

INDUSTRIAL ARCHAEOLOGY NEWS

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FREE TO MEMBERS OF AIA



**Cork Conference • Heritage Lottery Fund • Marie Nisser
SS Robin • Record Fine for Demolition • Swedish Postscript**



INDUSTRIAL ARCHAEOLOGY NEWS 159 Winter 2011

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AIA Conference Cork 2010

Seventy five delegates assembled for this year's Conference held at the University College Cork, our first in a foreign land and, amazingly, the weather remained dry and fine throughout.

Roger Ford

Star turn was Dr. Colin Rynne, President of the Industrial Heritage Society of Ireland and 2007 Rolt Memorial Lecturer, whose knowledge of Irish – particularly social – history and anecdotes of the local scene was very evident as he guided us on all the field trips. Time is a somewhat flexible commodity in the Emerald Isle, which delegates had to make allowances for. Accommodation was absolutely first rate; unfortunately it was situated a mile or so from the venue for the lectures and the staff dining room (the latter producing ample nourishing food). This would have tested the long distance mobility of some of our older colleagues to the limit had not lifts been available.

First day, Friday, was seminar day until 2.30pm, with several good papers by some of the students from the University of Cork. Afterwards, delegates were bussed to the preserved Midleton distillery. These buildings have a very mixed history having been converted from a mill to three malting kilns in 1830 (from which the distillery evolved) and are now preserved purely as a tourist site. This activity dates from the 1850s, capacity gradually building from 400,000 gallons per year to 2 ½ million litres (the Irish like to mix their measurements) in 1974, the last year of operation. There is a splendid 22 foot breastshot wheel by Fairbairns of Manchester, working from 1852 until closure, which still has

all its associated machinery intact and often turns -but not for our party- supplemented by a second hand steam engine, also from Manchester. The prize exhibit is the largest pot still in the world with a capacity of 31,648 gallons.

Dr. Rynne delivered the Friday evening lecture on the IA of the Munster region. Unsurprisingly, because of the climate, such industries as existed were primarily water powered, as Ireland has no coal and the peat has a low calorific value. Some quarrying went on in the area, the local limestone having the hardness, quality and appearance of marble. Principal activities were food and drink related – distilling, brewing and butter production.

Saturday morning's talks started with Peter Foynes, curator of the Cork Butter Exchange Museum, on its archaeology – at its height 400,000 firkins of 70lbs capacity were exported all over the world. The trade in the 1870s earned in excess of £1,500,000 each year.

Next up, Dr Rynne talked on County Cork's brewing and distilling, the power for which came from the many streams descending from the mountains, whilst the water came from artesian wells. By 1780 1,228 distilleries were producing cheap gin and whisky – beer only came into fashion in the nineteenth century. Cooperage was a major skilled trade at this time and land to allow the casks to mature was at a premium.

The morning concluded with a wonderful 1947 documentary film of the Monard water powered spade mills – in Ireland 1,100 different varieties of spade were in use for the various tasks. The same water was used at three different levels of millponds, work progressing steadily from one mill to the next, as the water turned the wheels.

Short presentations ranging from industrial archaeology in Malta to reconstruction of a Victorian station roof kept us interested during



Jamesons Midleton Distillery Warehouse

Photo: Peter Stanier

COVER PICTURE

Generator Hall at Ardnacrusha. In 1931 these three Siemens-Shuckert machines produced 96% of the electricity in the Irish Free State

Photo: Chris Barney



Dr Colin Rynne and delegates at the Ballincollig Gunpowder Mills

Photo: Bill Barksfield



Bantry Harbour Old Quay

Photo: Peter Stanier



Restored Man-Engine House at Allihies Copper Mine

Photo: Bill Barksfield

the afternoon. Particularly noteworthy was a contribution entitled 'Industrial past of Czech lands' from our visitors from Czechoslovakia led by Vaclav Matousek. We hope to see them again. The conference dinner was held in the River Lee Hotel where we all enjoyed a treat, alcohol with dinner – there being none available in the staff dining room. The menu featured delicious Irish dishes and was much appreciated.

Sunday took the usual form of an outline of proposed foreign trips in 2012, the Association AGM and the Rolt Memorial Lecture. Delivered by Professor Patrick Malone, this covered the development of the vast and complex water power system in Lowell, Massachusetts and particularly the need to guard against the occasional but potentially devastating floods on the Merrimac River. Professor Malone's book on the subject *Waterpower in Lowell* won the AIA Peter Neaverson Award in 2010 so it was good to hear him speak on the subject and be able to ask questions. It was the first time the Rolt lecture has been delivered by an American.

In the afternoon we enjoyed a saunter through a public park where, in 1794, were established the Ballincollig gunpowder mills, at 431 acres second only to Waltham Abbey works which we had visited during the Hatfield conference. Not a lot remains of the original buildings, complex watercourses, wheel pits and dams, though a turbine that drove an incorporating mill still exists beneath a restored but closed off building. Security of the site during the various troubles was always a problem for the British authorities who subsequently sold the site in 1833, demand having slumped after the Napoleonic Wars. One citizen stole powder from here, storing it in his loft – not a good idea in an age when lighting was by candle. When it went up it took twelve acres of the city with it!

The evening lecture was about the copper mines of County Kerry, delivered by the Head of the Department of Archaeology at Cork, William O'Brien, a noted prehistorian who nevertheless fascinated a group of industrial archaeologists! These were first worked about 2500BC and axes and other artefacts made from this copper have been found in many parts of Britain. It was last worked, on a modest scale, between 1707 and 1912. The most active period was 1804 to 1810 when Cornish miners raised 3200 tons of ore which went to Swansea for smelting, coal being brought back for the engines to keep the mine drained.

This prepared us for Monday's trip, on a glorious sunny day. First stop was the disused Chetwynd railway viaduct, 1000 tons of spectacular cast and wrought iron, constructed in 1847. Next to Bandon town with a brief stop to view Overton cotton mill; an interesting site, totally derelict, which we didn't have time to inspect. On to Bantry Bay to savour the superb coastal scenery and then around the Ring of Beara on a bumpy road to the Allihies copper mine where an absolute feast awaited us, prepared by the volunteer staff of the excellent museum. The welcome was so generous that it was 4pm before all had partaken. A trek up the



Cork City Water Works with County Asylum behind

Photo: Chris Barney



Penstocks at Ardnacrusha able to delivery 100 tons per second

Photo: Bill Barksfield



Original Control Room at Ardnacrusha Power Station

Photo: Chris Barney

mountain followed to visit the spectacular conserved shell of Ireland's only known man-engine which was also used for winding.

One way and another departure wasn't until 5.30pm (arrival back had been scheduled for 5pm) and we actually made it at 9.30, by which time everyone, including the catering staff, had locked up and gone home. A very enjoyable day nevertheless and the Chinese takeaway next to the accommodation registered a boost in takings.

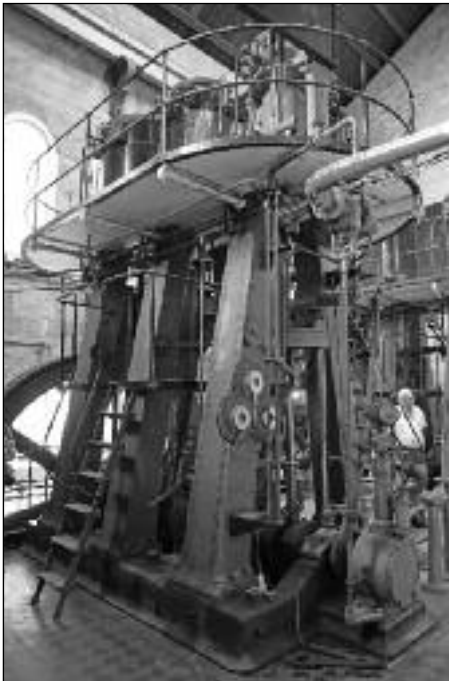
Tuesday started with a visit to the Cork Corporation waterworks, the best preserved pumping station in Ireland. Here sit three triple-expansion Combe and Barbour steam engines from 1905 with Corliss valve gear fed by two Lancashire boilers and connected to ram pumps. There is also a turbine house of 1888 with twin Fourneyon turbines. The steam engines operated until superseded by electric centrifugal pumps in 1938. They were retained as standby and used occasionally during and after the Second World War.

After examining this splendid machinery and admiring the impressive lunatic asylum buildings on the hilltop behind, the party forayed into the centre of Cork where Dr. Rynne gave a conducted tour of what is left of its industrial archaeology. We started at Beamish and Crawford's 1792 porter brewery, modernised in the 1860s, its extensive maltings now offices of the university. Adaptively reused warehousing was seen en route to the Castle with its reputed panoramic view of the city (denied us because the gate was locked). We found a small boatbuilding shed where the workers were happy to show us their expertise in constructing, amongst other craft, traditional coracles.

The tidal River Lee runs through the centre of the city in two main channels and there are some fine bridges – the original section of one goes back to 1713. Following lunch, the tour continued to the site of the North Mall distillery from circa 1782 until it burnt down in 1920. We passed a small bit of the fifteenth century town wall which survives as well as the vegetable and meat markets. The Harbour Commissioner's bonded warehouse of 1818 was admired and we observed the site of Henry Ford's 1912 tractor factory. By 1920 it was obvious that this was a white elephant and production was switched to the model T. Closed in the 1980s, the factory is now used for storage.

In the evening we all attended a scrumptious spread, accompanied by wine laid on by Dr. Rynne's wife Stella at the Cork Public Museum, of which she is Director. The Museum has a fine collection of objects, including some remains of Dr Rynne's excavations of early water mills. We returned to the university for dinner, thus getting two feeds to compensate for the previous evening.

On Wednesday the field trip first visited Mallow Station of G.S.&W.R. where the original 1847 building stands at right angles to the realigned station now in use. From there to Limerick on the Shannon, the country's longest and widest river. This was first bridged in 950 and the still working docks were viewed along with remnants of the gasworks etc.



1905 Combe and Barbour engine at Cork City Waterworks
Photo: Bill Barksfield

After more hostelry research the party adjourned to the amazing hydro-electric works at Ardnacrusha. This impressive construction, German designed, took 5000 workers to bring it about between 1926 and 1929, absorbing a large proportion of the national budget. A dual track narrow gauge railway with 130 locomotives and 3000 wagons were used to construct the 7 ½ mile canal bringing water to the 100 foot high dam where the headrace delivers 100 tons of water per second to four Siemens-Shuckert turbines. In 1931 this station generated 96% of the current used in the 26 counties. One of the most impressive aspects is a double lock, each with a fall of 50 feet for pleasure boats, taking an hour to lock up or down. There is also a hydraulic salmon lift to allow fish to pass the works.

On our return to Cork we were again indulged with a cheese and wine reception – this time courtesy of Kerrygold – at the Butter Market Museum, a small museum but full of interest, before returning for dinner. The conference didn't improve our waistlines any.

The last day we headed for Cork Harbour, again in fine weather (amazing), stopping in Cobh where the tenders from transatlantic liners put in, and the last port of call for the *Titanic* (123 passengers joined here). There is a memorial to the victims of the 1916 torpedoing of the *Lusitania*; the bodies were brought here for burial. We climbed up for a panoramic view of Haulbowline Island which once housed the British Navy's victualling yards and is now a base for the Irish Navy.

After lunch we went to Kinsale Head, off which the *Lusitania* went down. At this venue we expected to visit the old light house. However, the area is now a private golf club and we were refused admittance as the owners had changed their minds. We had to make do with what remains of a headland cottage which functioned

as a semaphore signal station from 1814 and was lived in until the 1940s.

Thus ended a conference which was quite different from any of our previous ones, enlivened by numerous amusing episodes. Everyone had bent over backwards to be as helpful as possible – no jobsworths in Ireland. We look forward to Chelmsford in 2012.

Professor Marie Nisser (1937-2011)

Marie Nisser, who died in August, was one of the pioneers of industrial archaeology in Sweden and played an influential role on the international stage, most notably in TICCIH, The International Committee for the Conservation of the Industrial Heritage. Throughout her career she worked closely with people and organisations in Britain and frequently attended meetings here. From 1967 she came to the Bath conferences that preceded the founding of the AIA and attended the First International Congress on the Conservation of Industrial Monuments, held in Ironbridge in 1973, that led to the formation of TICCIH. She published widely and worked tirelessly and effectively across the boundaries of art, architecture and technology as well as industry, government and academia, to promote industrial heritage studies and practice. This catholicity of knowledge, her fluency in several languages, and a burning commitment and determination were among her foremost strengths.

Neil Cossons

Marie Nisser was born in Stockholm in 1937. She studied at the University of Uppsala, where she took a degree in the history of art, with a dissertation on Swedish fortifications of the seventeenth to nineteenth centuries, their design

and engineering, followed by a year at the Kungliga Konsthogskolan, the Royal Institute of Art, Stockholm, with a project on Nordic wooden towns, some of which were then under serious threat of demolition.

Marie Nisser's work in the field of industrial heritage began when she was a Research Assistant in the Department of the History of Arts at Uppsala University. From 1968 she played a leading role in the first initiatives in Sweden to record industrial heritage. In the 1970s she worked with the Association of Pulp and Paper Engineers, leading a major project to document pulp and paper mills in the forested region of Värmland and Dalsland. Her position in Uppsala also provided the locus for her to undertake numerous projects recording working industries as well as remains of those no longer in operation; these included pulp and paper, iron and steel, hydropower, textiles, and canals. It is indicative of Marie's powers of persuasion that she was able to find funding for these projects from industrial corporations and trade associations as well local government, national, regional and local museums. It was Marie herself who initiated many of the projects, found the backing and managed the teams who engaged in the work. She also set up historical committees in the branch associations of the iron and steel, pulp and paper and hydropower industries, where she soon became accepted as a colleague.

In the context of the emerging awareness in Sweden during the 1960s of working people and places, Marie's interest in culture, technology and architecture enabled her to awaken a broader public interest in the historic industrial environment. She was a powerful advocate who spoke with passion, authority and, increasingly, with sound practical experience.

In 1992, the Swedish Research Foundation for Humanities (HSFR) recognized the growing importance of Marie's work and of industrial heritage by awarding her a Chair in Industrial Heritage Research which she chose to establish at



Neil Cossons, Michael Rix (1913-81), Angus Buchanan, Frank Atkinson, Robert Vogel and Marie Nisser (1937-2011)
Photo: Bath Chronicle 4 November 1967 © Angus Buchanan

the Kungliga Tekniska Högskolan, Royal Institute of Technology, or KTH. Here she pioneered a PhD programme, mentoring numerous successful students, and conducted a wide range of ground-breaking studies. One of these was an international training programme called the Nordic/Baltic Industrial Heritage Platform, which linked representatives from the Nordic nations with their Baltic neighbours in training and research projects and was designed to overcome some of the barriers that had divided them during the Soviet era. Marie was especially proud of the opportunities provided to young professionals to study and practice in industrial heritage. It was during her time at KTH that she saw Engelsberg Bruk inscribed on the World Heritage List (1993), along with the Great Copper Mountain in Falun (2001), and numerous other industrial sites recognized by national and regional government.

Internationally, Marie was one of the early scholars studying industrial heritage in Europe. She organised the TICCIH Conference in Sweden in 1978 and subsequently played a central role in its direction, hosting meetings, serving on the Board, and was elected President. In recent years, and by now professor emeritus, Marie remained vigorous and prominent, providing guidance to students and colleagues around the world. And, she was very much present and active at the last TICCIH Congress, held in Freiberg during 2009.

Hers will remain an influential voice for all who knew her, thanks to her unique combination of intellect, critical thinking, energy and care for those around her. She brought a deeply principled approach to everything she did and was never shy in expressing her disapprobation of what she thought was wrong or unwise. An, at times, impish sense of humour more than balanced these sometimes stern admonishments, but it will be Marie's generosity of spirit and dedicated commitment to the future of the industrial heritage that will be her lasting legacy.

After several years of stoical struggle with cancer Marie died on the night of 11/12 August at her home in Stockholm.

Heritage Lottery Fund's support for Industrial Heritage

The Heritage Lottery Fund (HLF) is taking the opportunity to review its support for the conservation of sites, buildings, artefacts and the stories behind our Industrial, Maritime and Transport heritage (IM&T) during the year when English Heritage is focusing on Industrial Heritage at Risk. Since it was established in 1994 HLF has awarded over £4.5 billion of Lottery good causes money to the full range of the UK's heritage. Of this, an impressive £780 million has been awarded to over 2350 IM&T projects covering a vast array of different industries, types of transport, and maritime sites and vessels. This article presents an overview of some of the more recent projects funded and the impact HLF funding has had on preserving the UK's industrial heritage.

Tony Crosby

Despite the popularity of living and working in historic buildings and areas, especially those adjacent to water, our industrial heritage is particularly at risk in the present economic climate – owners are finding it difficult to maintain their businesses and buildings; development in and regeneration of former industrial areas has slowed down; and grant funding sources are diminishing. HLF funding, however, has resulted in over 20 former industrial sites being taken off English Heritage's at risk register. The two most recent are at Bestwood Colliery, Nottinghamshire, where the designated engine winding house and headstocks have been restored and interpreted; and the Grade II* listed Derby Roundhouse where the once derelict building is now at the heart of Derby College. Others include the consolidation and

interpretation of the Grade II listed and Scheduled Wheal Peevor engine houses in Cornwall; the conservation of the remains of the Scheduled sixteenth century Oare Gunpowder Works within a country park in Kent; and the Grade II listed Gayle Mill in Wensleydale which is now a net producer of electricity.

The breadth of the types of industrial and transport heritage that HLF supports is well illustrated by a number of awards made this year. These range from the Middlesbrough Transporter Bridge, one of only two currently operational in the UK, through HMS Alliance, the only surviving 'A' class Second World War submarine, and SS Nomadic, the tender ship which delivered passengers to the Titanic in 1912, to the pavilion on Penarth Pier and the 1771 Grade I listed Arkwright cotton mill at Cromford. These are all multi-million pound Heritage Grants projects, but recent projects that have had Heritage Grants of less than a million include the Newman Brothers Coffin Works in Birmingham, the Lune Aqueduct on the Lancaster Canal, Woodbridge Tide Mill in Suffolk, the North Eastern Railway 1903 petrol electric autocar and coach and the Cleveland Mining Museum at Skinningrove.

You do not need to spend hundreds of thousands of pounds. Modest amounts can make a difference to our industrial heritage and people's engagement with it, as some examples of projects in HLF's Your Heritage and Young Roots grant programmes (all under £50k) illustrate. At the Babbacombe Cliff Railway the station buildings have been refurbished and interpretive material provided with a grant of £31,000; and at the North of England Institute of Mining and Mechanical Engineers the conservation and care of the Institute's unique collection of manuscripts, books, hand drawn and printed maps, plans, drawings, artefacts and works of art has been funded with a grant of £49,700. Preservation of our industrial past also includes the recording of stories, memories and traditions of how industries operated and their impact on the people involved. Again using small grants, in the Fishing Families of Lough Neagh project the memories of members of this Northern Ireland fishing community were recorded and preserved for posterity in a permanent archive; and the stories of people who worked at the Brooke Bond tea packing factory in Bristol in the second half of the twentieth century have been captured through an oral history project.

Engaging young people with our industrial heritage is vital if future generations are to help sustain it. Through our Young Roots grant programme a group of disadvantaged teenagers in Lanarkshire were introduced to the heritage of motorcycles and motorcycling culture when they restored and interpreted a B.S.A. Bantham motorcycle; while in the Northwest another group worked with the Waterways Trust and Manchester Libraries to research and document the heritage of the Rochdale Canal and the impact it had on their community. In Northeast London a group of young black people researched and documented the contributions of African shipwrights and



Derby Roundhouse now part of Derby College



Jackfield Tile Museum where the HLF grant also funded the new Fusion building Photo: Ironbridge Gorge Museum Trust



Lune Aqueduct on the Lancaster Canal

Photo: British Waterways



Middlesbrough Transporter Bridge

Photo: Graham Brooks

sailors to UK maritime history. Another example of engaging a non-traditional audience with transport heritage is the group of visually impaired people who helped create accessible, tactile interpretation of the locks on the Leeds and Liverpool Canal. While the large projects will be run by local authorities, national bodies such as British Waterways and the national museums, the majority of these small grant projects are run by small local heritage societies and community groups.

Mention was made above of the shipwrights and sailors of African origin, and immigrants have played a major role in UK industry over many centuries. Their contribution has been recorded through a number of projects including their involvement with the brickmaking industry of Marston Vale, Bedfordshire which provided work for many people from immigrant communities such as Italians, Sikhs, African-Caribbeans and Eastern Europeans. The Bradford textile mills oral history project brought together young and old from across the Bradford communities, including the Italian, Polish, Ukrainian, Pakistani, African-Caribbean and indigenous population to record and celebrate the city's rich textile industry heritage through the personal histories of its inhabitants, which are often hidden from the public.

Conservation related skills and those needed to maintain working industrial exhibits in museums and on site have long been identified as being at risk of loss and HLF's Skills for the Future grants are addressing this major issue, funding 67 training places. The Mid-Hants Railway is training apprentices on all aspects of heavy mechanical engineering as applied to steam engines and railway coaches. Traditional boatbuilding skills are being taught at the Grimsay Boatshed project on the Isle of North Uist and at the Waterways Museum at Ellesmere Port. Maintaining working industrial machinery means that people can learn about and appreciate former industrial processes which are no longer practiced. At the Apsley Paper Trail in Hertfordshire visitors can have a go at hand paper-making as well as observing the mass production of paper on a hundred year-old machine. They can also get a taste of the working conditions hundreds of feet down at the coal face at The Big Pit Museum in Blaenavon and at the National Mining Museum at Caphouse Colliery, Wakefield.

Over the last 17 years HLF's unparalleled investment has helped support the UK's locally, regionally and nationally important industrial heritage with grants from just a few thousand to several million pounds. As for the future, from 2012 HLF will have around £300 million a year to allocate to new projects, but competition for this substantial sum continues to increase as other sources of grant funding reduce or dry up all together. We will, though, have greater capacity to support more IM&T projects in future, so if you have a project in mind do contact your country or regional HLF office (see www.hlf.org.uk) to get pre-application help and locally based support with your application. In our consultation on our strategy for 2013 – 2019 earlier this year, we

raised issues about giving greater emphasis to heritage at risk, organisational resilience and recognising the role of the private sector. The IM&T sector's responses to these issues will influence the Strategic Plan which will be published next year and which will set out how Lottery funds can best be used to sustain and transform our heritage, making a difference to places and people.

Sweden – A Postscript

Following the AIA Tour, Sally and I took the opportunity to visit a few more Swedish sites, in particular two of the important remaining ironworks – Österbybruk and Karlholmsbruk, respectively about 25 and 50 miles north of Uppsala.

Colin Bowden

Österbybruk is the only remaining example surviving in Sweden of a Walloon forge, in which both finery and chafery hearths are used. In its present form, the forge dates from a reconstruction and enlargement in 1794 and is believed to have been little changed since; production ended in 1906. In the Walloon process, as here, the raw material, pig iron sows, is first heated in the finery, using charcoal as the fuel, reducing the carbon content, then further refined in the chafery before being forged into bar iron, using the waterwheel driven helve hammer. Blast for the hearths was provided by a 3-crank vertical cylinder blowing engine, driven by another waterwheel. According to a written notice, this was an Ekman-type blast machine, manufactured by Motala Verkstad in 1837, a predecessor of the Bagge engine, from which,



Walloon Forge, Österbybruk

Photo: Colin Bowden

however, it appeared to be little different. (We had seen two Bagge-type blowers at Engelsbergsbruk and another at Trångfors.) Gustaf Ekman was the Swedish metallurgist credited with having introduced the Lancashire forge, largely replacing the previous methods of making bar iron from around 1850.

In the early nineteenth century, only about ten per cent of Sweden's bar iron was made by the Walloon method, the remainder, which was of generally lower quality, being by the so-called German method. The higher quality Walloon iron, such as Österbybruk's, much of it exported to Sheffield for steel-making, was dependant on the use of pig iron derived from the non-phosphoric ores from the Dannemora mines, some three miles away.

With Dannemora's Newcomen connection, it was impossible to resist making a brief visit. Having operated over a period of more than 500

years, supplying ore to about 30 iron works in the area, mining ended in 1992. Associated surface buildings which remain seemed not very exciting, and the main feature is the number of opencast pits, about 40 of which are still to be seen. The largest and most dramatic is the Storrymningen ("the great shaft"), about 200 metres long and 100 metres deep, created, it is said, by fire-setting. The Newcomen engine, designed and erected by Marten Triewald in 1728 (the first in Sweden) was not a success, but its engine house remains a symbolic relic.

Despite its present tranquil and picturesque setting, Karlholmsbruk is one of Sweden's most significant industrial monuments, a relatively large works, remarkable for its completeness and the variety of its remaining plant. When opened in 1727-1730, the works had its own blast furnace, with further processing by the Walloon forging method although after 1843, when the furnace was demolished, its pig iron had come from elsewhere. However, in 1879-80, the Walloon method was superseded by Lancashire forging, and Karlholmsbruk was reconstructed. Since then, although production stopped in 1931 and there was some restoration work in 1973, the appearance of the interior and its equipment has seen little change.

At one end of the main room are six Lancashire hearths, side-by-side, equipped with mechanical rabbling devices, driven from overhead shafting by a steam engine in the room beyond, which also contains a blast engine and three boilers. The steam engine (presumably a replacement) is an inverted vertical compound built by J. & C.G. Bolinder Mekaniska Verkstads A.B. of Stockholm in 1889, which was installed second-hand around 1900. This also drove the Roots-type blower, which came from (and was possibly built by) Brevensbruk, Örebro, contrasting with the perhaps more usual Bagge-type cylinder machines seen elsewhere. The hearths worked in conjunction with a shingling hammer, a waterwheel driven nose helve, to produce blooms. For the further processing of



Karlholmsbruk: Lancashire Hearths Photo: Colin Bowden



Bolinder Steam Engine

Photo: Colin Bowden

these, there was a reheating (welding) furnace, a water turbine driven rolling mill, two waterwheel driven belly helve hammers, and two steam hammers. The reheating furnace brought the iron to a temperature high enough for bar iron to be produced by rolling as well as by the alternative of hammering.

While staying at Uppsala, we also visited "Pumphuset", the Museum of Municipal Engineering, housed in the former Uppsala Waterworks Pumping Station. The earliest pumping machinery of 1875 and 1901 had been replaced in 1909 by two water turbines, each driving a horizontal pump by Tullgarns Gjuteri & Mekaniska Verkstads, Uppsala, but one of these turbines and the two pumps (one partially sectioned), together with two electrically driven centrifugal pumps added in 1915, have been preserved. There are museum displays covering the sewerage system, electricity and gas supply, and the district heating system, which was started in 1962 and by the 1990s covered 95 percent of Uppsala.

Our extended stay in Sweden was concluded by a boat trip from Stockholm to Waxholm on the *Storskär*, the largest of three steam vessels operated by the Waxholm company – with a 659 hp triple expansion engine, and built at Lindholmens yard, Gothenburg, in 1908. On our trip, the engineers were making use of the heat from the cylinders to dry their washing!

(N.B Österbybruk is apparently almost always open for visits, but Karlholmsbruk is open much less frequently and for access we were greatly indebted to the kind assistance of Ingegerd Martinelle.)

The Dounreay Sphere

The future of this unique structure is far from being settled.

Robert Carr

Built close to the Dounreay airfield about 9 miles to the west of the town of Thurso in Caithness, this structure is claimed to be the first and largest spherical building in the Britain, see <http://www.dounreaydome.org.uk/>. Within the current decommissioning programme of the Dounreay nuclear complex the sphere will probably be decontaminated but even so may not be completely accessible for about thirty years. The question arises as to what should be done with it. It is likely to be eventually demolished but in the meantime the engineering of this structure should be of interest.

In the 1950s Britain was a world leader in atomic energy and the Dounreay fast breeder reactor (FBR) first became critical on 14 November 1959. An FBR is a fast neutron reactor designed to produce more fissile material than it consumes. The 1950s FBR at Dounreay supplied electric power to the National Grid from 1963 to 1977. It was housed in a massive blast-proof steel sphere one-inch thick and nearly 200 feet in diameter. Two Scottish engineering companies were involved in the construction: Motherwell Bridge Engineering for the sphere itself and JW Carruthers for a large crane inside the sphere,

known as Goliath, required for the handling of materials.

More reactors have since been built at Dounreay and the establishment formed an important part of the local economy until 1994 when, with nuclear power out of favour, the government ordered all the reactors to be permanently shut down; a large work force has been engaged in the cleaning-up of the site and this is expected to continue until at least 2025. The Dounreay site was originally chosen as there is a prevailing offshore wind there and it is a long way from London and the South East.

Current government policy makes it unlikely that the Sphere will be decontaminated before at least 2020 and probably not before 2030. Left untouched it will not be possible to allow free public access this century and meanwhile maintenance will be difficult. Skilled workers who are in great demand are required for decontamination and their precious annual radiation dosage is quickly used up. The usual procedure would be to decontaminate to a level that allows the steel to be classified as low-level waste, making burial and storage comparatively cheap. To continue the work so that the steel can be classified as accessible for maintenance, and then make the Sphere suitable for the public to enter will be costly. This cost will not be known until about 2025 and over the past 50 years cost estimates in this field have always been too low. If suitable robots are developed for decontamination work, acceptable costs might be achieved. The ultimate fate of the Sphere largely depends on government attitudes to nuclear power.

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Restoration Funding – an update.

With the generous assistance of our anonymous donor the AIA continues with its programme to assist restoration.

Four further projects are now completed. The Fourdrinier machine for the Apsley Paper Trail is reported below. The project at the North of England Open Air Museum to rebuild 4 chaldron wagons, the refurbishment of the foredeck of the narrow boat Tarporley for the Camden Canals & Narrowboat Association and the Towyn weighbridge for the Tallylyn Railway will all be reported on in the next edition.

Work on Box Boat 337 at the National Waterways Museum at Ellesmere Port had been delayed until suitable timber was sourced. This has now been delivered to the museum and it is hoped that work on the restoration of this historic craft will begin soon.

Funding has been agreed in principal for work on the 1841 Petrie Beam Engine now housed at Ellenroad Steam Museum. This engine was originally installed in Whitelees Mill, Littleborough and in 1957, when the mill closed, was moved back to the site of Petrie's factory in Rochdale where it was exhibited in a glass fronted building in front of the factory. Those of you with a long memory may remember seeing it at the AIA Manchester conference in 1977. In 1992 this site was redeveloped and the engine moved to the Ellenroad Steam Museum. After the engine was originally moved to Ellenroad there were problems with the alignment.

It is now proposed to substantially dismantle the engine to correct these problems which involve the alignment of the cylinder, crank shaft and parallel motion.

Two other project for which the Association has agreed funding in principle are still currently on hold until final details are sorted out. The re-erection of one of the former Wells firework factory buildings at Amberley Museum and work on the roof at Hoylandswaine Nail Forge near Barnsley should progress soon.

Restoration of Fourdrinier paper making machine

Earlier this year the Association awarded a Restoration Grant of £9,870 to the Apsley Paper Trail for the restoration to working order of their pilot paper-making machine located at their Frogmore Mill at Apsley in Hertfordshire. This small Fourdrinier paper-making machine was built in 1902 by Hemmer AG of Neidenfels in Germany, having been commissioned by the Corporation of Manchester for installation in the Municipal School of Technology (now UMIST). It was the world's first specialist research and development paper-making machine. Given to the Paper Trail by Bury College in 2003, it was installed at Frogmore Mill, the site where in 1803 the Fourdrinier machine, the world's first commercial paper-making machine was developed and operated. The pilot machine and its accompanying sheeter (given to the Paper Trail by UMIST in 2008) had been partly restored but the grant was needed to complete the work and



Fourdrinier paper making machine at Apsley

Photo: Tony Crosby

commission it to full working order. It now offers visitors the unique opportunity to see the process of commercial paper-making at close quarters. The paper produced is used for all of the Paper Trail's community and adult learning courses, as well as supplying paper to the local schools who have provided waste paper to the Paper Trail for recycling.

Tony Crosby

Next Year in Essex

The 2012 conference will be based at Writtle College near Chelmsford in Essex from Friday 10 August to Thursday 16 August, and will follow the usual pattern of a seminar, lectures and visits.

In the nineteenth century Essex was primarily an agricultural county, with the usual agriculture dependent industries such as ironfounding, agricultural engineering, milling, lime burning, brewing and brickmaking. It is particularly rich in restored mills: wind, water, tide and steam.

The Essex coast line is claimed to be the longest of any English county, and the need to supply London made its rivers, fisheries (notably oysters), havens and coasting vessels – the famous Thames barges – important. The extensive flats were ideal for salt pans and the sea salt industry still survives in Maldon.

Essex has always been the last line of defence between continental forces and London, and so is rich in defence archaeology, from Stuart forts to nuclear war bunkers, via airfields from both world wars.

The medieval woollen industry along the Suffolk/Essex border made this one of the richest parts of England in the sixteenth century and, though this declined sharply thereafter, by the nineteenth century it was replaced by the related silk weaving, horsehair processing and weaving and coconut mat making, all of which survived until the end of the twentieth century, with silk weaving continuing to this day in Sudbury. In turn, silk weaving led to the twentieth century introduction of artificial silks, notably rayon, by Courtaulds.

Many new industries were established in the twentieth century. In Braintree, as well as rayon weaving there was Crittall's steel windows, with a company village at Silver End; in Chelmsford, Marconi radio communications, Crompton's electric lighting and Hoffman ballbearings and in Colchester; Paxman's diesels. Along the Thames in particular a number of new industries were established, most importantly Fords at Dagenham, still producing a quarter of all Fords' diesel engines, but also Blue Circle Cement in Thurrock as well as margarine and soap factories. The Czech shoe firm Bata built factories and a company village in East Tilbury.

So, there will be something old, something new, things that hum and whirr as well as puff and chug. This is your chance to explore new areas and more recent industries. Get away from the Olympics in mind if not in distance. Come and join us!

David Alderton



1841 Petrie Beam Engine

Photo: Ellenroad Steam Museum

Lancashire Hearths

Can I point out an error in the caption to the picture on page 3 of the last edition – the 'Lancashire Hearth', at Engelsberg and elsewhere, was an adaptation of the finery process (which had always used charcoal), not of puddling (which as a reverberatory-furnace process could not use charcoal, though it could, at least in theory, use wood). In fact the 'Swedish Lancashire Hearth' (as we know it) is the main evidence for very late British developments of the finery from an open hearth into an enclosed structure, not documented over here - it was seen by a Swedish visitor in 1828 in a forge near Ulverston, by which time the finery process had been almost completely replaced by coal-fuelled puddling within Britain, and widely adopted in Sweden where due to the lack of coal it proved to be a very viable process.

David Cranston

Sorry, my fault; I added the extension to the caption. It shows how much I know about ironworking. *Ed*

The appeal of modern industry as a field of study

The GLIAS newsletter, number 255, for August contains an interesting article on the development and use of early computers. I found this article of interest in several respects. Firstly, it describes the development of the LEO computer, which was ground breaking, secondly, it recalled my own experiences in the use of computers in the late 1960s and thirdly, it further demonstrates what I have been realising for some months, which is that industrial Britain did not die because it ceased to be a world leader in textiles, ship building and other heavy industry and that little of modern industry has left anything in the way of

archaeology in the sense of on-site physical remains as opposed to artefacts.

I can vaguely remember my father mentioning that the Lyons company had 'a mechanical brain'. As company accountant for W & A Gilbey, he introduced mechanised accounting systems provided by 'Power Sammus' (I have probably spelt this incorrectly). This was a punched card system and the punch card was their trade mark.

My own experience was with punched tape. The computing was done at Elliot Computers at Borehamwood. Unless time could be booked in advance, work had to be carried out at night, usually after midnight, since all daytime hours were booked several days in advance. Just as described in the GLIAS article the programme had to be entered first for each operation. With frequent use the tapes became stretched and eventually so much so that they were misread by the tape reader, causing the machine to malfunction with the resultant waste of time.

As time progresses so the dates, which divide current, recent and historic events, move forward. What was current ten years ago is now the recent past and that which happened thirty or fifty years ago is history. For most of us it is recent history which holds the most fascination. As a child I could relate to Victorian and Edwardian times, since while they were different from the 1950s they were not so different that they could not be understood. I have little doubt that for today's youngsters, life in 1960 Britain can be more easily understood than life in 1860. The same principle applies to working adults, who can relate more easily to twentieth century industry than to nineteenth.

Is it not time that the study of twentieth century Industrial History should be brought more to the fore and encouraged as an under-investigated field?

John McGuinness

The Power of the Past – 'Mighty things from small beginnings grow'

This note is a plea to consider power stations and post-excavation archaeological needs. I have just been reading a 38 page booklet by the late Francis Haveron (*The Brilliant Ray*) which describes 'how the Electric Light was brought to Godalming in 1881'. It's interesting to know that this little town in the south of England had a 'world first' for a short period from 1881 when the town Council decided to transfer from gas lighting and install electric lighting for part of the town's streets and for some residents. The water power from the river was further enhanced by steam power generation by a manufacturer, Wallace and Stevens, from Basingstoke, Hants. Notes in *The Graphic* of 21 November 1881 and 22 July 1882 provide contemporary information.

Having years ago trained in some power station laboratories (all now demolished), before being attracted to the world of museums and archaeological conservation, I find myself being rather irritated by the constant press reports regarding the 'Turbine Hall' of the Tate Modern Gallery or the sad state of the remaining interesting walls of Battersea Power Station in London. These are just shells with no remaining machinery. Are there any complete large power stations available for the public to inspect and marvel? I expect few people have visited the interiors of these huge, cathedral like edifices. I have yet to meet any who have, but these constructions are at the very heart of our civilisation. Without the provision of massive amounts of power where would we be?

A 'retired' power station or two would provide superb examples of the work of designers, electrical, mechanical and civil engineers as well as the contributions of chemists, water purification workers

and other disciplines who help to manage a complex industrial plant. Surely every school child in Britain should experience at least one visit – gaining inspiration from the engineering aspects required and imbibing a sense of wonderment that these large, absolutely essential constructions convey. It's not exactly National Trust territory but would provide excellent background to various studies and potential interests in engineering careers.

There is also, as some readers will know, increasing concern in the archaeological world regarding the shrinking capacity for storing archaeological finds produced from the many excavations carried out each year. Here is a chance to help solve problems in some parts of the UK as there could be very considerable amounts of valuable space locked up in a disused power plant – excellent opportunities for regional stores. Laboratories could also be converted for scientific and conservation uses for post-excavation archaeological needs.

There are lists of power stations destined to have run their natural life and are approaching demolition. Could it be suggested that interested parties form a charity in order to lobby for the retention of a selection for further use as important technological educational centres and possibly a most helpful facility for modern day archaeological studies? Our Minister of Culture thinks it is an interesting idea. We have thousands of other 'heritage' structures. Why not preserve examples of what survives of twentieth century power generation practice?

John Price

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The IWA responds to the Government Consultation

The Inland Waterways Association (IWA) has submitted its detailed response to Defra's consultation document – A New Era for the Waterways – on the Government's proposals to transfer the canals and rivers managed by British Waterways to a charitable body.

The 25 page response by IWA not only answers the questions posed by Defra in its consultation document, but raises other issues that Government has, in IWA's opinion, missed and that the interim trustees need to additionally take into account. It also offers practical advice and solutions for many of the issues raised.

Clive Henderson, IWA national chairman, said:

"IWA still sees clear advantages for Britain's navigable inland waterways being managed by a third sector body. However, several concerns about the consultation proposals remain, primarily is the apparent lack of funding necessary to maintain the waterways in a safe and usable condition, a matter on which IWA recently gave evidence to the All Party Parliamentary Waterways Group chaired by the Rt Hon Alun Michael MP.

We believe that the indicative funding currently does not appear to stack up in delivering a sustainable charity. It appears conservatively to be some £15- £45 million p.a. short of what is required. Incidentally, by way of comparison, that is between around 180- 550 metres worth of the Government's proposed High Speed rail project. Additionally, BW has already revised its figures for charitable giving down from £8.5m as stated in the consultation document to £5.5-6m. We always thought the figures were too optimistic, and they may be they still are.

IWA believe that much of the overall funding deficit could be ameliorated by adopting simple solutions such as Government retaining the liability for the pension fund for current retired BW employees and simple indexing of the Government's funding settlement.

We additionally hope that our response document will inform and aid others in their efforts to respond fully to the consultation."

SS Robin arrives in London

After an absence of over three years (I A News 147 pages 13 & 20) *SS Robin* arrived back in London on Wednesday 13 July 2011. It was a very dull day, making photography difficult and *Robin* on its pontoon and accompanying tugs were already in the King George V entrance lock by 10.00 am. The appearance of *Robin* now resembles more that of a real ship following exposure to the weather at Tilbury and the full-sized model or 'giant ship-in-a-bottle' effect we noticed when she first arrived in the Thames Estuary has mellowed.

About eleven o'clock the tugs took the venerable steam coaster to a berth on the north side of Royal Albert Dock not far from the Connaught Road swing bridge where the vessel was welcomed to the London Borough of Newham by the Mayor, Sir Robin Wales, and formal speeches were made. Later in the day, with the official business over the tugs took the *Robin* on her pontoon through the Connaught passage into Royal Victoria dock and the small party of onlookers were treated to the now quite rare spectacle of the swing bridge in operation.

It has been suggested that *Robin* might go to the historic ships collection which may be set up at the former Blackwall point power station jetty, but an attitude expressed in Newham is that 'Greenwich already has the *Cutty Sark* and they let her burn down. *Robin* was built on Bow Creek and is ours'. (See I A News 142 page 17).

The present intention is that *Robin* will stay in Victoria Dock near the Millennium Mills while further fitting-out work takes place. In particular the pontoon, the inside of which presently resembles the empty interior of an oil tanker, has to be converted to provide public accommodation. This will include a substantial display gallery for art and other events, together with eating, educational and office facilities. Additional funding also has to be raised to complete the project and enable *Robin* to be financially viable for years ahead. There was television coverage of *Robin's* arrival in London that evening and the following Wednesday the Stratford Recorder mentioned the event on the front



SS Robin in KGV entrance lock 13 July 2011

Photo: Robert Carr

page with an illustrated article inside reporting the speeches of Sir Robin Wales and Nishani Kampfnar of the *SS Robin* Trust.

Robert Carr

John Wilkinson and Brymbo Hall

In July 2011, members of Manchester Region Industrial Archaeology Society, as part of a five-day residential course, visited the former iron and steel works at Brymbo in Denbighshire. In 1792 John Wilkinson bought the Brymbo Hall estate of c. 500 acres, not far from Bersham, where furnaces and other plant had already been installed by Wilkinson. The estate had coal and iron ore and in 1796 Wilkinson established a new ironworks. He built the blast furnace, known as Old No.1, which ran until 1894. It was then used as a

sand store for the adjacent foundry and still survives. After his death and the decline of his industrial empire, the ironworks lay idle for some years until 1842. It became once again an important works and eventually closed in 1991. The site is still privately owned but a dedicated team of enthusiasts is working towards restoration when funding is available. They have a massive task ahead.

Brymbo is also a site of national and international geological importance. About 14m of Coal Measures are exposed along with two coal seams. In 2005 the remains of a stand of fossil club mosses and horsetails (*Calamites*) were found in position of growth having been drowned almost instantaneously by the deposition of sediment and preserved (This is 290m years ago). The preserved upright stumps are up to two metres high. The discovery



Wilkinson's Furnace at Brymbo, July 2011
Photo: Derek Brumhead



John Wilkinson

Photo: Wolverhampton Arts and Museums Service

has been compared with the most famous Coal Measures fossil forest of all at Joggins in the Bay of Fundy.

Derek Brumhead

Surrey Heath Archaeological and Heritage Trust receives Conservation Award

The 2011 Conservation Award of the Surrey Industrial History Group was presented to the Surrey Heath Archaeology and Heritage Trust on Saturday 9 July 2011 in recognition of its rescue and maintenance of the former County Police Station at 4-10 London Road, Bagshot, and its adaptation and use as the Surrey Heath Archaeology Centre. The award was commemorated by the presentation of a plaque by Mr Robert Bryson (Chairman, Surrey Industrial History Group) to Mr Malcolm Henderson (Chairman, Surrey Heath Archaeological and Heritage Trust). The award is the 29th in the series of annual awards made by the Surrey Industrial History Group.

The Surrey Heath Archaeological and Heritage Trust was formed in 1989 from a branch of the Surrey Archaeological Society. It was given a 20-year lease of the Bagshot police-station building by the Surrey County Council, at a peppercorn rent (later increased to £300 p.a.) while the Trust restored it

The present building succeeded one built in 1849. It was built on land provided by the Duke of Connaught for use in perpetuity by the police or the county. It contained not only police offices and cells but accommodation for three officers and their families. In 1985 the building was no longer required by the police, and it became very dilapidated. Various grants for the restoration were made, including one from ADAPT (Access for Disabled People to Arts Premises Today)

Woodstock Railway Station

Woodstock station, in a pleasant neoclassical style, was built in 1890 at the end of a 4 miles long branch line from the GWR at Kidlington. It served the village of Woodstock and more importantly nearby Blenheim Palace. In its heyday passengers included Winston Churchill, the

Prince of Wales and the future Kaiser Wilhelm II (Kaiser Bill).

Trains ran to and from Kidlington with some through trains to Oxford. The GWR 517 class 0-4-2 tank locomotive 1473, named 'Fair Rosamund' for a royal visit in 1898, was the regular engine and worked the branch from the 1890s at least up to the late 1930s. However following competition from local bus services the number of trains on the line was progressively reduced and by 1952 there were only six trains a day, the line finally closing in February 1957. The track was lifted but the station building survived.

Many residents of Woodstock were fond of the station building and were generally in favour of its retention, regarding it as part of the heritage of the area. In this they were vigorously supported by the local council. The station had been acquired by Berkeley Homes and there has been a long-running debate over the redevelopment of the site with two planning applications refused. A press report earlier this year indicated that a consensus had been reached, a varied range of houses was to be built and the station retained, probably with adaptive reuse. However a recent visit found no station and two sizeable executive homes. With changes in planning legislation on the way this could be a presage of things to come.

Robert Carr

Bunnygate – a Fenland Furore

Fenland District Council caused a stir across the sector in June when its Leader, Cllr Alan Melton, delivered a speech declaring that the planning authority would remove provisions for archaeological investigation in the district, and "relax conservation rules, particularly around sustainability and listed buildings".

Referring to historic environment professionals as "bunnyhuggers" (for which he later apologised during a radio interview), Cllr Melton went beyond the legal powers available to his council in announcing the measures as part of his "defining policy statement and announcement of the year." As Dr Simon Colclutt of Oxford Archaeological Associates pointed out in a letter to Fenland

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DC, "it is simply not within the jurisdiction of Local Authorities, irrespective of whether or not the Localism Bill becomes statute in its current form, to ignore national Planning guidance, existing heritage statute and relevant case law."

Debate and further reaction continued across the sector. Respondents include – amongst others – Alliance members the Council for British Archaeology (CBA) via the The Archaeology Forum, the Institute for Archaeologists and Rescue. Mike Heyworth, CBA Director and Alliance Trustee, took part in an interview with Cllr Melton on BBC Radio 4's PM programme, in which he reinforced the point that Cllr Melton's proposals were not only illegal, but would also be damaging to rate payers and developers.

A poll of readers on local news website EDP24 suggested a strong degree of opposition to the move, with a vote of 93 per cent against Cllr Melton's proposals. A petition against Fenland DC's plans has so far collected over 2,500 signatures, and a Facebook campaign attracted 1159 members in just over one week.

Whilst an isolated incident, 'Bunnygate' is concerning in a climate of increasingly business-led planning. As the Archaeology Forum comments in its statement, Cllr Melton's proposals are "an interesting illustration of what the future of business-led, neighbourhood planning might look like in a deregulated world."

Later Cllr Alan Melton, the leader of Fenland District Council, 'clarified' his stance on archaeology via a statement on the Council's web site, saying his controversial speech aimed to highlight that "the Council wish to pursue a pro active approach to housing growth, economic development and infrastructure provision".

First Challenge Fund grants announced

The Coker Rope and Sail Trust in Somerset, George Street Chapel in Oldham and Clophill Heritage Trust in Bedfordshire have received grants of £180,000, £100,000 and £100,000 respectively to rescue their historic buildings. The grants are the first to be disbursed from the

Challenge Fund – a £2 million fund comprising £1 million from the Andrew Lloyd Webber Foundation matched by £1m from English Heritage, administered by Alliance Member the Architectural Heritage Fund (AHF).

The Dawes Twine Works building is believed to be the most complete surviving example of a rural rope works in the country. The realignment will involve moving the entire roof and returning the sunken structure to its original footprint and is the first of a number of distinct, separate phases that the partnership, which includes the Coker Rope and Sail Trust, South Somerset District Council and the Industrial Buildings Preservation Trust, will deliver. The partnership wants to bring the Dawes Twine Works back to life as a destination centre for the history of rope and sail. The next steps will include a full structural repair and then the refurbishment of the machinery and workings. South Somerset District Council is fully supporting this work.

Record fine for unauthorised demolition

A record fine of £80,000 plus £42,500 costs has been awarded for the unauthorised demolition of an unlisted £1m Victorian house in the Trafalgar Road Conservation Area of Twickenham, south-west London. In the case of Royal Borough of

Richmond upon Thames Council versus John Johnson, the Judge made some helpful comments about the importance of retaining original historic fabric as opposed to creating a replica, and spoke of the contribution that individual buildings make to the character of a Conservation Area.

In July 2007 Mr Johnson and his wife bought a semi-detached house at 6 Trafalgar Road in Twickenham for just over a million pounds. The house was an old but elegant late Regency/early Victorian villa in the heart of the Trafalgar Road Conservation Area. It was believed to be at least 165 years old and had been designated as a "Building of Townscape Merit" (sometimes referred to as "locally listed"). Its smaller scale detailing enjoyed the protection of an "Article 4 (1) Direction" removing permitted development rights. The twelve pairs of houses on Trafalgar Road represented one of the earliest examples of the erection of an estate of semi-detached buildings in the country. In 1979 the London Borough of Richmond's "Conservation Study for the Trafalgar Road Conservation Area" noted: "Any demolition of original buildings in this area would represent a great loss in the history and uniqueness of this area and would permanently damage its appearance".

However in January 2011 Mr Johnson ordered its complete demolition. Although he had

previously obtained planning permissions for some partial demolitions in order to refurbish and extend the house, he had never applied for the necessary Conservation Area Consent to demolish the entire building. Had he done so it is likely that planning officers would have recommended refusal. The demolition led to anger and consternation among Mr Johnson's neighbours who were rightly proud of their rather beautiful conservation area.

Mr Johnson pleaded guilty at his first appearance in the magistrates' court. He asked to be sentenced there and then. However since the maximum fine available in the magistrates' court was only £20,000 (and/or 6 months imprisonment) the prosecution argued that the case was too serious to justify the limited penalties available in the magistrates' court. The magistrates agreed and committed Mr Johnson for sentence to Kingston Crown Court where the fine is unlimited (and two years imprisonment is available, although a prison sentence was never considered appropriate in this case).

The defence argued that following a rebuild any damage would be minimal. The prosecution disagreed and the issue was decided at a "Newton-trial" (which is a mini-trial before a Judge-alone to decide issues that may impact significantly on the level of sentence).

Conservation and heritage experts were called by both the Prosecution and Defence. One prosecution expert memorably opined: "There is a fundamental cultural difference between an original artefact of historical and aesthetic interest, which has survived from history, and a modern replica. If not, then there would be no reason why, for instance, the National Gallery should not replace all its original paintings with photographic replicas".

After two days of submissions and evidence, His Honour Judge Dodgson ruled that this was "one of the worst cases of its kind". Mr Johnson was "highly culpable" and the effect on his closest neighbour (whose semi was now divorced from its partner) was characterised as "devastating". "It may be" the Judge stated "that in a few years, to a casual observer, the visual impact [of the rebuild] will be unnoticeable, but nothing can alter the fact that it is a replica".

The defendant was fined £80,000, which is believed to be the highest recorded fine for an offence of demolishing an unlisted house in Conservation Area. In addition Mr Johnson was ordered to pay £42,500 prosecution costs (as well as his own substantial legal costs). In default of payment, the defendant would have to serve 21 months imprisonment.

More details from localgovernmentlawyer.co.uk

NOTICES

Archives, Artefacts, Amateurs and Academics The Derby Conference Centre 20-21 April 2012

This workshop, organised and supported by the Business Archives Council and the Historical Model Railway Society, seeks to explore and expand co-operation between volunteer-led societies involved in the transport heritage and business history fields and the academics, archivists and museum professionals working in the same areas. The event aims to prompt an awareness of what these various groups are doing, and to start a dialogue between the enthusiast

and academic which may lead to co-operation in preserving and using collections, and furthering our understanding of the past and its relevance to the future.

During the workshop use will be made of several sites within the Derby area, each with significance for transport, business, and heritage studies.

The Derby Conference Centre, formerly the London Midland and Scottish Railway School of Transport, will provide accommodation and host the opening sessions, including the keynote address. The following morning the workshop will move to the Historical Model Railway Society's Museum and Study Centre at Swanwick. In the afternoon the

currently mothballed Derby Silk Mill Museum, which contains the Midland Railway Archive, will be specially opened to hold the concluding sessions.

Transport between the various venues will be provided by vintage bus.

The sessions will feature speakers from both the amateur and professional fields. The keynote address will be given by Peter Stone OBE, Professor of Heritage Studies and Head of the School of Arts and Cultures at Newcastle University. From 1998 to 2008 Professor Stone was Hon. Chief Executive Officer of the World Archaeological Congress. Peter has been involved with the integration of amateurs and professionals in archaeology and

heritage management since the early 1980s.

Other speakers include Dr Valerie Johnson, Research and Policy Manager at the National Archives, Tim Procter; Archivist at the National Railway Museum, and Roger Shelley; Principal Keeper, Derby Museum. There will also be presentations by the Scottish-based Ballast Trust, plus members of the Roy Burrow's Midland Railway Trust, the Railway Canal and Historical Society and the Historical Model Railway Society.

For more details contact: Dr Roy Edwards, Faculty of Business & Law, Building 2, University of Southampton, Highfield, Southampton, SO17 1BJ.

Lincolnshire

Sleaford Maltings

Members attending the AIA Lincoln Conference in 2009 were taken to the Grade II* Bass Maltings at Sleaford, described as the finest example of industrial-scale floor maltings in Britain (see AIA News 151, p3). This fabulous range of buildings (some of which have been damaged by fire) has been a headache for planners and preservationists alike through the sheer size and number of buildings involved. In 2003 the Prince of Wales's Phoenix Trust commissioned a feasibility study into how these buildings could be reused and at the time of the Conference visit ambitious plans for a development of mixed uses were described by Gladedale Special Projects Ltd. It has taken years of hard work and a lot of money to bring this to the planning approval stage, with the design of windows being a particular problem. However, earlier this year full planning permission was granted and it is hoped that economics and the availability of tenants will enable work to start on returning these buildings to occupation soon.

Stephen Betteridge via David Lyne

South West England

Hayle

The port of Hayle was a creation of the Industrial Revolution and for 200 years served the mines and foundries of West Cornwall. Most of the port and harbour remained in private ownership, latterly that of Harvey & Co, a company which in the nineteenth century had a national and international reputation. By the time of Harvey's bicentenary in 1979 they were part of a large company of builders' merchants. In 1983 the entire port of Hayle, some 550 acres, was put up for sale in 10 lots. A property company bought most of the land and unveiled redevelopment proposals. These were to be the first of a series from an ever-changing cast of owners, in a roller coaster ride of unfulfilled aspirations, which has continued virtually to the present day.

Now, over twenty years, later there seems the possibility that Hayle may be on the verge of



Sleaford Maltings

Photo: David Lyne

change. The work of developers ING and that of the Harveys Foundry Trust could signify a new future for the port, and one which takes account of its very special history. Activity in recent months has uncovered such aspects of its history as a sand drag on the former branch railway to the wharves (dating from 1852), early sluicing arrangements for the harbour which could be reinstated, and wooden slipways going back to the port's eighteenth century origins. Meanwhile the Foundry Trust has continued its work in conserving and reusing the

historic buildings around the quays. An interesting article in the local press highlighted another less known part of Hayle's story – the bromine factory established there in the 1930s. This produced bromine, required as an anti-knock additive for aviation fuel, from seawater. Local miners dug a tunnel beneath the harbour to feed the plant. ING has now lodged a series of planning applications and has also indicated that it might convey the harbour itself to a local trust funded from ground rents.

Camborne and Redruth

Regeneration work in nearby Camborne has resulted in the loss of more buildings related to the town's engineering giant Holman Brothers. At a time when interest in their story has never been higher, as witnessed by the very successful showings from the Holman Film Archive organised by the Trevithick Society, the remains of the enterprise on the ground grow fewer and fewer. That the general public locally do care about this was demonstrated by the outcry when yet another piece of Holman heritage, the former Assembly Rooms, once the Holman company museum, were to be demolished. In this case sense prevailed and it would seem that the building should now survive. So too will part of the frontage to Number 3 Rock Drill Works.

Activity such as in Camborne has led to a degree of scepticism about the benefits of World Heritage status for Cornish Mining. So it was good to see some activity in this area over the summer. First a Japanese delegation visited on a fact-finding mission and secondly a large meeting was convened to review the benefits of WHS status and how it might be maximised in



Holman Number 3 Works, frontage to be retained

Photo: Trevithick Society

future. The MP for Camborne-Redruth, the heart of the mining area, was very much involved; such interest can only be welcomed.

The Heartlands Project at Pool between Redruth and Camborne seeks to regenerate 19 acres of derelict former mining land for public benefit, using some £22 million pounds of Lottery money. Work began in 2010 and is due to finish later this year. The full scope of the project is beyond these notes but at the centre of the site is the former Robinson's Shaft of South Crofty Mine with its 1854 Cornish engine and steel headgear. The project seeks to restore the engine – possibly to steam – as a gateway to the World Heritage site. The engine stopped in 1954 and was preserved in grease in its house. There are many who believe, first that the project is underestimating the difficulty and complexity of restoring such a large engine, and secondly that the opening of a further mining heritage site so close to a number of other sites could have a deleterious effect on the National Trust's Cornish engines, now rebadged as East Pool Mine, King Edward Mine, Tolgus Tin and even Geevor Mine. While the opening of Robinson's to the public can only be welcome, there is surely a danger of overestimating the appetite of most visitors for industrial heritage. Also the delays over the years to the Robinson's project mean that most of the other machinery around the shaft has disappeared, leaving, as is so often the case, a beam engine denied its context.

South Crofty

The reopening of South Crofty mine is another long drawn out saga. It now appears that the company, whose ultimate owners seem to change regularly, have reached agreement with the local authority for a 'land swap'. This will see the mine buildings relocated in the Tuckingmill Valley near the 1980s incline shaft. The current mine site around Cook's Shaft will then be cleared of all bar the iconic double headgear, which again will stand devoid of all context. The 1980s headgear erected by South Crofty some years ago on the New Roskear Shaft of Dolcoath has already been demolished.



Holman destruction, assembly rooms to left, Trevithick looks on in despair

Photo: Trevithick Society

Levant

It seems a relatively short time since the efforts of the Trevithick Society 'Greasy Gang' brought the 1840 beam winding engine at Levant Mine back into steam. So it was something of a shock to read that the boiler installed for the project is 18 years old and in need of replacement. Volunteers have been working this year on the incline which rises up the stamps engine; they have discovered that the

original double track tramway, dating from the nineteenth century, was covered over towards the end of the mine's life by a single track system, probably when the new mill opened circa 1921.

King Edward Mine

The Trevithick Society is also in process of dismantling and recovering a Ruston 10HRC diesel engine and Chicago Pneumatic

Compressor from Tor Down Quarry. At the time of writing the compressor had arrived at King Edward Mine and the engine now in manageable pieces was due to follow shortly. At KEM itself the May Open Day saw the mine's Holman Jaw Crusher being run by a portable steam engine. Work continues on the Holman display in the replica winder house. A recent acquisition is an early pattern Cornish boiler. This had had the fire tube and grate removed, the back flue hole plated over and a door inserted at the front. It seems it had then been buried for use as an air raid shelter.



Robinson's Shaft, South Crofty, see at 2010 AIA Conference

Photo: Graham Thorne

Morwellham Quay

Morwellham Quay has reopened under its new owners and for the 2011 season has been reaping the benefit of its appearance in the BBC's "Edwardian Farm" series. There is a rumour that another series could be based at the port but this is so far unconfirmed. The Friends of Morwellham, which supported the previous owners, have now become The Friends of the Tamar Valley and will support the AONB, which covers the area. The Friends' annual journal 'Tamar' will continue; the 2010 issue was the thirty-second. The previous issue for 2009 contains a most useful short survey of the archaeological excavations at Morwellham from 2002 to 2008. It is to be hoped that at some point these will be published in the detail and quality format which they merit.

Graham Thorne

London

Kempton Park and Kew Bridge

Work by the Metropolitan Water Board Railway Society at Kempton Park pumping station is progressing on the restoration of part of the Hampton and Kempton Park Waterworks railway, dismantled in 1947. This 2 feet gauge line operated three steam locomotives and connected the pumping station with the Thames for the supply of coal, the removal of boiler ash and the distribution of sand for the waterworks filter beds. It is most unlikely that the whole of line could ever be restored but it is intended to run trains on a section of restored track in conjunction with Kempton Great Engines Trust.

The Kew Bridge Engines Trust and Water Supply Museum Limited has been successful in getting a development grant of £127,600 from the Heritage Lottery Fund. This will be used to pay for administrative work to facilitate a substantial bid of nearly £1.8million. Together with funding already agreed from Thames Water Utilities Ltd this would enable the Trust to proceed with the detailed planning phase of their proposals for re-developing the Museum. There is to be greater emphasis on water supply with the stationary steam engines placed more in context. The Museum may be closed for the first five months of 2013 for major building work to take place, with a grand public reopening that June.

King's Cross

At King's Cross railway station we can now anticipate what the new extension at the southwest corner will look like. Initially described by a detractor as 'resembling a bracket fungus', it is now more attractive and viewed from the northwest has, perhaps, the appearance of the 1951 Dome of Discovery. With a roof span of 465 feet it was 'unveiled' in early August this year – its main purpose will be for queuing.

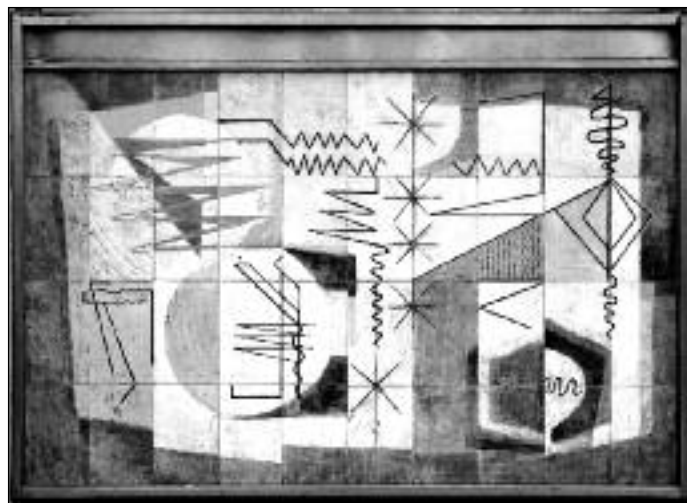
To the north on the former goods yard site the University of the Arts London is now opening. This new University is a combination of art schools from more central parts of London. The Cubitt granary of 1851, its flanking buildings and the east and west wings to the north have been retained. New buildings

now occupy the former covered area between the wings which once accommodated railway trains.

Two Government buildings

The Western Central District Post Office (dpo) built about fifty years ago was a huge postal sorting centre situated over a station on the Post Office Railway. Although no longer in use for its original purpose the building survives, occupying almost the whole block bounded by New Oxford Street, High Holborn and Museum Street. It is not immediately noticeable and its great size, 8 to 9 storeys high, is quite well disguised, blending in fairly well with the surrounding buildings. When the Post Office moved out it was used by the British Museum and it has since been a venue for art, fashion and marketing events. It is now becoming vandalised. Presumably there was a previous, perhaps smaller, Post Office building on the site as the Post Office Railway was certainly in use by 1928.

There is some similarity between the present Western Central dpo and the Fleet Building, 70 Farringdon Street EC1, another enormous creation whose giant size is also quite well disguised. It is fairly certain that the architect for both was Eric Bedford, chief architect for the Ministry of Public Building and Works from 1951 to 1970, famous for designing the Post Office Tower. The Fleet Building, which is by Eric Bedford, and the Western Central dpo do appear to be products of the same school. Both are well finished prestigious public edifices, clad in Portland



Tiles by Dorothy Annan on Fleet Building, Farringdon Street

Photo: Robert Carr

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stone and not concrete as some popular writers would have it.

Despite its now somewhat prosaic external appearance, the Fleet Building, completed in 1960, is really an exciting place in which historically important events occurred. It was a giant telecommunications centre 11 stories high, occupying the whole site between Shoe Lane and Farringdon Street. The installation of

the Fleet Telex Exchange began here in May 1959 before the whole building was completed and in 1963 the new cordless international telex switchboard was opened. Fleet had a capacity for 12,000 subscriber lines and until 1970 was the only international telex exchange in the country. At 11am on 8 March 1963 the first International Subscriber Dialling (ISD) call was made from here by the Lord Mayor of London, Sir Ralph Perring. Calling from the Fleet Building he dialled 13 digits and was connected to Monsieur Jacques Murette, the French Minister of Posts, Telegraphs and Telephones, in Paris.

As part of the telephone STD network, a Varley ND I/C exchange using ferrite core register-translators opened in the Fleet Building in 1968. The building also had a 'museum of telecommunications equipment and techniques' and some of the exhibits will have been transferred to the British Telecom Museum, and later to Connected Earth

See www.connected-earth.com/Aboutus/index.htm and wikipedia.org/wiki/Connected_Earth

Nine of the 1960 murals by Dorothy Annan in Farringdon Street which depict the exciting new age of telecommunications have recently been quite well restored. Although the artist is relatively obscure, these hand painted tiles are worth a visit (see photograph). After fifty years both these Government Buildings, the WC1 dpo and the Fleet, are now painfully out of fashion and may soon be demolished.

Urban river improvements

In Lewisham the River Ravensbourne used to be confined in a concrete channel and had an unattractive appearance. Following current trends towards 'naturalisation', in Cornmill Gardens the concrete has been replaced by sloping earth banks and there are steps down to the water. Stones have been placed in the river bed to produce ripples and local residents are now encouraged to linger and admire the view. There is a boarded walk and seats are provided. To the south on the west side of Molesworth Street, the watermill building dating from c.1830 (Pevsner London 2 South, 1983 edition page 425) has been restored (see photograph) with the addition of a waterwheel on the southwest side.

Further south at Ladywell Fields the Ravensbourne now meanders between earth banks creating a most attractive local park. There is a café and in the recent hot weather adults as well as children were making use of the facility to paddle in the river. These changes to the Ravensbourne are by no means exceptional; there is a London Rivers Action Plan with similar schemes being implemented on other rivers such as the Quaggy, Mayes Brook, Roding, Brent and Wandle etc.

The area south and west of Lewisham High Street is interesting for its industrial archaeology, with some striking period architecture and street furniture. To the east of Ladywell railway station about a hundred years ago a local builder gave family names to a group of seven parallel streets with the result that it is now possible to have addresses ranging from Phoebeth Road, through Arthurdon Road to Elsiemaud Road. On the road bridge just north of Ladywell station what appears to be a painted sign surviving from the Second World War proclaims 'Shelter for 700'. Just to the east the visually interesting 1938 art deco factory building of Adhesive Specialities Ltd has been demolished. Originally Neuk Laundry, it was listed locally in September 2002. However additions enhancing the period style of the

building were made by a local building firm in 1988-9 and it appears that these fake 'improvements' rendered the factory unlistable nationally. See www.flickr.com/photos/8866197@N07/1124044235/ and ladywell.blogspot.com/2010/08/so-farewell.html

Walthamstow and Crossness

As reported in IA News 157 page 12, the Pump House Steam & Transport Museum in Walthamstow is losing about half its storage space, necessitating the removal of artefacts to other sites. For instance the driving brake trailer from a 307 class electric multiple unit, built at Eastleigh c.1955, now has a new home at the Electric Railway Museum in Rowley Road, Baginton, on the north side of Coventry Airport.

An event and vehicle pageant is being planned for 10 June 2012 at

Walthamstow to celebrate the centenary of the London bus builders AEC, the Associated Equipment Company. This company was formed at Walthamstow in 1912 and moved to Southall in 1979. It is hoped that about twenty different types of AEC vehicles from the early 1900s to 1979 will take part. It is intended to have the museum development at Walthamstow completed by the end of 2012.

At Crossness pumping station funding from several sources including HLF, English Heritage and the Homes and Communities Agency is enabling the Crossness Engines Trust to complete some urgent restoration work on the main buildings as well as an entirely new exhibition, improved visitor facilities and new access road. Following closure it is intended to officially re-open in 2012.

Robert Carr



1830 Mill building, Lewisham

Photo: Robert Carr



AEC 'B' Type converted to mobile pigeon loft during World War I



Crossness Pumping Station, Bexley, London

Photo: Ian Mansfield

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

- Brewery History*, 141; 142, Summer 2011
- Brewery History Society Newsletter*, 54, Autumn 2011
- Bristol Industrial Archaeological Society Bulletin*, 133, Summer 2011
- Cumbria Industrial History Society Bulletin*, 80, August 2011
- Greater London Industrial Archaeology Society Newsletter*, 255, August 2011; 256, October 2011
- Hampshire Mills Group Newsletter*, 92, Spring 93, Summer, 94 Autumn 2011
- Histelec News, South Western Electricity Historical Society*, 48, August 2011
- Historic Gas Times*, 68, September 2011
- ICE panel for Historical Engineering Works Newsletter*, 130, June 2011; 131, September 2011
- Industrial Heritage Vol 35*, No 2, 2010
- Industrial Heritage Association of Ireland Newsletter*, 37, August 2011
- Manchester Region Industrial Archaeology Society Newsletter*, 135, February 2011
- Merseyside Industrial Heritage Society Newsletter*, 309, June 2011; 310, August/September 2011
- Midland Wind and Watermills Group Newsletter*, 100, August 2011
- Northamptonshire Industrial Archaeology Group Newsletter*, 117, Winter 2011; 119, Summer 2011
- North East Derbyshire Industrial Archaeology Society, Newsletter* 43, August 2011
- Northern Mills Newsletter*, 1, June 2011
- Piers: the Journal of the National Piers Society*, 100, Summer 2011
- Scottish Industrial Heritage Society Bulletin*, 60, September 2011
- Search: the Bulletin of the South Wilts IA Society*, 94, September 2011
- Somerset Industrial Archaeological Society Bulletin*, 117, August 2011
- Suffolk Industrial Archaeology Society Newsletter*, 114, August 2011
- Surrey Industrial History Group Newsletter*, 181, May; 182, July 2011
- WaterWords: News from the Waterworks Museum, Hereford*, Summer 2011
- Worcestershire IA and Local History Society, Newsletter*, August 2011
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 81, Spring; 83, Autumn 2011

Books

Landscape with Technology, Essays in honour of LTC Rolt, edited by Prof Angus Buchanan, Millstream Books, 2011. 128pp, 36illus. ISBN 978-0-948975-92-9. £10.

Issued in memory of Tom Rolt, this volume comprises nine essays by Rolt Fellows and members of the History of Technology Seminar at the University of Bath. It would be difficult to imagine a wider variety of subjects which range from 'The Birth of British Gunpowder Engineering Overseas: the case of the Mole at Tangier' by Brenda Buchanan to 'Engineering Education in the age of Microelectronics' by Robin Morris. On the way there are essays on 'The Lost Distilleries of Bristol and Bath, 1775-1815' by Mike Bone, 'Managing a West Indian Sugar Estate' by Owen Ward, 'James Nasmyth: Engineering Astronomer' by Angus Buchanan, 'Testing Times: Aerospace

and Historic Engines' by Peter Stokes and the 'New Great Space Race' by David Ashford. There are also contributions on current issues of conservation by Keith Falconer; 'Industrial World Heritage Sites: from icons to landscapes' and by Geoff Wallis on 'Working Historic Machinery – can it be safe?.'

Anyone with an interest in technological history would find this a interesting and thought provoking collection. It would provide a Rolt-like discussion around a bar as to which the great man would read first.

Yorkshire Windmills through Time, by Alan Whitworth, Amberley Publishing, 2011, 96 pp, 180illus. ISBN 978-1-4456-0605-7. £14.99.

A comprehensive and impressive collection of historic and contemporary photographs of Yorkshire mills with a knowledgeable commentary on their history and present state. This follows two previous books on the subject and the author has accumulated an encyclopaedic knowledge which he conveys clearly and succinctly. Although the mills are listed in alphabetic order of site, it is a pity that there is no index as some of the entries are by name of mill, although sequenced by their, sometimes unnamed, location. A map would have been even better.

Exhibition

John Smeaton of Austhorpe (1724 – 1792), Father of Civil Engineering in England. Temple Newsam House, Leeds, 27 May to 2 October 2011

Temple Newsam was an appropriate venue for an exhibition on John Smeaton, as his home, Austhorpe Lodge, was nearby. Born at Austhorpe in 1724, he attended Leeds Grammar School. The brilliant clock and instrument maker, Henry Hindley of York, introduced Smeaton to the world of mechanics. Smeaton became a scientific instrument maker in London and began to attend meetings of the Royal Society, becoming a Fellow in 1753. He became interested in engineering applications and went on to receive (in 1759) the Royal Society's prestigious Copley Medal for investigations into wind and water power applications.

Smeaton's great breakthrough was his successful rebuilding of the Eddystone Lighthouse, outside Plymouth, and he subsequently became the first man to describe himself as a Civil Engineer. The exhibition included 11 wall panels, each featuring an aspect of Smeaton's life and work. Other exhibits included two portraits, a collection of tools which Smeaton had made himself and a treadle lathe which he used. The Eddystone Lighthouse was explained by models and pages from descriptive books of the time. A local link included drawings and details of the "Engine erected for the L(or)d Visc(oun)t Irwin at Temple Newsam in 1770". This was a type of hydraulic ram which supplied water to the house. Another local link was that Smeaton presented Lady Irwin with "The best account he is able to give of the weights and measures used in the Coal Trade, so far as they have come to his notice". Lady Irwin was concerned to be sure that she was receiving correct payment for coal being carried over her land which lay across the route of the Middleton Railway, south of the River Aire.

Other panels listed and described Smeaton's work on wind and water mills, steam engines, bridges, harbours and canals. Smeaton's major land drainage work covered Hatfield Chase in Lincolnshire, where 17,000 acres were tackled between 1776 and 1789.

A comprehensive and interesting exhibition, although mounted on the second floor of Temple Newsam, near the end of the "visitor route". Perhaps a more direct route to the Smeaton displays could have been signposted – and the doorway into the exhibition itself could also have been more clearly marked.

Henry Gunston

IA News would be pleased to publish reports on special exhibitions. However, the production schedule means that in most cases they will not be distributed until after the exhibition has closed.

Ed

VISIT THE AIA WEBSITE
www.industrial-archaeology.org

**14 – 16 DECEMBER 2011
RAILWAYS AND SPEED**

International conference. Two centuries of speed on the railways, thirty years of high-speed trains. International Union of Railways, 9, rue du Château-Landon, F-75010 Paris www.ahicf.com

**20 – 21 APRIL 2012
ARCHIVES, ARTEFACTS,
AMATEURS AND
ACADEMICS**

Workshop at the Derby Conference Centre. See page 14 for details

**21 APRIL 2012
INDUSTRIAL HERITAGE AT
RISK**

At Ironbridge. Speakers include Shane Gould who is leading the English Heritage programme to identify industrial heritage at risk. AIA Awards and their cheques will also be presented that day.

**21 APRIL 2012
SWWRIAC**

The South Wales and West Region IA Conference will be held at the Kings of Wessex School in Cheddar, hosted by Somerset IA Society.

**22 – 28 APRIL 2012
MALTA THE (AMERICAN)
SOCIETY FOR INDUSTRIAL
ARCHAEOLOGY 2012 STUDY
TOUR**

Looking at how the island has experienced the high technology that comes with being a military base and meeting place of many cultures.

Full details: www.sia-web.org

**28 APRIL 2012
SERIAC 2012**

St Bartholomew's School, Newbury hosted by Berkshire Industrial Archaeology Group. www.biag.org.uk. Details and Booking Form from Graham Smith 114 Shaw Road Newbury RG14 1HR grahamv.smith@virginnet.net

**7 – 12 JUNE 2012
FIFTH INTERNATIONAL
EARLY RAILWAYS
CONFERENCE CAERNARFON**

For further information see www.erc5.org.uk

**10 – 16 AUGUST 2012
AIA ESSEX CONFERENCE
Chelmsford Essex See page 10**

**4-11 NOVEMBER 2012
XV TICCIH INTERNATIONAL
CONFERENCE: POST-
COLONIALISM &
INDUSTRIALISATION – THE
INDUSTRIAL HERITAGE OF
OTHERS TAIPEI TAIWAN**

The meeting will examine the close connections between historical, political, racial, environmental, economical, technical, and social questions of industrial heritage. Info and draft timetable: www.ticcih.org Contact: Dr. Hsiao-Wei Lin: linhw23@cycu.edu.tw

**8- 10 NOVEMBER 2012
IRON 2012, INTERNATIONAL
CONFERENCE, IRONBRIDGE**

Following on from the successful Fe09 conference, Iron 2012 will bring together metallurgy, heritage, landscape and archaeological experts from home and abroad to present and discuss recent, current and future strategies of research, including the management and future of historic iron-related industrial landscapes. Further details and a call for papers will be announced in late 2011/early 2012. Ironbridge Gorge Museum Trust.

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.org



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

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



Copper wash still on display at Midleton Distillery

Photo: Bill Barksfield