work has gone on replacing the deck saloons. The upper aft saloon has been renewed largely in aluminium but the corresponding forward saloon needed to be constructed of mild steel as in an emergency it would have to take the load of two lifeboats full of people.



*Renewed paddles*

The paddles were completely renewed with fully interchangeable parts and new woodwork. New boilers were fitted in 2000 by Prior's but the main steam engine is still essentially original. It was planned to install a bow rudder but this will not be proceeded with.

The crew accommodation has been completely renewed to modern standards and the bridge rebuilt. A great deal of original woodwork was replaced by hardwood from Africa and there is considerable use of 'scumbling'. This is a technique where surfaces are painted to resemble wood. A coat of dark brown paint is put over a yellow undercoat and 'combed' with a dry brush or comb to reproduce wood grain. Skilfully done this can produce quite realistic effects. After

scumbling a coat of varnish is applied. Some aluminium panels have been finished in this way.

Large areas of new deck planking have been laid using kiln-dried Nigerian iroko. To attach the planks to the steel deck bolts were welded on and nuts hold the planks in place. The hole above the nut is sealed with a wooden plug. Gaps between the planks have been caulked in the traditional manner with pitch.

Work on *Waverley* at George Prior's yard had to finish by 9 June 2003 as she was due to commence her revenue-earning Clyde sailings on Saturday 14 June. She was scheduled to depart from Glasgow that day at 10.00 am. The route *Waverley* might take back to the Clyde depended on weather conditions. On a previous occasion the Captain decided there was a likelihood of heavy Atlantic swell off Land's End and she returned by the northern route, past Cape Wrath. For those lucky enough to be on board this turned out to be a spectacularly scenic cruise. On departure from Great Yarmouth fitters and workmen remain on board to finish off any remaining jobs and to make necessary adjustments once moving parts have worked themselves in. *Waverley* successfully completed a sea trial on Wednesday 4 June, leaving at 18.20 and returning after dark. As in 2000 it was decided to take the northern route home. Following her departure from Great Yarmouth on 9 June she reached Aberdeen the following Tuesday at 16.40 in just under 24 hours sailing. Leaving Aberdeen that night she was reported sailing past Mallaig at 15.30 on Wednesday 11 June and was due to arrive at Anderton Quay, Glasgow, on Thursday morning.

Last summer the general public was able to enjoy the usual extensive programme of paddle steamer excursions around the coasts of Britain. For sailing information generally, contact *Waverley Excursions Ltd*, *Waverley Terminal*, Glasgow G3 8HA, ☎ 045 130 4647, or visit the website [www.waverleyexcursions.co.uk](http://www.waverleyexcursions.co.uk).



*New deck planking*

## Milestones and cast-iron mileposts

*A few years ago the Daily Telegraph's Weekend Supplement featured the author's concern that the relatively few milestones still remaining should be identified, recorded and protected. More than 500 people wrote to him and in due course a national study and conservation group was formed as the Milestone Society, pledged to do those three things across the UK, including reference to Irish examples pre-partition. Here, mile markers and the use of cast iron are discussed and an appeal is made for the work of the Milestone Society to be supported. The author's Shire Album Milestones was published in 2002.*

Mervyn Benford

Along with carriages in museums and surviving coaching inns, milestones are perhaps the most tangible and significant items that speak of the early days of national travel, of a time when life moved more slowly. Not all were stones of course. In due time, with the onset of industrialisation, metal became used, first in the form of plates affixed to stone, though in a few cases also to wood, as the famous series lining the A22 through Sussex. Eventually wholly metal types arrived and we can gather real clues as to the manufacturing process for the foundries involved, often identified somewhere on the product. For example, two all-metal survivors on the Newport Pagnell to Northampton B road give the manufacturer as Grundy & Co. of Northampton. Does this company still exist? What might have happened to its records of milestone production?

The evidence for mile marker construction is otherwise confined to what survives in documents of contracts between the relevant authorities and the masons, quarries or foundries



*Distinctive iron mile-marker on the A523 between Ashbourne and Leek*

*Photo: Mervyn Benford*

concerned. Some milestones were raised by private individuals or local communities, usually for their own local needs, though looking at the long list of distances recorded on the obelisk along the A49 at Craven Arms in Shropshire one wonders how many of its eighteenth-century citizens could have envisaged a journey to many of them, not least Edinburgh!

The Romans set stones along their roads at every 1,000 double paces, a distance not far short of our 1,760 yards (1,608 metres). Their word 'mille' for one thousand transmutes to our 'mile'. However, the principal impetus came with the opening of the General Letter Office in 1660 and a need to standardise charging for mail delivery. Though the Statute Mile existed at this time it was certainly not universally adopted throughout Great Britain. John Ogilby's detailed survey of the nation's roads in the 1670s finally locked the 1,760-yard mile into place.

Most milestones and mileposts were first erected in the seventeenth and eighteenth centuries by the trusts set up to manage the network of turnpike roads initiated by Parliament as the demand for properly regulated road travel grew. Turnpikes were run by Trustees who set tolls to earn revenue for maintenance and road development. They were eventually required to mark every mile. Most did this and in due course these markers were amended or replaced to show more detail. Many different styles evolved, especially with the use of metal. Some changes, for example the angling of inscribed or cast faces towards the on-coming vehicle, were planned to make them easier to read by drivers and passengers as road speeds increased.

Miles and fractions like halves and quarters were commonplace but the A217 in Surrey and the B3170 to Taunton in Somerset use eighths. Furlongs and even poles, yards and feet were at times recorded for greater accuracy. Old Peak District stones still show pre-Statute miles. Town or village destinations were usually given but occasionally particular buildings were named, such as a railway station, main post-office, courthouse or Exchange. Occasionally just initial letters were used or no place reference at all, just numbers applied to local knowledge of geography. Roman numerals were initially more usual but in due course Arabic took over in support of faster travel. Rarely zeros mark where roads reached the last indicated destination.

Hands often indicate directions. In Yorkshire some early stones were embellished with ornate cuffs. Fife in Scotland and the Leeds area are rich in markers giving a lot of local information. Plates were often affixed to mounting blocks, with several near Beverley. A very rare example close to Leeds University has the information cut into the stone.

Almost every significant road (the A and B roads of today) had a marker every mile, but when some counties like Bedfordshire and Northamptonshire have less than a dozen surviving today, one can appreciate just how



*A flamboyant cast-iron marker on the A49 at Langtree in Lancashire*

*Photo: Mervyn Benford*

many have disappeared. Similarly it is amazing to note that each marker had to have different distances carved or cast. There is evidence of some short-cutting of this by the use of standard basic designs in iron to which individually cast distance plates were affixed. Some all-metal designs seem so similar one suspects they were selected by Highways Authorities, especially in the later County Council days, from standard catalogues. There is much research potential in County Council records after they took on Highways responsibilities around 1880.

The A52/A523 Ashbourne to Leek road is a rare example of a road with all its metal mileposts intact and a very distinctive design style as well. The manufacturer is recorded as 'James Bassett Ashborne (sic) 1834'. What happened to this company? The very few rather similar examples found in Cheshire and were made by J. Harrison of Derby. Did they make the equally similar types along the A6 south of Derby? Staffordshire finally adopted a relatively anonymous triangular milepost for almost all its roads and a great many remain in place today. Did these replace the older types where many had not survived or been badly maintained? Did more Bassett types exist pre-1880?

Road widening, town and village by-passes, changes in routing, the development of out-of-town shopping and housing projects have all caused markers to be removed. In an age when they are in effect redundant to the needs of travellers, and therefore not included in grant provision to Highway Authorities for maintenance, many were simply scrapped. A few were sold or ended up in private collections.

The mechanical flails of modern verge-cutting equipment have also done untold damage when clearing vegetation that conceals a mile marker. By far the biggest loss came when in 1939, anticipating invasion, the Government ordered all

milestones to be either buried or defaced. Some in the Milestone Society believe many of these were simply left buried even after the Government ordered their re-erection a couple of years later. Many metal examples may have gone as scrap to the munitions factories!

Ordnance Survey maps have recorded milestones or mileposts but not in every edition. Larger scale versions in the nineteenth century sometimes gave details of the inscriptions and this helps when we wish now to restore lettering or have new plates cast. Using a known position it may be possible using a metal detector, to find metal examples that are still buried. Stone examples may need the suspected site probing with a rod.

The Milestone Society has over 300 members and works via county branches with a branch in most English counties and a more regional basis for Wales and Scotland. A national database is being established recording to a standard format. More members and more branches would take this work of search and record forward faster.

The Society would particularly like to find evidence of the foundries known to have produced metal plates or wholly metal markers. Through any surviving records we may gather valuable insights into the designing process, the nature and progressing of contracts, relevant stipulations and conditions to say nothing of costs. We would welcome any research in such matters from sympathetic readers interested in such aspects.

Manufacturing information tends to be more available on earlier examples which also show a greater individuality of design. Manufacturing information is rarer on plates than wholly-metal types. Many of the latter are well sunk into the ground now and foundry information may be buried, needing recovery where possible by temporary soil removal. Lancashire probably has the most amazing and attractive mile markers ever designed. These were a small group along the original route of the A49, with the best preserved example jutting proudly out of the pavement in an open built-up area at Langtree. Most of the others have the road level rising up them and correspondingly gain less TLC from the authorities.

The most northerly one from Charnock Richard was stolen a few years ago and there was evidence of use of a JCB. These types were manufactured by the Haigh Foundry and local group research has established this was probably the Haigh Works nears Wigan where the Earl of Balcarres set up two blast furnaces in 1789-90 which worked until 1815 and were demolished in 1828. Even with such information it has proved difficult so far to gather information about milepost construction.

Much remains to be learned and the Society will welcome and publish information it receives. From my collection of over 800 slides of mileposts there are very few with evidence of manufacturers but some are listed here in addition to those cited above:

Nichols of Ross (on A40 at Lea, Herefordshire); Joseph Hilston, Victoria Foundry,

Leicester (on A4304, former A47, at Walcote, Leicestershire); Wootton Bros. Ironworks, Coalville (on former A433, at Breedon-on-the-Hill, Leicestershire); J. Patterson & Co. Ltd. (on A697 at Longframlington, Northumbria); Alexander Russell, Kirkaldy 1824 (on A914 near Newport-on-Tay, Fife); Hales of Dorridge (on A520 at Leek, Staffordshire); Brayshaw & Booth, Liversedge (on A6033 at Wadsworth Moor, Yorkshire); J. Maw Co., J Walkinshaw Doncaster 1859 (on original A1 north of Bawtry, Yorkshire); Samuel Ridley, Iron Founder St. Edmundsbury, 1838 (old A45 at Kentford, Suffolk); Hanwell & Co. Foundry, Northampton (old A1 at Water Newton, Cambridgeshire); W.H. Smith, Whitchurch (on A 534 at Farndon, Cheshire); and J. Hayward Jr. Iron Foundry, Derby (on A61 north of Chesterfield, Derbyshire).

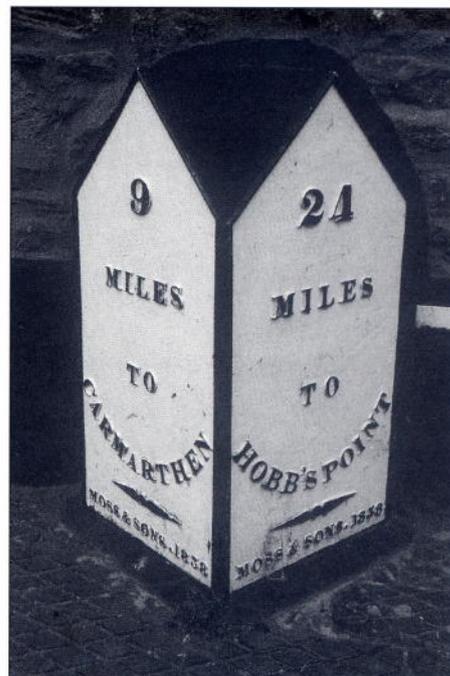
Whilst a few officially-removed markers have ended up legitimately in private hands, the great majority remain legally and officially the property of the Highways Authorities who replaced the Turnpike Trusts during the second half of the nineteenth century. Ultimately these became the County Councils and many new designs, usually metal, arrived as decline in Turnpike function caused older examples to disappear or become badly neglected.

The Society is anxious to work with County Councils to raise awareness of the importance of conservation and protection, as well as identification and recording. English Heritage have listed over 2,500 but have just agreed with the Post Office to list every surviving letter-box, some of which are less than 50 years old! Surely milestones are a higher priority, yet to protect a milestone requires first identification, then a request to the County Council or even an MP, leading to a request to English Heritage to consider listing it.



*Bell Bow marker on the A22 at Maresfield in Sussex with a metal plate fixed to wood. The distance owes nothing to Bow in London, being north of the river; it is measured from Westminster Bridge*

*Photo: Mervyn Benford*



*This mile-marker cast by Moss & Sons in 1838 stands at St Clears, Pembrokeshire*

*Photo: Mervyn Benford*

It is important to ensure that future verge or road contracts include strong conditions to contractors about care and protection of mile markers. District Councils and Parish Councils can be alerted, too, since funding nowadays will tend more realistically to flow from heritage rather than highway budgets. Derbyshire, for example, has invited parishes to adopt those markers within their boundaries. Staffordshire provides an enthusiastic and able volunteer with both authority to clean and paint its large stock of milestones and posts and some help with materials.

The Society works with local heritage societies, organisations like English Heritage, The Ordnance Survey and the National Trust to pursue its goals. It gives advice on proper restoration and maintenance methods. Because of the public ownership factor any milestone, plate or milepost offered for sale in an antique or other heritage commercial outlet is very likely to have been stolen. Dealers and buyers should ask for absolute provenance which should not be difficult to provide if the seller has acquired the item by rescuing it from a skip or some other genuine circumstance. The Society is most anxious to discourage trading in mile markers. Already there have been notable instances of theft. Any reader knowing of one apparently for sale is asked to contact the Society.

We shall be pleased to hear from readers, especially if any foundry or other manufacturing information should become available. The Milestone Society may be contacted via Terry Keegan, at The Oxleys, Tenbury Road, Clows Top, Worcs. DY14 9HE.

# Master of them all: iron research and fieldwork in Cumbria

*Seventy-seven delegates attended 'Master of them all', a successful joint conference of the Cumbria Industrial History Society and the Historical Metallurgy Society held at Cockermouth in October. The subject was Iron and Steel in Cumbria. It is hoped that the papers given at the conference will be published in spring 2004.*

## Graham Brooks

The proceedings got underway with an interesting talk on the iron ores of Cumbria by Brian Young from the British Geological Survey. Iron ore is the most important single metalliferous ore to be mined in Cumbria both in terms of volume and value and the county is the only place in the UK still producing iron ore commercially, although this is not used for iron production. The different types of ore present include the major haematite deposits around the Egremont and Hodbarrow area and the smaller deposits spread throughout the Lake District. Outcrops of these smaller veins in the hills are easily spotted by the red staining and this probably led to their early use.

Brian then considered the clay ironstones that occur as nodules in the coal measures of West Cumbria, before moving to the Pennine fellsides which he feels is a much overlooked area considering the scale of production there. This was followed by the miscellaneous ores such as magnetite that occur with other minerals in various veins in the Lake District, but probably have had no commercial value. He finished his talk with two controversial comments that were to fuel debate throughout the rest of the day, namely that bog ore does not occur in Cumbria and also that analysis of slags is unlikely to give evidence of the origin of the ore used.

The next group of three speakers all dealt with the ongoing Lake District Bloomeries Project. John Hodgson, the Lake District National Park Archaeologist, outlined the history of the project. The Lake District has about 230 unpowered bloomery sites listed, but little recent research has been done on the subject. Most of the sites are thought to be medieval but there is possibly some evidence for Roman or Dark Age use. Most sites are only known from small earthworks and slag deposits and it is difficult to outline the whole area. A number of sites were being destroyed by various types of erosion and magnetometry surveys have allowed them to be defined to allow conservation work to take place without causing unnecessary destruction or damage.

In four seasons of work 31 sites have been surveyed and samples of charcoal have been collected from some of them. Carbon dating shows that the sites sampled so far date from the thirteenth to sixteenth centuries. In addition, all samples of charcoal were derived from mature oak trees, suggesting that coppicing was not part of the medieval bloomery technique.

Peter Crew, the Snowdonia National Park archaeologist, then explained how the magnetometry surveys work and the type of information that can be derived from them. This includes the possible number of hearths that are present on a site, the possible age of the site and also the approximate amount of slag present. The processes are highly technical, but the results are spectacular. There is no doubt whatever that Peter and his colleagues have developed an extremely powerful tool for the researcher. One comment at the end of his talk that put the Lake District iron industry in context was that all the slags in the Lake District would not equal the amount found on the largest site in the Weald.

The third speaker on this subject was David Cranstone, an independent archaeologist and consultant. He had been working during the summer on two pilot areas to try and assess the accuracy of the various lists of bloomery sites. After attempting to locate the sites on the ground from the known details he then assessed the sites for their overall significance, state of preservation, and risk of damage and produced a sketch plan and photographic survey. Over half the sites shown on the Sites & Monuments Record could not be located either due to poor conditions on the ground or poor map references. Investigation of these sites meant returning to the primary and secondary sources that had generated the original entry.

He then went on to categorise the two types of sites he had surveyed. There were those that lay near a known ore body or were next to a road leading from one of the central Lake District haematite sources. The other sites had no obvious link to known ore sources but were generally near to areas of boggy ground and David implied that these sites used bog ore. He also categorised the sites into three groups based on size of slagheap remaining: those with less than 10 cubic metres of slag, 10 to 100 cubic metres, and greater than 100 cubic metres. The latter two groups tended to be associated with streams although there was no evidence of waterpower use on the ground.

Ian Miller, from Oxford Archaeology North, spoke on the subject of Cunsey forge. After outlining the documentary history of the forge from the earliest dated reference of 1618, he went on to show us the work carried out by the unit on the site, work that had been stimulated by further recent damage to the site. They had removed the rubble from the building shell to expose the remaining floor surfaces and used the evidence to try and interpret the activities on the site.

After lunch Richard Newman, the Cumbria County Council Archaeologist, talked about post-medieval bloomsmithies in South Cumbria. He started off by explaining that the term 'bloomsmithy' is not listed on many official lists as a recognised site type and therefore it is difficult to carry out research on the subject! South Cumbria had three sites for which he outlined the known history; and concentrated on

the documentary sources for the Milnthorpe bloomsmithy and his attempts using these sources to try and determine the position of the site in conjunction with examination of the river bank for archaeological evidence.

David Cranstone took the stage again to describe his investigations into a blast furnace at Wilson House. Isaac and John Wilson had owned the site and documentary research had shown that a steam engine had been ordered for the site from Boulton and Watt. Documentary evidence also suggests that they used the furnace as an experimental furnace to try smelting with different combinations of peat and charcoal. He then described the buildings remaining on the site and their possible association with the furnace.

Paul Belford, the senior archaeologist at the Ironbridge Gorge Museum, was the next speaker, describing the excavations they are carrying out on the site of the Barrow Iron Works prior to development. He outlined the history of the site and showed that significant remains still existed below ground level. One of the most surprising findings was a series of large brick-lined flues that traversed the area. These did not appear to be recorded in any of the documents.

Unfortunately Robson Davies, the one-time Managing Director at the Millom Iron Works, was unable to attend the conference due to ill health. Chris Irwin read his paper on the reasons behind the successful trial of spray steel making and the pilot plant that was built at Millom prior to the works' closure due to illegal bureaucratic intervention.

The final speaker Mike Davies-Shiel gave a rapid coverage of the final developments at the Backbarrow Iron Works site. His talk was illustrated with some superb and informative slides of the site whilst it was still working in the 1960s. Mike's anecdotes, drawn from the company's papers and the memories of former workers, made a fitting climax to an excellent day.

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## The show must go on

*The 66th East Midlands Industrial Archaeology Conference was held in Ilkeston, Derbyshire, jointly hosted by The Ilkeston Local History Society and the Derbyshire Archaeological Society. The conference entitled 'The Show Must Go On' was held on 18 October 2003 to coincide with the Ilkeston charter fair, now in its 751st year and one of the biggest street fairs, as opposed to fair ground based, in the country. The fascinating topic was a departure from more traditional industrial archaeology.*

Mark Sissons

The first speaker at the conference was Keith Carol, an active showman who grew up in Salford and trained as an electrical engineer with AEI. From an association with showmen's families travelling the Lancashire fairs and working at weekends he moved into a full time showmen's career at the age of 21. When he started there were 20 to 25 charter fairs held in the centre of Lancashire mill towns, now only Preston survives. Throughout the country large fairs have tended to prosper with small fairs becoming the victims of mobility and other entertainments.

Early fairs had small temporary booths and stalls of light construction. These booths were frequently ancillary to the main purpose of the fair, usually labour hiring or livestock selling. The coming of the railways allowed showmen to cover a bigger area by using the railways to transport their wagons. The advent of the steam traction engine led to them transporting their own equipment and started the growth of the current large rides. The evolution of the showman's engine was halted by the availability of large numbers of cheap heavy haulage tractors after the Second World War. Scammel in the 1950s marketed a specialist showman's Show Tractor, designed by Sidney Harrison who had previously worked for Burrell and Fowler but most operators used surplus equipment from other

sources. The rides in large fairs have become very much more modern and very much larger. In the 1960s many rides were 30 to 40 years old. Most are now far newer and prices for new rides have risen to £0.5m to £1m with weights also rising often to 60-70 tons. An attempt to introduce a parliamentary bill to control those living in vans through the 'moveable dwellings act', caused the formation of the Van Dwellers Association; this later became the Showmen's Guild.

Charters for fairs were originally granted to individuals, that at Ilkeston was originally granted to Ewe, son of Ralph and after passing through various hands was eventually bought by the corporation. Most fair charters are now owned by the local authority, Market Rasen and Beaconsfield are two fairs where the charter is still in private hands. The value of a charter was often appreciable; in the 1850s the Manchester Corporation bought the fair charter from the Moseley family for £90,000 to obtain control of the local market. They then discontinued the related charter fair due to continuous problems with rowdiness and drunkenness – in the 1880s.

Max Biddulph of the Fairground Association spoke on the evolution of the Ilkeston Charter Fair, from its original charter of 1252. There were originally three fairs in the town, a charter fair in August, and in October a wakes fair followed by a statute fair. In 1888, the council merged the three into one. The late nineteenth-century fairs contained far more booths for boxing, freak shows, wild animal menageries and circuses. Most of these died out around the Second World War. The big rides developed through the twentieth century. Showmen such as Whitings of Lancashire, Pat Collins, Hibble and Mellors and John Proctor successfully tendered for the fairs operation over the years.

Ann Featherstone then spoke on the portable theatre in nineteenth-century entertainment. Their heyday was from the 1830s to 1910. The portable theatre, rag show, or travelling theatre

was different from the fit up theatre which was erected inside an existing building, such as a corn exchange. The travelling theatre carried its auditorium and all its other accoutrements on carts wherever it went. They frequently stopped in one place for several months with a constantly changing repertoire. One is recorded as delivering 76 different plays in one location over 5 months. The plays were frequently ad-libbed and some plays consisted of assemblages of pieces of other plays. Performances were frequently very short with the audience being ushered out as soon as a sufficient audience for the next performance had been assembled. The takings were divided between the owner and the company with each being paid according to their worth. These theatres were non permanent structures, exempt from planning and licensing laws. Only two photographs and one plan survive that describe the typical structure. An 18-foot long wagon was the base structure. Typically four wagons were used to form a structure 36 feet wide and 100 feet long with a canvas roof and often with a coke brazier at the front.

Those attending the conference then toured central Ilkeston to witness the fair in action. The Ritz cinema was visited before eyes down time for the Bingo. The Ritz was the fourth cinema in Ilkeston, designed by R.W. Cooper of Nottingham and built in 1937 by W. & F. Chell of West Bridgeford. The building is an outstanding example of 1930s cinema architecture at its best. It is very little altered internally or externally despite its current use as a bingo hall. The Scala cinema was then viewed from the outside. This cinema was built on the site of the Burns Street Chapel graveyard. It opened on 4 September 1913 and is now one of the oldest purpose-built cinemas still in use in the country. A visit was also made to Erewash Museum where in addition to the normal displays the Fairground Association had an exhibition.

### AIA CONFERENCE 2004

### HERTFORDSHIRE and the LEA VALLEY

WHERE? University of Hertfordshire, Hatfield

WHEN? Pre-conference seminar Friday 13 August

Main Conference Friday 13 August to Sunday 15 August

Post-conference programme Sunday 15 August to Thursday 19 August

Lectures will cover a variety of themes on the IA of Hertfordshire and the Lea Valley, including malting, paper-making, gunpowder making and the aircraft industry. Planned visits include Luton, Bletchley, Enfield, Hendon, Lea Valley, Essex maltings, Waltham Abbey Gunpowder Mills and the Leighton Buzzard Railway.

Booking details are included with this mailing.

The AIA Liaison Officer, AIA Office, Department of Archaeology, University of Leicester, Leicester LE1 7RH

☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk

## Inland Waterways at the Ironbridge weekend

Inland waterways have secured the attention of industrial archaeologists arguably at least as much as other branches of the discipline. In some continental countries river navigations and canals have been consistently improved and form a valuable component of the present-day transport infrastructure, but in Britain their significance was greatly undermined by the advent of the railways, causing gradual closure rather than reorganisation.

Fortunately the realisation in the 1960s that inland waterways could provide activity holidays led to their widespread refurbishment, while preservation groups proliferated at the same time. All this was assisted by the unitary control and funds afforded by British Waterways, with the consequence that many inland waterways are fine examples of living industrial archaeology. They are far from being static exhibitions in need of maintenance after their first flush of enthusiasm and cash have disappeared.

Quite apart from their social characteristics, particularly what was effectively a nomadic life for families living in extremely cramped quarters, inland waterways provide a rich source for the industrial archaeologist: Construction, design, technology employed, locks, inclined planes, aqueducts, tunnels, boats, commercial features, restoration and revitalisation. It is impossible to address all these issues at a brief conference, but speakers will provide an interesting cross section of some of the more important issues facing industrial archaeology.

Topics at this year's AIA Ironbridge Weekend range from the technological, the canal boats themselves, issues concerning historical commercial success/failure, to the present-day problems set by conservation and tourism. There is such a diversity of interest in the field that members themselves might wish to make a short contribution as a backdrop to the more formal talks.

A booking form is included with this mailing, and contact details are on the Diary page.

*Ray Riley,  
Affiliated Societies Officer*

## Understanding the Workplace: an agenda for industrial archaeology in Britain

This important conference on 25-26 June 2004 has long been planned to draw up a research framework for industrial archaeology which will enable AIA to revise its policy document, *Working for the Future*. It will be held at Cripps Hall, Nottingham University, on the Friday afternoon and Saturday, and is jointly organised by Marilyn Palmer on behalf of AIA and Keith Falconer for English Heritage. The purpose of the meeting is to produce an agreed national research framework for the archaeology of the industrial period along the lines of those already published for Iron Age Britain and Roman archaeology in Britain. It is intended to complement the regional Research Frameworks published or in preparation. A major theme of the conference will be the social context of industrialisation.

The conference will be introduced by our President, Professor Angus Buchanan, and invited speakers will give papers

including: status and hierarchy in mill and factory; production and consumption; the role of the colonies; agriculture as industry; the country house estate; urban communities; landscapes of outworking; the role of excavation in the study of industrial settlements; religion and welfare; death and burial; sport and entertainment; and transport for industry. The changing statutory framework and the role of the archaeological consultant will also be considered. There will be plenty of time for debate. The proceedings of the meeting will subsequently be available to all members of AIA, probably as an extended issue of *Industrial Archaeology Review*.

The conference will be of particular interest to staff of archaeological units, planning archaeologists and conservation officers as well as practitioners of industrial archaeology. For further information and to book a place, please contact the AIA Liaison Officer, Simon Thomas, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH, or email [aia@le.ac.uk](mailto:aia@le.ac.uk).



*Promoting the study and appreciation of industrial archaeology*

## ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2004

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

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

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

### THE CLOSING DATE FOR ENTRIES IS 1ST MARCH 2004

Successful Entries will be notified in July

The successful authors will be invited to attend the AIA annual conference in Hatfield to collect their award in August

Further details from:

Fieldwork and Recording Awards, AIA Liaison Officer, School of Archaeological Studies, The University, Leicester, LE1 7RH

**Coming soon: the AIA Conference 2004**

The next AIA Conference, to be held in mid August, will be based at the University of Hertfordshire, Hatfield, on the de Havilland Campus where the Comet airliner was once made. Aircraft manufacture has come to an end so we will in fact be staying on an industrial archaeological site. The new Campus has only just opened and the accommodation and other facilities are spanking new. All rooms are en-suite. The theme of the Conference is Hertfordshire and the Lea Valley. We will be covering the River Lea from its source in North Luton as far south as Three Mills tide mill in London, not far north of the Thames.

Hertfordshire itself is characterised by idyllic minor rivers which burble through watercress beds and in places provide power for preserved watermills. There are numerous mill sites, geographically evenly distributed, while in the east of the county and especially along the Stort Navigation, maltings are a major feature. This is perhaps a reason why Hertfordshire got off to an early start with industrial

archaeology. *The Industrial Archaeology of Hertfordshire* by W. Branch Johnson was published by David & Charles as long ago as 1970 and it still is a useful guide to the subject.

On the west side of the county runs the Grand Union Canal with a great series of locks climbing up to Tring with its reservoirs. This western part was the home of the papermaking industry. To the north east of Tring and now beyond the county boundary is red-brick Luton, not well-known but well worth getting to know. It is jokingly said that 'the North begins at Luton' and there is some truth in this. Despite being so far south the town is reminiscent of the Midlands, perhaps because of the influence of the Midland Railway. A major industry was straw hat making but it is now motor cars. Beyond Luton is the Leighton Buzzard Narrow Gauge Railway, a former industrial line built for the local sand extraction industry and of exquisite charm, now part of the preservation scene. We will be riding on one of the trains.

Hertfordshire immediately north of built-up Greater London is a real



*Hertfordshire IA: Redbournbury watermill, north of St Albans on the River Ver*

*Photo: R J M Carr*

surprise. Suddenly one is in very deep and ancient countryside just beyond the Great Metropolis. The Green Belt was established here after World War II and the building of London Underground lines to serve projected housing estates,

though well underway by 1940, was entirely abandoned. What look like closed railway lines are in fact unfinished and abandoned works. With pressure mounting to build more houses in the South East, this rural survival may be shortlived.

Following the Lea Valley southwards into London itself, what used to be an area of intensive market gardening with acres of greenhouses is becoming less agricultural. Since about 1980 the character of Enfield and the central Lea Valley has changed a very great deal. Almost all remains of the once great electrical industries have been cleared away, generally to be replaced by new industrial estates having smaller units. Almost without exception there is no archaeology left. Next August what we will be seeing here is a profusion of pumping stations, a large number of waterworks and enormous reservoirs. In short, if you are interested in maltings, canals, windmills, steam engines or papermaking the Hatfield conference will be something to look forward to.

*Robert Carr*

**AIA SALES**

The following items are available from the Sales Officer:

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per issue: £2.00 plus P + P £0.90 inland, £1.60 overseas

*Volumes VII – XIII*

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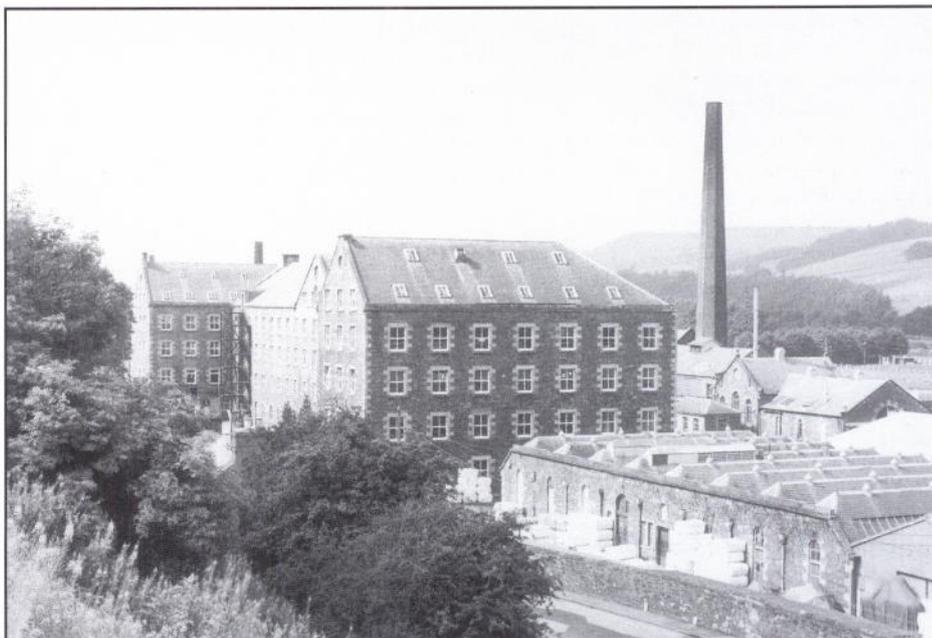
## SCOTTISH TEXTILE MILLS

*Top right and centre:* two views of Etrick Mill, Selkirk, seen when still in working as a woollen mill in August 1979. Built in 1836 and 1850, it has recently been converted to other uses.

*Bottom right:* Buccleuch Mills, Hawick, with the small-windowed hand frame knitting factory of c1840 (right) and machine frame knitting factory on the left.

*Below:* Dangerfield Mill at Hawick, on the occasion of the AIA Conference visit in September 2002

*Photos: Colin Bowden*



## Mass housing and Great Britons – a Brunellian link

I.K. Brunel linked two recent gatherings at which AIA members were present. 'Housing for the Masses, 1800 - 2000' was the title of a weekend school organised by the University of Oxford Department for Continuing Education (OUDCE), in association with the Vernacular Architecture Group, from 31 October to 2 November. The theme was the provision of housing for working people over the nineteenth and twentieth centuries, and the venue was Rewley House, the main OUDCE base in Oxford. With 12 speakers, topics ranged widely, from early nineteenth century developments in rural areas (John Broad), and in towns (Nat Alcock), to tower blocks as a solution to mass housing after the Second World War (Miles Glendenning). Housing closely linked to specific industries was covered by Malcolm Fisk on worker's housing and the role of building clubs in the Rhondda, Helen Price on company housing in Shropshire (especially by the Lilleshall Company) and - the Brunellian link - John Cattell on Swindon Railway Village.

On housing provision more generally, two speakers covered London - Peter Guillery on the late Georgian era, and Susie Barson on the Victorian and Edwardian eras (including that bastion of Good Works, the 'Metropolitan Association for Improving the Dwellings of the Industrious Poor'). The Garden City movement, with its



Made for Brunel's workers: Bristol Street in his Swindon Railway Village

Photo: Peter Stanier

ideas of housing and workplaces in the same leafy community, was covered by Stephen Ward (especially Welwyn Garden City). Other regional perspectives were given by Simon Taylor (Gateshead) and Janet Dunleavy (Gloucester and Worcester). The closing presentation by Malcolm Graham on inter-war council housing in Oxford included the infamous 'Cutteslowe Wall', built straight across a suburban street by a 1930s private developer to keep the supposed *hoi polloi* of the neighbouring council estate at bay.

The second gathering, appropriately in Swindon, reflected on IKB's public image, following his recent high ranking in the television series 'Great Britons' (with or without the voting enthusiasm of those connected with Brunel University). This was an illustrated lecture by our President, Prof. Angus Buchanan, titled 'Isambard Kingdom Brunel - how great?', delivered at the Oakfield Campus of the University of Bath in Swindon on 19 November. Starting from the famous photograph of IKB standing in front of chains at the site of the building of the *SS Great Eastern*, Angus explored how the (then) new medium of photography had encouraged the presentation of Brunel as a public figure. Fox Talbot's 1844 photograph of the old Hungerford Bridge was of special interest, not only because it was a very early image of an engineering work, but also because the chains from that bridge were subsequently re-used to complete Brunel's suspension bridge project at Clifton.

The 1857 photograph of Brunel in front of the chains (by Robert

Howlett), and another famous one (also by Howlett) of him in a group at some stage during the launch of the *Great Eastern*, between them present much more powerful images of IKB's engineering self confidence than do more traditional painted portraits of the time, such as that by John Callcott Horsley. Incidentally, Angus considered that the member in the group photograph who is often indicated as John Scott Russell was more likely the proposed Captain of the *Great Eastern*. Angus also discussed John Lucas' painting of famous engineers grouped in front of an image of the Britannia tubular bridge over the Menai Straits in 1858; the group including Brunel, Joseph Locke and Robert Stephenson. However, those three were all to die during 1859/60 and - with increasing engineering specialisation - the era of the great individual engineers and polymaths (dating back to Rennie, Smeaton and Telford) largely died with them. Howlett's potent images of Brunel live on as distinctive memories of a time when engineering had a public status much higher than it has today.

Henry Gunston

## GWR as a World Heritage Site

A packed hall (every place had been subscribed to twice over) heard a programme of top-flight speakers at the University of Bath in Swindon's one-day seminar on 'The GWR as a World Heritage Site' on Friday 17 October in conjunction with sponsors English Heritage.

Vice-chancellor Professor Glynis

Breakwell gave the welcome and took the chair for the morning session, first on being Sir Neil Cossons who outlined the system of application for the status. He was followed by the Vice-chancellor speaking on Brunel as a railway engineer, then Professor Angus Buchanan spoke on Brunel's training, experience (Thames tunnel) and innovatory approach to the project (broad gauge). Tim Bryan of STEAM Museum followed on Brunel as a mechanical engineer (not brilliant!) and the role of Sir Daniel Gooch (pulling chestnuts out of the fire!), then John Cattell spoke on Brunel as an architect and urban planner (much better!). The final lecturer of the morning, Steven Brindle, showed various plans that Brunel had drawn for his termini.

After an excellent buffet lunch, and with Dr Michael Forsyth in the chair, Keith Falconer started the second session with a comparison between Bourne's drawings and the same sites today. He was followed by Dr Gareth Griffiths, the curator of the Commonwealth Museum which now occupies the trainshed at Temple Meads Station in Bristol. Mathew Tanner next gave an outstandingly good talk on *SS Great Britain*.

After a tea break, Andrew Scott, Head of the National Railway Museum, took the chair to introduce short presentations on making the case for the World Heritage Site by Chris Young (the technicalities), Rob Bruce (the local authority perspective) and John Curley on managing the site. Sit Neil Cossons summed up the day and attendees were promised to be kept updated on the progress of the application.

Roger Ford

## Archaeology of industrial processes conference

A unique two-part conference is to be held on 2 October and 6 November 2004.

The first session will be in London, followed by a second session at Ironbridge.

The conference will cover the results of archaeological investigations of industrial processes and production sites. Over the last decade, many aspects of industrialisation in the more recent past have been looked at for the first time using archaeological



Between the houses at Swindon Railway Village

Photo: R J M Carr

techniques. In some cases this has shown up interesting contradictions between the historical and archaeological records; in others there are close parallels. The aim of this conference is to explore those processes which have traditionally received less prominence in the archaeological literature. These will include glass, industrial ceramics, enamel production, printing, distilling and brewing as well as other manufacturing practices.

The conference will be jointly organised by the Society for Post-medieval Archaeology, the Historical Metallurgy Society, Ironbridge Archaeology and Pre-Construct Archaeology Ltd.

Part one will be held at the London Archaeological Archive and Research Centre, Mortimer Wheeler House, 46 Eagle Wharf Road, London. This will cover work undertaken in London, the South of England, Europe and the East. It will also incorporate the AGM of the Society for Post-medieval Archaeology. Part two at the Ironbridge Gorge Museum, Coalbrookdale, Shropshire, will cover the results of work done in the Midlands and North of England, and in the Atlantic World. Delegates may choose to attend either conference, and a special discounted rate will be available for those who wish to attend both.

Papers are called for. They should be around 20-25 minutes in length. Abstracts and proposals for either day should be submitted in the first instance to Frank Meddens. It is intended that papers will be published as part of the SPMA monograph series. For further information, please contact either Paul Belford, Ironbridge Archaeology, Ironbridge Gorge Museum Trust, Coalbrookdale, Telford, TF8 7DQ, e-mail: paul.belford@ironbridge.org.uk, or Frank Meddens, Pre-Construct Archaeology, Brockley Cross Business Centre, 96 Endwell Rd, London, SE4 2PD, e-mail: meddens@vossnet.co.uk

## A Surrey collection of hand tools

An outstanding collection of historic hand tools and equipment is to be found in Epsom at the home of John and Jeannette Norrington. This has been built up over many years and comprises tools and equipment for

gardening, agriculture, plumbing, building, carpentry and joinery, the kitchen, cleaning, laundry and heating. Each exhibit has been painstakingly restored by John Norrington and displayed in the specially-adapted attic of their bungalow (which is itself of unusual design and construction). It is difficult to pick out an individual aspect of the collection for special note, as all parts are equally fine: but there is, for example, an extensive collection of irons, ranging from tailors' and domestic models heated on the stove, to goffering and other special irons, and domestic irons heated by paraffin, gas, patent compounds and electricity.

The basis of the collection comprised items of plumbing equipment and ironmongery obtained from the family's former business in Epsom. It has grown to its present size from purchases at auction and other sales, and from donations.

The collection is not open to the public, but small parties can be accommodated by appointment only. Anyone interested in seeing it should contact the Secretary of the Surrey Industrial History Group, ☎ 01372 720040, E-mail: a.h.thomas@btinternet.com.

## Stuart B. Smith OBE

Stuart Smith, one of the AIA's Honorary Vice-Presidents, has been awarded the OBE for services to industrial archaeology in the New Year Honours List. A Lancastrian coming from a strong non-Conformist background, he was educated in Rochdale, London and Manchester before becoming Curator of Technology at Sunderland Museum in the 1960s and being involved with the early development of Beamish Open Air Museum. He then moved to the Ironbridge Gorge Museum in 1971, becoming its first Curator, then Deputy Director, and finally Director, covering in all a 20-year period.

For 20 years he was also the Assistant Secretary of the Association for Industrial Archaeology. In 1982 he was elected a Fellow of the Museums Association (FMA) and in 1984 a Freeman of the City of London. Since 1986 he has been the Secretary of The International Committee for the Conservation of the Industrial Heritage (TICCIH). He is a Board

member of ICOMOS UK and was a member of the Industrial Archaeology Panel of English Heritage.

Since 1992 he has been involved in the development of the concept of a county-wide industrial museum for Cornwall. This led to his appointment in 1993 as the first Chief Executive of the Trevithick Trust. This Trust is co-ordinating and managing projects on many sites in Cornwall, and has been successful in re-opening Geevor Tin Mine and the Museum of Submarine Telegraphy at Porthcurno. Cornish Mines and Engines, Trevithick Cottage and the newly opened Lizard Wireless Station at Bass Point are now managed on behalf of The National Trust, Pendeen and Lizard Lighthouses for Trinity House, and Tolgus Tin for Cornish Goldsmiths. In addition, the Wheal Martyn China Clay Museum has been turned around by the Trust.

Stuart retired from the Trevithick Trust in 2003 to concentrate on international consultancy work, especially relating to world heritage for which he is an expert consultant for ICOMOS. He has lectured extensively both in the UK and in other countries, has tutored for the Museums Association, was an Honorary Lecturer at both the University of Birmingham and at Camborne School of Mines (University of Exeter). Recently he has taken on the task of Project Co-ordinator for the new Museum of Cornish Methodism at Gwennap Pit.

## Scottish ironwork on the web

We are pleased to announce that [www.scottishironwork.org](http://www.scottishironwork.org) is now live on the internet! This website sets out to be the world-wide focus to celebrate the Scottish ironwork tradition. It is an exciting resource that provides information for those interested in wrought and cast ironwork manufactured or found in Scotland.

On this site you will find historical information on Scottish foundries and ironworkers, a searchable online database, a discussion forum, technical information area and a special features page. Our database currently houses information on 450 cast and wrought iron structures (bandstands, gates, buildings, fountains etc) manufactured or

found in Scotland, and found within the UK, Ireland, Australia, South America and India to name a few. We have many more examples to upload, and we hope that users will supply us with new information. The website is a living project and we plan to add many more features over the coming months.

We hope that you will find something on the website to interest you - please feel free to contact us with queries or information, and please pass this message on to others who might find it of interest. This project was made possible by funding from the RIAS Millenium Awards Scheme.

*David S. Mitchell  
& Andrew C. Laing*

## Duke re-visits Bath

HRH Duke of Gloucester re-visited the Museum of Bath at Work in July 2003, 25 years after he opened it, to view the new permanent exhibition 'Bath at Work - 2000 Years of Earning a Living'. The museum in Julian Road, Bath, was established to protect and display the remarkable collection of Victorian engineering plant built up by the Bowler family business. For more information, ☎ 01225 318348, or see the website: [www.bath-at-work.org.uk](http://www.bath-at-work.org.uk).

## Channel 4 Archaeological Awards

Entries are now being sought for the Channel 4 Awards, part of the British Archaeological Awards, which are made for various achievements in the field of archaeology. There are three categories for the Channel 4 Awards: broadcast programmes, non-broadcast films or videos and ICT projects (interactive CD-ROMs, websites or integrated multimedia packages).

Entries may deal with any aspect of archaeology, including industrial archaeology, and may have been made for broadcast, educational, promotional or site-specific purposes. To be eligible they must be British-produced and have been made or broadcast between 1 July 2002 and 31 May 2004. Winners in each of the three categories will be awarded a cash prize of £750 and a BAA certificate. Entries should be submitted by 31 May 2004. The winners will be announced at a presentation ceremony in Belfast in

October 2004.

Further information and entry forms may be downloaded by following the links at [www.bufvc.ac.uk/c4awards/](http://www.bufvc.ac.uk/c4awards/) or by contacting Cathy Grant, CBA/BUFVC Committee for Audio-Visual Education, c/o British Universities Film & Video Council, 77 Wells Street, London W1T 3QJ. ☎ 020 7393 1507, fax 020 73931555, E-mail: [cathy@bufvc.ac.uk](mailto:cathy@bufvc.ac.uk)

### The BIAS Brunel Prize

Readers may have noticed frequent references to I. K. Brunel in this issue of *IA News*. Now the Bristol IA Society is announcing its Brunel Prize which is awarded every two years to encourage archaeological and other research into, and the publication of work on, the industrial archaeology of the Bristol/Bath region. The competition is open to BIAS members and other persons or groups with an interest in the IA of the Bristol region. Entries should conform to the guidance notes for *BIAS Journal* and should not have been published elsewhere, and should reflect original research into and/or recording of IA sites in the region. The submission date is 31 August 2004 for the 2005 competition. Further details can be obtained from Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ.

### The last TPOs

After 166 years of railway service, the last 10 travelling post offices made their last journeys on the night of Friday 9 January. The carriages, in which the mail was sorted on the journey, are 40-50 years old, but mere youngsters compared with the first mail train which ran on 20 January 1838.

### No more Dorchester beer

The Dorchester Brewery, most recently known as the Thomas Hardy Brewery, has ceased brewing and the whole site is up for redevelopment. West Dorset District Council is controlling development of the Weymouth Avenue Action Area, a 20-acre triangle which includes listed brewery buildings and is bounded on one side by the railway line. It is to be hoped that the redevelopment project will retain the character of this important industrial landmark.

Eldridge Pope & Co. opened the brewery in 1881 at a cost of £40,000. Designed by the architect G.R. Crickmay of Weymouth, it was described at its opening as 'a noble and imposing pile in a very ornate style of architecture ... the lofty and elegant chimney forming a conspicuous landmark for miles around. The premises constitute probably the finest pile of buildings devoted to industrial purposes in the south of England.' The complex included the main brewhouse in brick and Portland stone, a tall chimney, maltings (with a beer store beneath), offices and manager's residence, stables and sheds for vans and drays, and a cooperage. The stylish architecture was continued in the bonded warehouse alongside Weymouth Avenue. The brewery was partly rebuilt after a fire in November 1922.

*Dorset IA Society*

### Bill Firth

Bill Firth, known to many AIA members, died suddenly but peacefully on Thursday 18 December 2003, aged 78. The previous day he had been his usual self at the joint committee which is overseeing the arrangements for the Hatfield conference in 2004.

Bill was a member of AIA Council from 1991 to 1997 and served as Publicity Officer. He was a long time member of GLIAS and served as Secretary for more than 10 years, retiring at the GLIAS AGM in 2000. We offer condolence to his



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wife Mary and son Martin. Bill was a cheerful and much loved person and his sudden loss is a shock to us all. His photograph appeared on the cover of *IA News 108*, riding on the Lynton-Lynmouth cliff railway during the 1998 annual conference.

*Robert Carr*

### A Trevithick mint

The Royal Mint has created a special £2 Richard Trevithick Commemorative Coin to mark the 200th anniversary of the success of Trevithick's railway locomotive at Penydarren, Merthyr Tydfil, one of the inspired engineering feats of the Industrial Revolution. The reverse of the coin depicts the locomotive, with the words Trevithick, Invention, Industry and Progress. Details from the Royal Mint, ☎ 01443 623232 or [www.royalmint.com](http://www.royalmint.com).

### Force Crag Mine restoration

The National Trust has undertaken repairs and consolidation of the buildings at Force Crag Mine, which was the Lake District's last working lead mine. It is hoped that machinery in the crushing shed will be restored in the future. The National Trust is planning open days at the remote site this coming summer.

*Cumbria Industrial History Society*



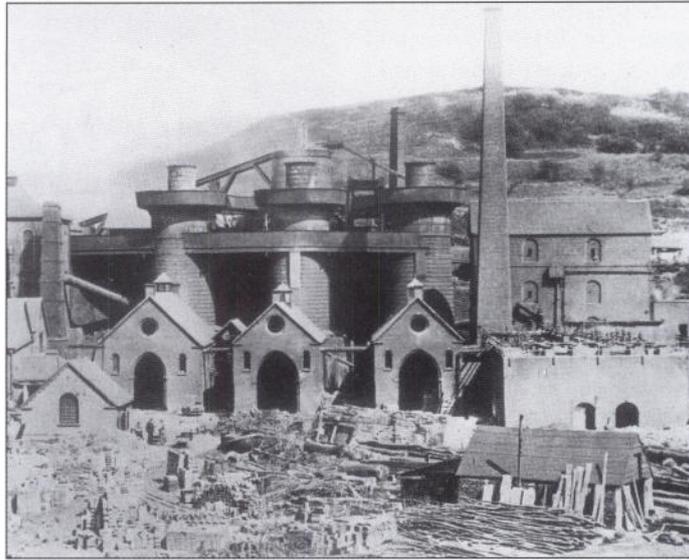
*Dorchester's 1881 brewery, most recently worked as the 'Thomas Hardy Brewery' has recently closed and is the subject of redevelopment plans*  
Photo: Peter Stanier

**West Midlands**

2003 was a year for anniversaries in and around the Ironbridge Gorge Museum. On 14-15 June a weekend seminar, organised by the Wrekin Local Studies Forum (an organisation which co-ordinates the activities of local history societies around Telford) was held in Coalbrookdale to commemorate the bicentenary of the death of William Reynolds in 1803. He was, amongst many other things, a canal pioneer and close friend of Thomas Telford, and is widely regarded as the most talented of the Shropshire ironmasters, who would certainly have gone on to achieve even greater things had he not died so young. A programme of lectures on the Saturday was followed on the Sunday by a coach tour of sites connected with Reynolds, including the Ketley and Wrockwardine Wood canal inclined planes.

1803 is also the date of the world's first steam railway locomotive, built at Coalbrookdale by Richard Trevithick. It was a narrow gauge, experimental locomotive which operated on a plateway track, and very little is known about it, though a drawing survives in the Science Museum and entries detailing parts ordered from Coalbrookdale can be found in a ledger held in the Archives at Ironbridge. Interestingly, some contemporary accounts describe it as 'Mr. Reynolds's engine', and it may be that development ceased when William Reynolds died. The working replica of this locomotive has recently moved to a new location alongside the canal at Blists Hill, though the Museum has missed an opportunity by not publicising it more widely this year. In 2004 the public will be bombarded with information (including a postage stamp) telling the world that the first ever railway locomotive was the one which operated at Penydarren in the following year, 1804.

Blists Hill itself reached a significant milestone this year, it being 30 years since the site was first opened to the public by the Earl of Plymouth on 1 April 1973, an event which warranted a special supplement in *The Times* in those heady days when industrial archaeology was all so new and exciting. The anniversary was marked by the mounting of an exhibition telling the story of the



*Blists Hill Furnaces working in the late nineteenth century  
Photo: Ironbridge Gorge Museum Trust*



*Blists Hill derelict, c 1960  
Photo: Ironbridge Gorge Museum Trust*



*The New Inn features at the Blists Hill museum site today  
Photo: Ironbridge Gorge Museum Trust*

site (both before and after the Museum came into existence) in the replica L & NW Railway Goods Shed which is the latest addition to the site. The opening ceremony was performed by Viscount Windsor, who is the son of the Earl of Plymouth.

*John Powell*

**Yorkshire and Humberside**

The North Yorkshire alum industry was one of England's first chemical industries, active from the early eighteenth century to the 1860s. Many sites were on the coast, which suffers badly from erosion. The remains of the Peak works near Ravenscar are conserved by the National Trust. Others are being surveyed in an English Heritage programme before they are lost. Kettlewell was surveyed in 2002, and Loftus last year. In the Yorkshire Dales National Park, lead mining remains including the site of Kettlewell smelt mill have been surveyed by Martin Roe, and the surface remains of the Burterssett stone mines near Hawes by EDAS. English Heritage have surveyed the Sanderson Kayser large crucible shop at Darnall, Sheffield, a unique relic of large scale production in the crucible steel industry (a Scheduled Ancient Monument and listed 2\*).

An excavation at Healey, near Masham in the Yorkshire Dales, has revealed extensive remains of a pottery industry, including the foundations of a two storey building containing a small (possibly experimental) kiln, and 150,000 shards of late fifteenth and sixteenth century pottery. They are thought to be part of a larger complex. Excavations by ARCUS over recent years at Millsands, Sheffield, have uncovered remains of the Marshalls' steelworks, which was the largest in the city around 1800. The flue and single chest of an eighteenth-century cementation furnace (most furnaces had two chests) will be put on display under glass, and the other remains reburied. At Wisewood Forge in the Loxley valley north west of Sheffield, excavations uncovered the foundations of a water-powered tilt hammer and, under two levels of floor, the remains of eighteenth or early nineteenth-century grinding troughs, possibly for scythes, made from single pieces of stone. An excavation in Doncaster found a

wheelpit and other remains of a water-powered pump, first installed in 1703, to supply river water to a tank in the town.

Recent schedulings have included the Sheffield Brick Co.'s Hoffman brick kiln of 1879, in Aizlewood Road south of the city centre, which worked to 1911 and then found other uses including manufacture of the Richardson light car in 1919-21. The site of a seventeenth century coal-fired glassworks at Silkstone, west of Barnsley, has been scheduled after an excavation found large amounts of production debris, though the furnaces have still to be located. The quarry complex round the Hoffman limekiln at Langcliffe north of Settle has been scheduled, as has the complex at Mealbank Quarry, Ingleton. The buildings of the National Railway Museum, York, which were the North Eastern

Railway's Leeman Road goods station of 1875-7, have been listed grade 2, as have two woollen mills in Kirklees: Upper Carr Mills, Liversedge, a steam-powered woollen weaving and worsted spinning mill of c1875, and Parkwood Mill, Golcar, an integrated mid to late nineteenth-century room and power mill (where small firms paid rent for space and power from lineshafting). In Arundel Street, Sheffield, once at the heart of the cutlery trade and now part of the Cultural Industries Quarter, the very atmospheric Butcher's Wheel, an edge tool works of the 1820s/50s (now often used as a Dickensian film set) has been upgraded to grade 2\*, and the Challenge Works of c1880, facing conversion to apartments, has been listed grade 2.

There is concern that three important industrial buildings in Leeds, all listed grade 2\*, are on the

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*The excavation in 1999 of an unusual single chest cementation furnace for blister steelmaking at the Marshall Works site, Millsands, Sheffield. The firehole is in the foreground, the flue behind it and the chest on the right*

*Photo: Derek Bayliss*

English Heritage Buildings at Risk Register 2003. They are the first White Cloth Hall at 98-101 Kirkgate; Hunslet Mill, Goodman Street; and the gate lodge of Temple Works, Marshall Street. A large industrial complex at Mytholmroyd in Calderdale has been cleared for housing development. On part of the site was one of the earliest worsted spinning mills in Yorkshire, developed in the late eighteenth century with water power by Thomas Edmondson from Dolphinholme, Lancaster. In the 1830s the Fieldens of Todmorden changed it to cotton spinning, and parts were later used for an ironworks, the Empress Works. The closing of Winterbottom's wire mill, Oxspring, Barnsley (apart from very small scale finishing operations) marks the end of the Barnsley wire industry, which dated back to the seventeenth century and is described in Angerstein's Diary of 1753-55. Winterbottoms began in 1858 and came to Oxspring in 1888. The mill was then water powered but was extensively rebuilt in the

twentieth century. The wire was for needles and fish-hooks, and other special uses such as railway models.

Works has started to convert the huge Manningham Mills, Bradford, to a complex of homes and leisure and retail outlets. The main part was built in 1873 by Samuel Cunliffe Lister for large scale integrated silk and velvet production. The site covers 16 acres and once employed over 7,000 people. The buildings are dominated by a 253ft chimney. The National Trust is continuing to restore the water-powered Gibson Mill, Hardcastle Crag, near Hebden Bridge, as a centre for community events, information and education. The mill was built in 1800 by landowner Abraham Gibson. The scheme will cost £1.6m, largely from the Heritage Lottery Fund, and will use sustainable technology so that the mill generates its own power and heat and disposes of its waste. The Heritage Lottery Fund has announced a grant of £585,000 to the North East Civic Trust to acquire and restore Gayle Mill, just south of

Hawes. The Mill was built in the 1780s for cotton spinning with water power, and later used for flax and wool. It was rebuilt in 1879 as a sawmill driven by a water turbine. A second turbine of 1920 generated electricity for Hawes. English Heritage has plans for the renovation of the scheduled Catcliffe glass cone near Rotherham. It was built c1740 and is Britain's oldest surviving glass cone.

The section of the Chesterfield Canal from Shireoaks (Notts) to the eastern end of Norwood Tunnel at Kiveton Park was reopened after restoration on 26 June 2003. The canal was designed by James Brindley, though he did not live to see it completed in 1777, and it is believed that its staircase flights of locks, including four flights on this section, were designed by him. Archaeological studies were made of them during the restoration and used to inform the work. The 2,880-yard Norwood Tunnel was blocked by roof falls in 1907, and it has now been decided not to attempt even partial restoration but to design a new route round it. The plans for redeveloping the site of Kiveton Park Colliery are being changed to permit this. On the South Yorkshire Navigation a new wharf has been

built for CORUS at Thrybergh, Rotherham, and most of the 60,000 tonnes of steel a year sent from there by road and rail is being transferred to the Navigation. On the other hand the delivery of coal by water to Ferrybridge power station on the Aire and Calder Navigation ended in December 2002. The coal was carried in trains consisting of a tug and three barges known as 'pans' - the successors of the 'Tom Puddings' developed at the end of the nineteenth century by W.H. Bartholomew. Each train could carry over 500 tonnes, or as much as 20 HGVs. At Sowerby Bridge, where the Calder and Hebble Navigation meets the restored Rochdale Canal (now again a through route to Manchester), two listed late eighteenth-century warehouses are being restored as serviced office space and a visitor centre. Part of the North Eastern Railway's branch line from Northallerton through Wensleydale to Hawes reopened to passengers in the summer, with services from Leeming Bar (just off the M1) to Leyburn, on a section which was used for freight until recently. The link to Northallerton is still in place, but above Redmires the line to Hawes has been lifted.

The oldest hydraulic press in

existence, made by Joseph Bramah in 1805 for the Ordnance Survey, who used it until the 1960s, has been put on display at Kelham Island Museum, Sheffield. It was restored with practical help by hydraulics specialist WFE of Wincobank, which is run by John Bramah, a descendant of the inventor. Lord Winston, Chancellor of Sheffield Hallam University, opened the Museum's Enid Hattersley Gallery on 13 November 2003 by setting the giant River Don Engine in motion, and admitted that this was a longstanding ambition. Enid Hattersley was a redoubtable city councillor who championed the Museum when she was Lord Mayor, and her son Lord Hattersley was present. The National Fisheries Heritage Centre at Grimsby has reopened with an exhibition telling the story of navigation from Phoenician traders to sonar and satellites. The National Coal Mining Museum at Caphouse Colliery near Wakefield had its busiest year yet in 2002, with over 100,000 visitors, after the introduction of free admission. Leeds Industrial Museum, Armley Mills, has received the Dibner Award for Excellence in Museum Exhibits from the Society for the History of Technology, for

'Show of Force', an exhibition of tools and appliances arranged by form and function rather than trade or occupation.

An old technology, the making of 'Roman cement', has been recreated by Bradford University in a project with the Polish Academy of Sciences and the University of Applied Arts, Vienna, as partners, funded by the European Union. Roman cement, patented by the Rev James Parker in 1796, was a very strong material made by baking and crushing pebbles and adding water. And an old craft, making clay pipes, is being kept alive by the snuff makers Wilson & Co. of Sharrow Mills, Sheffield, with moulds from John Pollack & Co. of Manchester (1879 - 1992). Regrettably this is not open to the public, but there are demonstrations of clay pipe making at Amberley Museum, Sussex.

*Derek Bayliss and David Cant*

### East Anglia

Reporting is becoming increasingly difficult, simply because the number of significant sites has dwindled drastically over the last few years, and increasingly those that survive have been heavily converted, resulting in the destruction of most of the archaeological evidence even though the external appearance may be little altered. Further, the number of industrial archaeologists working in the field has dwindled almost as drastically with the average age rising a year every year - or so it seems. Parallel with this, site owners, for reasons of health and safety and fear of lawsuits if anyone should have an accident, are increasingly reluctant to allow access to the sites which remain. The general decay and attrition I mentioned last year continue, aggravated by the depression in farming - many of our surviving sites are on the great estates. The obsolescent industries which a few years ago were the joy of East Anglian industry have either modernised, or, much more commonly, gone to the wall, and the demand for housing land plus government pressure to utilise brown field sites has actually caused the demise of otherwise moderately profitable concerns. Even where buildings are listed, neither owners nor councils have the money to maintain them if their economic use has gone.

Budding new industries, such as

## REGIONAL CORRESPONDENTS

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

### Region 1: SCOTLAND

Dr Miles Oglethorpe, Royal Commission on the Ancient and Historical Monuments of Scotland, John Sinclair House, 16 Bernard Terrace, Edinburgh EH8 9NX

### Region 2: IRELAND

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

### Region 3: NORTHERN ENGLAND

*Cumbria, Northumberland, Tyne and Wear, Durham and Cleveland*  
Graham Brooks, Coomara, Carleton, Carlisle, Cumbria CA4 0BU

### Region 4: YORKSHIRE AND HUMBERSIDE

*North, South and West Yorkshire and Humberside*  
Derek Bayliss, 30 Muskoka Avenue, Bents Green, Sheffield S11 7RL

### Region 5: NORTH WEST ENGLAND

*Lancashire, Merseyside, Greater Manchester and Cheshire*  
Kevin Wade, 82 Bishopgate Street, Liverpool L15 1AW

### Region 6: WALES

Pat Frost, Castleryn Archaeology, 6 Castle Ring, Pontesbury Hill, Pontesbury, Shrewsbury, Shropshire SY5 0YA

### Region 7: WEST MIDLANDS

*Shropshire, Staffordshire, West Midlands, Warwickshire, Hereford and Worcester*

John Powell, Ironbridge Gorge Museum Trust, The Wharfage, Ironbridge, Telford, Shropshire TF8 7AW

### Region 8: EAST MIDLANDS

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### Region 9: EAST ANGLIA

*Cambridgeshire, Norfolk, Suffolk and Essex*

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### Region 10: GREATER LONDON

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### Region 13: WEST OF ENGLAND

*Somerset, Avon, Gloucestershire, Wiltshire and Dorset*

Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ

### Region 14: SOUTH WEST ENGLAND

*Devon and Cornwall*  
VACANT

wind-power, and some restoration schemes, are hamstrung by Nimbyism gone mad, and the railway preservation mania continues to absorb large amounts of volunteer time and cash in a vain attempt to re-create an imaginary past which bears little or no resemblance to reality. Perhaps the daftest scheme is the proposal to rebuild the Southwold Railway, of which no locomotives or stock survive, no buildings remain, only one bridge, and which will need a totally new route (with a river and two A-road crossings) for getting on for half of its overall mileage. Where restoration has happened, vandalism often ruins all the efforts. For example, the trustees had to close the drifter *Mincarno* this summer because of vandalism and stones being thrown at visitors on board.

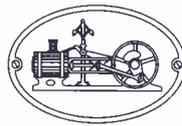
So, is there any good news? I still have no source of information for Essex (if there is someone able to help, please get in touch), though I do hear that the Chelmer & Blackwater Navigation has gone into administration and that Paxman Diesels have closed their plant in Colchester, moving production to Stockport. In Norfolk, Suffolk and Cambridgeshire the local societies all survive, even if at times attendance at meetings has become very thin. The Norfolk IAS Journal won the AIA's award for the best annual publication by a voluntary society (see *IA News* 127, page 11). If you think you can do better, make sure your journal is entered next year. There are new members joining, though almost always these seem to be at best middle aged, more often retired. If any society has learned the art of enrolling the younger generations, please tell the rest of us. Actually, Sir Neil Cossons did point out some of the problems many years ago - groups set in their ways, and difficult for the relatively young to relate to. Perhaps we do have lessons to learn from railway preservation.

Cambridgeshire is a good example of the lack of news, but one case is that the Foster Mills site by the station, which was visited just before closure by delegates to the Cambridge conference, is to be redeveloped as offices. From Suffolk I hear that almost all the machinery in the Lark Mills at Mildenhall has been cleared preparatory to

conversion of the main building into flats and demolition of the rest, and the Granary at Thurston Station is also to become flats along with Crown Place Maltings in Woodbridge. Plans for redevelopment of the Smythe drill works site at Peasenhall will mean the demolition of all the remaining structures except possibly the engine house. Sadly, all production at the Fison's (now Scott's) site in Bramfield has ended, and the future of the buildings, almost certainly the world's oldest surviving works designed for superphosphate production, looks dubious. Though they are listed, they are largely of wooden construction, and possibilities for reuse look limited.

More positively, the Museum of East Anglian Life at Stowmarket has plans to expand into Abbot's Hall itself, and the Mortlock building is to be re-erected as a maintenance shop for traction engines. A museum of radar has been established at Bawdsey Manor, in the original transmission block, and the Airship Heritage Trust has plans for a museum in Kesgrave, just outside Ipswich. From Norfolk, I hear that although there is no definite news about the future of the New Mills air compressor station, there are hopeful signs, and the site records have been found and are being sorted. The Colmans saga continues: planning permission has been granted for demolition of some later buildings, and there have been various plans for renovation and adaption of the magnificent Victorian mustard manufactory, but the site is currently up for sale. Over the road, the fine 1930's concrete grain silo at Reads Flour Mills is probably now completely demolished, but the central buildings of 1837, originally a yarn factory with steam engine house, are to be restored, including replicating the original mansard roof. Other sites in Norwich which seem doomed are the 1934 bus station shed (now garage), claimed to be the largest clear span roof in Europe when it was built, and alongside it the rather nice Co-op dairy buildings from the turn of the century. At Fakenham gasworks there is a new chairman, Mike Bridges, and it is at last a registered museum. It has received a small grant to make a film about the site.

David Alderton



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**Local Society and other periodicals received**

Abstracts will appear in *Industrial Archaeology Review*.

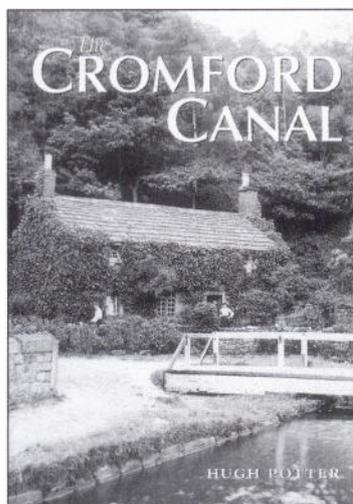
- BW Monthly*, October & November 2003
- Brewery History*, 111, Spring 2003
- Brewery History Society Newsletter*, 25, Autumn 2003
- British & Irish Archaeological Bibliography*, 7/2, Autumn 2003
- Dorset Industrial Archaeology Society Newsletter*, 7, September 2003
- Focus on Industrial Archaeology* (Hampshire Industrial Archaeology Society), 61, December 2003
- GLIAS Newsletter*, 208 & 209, October & December 2003
- Hampshire Mills Group Newsletter*, 62, Autumn 2003
- Industrial Heritage*, 29/3, Winter 2003
- Lancashire History Quarterly*, 7/3, Winter 2003
- Stoke-on-Trent Archaeology*, 3, 2003
- Suffolk Industrial Archaeology Society Newsletter*, 83, November 2003
- Surrey Industrial History Group Newsletter*, 136, November 2003
- Yorkshire History Quarterly*, 9/1 & 9/2, August & November 2003

**Books Received**

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

*The Cromford Canal*, by Hugh Potter. Stroud: Tempus, 2003. 128 pp, 219 illus. ISBN 0 7524 2802 0. £12.99.

Engineered by William Jessop and fully opened in 1794, the scenic Cromford Canal linked the Derwent and Upper Erewash valleys to the main canal system and served coal mines, ironworks, and limestone and gritstone quarries. The collapse of the 3,000-yard Butterley Tunnel cut the canal in two although both sections were worked until 1944. This book contains a fine collection of evocative photographs both historical and contemporary, including limekiln banks at Ambergate, crossings with rival railways and views inside the abandoned Butterley Tunnel. The Leawood Pump House has been restored to steam by volunteers and a project to restore the canal (described in *IA News* 127, page 13) is getting under way.



*The History of J & H McLaren of Leeds: Steam and Diesel Engine Makers*, by John Pease. Ashbourne: Landmark Publishing, 2003. 239 pp, 197 illus. ISBN 1 84306 105 8. £24.95.

This fully illustrated book concerns an unpublicised but successful Victorian engineering enterprise founded in Leeds by John and Henry McLaren. Traction engines, road rollers and railway locomotives and much more were made before the firm grasped the challenge of oil engines to become a major manufacturer of diesel engines for railways, power generation and marine purposes. McLaren's pioneered automotive type diesel engine production in Britain and were at the forefront of the use of diesels for road, rail and agriculture. Global success came with the amalgamation with Associated British Oil Engines in 1943 but decline set in after a take-over in 1957. Despite the lack of company records, this well presented book demonstrates the wide range of products and the personalities involved in the success of the firm.

*The impact of the railway on society in Britain, essays in honour of Jack Simmons*, ed. by A.K.B. Evans & J.V. Gough. Aldershot: Ashgate, 2002. 315 + xxix pp, 31 illus. ISBN 0 7546 0949 0. £20.00.

Jack Simmons, perhaps more than any other single scholar, is responsible for the advancement of the academic study of transport history. His achievements are celebrated in this *estschrift* and concentrate on the theme of railways and how they dramatically affected the development of Britain and her society. Written by friends, students and colleagues of Professor Simmons, the 21 contributions cover the men who built the railways, those who financed the enterprise, the effects of railways on tourism, the arts and politics, as well as the lasting legacy of the railways in a country now dominated by the car.

*Industrial espionage and technology transfer: Britain and France in the Eighteenth Century*, by J R Harris. Aldershot: Ashgate 2000. 680 pp, 20 illus. ISBN 0 7546 0367 9 pbk, 0 85967 827 X hbk. £37.50 pbk. £69.50 hbk.

This book was completed by Professor John Harris shortly before his sudden death in 1997. The contents represent the results of over 30 years research on this subject and present an absorbing picture of the rivalries between Britain and France, the two leading industrial nations in eighteenth-century Europe. Information from unpublished archival material details the attempts by France to obtain the skilled manpower and technology which had given Britain the edge, particularly in new coal-based technologies. He demonstrates how, despite British attempts to block this, such as the Act of 1719 which outlawed industrial espionage and technology transfer, France continued to attract key workers and to acquire British machinery and production methods – often with the connivance of British industrialists – but met with very variable success in trying to implement these new technologies.

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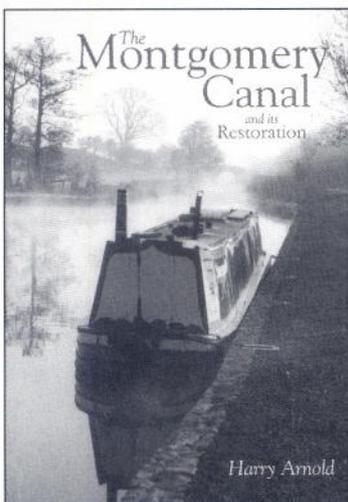
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*Life in the Victorian brickyards of Flintshire and Denbighshire*, by Andrew Connelly. Llanwrst: Gwasg Carreg Gwalch, 2003. 286 pp, illus. ISBN 0 86381 892 7. £15.00.

Brick and terracotta works developed along with collieries in the counties of Flintshire and Denbighshire in the nineteenth centuries. The first 63 pages are an introduction to brick-making; covering geology, the development of the industry and manufacturing processes, employment in the brickworks and transport associated with them. Two sections describe 66 sites in Flintshire and 62 in Denbighshire, located on two distribution maps. The entries are of varying length and many include OS map extracts, press quotations and illustrations of the works and their products. The final chapter deals with the decline and eventual demise during the twentieth century.

*The Montgomery Canal and its Restoration*, by Harry Arnold. Stroud: Tempus, 2003. 128 pp, 174 illus. ISBN 0 7524 1660 X. £12.99.

The 35-mile narrow canal runs through some of the most spectacular scenery in Britain, following the English and Welsh borders from the Llangollen Canal at Frankton Junction to Welshpool and Newtown. It was abandoned in 1944, eight years after a major breach below Frankton Locks. In 1968 volunteers of the Shropshire Union Canal Society began the restoration work in which the Prince of Wales has taken a personal interest. Work is not fully complete, but the goal is in sight. Following the route, the photographs record the Montgomery Canal in its derelict state and the work of restoring and opening different sections. The author is a renowned waterways journalist, photographer and co-founder of the restoration scheme.



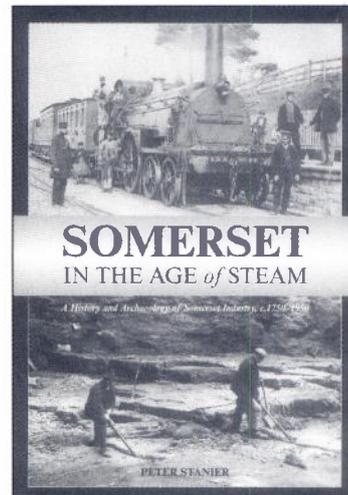
*Swindon & the GWR*, by Felicity Ball & Tim Bryan. Stroud: Tempus, 2003. 128 pp, illus. ISBN 0 7524 2801 2. £12.99.

This sequel to Tim Bryan's *Great Western Swindon* includes a collection of evocative photographs from the STEAM museum's collections in

Swindon. The images feature the men and women who were employed within the extensive works as well as providing a glimpse of life beyond the walls of the factory.

*Somerset in the Age of Steam: a history and archaeology of Somerset industry, c.1750-1950*, by Peter Stanier. Tiverton: Somerset Books, 2003. 160 pp, 249 illus. ISBN 1 86183 481 X. £19.95.

Somerset witnessed a remarkable variety of industries during the Industrial Revolution and beyond, when water and steam were the main providers of power. The county had mines for coal, lead, iron, zinc and copper, quarries for building stone, lime or aggregates, and clay pits for making bricks, tiles and pottery. Other industries included malting, brewing, cider making, corn milling, dairy produce, woollen textiles, silk, lace, canvas, twine, shirts, collars, tanneries, gloving, shoe-making, foundries and engineering works. Water, gas and electricity supply were important too, and commerce was served by turnpike roads, canals, river navigations, railways and ports. This copiously illustrated book examines these and their industrial archaeology. It is a handsome production and at a reasonable price.



*Traction Engines & other portable engines*, by George Watkins. Ashbourne: Landmark Publishing, 2003. 219 pp, 265 illus. ISBN 1 884306 104 X. £24.95.

George Watkins is best known for his photographs of stationary steam engines, and images from the Watkins Collection in the National Monuments Record have been reproduced in Landmark Publishing's multi-volume series *Stationary Steam Engines of Great Britain*. This book shows another aspect of Watkins' researches. It illustrates traction engines, ploughing engines, steam rollers, portable engines and even a few railway locomotives which he photographed all over the country in a variety of states of preservation between 1951 and 1975. What makes this volume especially interesting is that many of the photographs are accompanied by facsimiles taken from Watkins' own hand-written field notes and sketches.

## DIARY

### 24-27 FEBRUARY 2004 BUILDING CONSERVATION MASTERCLASS: CONSERVATION AND REPAIR OF ARCHITECTURAL METALWORK

at West Dean College, near Chichester, part of a series of masterclasses in building conservation. Aimed at craftsmen, conservators and specialist contractors, it deals with structural metalwork, as well as purely decorative features and statuary. For further information about the course, please contact Liz Campbell, ☎ 01243 818294 or email: liz.campbell@westdean.org.uk

### 28 FEBRUARY 2004 MILESTONE SOCIETY WINTER MEETING

at Quarry Bank Mill, Styal, Cheshire. Topics include parish boundary markers, Cheshire milestones, Thomas Telford's Holyhead Road and his commission from Howth to Dublin. Details from Terry Keegan, Hon Sec, The Oxleys, Tenbury Road, Clows Top, Kidderminster, Worcs DY14 9HE, ☎ 01299 832358.

### 3-4 APRIL 2004 AIA IRONBRIDGE WEEKEND: INLAND WATERWAYS

at Coalbrookdale, on inland waterways, with topics including the Liskeard & Looe Union Canal, locks and weirs on the Thames Navigation, canal boats of South Wales, Foxton tourism and

restoration, East Anglian waterways. Cotswold canal management plans, canal warehouses, and a visit to local sites. Full details are included with this mailing, or contact Ray Riley, Affiliated Societies Officer, 8 Queen's Keep, Clarence Parade, Southsea, Hants PO5 3NX.

### 19-25 APRIL 2004 BARCELONA AND BEYOND

AIA visit to Barcelona and the rich IA in the Catalan valleys beyond. Please contact Paul Salter, 80 Udimore Road, Rye, Sussex TN31 7DY.

### 24 APRIL 2004 SOUTH WEST & SOUTH WALES REGION IA CONFERENCE

at Worcester, hosted by the Worcestershire IA & Local History

Society. Further information from Christine Silvester, WIA&LHS, 12 Upper Park Street, Worcester, WR5 1EX, ☎ 01905 354679, or visit [www.worcester-wia.co.uk](http://www.worcester-wia.co.uk)

### 8 MAY 2004 EMIAAC 67: BANG IN THE MIDDLE OF GRANTHAM

at Guildhall Arts Centre, Grantham, the 67th East Midlands IA Conference hosted by the Society for Lincolnshire History & Archaeology. Grantham's engineering past will be considered, especially Aveling-Barford Ltd, the Hornsby-Ackroyd engine and the story of BMARC, with a guided tour of present-day remains. For details, send SAE to N.R. Wright, EMIAAC 67, 32 Yarborough Road, Lincoln LN1 1HS.

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### 12 JUNE 2004 THE CHANGING STROUDWATER TEXTILE MILLS

at Ebley Mill, Stroud, Gloucestershire, a day conference on the Changing Stroudwater Textile Mills. The conference aims to improve the understanding of the history of mills in the Stroud area and so inform the debate about their future. Contact for further information:

Ian Mackintosh, 6 Castle Villas, Stroud, GL5 2HP, ☎ 01453 766273, imack@btopenworld.com.

### 12 JUNE 2004 EERIC 14

an Blythburgh, Suffolk, the 14th Eastern England Region IA Conference, with visits to the Halesworth area. For full details and booking form when available, please send SAE to Mrs Brenda Taylor, Crown House, Horsham St Faiths, Norwich, NR10 3JD.

### 25-26 JUNE 2004 UNDERSTANDING THE WORKPLACE: AN AGENDA FOR INDUSTRIAL ARCHAEOLOGY IN BRITAIN

at Nottingham University, jointly organised by the AIA and English Heritage, to produce an agreed national research framework for the archaeology of the industrial period. For further information and to book a place, please contact the AIA Liaison Officer, Simon Thomas, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH, or email aia@le.ac.uk.

### 26 JUNE 2004 INDUSTRIAL ARCHAEOLOGY IN SHROPSHIRE

at Shrewsbury, a one-day meeting to review recent research and developments in the IA of the county, organised by the Shropshire Archaeological & Historical Society, supported by Ironbridge Archaeology, Ironbridge Institute and Shropshire Records and

Research Centre. There will be a field trip on Sunday 27 June. Details available from David Poyner, 136 Hoo Road, Kidderminster, Worcestershire, DY10 1LP, e-mail: David@D-Poyner.freeserve.co.uk.

### 27-30 JUNE 2004 THE AGE OF STEAM IN THE WEST COUNTRY

at Dillington House, Ilminster, Somerset, a course examining the evidence for past industries in the West Country landscape, with lectures and two field visits to mines and other industries around the Brendon and Quantock Hills, also canals and waterways. Details from Dillington House, Ilminster, Somerset TA19 9DT, ( 01460 52426, e-mail: dillington@somerset.gov.uk, website www.dillington.co.uk

### 23-25 JULY 2004 NAMHO CONFERENCE 04

at Coniston, organised by the Cumbria Amenity Trust Mining History Society, with a varied programme of lectures, underground and surface trips. Booking forms available from CATMHS Hon Sec, Sheila Barker, The Rise, Alston, Cumbria CA9 3DB. For accommodation list see www.catmhs.co.uk.

### 13-19 AUGUST 2004 AIA ANNUAL CONFERENCE: HERTFORDSHIRE & LEA VALLEY

at the new de Havilland Campus of the University of Hertfordshire at Hatfield. Advance notice only, but see inside for some information.

### 16-19 SEPTEMBER 2004 THIRD INTERNATIONAL EARLY RAILWAYS CONFERENCE

at the National Railway Museum, York. For details contact: Early Railways Conference Office, National Railway Museum, Leeman Road, York YO26 4XJ, ☎ 01904 621261.

### 2 OCTOBER 2004 THE ARCHAEOLOGY OF INDUSTRIAL PROCESSES, PART ONE

at the London Archaeological Archive & Research Centre, London, to cover the results of recent archaeological investigations of industrial processes and production sites in London, the south of England, Europe and the East. See inside for contact details.

### 6 NOVEMBER 2004 THE ARCHAEOLOGY OF INDUSTRIAL PROCESSES, PART TWO

at the Ironbridge Gorge Museum, Coalbrookdale, the second part of this unique conference will cover the results of work done in the Midlands and North of England, and in the Atlantic World. Contact details as for Part One.

*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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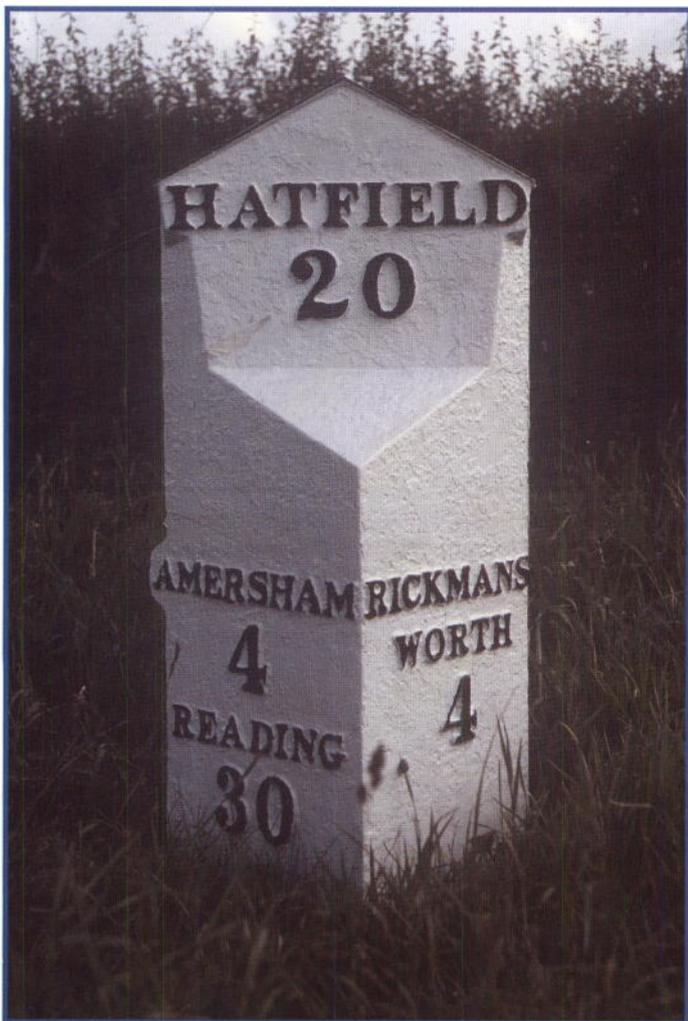
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*Final copy dates are as follows:*

- 1 January for February mailing
- 1 April for May mailing
- 1 July for August mailing
- 1 October for November 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.



*A milestone on the A404 near Chenies, Buckinghamshire, perhaps directing travellers to this year's AIA Conference (see article on page 4)*

*Photo: Mervyn Benford*