Industrial Archaeology Workshop in Baia Mare, Romania

The fourth International Workshop on Industrial Archaeology organised by the Ministry of Culture and Religious Affairs held over five days in the autumn of 2004 provided a welcome opportunity for around 50 participants to explore the industrial operations, remains and museums of the mountainous Maramures province of northern Romania whilst sharing varied experiences through informal discussion and lectures. The sessions and tours were adeptly coordinated by Irina Lamanescu, a dynamic young architect working for the Department for Historic Monuments.

Sabina Strachan

Based in Baia Mare, literally 'Big Mine', named for the availability and extraction of non-ferrous metals, the conference was formally opened in the Biblioteca Judeteană on the last day of September 2004. The warm welcome was followed by two papers providing an overview of 30 years of TICCIH and the 'Eurocultures' web-based educational facility focusing on tourism-oriented case studies. The nearby Maramures County Museum is housed in an arcaded and balconied smooth-rendered building that predominantly dates from the 1770s and functioned as the Mint (first recorded here in the fifteenth century) and as the Superior Mining Office, restored and extensively remodelled in 1979. Naturally the 1,000 or so exhibits in the new 'History of Mining from Maramures' permanent exhibition focus on mining technology with gold and silver furnaces, lamps and tools from the eighteenth and nineteenth centuries.

Our visits to operational industrial sites began the next day at Romplumb lead smelter, now processing lead dust from Poland into ingots rather than locally-produced minerals; some of the technology belongs to 1960s Russia and some buildings incorporate remains of the 1840s. The company has so far met two out of three targets to reduce pollution emissions and they have secured the investment necessary to meet the third. Until the 'Big Chimney' was built in 1994 lead levels were extremely high and could induce headaches in visitors. A common theme during our few days in Romania is the relative labour-intensity of many of the industries. Next door there are blocks of workers' housing built about 50 years ago, on which is painted a female miner symbolising the Communist ideal of gender equality. We then headed towards the Tiblesului Mountains where the director of the National Precious and Non-Ferrous Metals of Baia Mare Company permitted us to visit the Câvnic Mines; extraction here was first recorded in 1511. The operation is the largest of its kind in Romania and we toured the dressing plant, an inclined plane and the above-ground parts of one of the shafts. Currently four out of five shafts are operational—down-sizing in the post-Ceausescu era has caused 212 mines to close between 1989 and 2002, and the desire to join the single-currency in 2007 will be matched by the total removal of state support. The local mayor talked of the potential for tourism; there are already some defunct/disused remains but, as in the UK, the opportunity for developing such as an attraction is often limited.

The focus of the bus tour shifted to subsistence economies with visits to three working water mills in villages of the Cosaului Valley. All combined a fulling cone (where felting...
is achieved by the pounding action of water in a whirlpool), meal grinding and threshing or distillation powered by the waterwheel or fed by a lade (in the case of the fulling cones). Though these examples survive there has been significant decline; 28 working examples were recorded in the valley in 1972 compared with 65 in 1947. One of the three installations is only two years old as the original was sold to a museum despite it having been listed. The alternative approach of preservation in-situ is favoured by other curators and the Ministry. An inspirational interlude was provided by the 1643 Lower Church of Budesti with its wonderful frescos and unusual corner-turreted spire. With six other examples in the region these ‘biserici de lemn’/wooden churches are designated as a UNESCO World Heritage Site. The hilltop collection of vernacular timber-built architecture in the open-air Ethnographical Museum of Maramures near Sighet (Sighetul Marmatiei) is composed of houses, grain stores, wells, fences and the typical gates of the region acquired and reassembled here in a park-like formation in 1971. Surrounding villages are linear in form and burgeoning with large new houses next to their timber predecessors, haystacks and horse-drawn carts. Those of us who arrived a day early were treated to a visit to the Bucharest Village Museum, to which the Ministry of Culture relocated in 2003 in a new building.

One of the longest days of the conference was arranged to allow for a seven-hour round trip on a Romanian Forest Railways (CFF) 764 steam locomotive from Viseu de Sus along the River Vaser that cuts up into the Maramuresului Mountains only 4-5 kilometres from the Ukrainian border at Coman, surrounded by ridges and valleys covered in dense forest. Until 1930 timber was floated. The construction of the narrow gauge railway commenced two years later. Three steam engines were saved from being scrapped by the ‘Help the Vaser Valley Railway’ association supported by many railway enthusiasts from abroad and so steam power takes tourists up the valley on weekends but will take loggers home and loaded wagons back down to the processing works relieving the diesel engines. We were able to visit another disused German steam engine on sidings in Sighet that had been built during World War II. A Swiss company bought the railway in 2000 and manages the processing works. These
we visited and again there was a large workforce, some modern facilities but also machines and working practises that were yet to be updated. The large timber-built winches that transfer logs from the wagons into a holding bay are an impressive example of low-tech, honest and effective technology. Communist slogans remain affixed to some of the buildings.

The 30 papers on the two main days of presentations were each accompanied by short visits back from our hotel some 20 minutes into Baia Mare. The first was an interesting tour around the first phase of an initiative to regenerate the Market Square and three of its buildings. The project is well under way with 75% European funding in the hope of stimulating similar work. The plan is that this will also be followed by the development of Tower Place, in which the tower of St Stephen’s survives and has its origins in the fifteenth century, and the Haymarket as part of a tourist trail. Problems, such as the balance between monitoring quality and meeting funding deadlines, are common to many. The second interlude was a visit to the Mineralogy Museum where the curator explained the importance and variety of the minerals of the region and there were many elaborate and striking displays to delight the eye.

Delegates from France, Hungary, Russia, England, Scotland, The Netherlands, Catalonia and Poland presented a wide range of papers. Exciting contributions came from a Dutch project manager and the creative re-use of a vast gasworks in Amsterdam, ‘large scale and extra-large scale’ industries of The Urals were discussed where some sites span 2 km (the venue for the 2003 TICCIH conference), and there was also a look at the aesthetic qualities of the industry and development of Venice by a Romanian architect and a sculptor. Some had a European theme in presenting multi-national projects to the audience, while others gave an overview of the Industrial Heritage, challenges and strategies for protection and regeneration in their own countries. A number talked about specific examples relating to interpretation, tourism, museums and the particulars of recording and preserving technology, technological processes and industrial buildings. Most of the papers presented by Romanian delegates also gave specific or regional examples along the lines described. One student, now studying in Belgium, discussed the landscape and natural heritage values of quarries and the potential for tourism; all felt that her ideas could have wider applications. However, in Romania, challenges such as engaging with local communities and industry managers in this struggling economy is marked where priorities do not often focus on the heritage value of recording and preserving the archaeological resource. The TICCIH Secretary, Stuart Smith, summed up the conference and Irina Iamandescu proposed the establishment of a Romanian Association of Industrial Archaeology aligned with TICCIH.

The aim of the series of workshops is to foster a wider understanding of the Industrial Heritage of Romania, develop research in this field and contribute to strategies for the future of a country faced with further de-industrialisation. It is intended that the papers presented in Bucharest, The Banat, Northern Transylvania and Maramures will be pulled together into a single Romanian/English volume and, though it is early days, the fifth workshop may be in two years time rather than in 2005, with further workshops taking place bi-annually.

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Swannington Heritage Trust and the Hough Mill Project – winners of the 2004 AIA Dorothea Award

The Swannington Heritage Trust won the 2004 AIA Dorothea Award for Conservation for its restoration of Hough windmill in Leicestershire. As Chairman of Swannington Heritage Trust, I wish to take this opportunity to thank the AIA for this award which we believe recognises not only the Trust for its work in practical industrial archaeological conservation but also as a propagandist and interpreter in the field. This article describes the work and achievements of the Trust.

Denis Baker

The Swannington Heritage Trust evolved from an ad hoc Village Group, set up in 1982, to organize a week long festival to celebrate and commemorate the construction, 150 years before, of the Leicester and Swannington Railway, one of the world's earliest railways. For that event the Festival Group published a Trail booklet, with guided walks around the village identifying and briefly describing sites considered to be of particular historical importance. As a result of the success of the Festival, the group was given the opportunity to purchase on very favourable terms two important features, namely the Swannington Incline and the site of Snibston No.3 Colliery. To make this possible the Swannington Heritage Trust was formed and shortly thereafter charitable status was obtained. Subsequently, the Trust bought the Gorse Field, part of the ancient common, which displays landscape evidence of 800 years of coal mining activity, and the site of Califat Colliery, a nineteenth-century coal mine, which suffered a flooding disaster in 1863.

Windmills have been an important feature of village life and landscape for centuries; our last remaining mill was built at the turn of the eighteenth century, close to the boundary between Thringstone and Swannington parishes.

In November 1877 it was bought at auction by John Hough, who was steward to Sir George Beaumont at nearby Coleorton Hall. The mill had ceased to work in the late nineteenth century and had been left to decay, so that by the 1940s the cap and sails were ruinous and the floors and equipment were badly eroded and unsafe. In the 1960s all that was left was a very badly eroded brick built tower with a few rotten floor beams and some vestiges of the cap mechanism. A mound of earth surrounded the tower, except at the two entrances, presumably to enable the miller to make adjustments to the sails without the use of a ladder. Near the mill were the remains of a demolished cart house.

It was in this state that the Trust purchased the mill in 1994 and thereby completed its impressive portfolio of village heritage sites. Trust members set about clearing away the dangerous rubbish from the site and planned how best to preserve and repair the structure and how to fund this. The first priority was to protect the brickwork from further deterioration and it was clear that the tower would have to be capped as a matter of some urgency. Mill expert John Boucher had no doubt that the mill had a boat-shaped cap and that such a cap could be made to be bolted in position so that, should it become practical to carry forward any substantial refurbishment in the future, the cap could form part of a working mill.

Nigel Moon, author of the definitive work on Leicestershire mills, told us of some mill gear for sale, lying in store in Norfolk, of the type used in Hough Mill. It included two sets of French burr-stones and part of the main shaft and meal floor machinery. It was an opportunity unlikely to be repeated and the Trust bought it on a speculative basis and transported it into store in Swannington.

John Boucher, who had been acting as an enthusiastic volunteer, was engaged in his professional capacity as a consultant millwright and instructed to prepare the detailed plans and specifications for the repair, renewal and re-pointing of damaged brickwork internally and externally; insertion of a damp proof membrane under a ground floor slab and injection of a dpc in the walls; provision of doors and windows; installation of oak floor beams, joists and stairs and provision of boarding to three upper floors; installation of electric wiring, an alarm system and lightning protection; construction and fixing of a new boat-shaped cap; and all necessary external works. In addition Mr Boucher was asked to provide advice on the installation of the machinery we had bought and Trust members, including a professional graphic designer, set about producing comprehensive interpretation panels for display throughout the mill.

Fund raising events within the village were organised and a bid for funding from the Heritage Lottery Fund was submitted in August 1997. The estimate, for the partial restoration and static display incorporating the machinery that we had purchased, came to £93,364. However, the Lottery Fund excluded certain works from our bid, largely the cost of the purchase and installation of the machinery, and the Lottery Fund's net contribution was reduced to £71,000.

The contract for the cap was won by the specialist firm of millwrights, Dorothea Restorations Ltd of Bristol, and the contract for construction works was secured by K.W.Brookes Ltd, who became the main contractors for the project. A new access to the Mill had to be made from the highway, since Mill Lane was unsuitable for the heavy traffic needed for the project. The route of a gravel-metalled track, through the adjacent Gorse Field, was carefully selected to avoid industrial archaeological landscape features.

The Heritage Lottery Fund issued their
authorisation to start on 6 April 1999 and work began on site in May. The floor litter was cleared, the mound outside the tower levelled and the old rotten beams removed. Working upwards from the ground floor, damaged bricks were replaced with second-hand bricks and the brickwork was re-pointed inside and out using lime-mortar. The layout of the brick ground floor was traced, the bricks were then set aside for re-use and the earth sub-floor was excavated. A concrete slab, thickened and reinforced in places, was laid and the original bricks were used to relay the floor to pattern. New green oak floor beams were let into pockets in the walls and oak floor joists were dovetailed to the beams. While the mobile crane, used to install the beams, was on site, the heavy mill machinery and stones were lifted onto the appropriate floor for later repositioning by Trust volunteers.

Because the tower had tilted slightly over the years and because the upper perimeter was no longer a true circle it was decided to cast a reinforced concrete underkerb to carry the cast iron kerb on which the cap would turn in a working mill. Dorothea Restorations had fabricated the cap in two halves and these were transported from Bristol to site on a low loader, where they were joined together to produce the finished cap. This was lifted into place in September 1999. Construction was completed by fitting doors, windows, flooring and ladders, prior to installation of the lighting conductor.

The interpretation panels were installed by volunteers and illuminated by spot lighting. A collection of old farm implements was also displayed and two fine models made by friends of the Trust were put into place. One is a model of a post mill and the other a model of Hough Mill, as it would have appeared when working. These have proved to be a great asset. Our volunteer heavy-gang assembled the mill equipment and installed the two pairs of French mill stones, one fitted with a tun, horse and hopper made by a local craftsman. A nesting box was placed on the outside of the building to provide continuity of residence for kestrels, which had nested in the mill for the previous 15 years.

Our constituency MP, David Taylor, performed the opening ceremony on 26 March 2000 in the presence of civic dignitaries and members of the Hough family. Shortly afterwards, Trust members were delighted to win the Leicestershire County Council's Millennium Heritage Award, our second major recognition, for in 1995/6 we had been successful in winning the national Age Resource Award for Environmental Action.

The mill soon began to attract large numbers of visitors to our openings on Sunday afternoons and to special openings for heritage groups from all over the country. We are fortunate in having three interesting sites close together so that visitors can enjoy the mill, investigate evidence of mediaeval coal mining on the Gorse Field and examine the layout of the Calcutt Colliery beam pumping-engine, which was meticulously recorded by the Leicestershire Industrial Archaeological Society.

In the winter of 2001/2 a modern sound system was installed, delivering a separate commentary for each floor spoken over the appropriate sounds of a working windmill. This was funded by grants from Leicestershire County Council Museums Service and from Awards for All. Next, a nearby building was constructed by volunteers on the footings of the cart house to provide disabled toilet facilities and to display other aspects of the Trust's activities. The whole construction was carried out to a very high standard and was opened for the start of the 2002 season. Here are installed interpretation panels to explain how Swannington Incline was operated, tell of the Trust's work in preserving and managing the site, and show what evidence survives of mining developments in Swannington over 800 years, on the Gorse Field and at Calcutt mine sites.

The Trust continues to improve the facilities to enhance the visitor experience. Malins electricity has been connected and in autumn 2003 our volunteer team installed a dust floor, using locally sourced oak for the beams and joists. This floor enables visitors to ascend right to the cap. We recently obtained a large flour-dressing machine from a demolished local water mill and we are currently refurbishing it to working order.

Finally, in order to widen the visitor attraction of its three adjacent sites, the Trust has designed and built a full size replica of a horse gin and headstocks, on a site on the Gorse Field, where evidence suggests that such a machine operated in the early nineteenth century. Again, the gin was constructed in local green oak with metalwork made by a local engineering company. The total cost of the project has been met, with generous support from The Helen Jean Cope Trust, the Leicester Area National Union of Mineworkers and Leicestershire County Council. It was officially unveiled on 3 April 2004 by the Secretary of the Leicester Area NUM.

The whole Hough windmill project attracts many visits from community groups, mill groups and parties of school children. Our visitors' book is filled with highly complimentary comments about the whole experience, for which we make no charge. Interested bodies may see what we offer on our website: www.swannington-heritage.co.uk. We welcome visits from groups by arrangement.
The Heritage Lottery Fund’s contribution to Industrial Heritage

The Heritage Lottery Fund (HLF) distributes the money raised by the National Lottery to heritage good causes. Since 1995 HLF has awarded over £3 billion to more than 15,000 projects across the whole of the UK. HLF, uniquely, has a very broad definition of heritage covering historic buildings, natural landscape, bio-diversity, public parks, archives, collections in museums and galleries, and oral history, as well as industrial, maritime and transport heritage. This article presents an overview of the significant impact of HLF funding on the UK’s industrial heritage; almost £458m since it was established. The author acknowledges the help of Kate Clark and Gill Sternbach in compiling this article.

Tony Crosby

2004/5 marks the tenth anniversary of the National Lottery and the HLF, providing an appropriate point at which to review its contribution to the conservation of the UK’s industrial heritage. HLF has invested almost £458 million in a wide range of projects – 732 in total – which has been the single major factor in the conservation of our industrial heritage over the last ten years. This is a testament to the importance of the UK’s industrial past and also to the thousands of volunteers who consistently turn out to support the repair, conservation and operation of industrial sites and artefacts.

Conserving our industrial heritage is challenging: industrial remains can be expensive to repair, and even specialists are divided over whether locomotives, ships and aircraft should be preserved intact or returned to full operation. Archives may be scattered, assets lack covered or secure accommodation and many industrial sites and transport collections are run by volunteer groups who find it difficult to sustain them. It is also a heritage under threat: the AIA estimates that about 40% of significant industrial sites and buildings were lost in Greater Manchester between 1982 and 2000. Where to target the HLF funds which are in great demand has been and will continue to be a major challenge, to which we will return.

HLF has funded projects at many of the major, iconic sites and monuments associated with our industrial past. These include the return to full working order of the Anderton Boat Lift (£3.3m) re-establishing the navigation link between the Trent & Mersey Canal and the Weaver Navigation. Conservation of the SS Great Britain (£8.8m), the world’s first iron hulled, screw-propeller driven, steam-powered passenger liner, and the first phase of work at the Waltham Abbey Royal Gunpowder Works (£6.5m) are both HLF funded projects. On a smaller scale are the repair of Saltburn Pier (£1.2m), the provision of a new Half-way Station for the Great Orme Tramway (£961k), the conservation of Cheddleton Flint Mill (£160k), and the repair and interpretation of Bersham Colliery’s headgear, Wrexham (£61.4K).

Maybe lesser known, but often locally important projects include the restoration of Tower Curing Works, a herring curing works in Great Yarmouth (£2.6m) now a museum; the restoration of the Carrickfergus Gasworks (£740k), one of only three coal gasworks surviving in the UK, as a volunteer-run visitor attraction; the moving of the St. Pancras Waterpoint (a steam locomotive watering point uniquely designed as a whole building with workshops) which was threatened by the Channel Tunnel Rail Link (£587k); the acquisition of a Westland Wessex helicopter for the Helicopter Museum (£50k); and the repair of the Leasowe Lighthouse on the Wirral in Cheshire to make it accessible for the public (£50k).

Coal mining has left its mark on the landscapes and communities of the UK. In
partnership with the Coalfields Community Campaign and the Coal Industry Social Welfare Organisation, HLF has made a number awards in coalfield areas. For example Cresswell Model Village built by the Bolsover Colliery Company in 1900 for the miners' families was on the point of demolition following closure of the mine in the 1990s. A Townscape Heritage Initiative award of £1.4m has allowed the restoration of 100 homes as part of the regeneration of the village. All three national mining museums in Scotland, Wales and England have had awards, as have other mining projects such as the Llanberis Slate quarries, the Snailbeach lead mines in Shropshire and Geevor Tin mines in Cornwall.

Transport heritage is a vital part of our industrial heritage. As well as the acquisition of such locomotives as the 'Flying Scotsman' (£1.8m) and the many restorations such as that to 'Sir Nigel Gresley' (£294k), HLF has funded projects at the National Motor Museum, National Tram Museum and also the acquisition of a collection of classic buses for the Keighley Bus Museum Trust (£20,500).

All the World Heritage Sites in the UK associated with our industrial past have received awards from HLF – Ironbridge Gorge, Maritime Greenwich, Blaenavon, Saltaire, Derwent Valley Mills, New Lanark and Liverpool Maritime Mercantile City.

Access and learning are as important to HLF as conservation and we ask applicants to think about how they will ensure that all people can learn about, have access to and enjoy their heritage. The repair of Moulton Windmill in Lincolnshire (£702.5k) involved the installation of a lift in the granary to provide access for disabled people to the lower parts of the mill, while access to the upper parts for has been provided by a video presentation. An award of £75k has helped the museum at Sandford Mill Engine House, Cheilmsford (the former waterworks) to provide heritage based science education using the museum's collections, including those associated with Marconi.

Not all industrial sites become museums. Industrial buildings are often exciting and flexible spaces which provide opportunities for innovative, adaptive re-use and lie at the heart of major urban regeneration schemes. In the Lace Market area of Nottingham, for example, the Adams lace warehouse building (£7.75m) has been restored and is now New College Nottingham and the centre of the regeneration of that part of the city. In the Ancoats area of Manchester – often described as the world's first industrial suburb – the Ancoats Buildings Preservation Trust is repairing the Grade II* listed Murray Mills (£1m) complex as the heart of a wider regeneration project. Stanley Mills (£7m), just north of Perh fell into familiar dereliction following their closure in 1989 but now provide houses and flats for local people. The restoration of the Kennet and Avon Canal (£25m) has not only brought this waterway back into use by boaters, walkers, anglers etc., but has also had major economic benefits for the communities along its length.

Adaptive re-use need not be on such a grand scale as in the above examples. At Coalport in the Ironbridge Gorge the John Rose building at the former china manufactory is now a youth hostel (£1.06m). At Great Dunmow in Essex, the Boyes Croft Maltings has been restored and developed for use by the community for meetings, leisure and educational activities (£578k).

Last year two HLF-funded projects received industrial heritage awards at the AIA Annual Conference. The Dorothea Award for Conservation was won by Hough Mill, Swannington (£71k) and the University of Manchester Archaeology Unit won a Fieldwork and Recording Award for their archaeological work on the Park Bridge Iron Works, part of the project 'Park Bridge: An Industrial Hamlet' (£268k).

The heritage share of money for good causes is guaranteed only up to 2005, and the decision on allocation of lottery money will soon be reviewed. In this context it will be increasingly important to be clear about not only the benefits of existing investment in a dedicated funding stream for heritage, but what still remains to be done in the future. It is up to all of us to demonstrate the value and benefit of caring for the industrial heritage and ensure that the vast knowledge base on this subject is used to inform decisions about future investment in the sector.

Fieldwork & Recording Awards

The closing date for entries is 1st March 2005

Further details from:
Fieldwork and Recording Awards,
AIA Liaison Officer,
School of Archaeological Studies,
The University, Leicester LE1 7RH
Recent Research and Thinking in Industrial Archaeology:
the Hatfield Seminar

The pre-AIA Conference seminar was held at the de Havilland Campus of the University of Hertfordshire during the day of Friday 13 September 2004. The wide-ranging proceedings are reported here in brief.

Robert Carr

Demolition is seldom complete and almost never more thorough than strictly necessary. Even if an industrial archaeological site has been 'cleaned', below ground remains are likely to survive and this was made very clear in the case of Woolwich Arsenal. From the nineteenth century, outlines of walls, engine beds, casting floors, quenching pits and steam hammer bases have been found in abundance during recent archaeological excavation. In addition the Royal Arsenal often just buried its 'rubbish' and a rich accumulation of outdated military hardware spanning two centuries has been unearthed providing a splendid supply of artefacts for study by military specialists.

Mark Stevenson of English Heritage with David Score (Oxford Archaeology) and Chris Mayo (Pre-Construct Archaeology) gave an excellent joint report on recent work at the Arsenal, much of which was new to the audience. At Woolwich archaeologists and developers are working together on the redevelopment of an extensive site with recent archaeological knowledge being used to decide on the positioning of services and foundation piles, etc. Generally at Woolwich the survival of above ground archaeology will be limited to buildings of architectural merit but on the other hand large subterranean remains should survive long after the current new buildings have been demolished.

As appropriate for the de Havilland Campus, located on a former aircraft-manufacturing site, the day started with aviation topics. Aviation historian John King outlining the re-use of historic aviation structures worldwide, that is terminal buildings, control towers, hangars and so on. This interesting topic deserves to be brought more fully to the attention of mainstream industrial archaeology. The aviation theme was repeated by David Keen, Royal Air Force Museum, Hendon, describing the thorough refurbishment of the Grahame-White factory there which was later visited during the Conference additional programme.

After lunch Paul Sowan (Subterranea Britannica) gave us his considered opinion on the use of the terms 'mine' and 'quarry' in an account of underground chalk mines and quarries in the South East. Henry Gunston and Adrian Bayliss (Centre for Ecology and Hydrology Wallingford) continued the geological theme with 'Water from Wendover Springs'. Water supply data for the Grand Junction Canal spanning two hundred years provide a detailed picture of climate change and here science emerged. However evidence for or against global warming is far from conclusive as past weather has been surprisingly variable, including a great drought c.1883-1903. A scientific paper is to be published.

The geological part of the day was rounded off by Joep Orbons from the Netherlands describing the 450 odd underground limestone quarries near Maastricht which contain 500 miles of galleries. Pillar & stall working has been the norm but little stone is currently extracted. Quarries are now maintained for the public benefit and opened for recreational use.

Following tea Roger Holden (MRIAIS) brought to our attention the plight of Nelson, a cotton weaving town once the fourth largest in Lancashire, where now only three mill chimneys remain and severe economic decline presents very major problems regarding the survival of this classic industrial townscape, (see also IA News 130, pages 14-16), Bernard Champness (MRIAIS) shed considerable new light on the between-the-wars activities of Henry Ford, or rather his minions, in the removal of the atmospheric pumping engine Fairbottom Bobs to Dearborn USA. Bernard made it clear that the engine there was considerably altered, with newly manufactured parts being incorporated in its re-eversion in the Henry Ford Museum. The original site near Manchester has been excavated by MRIAS and the background history this side of the Atlantic was outlined.

The day was brought to a rousing conclusion by Adriaan Linters (VVIA, CONSERVARE, etc) who gave a substantial overview of industrial archaeology, conservation and its problems in Belgium. Unlike the UK, where we have grades of listing a site or building, in Belgium it is either protected or it is not. Large sites such as power stations, coke works, oil refineries and several largely intact (on the surface) coalmines present formidable problems and a number of these are protected. Also a very large number of small industrial workshops and premises are protected plus really numerous smaller items which range from hand tools to steam engines. Not nearly enough money is ever likely to be available to retain all this.

It was a full day and lack of space prohibits more than the above outline sketch. Readers requiring further information are invited to send an e-mail to seminar@aia@ntlworld.com for abstracts, etc.

Visit the AIA Website
www.industrial-archaeology.org.uk
Our website contains information on the Association for Industrial Archaeology, including Membership, Abstracts of Industrial Archaeology Review, Awards, Conferences, Affiliated Societies and Sales. The Diary gives notice of events, day-schools and conferences, often in more detail than can be published in Industrial Archaeology News. Links give access to other societies, museums and organisations in the world of industrial archaeology.

The refurbished Grahame-White factory at the RAF Museum, Hendon

Photo: Steve Dewhurst
General Report of the Council of Management for the year ending 31 December 2004

Normally the Council consists of four elected officers and nine elected members, but one vacancy was unfilled at the AGM so for the rest of the year there were four officers and eight elected members. In 2004 the Council met twice prior to the AGM, and one further time for a weekend of meetings after the AGM. Additionally, Council as usual had an Extraordinary meeting shortly before the AGM to receive any nominations and deals with other AGM business. Simon Thomas, our part-time paid Liaison Officer, continues to handle all membership matters as well as supporting other officers, dealing with queries and forwarding information about threatened sites to an appropriate local representative.

The year ended on a sad note with the death of Peter Neaverson after a short illness. Peter was an elected member for many years and had been a staunch member of Council and was responsible for the AIA Abstracts, the book editor reviews and the Publications Award co-ordination. He did much more than this, however, and we will greatly miss his presence and work in the Association.

During 2004, the Association continued to work with Heritage Link and Council members have attended its meetings. Moreover the Association has sent a letter of support for a Heritage Link initiative entitled: 'Creating Sustainable Communities'. In June the Association made a comprehensive response to a National Monuments Record consultation paper and we will be monitoring subsequent progress. In addition, there was concern at English Heritage's intention to replace the MPP (Monuments Protection Programme) with SHIERS (Strategy for the Historic Industrial Environment Reports) and at the potential loss of several listed sites. The Association has written to English Heritage for clarification on these issues and will be maintaining contact.

The educational role of the Association continued, with a working weekend held in Ironbridge on 3-4 April 2004 on Inland Waterways which attracted a full house. There was an interesting series of lectures as well as a field visit to the Coalbrookdale and Coalport Canal branches and the Wrockwardine Wood inclined plane of the Shropshire Canal. In addition, 45 members of the AIA had a most interesting and enjoyable tour of Catalonia, Spain, between 19-24 April. This was well documented in IA News 130 of Autumn 2004. Moreover the AIA, in partnership with English Heritage and the National Trust organised a very successful forum on 25-26 June at Nottingham University on: 'Understanding the Workplace'. The aim was to provide a research context for work in the historic environment by statutory heritage organisations and archaeological units in Britain. Attendance was limited by invitation to 45 professionals working in the subject area. It was a packed programme with enthusiastic participation by speakers and delegates. The papers and conclusions will be published in Industrial Archaeological Review during 2005.

The 2004 Conference and AGM held on 13-15 August at the University of Hertfordshire was well supported with over 100 Association members. The initial seminar again attracted good support with some excellent contributions on the theme of 'Current Research and Thinking in IA'. Dr Denis Smith, Chairman of GLIAS, gave the Rolt Memorial Lecture entitled 'Landscape with writers: Engineering and the industrial landscape in English literature'. In addition, educational field visits had been arranged over the four days after the AGM and covered a wide range of sites, including Waltham Abbey Royal Gunpowder Mills, Frognmore and Aspley paper mills, Ware Maltings and the New River and Bletchley Park. The President's Award, for the site visited which best interpreted the industrial past to the lay visitor, went to the Great Dunmow Maltings Preservation Trust. The Initiative Award, for a group with a worthwhile project deserving support, went to the Paper Mills Trail with sites at Frognmore Mill and Aspley Mill at Hemel Hempstead.

To encourage high standards in all aspects of the study of industrial archaeology, the Association published two issues of Industrial Archaeology Review and four issues of Industrial Archaeology News. The former is the journal of the AIA and provides a forum for a wide range of specialist interests in industrial archaeology, while the latter is the bulletin and main communication organ of the AIA.

The main Fieldwork and Recording Award in 2004 went to Mike Nevell and John Roberts (University of Manchester) for their extensive survey of the Park Bridge Ironworks. The Initiative Award was presented as a Life time achievement award to Stanley Challenger Graham for The Lancashire Textile Project and the Student Award went to Thomas S. Crawshaw for An Archaeological Consideration of the Condition and Heritage of the Burial spaces of Manchester from the late 18th century.

The AIA Dorothea Conservation Award went to Swannington Heritage Trust for the restoration of the Hough Mill Site. The Trust took over the responsibility for the Grade II listed building from the North West Leicester District Council who had acquired it on compulsory purchase. This enabled the Trust to widen its portfolio of adjacent heritage sites, which included the Caliatt Colliery, the Swannington Incline and an early Bell Pit coal-getting area, on which they now have erected a replica horse gin. The award was collected by the Hatfield Conference by their Chairman, Denis Baker, and another trust member, Martin Bird. The Swannington project is described more fully on pages 5-6.

Denis Baker (left) and Martin Bird with the 2004 AIA Dorothea Award

The Publications Award was presented to Glyns Conroy for editing the Industrial History of the Borough of Waverley. The new Student Essay Award was awarded to Tegwen Roberts for her investigation into the issues surrounding the preservation of twentieth century company archives. The Association continues to support the British Archaeological Awards (which are awarded every two years) and at Belfast, in October 2004, the AIA Award for the best example of the adaptive re-use of a building or structure went to the Eagle Workshops and Exchange Buildings, High Street West, Sunderland, restored by the North East Civic Trust. The runners-up award went to D shed Cardiff which received a Certificate of Commendation. It has been an eventful year and we are most grateful to all officers and members of Council for the time and effort that they put in voluntarily to ensure the smooth running of the Association.

Barry Hood, Honorary Secretary

AIA and the 2004 British Archaeological Awards

The biennial BAAs are Britain’s most prestigious archaeological awards and in 2004, for the first time in their 28 years history, the presentations took place in Northern Ireland. The Ceremony was held in the attractive Elmwood Hall, close to Queen’s University Belfast, on Friday 8 October. It was a delightful sunny day, Belfast people are exceptionally friendly and the upshot was a most memorable event. From an industrial archaeological point of view Belfast has lost much and the impression gained was one of widespread recent redevelopment. The banks of the River Lagan are beginning to resemble London’s Thameside and shipbuilding finally finished at Harland & Wolff’s in March 2003. Professor Gerry McCormac, Pro-Vice-Chancellor, Queen’s University of Belfast, presented the Awards. Of particular industrial archaeological interest Carrickfergus gasworks museum ‘Flame’ received a Pitt-Rivers runners-up award (see photo on page 7). It is Ireland’s sole surviving coal gasworks and is only one of three left in the British Isles. It opened in 1855 and produced town gas until 1967, finally closing in 1987. Carrickfergus boasts Europe’s largest surviving set of horizontal coal-fired retorts.

For our own AIA Award, the runners-up award went to D shed, Cardiff, which received a Certificate
of Commendation. A nineteenth-century listed single-storey dock transit shed with an interesting structure involving cruciform cast-iron columns, the building was carefully dismantled to make way for the new Wales Millennium Centre in 1999. D shed was moved a few hundred yards, re-erected and extended to form a craft studio, exhibition and retail area - the home of Craft on the Bay, the centre for the Makers Guild in Wales. The work was overseen by Noel Architects.

The winner of the AIA Award was the Eagle Workshops and Exchange Buildings, High Street West, Sunderland, whose restoration under the auspices of the North East Civic Trust has contributed significantly to the renaissance of Sunderland's riverside. Eagle Workshops are situated on one of the earliest developed sites in Sunderland. The present building dates from 1860 and was the Eagle Tavern. From the early 1900s it was occupied by Fairgrieves, precision plastic moulders. Bakelite was first moulded here some time during the First World War. This was something of an industrial first and certainly a very early example of Bakelite production because this first truly synthetic plastic was only invented in 1909, by Leo Baekeland a Belgian chemist living in New York. Fairgrieves the plastic moulders moved out of the Eagle Workshops in 1999 and the building was acquired by the North East Civic Trust. It has since been restored and surmounted by a new wooden Eagle carefully carved to resemble the Victorian original. This was rediscovered in a garden in Jersey. The one-time public house is set for another useful phase of existence and now provides 18 starter units for small creative local businesses.

Two doors away from Eagle Workshops are the Exchange Buildings of 1812-14 by architect William Stokoe of Newcastle. They are of grand design and were intended as the hub of social and business life in Sunderland. Originally there was a covered market, meeting and reading rooms, post office and brokers' offices. They became Sunderland's first town hall in 1836. Later the Exchange was used as a seamen's mission and it finally became vacant in the 1960s as the area fell into serious decline. Now restored, the Exchange Buildings are once again the centrepiece of the Old Sunderland area. On the first floor is an exhibition and conference centre with a café-bar on the ground floor and a brasserie in the converted basement. Nearby is new University of Sunderland postgraduate accommodation and an office development. Eagle Workshops and the Exchange Buildings are key elements in the welcome new regeneration of the locality.

Robert Carr

Railway Structures at the Ironbridge Weekend

The contribution of the railway to the process of industrialisation is recognized as substantial, even if it is not always appreciated how substantial. Railway construction, for instance, gave rise to a huge increase in the demand for bricks, while the reduction in transport costs enabled the shift of dairying from the vicinity of towns to the wetter western parts of Britain. Fish from Grimsby and Hull resulted in that essential element in the British landscape, the fish and chip shop. Railways made a major contribution to urbanization by bringing food from distant farms and consumer goods from distant factories, and by making it possible for people to travel longer distances to work. Yet, despite all this, the railway is regularly associated with locomotives, which, though interesting, are only one aspect of a sophisticated system, one which was and is constantly changing. Trackworks, wagons, carriages, stations, tunnels, bridges, level crossings, warehouses, signal boxes and signalling systems, workshops, engine and carriage sheds, and even railway hotels were all essential components of the railway.
It is with this broad canvas in mind that this conference is devoted to railway structures to allow the airing of areas often crowded out by the locomotive lobby. Speakers will cover a wide range of topics, including railways in the landscape, hydraulic power, signalling, early railway track, Scottish railway construction, the architect George Landmann and railway warehouses.

Members' contributions should broaden the scope still further, while there will also be a visit to the Telford Horsehay Steam Railway.

The weekend is 2-3 April 2005 and a booking form is included with this mailing.

Ray Riley
Affiliated Societies Officer

OBITUARIES

Peter Neaverson

Peter Neaverson sadly died from cancer aged 75 on 22 December 2004. His passing leaves a considerable gap in British industrial archaeology, in which he has been actively involved for over 25 years.

He was educated at Alderman Newton's Grammar School in Leicester and gained a first class honours degree in Physics at the University of Nottingham. After working in engineering and electronics in Newcastle and Luton, he returned to Leicester to work in the family motor trade business. He continued to study with the Open University, taking modules in the History of Science and in Geology, before devoting much of his retirement to the furtherance of industrial archaeology. He became interested in this at a Summer School which I taught at Loughborough University and joined Leicester Industrial History Society, taking over the Editorship of its Bulletin in 1983, something he continued for the next 20 years. He was an active member of the Society, taking part in fieldwork on lead mines in Cardiganshire and tin mines in Cornwall during the 1980s and 1990s as well as in Leicestershire and publishing the results.

He became a member of the Association for Industrial Archaeology and joined me as Joint Editor of Industrial Archaeology Review in 1984. We oversaw the transfer of the journal from Oxford University Press first to a Leicester printer, AB Printers, and then to Maney in 1999. Peter always took the major role in copy editing of articles and assembling book reviews, and had an eagle eye for any errors. When we handed over the Review to David Gwyn in 2000, Peter continued to spend many hours in Leicester University Library abstracting articles for the Review from a large number of journals as well as continuing to assemble the book reviews. He also organised the new Publications Award and his many roles in AIA are going to be very difficult to fill.

We began writing together at the time we ran the AIA Conference at Loughborough University in 1986. We developed the usual Conference Guide into a book published by Phillimore in 1992, Industrial Landscapes of the East Midlands. In 1996, we published Industry in the Landscape, 1700-1900 in the Routledge History of the British Landscape series and in 1998, again with Routledge, Industrial Archaeology: Principles and Practice. We also edited several collections of papers together, including Managing the Industrial Heritage in 1995 and From Industrial Revolution to Consumer Revolution: Transactions of the Millennium Congress of the International Committee for the Conservation of the Industrial Heritage in 2001. Peter also published several articles on Leicestershire industrial history, notably a study of the history of electricity generation in Leicestershire for Transactions of the Leicestershire Archaeological and Historical Society. Most recently, he completed a complex bibliography for a collection of papers published by the Council for British Archaeology, The Vernacular Workshop: from Craft to Industry 1400-1900. We were working together on a book on The Textile Industry of South-west England: a Social Archaeology, and even when he became very ill Peter continued to deal with the illustrations and the index for this. I am very pleased that we were able to send it to the publishers, Tempus, the week before he died and he was aware it would be published during 2005.

Peter was a member of many organisations, including The Newcomen Society, the Peak District Mines Historical Society and the Railway and Canal Historical Society. He was an Honorary Visiting Fellow first in the Department of History and then in the School of Archaeology and Ancient History in the University of Leicester. It is, however, as a member of AIA that he will be most remembered for his many contributions as an editor and a Council member. Annual Conferences will not seem the same without the quiet way in which he carried out small tasks which needed to be done in the lecture theatre or committee room. Peter was never one for the limelight and I shall sadly miss the support he has given me in so many ways over the last 25 years.

Marilyn Palmer

Roy Day

Longstanding members of the Association, particularly Council Members from the early years, will be saddened to learn of the death, in October 2004, of Roy Day. A 'Brummie' – and very proud of it – Roy and his wife Joan spent their early years following outdoor pursuits, particularly cycling, but like so many others, were attracted to the 'new' subject of industrial archaeology in the 1960s and became founder members of the Bristol Industrial Archaeological Society. Roy went on to serve as BIAS Treasurer and Chairman in due course.

However, it will be for his involvement with society publications that Roy, who worked in the printing industry, will be best remembered. The BIAS Journal became one of the most highly regarded IA journals in the country during the 1970s as a result of Roy's design and technical skills, and Roy continued to be closely associated with it until the advent of new technology in the mid-1980s. He performed similar services for the Historical Metallurgy Society, becoming Designer and Honorary Production Editor of their Bulletin from 1972, and then graduating to become Honorary Editor of the widely-acclaimed HMS Journal into the 1990s. It is no exaggeration to say that the professional look of the AIA Bulletin, which Roy was also responsible for producing during the late 1970s and early 1980s, did much to establish the reputation of this Association and attract many of the members which it still has today.

In addition, Roy made contributions to these publications which should not be overlooked. His interests were wide and varied, and he wrote articles for the BIAS Journal on the History of Typefaces, the Ferro-Concrete Industry and the History of the Picture-Palace. His researches into the Wiltshire iron industry, with Keith Gale, remain the standard source on the subject and were written up in both the BIAS and HMS journals.

The Roy was a self-confessed 'chatterbox', and conversations with him were often long, and would go off at many tangents, but were never dull! Above all, of course, he remained a constant source of help and support to his wife Joan. Without him, she could not have undertaken her valuable research into the Bristol brass industry nor the practical conservation work at Saltford. He was a key figure in the preparation of the AIA Conference in Bath in 1987, and its accompanying gazetteer, and was an ever-present assistant and projectionist at the evening classes arranged by Joan over such a long period, and it is to her that we extend our sincere condolences. Roy will be sadly missed.

John Powell
Twentieth-century company archives

The AIA's new student essay award was awarded in August 2004 to Tegwen Roberts for her investigation into the issues surrounding the preservation of twentieth-century company archives. The following is an extract from her essay.

Company archives are the internal records made, and often kept by companies as part of their daily and administrative life. They are an important source of information about the industrial and post-industrial periods, and such collections often contain important and unique documentary evidence. However, these collections are also particularly vulnerable within the current framework of archive preservation, something that is especially true of archives relating to companies originating in the more recent industrial past. There are a number of reasons for this, mostly concerning the nature of the material within such collections, the context in which company archives are usually held, traditional attitudes towards industrial records, and general assumptions about the automatic documentation of the industrial past (and the more recent industrial past in particular).

Company records are usually collected by the company that has created them for various administrative and legislative reasons, and there has been a traditional assumption within many industries that these administrative records, particularly those of a relatively recent date, have no external, or historical value. It has therefore often been the case that, as companies have declined and ceased to exist, their archives have been dispersed and destroyed without the local record office even being aware of their existence.

There has also traditionally been a general reluctance on the part of archivists and record officers to collect company archives. The industrial past is characterised by the amount of available documentary evidence, from a variety of sources both primary and secondary, and it seems that archaeologists, archivists and historians alike have often assumed that much of the information in documentary sources, particularly those from the last hundred years will automatically have been replicated elsewhere. Company archives are often characterised by large numbers of blueprints and technical drawings, which are not only bulky and notoriously difficult to store, but are also difficult to interpret, and therefore assess, without specialist technical knowledge. In the past many archives have therefore been unwilling to burden themselves with such collections, which are often presumed to contain nothing of unique historical value.

These assumptions are not necessarily justified however, as demonstrated by a case study from Derbyshire in which the company archive of one of the largest twentieth-century glass manufacturers in Britain (the former Dema International) was discovered on-site during an archaeological survey. This archive was shown to contain unique documentary information of both regional and national significance, but was in a severe state of decay, and is currently still at risk of destruction. This case study highlights some of the problems with traditional assumptions and general attitudes towards twentieth-century company archives.

The traditional situation has begun to change. There are current moves within the heritage sector to promote a more informed public understanding of stewardship issues in relation to archive collection and preservation, and there is an increasing acceptance that industrial records are potentially important regardless of their age or derivation. However, as shown at Dema, this has not yet resulted in the pro-active interest that it may be suggested is needed to ensure the preservation of an important, but still generally overlooked part of our industrial heritage. For instance, there are currently no specific guidelines on the collection and placing of company archives when they are discovered in a context such as the one at Dema. Preservation of company archives is still largely discretionary, and heavily reliant on the goodwill of the owner, or another interested party. There is also no current register of where company archives are held, or any way of record offices monitoring where archives held outside of public repositories are at risk. This, against a background of traditional generalisations and misconceptions about the recent industrial past, means that twentieth-century company archives are still a very real conservation issue that needs to be more actively addressed.

Within the recent climate of change, although we have accepted that company archives are important, we haven't really begun to consider why. We haven't thought about the nature of these collections and the unusual conditions in which they are often kept. There are currently a number of important issues surrounding the preservation of twentieth-century company archives, and until we start thinking in a more defined and integrated way about archives that fall outside the traditional framework, collections of this nature will continue to face threats of damage and destruction.

Tegwen Roberts

**£500 Reward**

The AIA, in conjunction with Dorothea Restorations Ltd, offer an annual award of £500 and a handsome Plaque to the project considered the best of that year's entries.

To be eligible for entry projects must be concerned primarily with the conservation of a site or object of industrial, agricultural or domestic archaeological interest.

Initial expression of intent to submit a detailed application is achieved by completion of a simple Questionnaire, which can be obtained from the award co-ordinator, David Lyne, 10 Somerville Road, Leicester, LE3 2ET, Phone/fax 0116 29 19 706. e-mail davidlyne@ntlworld.com, who will also ensure that you receive a full copy of the rules and award information.

**Entry for an Award** is made by completing the questionnaire, followed by a detailed submission at a time decided by yourselves. Applications received before the end of April 2005 should be in time to be considered for the award for that year. Applications received after this date may have to be deferred until the following year.

The winner will be notified by 31 July, in time to arrange for representation at the AIA conference in August or September, at which two places, one of which is complimentary, will be reserved, for the presentation.

**DO NOT DELAY, ENTER TODAY!**

**Trevithick Trust – the end**

The Trevithick Trust ceased trading on 31 October 2004 after essential funding from local Cornish authorities was withdrawn. Since it was established in 1992 to promote industrial sites in Cornwall, the Trevithick Trust was involved in the reopening of the Geevor Tin Mine Museum, the rescue of Tolgus Tin (a tin streamworks near Redruth), the management of Levant Mine, Wheal Martyn China Clay Museum (St Austell), Trevithick Cottage, St Day church and the new King Edward Mine Museum near Camborne. The Trust was also involved in improvements at the Cornish Engines and Discovery Centre at Pool. Not all sites were related to mining, for the Trust was also active in the management of the Lizard and Pendennis Lighthouses and two communications sites: Marconi's Lizard Wireless Station (reported elsewhere) and the Porthcurno Museum of Submarine Telegraphy.
At present all the sites are to remain open but concerns have been voiced for the long term future of Cornwall’s industrial heritage. The Trust did much to promote these sites but after what has happened to the funding, does the political will exist to ensure the sites are protected in the future? Although there is a tourist potential for industrial archaeology in Cornwall, it remains a niche market and unfortunately has to compete with beaches and other attractions. This was clearly illustrated by low visitor numbers recorded at Trevithick Trust sites during the hot summer of 2003.

From railway waiting room into wireless history
In the last decade of the nineteenth century in Cornwall a branch railway terminated at Helston, leaving a distance of 15 miles to the most southerly point of the country, the Lizard. Here, the Great Western Railway built a wooden waiting structure comprising a waiting area, an office and a freight storage area assembled on the central green (common land). Guglielmo Marconi had been in England demonstrating his wireless apparatus for five years before 1900 but the Wireless Telegraph Company was not making any real profits. In April the company decided that, as the distance record for wireless was almost 70 miles (112 km), the most profitable use would be to put it on board ships, particularly merchant ships. In the following month Marconi made the extraordinary announcement of his intention to send signals 2,000 miles (3,200 km) across the Atlantic, his ‘great experiment’. In August he travelled to Cornwall and stayed at the Housel Bay Hotel in the Lizard village. He realised that if he put his apparatus on board ships then he would need a coast station in a location where ships first sighted the shore to receive the signals. He also realised that messages would have to be relayed to London and back to obtain orders for the ships. The 1872 Lloyds Signal Station, conveniently, had a private telegraph line to London. Marconi therefore selected a site near the hotel and adjacent to the signal station for his coast station.

The railway waiting room was moved from the village green to its new location, where it was equipped with wireless apparatus and a 160-foot (50m) mast was erected on the site. The new station opened on 18 January 1901 and five days later Marconi himself was there and received signals from the Isle of Wight, 186 miles (300 km) away, a new distance record for wireless which he called ‘my first little miracle.’ The transatlantic ‘great experiment’ was proceeding apace and the station at Polhhu was being established on the west side of the peninsula. The Lizard station was an important test station for those experiments. After the famous letter S in Morse traversed the Atlantic in December, the Lizard was used in the tests to refine tuned circuits to separate one signal from another. The Lizard wireless station was the first known to actually handle a distress SOS signal from a ship in 1910 (two years before the Titanic disaster). The station closed in 1913 and moved to Land’s End. However, the century-old wooden hut that started life as a railway waiting room survives to this day and indeed it looks as was in the early 1900s, complete with spark transmitter and coherer receiver.

The work and achievements of a young 25-year-old inventor are encapsulated in this unique wooden hut, which has now been preserved in perpetuity as a Listed building. Perhaps it is small and unimposing on the outside but the interior is full of atmosphere and a tribute to Guglielmo Marconi. As reported in IA News 130, this has now been Listed by English Heritage who on several occasions refused this honour because it was only a temporary structure.

Stuart B. Smith

Cromford Mill picture discovery
The Arkwright Society, which is based in Cromford, Derbyshire, has purchased a watercolour which depicts Sir Richard Arkwright’s first Cromford Mill. It was here, in the 1770s, that he developed the machines and the management systems which were to play such a major role in the Industrial Revolution both in the UK and across the world.

The painting was brought to light by Penelope and Martin Gregory of Gregory’s Fine Art of St James’s. Experts have dated the picture between 1786 and 1789. It is therefore one of the earliest visual representations of the mill and it confirms vital historical details of the building and parts of Cromford village where the families who worked in the mills lived.

The unknown watercolour artist depicts Sir Richard Arkwright’s first Cromford Mill and the adjoining buildings. The woman in the foreground is carrying a tray of food on her head and walking towards the mill. It is known that members of the mill workers families took food to the mill at lunchtime and it is likely that this is what the picture illustrates.

The Cromford Mills and Cromford Village are part of the Derwent Valley Mills World Heritage Site. The Mills are in the process of restoration by the Arkwright Society. Already large parts of the site are open to the public on a daily basis and many of the buildings have been renovated for modern economic uses including shops and a restaurant.

For further information contact Sarah McLeod, Assistant Director, The Arkwright Society, Telephone 01629 823256.

Arkwright Society

Varberg Radio Station
The Varberg Radio Station at Grimeton in southern Sweden was added to UNESCO’s World Heritage Site list in 2004. Built in 1922-24, it is an exceptionally well preserved monument to early wireless transatlantic communication. It consists of the transmitter equipment, including the aerial system of six 127-m high steel towers. Though no longer in regular use, the equipment has been maintained in operating condition. The 109.9-ha site comprises buildings housing the original Alexanderson transmitter, including the towers with their antennae.
short-wave transmitters with their antennae, and a residential area with staff housing. The architect Carl Åkerblad designed the main buildings in the neoclassical style and the structural engineer Henrik Kreuger was responsible for the antenna towers, the tallest built structures in Sweden at that time. The site is an outstanding example of the development of telecommunications and is the only surviving example of a major transmitting station based on pre-electronic technology.

International Council on Monuments & Sites (ICOMOS)

Home Counties news

The team responsible for the renovation of Hungerford Canal Bridge has received a Historical Bridge and Infrastructure 2004 Award (organised by the Panel of Historical Engineering Works of the Institution of Civil Engineers). Consultants were Bersche-Rolt. West Berkshire District Council was the client and British Waterways the bridge owner. The Barnespool Bridge at Eton, also recently refurbished, was on the shortlist for an Award. The National Trust has commissioned a major survey into the history and phased development of mid-nineteenth century model farm buildings at Coleshill, close to the Oxfordshire border near Highworth. Ridgmont Station, on the Bedford-Bletchley railway line, has been cosmetically restored with support from the Railway Heritage Trust, which has also supported renovation of the Brunel-era buildings at Culham Station, between Didcot and Oxford.

Henry Gunston

SAVE triumphs at Farnborough

After persistent lobbying by SAVE and others since 2001, key parts of the Royal Aircraft Establishment at Farnborough are to be preserved, while the rest becomes the Farnborough Business Park. The owners, Slough Estates, are to refurbish the historic wind tunnels and a number of other buildings upon which £20 may be spent. SAVE initiated the upgrading of the listings on the site, including the cathedral-like 24ft wind tunnel and the massive transonic wind tunnel (both now Grade II), and the original wind tunnel building R52. SAVE commented on the original flawed development brief and drew up alternative plans for the site with Huw Thomas showing how buildings could be converted to alternative uses to raise the money to repair the wind tunnels. With Farnborough Air Sciences Trust, SAVE also badgered every one at every governmental level who had even the vaguest interest in the site, and encouraged them to talk to Slough Estates. It worked. This was a great triumph for the hard work put in by SAVE, who were severely hampered, not least because the local authority refused to declare the ‘cradle of British aviation’ a conservation area.

SAVE Britain’s Heritage

Restoration workhouse

An old workhouse which was a Welsh entry in last year’s BBC Restoration series has been bought by the trust which has fought to save it for three years. The Architectural Heritage Fund has agreed to loan Y Dolydd Building Preservation Trust £300,000 to buy Llanfyllin Workhouse in Powys. The Grade II listed Llanfyllin Workhouse was built in 1838 and restoration could cost £3.5m. Future possibilities are conversion for housing or a training centre for traditional crafts.

Fred Dibnah

Fred Dibnah MBE died, aged 66, on 5 November 2004. The steeplejack from Bolton first became known to television viewers for demolishing chimney stacks without explosives, telling them to exactly where he intended. More recently, he became well known for his television documentaries on steam engines and the industrial age, visiting many parts of the country. His style and approach were distinctive and the series did much to publicise the cause of industrial archaeology.

AIA ANNUAL CONFERENCE 2005 – DERBYSHIRE

The 2005 Annual Conference will be held at the University of Nottingham on 2-4 September. The conference will follow the established format with a Friday pre-conference seminar, the main conference over the weekend from Friday evening to Sunday, and a post-conference additional programme from Sunday to Thursday, 4-8 September. The local organisers are the Derbyshire Archaeological Society, who have devised a programme to show off the extraordinary variety of industry in their county. The main conference weekend will concentrate of the south of the county, close to the conference venue at the University of Nottingham, whilst the additional programme will explore up into the Peak District and coalfield areas to the north. As well as the Derwent Valley Mills World Heritage site, one of the birthplaces of the industrial revolution in England, there is a fascinating range of other historic buildings and museums.

Join us in Derbyshire in 2005 for an AIA Conference to remember. 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

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INDUSTRIAL ARCHAEOLOGY NEWS 132 15
Yorkshire and Humberside

While some of the region's redundant textile mills are still being demolished, often in order to clear a valuable site, an increasing number are being converted to apartments. This inevitably leads to some loss of their industrial character, but their past use is still easily recognisable through their size and design, and the new use is much preferable to demolition. When Urban Splash, a leading developer in this field, launched its first development in Yorkshire at Lister Mills, Bradford (better known as Manningham Mills) in November, over 2,000 people attended and 57 apartments were reserved on the first day. In Halifax one of the earliest mills in the area, Garden Street Mill of 1833, has been converted to apartments after several attempts to demolish it by arson or redevelopment. Opposition by conservation bodies prevented demolition, and the successful marketing of the apartments has encouraged other owners to consider the option of conversion, Old Lane Street Mill, north of the town centre, was built in 1827 by James Ackroyd as one of the first integrated and fireproof woollen mills in the area. A survey has been carried out by Structural Perspectives, and a proposed redevelopment would clear many of the smaller buildings on the site, but convert the main mill to residential and commercial use.

Some mills outside the main towns are also being converted. Oats Royd Mill in the Luddenden valley west of Halifax was built in stages from 1847 to 1887, and pioneered the use of water turbines to generate electricity in 1902-3. It closed in 1982 because the remote location was uncompetitive. Parts were used as small business units, but a six-storey block burned down in 1989. Now an imaginative plan by Lowry Renaissance is being carried out. North-light weaving sheds are being turned into town houses, much of the existing fabric is being kept, and the block that burned down is being rebuilt. However, Luddendenfoot Mills, a large complex used until 2003 by British Furtex to make moquette upholstery fabrics, were demolished in early 2004. The earliest surviving buildings were put up by James Clay & Co, worsted manufacturers, in the late nineteenth century, replacing a corn mill which burned down in 1868. There is evidence, though, of weirs and goits there in the sixteenth century, leading from the Luddenden Brook to fulling mills at Luddendenfoot. Houses are to be built on the site, but the goit, and WWll shelters built partly in it, are to be retained and conserved. At Sowerby Bridge, canal warehouses have been reused for an antiques centre, a pub and a boat repair and hire business, and the West Mills are being converted to flats, but an adjoining four-storey block has been demolished.

The square outside Sheffield station is being remodelled, and an excavation found remains, since buried, of the dam and wheelpit of the eighteenth-century Pond Till, a water-powered forge. The remains of a nineteenth-century pottery kilns were found in an excavation at Clapit Lane, Rawmarsh, Rotherham. One was well preserved and stood over a metre high. After recording they were reburied. A team from Bradford University has carried out a geophysical survey around Rievaulx Abbey to identify features associated with iron production, and there are to be further investigations. More than 2,400 finds revealed by a fire at Fylingdales Top on the North York Moors in 2003 have been surveyed and catalogued by English Heritage. A Bronze Age carved rock has understandably attracted the most attention, but other finds included water channels for the alum industry. At the end of October copal mining in the Selby area came to an end with the closure of Riccall mine and Garascoigne Wood processing plant. The mines were opened 21 years ago and UK Coal says it is no longer economic to extract coal from the 900m deep seams. About 120 million tons have been extracted, far below the predicted 600 million tons when the five Selby pits were opened. UK Coal hopes to obtain permission for business parks on the sites being closed, as has been done at Whitemoor and North Selby, though the original plan was for the land to be returned to agricultural use. The year has also seen the closure of Hatfield Main colliery, which was sunk in 1917-17 north-east of Doncaster, and the demolition of the 'Tetrapod' headgear of 1979, a landmark in the flat landscape, at Thorne colliery. This ends any hope of reopening Thorne, which last produced coal in 1956 and has been on care and maintenance, at a cost of £1m a year, since the investment programme was put on hold in 1986. Centuries of peat extraction on Thorne and Hatfield Moors came to an end in September when Scott UK sold the site to English Nature, which will make it an international centre of excellence for peatland conservation. There is a £9.6m, 15-month reclamation project on the site of Kiveton Park colliery, closed in 1994; the route of the Chesterfield Canal through the site will be secured, and a new use found for the Grade II listed pithead baths. Community groups have put forward a plan for an entertainment and business complex.

ARCUS have completed a survey of Stockbridge steel works. Steel melting and rolling will end there during 2005, and parts of the site are being sold for redevelopment, though the rest will still be used for finishing processes. There is local pressure for listing the 1864 umbrella shop and the 1877 wire drawing shop, tall buildings that look like textile mills, and the 1868 offices built of firebricks. English Heritage and developers are producing a conservation plan for another large site, Thorp Arch Royal Ordnance Factory, east of Leeds.

Gayle Mill outside Hawes, mentioned in last year's report, came third in the voting for endangered buildings in the BBC's 'Restoration' series. The last surviving hydraulic hoist for Tom Puddings, the coal container boats used in trains on the Yorkshire river navigations, has been saved by Associated British Ports. English Heritage and local enthusiasts. It is at Goole, and was built in 1912 and used until 1986. The Environment Agency is reviewing weirs on the main Yorkshire rivers to see where new fish passes are needed to encourage salmon to return now the rivers are cleaner, and has restored an eighteenth-century fish pass on the Ure at Boroughbridge. An unusual new listing is the 1900 Aerial Glide fairground ride at Shipley Glen near Bradford, thought to be the earliest surviving static amusement ride.

The Millennium Footbridge in London and the 'Winking Eye' bridge at Gateshead are well known, but other interesting footbridges are appearing around the country. In Sheffield, the Five Weirs Walk downstream along the Don from the city centre to Meadowhall crosses the river by the Cobweb bridge, slung by wires under the arches of the Wicker railway viaduct, and a redundant bailey bridge from the listed Henry Matthews sawmills may be moved for another crossing. Sit Donald bailey, the bridge's inventor, came from Rotherham and is commemorated by a Bailey bridge across the Don there. An Upper Don Walk is being developed upstream from Sheffield, and there is an imaginative proposal to builds a 1/10 scale replica of New York's Brooklyn Bridge close to Kelham Island Museum. It would adjoin the Brooklyn Works, an edge tool works converted to apartments, and a little further up is the site of Andrews' Toledo Works which made steel for the New York bridge. The Cobweb Bridge and a new footbridge from Sheffield station to the Supertram were highly commended in the 2004 awards by the Yorkshire Region of the Institution of Civil Engineers. And a Sheffield firm designed the unique new extending Helix Bridge at Paddington basin, London.

Kelham Island Museum has been given £1m by the Heritage Lottery Fund to create new storerooms and workshops, where the public will be able to watch engineering conservation work in progress, and a new transport gallery. The museum's Bessemer converter, which came from Workington in 1974 and commemorates Bessemer's role in the Sheffield steel industry, has been honoured with the Engineering Heritage hallmark Award from the Institution of mechanical Engineers, joining the museum's River Don rolling mill engine, which celebrates its 100th birthday in 2005. The National Coal Mining Museum at Caphouse Colliery near Wakefield suspended its underground tour early in the year because of fears of flooding, but reopened it in July. It has reinstated the railway between Caphouse and Hope Pit, though it could not be on exactly the original line, and it plans to conserve the historic buildings at Hope Pit and install displays there.

The National Railway Museum, York, celebrated the bicentenary of Trevithick's Meryth locomotive at its Raillfest in May-June. The tercentenary of the birth of Benjamin
Huntsman, the inventor of the crucible process, was the first method of melting steel and arguably one of the key inventions of the industrial revolution, was marked by Handsworth Historical Society, Sheffield, which put up a plaque on the site of the cottage where he is thought to have made the invention. Plans are being made to celebrate the bicentenary of the leading early railway engineer Joseph Locke next summer in Barnsley, where he grew up and is commemorated by Locke Park, but surprisingly there is little interest so far in marking the event in the many other places that benefited from his work. 2005 is also the tercentenary of the birth of Thomas Boulsover, the inventor of Old Sheffield Plate, which was made by fusing a thin sheet of silver onto a copper plate, and used until the invention of electroplating to produce elegant pieces for the tables of the well-to-do.

We are very sorry to report the death in December of Denis Ashurst, who carried out excavations on seventeenth and eighteenth-century glass working sites at Gawher and Bolsterton, identified the site at Silkstone, wrote the standard work *The History of South Yorkshire Glass*, and made many other contributions to the history and archaeology of South Yorkshire.

Derek Bayliss and David Cant

**East Anglia**

The 14th East of England Regional Industrial Archaeology Conference was held in Blythburgh on 12 June 2004. The field visit included a tour of Lowestoft and its Maritime Museum, the two preserved fishing vessels, the *Lydia Eva* and *Mincarco*, and Mutford Lock on the Lowestoft and Norwich Navigation, believed to be the only lock in the world directly linking two stretches of tidal water – unless anyone knows better!

There have been few notable losses in the last year, partly because there is little left to lose, though two associated themes are becoming apparent: the movement of remaining industries from city and town centres, and the increasing attraction of industrial sites, even those still in profitable use, to developers. Colman’s works at Carrow Abbey, Norwich, remain a cause for concern, with continually changing plans for the future of these fine mid-nineteenth century buildings, though the latest proposals seem rather better than some; even more valuable, a full architectural survey of the buildings in their existing state has been commissioned. Similarly, there has been plan after development plan for the Reads Mill site, originally one of the three steam-powered textile mills built in Norwich to try to fight off competition from Yorkshire. What will happen to the Laurence Scott Electromotors building with its rather nice railway frontage is very unclear. The fate of the organ-building works in St Stephen’s Square looks more promising with sympathetic redevelopment into apartments planned. Since organ building ceased nearly a century ago, there is little of significance within the building. The future of the air-compressor station at New Mills is now more secure, with the council taking over responsibility for, and undertaking repairs to, the structure, though no decisions have yet been made about the important interior machinery. Jarrolds Printing works is looking to relocate, though most of its buildings are post-war and fairly undistinguished.

Elsewhere in Norfolk, very much on the plus side, a museum of the fishing and associated industries has been opened in the restored Tower Curing Works, Yarmouth, which the AIA visited when still working during the Norwich conference. Fakenham Gasworks functions steadily under its new leadership, and is now open every Thursday throughout the year. A heritage lottery grant has paid for a very good introductory video, but there are serious problems with financing the inevitable repairs and maintenance of the buildings, with what remains of British Gas doing its best to shed any responsibility in an uncertain situation. The team at Gunton Park Sawmill continue despite increasing years, and feel at the moment reasonably on top of the maintenance needs inevitable in a wooden building restored 25 years ago. In the last year the earth floor

The fine Colman’s works buildings at Carrow Abbey, Norwich, face an uncertain future thanks to continually changing plans.  
Photo: David Alderton
has been levelled with hoggin, and is now accessible to wheelchairs as well as being safer for all.

In Cambridgeshire, as reported last year, Foster’s Mill by the station finally closed prior to conversion to residential use. Its 1980 boiler, by Danks of Netherton, has generously been donated by Rank Hovis to the Museum of Technology at Cheddars Lane, where it will provide useful standby and possibly at a later date power some of their collection of steam engines. The main boiler has been out of use since the summer due to the expiry of its 10-year certificate, but it is hoped all the necessary repairs and tests will be completed in time for the usual Easter steaming in 2005. It is also hoped that it will soon become possible to display the Pye and Cambridge Instruments collections of historic radio and telecommunications equipment more fully and to better effect. The major work at Stretham Old Engine has been the almost total re-wooding of the scoopwheel, where what seemed to be minor rot proved, as so often, to be much more extensive than was initially apparent. At Willingham engine house it is hoped that the installation of steel doors will at last prevent the continual vandalism from which it has suffered. Currently, engine houses seem to have become favoured for residential conversion, with Southey, Burwell and Glassmoor all affected. Sadly, it seems that the 1944 Crossley Diesel in the first named will go for scrap: current scrap prices and the difficulty of removing it militate against preservation, and it is neither particularly rare nor of special historic interest.

In Suffolk, the Ipswich warehouse complex of Isaac Lord, with its medieval merchant’s house and Tudor warehouse, has been sold for redevelopment, as has the Albion maltings, despite its modern equipment. The whole seems doomed to become another memorial to the yuppification of Ipswich Dock, with planned restaurants, boutiques and coffee bars as well as accommodation. Better, perhaps, than demolition, but not much. One loss has been the Bull motorcar factory from the interwar years, now completely demolished, and the fate of the Tollemache Cliff Quay brewery hangs in the balance. Outside Ipswich, the county’s only known oasthouse at Dagworth has been sold for residential conversion, but perhaps the oddest conversion is at Great Blakenham (or Claydon) cement works, the site of which is to be turned into ‘Snoasis’ with an artificial ski slope in the pit and accommodation. In Beccles the Clowes printing works has been demolished to make way for a supermarket. The transmitter block of Bawdsey Manor Radar Station did perhaps surprisingly well in the voting on the BBC’s ‘Restoration’ programme, reaching the final, and the publicity has certainly helped fundraising. Less fortunate so far has been the last steam drifter, the Lydia Eva, which urgently needs funds for replating the bottom of the hull, so thin in places a misdirected hammer blow will cause a leak.

As always, I lack any source of information for Essex, but do understand that Mistley’s Quayside maltings have now been converted to housing. My thanks go to Derek Manning, Steven Worsley, Ken Alger, Keith Hinde, and Alan Denby for their help in compiling this report: the errors are my own.

David Alderton

West Midlands

Fortunately, it is not too often that fire is a threat to the industrial heritage, but it has struck twice in the West Midlands in recent times. On 16 September 2003, a discarded cigarette end is believed to have started a disastrous fire at the National Motorcycle Museum at Solihull. Something in the region of 500 machines were damaged or destroyed, whilst another 250 were rescued unscathed. Remarkably, restoration of the buildings and many of the machines has been rapid, and the museum was able to re-open to the public by the end of 2004, though it will be some time before recovery can be said to be complete.

In August 2004 another fire, probably started deliberately, broke out in the disused Mitchell’s and Butler’s Springfield Brewery in Wolverhampton. Damage to several buildings, which can be seen more readily from the train just north of Wolverhampton Station rather than from the road, was extensive. Fortunately, the complex had been photographically recorded to a high standard by Clifford Morris and by students from the Ironbridge Institute. It is likely that the brewery will be converted into housing, as had been the plan before the fire occurred.

Also being converted into housing, and also visible from the railway line, this time north of Stafford on the east side, is the ornate yellow and red brick Hatton Pumping Station near Swynnerton, built in Italianate style for the Potteries Water Board in 1890, and once housing a beam engine in its main block. The all red brick Mill Meece Pumping Station about a mile further south, is preserved by a trust and has its two massive horizontal engines in steam several times during the summer months. It is highly recommended any visitor to this part of the Midlands.

Housing proposals also won the day at Fort Pendlestone, Bridgnorth (reported earlier in IA News 121). Work started suddenly without any prior notice, though Ironbridge’s Senior Archaeologist Paul Belford managed to carry out a last-minute photographic survey, which included pictures of unusual and rarely-seen cloche-like windows in the roof, which will doubtless be retained as ‘features’ in the upmarket apartments when completed. The structure was also recorded by an Ironbridge Institute student some years ago.

Familiarly depressing news of the relentless decline of manufacturing industry in the West Midlands came towards the end of 2004 with the announcement that Jaguar Cars, now owned by Ford, will soon cease to be made at Brown’s Lane in Coventry, a former WW2 shadow factory where car production started in 1951. Also, following the delivery of the new ‘Pendolinos’ trains to Virgin Rail, Alstom are to close their factory at Washwood Heath. This is the former Metropolitan-Cammell Carriage and Wagon Works, a part of Birmingham’s once-thriving railway building industry which stretches back as far as 1838, and was employing no fewer than 3,000 people by the time Timmins’s book on the Midland Hardware District was published in 1866.

John Powell
Local Society and other periodicals received
Abstracts will appear in Industrial Archaeology Review.

Archaeology in Wales, 43/2003
Brewery History, 115, Summer 2004
Brewery History Society Newsletter, 29, Autumn 2004
Cleveland Industrial Archaeology Society Newsletter, 86, Nov 2004
Dorset Industrial Archaeology Society Newsletter, 10, Sept 2004
GLIAS Newsletter, 215, December 2004
The Muddling Stick (Lion Salt Works Trust), 103, Summer 2004
Journal of the Norfolk Industrial Archaeology Society, 74/4, 2004
Scottish Industrial Heritage Society Bulletin, 34, October 2004
Sussex Mills Group Newsletter, 142, November 2004
TICCH Bulletin, 26, Autumn 2004

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


A lavish publication which deals with the activities of the Archaeology & Buildings Divisions of RCAHMS as well as a very useful detailed list of principal accessions to the National Monuments Record for Scotland. Those who attended the AIA Conference in Edinburgh will remember the impressive demonstrations of the online service, which has now also been developed for the Royal Commission on the Ancient and Historical Monuments of Wales. Their co-operation in the SWISH (Shared Web Information Services) is also described.


This A4-sized soft-back book provides a detailed record of the variety of timber structures and poured mortar floors along the upper foreshore at the western part of Tankerton Bay, immediately east of Whitstable on the north Kent coast. The introduction describes the historical background of copperas production and its uses. The following chapters describe the archaeological excavation in 1997; interpretation and the industrial process; a review of the copperas industry in the south of England; the industry at Whitstable itself, followed by a conclusion and bibliography. A shorter account of this work was published in Industrial Archaeology Review. XXIII/2 in 2001.


This history of coalmining in the Keighley district is part of an extensive series of mining histories and deals with a ten-mile section of the Aire Valley and the catchment areas between Keighley and the outskirts of Skipton. The coal seams are located within the millstone grits series except for a few in the lower Millstone Grits Series. Surface transport was available from the Leeds and Liverpool Canal at Sildsen.


In 1983, the AIA Annual Conference was held in Lincolnshire and Neil Wright produced a 40-page leaflet, listing some 97 industrial archaeological sites in the county, all for the princely sum of 95 pence. This new gazetteer of the county's sites has been published in a style similar to that now established by the AIA. Copiously illustrated, the guide briefly describes over 400 main sites in nine local authority districts – Boston (32 sites), East Lindsey (80 sites), North East Lincolnshire (18 sites), North Lincolnshire (44 sites), West Lindsey (57 sites), Lincoln (34 sites), North Kesteven (46 sites), South Kesteven (64 sites) and South Holland (28 sites). This very large county has a wealth of sites including bridges, docks, drainage, farms, foundries, maltings, navigations, piers, quarries, railways, roads, watermills, windmills and water supply.

On tour with Thomas Telford, by Chris Morris. Longhope, Glos: Tanners Yard Press. 112 pp, illus. ISBN 0 9542096 3 X. £16.95 (incl p&p) from Tanners Yard Press, Church Road, Longhope, Glos, GL17 0LA.

The author, a documentary photographer, has assembled a collection of fine colour photographs taken on a series of tours reflecting Telford's itinerant lifestyle. The resulting images are grouped in six roughly chronological chapters, each with a short introduction. These cover works in England, Wales and Scotland as well as his advice on the Gota Canal in Sweden. The book is in folio format, 237 x 186mm with over 40 full-page spreads of quite small images of structures and artefacts, each accompanied by captions. This presentation is informative and yet accessible as both a travel book and as industrial history.


The broad gauge Rochdale Canal was opened for trade from Rochdale across the Pennines to Yorkshire in 1798, and fully from end to end in 1804. It took the low level ice Age meltwater channel between Littleborough and Todmorden and avoided the tortuous route of the Leeds & Liverpool Canal and the long tunnel of the Huddersfield Narrow Canal. Despite the railways it traded successfully into the twentieth century, only being overtaken by the arrival of motor transport. By the Second World War it was scarcely used and was formally abandoned in 1953, quickly becoming impassable. However, the central Manchester section was reopened by 1974 and the Rochdale Canal Society was formed to restore the rest of the canal, which was achieved in 2002. This book charts the history of the canal and tells of the more recent battle for its preservation.


This CBA publication is the outcome of a conference held in the Department of Continuing Education Oxford in November 2002, sponsored by the Vernacular Architecture Group and the AIA. Marilyn Palmer's Introduction, 'The Workshop: type of building or method of work?' sets the scene for 15 papers covering a chronological period from the late Middle Ages to the twentieth century and a geographical spread from London, East Anglia and the Midlands to the north of England. It brings together for the first time summaries of recording and research work carried out by individuals and English Heritage staff, and complements the important work carried out on textile mills by RCHME by looking at the extent of outwork in a variety of industries, not just textiles but also the manufacture of boots and shoes and the small metal trades. Produced to a high standard by the CBA, it is a must for every industrial archaeologist.

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2-3 APRIL 2005
AIA IRONBRIDGE WEEKEND
at the Ironbridge Institute, Coalbrookdale, on the theme of Railway Structures. See inside for details. A booking form is included with this mailing.

9 APRIL 2005
SOUTH WEST REGION IA CONFERENCE
at Sir Thomas Rich’s School, Gloucester, the South West & South Wales Regional Industrial Archaeological Conference, organised by the Gloucestershire Society for Industrial Archaeology. For details please contact Dr Ray Wilson, Honorary Secretary, GSA, Oak House, Hamshill, Coaley, Dursley, Gloucestershire, GL11 5EH, 01453 860595.

18-22 APRIL 2005
BELGIUM BECKONS
AIA tour of Belgium. Please contact Paul Sautler, 80 Udimore Road, Rye, Sussex, TN31 7DY, or see www.heritageofindustry.co.uk

23 APRIL 2005
SOUTH EAST REGION IA CONFERENCE
at Chertsey Hall, Heriot Road, Chertsey, Surrey, hosted by Surrey Industrial History Group. This year’s event has a transport theme, with talks as varied as the Croydon, Merstham & Godstone Railway, London Docks, Southampton trams and Croydon Airport. There will also be an opportunity to see the Kempton Park steam pumping engines. For details and booking form contact Stuart Chrystall (SERIAC 2005), Dene Lodge, Drovers Way, Ash Green, Aldershot, Hampshire GU12 6HY.

23 APRIL 2005
THE EXPLOSIVES INDUSTRY IN CUMBRIA
at St Martin’s College, Ambleside, the Cumbria Industrial History Society’s 20th spring conference. Details and booking form from Ron Lyon, Chronendon, Church Street, Skirwith, Penrith, Cumbria CA10 1RD.

21 MAY 2005
EMIAC 69
at Worksop, the 69th East Midlands Industrial Archaeology Conference, hosted by the Nottinghamshire Industrial Archaeology Society. The topics will be Worksop at Work with speakers covering many aspects of the industry of the town, including maltings, chair making and the bodger’s art. Further details from Joan Hodges, 2 Knighton Road, Woodthorpe, Nottingham NG 5 4FL.

11 JUNE 2005
EMIAC 15
to be held in the Sheringham area of Norfolk, the 15th East of England Region IA Conference, on the theme of trains and trippers. Please send a decent sized SAE for details and booking form, available after the end of February from Mrs Brenda Taylor, Crown House, Horsham St Faiths, Norwich, NR10 3JD.

3-6 JULY 2005
EXPLORING DEVON’S INDUSTRIAL HERITAGE
at Dillington House, Ilminster, Somerset, a course examining the evidence for past industries in east Devon, with lectures and two field visits to textile sites, watermills, breweries, lost railways, canals and other industries on the edge of Dartmoor where the famous Haytor granite quarries once supplied London Bridge. Details from Dillington House, Ilminster, Somerset TA19 9DT, 01460 52426, website: www.dillington.co.uk

8-10 JULY 2005
NAMHO CONFERENCE 2005
at Juniper Hall Field centre, Mickleham, near Dorking, Surrey, organised by the Wealden Cave & Mine Society with the assistance of the Chelsea Speleological Society, Kent Underground Research Group and Subterranea Britannica. A programme of lectures, underground and surface trips, focusing primarily on medieval and post-medieval underground building-stone quarries, chalk mines and underground quarries, and the Wealden ironstone mines. For details see the website: http://namho2005.wcms.org.uk and for further enquiries e-mail: namho2005enquiries@wcms.org.uk or 01737 243912, or write to Robin Albert, 13 Beaufort Road, Reigate RH2 9DQ.

2-8 SEPTEMBER 2005
AIA DERBYSHIRE CONFERENCE 2005
at Nottingham University. See notice inside. Details and booking forms included with this mailing.

21-23 OCTOBER 2005
THE WONDERFUL WINDMILLS OF LINCOLNSHIRE
based at Lincoln, a weekend coach tour to take in a number of mills, some specially opened for the visit. Organised by Linlum Heritage, contact Zoe Tomlinson, 01522 851388, or visit www.lindumheritage.co.uk

22 OCTOBER 2005
WILTSHIRE IA SYMPOSIUM
at the Wharf Theatre, Devizes, the Wiltshire Archaeological & Natural History Society’s biennial Industrial Archaeology Symposium. Details, when available, from Doug Roseman, 101 Westbrook, Bromham, Chippenham, Wiltshire SN15 2EE.

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 as if you wish your event to be advised.

INDUSTRIAL ARCHAEOLOGY NEWS
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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.