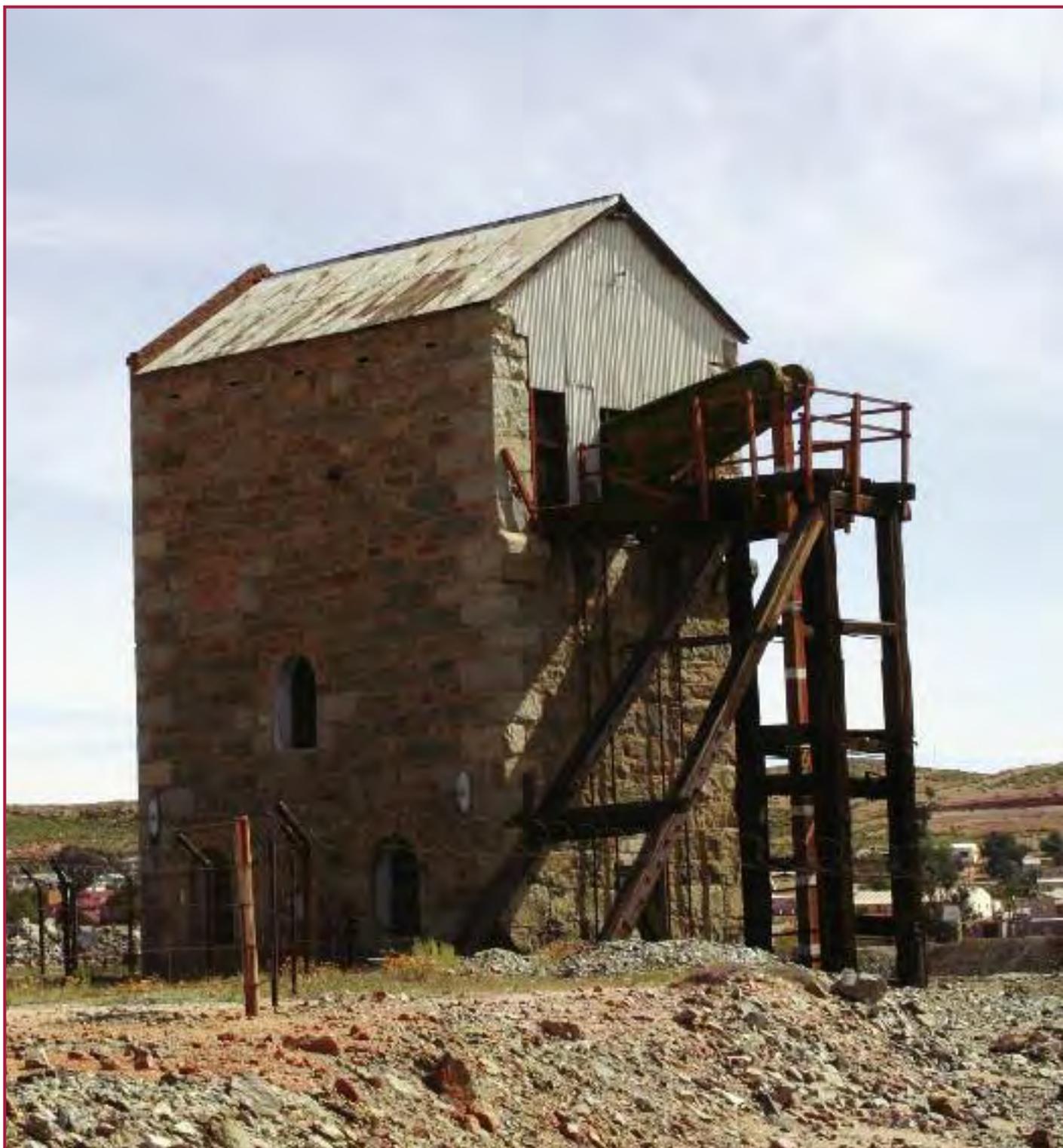


INDUSTRIAL ARCHAEOLOGY NEWS

149
SUMMER
2009

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



South African copper mines • AIA & CBA training days • Haiti • restoration funding award
bulletin's birthday • Stag brewery • cement kiln • magical museum • regional news



INDUSTRIAL ARCHAEOLOGY NEWS 149 Summer 2009

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COVER PICTURE

Engine house for a 50-inch Harvey engine, erected in
1882 at Okiep mine, South Africa (see this page)

Photo: Mark Sissons

Copper mining and Cornish engine remains in South Africa

Industrial archaeology crops up on the most unlikely occasions when travelling the world. This article describes the copper mining centre of Springbok in Northern Cape, South Africa. Here at Okiep stands what may be the only surviving Cornish beam engine still in its engine house in the southern hemisphere. The area contains more mining evidence as well as mineral railways.

Mark Sissons

In September 2008 we were driving up the west coast of South Africa through Namaqualand to admire the amazing spring wild flowers. While heading towards the Namibian border we came across the copper mining centre of Springbok, which is situated 550km north of Cape Town. It is set in a narrow valley bisecting the granite domes of the Klein Koperberge ('small copper mountains') and around the town are a number of smaller mining towns.

In Carolsburg the Dutch prospector Simon van de Stell discovered high grade copper ore at a height of 900 metres in 1685. Van de Stell was governor of the Cape of Good Hope colony, established 33 years earlier by the Dutch East India Company. The gated entry to this drift mine, which can still be seen, lies high on a hill side south of the road heading west out of Springbok and is easily visible due to the green staining of the surrounding rock. The whole area has been extensively mined in subsequent years but at the time the discovery was worthless as, without efficient transport, the site could not be exploited.

Copper ore was then discovered in the Springbok area in 1850 on a farm called Melkboschkui near Okiep. In 1852 the farm was bought from Long Kowie Cloete by the mining company Phillips and King, which later become known as the Cape Copper Company. In that year they developed the first copper mine to be opened by European settlers in South Africa, but it was worked out by 1888. Shipments were made through Port Nolloth on the Atlantic coast where a rudimentary quay was built in 1855, wide enough to accommodate the horse-drawn wagons that carried the copper ore from Okiep and Nabapeep to the port. In 1866 a 96-mile long 2ft 6ins gauge railway line was built to carry the copper ore to Port Nolloth. The line was steeply graded at up to 1 in 19 where it climbed the 900 metres onto the Namaqualand plateau and water supplies were scarce. Initially the trains were pulled by mule teams. The line was later extended to carry ore from mines in the Concordia area. In 1890 abortive experiments were made to use steam traction with an early and unsuccessful patent condensing locomotive. This was followed by the introduction of a successful series of 42.5 tonne 2-6-0 tender locos built by Kitson of Leeds from 1893 onwards.

Due to the limited size of ship that could use the harbour at Port Nolloth, by 1910 most Okiep ore was being carried south by truck to the railhead at Bitterfontein, connected to the main South African 3ft 6ins system. This method came to be used in preference to shipments direct from the Port Nolloth and that port's main railway line



The 2ft 6ins gauge 2-6-0 locomotive 'Clara', built by Kitson of Leeds, is preserved at the Peter Philip Mine Museum in Nabapeep
Photo: Mark Sissons



Copper smelter: an early photograph

Photo: Peter Philip Mine Museum



The Okiep mine engine house, surrounded by total dereliction

Photo: Mark Sissons



The Harvey 50-inch engine inside its house at Okiep. It is claimed to be the only Cornish engine surviving in situ in the southern hemisphere

Photo: Mark Sissons

was eventually closed in 1944. Many remains and odd bits of track can still be found along its route. The railway in the mining area was retained for several years more for the internal transport of copper ore and mine materials.

The first smelter was built in 1866 in the hills to the north east of Springbok. This smelter was wood fired and led to very high prices being commanded for the scarce hard wood in the surrounding area. It closed in 1871 and the base of this smelter, the oldest in South Africa, is preserved.

In 1919 the Okiep copper mines ceased operating and the place almost became a ghost town. Fluctuations in the world copper price have caused huge peaks and troughs in the mines' output. The openings, closures and refinancing operations so typical of many metal mines have gone on over the years. The mines were taken over by the Okiep Copper Company in 1937 and reopened. Seventeen deep mines were still operating in the area in the 1970s but by 2001 only the Nigramoep mine remained at work. Deep mining in the area has now virtually ceased with the ore reserves being seriously depleted. Copper output has, however, continued and in 2001 a new slag treatment plant was built to re-work the estimated 4.5 million tonnes of slag in the heap next to the smelter in Nabapeep.

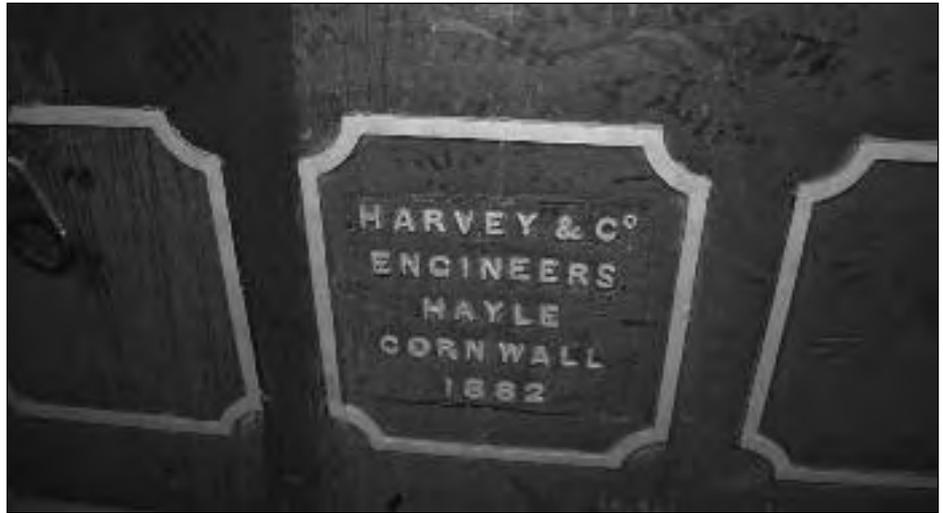
Today the area has numerous mining remains. Among the most interesting sites is the Peter Philip Mine Museum in Nabapeep where 'Clara', the last of the Kitson locos, and some of the line's rolling stock are preserved. The museum also contains some excellent models of the mine and its ore refining and smelting equipment along with many period photographs and other mining artefacts.

Next to the County Hotel in Okiep stands the engine house containing a Cornish engine, manufactured by Harvey's of Hayle, with J. Hocking as the consultant engineer. It claims to be the only Cornish engine to survive in situ in the southern hemisphere. It was erected in 1882 by the Cape Copper Mining Company and was in use until 1929. It is a 50-inch engine but the site had no details available of the shaft depth or the duty of the engine. Internally the engine is more or less complete although the outdoor air pumps and boiler feed pumps have disappeared. The head stocks may have been transplanted from another mine as they do not seem to quite fit the engine house. The lack of any of the UK's health and safety culture means that you can explore right down, below floor level, right into the base of the engine house.

The engine house now stands in the middle of a site of total dereliction. Up until about four years ago, when a friend last visited the site, a set of Cornish stamps and a smelting plant stood adjacent to the engine. Now with the exception of a mine ventilation chimney built by the Cape Copper Company in 1880, and preserved as a national monument, all has been cleared away. The place however is still well worth a visit and the keys to the heavily secured site can be obtained from reception at the adjacent County Hotel. When we visited the site one of the recent

previous entries in the visitor's book was from members of the Trevithick family!

Driving west towards the border between Namibia and South Africa we saw some evidence of the vast scale of modern mining. In the area of Dingelton and the appropriately named Hotazel the huge open cast Sishen iron ore mine is linked to a port at Saldanha Bay down on the coast north west of Cape Town by an 861km long 3ft 6ins gauge line electrified at 50Kv. The size of the trains has to be seen to be believed. Ore is shipped in 40,000 tonne trains with a payload of 34,300 tonnes of ore, 3.9 km long with 342 wagons. You just hope that you do not get stopped at a level crossing!



Harvey & Co.'s maker's plate on the Okiep engine

Photo: Mark Sissons

Training in the recognition of industrial buildings: an AIA initiative

The first four of a series of regional day schools organised by the Association for Industrial Archaeology in conjunction with the Council for British Archaeology have now taken place. The author, who is Chair of the Steering Group, describes the purposes of this major initiative.

Marilyn Palmer

David Alderton's comments in his Regional News piece on East Anglia in *IA News 148* drew attention to the lack of understanding by local planning authorities on what is significant about industrial structures, especially their internal fittings and machinery. He pointed out how the conversion proposals for New Mills in Norwich would have entailed the removal of most or all of the water turbine driven compressors used to provide compressed air for the Schone ejectors which were essential to the city's sewage system, leaving only what he described as 'the undistinguished and unimportant outer shell of the building.'

It was to try to combat such examples of the widespread ignorance of the significant features of industrial buildings during planning processes which could lead to conversion or demolition, that AIA successfully applied for a grant under the English Heritage National Capacity Building Programme in December 2008. The purpose of this grant is to organise day schools in all the English Heritage regions for training volunteers who comment on planning applications in the recognition of the structure and significance of industrial buildings in the hope that their views may then influence professional planning officers. These training sessions are being run in conjunction with the CBA, with their Historic Buildings Officer, Lynne Walker, providing guidance on legislation and case studies at most of the day schools. The project is based in the

University of Manchester Archaeological Unit, and is being overseen by Mike Nevell, the AIA's Endangered Sites Officer, together with Brian Grimsditch as the contact for organisers and bookings. The AIA's matched funding for this English Heritage project is the voluntary activity given by the organisers and speakers, most of whom are AIA members and other volunteers with specialist knowledge.

This project, involving the organisation of eleven day schools, is a large venture for a voluntary organisation like AIA alongside its many other activities. Council set up a Steering Group, chaired by Marilyn Palmer and involving Tony Crosby, Bruce Hedge, Mike Nevell, Mark Sissons and Lynne Walker from CBA. As Chair of this group, I am particularly grateful to Bruce Hedge, the AIA

Treasurer, since any grant of this kind involves a great deal of financial activity in estimating costs and accounting for the grant income, and to Tony Crosby for his professional expertise in grant application processes. It is also very good for the AIA to work with the CBA, the organisation in Britain that brings together professionals and volunteers in archaeology, as we do ourselves for industrial archaeology. The Steering Group is also very grateful to all those who have agreed to run day schools or to speak at them

Two national pilot day schools were run during the autumn of 2008. The first was organised by Mike Nevell and took place in the Portland Basin in Manchester, with presentations on cotton textile mills (Mike Nevell), railway buildings (David George), canal warehouses



The former Ashton Canal warehouse which now houses the Portland Basin Museum where the first of the day schools was held

Photo: Lynne Walker



A member of the Wooden Canal Boat Society addressing delegates at the Manchester day school Photo: Lynne Walker

(Mike Nevell) and engineering works (Keith Falconer), and an afternoon tour of the canal side area. The second was run in Bristol by Mike Bone, based in the former Empire and Commonwealth Museum adjacent to Temple Meads Station with an afternoon visit to the numerous industrial buildings in the area which are subject to planning proposals. Presentations were given on woollen textiles (Marilyn Palmer), breweries (Mike Bone) and public utilities including gas, water and electricity (Tony Crosby and Ian West).

The first of what is likely to be nine regional day schools was organised by David Alderton in Ipswich on 23 February 2009, with presentations on estate service buildings (David Alderton), maltings (Amber Patrick) and maritime buildings (Bob Maltster) and a tour of the dockside buildings. The second day school in York on 3 April 2009 was organised by Lynne Walker and Mark Sissons in the English Heritage York offices, with

an afternoon visit to the former Terry's chocolate factory which is subject to conversion proposals. Papers were given on form and function in industrial buildings (Helen Gomershall), railways (George Sheeran), food processing industries (Barrie Trinder) and industrial pubs (Andrew Davies).

For the south-east, there will be a day school on 22 June, run by Bob Carr and based at the Canal Museum in London, with talks from Bob Carr, Tim Smith and Malcolm Tucker on canal buildings, hydraulic power and buildings for goods handling as well as redevelopment around King's Cross in London. Further day schools are planned for the West Midlands based on Ironbridge in October this year, with the pottery industry and the future of Ditherington Flax Mill as key discussion points, followed probably by one in the north-east of England in November, based in Newcastle. Another is planned for the



Delegates on the Ipswich waterfront at Common Quay. The cast iron columns have been re-used to support an entirely new structure, and the waterfront development can be seen in the background Photo: Lynne Walker

East Midlands in early 2010, based in Nottingham and dealing with the hosiery, lace and boot and shoe industries and mining structures. Others will follow in the south-west, south, east, and north-west of England in late 2009 and 2010, assuming that adequate funding is forthcoming, and some voluntary organisers and speakers have been approached.

All speakers have been asked to produce a short fact sheet on the industry they have been dealing with, together with a short bibliography. These are available at each of the day schools and negotiations are under way with CBA for the future publication of these as the basis for a CBA Handbook on industrial buildings. The afternoon visits at each of the day schools provides an opportunity to put principles into practice.

We hope that these training sessions will improve understanding at the local level of what features are important to various types of industrial buildings and how these might be incorporated in the adaptive re-use to which these buildings are frequently subject. Attendance at the day schools is usually restricted to between 20 and 30 people to allow the afternoon visits to be organised effectively. They are free to volunteers from the CBA and AIA, although a small deposit is required which will be refundable on the day; there will be a small charge for others who wish to attend.

Information about the day schools is posted on the AIA website <http://www.industrial-archaeology.org.uk/adiary08.htm> and the CBA website <http://www.britarch.ac.uk/conservation/cbatraining/aiadayschools> as details become available. Further information and booking forms are available from Brian Grimsditch Brian.Grimsditch@manchester.ac.uk or, for CBA members, from Sue Morecroft sue.morecroft@britarch.ac.uk



A brewery building undergoing serious redevelopment, known to some as 'façadism', seen during the Bristol day school Photo: Peter Stanier

A STEAM ENGINE ON HAITI



These photographs show a derelict beam engine at the Hannibal Price sugar plantation, Jacmel, Haiti, manufactured by Js. Lindsay & Co of the Haigh Ironworks near Liverpool and dated 1818. The machine is next to a masonry canal running through the plantation and about 50m from the remain of a boiling/concentrating facility of which only the stone and brick smokestack is standing and some ghost of the building's outline under the grass remain visible.

Dinu Bumbaru

Photos: D. Bumbaru



AIA Conference awards

Following the 2008 conference in Wiltshire the AIA's President, Chairman and Vice Chairman travelled to Trowbridge Museum on Friday 16 January to make the AIA Initiative and President's Award.

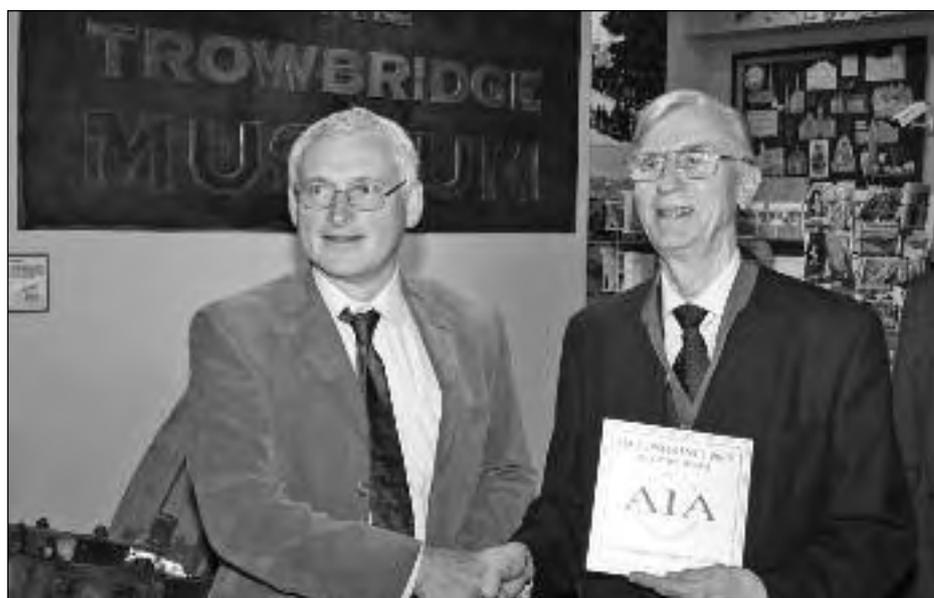
The Initiative Award was presented to the Harnham Water Meadows Trust for their work in conserving a part of a working water meadow system. The Harnham Water Meadows, within the city of Salisbury, are part of a Site of Special Scientific Interest (SSSI) and are an Environmentally Sensitive Area (ESA). They incorporate a surviving part of the irrigation system once widespread across the Wessex chalkland. The meadows are owned jointly by the Dean and Chapter of Salisbury Cathedral and the Harnham Water Meadows Trust. The meadows, between two arms of the River Nadder reaching

virtually into the centre of the City of Salisbury, are part of the extensive and highly visible aspect of the irrigation system of floated water meadows, dating in the main from the mid-seventeenth to the mid-nineteenth centuries. These meadows flanked all the rivers of the Wessex chalkland (much of Wiltshire and reaching into Dorset and Hampshire) including the five rivers that converge in or near Salisbury. With the introduction of artificial fertilisers and the agricultural depression the irrigation systems generally fell into disuse between the mid nineteenth and mid twentieth centuries. Parts of the Harnham system now managed by the Trust are thought to have been operated into the 1920s but have been protected from modern development since then by its 'island' position.

After the AIA Council had reviewed the votes cast by members who had visited sites at the

Conference, the President's Award for the best site visited during the 2008 Conference was awarded to Trowbridge Museum, housed in Home Mills which was one of the last working textile mills in the town. It tells the story of the town, its industry and its people. It opened on this site in July 1990 and since then over 250,000 visitors have enjoyed this friendly and fascinating museum. The mill is situated in the middle of the Shires shopping centre. It has a particular emphasis on the Wiltshire woollen trade. Our president last visited the site on a BIAS outing many years ago when it was still a working mill and not surrounded by a modern shopping centre. He recalled that on that visit one of his children had accidentally set a major piece of machinery in progress with an inquisitive push at a tempting green button.

Mark Sissons



Hadrian Cook receives the Initiative Award on behalf of the Harnham Water Meadows Trust

Photo: Mark Sissons



Claire Lyall, curator of Trowbridge Museum, receives the President's Award, leaning over the set of fulling stocks in the museum

Photo: Mark Sissons

Changes in conference format

All those who attended the 2008 conference in Wiltshire will have been aware that the conference, after running more or less unchanged for the last 30 years, had a new format over the weekend. The major change was in cancelling the Saturday afternoon site visits and extending time available for other activities.

The problems, that have been highlighted by many members, were: rushed outings and late return for the formal conference dinner on the Saturday; member's contributions (surely a key part of any conference) being squashed into odd evening slots; and no time for any form of contribution from award winners to explain their work.

At the Lackham conference a new format was tried which allowed both members' contributions and presentations from award winners to be given far better coverage. This was at the expense of cancelling the Saturday afternoon excursions. With a far higher proportion of those attending conference now staying for much longer, there are greater opportunities for covering site visits during the week. For those not able to stay for the weekday visits the Sunday afternoon visits are an alternative option.

The general feedback that we have had from members is that the new format was an improvement. The current format is therefore being continued for the Lincoln conference. We are aware that some of those only attending for the weekend felt that they missed out on the excursions.

For the Lincoln conference we have hopefully addressed two other concerns that had been raised. Firstly there had been grumbles that insufficient details of excursions were being included in the early booking pack to allow members to judge which trips would be of most interest to them. Secondly, there was no opportunity to visit the area immediately surrounding the conference venue. Hopefully the Lincolnshire society have provided a model for future conferences in providing very good provisional details for tours and the option of a

guided walk around Lincoln on the Friday afternoon.

Conferences are obviously run for the benefit of the membership of the Association and Council attempts to respond to members feed back in working with the local conference organisers. If you have views on this subject please let Council know.

Mark Sissons

Major new restoration funding award from the AIA

As the credit crunch bites many IA related projects may be experiencing problems in securing suitable funding. Do you know of a project involving the restoration of an industrial site, artefact or object that needs funding? If so we may be able to help.

Council has been working with one of our members on developing an exciting and innovative new award. We are now very pleased to announce that through the generosity of this anonymous member we will have a significant sum of money available for funding suitable Industrial Archaeological restorations.

The funding is available to provide partnership funding for appropriate restoration work on industrial archaeological sites or artefacts. In 2009 we potentially have £30,000 to award and in this first year we are looking for suitable projects to fund with up to £15,000 being available for any single application.

The anonymous donor is very keen that we attract suitable proposals in this first year to allow the award to be made. Funding for subsequent years may well be determined by our ability to attract suitable projects for consideration.

The key points of the award are

- The grant is for the restoration of historically, technically, architecturally, and/or archaeologically important industrial buildings, structures, machinery, vehicles and vessels within the UK;
- The heritage asset must be covered by a Conservation Policy and/or Statement;
- The heritage asset must be sustainably managed, displayed and interpreted for the public;
- The grant must not result in another body reducing its revenue funding;
- The grant will be for up to £15,000;

- The grant is to be used as partnership funding, the applicant being in the process of, or having already raised, matching funding from their own resources, fund raising, an HLF, PRISM or other grant award;
- The grant is for new projects or ones which have begun but need further funding for completion;
- The grant is for capital funding only, not on-going revenue funding.

Inevitably we do need formal applications to consider for funding. We have tried to keep the paperwork as simple as possible. Full details of the funding criteria, and how to apply, can be found on the AIA web site: www.industrial-archaeology.org.uk. Follow the link to Awards and choose Restoration Grants.

Please let's have some really great projects to consider so that we can make full use of the generosity of one of our members.

Mark Sissons

Bulletin's 35th birthday

The First *Bulletin of the Association for Industrial Archaeology* was published in March 1974 as just four pages of text (no illustrations) but with the intention of publication six times a year. The opening page set out the aims of the newly formed AIA under the heading 'The need for action'. The name changed to the *AIA Bulletin* at the start of 1978, and it increased from 8 to 12 pages when it became *Industrial Archaeology News* in March 1994.

A message from the Treasurer concerning subscriptions

The last issue of the Newsletter contained a notice from me concerning the problems we were having with subscriptions. I have not been able to respond personally to all who contacted me, so to those I have not, thank-you.

To those who have not yet done so, please do not forget to cancel your existing direct debit in favour of this Association. Despite the problems, which (fingers crossed) have been resolved, subscription renewal levels have been excellent. Many have informed us that by Easter they anticipate 100% of the existing membership, some 630, will have renewed.

Bruce Hedge, Hon. Treasurer

New members

The AIA welcomes the following new members:

- Katharine Coleman, Tonbridge
- Emma Griffin, Bridgnorth
- Mary Teehan, Kilkenny, Ireland
- F. J. Parket, Northampton
- Alan Hargreaves, Holywell
- George A. Teal, Oxford
- Sallie Bassham, Ingleton
- Philip Trahorn, York
- Michael & Jenny Clements, Newton Abbot
- Tim Davies, Bristol
- Richard Byrom, Bury
- Casper M.A. De Boer, Ipswich
- Daniel Watkeys, Oxford Archaeology, Oxford
- Rosemary Ogle, English Heritage, Swindon
- Gordon Marino, Rochdale
- Dr B G Bainbridge, London
- Victor Taylor, Primrose Valley, NSW, Australia
- Steph Gillett, Bristol



The AIA's first Bulletin was published in March 1974

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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.

Highlighting the Society for Industrial Archeology

Like Henry Gunston (Letters, *IA News* 148, p9), when confronted with an industrial ruin I am not very interested in its 'transgressive and transcendent possibilities'. But another problem I had with Hilary Orange's paper is that it ignores the existence of the Society for Industrial Archeology in North America, claiming instead that the subject has diverged in North America into Historical Archaeology. Historical archaeologists James Deetz, Mark Leone and Charles Orser are mentioned but prominent SIA members like Robert Vogel, Pat Martin, Terry Reynolds and Pat Malone are not. I have to say that Mike Nevell's 2005 Rolt Lecture suffered from the same problem. I get the impression that there is more professional academic involvement in the SIA than in the AIA so I am puzzled as to why academic archaeologists in this country seem not to recognise its existence.

*Roger N. Holden (AIA and SIA member)
35 Victoria Road Stockport SK1 4AT*

The oldest in situ turbine

I note in *IA News* 148, p15, that an item describing the recently re-opened Gayle Mill at Hawes in Wensleydale includes a claim that the 1879 turbine is the 'oldest one in situ in the world.' This clearly cannot be correct. Whilst there may be yet earlier turbines still in situ, James B. Francis's first practical inward-flow turbine of 1847 sited in the Lowell Gatehouse (Lowell, MA) still survives, running until 1923 when it was superseded by an electric motor drive. Its purpose was to control the flow of water from the Merrimack River by lifting the ten head gates allowing water into the northern canal of the Lowell Hydraulic Canal System.

In designing the Gatehouse, Francis also made provision for turbine testing culminating in his classic work *Lowell Hydraulic Experiments* (1855).

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The line shafting and screws which raised the gates

Photo: Patrick Strange



The 1093 ft long dam across the Merrimack River

Photo: Patrick Strange



The Lowell Gatehouse of 1847

Photo: Patrick Strange



The 1847 Francis Turbine, almost 9 feet in diameter

Photo: Patrick Strange

Stag Brewery, Mortlake

In January 2009 InBev announced that they intend to close the Stag Brewery in Mortlake, London. As well as the loss of about 200 jobs, this closure will bring to an end over 500 years of brewing on this site. The brewery dates from 1487 when it was attached to a monastery and brewed for the local abbot and his monks, before becoming a substantial commercial brewery in 1765. Charles James Phillips took over the brewery in the 1840s, and he and James Wigan redeveloped it in 1869. They created the sprawling 100 acre site which remains today. In June 1888 it was registered as More & Co. Ltd and sold to Watney & Co. Ltd in 1889 when it was renamed Phillips More & Co. Ltd. James Wigan appears to have left the brewery in about 1876 to take over the Hawkes & Co. brewery in Bishop's Stortford, Hertfordshire. The brewery was renamed the Stag

Brewery in 1959 following the closure of Watney's brewery of the same name in Westminster. Watney produced their first keg beer here in the 1930s – 'Red Barrel', rebranded as just 'Red' in the 1960s. They sold their business to Courage which became part of Scottish & Newcastle Breweries, who leased the site to Anheuser-Busch to brew Budweiser in London. They merged with InBev which created a company with more capacity than is needed at a time of declining demand for lager.

Little remains of the 1869 brewery structures or other buildings of historic significance as virtually the whole site within the boundary wall was demolished and redeveloped in the 1970s, when it was also expanded to the west of the site. On the northwest corner of the site facing the River Thames is a former multi-storey malthouse of brick under a slate roof, apparently

built in the early twentieth century and certainly the scale is that of late nineteenth or early twentieth century malthouses. According to the 1907 Goad fire insurance plan this structure consisted of (from west to east) 10 bays of growing floors, a block of two (probably pyramidal) kilns (Nos. 1 & 2), an area of silos and maltscreens and then two more (probably pyramidal) kilns (Nos. 3 & 4). The area of silos and maltscreens appears from the plan to have had the hoist for taking in the barley and/or taking out the malt to the rest of the brewery on the south elevation. Attached to the growing floor area, next to kilns 1 & 2 were a gas engine house and an electric motor housing. Unfortunately all that remains of the malthouse is the 10 bays of the growing floor area, the first 8 bays being of 8 storeys, the other two bays (next to kilns 1 & 2) being 9 storeys.

The boundary of the site, where the demolished half of the malthouse would have been, is formed by a modern brick wall. Beyond that new wall to the northeast corner of the site the boundary consists of a screen wall of various dates and styles, although all the styles have features of industrial buildings, such as windows with arched brick headings, blind arcading etc. Some of the walls are probably remaining external walls from earlier brewery buildings. This use of external walls of earlier buildings continues for the short stretch of the site up to Mortlake High Street and then westwards along the High Street boundary of the site. What appears to be the only original 1869 building to remain on the site is the office block fronting Mortlake High Street, with the brewery name and date ('Mortlake Brewery 1869') and two plaques with the monogram which appears to be 'PW' for Phillips and Wigan, the 1869 developers of the site. This 1869 block may also have contained the bottling hall.

The other feature of historical importance is the Watney's War Memorial and interpretive plaque which were erected in a new wall of the expanded site to the west of the original site, on Lower Richmond Road. The memorial was moved from the former Watney Stag Brewery site in Victoria.

Tony Crosby

A vanishing island cement kiln

Cement has been the dominant material in modern architecture and construction, which must dictate that its pioneering development represents a critical piece of industrial history. Yet the subject has received little attention in the field of industrial archaeology, and hardly any structures remain to represent the variety of manufacturing processes. The Isle of Wight's own cement chamber kiln is one of the few early structures still existing. Unfortunately it is now destined to vanish into an undergrowth that will likely prevent any future analysis of how it worked.

When Charles Francis & Son established their cement plant around the old West Medina mill in the early 1840s, the cement of today had yet to be developed and the firing process was limited to bottle kilns. The invention of the 'Johnson' chamber kiln in 1870 considerably increased capacity by speeding up the drying process. Improved variations on this design were subsequently patented, while the number of firing units within a single structure was progressively increased. Chamber kilns were succeeded by rotary kilns in the early twentieth century.

The chamber kiln on the Medina site is thought to be one of only two examples remaining in the country, both in a dilapidated state. The other example, in Kent, is of a known design, whereas the Isle of Wight structure cannot be fully explained, at least not without some excavation. The main east-west section seems to represent the original Johnson chamber kiln layout, apparently initially brick-built but subsequently enlarged with concrete. The puzzling element involves a series of firing units along the south side. These cannot yet be explained in relation to the rest of the structure. In the 1870s a young engineer, Vitale de Michele, was the driving force in developing the company's industrial processes. Michele eventually patented his own variation on the Johnson kiln, so it is possible that the unique layout of the Medina kiln formed part of his experiments.

Ironically it is the 'preservation' of the Medina kiln that is likely to put it beyond future excavation. As long as it had public access it was



Mortlake Brewery frontage of 1869

Photo: Tony Crosby



Mortlake multi-storey malthouse

Photo: Tony Crosby

kept relatively clear, but now that it is within an ecological site it has already become heavily overgrown, with some of its more subtle features no longer visible. The kiln has been included in the 'Local List' but this appears to have no bearing on its future.

The local authority's approach to the kiln cannot be expected to do more than reflect a national indifference towards this forgotten industry. There is virtually no professional expertise they can call upon. The Museum of London Archaeology Service were commissioned to carry out a survey of the structure but, although they studiously recorded the build, their lack of experience in the subject resulted in confused terminology and interpretation. Understandably, they made no attempt to explain how the kiln worked. The nation's heritage institutions were latecomers to industrial archae-

ology. In the case of the cement industry, they were simply too late!

This article comes courtesy of the Isle of Wight History Centre's website (www.iwhistory.org.uk) which contains news and links to many fascinating aspects of archaeology and industrial archaeology around the island.

Isle of Wight History Centre

Mining society buys Cornish mine

Carn Brea Mining Society has bought part of Great Condurrow Mine near Camborne in Cornwall. The history of this copper and tin mine can be traced back to 1815. At its busiest period from 1844 to closure in 1881 it produced 28,000 tons of copper and 4,000 tons of tin. A reopening between 1906 and 1914 was a complete failure. Just to the south of Condurrow is King Edward Mine, now a museum but



Condurrow Mine, a new purchase by a mining society

Photo: Carn Brea Mining Society

formerly a training facility for Camborne School of Mines. The School used King Edward both underground and at surface from 1901 but in 1920 closure of the nearby Grenville Mines flooded King Edward. At that point underground training was moved up the hill to Condurrow, whose shallow levels, being above adit level, remained dry.

Carn Brea's purchase covers the surface area used for training by CSM. It includes the ladderway shaft, hoisting shaft (Vivians) with 1937 steel headframe, winder house, switch room, first aid room, fan shed and compressor house. Underground are air and water mains, track and some drills. The mine underground comprises two sections, old nineteenth-century workings opened up from 1920 to 1936 and new workings developed since, showing how a Cornish mine was worked in the mid-twentieth century.

The Society's full plans for Condurrow are as yet unclear and there remain negotiations to be concluded with the mineral owner before it can be used. Their newsletter says that the surface buildings are sound, requiring only painting and some re-sheeting. Underground there are ladders needing replacement but 'the workings are in solid granite so there should be no major problems there. After South Crofty the mine offers the best 'safe' underground visit in Cornwall'. It looks an intriguing prospect for the future, although general public access is unlikely as entry is by vertical ladderway only.

Meanwhile at King Edward another item has joined the unique

collection of mineral processing equipment being a Laboratory Sized Shaking Table from local maker Holman Brothers. Such tables have been used since the early nineteenth century but this one seems to have been built around 1936 as an experimental model. The School of Mines used it for practical class work, demonstrations and small-scale research work. It could process 10-20kg of material an hour. Latterly surplus and in store, the table was restored by Dave Rowse of S G S Mineral Processing. Based at Wheal Jane they manufacture full size gravity concentration tables. Thanks to Tony Brooks, Tony Clarke, and Sid Geake of Carn Brea Mining Society and King Edward Mine for information.

Graham Thorne

Textile finishing sites in Greater Manchester: help sought

Peter Bone won the AIA Fieldwork and Recording Main Award in 2006 for his survey of Manchester and Salford Glass Working Sites. In 2007 he won the award again as part of the team from Birmingham Archaeology for the survey and development of the Historic Environment Management Plan for the former chemical weapons site at Rhydymwyn, North Wales.

Peter is now carrying out a survey of Textile Finishing Sites in Greater Manchester (which include bleach works, dyeworks, printers and also fulling, raising and embossing, in fact any post-processing) for Greater Manchester Archaeology Unit (GMAU). In the



The chamber kiln at Medina on the Isle of Wight is becoming overgrown within an ecological site

Photos: Isle of Wight History Centre

1980s a survey was carried out by GMAU of Cotton Mills in Greater Manchester. This work has become the standard reference on Greater Manchester Mills and similar surveys were carried out of West Yorkshire Mills and East Cheshire Mills in the 1990s. The GMAU survey listed over 1,100 buildings; it focused on the large iconic structures we all recognise. Although some textile finishing sites were included many were not and many sites have and are being lost or are not recognised.

The intention is to identify the sites, establish their history, visit and record the sites and enter them on the Greater Manchester Historic Environment Record. This will allow them to be investigated further if they come up for demolition or development. The project will take at least three years, working district by district. This year Peter is looking at the modern administrative districts of Bury Bolton and Rochdale and has already identified over 250 sites although few will have standing buildings. One particular difficulty is identifying the history of ownership and use of the site; sometimes there were quite frequent changes of both use and ownership and sites changed name. This is true both historically and in modern times.

If anyone has any information on particular textile finishing sites in the study area, any old photographs (internal photographs showing processes would be particularly welcome), company publications or the like please get in touch with Peter Bone, Tel: 01706 838106 or Email: pcbhone@btinternet.com.

Sign of the hop leaf

A delightful and special gathering occurred on the site of H. & G. Simonds Ltd's Brewery in Reading on 26 February. The Mayor of Reading unveiled an information board on this important southern brewery which in 1960 had 1,200 licensed premises, many hotels, off-licenses as well as its brewery. Reading Civic Society carried out the general wishes of Duncan Simonds who wanted to see the brewery commemorated in its native town. An address was given by the society's Chairman Richard Bennett before a large enthusiastic crowd. Mayor, Peter Beard, conducted the ceremony and was followed by a speech by Raymond Simonds, one of

the family members present. A reception ensued during which a special brew 'Simonds Old Berkshire Strong Ale' was imbibed or a bottle taken away together with an excellent well illustrated booklet on the history of the brewery.

The initiative is more than welcome in a town which has turned its back on much of its heritage. Very little of the old brewery remains, as with other famous Reading industries including Huntley & Palmers, Suttons Seeds, Colliers Bricks and many more. As in so many towns, sites have been obliterated and most inhabitants have but a vague knowledge of their industrial past. Such information boards help, in some way, to redress the balance. Thanks are due to Reading Civic Society and the Simonds family. A visit to www.simondsfamily.me.uk will give information in plenty.

Peter Trout

Victor Marchant

Sadly we report the death of Victor Marchant on 8 January this year. Victor was a mainstream archaeologist, active as an amateur in excavation work until very late in life. However he also had a considerable interest in industrial archaeology and was a good friend of the AIA. It was through his support that we have been able to

hold AIA Council meetings at the Civil Service Club in London. From the outset in 1976 Victor was involved with Robert Kiln in the organisation of the British Archaeological Awards (BAA) but following his retirement from business devoted himself with amazing vigour to what became almost a full-time post, that of Secretary of the BAA. Working from his home in Norbury he obtained substantial financial support from a wide range of major British financial, commercial and industrial firms and institutions, obtaining new sponsors as well as keeping on good terms with the old ones. Finally retiring from that post in 1992, he became Vice President of the BAA, and latterly was awarded an MBE for services to archaeology. He was also involved with the Ironbridge Gorge Museum.

Robert Carr

Wolverhampton brewery DVD tour

Wolverhampton's prominent historic Springfield Brewery sits forlorn and fire damaged awaiting restoration as part of a mixed use development of houses office and retail units but a new archive film now gives a visual tour of the brewery, filmed in 1997 a few years after brewing ceased but when virtually all the

production plant remained intact. The 23-minute production takes a walk through the huge brewery as if captured in a time warp. It gives the impression that the workers have just received their redundancy pay packets and have left the building for the very last time. The brewery was built by William Butler in 1873 and employed several generations of local families. Most of the building's important features were destroyed by fire in 2004. The film shows the building's interior in a remarkable condition with scenes such as the laboratory benches littered with chemical bottles and test appliances. There is even a kettle on a desk as if waiting for the next tea break. Office desks are strewn with order pads and old invoices. The climb to the upper storeys of the magnificent landmark tower shows the industrial gearing used to raise thousands of tons of ingredients to the lofty mill. The DVD film is the work of David Cooper who was determined to obtain a lasting record of one of Wolverhampton's and the brewing industry's finest buildings. Orders for the DVD (£10 including post and packing) can be placed via email: david@springfieldbrewery.co.uk, or telephone: 01902 764069. Photographs of scenes taken from the DVD can be viewed at www.springfieldbrewery.co.uk.



Fermenting vessels at Springfield Brewery, recorded in 1997

Photo: David Cooper

Stroudwater Canal restoration

The future of a restoration project was put in doubt when British Waterways left the scheme, but now Stroud District Council has become the lead authority for the project which has been awarded around £12m by the HLF Phase 1A, between Stonehouse and Brimscombe Port, is of special interest to the council which sees it as an opportunity for regeneration. The ultimate aim of the Cotswold Canals Partnership is to reopen the whole link a link between from Saul Junction on the Gloucester & Sharpness Canal to the Thames at Lechlade in Gloucestershire, including the long Sapperton Tunnel.

Waterway work in Derbyshire

The East Midlands Development Agency has reported a number of projects aimed at improving Derbyshire's waterways to help regenerate their surroundings. £575,000 has been spent to improve access and restore abandoned buildings along the Erewash Canal Corridor. Other projects include a canal basin at Chesterfield Waterside and improvements between Bugsworth Basin and Whaley Bridge in the High Peak.

Vital wartime factory closes

An historic aluminium factory in Banbury, Oxfordshire, has closed. A vital supplier for RAF aircraft production in the early 1940s, the Northern Aluminium Company's works was then the only large aluminium rolling and extrusion plant in the country and employed thousands. During the Second World War its roof was camouflaged and a 'dummy' plant was built to confuse enemy bombers. Later operated by Alcan and lastly by Sapa Profiles, 330 jobs were lost when the plant was closed in September 2008. There is now a campaign to protect the factory from demolition because of its significance. The site includes a listed Art Deco office block, but the main rolling mills are not listed and are said to be in a poor condition.

West Thurrock Marshes

The three-year battle to save West Thurrock Marshes has ended with victory for Thurrock Thames Gateway Development Corporation and the Marsh is now to be built upon (see IA News 148, pages 4-5). The power station that was here closed in 1993 and this brownfield site is now considered to be one of the three most important sites for

endangered wildlife in the country. Seventeen priority species are involved and it is the second-best invertebrate wildlife site in the UK. The charity Buglife challenged the decision to allow redevelopment in the High Court and now has to find £30,000 for legal costs. Search for West Thurrock Marshes on the website: www.buglife.org.uk.

Robert Carr

Stack struck

It will cost £25,000 for the National Trust to repair the top of the decorative brick chimney stack of Cape Cornwall Mine which has been damaged by lightning. It is the most westerly industrial chimney in England and stands atop a conical headland overlooking the Atlantic where it will be a difficult place to work with scaffolding. It was built to improve the draught for the boilers of a steam engine on the mine, but was abandoned because it was too efficient!

Magical water museum – it's official

Dame Jenny Abramsky, Chair of the Heritage Lottery Fund visited the Waterworks Museum, Hereford, on the last day of January to see for herself the fruits of four HLF grants

over the years. She praised the museum as an excellent example of a wholly volunteer-led independent museum and in the visitor's book she described the museum as 'magical'.

IOM lighthouse vanishes

Under cover of darkness early in the New Year a fierce gale blew down the cast-iron Alfred Pier lighthouse at Port St Mary on the Isle of Man. At daylight the small Victorian lighthouse was found to have vanished and divers located it in fragments on the sea bed.

Giant dockyard crane removed

A massive crane capable of lifting 80 tonnes has removed from the Submarine Refit Complex at Devonport Dockyard. The hammerhead cantilever crane was built by Stothert & Pitt of Bath in the 1970s, since when it became a landmark on the local skyline.



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Scotland

A lot has happened in Scotland in the last year. The Scottish Transport and Industrial Collections Knowledge network (STICK) is now up and running. This group is encouraging the information sharing between archives, museums and heritage bodies dealing with Scottish industrial and transport collections. There is a website (www.stickssn.org/site/) to which groups are encouraged to send collection-level information. The group organises annual events and an outline network development strategy under the guidance of a voluntary steering group. A major difference from other museum-based networks is that it embraces non-museum collections such as the Royal Commission on the Ancient and Historical Monuments of Scotland, Historic Scotland and a number of archives with industrial interests.

The 'Capturing the Energy' project, which was established in 2006 to promote wider recognition of the technical and cultural importance of the offshore oil and gas industry to the UK, is continuing to make progress. Companies are being encouraged to make provision for keeping the most important records as their operations evolve, ensuring that they can be safely

stored in an archive repository, and made accessible for current research both within the sector and in the wider community, and for future generations. The aim is to encourage the establishment of a permanent archive hub at Aberdeen University. The completion of the first project FRIGG MCP-01, was marked by a one-day conference at the Aberdeen Maritime Museum in February 2008, timed to coincide with an exhibition of Frigg at Marischal College, Aberdeen and with parallel events in Stavanger celebrating the completion of the much larger Norwegian part of the project.

As far as sites are concerned, the engineering giant, Weirs of Cathcart, is undergoing great change and is moving from its site in Glasgow which has been occupied since the company (specialising in pumps) began. The foundry, a Daylight Factory of 1912 and the 1930s welfare building are listed. The Kilbagie Paper Mills (originally a distillery) in Clackmannanshire is up for sale and the Guardbridge Papermills, Fife (originally Seggie Distillery and then a papermill from 1870s on) has gone into liquidation, as has Heather Mills and Whinfield/Riverside Mills in Selkirk, the latter being the last wool spinning operation in the Scottish



Bell Mill (1790), Stanley Mills, Perthshire

Photo: RCAHMS copyright

Borders. A further loss is the only silica mine in Europe at Lochaline, near Oban in Argyll (1940 on). Kinauld Leather Works in Currie, Edinburgh, one of the last few remaining European producers of fine quality bookbinding leathers, is also seeking to sell its premises. Originally a paper mill, the site has in the past housed a glue and gelatine factory, and J Hewit and Sons Ltd have operated it as a tannery since 1924. The rather handsome Arbroath Goods Shed (possibly the Dundee and Arbroath Railway Engine Shed of 1848) has been demolished.

Farther west, in Glasgow, the Govan, BAe Fairfield Shipyard crane (Sir William Arrol, 1910) has been dismantled in order to facilitate a major warship order, reducing the number of surviving Titan cranes in Scotland to five (three of which are Arrol-built). Meanwhile in Edinburgh, the future of the 1903 WR Herring-designed gas holder at the former Granton Gas Works has not been decided. Across the Forth in Fife, the remaining part of the world-famous Nairn's category A listed South Linoleum Factory, Kirkcaldy, featured in the BBC's *Restoration* programme, is perhaps to be demolished. Linoleum is still made in the North Factory (c.1891).

More positively, the restoration work on Wellington Suspension Bridge in Aberdeen (1829-31) has been completed and the Union Bridge, Hutton, Berwickshire (1820), possibly the oldest suspension bridge carrying wheeled traffic in the UK, reopened after repairs. Hird Bridge (1879), a cast-iron footbridge in Balgay Park, Dundee, has also opened after refurbishment. Also in

Dundee, an application to demolish the old mill at Tay Works, Dundee (flax and jute, fireproof, 1836) was turned down on appeal. Conversion of the Clock Tower Warehouse and the Harbour Workshops proceeded at Dundee's Victoria Dock and is work is underway at Taybank Jute Works (Tay Spinners, 1949).

In the north east, Knockando Woollen Mill, Speyside, with its wonderful array of early textile machinery, has received a grant of £1.3m and development funding (£120,000) from the Heritage Lottery Fund. Meanwhile, the much larger textile mill complex at Stanley in Perthshire (cotton, 1785 and later) has been formally opened by Historic Scotland as a mixed residential re-use scheme, event and educational venue. To the south west, the late-1940s Barony Colliery A-frame headgear in Ayrshire (1906-1989) has undergone refurbishment and along with Lady Victoria Colliery, Newtongrange, Midlothian (1895, closed 1981) is one of the few surviving iconic representations of Scotland's deep coal mining tradition. Lady Victoria Colliery has become Scotland's 'most treasured place' in a keenly-contested on-line poll run by the Royal Commission on the Ancient and Historical Monuments of Scotland as part of its Centenary Celebrations. Meanwhile, the fire in 2006 at the category A listed Sugar Warehouses (c1886) at James Watt Dock in Greenock has not caused as much damage as at first thought and plans to renovate the complex are still on track. Not far away in Port Glasgow, the Gourock Rope Works building (formerly a sugar refinery) was also saved from near certain



Sugar Warehouse (c.1886), James Watt Dock, Greenock, photographed in 1988 by RCAHMS

demolition and has been converted into high quality apartments overlooking the Clyde.

Moving south, the Andrew Barclay Engineering Works in Kilmarnock, Ayrshire has been converted into flats with a small heritage centre containing a pug locomotive, and in Glasgow work has resumed on the conversion of the A and W Smith's Eglinton Engine Works. Nearby, the biggest archaeological programme of the year in the UK was that preceding the M74 that cuts through the Southside of Glasgow. It attracted much local interest in the footings and detritus of tenements, as well as the in the Govan Ironworks (Dixon's Blazes), remains of McOnie's sugar machinery works, Falfield cotton mill, runs of canal and a spectacular amount of material from the Caledonian Pottery site. Lastly, the Bell Rock Lighthouse (Rennie and Stevenson, 1806-11, near Arbroath, Angus) bi-centenary plans are now well underway with an exhibition involving most of Scotland's national collections planned for 2012.

To conclude, it is with sadness that we learned of the death of Dr William (Bill) Lind after a short illness. Bill and his band of dedicated volunteers at the Ballast Trust and the Aggregate Foundation, both of which Bill established and funded, have made an important contribution to Scottish business and industrial archives. Acting as agents for Glasgow City Archives, Glasgow University Archives and the National Archives of Scotland, the two trusts weeded huge quantities of rescued archive material, with Bill as the driving force over many years. He will be sorely missed.

*Miriam McDonald
Secretary, Scottish Industrial
Archaeology Panel*

Home Counties

The villages of East and West Lockinge and Ardington lie on the Lockinge Estate, to the east of Wantage (Oxon). The Wardingley family are keen local historians and one of their exhibitions took place in March 2009. The focus was on the lives of Lord and Lady Wantage, who moved into Lockinge House in 1859, and who played a major part in the life of the estate, the town of Wantage and the county of Berkshire. Lord Wantage, who died in 1901, was a keen supporter of the

Wantage Tramway, which linked the town to the Wantage Road station on the GWR main line west of Didcot. In the late 1890s he took over the failing Wantage Engineering Company which, together with the separate firm of Nalder & Nalder (based nearby in East Challow), produced machinery for agriculture and the brewing trade. Buildings of both companies survive in other use, and the Lockinge Estate has a progressive policy of sympathetic conversion of former 'model' farmyard buildings.

Lord Wantage supported the building of an extension college of Oxford University in Reading (Berks). This became Reading University, and land on London Road was provided by the Palmer family of Huntley and Palmer biscuit fame. That name lives on as an abandoned rail flyunder east of the station (now being rebuilt), which connects the Up side of the Western main line station with the Southern lines, and is still known as the 'Huntley and Palmer crossing'. The biscuit factory used to lie just south of the railway at that point. A major plan has been put forward to reconstruct Reading railway (not TRAIN!) station which includes a flyover to the west to allow Up trains from the Newbury direction (from the 'Berks and Hants' line) to reach the Up side of the main station without flat crossing of the Down Bristol lines. The reconstruction will put an end to the motley collection of railway sheds and offices, some dating back to GWR times, which lie north of the Bristol line to the west of the station, and probably also to the long range of station buildings, in rich red brick with blue brick trimmings, which now lie alongside platform 9 on the north side of the station.

The reconstruction of the Wendover Arm of the Grand Union Canal (Bucks/Herts) continues, with channel lining work currently concentrated to the east of Drayton Beauchamp. No less than four research-based historical articles, linked to the Arm, have been published during the past year. In the June 2008 issue of the *Journal of the Railway and Canal Historical Society (JRCHS)*, Keith Evans gave an update on the complexities of water supplies to Tring Summit, where the GUC main line crosses the Chilterns. As well as water from

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springs at Wendover, two pumping stations (the existing one at Tringford and an abandoned one at Whitehouses) and four reservoirs have been involved. In the JRCHS for March 2009, Henry Gunston and Adrian Bayliss described the complexities of the collection of water from springs upstream of the head of the Arm at Wendover Wharf, and discussed the relevance of very early measurements of water flows

by the canal company – an important nineteenth-century hydrological record. In the same issue Timothy Peters and Stephen Brown discussed the historic use of asphalt for lining the Wendover (and Llangollen) canal arms, following an earlier paper on a similar theme which appeared in the Proceedings of the Institution of Civil Engineers in November 2008. Bone Mill Sluice on the Kennet and Avon Canal near



Restoration work in hand near Drayton Beauchamp on the Wendover Arm of the Grand Union Canal
Photo: Henry Gunston



Exposed remains of the early nineteenth century Whitehouses pumping station. The arches are where water was pumped out into the Grand Union's Wendover Arm from the lower-level Wilstone Reservoir
Photo: Henry Gunston

Newbury (Berks), long a source of problems, is now being replaced.

Although the region failed to feature, even at nomination level, in the transport related Historic Bridge and Infrastructure Awards for 2009 (see *IA News* 148, pp11-12), the railway at Banbury (Oxon) still operates with 'old fashioned' semaphore signals and manual signal boxes. Sadly, Brunel's Great Western main line from Paddington to Bristol Temple Meads is no longer being considered for nomination as

a World Heritage Site. The Great Western Society's long-term plans for its Didcot Railway Centre (Oxon) have been affected by Network Rail's refusal to make clear decisions over the future occupancy of the site by the GWS. More positive rail-related activities include plans by Chiltern Railways for a link joining the former Great Western & Great Central Joint and the London & North Western (LNW) lines near Bicester (Oxon) which, if approved, could allow Chiltern to run a new

service between London Marylebone and Oxford. Further north, the 'East West Railway Consortium' has plans to revive a rail link between Oxford and Cambridge, using the former LNW route from Oxford via Bletchley (Oxon) to Bedford, and then alternative cross-routes to the East Coast Mainline from Bedford to Sandy (Beds) or from Luton (Beds) to Stevenage (Herts) [which never was a railway route], finally using the existing former Great Northern line from Hitchin (Herts) to Cambridge.

In January an application to turn Flitwick Mill (Beds) into a dwelling was turned down by Mid Beds Council. The Flitwick Preservation Group now hopes the mill can become a heritage centre. Although the mill ceased work in the 1980s, much of the machinery is in situ. Some demolition of twentieth-century buildings has taken place at Nash Mills, Hemel Hempstead (Herts), once part of the John Dickinson empire. Dendridge's Mill, East Challow (Oxon), although mainly converted to (not-readily-affordable) accommodation units, has had a new reverse Archimedean screw turbine installed to generate electricity (see also 'The New Mills Torrs Hydro' in *IA News* 148, pp10-11). Commercial roller milling

continues at Shipton (Oxon), Tring (Herts) and Wantage (Oxon). The Shredded Wheat factory in Welwyn Garden City (Herts) closed last year when production moved to Staverton, Wilts. The first part of the iconic Grade II listed factory was built in the 1920s to the designs of Louis de Soissons, architect to the Garden City. A £300m mixed development scheme by Spenhill, the regeneration arm of Tesco, would appear to see the buildings, including the silos, kept. Factories to the south have already been demolished.

At Potton (Beds) the Victorian foundry buildings of Kitcheners were demolished last year despite having been refurbished as offices and, as reported in *IA News* 148, p12, the Aspley Paper Trail (Herts) is at risk. A major closure early in 2008 was the Stewartby Brickworks (Beds) where activities started in 1897. At the height of production the works produced 738 million bricks a year, had 32 chimneys and employed more than 2,000 workers. Before closure it was producing around two million bricks a year and one of the four then remaining chimneys carried the name 'STEWARTBY' in glazed white bricks. The multinational workforce has, over the years, included former German prisoners of war, Italians, Sikhs from the Indian Punjab, together with Poles and other eastern Europeans. Still within Bedfordshire, Vauxhall in Luton could have major problems resulting from the financial instability of General Motors, their parent company in the USA. The BMW Mini factory at Cowley (Oxon) could also be affected by the financial downturn.

Our thanks for contributions from *Bedford Today*, Ian Jack in *The Guardian Weekly*, John Hudson, *Modern Railways*, and the Wardingley family.

Henry Gunston and Tim Smith

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

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Region 5: NORTH WEST ENGLAND

Lancashire, Merseyside, Greater Manchester and Cheshire
Roger N. Holden, 35 Victoria Road, Stockport SK1 4AT

Region 6: WALES

Pat Frost, Castlery Archaeology, 33 Stallion Lane, Pontesbury, Shrewsbury, Shropshire SY5 0PN

Region 7: WEST MIDLANDS

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

John Powell, Ironbridge Gorge Museum Trust, Coach Road, Coalbrookdale, Telford TF8 7DQ

Region 8: EAST MIDLANDS

Derbyshire, Nottinghamshire, Lincolnshire, Leicestershire and Northamptonshire

David Lyne, 10 Somerville Road, Leicester LE3 2ET

Region 9: EAST ANGLIA

Cambridgeshire, Norfolk, Suffolk and Essex

David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY

Region 10: GREATER LONDON

Dr R. J. M. Carr, 127 Queen's Drive, London N4 2BB

Region 11: HOME COUNTIES

Oxfordshire, Bedfordshire, Berkshire, Buckinghamshire and Hertfordshire
Henry Gunston, 6 Clement Close, Wantage, Oxfordshire OX12 7ED

Region 12: SOUTH EAST ENGLAND

Hampshire and Isle of Wight, Surrey, Sussex and Kent
Alan Thomas, 6 Birches Close, Epsom, Surrey KT18 5JG. Email: a.h.thomas@btinternet.com

Region 13: WEST OF ENGLAND

Somerset, Avon, Gloucestershire, Wiltshire and Dorset
Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ

Region 14: SOUTH WEST ENGLAND

Devon and Cornwall
Graham Thorne, 11 Heriot Way, Great Totham, Maldon, Essex CM9 8BW

comprises eight huge maltings buildings, some of which are fire-damaged, central power and utilities, and ancillary buildings. Malting ceased in 1959, since which time this massive Grade 2* site has perplexed planners anxious to find a viable future for it. Following a study commissioned by the Prince of Wales' Phoenix Trust, an ambitious development proposal for mixed office and residential use including a health centre, restaurants etc, has been devised by Gladedale Special Projects Ltd. Regrettably, the proposals involve some demolition but this is seen as essential to the functioning of the site by bringing light and space to the central core. It is intended that the external facades and peripheral buildings, which can be seen from miles around, will survive intact. The impact of this development on the town of Sleaford is considerable and it includes the provision of a new link road and railway bridge. The SLHA, whilst concerned about some aspects of the proposed development, generally welcomes it because, at last, the future of the site will be secure.

The Society for Lincolnshire History and Archaeology is also progressing well with organising the AIA 2009 Conference which is to be based in Lincoln University in September this year. The tours will cover the length and breadth of the second largest county with a variety of different places including the 1894 swing bridge at Sutton Bridge, the massive Scunthorpe ironworks, numerous working windmills, drainage pumping stations, industrial villages, Grimsby and Immingham Docks and the monumental Sleaford Maltings. A new innovation will be a Poster Session when people can display projects they are currently working on and ask colleagues for further

information or comments.

Nottingham Industrial Archaeological Society, despite earlier reporting how much they enjoyed working on a Nottingham County Council dig this year (the Portland Path Project at Wharf Green, Jacksdale), have decided that the fall in membership over the last few years has taken its toll to the extent that as from 31 March 2009 NIAS will no longer exist. This is bad news for the East Midlands Industrial Archaeological Group who had financially propped up NIAS but sadly, with little or no local support, closure has to be accepted. It is hoped that the members who remained to the end will join up with the other East Midlands Groups most of whom have noted an increase in membership over the past two years.

Why has one section of the East Midlands failed to interest both existing or new members to Industrial History? It would also be an opportune time for our friends in the North East Derbyshire Industrial Archaeological Society (NEDIAS), based at Chesterfield, to consider becoming a member of the EMIAC group!

Leicester Industrial History Society (LIHS, see web site: lihs.org.uk) continue to find more than enough to do! Fighting or attempting to co-operate with the City Council on the future of Listed Buildings on the Buildings at Risk Register is currently a priority, together with our year on year monthly dig at the Swannington Mine site, and continuing investigation into a revision and update of the Leicester and Swannington Railway history. Leicester City Council have over 450 listed buildings within the City area, of which about 60 are considered to be 'At Risk'. Furthermore, with the collapse of several regeneration

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The monumental Bass Maltings at Sleaford

Photo: David Lyne



The main entrance to the Equity shoe factory in Leicester

Photo: David Lyne

schemes involving listed buildings that were to be 'saved', these privately owned buildings are now even more 'at risk' as money for their welfare prior to inclusion into a regeneration project is withdrawn with the inevitable result of further dereliction and vandalism.

LIHS have just undertaken a video/photographic recording of yet another Leicester shoe firm that has

succumbed to the industrial decline. Equity Shoes on Western Road opened in 1896 and was one of the early Leicester Cooperatives. It has closed, and we had just two days' notice before the administrators took over. It may yet re-emerge as a non-manufacturing company at another location in the UK to preserve the Equity brand name.

David Lyne

PHOTO FEATURE – HARBOUR LIGHTS



Watchet, Somerset



Maryport, Cumbria



Douglas, Isle of Man



Portland Breakwater, Dorset



Lydney Harbour, Gloucestershire



Barry Docks, South Wales



Penzance, Cornwall



Whitby, Yorkshire



Whitehaven, Cumbria

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

Berkshire Industrial Archaeology Group News, 18, Autumn 2008; 19, Winter 2008, 20, Spring 2009

Conservation Bulletin, 59, Autumn 2008, 60, Spring 2009

Cumbria Industrial History Society Bulletin, 72, December 2008, 73, April 2009

Dorset Industrial Archaeology Society Newsletter, 23, January 2009

Greater London Industrial Archaeology Society Newsletter, 240, February 2009

Hampshire IA Society Focus on Industrial Archaeology, 71, December 2008 Hampshire Mills Group Newsletter, 82, Autumn 2008, 83, Winter 2008, 84, Spring 2009

Historic Gas Times, 57, December 2008, 58, March 2009

Industrial Heritage, 34/2, Winter 2008/9

Midlands Wind & Water Mills Group Newsletter, 92, December 2008

Northamptonshire Industrial Archaeology Group Newsletter, 109, Winter 2009

Scottish Industrial Heritage Society Bulletin, 50, March 2009

Surrey Industrial History Group Newsletter, 167, January 2009, 168, March 2009

TICCIH Bulletin, 43, Winter 2008

WaterWords: News from the Waterworks Museum, Hereford, Spring 2009

Worcestershire Industrial Archaeology and History Society Journal, 36, Spring 2009

Yorkshire Archaeological Society Industrial History Section Newsletter, 74, Autumn 2008, 75, Early Spring 2009

Short Notices

Ferries of Gloucestershire, by Joan Tucker, Tempus Publishing, 2008. 160pp, 137 illus. ISBN 978-0-7524-4238-9, £17.99.

Stroud-based Joan Tucker follows her work on *The Stroudwater Navigation* (2003) with a study of a dozen 'passages' of the river Severn, moving upriver from below Aust to the Gloucestershire county boundary above Tewkesbury, plus Twynning Fleet on the Avon and three crossings of the river Wye where Gloucestershire meets Monmouthshire. But the Severn is at the core of this book and the records held in local archives at Bristol and Gloucester provide the detailed evidence of agreements, but often also disputes, over ownership, charges and not least reliability. The complicated history of Old and New Passages is explained, both for road and rail usage; smaller crossings such as Newnham to Arlingham also have a very long history. Well illustrated with 137 photographs, maps and plans, this volume adds to the growing number of studies of use along and across one of the nation's greatest rivers. Its format might usefully be applied further upriver too.

The Lundy Granite Company: an industrial adventure, by Peter Rothwell and Myrtle Ternstrom, Westwell Publishing, 2008. 186 pp, 96 illus. ISBN 095214139-6. £14.99.

Lundy Island in the Bristol Channel is best known for its wildlife, prehistoric and early Christian archaeology and three lighthouses, but one short-lived industrial enterprise had a great impact. First mooted as a possible source of income by the owner William Hudson Heaven, the Lundy Granite Co. Ltd was eventually formed in 1863. Capital was available to open granite quarries on the east side of the island. Remote Lundy required accommodation for the projected workforce but this remoteness was one reason why the venture failed within a few years after so much was expended. To the industrial archaeologists there remain abandoned quarries

connected by tramways and an incline with an unusual brake drum foundation for lowering stone to a shipping pier, traces of which lie on the shoreline, in addition to ruined cottages and a hospital.

The Thames & Severn Canal, by Humphrey Household, Amberley Publishing, 2009. 260pp, illus. ISBN 978-1-84868-035-7. £14.99.

Since it was first published in 1969, this magisterial historical study of the Thames and Severn Canal has been highly regarded for its depth of research, the fruits of many years of work by its author back in the 1940s-60s. Out of print for some 20 years, this book is now available in a new edition in an attractive paperback format. The author expanded and updated his text for the second edition in 1983 and it is this version available again, with as many as possible of Household's original photographs taken during his fieldwork. These too now have historical value. Charles Hadfield called this book 'as good a history of a single British canal as has been written.' He was right. Hadfield's Forewords to both earlier editions are included here, plus a new Foreword by David Viner, looking back over 40 years.

Book news

Lincolnshire Bells and Bellfounders

Soon after this book was published in 2000 it was sold out, as was a reprint. Since then a tremendous amount of new information relating to both bells and bellfounders has emerged. There have also been many restorations and augmentations in the county. John Ketteringham has therefore been working on a completely new and enlarged second edition. He has tried to record all bells wherever they are hung. This has proved well worthwhile and there have been some interesting discoveries. Included are transcripts of 59 letters relating to the bells of Lincoln Cathedral dating from 1763-1834. Together with the Carlton Scroop letters these make fascinating reading. This book should be of interest to family and local historians, industrial archaeologists and indeed to everyone with an interest in the Heritage of Lincolnshire. This book will be published by subscription at an estimated price of £45. If interested please contact the author, John Ketteringham, 27 Bunkers Hill Lincoln LN2 4QS, or email: john.ketteringham@ldgcb.org.uk. Those who have expressed their interest will be sent subscription forms shortly before going to print.

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**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@rogertapp.co.uk.

**16 MAY 2009
EMIAC 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, Micleover, Derby DE3 9FQ, or email: 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/imh>.

**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. Website: www.ticcih2009.de.

**4-10 SEPTEMBER 2009
AIA ANNUAL CONFERENCE**
at the University of Lincoln, the AIA's annual conference, followed by field visits and evening lectures after the weekend. See the AIA website for more details.

**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.

**7 NOVEMBER 2009
WILTSHIRE IA SYMPOSIUM**

at the Wharf Theatre, Devizes, symposium including fibre matting, railways, airfields, secret underground cities and brickmaking. For details write to IA Symposium, Wiltshire Heritage Museum, 40-41 Long Street, Devizes, Wiltshire SN10 1NS, Telephone: 01380 727369, or Email: wahns@wiltshireheritage.org.uk.

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

More Diary Dates can be found on the AIA website at www.industrial-archaeology.co.uk



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- 1 April for May mailing
- 1 July for August mailing
- 1 October for November mailing

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



Demolition at the gates: an increasingly common scenario? Fortunately, Wolverhampton's Springfield Brewery was recorded on film in better days (see inside, page 12)

Photo: David Cooper