

# INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



AIA annual report • IA and National Inventory • Olympics Challenge • Letters  
New Mills hydro • IA projects in the north • BA Awards • Trewavas update • regional news



# INDUSTRIAL ARCHAEOLOGY NEWS 148 Spring 2009

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## AIA Council of Management Report for 2008

*This General report of the AIA Council of Management summarises the activities of the Council and the membership for the year ending 31 December 2008.*

Barry Hood, Honorary Secretary

At the 2008 AGM, Professor Marilyn Palmer retired from office and Tony Crosby was elected as the Chairman of the Association. We owe Professor Palmer a debt of gratitude for the outstanding leadership and service that she has given, and continues to give, so freely to the Association. It has been a time of considerable change and new initiatives.

In 2008 Council met at Leicester University in February and in London in June. In addition Council had an Extraordinary Council Meeting in Lackham College, Chippenham, shortly before the AGM to receive any nominations and deal with other AGM business. The final Council meeting of the year was a two-day meeting in Coalbrookdale, Shropshire, in November.

The Association continued to work with Heritage Link (HL) and council members have attended the Land Planning Group meetings in April and May to monitor and consider HL's response to the Draft Heritage Protection Bill. In particular we await proposals for the protection of conservation areas and the replacement of Planning Policy Guidance (PPG) Notes 15 & 16. Members of the AIA continue to monitor and liaise with HL.

The Ironbridge Weekend, normally run in April, was not held this year, due partly to the handover to a new Affiliated Societies Officer, and partly to holding a joint AIA and Society of Post

Medieval Archaeology meeting on 4-8 April at the University of Leicester. This 'Crossing Paths, Sharing Tracks' conference attracted nearly 100 delegates, including visitors from the USA, Denmark and Romania. Its purpose was to foster enhanced understanding and cooperation between the attending organisations. The conference papers are to be edited by the organisers and published in a SPMA monograph with the imprints of the participating societies.

The AIA spring visit took place on 19-24 May to Saarland, Germany, and was based in Saarbrücken. The largest site we visited was the Völklinger Hütte, a huge steelworks with six blast furnaces and 104 coking furnaces. It was closed in 1986 and was the first industrial monument inscribed into the United Nations list of World Cultural Heritage sites. A report on the whole tour was published in *IA News 146*. Our sincere thanks go to Paul Sautler and Sue Hayton for researching the week of visits and making all the organisational arrangements.

Sir Neil Cossons, one of the AIA Vice-Presidents, began a new initiative called STIR (Saving the Industrial Revolution). The aim is to secure a sustainable future for Britain's preserved industrial sites, buildings and collections. The AIA has suggested ways in which the Association could help by organising Ironbridge Weekends on topics that STIR members might find helpful such as completion of grant application forms, health and safety issues as well as the opportunity to publicise their activities. Sir Neil's call for STIR support was published in *IA News* and two AIA Council officers attended the last STIR meeting. AIA Council officers will continue to support and work with STIR members.



Wiltshire Conference delegates at Monks Park Quarry near Corsham

Photo: Steve Dewhirst

### COVER PICTURE

Excavated workers' housing on George Leigh Street, Ancoats, Manchester (see page 10) Photo: Ian Miller

The 'Strategic Issues in the Industrial Heritage' seminar was held at STEAM in Swindon on 8 June 2007. The key issue that triggered this programme was that the amount of money available through the Heritage Lottery Fund (HLF) will be reduced in the future from £300 million to £180 million. After various consultations with HLF and English Heritage, the results were published in 2008 in *IA News* 146.

English Heritage published its *Heritage at Risk* register in July 2008, extending the previous Buildings at Risk survey to 1,680 entries. David Alderton, AIA Council Member, has reviewed the list and compiled a data base of 212 of these entries that are of industrial archaeological interest and therefore of concern to the AIA. See these on the AIA's website: [www.industrial-archaeology.org.uk](http://www.industrial-archaeology.org.uk). The AIA will be encouraging its members to write to individual local planning authorities to make them aware of these sites and their historic merits.

For the last 10 years, the AIA had been able to retain an office at the University of Leicester. However, with the retirement of Professor Marilyn Palmer from full-time teaching, and increasing pressure for space at the university, we had to vacate our Leicester office in August. At the same time, we said farewell to James Gardiner, our AIA Liaison Officer, who completed his postgraduate degree and departed these shores to teach English to foreign students. We are very grateful to him for the work that he did in sorting out the membership database. After several offers, Council decided that the new AIA office should be located at the Ironbridge Institute, our spiritual home, so to speak. David de Haan was appointed as the new part-time AIA Liaison Officer.

The Association has also reached an agreement with Maney Publishing of Leeds, who publish *Industrial Archaeology Review*. Under the new contract, Maney will continue to print and

distribute a six-monthly *IA Review* and will also digitise past copies which will be available free of charge to AIA members. Non-members will be able to view the abstracts but will have to pay to obtain an electronic copy of the full article. This arrangement will also make the journal more widely available through electronic databases, such as JSTOR, which are used extensively by university students. In addition, Maney, who run a very efficient membership administration system, will take over the administration of AIA membership and subscription management. The Association has done this to reduce costs when we lost our AIA Liaison Officer who had worked almost on a full-time basis. This new contract with Maney comes into effect on 1 January 2009. In the meantime, Michael Messenger gallantly stepped into the breach to act as our unpaid membership officer.

The 2008 AGM and Conference was at Lackham College, Chippenham, 22–28 August and was well supported with over 100 Association members. The initial seminar again attracted good support with some excellent contributions on the theme of 'Modern Military Matters: the twentieth century defence heritage of Britain'. Over the weekend we learned more about canals in Wiltshire, the enormous woollen textile industry that once thrived in South West England, the coming of the railways and the development of the GWR at Swindon and the corn trade and beer making. After the AGM, Wayne Cocroft, English Heritage, delivered the Rolt Memorial Lecture entitled 'Dan Dare's Lair – the industrial archaeology of Britain's post-war technological renaissance.'

During the following week, we visited canals and pumping stations, barge inns, woollen textile mills, a malting in Warminster, a brewery in Devizes, a racing stud, small foundries and workshops and including the innovative Moulton

Bicycle Factory. We gained an impression also of the enormous importance of railways to Wiltshire and the size of the GWR establishment at Swindon, as well as the related businesses supplying railway equipment. It was an extremely interesting and instructive week in a truly beautiful setting. Many thanks to Pam and Ivor Slocombe and their stalwart band of volunteers. The President's Award, for the best site visited, went to the Trowbridge Museum and the Initiative Award, for an ambitious project or innovative approach to conservation/interpretation, was awarded to the Harnham Water Meadows Trust.

To encourage high standards in all aspects of the study of industrial archaeology, the Association published two issues of *Industrial Archaeology Review* under the editorship of Dr David Gwyn, and four issues of *Industrial Archaeology News*, under the editorship of Dr Peter Stanier. The *IA Review* is the journal of the AIA and provides a forum for a wide range of specialist interests in industrial archaeology. Articles over the year covered various technological, archaeological, historical, geographical, social and architectural aspects of industrial archaeology. *IA News* is the bulletin and main communication organ of the AIA. Illustrated reports covered all the AIA's activities as well as short technical articles, reports on affiliated societies, regional news, TICCIH, conferences, letters, etc.

The AIA continues to support scholarship and fieldwork achievements. The Peter Neaverson Award is a new AIA award to honour the memory of Peter Neaverson, a long-time Council member and a joint editor of *IA Review* for nearly 20 years. It is awarded for outstanding scholarship in industrial archaeology. The first recipient of this prestigious award was made to Dr Colin Rynne of the University of Cork, for his magnificent book *Industrial Ireland 1750–1930: an Archaeology*.

The Main Fieldwork and Recording Award in 2008 was for: *Tone Works, Wellington, Somerset. Survey and analysis of buildings, power systems and machinery* by Mike Williams with Appendices by Lucy Jessop, both from English Heritage. It is a detailed recording of the buildings and machinery of this textile finishing works, owned by Fox Brothers, and provides a detailed picture of the site and how it functioned and evolved over time.

The Initiative Fieldwork and Recording Award was for: *Barlavington, West Sussex, Duncton Water Mill Report* by Ron Martin of the Sussex Industrial Archaeological Society. It is an excellent example of the recording of a complex site, with detailed drawings which reveal the development of the site and how it functioned.

The Student Fieldwork and Recording Award 2008 was awarded, yet again, to Lee Gregory for a new piece of work: *Under Slate Grey Victorian Sky*, a fieldwork project for a MA degree at the University of Manchester. It is an excellent piece of research which marries excavation evidence with census data to create a picture of the Victorian Slums of Ancoats, Manchester.

The Occasional Publications Award went to Ken Redmore, Society for Lincolnshire History and Archaeology, for his *Ploughs, Chaff Cutters and*



The AIA reaches out: examining Brunel's original Temple Meads train shed during the AIA and CBA training day on listed industrial buildings in November 2008 (page 4)  
Photo: Peter Stanier

*Steam Engines.* A well illustrated account of various agricultural implement makers in Lincolnshire. The Journal Award was presented to Alan Brittan for the *Leicester Industrial History Society, Bulletin 19, 2007*, and the Newsletter Award went once again to the Waterworks Museum, Hereford, for their *Waterworlds*, Autumn 2007. The Essay Award was to Hillary Orange of University College, London, for 'Industrial Archaeology: its place within academic discipline, the public realm and heritage industry.' The essay was based on her PhD research in public perceptions and experiences of the Cornish tin and copper mining landscapes.

The highly regarded Dorothea Award for Conservation was presented to The Kew Bridge Steam Museum volunteers for the conservation and restoration of the 70-inch Bull Type Cornish Steam engine, still on its original site. The engine was built by Harvey & Co. of Hayle in 1857-59

and ran in Brentwood Pumping Station until the station was decommissioned in 1944. The award was accepted at the 2008 AIA conference by Nick Morgan, secretary of the Bull Engine Restoration Committee.

In previous years, the AIA has supported the British Archaeological Awards (BAA) by funding an AIA Award for the best example of the adaptive re-use of any historic industrial building or structure. Following a Board reorganisation in the BAA and an apparent change of strategy, an award for industrial archaeology has been omitted from the November BAA awards. Council is seeking to clarify this with the BAA Board and will discuss the results of these discussions at the spring 2009 Council meeting.

The Association applied successfully for a grant from English Heritage under the National Capacity Building Programme and was awarded £8,000 for the year 2008-9. The purpose of the

grant is to enable us to organise training days in recognition of industrial buildings for Council for British Archaeology regional correspondents and groups, local planning officers who deal with listed building applications and members of fellow Amenity Societies. We have employed a part-time Historic Buildings Officer to organise the training days but are using AIA volunteers as instructors. The first pilot training session was held at Manchester in September with 26 delegates, followed by a second training day at Bristol in November. The AIA has applied for further funding to complete the regional training programme in 2009-11.

As you will appreciate, it has been a most eventful year and we are very grateful to all officers and members of Council for the increasing time and effort that they put in, voluntarily, to ensure the smooth running of the Association.

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## The 2012 Olympics and Thames Gateway – a challenge for Industrial Archaeology and the environment

*Massive redevelopment in the South East involves both the Lea Valley, chosen as the main site for the 2012 Olympics, and land to the east on the north and south sides of the Thames Estuary. Much of the latter, known as Thames Gateway, was until recently heavily industrialised. The present economic recession will probably make enlightened redevelopment more difficult, adding to the problems faced by the industrial archaeology of the area.*

Robert Carr

In 2012 the Olympic Games will be hosted in Britain, for the first time since 1948. The principle venue will be situated in the Lower Lea Valley, in East London. An Olympic Stadium is being built here on a site between Hackney Wick and Temple Mills with transport to and from the centre of London being provided by new high-speed Javelin trains which will run in a 7.5 kilometre tunnel to Stratford from the recently reconstructed international Eurostar railway station at St Pancras.

Rapid social change is taking place in East London consistent with the Government's policy of moving wealth from West London to the East. The kind of people who now live in parts of the East would have been unthinkable there just a few years ago.

For the four years before the London Games a Cultural Olympiad will be taking place, presenting to visitors from overseas and the UK the best of British achievements. This is likely to concentrate on the fine arts but there is scope for history and archaeology including industrial and technological history. This British Cultural Olympiad officially started when the 2008 Beijing Games finished on Sunday 24 August. The five Olympic London Boroughs, Tower Hamlets, Hackney, Waltham Forest, Newham and

Greenwich with a combined population of one and a quarter million are at the epicentre of the 2012 Games but the Cultural Olympiad covers the whole of the UK, including Wales, Northern Ireland and Scotland. At a national level the year 2012 conveniently coincides with the tricentenary of the introduction of Thomas Newcomen's atmospheric pumping engine, arguably the most important date in human history. From that date homo sapiens began to exploit the heat engine for mechanical power and for good or evil the Modern World was ushered in. There should be considerable commemoration of this event in the UK.

Seeing the remarkable industrial innovation which has taken place in the Lea Valley over the last 150 years or so there is a great need to

present the story of these achievements to the general public. It is not popularly known that the foundations of the chemical industry were laid here and early plastic materials were pioneered. Petrol was introduced, the first British petrol-driven motorcar was built in the area and the first flight by a British pilot in a British-built aeroplane, by A.V. Roe in 1909, took place on a site close to the Olympic Stadium. This is Walthamstow Marshes which are of special scientific interest because of their plant communities and are a protected nature reserve.

A short way to the north the vacuum flask and diode valve were invented. Other innovations include the first man-made fibre, artificial silk, the infrared electric firebar, and later pulse code modulation, the solid-state colour-television



*Bow Back Rivers as they were*

*Photo: R J M Carr*

receiver and the Halogen Cooker. Earlier achievements include the New River, an artificial aqueduct opened in 1613 to bring clean drinking water from Hertfordshire to London. This runs from north to south to the west of the River Lea. To the south at Three Mills are substantial remains of a Grade I listed tide mill and distillery complex dating from 1776. The list of Lea Valley achievements is enormous and even this abbreviated list should give an idea of the great scope for a local industrial museum. It is claimed that over 100 industrial firsts took place in the area, more than anywhere else in the world. A gazetteer of industrial archaeology sites in Hertfordshire and the Lea Valley was published by the Association for Industrial Archaeology in 2004.

In the 1970s it was intended that Greater London would have a museum akin to Beamish or Ironbridge, and the plan was that this should be in the Lower Lea Valley near Abbey Mills. Unfortunately the conurbation surrounding the Capital remains unique in not possessing a facility of this kind (the Science Museum is a National Museum and in any case is not an industrial one). A movement locally is campaigning to rectify this omission and to establish an industrial museum close to the main Olympic site. It is intended to call it the Lea Valley Experience and plans for a substantial museum building are already well advanced.

The construction of the Olympic Stadium and Village and the extensive housing developments which are to take place subsequently as part of the Olympic Legacy are bad news for industrial archaeology and wildlife. The nature of the Bow Back Rivers will be irrevocably transformed and it is intended to make more of the streams which make up the River Lea delta navigable for recreational purposes. The Prescott Channel is being converted to accommodate 350-tonne barges which will carry building materials to the Olympic site.

Clearing away brownfield sites is undesirable for the environment and widespread reduction in species diversity is expected. As well as in the Lower Lea Valley, redevelopment is planned on a greater scale stretching eastwards along both banks of the Thames to Southend and Margate.



*Dismantling power lines in the Lea Valley for the Olympic Games  
Photo: R J M Carr*

This is Thames Gateway and together with the building up of the M1 corridor will create a conurbation stretching from Wolverhampton to the North Foreland. The architect Will Alsop has called this new development Diagonale. It is not science fiction; it is already taking place. Official advice is that people in the economically depressed North should move here. The new city will not be high density like London but more akin to Milton Keynes. With rising sea levels predicted and a shortage of water in this drier part of

Britain, Thames Gateway is problematical. Environmentalists are expressing deep concern at the large-scale destruction of habitat. Joint conferences involving environmentalists and industrial archaeologists don't seem to be taking place. At least until recently the two disciplines saw themselves as being in opposition rather than allies.

In the northeast corner of the Isle of Dogs, flats at Robin Hood Gardens have been the subject of recent controversy. Designed by Alison and Peter Smithson, the architect Lord Rogers considers that together with the Smithson's Economist Building in St James' Street, the Robin Hood flats are 'as good, if not better than, any other modern building in Britain.' It is the intention to demolish these flats and there are claims that if this goes ahead it will be a tragedy comparable with the demolition of the Euston Arch in the 1960s (incidentally, the Smithsons wrote a book on the Euston Arch and deplored its destruction, and Alison wrote a short introduction to L.T.C. Rolt's autobiography, 3rd volume).

There is an initiative to safeguard the built heritage of the Thames Gateway but so far this has concentrated on the obviously historic old towns of North Kent, for example Rochester with its Dickens connections. South Essex appears relatively neglected. Purfleet, Tilbury, Canvey Island and Southend are not so obviously in need of consideration and yet East Tilbury set up in 1933 by Tomas Bata to provide accommodation for workers in his new footwear factory clearly mirrors Zlin in Moravia, believed to be the only entirely Constructivist town in the world. Canvey Island contains some interesting buildings including the Labworth Café of 1932 by Ove Arup.

Despite ingrained prejudice to the contrary, South Essex is not a cultureless wasteland. However it is the wild flora and fauna of the area which is most threatened and the fragile unspoilt beauty which in places can still be found is not widely appreciated. Even so, proper planning and management should be able to find a way forward and nowadays estate agents appreciate that heritage, both in terms of wildlife and buildings, raises property prices and helps to sell houses. All is not yet lost. Thames Gateway can be better than current proposals indicate.

## VISIT THE AIA WEBSITE

[www.industrial-archaeology.org.uk](http://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.**

# Industrial Archaeology and the National Inventory: Enhancement and Access

*The National Monuments Record (NMR) is responsible for an inventory of archaeology and historic buildings, which is now freely available over the internet. This article sets out how the Datasets Development Team has enhanced the industrial component of the record and how the data can be accessed, including the criteria used in deciding whether to carry out enhancements and how these criteria relate to industrial heritage. It gives an example and considers what has been achieved to date. The author is Datasets Development Manger, National Monuments Record, English Heritage.*

Martin Newman

The computerised inventory of the NMR arose from the merging of the National Archaeological Record (NAR) and the National Buildings Record (NBR) and is the repository for the results of work undertaken or commissioned by English Heritage (EH) and the former Royal Commission on the Historical Monuments of England (RCHME). The inventory originally had a cut-off date which was detrimental to the recording of industrial sites; once this was removed a recording project was carried out on 'post-1714 industrial and agricultural buildings' in 1995. Since then there have been a series of further desk-based enhancements to the record that have greatly improved its industrial coverage, many relating to archive created during research for RCHME and NMR publications that will be familiar to many readers. These have included: South West Textile Mills; Railways/Stations and Canals; Textile Mills in Greater Manchester and East Cheshire; North-West Derbyshire Textile Mills; North East Derbyshire Textile Mills; Birmingham Jewellery Quarter; Textile Mills in Keighley; Northampton Boot and Shoe Industry and Yorkshire Textile Mills. Some of the record enhancements carried out have been purely based on literature research, whilst others have utilised records from past fieldwork

The criteria used to select enhancement projects include:

- the accessibility of the original source material to users and HERs.
- whether the material directly relates to the work of EH.
- the geographical coverage, therefore projects with national scope or ones that address identified geographical weaknesses.
- the thematic subject and how this relates to the wider work of EH.

These criteria have been designed to avoid duplication of recording with other record holders, including local Historic Environment Records (HERs), and the aim is to encourage partnership working to provide as comprehensive as possible national coverage. Additionally all enhancement projects are linked into the themes of the EH *Research Agenda 2005-2010*.

All enhancement work is carried out by creating or enhancing existing monument records on the NMRs corporate database AMIE (Archives and Monuments Information in England) as well as spatial depictions on the linked Geographical Information System (GIS). These projects have been carried out using the structured approach set out in the MoRPHE (Management of Research Projects in the Historic Environment) methodology, since its launch in 2006. It is planned to produce a MoRPHE project manager's guide on desk-based recording utilising the NMRs experience of these projects.

One recent example of desk-based recording was a project for which the primary source was the EH Monuments Protection Programme (MPP)

industry step reports. The MPP was a systematic re-evaluation of scheduled monuments that assessed whole classes of monument at a time. For industrial heritage this took the form of reports commissioned by EH on specific historic industries. The Step 3 reports gave detailed information (in some cases quite detailed) about specific sites. Only very limited numbers of reports existed, they were kept in ring binders and only searchable by county within a specific industry. Public access was only available through visiting the library at the NMR in Swindon. This, therefore, met all of the criteria for selecting enhancement projects as the material was inaccessible, related directly to the work of EH, was national in scope and tied in to corporate



*Distribution of Iron and Steel Industry Sites after enhancement from 277 sites recorded in the MPP step 3 industrial report. Clustering in major centres prevents all the sites from appearing as separate points*

*Image: © Crown Copyright. English Heritage 100019088. 2008*



Duddon Ironworks, Cumbria in 1997

Photo: © Crown Copyright. NMR Reference Number: NMR/12986/23

support for industrial archaeology. Enhancing the NMR's monument record from this source has made this research more accessible and through the use of indexing has increased the retrievability of the information.

The opportunity was taken to also add information from and reference other sources where appropriate, including the RCHME's *Images of Coal* photographic project and book. The records combine structured indexing information with both a brief summary of the site and 'long text' where all the information is linked to details of the sources, which will be of considerable benefit to those wishing to

undertake further research. Some of the industries covered were very small, the Alum industry report only covered 25 sites, whereas others were more major; the iron and steel industry report for example contained 277 sites. In total the MPP Step 3 Industry reports contained details of 2,249 sites. Following this enhancement the NMR now has over 40,000 monument records which have an industrial component to them (out of a total of nearly 400,000).

One example of an NMR record for an industrial site is the Duddon Bridge Ironworks in Cumbria. The MPP Iron and Steel Industries Step 3 report is the latest in the 10 separate referenced

sources used to compile the record. The earliest features on the site date from 1736 and it ceased operation in 1867. The monument also links to another NMR record detailing the investigation history of the site, in this case excavations carried out from 1981 to 1985 and the RCHME surveys carried out in 1994 and 1997. The record for the site is also linked to the records for related industrial sites in the area including quarries, leats, charcoal burning platforms and a bobbin mill.

In addition to this, the NMR's monument inventory also contains over 40,000 maritime sites, both located wrecks and reported shipping losses, 90% of which are industrial (either merchant or merchant). These monument records (terrestrial and maritime) also complement the NMR's archive of historic and modern photography from which illustrations are linked on the online version of the database as appropriate.

As well as being available by contacting the NMR in Swindon, the monument inventory available via the web at PastScape ([www.english-heritage.org.uk/pastscape](http://www.english-heritage.org.uk/pastscape)). The website has recently undergone a major revision following user consultation and usability testing. This provides the users with options to search using a map or by a series of fields covering where, what and when as well as simple 'key word search'. The version of the record available online includes both the summary and long text, as well as the sources, detailed indexing, investigation history and related records. It also has photographs from the NMR (when available), links to maps (old and current) and aerial photographs. The online version of the record for the Duddon Bridge Ironworks contains an NMR photograph from 1997 as well as a picture taken as part of the *Images of England* project. PastScape can also be searched alongside other resources including selected HERs, NMR photographs and LB Online at the Heritage Gateway ([www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)).

Further enhancements of the industrial component of the inventory are planned. Recent, desk-based recording of Shoreditch Commercial Buildings (mainly warehouses) has been used to assess the viability of utilising old EH and RCHME building surveys which had never been computerised as a source. Ongoing work with colleagues in the Heritage Protection Department is enabling the NMR to record details of sites investigated for designation which do not meet the criteria for listing or scheduling which are however of local interest. In such cases industrial buildings and sites are always considered worthy of recording by the NMR.

Further improvements to the mapping functionality of PastScape are also being planned and will be specified once a current project (the GIS Toolkit) which will develop mapping features that can be applied to any EH website has been completed.

The NMR always welcomes constructive feedback on the content of the record or the functionality of PastScape and additional information is gratefully received.



PastScape provides online access to the English NMR's monument inventory

Image: © English Heritage 2008

## AIA Council business – a forward look

Our Honorary Secretary Barry Hood has elsewhere in this issue given members an account of the AIA Council's activity over the past year. As the new Chairman of Council I wanted to take an early opportunity to inform members of some of the work which Council will be undertaking over the coming year.

Just before going to press we heard that AIA has been successful in being granted funding in principle under English Heritage's National Capacity Building Programme for a further two years of day schools to be run in conjunction with the Council for British Archaeology. The first regional day school under the current grant will take place in Ipswich on 23 February 2009 with a further one in the North East in March. With the award of the grant for 2009-11 a further seven day schools will be held, one in each of the other English Regions.

The Industrial Heritage Strategy which resulted from the June 2007 seminar in Swindon has now been finalised and is posted on our website for your information. Council will be monitoring its implementation throughout the year.

Also announced elsewhere in this issue is the availability of the AIA Restoration Grant for restoration projects at IA sites or of artefacts. We hope that a number of organisations will apply and that we will together be able to make a difference thanks to a generous donation to the Association.

At the Council meeting last November, members considered an up-date of the AIA Plan for 2008 -11. The mission, aims and objectives have been slightly altered to reflect the greater involvement of the Association in active conservation of our industrial heritage and these are set out below for your information:

The AIA's mission, or purpose, is to be the principal forum for promoting professional and volunteer industrial archaeology and for promoting the conservation of industrial heritage within the United Kingdom.

### The AIA's aims are:

1. to promote the study of industrial archaeology (IA) and to encourage improved standards of research, recording, conservation and the publication of research results;
2. to promote and support the conservation of significant industrial heritage for present and future generations to learn about and enjoy;
3. to support organisations, groups and individuals involved in the study, research and recording of past industrial activity;
4. to represent the interest of IA and industrial heritage (IH) at national level through advice, support and advocacy;
5. to hold conferences, seminars and visits to industrial sites, in order to promote study,

and celebrate, disseminate and exchange good practice in research and conservation;

6. to liaise with representatives of IA organisations worldwide to learn from overseas practice and exchange good practice; and
7. to provide support to the AIA membership, including the AIA website.

There is a detailed action plan supporting these aims and if you have any comments on the aims please do contact me (my contact details are on page 2).

I know a few members were disappointed that there were no Saturday afternoon visits at the Annual Conference in Wiltshire last year. Council had decided to take this step in order to give dedicated time for members' contributions, which in the past have often been relegated to after the evening lectures when members are tired and would prefer to be in bed or in the bar! It also gave Award Winners greater opportunity to present the work they had undertaken and for which they were being recognised. Generally this was felt to work well and will be the pattern at this year's Annual Conference in Lincoln. Also at Lincoln there will not be a Friday seminar, but rather we are hoping to arrange an afternoon walking tour of the City.

Four Council members have indicated their intention to step down from the roles they currently undertake in the near future:

David Gwyn – Editor of *Industrial Archaeology Review* ( see below for further details)

Barry Hood – Honorary Secretary

Roger Ford – Sales Officer

Michael Messenger – Conference Booking Secretary

If you are interested in taking on one of these roles, please contact the current post-holder to discuss the detail of the tasks involved and to express an interest in taking on the role. Although members of Council have legal obligations to ensure the proper conduct of the Association and can thus be financially liable in certain situations, the Association has taken out Trustee Liability Insurance so that members do not find themselves in such a situation.

Finally I would like to thank all Council members for their hard work for the Association and I look forward to working with them all to further the aims of the AIA over the coming year.

With best wishes to all members for 2009.

*Tony Crosby, Chairman*

## Editor sought for *Industrial Archaeology Review*

David Gwyn has been Editor of *Industrial Archaeology Review* since 2001; his first volume came out in May 2002. He feels that the ideal length of tenure is between 7 and 9 years and would welcome expressions of interest from individuals prepared to serve as assistant editor

for perhaps a year before becoming the main editor thereafter. Qualifications for the position include an academic grasp of the intellectual issues involved; a feel for the international dimension of industrial archaeology; the ability to meet deadlines; an understanding of how an article of 5,000-8,000 words can make a contribution to overall understanding of the discipline; the ability to proof-read and to identify and correct minor errors; and a feel for the overall credibility, appearance and reputation of this major academic journal. Applicants should contact me directly enclosing their CV, two references and a short piece outlining their vision for the future of the journal. There will be an interview for this position.

*Tony Crosby, Chairman*

## Conservation Planning for Collections: the Ironbridge Weekend

The AIA annual Ironbridge Affiliated Societies Weekend is being held at the Glass Classroom, Museum of Iron, Coalbrookdale, on 4-5 April 2009. Over the weekend we will consider planning for long-term sustainability and maintenance of Societies' collections: everything from in situ machinery and engines to archives.

There are many important questions to be addressed. How does your society look after its objects/archives? Who will succeed your maintenance team/person? SPAB Mills Section has a programme to train millwrighting apprentices; where is the equivalent for other kinds of sites? Can we put together a network of 'experts' who could be called on to help (not just 'professionals'). There must be a lot of expertise at a local level which someone in another region would be grateful to be able to contact. Or is there? How do you store your archives/paperwork? Is some/all of it in need of attention and better on- or off-site storage? What are you doing with all those photographs and slides? Do you liaise with other organisations in the area/region? How can you secure the long-term future of your collection (and your site)?

The weekend programme includes speakers from Ironbridge, English Heritage, The Waterworks Museum, Hereford and others. Speakers will be addressing the practical issues, and some potential ways forward, for societies and organisations which have the care of sites, machinery and engines, associated artefacts, and archives. Saturday 4 April will include a visit to Blists Hill, where representatives of the 'Friends' will highlight some of these issues.

The full programme will be available on [www.industrial-archaeology.org.uk](http://www.industrial-archaeology.org.uk), including a downloadable booking form.

*Christine Ball. Affiliated Societies Officer  
c.ball@sheffield.ac.uk*

**ADVERTISE IN  
IA NEWS**

## IA and engineering history

I read with interest the paper by Hilary Orange in the November 2008 issue of *Industrial Archaeology Review*, although I found it strange that (if I recall correctly) she made no significant mention of the contribution of engineers to the pursuit of industrial history and archaeology. I was also concerned by the comment on page 84 that 'very little appears to have happened [in the pursuit of industrial archaeology] between these two dates' – the dates being 1896 and 1955. The Newcomen Society for the Study of the History of Engineering and Technology was formed in 1920 as a result of the James Watt centenary celebrations in Birmingham in 1919. Angus Buchanan, in his 1972 text *Industrial Archaeology in Britain*, noted that the Newcomen is: 'In a sense, the *doyen* of industrial archaeology organisations.' According to the Newcomen Website, its founders included: 'A number of senior engineers in industry, curators from London's Science Museum and members of the Patent Office.'

In a Website linked to the South Yorkshire Industrial History Society, Jim McQuaid describes the 'Development and Achievements of the Sheffield Trades Historical Society'. This predecessor of the current SYIHS had its roots in an inauguration meeting which was held on 30 October 1933 in the Mappin Hall of the University of Sheffield. 'The meeting was preceded by an exhibition of tools and work showing the skill of the local craftsmen in the manufacture of files and all class of cutlery...' On the platform at the meeting was a former Master Cutler, together with 'the Lord Mayor elect, the Senior Warden of the Cutlers Company, the Chairman of the

Applied Science Department of the University and various notable figures of local industry...'

As a graduate engineer who is also at times an 'amateur historian' and even (Shock! Horror!) a 'steam fanatic', I have some difficulty with such phrases as (page 84): 'During this period [1960s and 1970s], however, industrial archaeology remained "on the periphery of the academic world".' Over many years, IA has thrived from the many and varied inputs from unsalaried volunteer 'enthusiasts' who have keenly pursued a whole variety of areas of historical and practical study. These are the folk who are getting on with day-to-day activities. I suggest that they may be contributing more to the understanding of our industrial past than those who are staring out of their academic ivory towers, pondering whether (page 91) 'ruined space is ripe with transgressive and transcendent possibilities.'

Henry Gunston

6 Clement Close, Wantage OX12 7ED

## Goonvean engine and Century Millwrights

The item in *IA News 147* by Graham Thorne on dismantling the Goonvean engine contained some misleading information which should be corrected.

The engine was not dismantled by a team from Kew Bridge Steam Museum itself. The work was done by Century Millwrights, a professional contractor for this type of work whose managing director is John Vineer. It was Century Millwrights who repaired the damaged bearing on the Kempton Park engine, who dismantled the Victoria engine, Oakfield Road, Bristol (now

moved to Crossness for re-erection), and are currently engaged in putting the Markfield Road beam engine into operational condition.

Century Millwrights are based at Kew Bridge, to whom they pay a commercial rent, and the team who did the work are all stalwart volunteers at the museum. John himself is a trustee, Ron Plaster was the museum's first chief engineer and the man responsible for restoring many of the engines there, while Clive Penfold and Richard Albanese have given decades of service to the museum as drivers, restorers and maintenance men.

We at Kew are very proud to have them with us. Without the efforts of Century Millwrights staff, freely given, we would not have the Bull engine running today. But Century Millwrights are their own people, independently successful both technically and commercially, and should be known as such.

Readers will be interested to know that we will be taking the cylinder head off the Bull engine early in 2009. At the moment the engine is making unpleasant noises during operation which we believe are due to vibration from steam escaping past the piston ring where the cylinder is worn internally. This means that there will be the very rare opportunity to see inside the 70-inch cylinder of the Bull engine. This is the only Cornish engine cylinder head that has been lifted by the Trust and this opportunity is unlikely to arise again in the foreseeable future. Visitors are advised to check with the museum beforehand if they wish to take advantage of this opportunity.

Oliver Pearcey

Chairman, Kew Bridge Engines Trust  
Green Dragon Lane, Brentford TW8 0EN

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## Recent IA fieldwork projects in the north

This brief summary gives an idea of the range of industrial archaeological work carried out recently by Oxford Archaeology North.

A site recently excavated on George Leigh Street in the Ancoats area of Manchester (see cover photograph) was a greenfield site until the early nineteenth century, when it was subject to piecemeal development for workers' housing. Back-to-back type dwellings, most probably of a single room, were constructed initially along the northern edge of the plot. The site was infilled during the next ten years, with a row of back-to-backs constructed along the George Leigh Street frontage to the south, and a central block of similar dwellings between the two, accessed by narrow passages. The single-roomed back-to-back properties along the street frontages were remodelled in the 1880s, which involved 'knocking through' each adjoining pair to form single two-up-two-down dwellings. The central block of back-to-backs was demolished entirely at this time, and replaced with privies, back yards, and the rear access road shown clearly on the photograph. This provides good physical evidence for the increased effort during this period to improve the conditions of the poorest housing, and manifests a raft of local housing legislation that was introduced from the 1870s onwards.

This adds to a growing body of data generated from the excavation of workers' dwellings in the Manchester area, including a block

of early nineteenth-century houses excavated by OA North on Adelphi Street in Salford. This excavation also revealed the well-preserved remains of the Adelphi Street Dye Works, which included several dye tubs. The dye works was converted by James Farmer Norton for use as an engineering works in the late nineteenth century, the last surviving elements of which were subject to a building survey as part of the same project.

Excavation in Rochdale, carried out in advance of the construction of a new transport interchange, exposed the substantial remains of an early nineteenth-century iron foundry, together with an associated brass foundry, and part of a steam-powered cotton mill. The foundry had been occupied for a period by the Petrie family, who earned considerable repute as manufacturers of steam engines and textile machinery.

In Heywood, Greater Manchester, the well-preserved remains of the boiler house for a mid-nineteenth-century cotton mill were recently subject to excavation. A scheme of large-scale redevelopment known as The Rock Triangle in Bury, Greater Manchester, has been accompanied by an extensive scheme of archaeological excavation, which was recently completed. In total, four former textile-manufacturing mills were targeted, including a fustian mill, a woollen mill, and two cotton mills, all of a nineteenth-century date. In each case, the steam-power plant provided the focus of excavation.

Across the Pennines, a small excavation at West Bar in Sheffield

investigated the site of a cementation furnace thought to have been established by Samuel Shore in the early eighteenth century, representing one of the earliest steel furnaces in the city. Physical remains of the actual furnace were scant, although a quantity of blister furnace waste was recovered. In addition, the remains of a poorly documented crucible furnace, dating to c1830 and of an unusual design, were excavated.

On the north west coast, regeneration of a former industrial area of Maryport in Cumbria allowed for elements of the former railway infrastructure associated with the docks to be recorded. In particular, the foundations of an engine shed and sidings built by the Maryport & Carlisle Railway were exposed. This work was carried out as part of a scheme of interpretation and improved public access, which is to involve the creation of new footpaths and information boards that celebrate that Maryport's heritage and industrial growth since the mid-eighteenth century.

Ian Miller

## The New Mills Torrs Hydro

A working hydro electric power scheme has been built on the river Goyt in the Torrs gorge in New Mills, Derbyshire. In June 2008, a reverse Archimedes screw 12 metres long, two and half metres wide and weighing ten tonnes arrived in the town on a low loader. Since there was no road access, in a spectacular operation it was winched over the 30 metre high Union Road bridge



The Archimedes Screw recently installed and running at New Mills

Photo: Derek Brumhead

into the Torrs gorge. It has been installed on the site of a former cotton spinning mill, making use of the fall of about 20 feet over an adjacent weir which powers the inclined screw generating about 75 KW of electricity. It started running in the last week of August and the output is used by a local supermarket and any surplus fed into the National Grid. A fish ladder has been provided.

The scheme is an interesting case of the modern re-use of an eighteenth-century water power site. The cotton mill, known as Torr Mill, was opened on this site at the confluence of the rivers Goyt and Sett in the 1790s. The mill took water via a leat upstream in the Goyt which, after crossing the Sett by a small iron trough, powered a broad waterwheel set deep down in the basement of the mill. Excavations not only exposed the



The crucible furnace excavated at West Bar, Sheffield

Photo: Ian Miller



The New Mills Archimedes Screw seen from Union Bridge Road Photo: Derek Brumhead

arched entry of this water into the mill, the tailrace tunnel, and the basement windows of the mill, but also the waterwheel pit and remains of the original wheel with its iron rim and wooden spokes. These are being preserved and it is hoped will be on display in the Heritage Centre. Admittedly, this is only a nod in the green direction, but a very impressive one adding to the existing attractions of the Torrs such as the deep gorge with its sandstone cliffs, Torr Vale Mill (a Grade II\* listed building still awaiting renovation), the Victorian road and rail viaducts and the spectacular millennium walkway opened in January 2000.

An interesting aspect of the scheme, which cost around £300,000, is the way it was funded. There was a grant of £135,000 and a £61,000 loan, but the rest was raised through a share offer taken up by around 200, mainly local people or businesses. Nearly £100,000 was invested by the community through a Community Share issue. The scheme was set up in Autumn 2007 as an Industrial and Provident Society for the Benefit of the Community. Its members are shareholders - a form of cooperative; they own the scheme. There are currently over 200 members.

Water Power Enterprises, who manage the project, aims to operate 25 such installations by 2115. These would obviously depend on a suitable site, and the water drop height and volume per second. The North-West region with its climate and hilly topography and countless streams and rivers is ideal. It is interesting to speculate what the wheelwrights and millwrights establishing the early rural cotton mills in the late eighteenth and early nineteenth centuries would make of this twenty-first century use of one of their water power sites.

*Derek Brumhead*

## The British Archaeological Awards 2008

On Monday 10 November 2008 the presentation of this year's British Archaeological Awards (BAA) took place at the British Museum in London, the Awards being presented by the well-known television personality Dr Carenza Lewis of Time Team. Of particular interest to

AIA Members, the Friends of Middleton Park near Leeds were runners-up for the Best Amateur or Independent Archaeological Project Award. Better known as the Pitt Rivers Award, this has been sponsored by the Robert Kiln Trust since the beginning of the BAA. The Middleton Friends have been investigating the extensive early coal-mining landscape in the Park: bell pits going over to mining at a deeper level by means of shafts. This community project received a Highly Commended certificate.

Runner-up for the Channel Four Award for the Best Archaeological TV/Radio Programme was the Time Team Special, Britain's Drowned World, by Videotext Communications. This programme was a wide-ranging review of remains recovered from the bed of the North Sea and English Channel, drowned as the glaciers of the last Ice Age melted and sea level rose. Two years ago Professor Vince Gaffney at the University of Birmingham received a runners-up award for his work on the lost landscape hidden beneath the North Sea, making use of unwanted information gathered during oil prospecting surveys (see *IA News* 140 page 3). The TV Programme was probably inspired, at least in part, by Professor Gaffney's work.

For the Best Scholarly Archaeological Book, an Award supported by the Society of Antiquaries, seven titles were shortlisted. Among the finalists were John Schofield and Wayne Cocroft with their book *A Fearsome Heritage: Diverse Legacies of the Cold War*, published by Left Coast

Press. The publication contains innovative papers and this important subject appears for the first time in print - groundbreaking work. This was one of two entries which were Highly Commended. The winners were Thomas McErlean and Norman Crothers with their book *Harnessing the Tides: The Early Medieval Tide Mills at Nenrum Monastery, Strangford Lough*, published by TSO Ireland for the Northern Ireland Environment Service. In 1999 the earliest known tide mills in the world were discovered on Mahee Island in Strangford Lough. These date back to AD619 and the book is far more than a mere excavation report, covering in detail seventh-century carpentry and mill technology, woodland management and monastic economy in general.

The Award for the Best Archaeological Discovery of 2007-08 is sponsored by Professor Mick Aston and there were six entries. The winner, nominated by Wessex Archaeology, was the discovery of 75 Palaeolithic hand axes from the North Sea off Great Yarmouth, the Award going to Jan Meulmeester and Hanson Aggregates Marine Ltd together with the British Marine Aggregate Producers Association (BMAPA). Jan, an amateur palaeontologist who works as a cook at a care home in the Netherlands, had permission to examine material from dredgers arriving at Vlissingen in the Netherlands. He was present at the Awards ceremony, his first ever visit to London.

The clear winner of the Best Archaeological Project, sponsored

by the Institute for Archaeologists, was the Heathrow Terminal 5 Excavation and Publication Project. This work, carried out by Oxford Archaeology and Wessex Archaeology, was noteworthy for its innovative approach to collaboration. The Lifetime Achievement Award, The Silver Trowel, went to Professor Clive Orton who is a world figure in statistics and quantitative methods in archaeology. As usual the AIA logo was prominently displayed at the Awards Ceremony and beforehand on promotional literature.

*Robert Carr*

## The Historic Bridges and Infrastructure Awards 2008

These Awards are made annually, based on an initiative by the Institution of Civil Engineers' Panel for Historical Engineering Works, with support from English Heritage, Network Rail, CSS Bridges Group and *New Civil Engineer* magazine.

Three Awards were made in 2008, together with one Judges' Special Mention and three entries which were Highly Commended.

The rail and road High Level Bridge, Newcastle upon Tyne, dating from 1849, received an Award following the completion of restoration work which started in 2001. The judges commented: 'This project is an exemplar of how to tackle a significant historic structure using existing technologies and significant engineering knowledge and craftsmanship.'

An Award was given for the refurbishment of Stourport Bridge, which was originally built across the River Severn in 1870. The judges noted: 'The team has taken a lot of care over this bridge. The whole town was involved in the project and is now very proud of the result.'

The River Hamble rail viaduct, built in 1887 on the line which links Portsmouth and Southampton, also received an Award. The judges commented: 'The site-specific constraints required some very innovative thinking and were combined with a very high level of fabrication skill. The result is outstanding.'

The Judges' Special Mention went to engineers working to safely inspect and rehabilitate the 44-year-old Forth Road Bridge in Scotland. A



*The Friends of Middleton Park, runners up for the Best Amateur or Independent Archaeological Project Award*  
Photo: British Archaeological Awards



Refurbishment of the 1870 Stourport Bridge has won a well-deserved Historic Bridges and Infrastructure Award  
Photo: Worcestershire County Council

specially designed cable compacting and wrapping machine and an innovative self-propelled work gantry were developed and used.

The reconstruction of Oil Mill Bridge at Stroud, Gloucestershire, was Highly Commended. Originally a hump-backed brick arch built across the Stroudwater Canal in 1780, the arch was partially demolished in 1968. As a reconstructed bridge would have to cope with modern traffic, a design was chosen and constructed which sensitively used aspects and surviving components of the earlier design. Also Highly Commended was the rehabilitation of the 200-year-old Llandetty road-over-canal bridge near Crickhowell in the Brecon Beacons National Park. Rebuilding had to accommodate passage of 40-tonne timber trucks, and the work in stone had to be completed within six weeks. The Holgate through-truss girder bridge carries road traffic over the busy East Coast Mainline railway at York. Rehabilitation had to accommodate tight logistics and close residential surroundings ('rail and road traffic, pedestrians, local residents, politicians' commented the judges) and the resulting work was Highly Commended.

These notes come from a report on the Historic Bridges and Infrastructure Awards 2008, which was published in the 13 November edition of *New Civil Engineer* magazine. Another famous railway structure, St Pancras International Station, won the Major Project Award in the 2008 British Construction Industry Awards.

Henry Gunston

### Wheal Trewavas update

Work is now well advanced on the conservation of the first of the two engine houses at Wheal Trewavas, the acquisition of which by the National Trust was featured in *IA News 146*. By mid November the western Old Engine House was shrouded in scaffolding, with the tops of the walls consolidated and re-pointing well under way. The scaffolding is pinned back to the cliff by guy ropes, an elegant solution which has obviated the need for heavy counterweights. The reason for such a structure is that on



The west engine house of Wheal Trewavas under scaffolding perched on the cliff edge  
Photo: Sid Geake

the seaward side of the engine house, it was not possible to erect conventional scaffolding so near to the cliff edge and the old shaft.

By early December the replacement lintels were in place on the rear gable wall of the house with the former 'hanging' lintel safely back in position. The foot of the seaward bob wall was found to be in a worse state than anticipated and the scaffolding had to be dropped down for remedial works.

At the time of writing the intention was to scaffold the eastern New Engine House in late January or early February, re-using some of the scaffolding from the western house. The National Trust is committed to completing the work at Trewavas before the nesting season of the rare Cornish Choughs, who have been regularly in evidence on site throughout the project. Thanks to Sid Geake of Carn Brea Mining Society for his regular updates and photographs.

Graham Thorne

### Apsley Paper Trail at risk

The Apsley Paper Trail, which won the AIA Conference Initiative Award in 2004 when the annual conference was in Hertfordshire, is suffering financial problems due to the 'credit crunch' and is at serious risk of

having to close down in the new year putting not only its whole operation but also 200 years of unique industrial history at risk. Peter Ingram, Founder and Chairman of The Paper Trail, says 'Until the onset of this global credit crunch the future for The Paper Trail was looking so good. Frogmore Mill has a full order book for its 100% recycled paper, over 330 schools have joined 'Recycle for Learning' and are collecting waste paper for the Mill. More than 21,000 students, adults and family visitors have enjoyed hands-on experience and learning opportunities with us and we now employ 27 staff and have over 30 volunteers.' A fundraising campaign was launched on 19 November with an appeal to communities and business supporters. The Paper Trail needs to raise at least £200,000 to keep this national industrial heritage treasure working and providing so many benefits for the local community and the paper media industries. For further information about the appeal or The Paper Trail, contact Jacky Bennett, Tel: 01442 234600, Email: jackybennett@thepapertrail.org.uk or visit the website: www.thepapertrail.org.uk.

### Kew Bridge Museum seminar

The subject of the next Seminar, on Saturday 20 June 2009, will be the Kew 100-inch beam engine of 1869. There will be a lecture on the history and working life of the engine, last run in 1956, and a lecture on what the Museum has learnt from operating Kew's 90-inch beam engine. Later this will be demonstrated in action. The Museum will be closed for the Seminar enabling much more access to the engines than usual, including the underfloor parts. After lunch (included in the price) there will be two talks, one for and one against the restoration of the 100-inch engine to working order. This will be followed by a vote. The day is to be rounded off by a visit to the Musical Museum next door and a film show in the Musical Museum's Concert Hall. This will include historic films of Cornish engines at work. Cost per head is £65 (£5 less if booked before 20 May). Telephone 020 8568 4757, or see www.kbsm.org.

Robert Carr

## Campaign for National Parks speakers' service

National Parks matter to us all. England and Wales have the Broads, Brecon Beacons, Dartmoor, Exmoor, Lake District, New Forest, Northumberland, North York Moors, Peak District, Pembrokeshire Coast, Snowdonia and the Yorkshire Dales. The South Downs too will probably soon be a National Park, so no one region will then be without one. Local societies or special interest group may like to know that the volunteers of the Campaign for National Parks (CNP) offer illustrated talks almost anywhere in England and Wales. They show the Parks' beauty, diversity, cultural heritage and explain the challenges they face, like conservation, climate change, sustainable development, quarrying, energy, tourism, transport and military training. They charge only transport costs, though a donation to CNP is strongly encouraged.

For information or bookings, contact Adrian Thornton, Phoenix Cottage, Cassington, Witney, Oxon OX29 4DL, Tel: 01865 880359.

## Grants for Wealden iron research

Grants are available from the Tebbutt Research Fund towards research into any aspect of the Wealden Iron Industry or subjects pertaining to it. Applicants may be individuals or groups, and the application can include any associated expenses, such as travelling and photocopying. It is anticipated that some £100 plus will be available from the fund. The applicant should write giving details of themselves together with relevant information concerning the research envisaged, by 31 March 2009, to David Brown, Hon Sec Wealden Iron Research Group, 2 West Street Farm Cottages, Maynards Green, Heathfield, Sussex TN21 0DG.

## Canadian industry digitised

The Canadian Census of Industrial Establishments 1871 has been digitised from the manuscript schedules of the 1871 Census of Canada, the only detailed industrial census returns to survive so

completely from the nineteenth century. It has over 45,000 industrial establishments, each with up to 100 variables, including many that never appeared in the published census reports. It provides uniquely valuable snapshots of industrial activity just after Confederation, at a time of transition in technology, business organization and work discipline. The original data is supported by full definitions, descriptions of procedures, maps and indexes. Find it on the website [www.canind71.uoguelph.ca/](http://www.canind71.uoguelph.ca/).

## Weston's pier to be rebuilt

The Grand Pier at Weston-super-Mare, destroyed by a blaze in July, is to be rebuilt. Designs from six architects have been submitted and once one has been approved, it is hoped the pier will be restored by the summer season of 2010.

## Ashington Pit

UK Coal has been given permission to open-cast mine at Ashington Pit, Northumberland. Ashington was the largest pit village in the country.

## Thomas Coughtrie and the Mole wrench

The engineer Thomas Coughtrie died aged 90 on 27 August 2008. He installed the 1,000-ton 'Whale' floating pontoons for the Mulberry Harbours in Normandy in 1944, but was better known to most people for the invention of the 'Mole' self-grip wrench. This was patented in 1955 when Coughtrie was managing director of M.K. Mole & Son of Birmingham. This long-established firm moved to Newport, South Wales, in 1960.

## Railway museum seeks WW2 reminiscences

The National Railway Museum, York, is asking for reminiscences of work on the railways during World War 2 for its archive. The contact address is Railway Remembrance Appeal, Press Office, National Railway Museum, Leeman Road, York YO26 4XJ, or there is an online form at [www.nrm.org.uk/railwayremembrances](http://www.nrm.org.uk/railwayremembrances).



*Promoting the study and appreciation of industrial archaeology*

## ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2009

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

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

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

## THE CLOSING DATE FOR ENTRIES IS 31ST MARCH 2009

**Successful Entries will be notified in July**

The successful authors will be invited to attend the AIA annual conference at Lincoln to collect their award in September

**Further details from:**

**Fieldwork and Recording Awards, AIA Liaison Office, The Ironbridge Institute, Ironbridge Gorge Museum, Coalbrookdale, Telford TF8 7DX. Telephone: 01325 359846**

**Email: [aia-enquiries@contacts.bham.ac.uk](mailto:aia-enquiries@contacts.bham.ac.uk)**

## North of England

In the North East, the High Level Bridge was re-opened to road traffic on 2 June 2008. The bridge had been closed since February 2005 for structural repair. The bridge was originally opened in 1849 to carry the York, Newcastle and Berwick railway on its upper deck with a road link between Newcastle and Gateshead on the lower deck. The bridge comprises of six spans of 125 ft and the rails are carried at a height of 120 ft above the River Tyne. Each main span consists of four cast-iron arch ribs from which the rail deck is supported on cast iron columns. The road deck is at the level of the arch springing and is hung from the rail level by wrought iron tension rods enclosed in cast-iron box sections. Despite the repairs the bridge is only open to buses and taxis travelling from the south.

A new venture at Sunderland University has recently been announced: the setting up of the North East Mining Archive and Resource Centre (NEEMARC). This will hold some of the region's most important mining information including trade union records, technical reports and legal records relating to mining. Further information will be available on their website at [www.neemarc.com](http://www.neemarc.com).

Moving up to the Pennines, the North Pennine Heritage Trust have been busy on their flagship site at Nenthead. A wooden walkway has been constructed to allow better access to the Nenthead Smelt Mill to allow a closer view of the remains. Repairs have also been carried out to parts of smelt mill flue. Higher up the valley work has been carried out around the entrance of Smallcleugh

Mine. The derelict mine shop to the side of the mine entrance has been excavated and the remaining walls have been consolidated.

They have also managed to find a lost mine entrance. This is Thompson's level on the opposite side of the River Nent to Smallcleugh Mine. The entrance had been buried under spoil from the mine to prevent stone robbing from the entrance. The remains of the entrance have been recorded and repaired. Work is on going to remove debris from the mine to allow access. This removal has revealed the presence of both iron fish bellied rails and also wooden rails still in situ.

The Cumbria Industrial History Society held their most successful spring conference on the subject of industrial archaeology in Cumbria. After an introduction to what has been achieved in the past by Dr Richard Newman, a series of papers were presented covering the role of a variety of different people in the study of industrial history in Cumbria today. These ranged from the independent researcher through the role of Societies to the role of the professional archaeologist working in private companies. Unfortunately due to some of the speakers giving slightly longer talks than programmed it was not possible for Dr Newman to sum up with the future of Industrial Archaeology in Cumbria, but it is hoped that his paper will be published in the near future.

Finally comes the sad news that John Marshall, president the Cumbria Industrial History Society, has died aged 89. John was one of the most inspiring people I have met when it came to the history of

Cumbria and especially its industrial and economic history. He never lost his passion for explaining the history of Cumbria to people and was always keen to encourage other people to investigate and research their own aspects of this history.

He was brought up in the Midlands where after leaving school at 16 he worked briefly as a reporter and a debt collector. As a conscientious objector during the Second World War he worked for the Forestry Commission in the Furness area of Cumbria, an experience which inspired his lifelong academic interests. After the war he studied economic history at Nottingham University, followed by a PhD at London University on the subject of Furness and the Industrial Revolution, which was published in 1958 and established his reputation as an economic historian.

He taught the history of science and technology for a number of years at different places including Bolton Training College. In 1966 he was appointed as a lecturer at the University of Lancaster, where he helped in the development of the history department. Here he became a reader in north-west regional history and founded the centre for north-west regional studies. His output of both books and papers on the economic, social and industrial history of Cumbria was phenomenal and they have laid the foundation for the development of urban, oral, industrial and, above all, regional history of the area.

John took early retirement from the university in 1980 on medical grounds, but this did not stop him continuing with research and inspiring people with his understanding of the region's history. He was active in the Cumberland and Westmorland Archaeological and Antiquarian Society, where he chaired the IA committee for many years. It was during this time that he and other members instigated the formation of the Cumbria Industrial History Society, of which he was the president up to his death. As a president of the society he was very active and his introduction and summing up at the annual spring conference usually showed his vast knowledge on the history of the region in all aspects. One of his other main projects was the renovation and preservation of the early blast furnace at Newlands.

John was married twice and in his later life he had a number of poetry anthologies published. He is survived by his three children.

*Graham Brooks*

## Yorkshire and Humberside

Even before the current financial crisis and recession, many historic industrial buildings in the region were standing empty. It was hard to find an alternative use for some, though conversion to apartments became a popular answer during the boom in urban living. Developers left others empty, until they could put together a suitable scheme and find finance for it, or (it sometimes seemed) just in the hope that something would turn up. Inevitably water and vandals got in, and made restoration for a new use more difficult. Now, and for some time ahead, these problems will be worse, and there is a real risk that we shall lose buildings which could be saved in better times.

The textile mills of Huddersfield offer some good examples. The six-storey Titanic Mill (1911) at Linthwaite is an example of a successful conversion. The P. J. Livesey Group, which specialises in converting listed buildings, has produced a welcome scheme to turn the six buildings of 1850-75 at Parkwood Mills, Longwood, into flats, and has converted the first building, but the project is likely to take some years to complete. On the other hand Westwood Mills at Linthwaite were added to the Heritage at Risk Register in 2008. They are listed Grade II\* and approval was given in 2005 for the complex to be converted to residential use, but work stopped after the interior and roofs were stripped for refurbishment. The mid-nineteenth century Newsome Mill, listed Grade II, was sold to a developer in 2006. Before the main body of the mill could be demolished, the listing of the clock tower was extended to cover the whole building. Since then it has suffered fire, theft and vandalism. Kirklees Council issued an urgent works notice in July. Now there is a plan to fill in and develop the mill ponds, which are an important element of the site. The Victorian Society chose it as one of its top ten endangered buildings of 2008. A third problem site is Folly Hall Mills,



*John Marshall at work at Newlands Furnace*

*Photo: Graham Brook*

built in 1844 and listed Grade II\*. Much of the site was sold 15 years ago, and approval was given for conversion to offices but this did not go ahead because not enough space remained for car parking. Now there are arguments about whether the three lower floors could be used, and a new building added, to provide car parks.

Successful conversions in Sheffield include the large Cornish Place works of the silversmiths James Dixon, in the Kelham Island area, and Butcher Works, Arundel Street, both listed Grade II\* and described in earlier reports. Another important building in Kelham Island, Cornish Works, is owned by a developer and has stood empty since the firm of George Barnsley, makers of leather working tools, closed down. Attention was recently drawn to it when an anarchist group gained entry (they said without using force) and put pictures on the web to show its deteriorating condition. The owner increased the publicity by denouncing them to the local papers. In contrast Stag Works, John Street, Sheffield (1877 for Lee & Wigfull, silver and electroplated goods), has found informal new uses. It houses an engineering business and a jukebox firm, among others, but is better known for its music studios and rehearsal rooms. Def Leppard used the engineering shop for rehearsals in the 1970s, and more recently the Arctic Monkeys and Richard Hawley have used the studios. But the building badly needs investment, and a consortium including the Ethical Property Company hopes to acquire and improve it, while keeping its present uses and character.

In York, a plan to redevelop the 27-acre Terry's Chocolates site was turned down by York Council in August because of concerns about its scale, the effects on traffic, and the need for adequate conservation of the listed buildings, and the developer is threatening to drop the scheme. Meanwhile, in Hull a group of volunteers is looking for funding to turn a winding house in the docks into a community space. It was built in the 1860s to haul ships up a slipway for repairs.

The Tower Works in Globe Road, Holbeck, Leeds, was bought for redevelopment a few years ago but little seems to have happened. It was built in 1864 to make steel pins for carding and combing machines

in the woollen industry, and is noted for its three towers (actually chimneys) based on historic Italian prototypes. A short walk away are John Marshall's Temple Mills, Marshall Street. The flax warehouse of 1806-8 has been converted into offices, but the well known offices and weaving shed of 1838-43, designed in the Egyptian style by Joseph Bonomi, have been empty for some time and need restoration and a new use.

The demolition of the Tinsley cooling towers in Sheffield on 24 August was reported in the last *IA News*. While they were by no means universally popular, and their condition made it impossible to keep them, the popular interest and support was remarkable. At 3am there was a crowd estimated at up to 10,000 watching. Fourteen-year-old old Kelly Longner, who was there, was quoted as saying 'I miss them already.' Hotels reported an increase in visitor numbers. Commemorative items included two booklets, postcards, a T-shirt, and a special beer by the Sheffield Beer Company. The towers' history and engineering played a small part, but the main reasons were that they were landmarks and a familiar part of the landscape, and that people liked their distinctive size and shape. Perhaps there is a moral in this.

The last card clothing firm in the UK, James Holdsworth and Brothers Ltd. founded in 1790, closed in January 2008. It had moved from Mirfield to a purpose built factory at Marsden, Colne Valley, only nine months before. There was a lot of interest in the plant and machinery, mostly from overseas. Card clothing is used to cover the rollers on carding machines, which bring textile fibres together and straighten them before spinning, and consists of small wires and pins in a flexible base. A second firm, English Card Clothing of Lindley, Huddersfield, closed in 2006.

The water-powered Gayle Mill, Hawes, Wensleydale, is open for guided tours, which are booked in advance with the Dales Countryside Museum, Hawes (Tel. 01969 666210). It was built in 1784 to spin cotton, later became a sawmill, and from 1910 generated electricity for Hawes. The 1879 water turbine is claimed to be the oldest one in situ

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in the world. The mill now demonstrates woodworking and sustainable energy. Shepherd Wheel, a preserved water-powered cutlery grinding workshop in Sheffield with a continuous history from the sixteenth century, has been offered a grant of nearly £500,000 by the Heritage Lottery Fund to repair its dam and embankment, prevent further leaks, and restore the building and machinery. The

Friends of the Porter Valley are raising matching funding, and Sheffield City Council has agreed to underwrite this so that work can go ahead.

The South Yorkshire Industrial History Society's Bower Spring steel cementation furnace, next to a new section of the Inner Relief Road, has been taken off the Heritage at Risk Register following conservation work, and now awaits a new ground



Grindstones at Shepherd Wheel, Sheffield

Photo: Peter Stanier

surface. The Upper Don Walk Trust has published a Furnace Trail which links and explains this and other sites in the area. A stone's throw away in one direction, archaeologists found an 1830s four-hole crucible furnace at 137 West Bar, which has been preserved in situ under the new building; while in the other direction excavations uncovered substantial remains of the water courses and later steam engine of Sheffield's only cotton mill (1770s –1829), later a workhouse and then a steel works, but disappointingly little was found of the 1760s silk mill.

The Rotherham brassfounder Edward Chrimmes patented the modern high-pressure screw-down water tap in 1844, using Hancock's new patent vulcanised rubber. In 1857 Guest & Chrimmes opened a new works to make plumbers' brassware, valves, and later gas and electricity meters, where they remained until 1999. After building recording and archaeological work, the large site has been cleared for redevelopment, keeping three listed bays of the works. The archaeologists found large and small furnaces for brass and bronze, crucibles, storage bins, the base of a chimney for the steam engine, and large twentieth-century casting pits.

The National Coal Mining Museum, at Caphouse Colliery near Wakefield, announced last April an award of £1.95m from the Heritage Lottery Fund towards conserving its 130-year-old furnace shaft, and revitalising its underground tour by opening up new roadways, installing new conveyor belts in the drift, and introducing more interactive features. The programme will cost £2.7m; Government departments are contributing £280,000, and a Buy a Brick campaign will help to raise more funds.

Kelham Island Museum, Sheffield, reopened on 26 October, having been closed since the June 2007 floods caused damage and destruction and left mud and silt everywhere. Stranded fish were even found in the display areas! A huge programme of cleaning and decontamination was required. The 12,000hp River Don Engine was given its first refurbishment for 25 years. Some parts of the Museum will remain closed until the spring while further work is done. The direct cost of more than £1.4m has

been met by insurance. Work has begun on moving the Ken Hawley Collection of Sheffield tools and cutlery to the Museum, and a temporary display from the Collection was on show over the winter.

Terence Cuneo's painting 'Giants Refreshed' has been bought for display in Doncaster Museum and Art Gallery. It was painted in 1947 to publicise the railways, shows workers washing and repairing locomotives at Doncaster Works, including a blue A4 Pacific, and was reproduced in a well known poster. A traditional Flamborough coble, the *Imperialist*, built in 1934, is being restored by a group of volunteers at Bridlington harbour. It was found rotting away near the Solent and brought back by George Traves, a former skipper. Cobles are small fishing boats which were launched from the stony beaches for line fishing for cod.

The Bradford Canal, a short link to the Leeds and Liverpool Canal at Shipley, was opened in 1774 and closed in 1922. It is now proposed for restoration, with a new terminal basin in Bradford. Bradford Council already owns about two thirds of the land needed. The building of a canal bridge under the railway at Shipley is planned for the end of 2009. The year marks the bicentenary of the death of John Varley, who completed the Chesterfield Canal after the death of James Brindley, and a plaque is to be put on the Old School House at Harthill south of Rotherham.

The Silkstone waggonway, a plateway from collieries around Silkstone to the head of the Barnsley Canal at Barnby Basin, was opened in 1809 and so will also be celebrating its bicentenary. The canal and waggonway greatly extended the area where the local coal could be sold. Its excellent quality and the thickness of the Silkstone seam led to the Silkstone name being adopted by collieries working the seam well outside the local area. Most of the waggonway's main line is still a public bridleway, with long stretches of stone sleepers. In recent years local groups have installed a replica waggon at Silkstone Cross on the A628, and several interpretation boards and plaques. This year they produced a play to mark the 170th anniversary of the Husker Pit Disaster, when 26 children aged 7 to

17 were drowned during a thunderstorm by an inrush of water to the mine where they were working. The victims are commemorated by a memorial in Silkstone churchyard.

A research paper on Barnby Basin by Harold Taylor has been given the Bramley Award, one of the Yorkshire History Essay Prizes. Harold is well known for his work on the social and industrial history of the Barnsley area. The theme of the paper is the lime trade at the Basin. It traces the supply of limestone and lime from Brotherton near Ferrybridge, via the Aire and Calder Navigation and the Barnsley Canal, to the Basin; records the history and archaeology of the early nineteenth-century lime kilns there; and describes the uses of the lime. Chief among these was the improvement of poor quality farmland and moorland to the west, using existing and new turnpike roads.

The South Yorkshire Archaeology Service has completed its Historic Environment Characterisation of the county. This was a pioneering study of a complex area, largely urban and industrial, and was funded by English Heritage. The results enable people to follow the history and character of their immediate neighbourhood through the centuries. A website ([www.sytimescapes.org.uk](http://www.sytimescapes.org.uk)) was launched at South Yorkshire Archaeology Day.

*Derek Bayliss and David Cant*

### East Anglia

One general feature of the last year has been the effect of the downturn in the property market, which has meant that several schemes for converting industrial buildings have been put on hold. Examples include Fosters Steam Mill by Cambridge Station, and Ditchingham Maltings. A matter of general concern is the tendency of many planning authorities to see listing as requiring only preservation of the external appearance of a building, with no regard for what lies within. Planners seem to be unaware that it is often the machinery, not the actual building, which is significant and needs saving. A good example is New Mills in Norwich, where there have been proposals for conversion which would entail removing most or all of the water turbine driven compressors used to provide compressed air for Schone ejectors

essential to the city's sewage system, leaving only the undistinguished and unimportant outer shell of the building.

Very little has been garnered from Essex. May I appeal for any information relevant to the 2009 report to be sent to me at [aldertonai@btinternet.com](mailto:aldertonai@btinternet.com). However the Historic Environment branch of the Essex County Council continues its excellent work of conducting thematic surveys of modern and industrial sites. The most recently completed, the 18th, is of 81 extant water and steam mill sites. Of these 51 are conventional watermills, some with auxiliary steam power, three are tide mills and 27 purpose-built steam mills. Nearly all of the watermills are listed (and one is scheduled) but only 14 of the steam mills. Overall 61 of the mills have been converted to residential or office use and in the majority of cases, although the mill buildings stand, little remains of the internal fittings or milling machinery. Of the 20 unconverted mills only three are able to grind corn, though another four have significant conserved machinery and could be restored to working order. Four more are preserved on the Waltham Abbey Gunpowder Mills site. Nine mills are unused, mostly derelict. There are problems with many of the conversions, including unsuitable alterations and extensions, inappropriate materials used for alterations or maintenance, and continuing removal of surviving technology, and these adverse changes continue over time unless the statutory protection is carefully maintained. Future threats include the effects of climatic change on sea levels and the frequency of damaging floods.

In Cambridgeshire, the big loss has been the closure in November of the Barrington Cement Works, opened after some tribulations in 1927. Although the site has been mothballed, its re-opening seems unlikely as the wet slurry process used by its 1964 rotary kiln uses more fuel than the more modern dry slurry process. The works was visited in the course of the AIA Cambridge Conference. Also now closed is the 1.5 miles long Barrington Light Railway connecting the site to the main line, which was still used intermittently up to the works closure. Of long term concern are the proposals by the National Trust

to return Swaffham Bulbeck Fen to wet fen, which would affect or even destroy a number of lodes, some of which were built by the Romans for drainage and navigation. At Cheddars Lane Museum work on restoring the second of the two National gas engines installed in 1909 is well under way, and it is hoped to run both engines together for their centenary in 2009. The engines are both 94HP Y type. Work also proceeds on reinstating the ash railway: as long ago as 1985 a suitable duplex steam winch by J H Wilson was acquired from Tilmanstone Colliery in Kent, and this now has a rebuilt engine house based on the one surviving photograph of the original structure. At both Stretham Old Engine and Willingham most efforts have been dedicated to maintaining the buildings, but include replacement scoop wheel doors at Stretham. The conversion of diesel engine houses to desirable residences continues at Hilgay on the Woodhall estate and Southery.

In Norfolk, Fakenham gasworks has had a good year despite little official support. It can now run its exhausters so the gasholder bell can rise and fall. At Gressenhall the steam raising boiler has been repaired and got its certificate so the engines there can again be run. Elsewhere the picture is less rosy: at Gunton Park sawmill a culvert on

the bypass channel which actually runs under one corner of the mill building has collapsed, and sawing cannot take place until this has been dealt with by the Norfolk Mills Trust, though hopefully this will be in time for next year's openings. There have also been problems raised by a Health and Safety report, which seems to have been compiled with little regard for common sense, as for example a requirement that the 180-year-old locally-built mill be operated according to the manufacturer's instructions. Another demands an emergency stop on all the machinery. With a water wheel and a 3-ton flywheel, one hesitates to think about the damage that would be caused, and the risk to bystanders, if this was provided. Some of the requirements would necessitate major alterations to a listed building, such as the installation of a dust extractor to a saw in a building with sides open to the four winds and only operated for a few hours every month – and with no electricity. It is this automatic ticking of boxes by officials anxious to protect their backs which gives Health and Safety legislation a bad name.

The redevelopment of the Colmans site is now largely complete, but only shells remain, and they have been affected by alteration of significant details, for example, lucams have been enlarged. At the Sexton & Everard shoe factory and the 1908 original offices of the corporation electricity power station, developers propose retaining only the facades. The attitude of too many museum authorities to industrial museums is revealed by the intention to change the Bridewell Museum, the first museum of a city's trades and industries in the country and largely created with money from local industries, into a museum of Norwich social life. Similarly, significant industrial items in the county's museums reserve collections have lacked even elementary maintenance such as treatment against woodworm, or have been disposed of to private museums with no guarantee of a long-term future. Clearly the museum authorities in Norfolk have forgotten a long tradition of preserving evidence of the industrial past.

Finally, in Suffolk recent months have seen the demolition of most of

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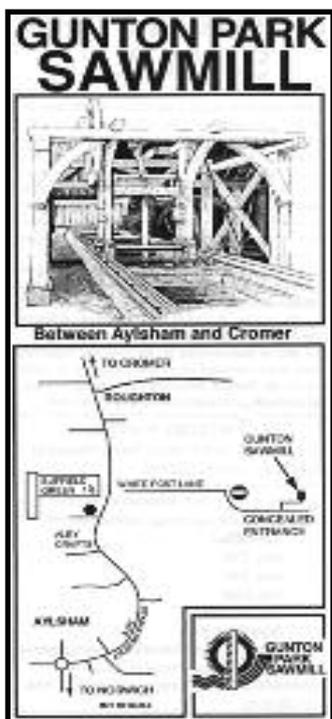
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The historic Gunton Park Sawmill needs support

the buildings of the British Xylonite (celluloid) works, possibly England's first plastics factory. Because of the highly flammable and potentially explosive nature of celluloid, the buildings had much in common with those of gunpowder factories. Three more losses of old established industries are the closures in Ipswich of the Calver Press (established 1865), the Crane works (fluid systems, established 1921) and the Co-operative Society Dairy (early 1930s). Ipswich Dock continues to change drastically with many of the original buildings gone, others heavily converted and others under threat, though the housing slump may at least delay yet more schemes for flats. However, emergency excavations by the dock have revealed substantial remains of a large tile kiln, probably Tudor in date. Even the name has been changed, to 'Waterside', presumably because 'Dock' has negative connotations.

Many preserved sites have seen steady if unspectacular progress. At Carlton Colville Transport Museum the overhead wiring for the trolleybuses has been extended into

a full circuit of the site, while at Pakenham Watermill the kitchen, including a bread oven and brewing vat, has been restored. In Mildenhall, Parkers 1908 Steam Mill although unlisted has been sympathetically converted to apartments, and the Gilkes water turbine refurbished to provide under floor heating.

On the East coast the last steam drifter, the *Lydia Eva*, has been refloated after extensive repairs, mainly to the extremely worn hull plating. Fitting out is largely completed, and although some boiler repairs are still needed there is every hope that in 2009 she will once again steam into Yarmouth harbour. A spin-off for the principal contractors, Small & Co of Lowestoft, is that they have now been entrusted with repairs to the *SS Robin*, built in 1890 and one of the first all steam powered cargo vessels (see *IA News 147*, page 13).

Thanks for assistance are due to Ken Alger, Alan Denny, Barre Funnell, Adam Garwood, Keith Hinde, Bob Malster, Derek Manning, Philip Tolley and Stephen Worsley.

David Alderton

**West Midlands**

Anyone living in the West Midlands during the last couple of decades will have become accustomed to regular press and TV reports about job losses in the pottery industry, and the disappearance of many a famous name due to yet another merger or the complete closure of a factory. Nevertheless, the news of the demise of Wedgwood just after Christmas came like a bolt out of the blue. In industrial archaeological terms, it probably means very little, as Waterford Wedgwood's ceramic products are either manufactured in relatively modern plants, or are increasingly 'outsourced' from places as far apart as Portugal and Indonesia. In every other respect, however, the potential loss of several hundred jobs, and the iconic name, is a devastating blow to the local community. Without doubt, Josiah Wedgwood was one of the true giants of the Industrial Revolution. Not only did he create his hugely successful pottery business as long ago as the mid-eighteenth century (indeed, Wedgwood were preparing to celebrate their 250th anniversary in 2009), but he was also a leading promoter of the Trent and Mersey and other canals, and a hugely influential member of the celebrated Lunar Society of Birmingham. At the time of writing, it is reported that several potential buyers might be interested. Let us hope so, as 'The Potteries' without the name of Wedgwood seems unthinkable.

Connected to the Trent and Mersey Canal, by way of the Staffordshire and Worcestershire

Canal, is the historic town of Stourport. It is now eighteen months since English Heritage staged the launch of their excellent book *Stourport-on-Severn*. Pioneer town of the canal age by Colum Giles, at which several partners pledged their commitment to the regeneration of the town. A visit in December to see how things are developing revealed that good progress is being made. Lichfield Basin, to the south of Mart Lane, has now been fully re-excavated, and house building around the basin is under way, though completion dates and sales could suffer as a result of the recession. The design of the new houses will not be to everyone's liking, but if they bring the desired life and prosperity to Stourport, this can be forgiven. It is certainly pleasing to see The Tontine no longer boarded up, but now under conversion into eight residential units. There is a small amount of opposition to the improvements, however, with one local garage owner claiming that his long-established business is being forcibly moved from Bridge Street to allow a new access to the waterfront from the town centre.

Another canal regeneration scheme in the region, namely that of the Shrewsbury & Newport Canals Trust, will have a completion date many years later than the work going on at Stourport. Some local landowners remain actively hostile to the project, so much tactful negotiation will be needed before the eventual route can be determined. During the summer, however, it was most encouraging



*The Wappenshall Canal Junction has been acquired by Telford and Wrekin Council to prevent unsympathetic development  
Photo: John Powell*

when Telford and Wrekin Council stepped in and acquired the site of Wappenshall Junction to prevent inappropriate development happening there before restoration takes place. Wappenshall is where the Newport arm of the Birmingham & Liverpool Junction Canal (later the Shropshire Union) joined the Shrewsbury Canal, with a branch going off to link up, via the Trench Inclined Plane, with the East Shropshire tub boat canal network. Two canal warehouses survive, dating from the 1830s. Their significance is greatly enhanced by the surviving documentary evidence recording the amazing variety of goods that were handled there before traffic was lost to the railways. An attractive skew bridge, probably designed by Telford, also remains intact. Despite the close

proximity of the northern fringes of Telford New Town, Wappenshall retains its 'in-the-middle-of-nowhere' feel that makes it so special, and it is hoped that it can retain this when the canal is restored (unlike the nearby Hadley Park guillotine lock, now nearly derelict, but surrounded by modern housing).

In Wolverhampton, work has at last started on the restoration and adaptive re-use of the fire-damaged Springfield Brewery, just north of the station. However, the nearby chimney of the Goodyear Tyre Factory, was finally demolished in July 2008. It had stood as a familiar local landmark, latterly painted blue and yellow, for 81 years. The factory itself closed a few years ago, having first opened on this site in 1927.

*John Powell*



*Josiah Wedgwood's original works at Etruria. The Potteries without Wedgwood seems unthinkable!*

*Image: Ironbridge Gorge Museum Trust*

## Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

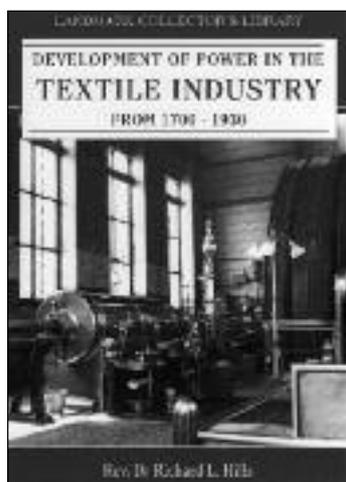
*Brewery History Society Newsletter*, 44, Christmas 2008  
*Bristol Industrial Archaeological Society Bulletin*, 125, Autumn 2008  
*Dorset Industrial Archaeology Society Newsletter*, 22, September 2008  
*English Heritage Research News*, 9, Summer 2008  
*Greater London Industrial Archaeology Society Newsletter*, 238, October 2008  
*Histelec News: Newsletter of the South Western Electricity Historical Society*, 40, December 2008  
*Historic Gas Times*, 56, September 2008  
*ICE Panel for Historical Engineering Works Newsletter*, 119, September 2008  
*Industrial Heritage*, 34/1, Autumn 2008  
*Industrial Heritage Association of Ireland Newsletter*, 32, November 2008  
*Merseyside Industrial Heritage Society Newsletter*, 287, July/August 2008; 288, September/October 2008; 289 November/December 2008  
*Mill Memories: Newsletter of the Friends of the Mills Archive*, 2, February 2008  
*Northamptonshire Industrial Archaeology Group Newsletter*, 108, Autumn 2008  
*Scottish Industrial Heritage Society Bulletin*, 49, December 2008  
*Search: Bulletin of the South Wiltshire Industrial Archaeology Society*, 87, March 2008; 88, September 2008  
*Somerset Industrial Archaeological Society Bulletin*, 108, August 2008  
*Suffolk Industrial Archaeology Society Newsletter*, 102, August 2008; 103, November 2008  
*Surrey Industrial History Group Newsletter*, 166, November 2008  
*Sussex Industrial Archaeology Society Newsletter*, 140, October 2008  
*Sussex Mills Group Newsletter*, 140, October 2008  
*TICCIH Bulletin*, 41, Summer 2008; 42, Autumn 2008  
*Trevithick Society Journal*, 35, 2008  
*Trevithick Society Newsletter*, 141, November 2008  
*WaterWords: News from the Waterworks Museum, Hereford*, Autumn 2008  
*Worcestershire Industrial Archaeology and History Society Journal*, 35, Winter 2008  
*Yorkshire History Quarterly*, 13/2, Summer 2008

## Books received

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

*Development of Power in the Textile Industry from 1700-1930*, by Rev Dr Richard L. Hills, Landmark Publishing, 2008. 256pp, 438 illus. ISBN 978-1-84306-350-6. hardback £27.50

This book, which mainly covers Yorkshire, Lancashire and the West of England, explains how the power requirements of the textile industry evolved over the years. Hand spinning and weaving are first described so that the principles of later power-driven machinery may be understood. Cotton is the main theme but mechanisation in the wool and silk industries are also explained. The book portrays how the industry grew with developments of more power, from horse, wind and water power through to the steam, engine. The supply of increasingly



more powerful engines became an industry in itself with engine builders supplying their wares across the country and abroad. Steam engines came to be replaced by electric motors but with the demise of the textile industry in the UK much of the machinery has been disposed of. The author has considerable understanding of this subject as a result of his work as curator of the Manchester Museum of Science and Industry.

*Memories of Kentish Watermills: The Rivers Cray & Darent*, by Alan Stoyel, Landmark Publishing, 2008. 96pp, 98 illus. ISBN 978-1-84306-418-3. £9.99.

This is a very personal look at the watermills which still existed on the Rivers Carey and Darent over 50 years ago when the Kent-born author was a teenager. The areas covered include Orpington, Crayford, Dartford, Sevenoaks and Westerham. Alan Stoyel has a knowledge of British watermills second to none, so is well qualified to write this absorbing book which opens a window on a traditional world now completely gone. From over 50 watermills then, none survives complete today although some of the buildings can be recognised. Fully illustrated with extended captions.

*Surrey Industrial History Group Awards: 25 Years of Conservation Awards 1983-2007*, ed. by Alan and Glenys Crocker, Surrey Industrial History Group, 2008. 58pp, 56 illus. ISBN 978-0-9538122-5-7. £6.95 post free from Christopher Mann, Tel: 01737 242193.

In 1983 the Surrey Industrial History Group decided to award an annual plaque to recognise the contribution made by an individual or organisation in conserving the county's industrial heritage. The first 25 winning awards are described, explaining why they were chosen and also what has happened to them since. The wide ranging projects include the conservation or restoration of lime kilns, water mills, windmills, a railway station, pigeon house, wharf, semaphore signalling tower, pottery and a series of bridges. Some awards were for the adaptive reuse of industrial buildings (maltings, car factory and pumping station), for the restoration of a canal and the rescue and operation of a light railway, and for the establishment of museums. This is a valuable record of what one county organisation can do to promote industrial archaeology.

*Wagons and Carts*, by David Viner, Shire Publications, 2008. 64pp, 91 illus, ISBN 13:978 0 7478 0676 9. £5.99.

The wagons and carts which once trundled along Britain's bumpy lanes transported a whole range of goods and agricultural produce. Those few that survive are iconic objects of our rural past and reveal the skills of local craftsmanship, with their many different designs depending both on their purpose and the tradition of the region in which they were built. The author gives an expert account of the origins and development of the four-wheeled wagon and two-wheeled cart. With the use of diagrams and many historic photographs he helps the reader to identify their regional variations and different purposes. This attractive book has a useful glossary and list of museums with preserved wagons and carts.

## SHORT NOTICE

*American Industrial Archaeology: A Field Guide*, by Douglas C. McVarish, Left Coast Press Inc., 2008. 360 pp. ISBN 978-1-59874-099-8. \$49.95. To order, visit website at <http://lcoastpress.com/book.php?id=135>

This comprehensive guide provides basic information of the most common structures, sites, and objects encountered in industrial archaeology. These include bridges, railroads, roads, waterways, several types of production and extraction factories, water and power generating facilities, etc. Each chapter contains a brief introduction to the technology or features of each class of installation, illustrations with characteristics that help identifying important elements, and a glossary of common terms. Two chapters offer valuable guidance on researching industrial properties and landscapes. An essential reference all archaeologists who are recording or researching industrial sites, features, or artefacts.

**4-5 APRIL 2009  
AIA AFFILIATED SOCIETIES  
WEEKEND: 'CONSERVATION  
PLANNING FOR  
COLLECTIONS'**

at Coalbrookdale, the AIA affiliated societies weekend. See inside for details. A booking form is enclosed with this mailing.

**18 APRIL 2009  
THE DEVELOPMENT OF  
WAGGONWAYS &  
RAILWAYS IN CUMBRIA**

at Ambleside Campus, University of Cumbria, the spring conference of the Cumbria Industrial History Society. For details send SAE to CIHS Bookings, 20 Hillcrest, Milnthorpe, Cumbria LA7 7RG.

**20-26 APRIL 2009  
AIA VISIT TO ROMANIA**

at Banat, an important former industrial region in north-eastern Romania. For further details and confirmation of the dates, contact Paul Saulter, 80 Udimore Road, Rye, TN31 7DY.

**25 APRIL 2009  
SERIAC**

at the Guildhall, Winchester, the South East Region IA Conference on the theme of IA in Hampshire and the Isle of Wight, with a post-conference visit to Twyford Waterworks. Hosted by Hampshire IA Society. Details and booking form available on website [www.hias.org.uk](http://www.hias.org.uk).

**16 MAY 2009  
SW&WRIAC 40**

at Charles Hastings Medical Centre, Worcester, the 40th South Wales & West of England Region IA Conference, organised by Worcester IA and Local History Society. Includes lectures and a tour of local sites. For further details and a booking form please contact Christine Silvester, 12 Upper Park Street, Worcester, WR5 1EX. Email enquiries to Roger Tapping at: [roger@robertapp.co.uk](mailto:roger@robertapp.co.uk).

**16 MAY 2009  
EMIAAC 77**

at Glossopdale Community College, Hadfield, the East Midlands IA Conference organised by Derbyshire Archaeological Society in association with Manchester Region IA Society, with lectures and site visits on the theme of Longendale Water and the water supply scheme. For details send SAE to Alistair Gilchrist, Sunnyside Mill Lane, Mickleover, Derby DE3 9FQ, or email: [ihmitchell@ukonline.co.uk](mailto:ihmitchell@ukonline.co.uk).

**3-7 JUNE 2009  
FE 09 COALBROOKDALE 300  
- FOOTPRINTS OF INDUSTRY**

at Ironbridge, a celebration of 300 years of coke smelting of iron and 50 years since the restoration of the old furnace at Coalbrookdale, with lectures, keynote addresses and field visits. Hosted by the Ironbridge Gorge Museum Trust, with the AIA, Historical Metallurgy Society, Society for Post-Medieval

Archaeology and the Newcomen Society. See the AIA website for more details.

**12-15 JUNE 2009  
8TH INTERNATIONAL  
MINING HISTORY  
CONFERENCE**

at Redruth, Cornwall, organised by University of Exeter in Cornwall and Geevor Mining Museum. For details and call for papers on all aspects of mining history, visit the website <http://huss.exeter.ac.uk/history/imhc>

**30 AUGUST- 5 SEPTEMBER  
2009**

**TICCIH 14TH CONGRESS:  
INDUSTRIAL HERITAGE,  
ECOLOGY AND ECONOMY**  
at Freiberg, Germany. Details from Congress Secretary's Office TICCIH 2009, IWTG – TU Bergakademie Freiberg, D-09596 Freiberg, Germany. Fax: 0049-3731-392832, E-mail: [info@ticcih2009.de](mailto:info@ticcih2009.de). Website: [www.ticcih2009.de](http://www.ticcih2009.de).

**4-10 SEPTEMBER 2009  
AIA ANNUAL CONFERENCE**

at the University of Lincoln, the AIA's annual conference. Details and a booking form are included with this mailing.

**22-27 SEPTEMBER 2009  
ACROSS THE NORTH SEA:  
LATER HISTORICAL  
ARCHAEOLOGY IN BRITAIN  
AND DENMARK 1500-2000  
AD**

at Odense and Copenhagen. Advance notice only. See the AIA website for more details.

**5-8 NOVEMBER 2009  
ARCHAEOLOGY OF BRIDGES**

at Regensburg, Germany, this international congress aims to provide a discussion forum for the identification of locations, development and construction principles of bridges in different regions and countries, from prehistory to the beginning of the nineteenth century, based on archaeological and historical research. For further information send an e-mail to [bridges2009@t-online.de](mailto:bridges2009@t-online.de).

*Information for the diary  
should be sent directly to the  
Editor as soon as it is available.  
More Diary Dates can be found  
on the AIA website at  
[www.industrial-archaeology.co.uk](http://www.industrial-archaeology.co.uk)*



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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 Liaison Office, The Ironbridge Institute, Ironbridge Gorge Museum, Coalbrookdale, Telford TF8 7DX. Tel: 01325 359846.*

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



*The re-excavated Lichfield Basin in Stourport, looking north west towards Lichfield Street (see inside, page 18)*

*Photo: John Powell*