

INDUSTRIAL ARCHAEOLOGY NEWS

161
SUMMER
2012

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



**Chris Irwin • Box Boats • Railway Heritage Trust • Dounreay
Falcon Hildred Drawings • National Planning Policy • 2011 Council Report**



INDUSTRIAL ARCHAEOLOGY NEWS 161 Summer 2012

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Chris Irwin

24 January 1938 – 26 January 2012

Everyone who attended the AIA annual conferences up until a few years ago could hardly help knowing Chris. Not only was he a big man in every sense of the word, tall, big built but big hearted too. There can be very few who did not at some time buy from his bookstall. He enjoyed conference: the lectures when he could leave his stall to get to them, the field trips and, of course, socialising in the bar.

David Alderton

Chris was born in Yorkshire but brought up in Woodhouse Eaves in Leicestershire, and attended Ashby de la Zouch Grammar School. From there he went to an engineering apprenticeship at Herbert Morris Cranes in Loughborough, qualifying as a Lift and Crane Engineer, and he was working there when he married Mary in 1960. Later he was transferred to their Manchester office, covering Yorkshire, and living in Shepley. This is where the bookselling started, with Mary putting out books for sale and a tin for money on the wall in front of the house. Chris then decided to take a teacher training course as a mature student at Oastler College in Huddersfield, but it became apparent that teaching was not for him. By this time they had three children, Brigid, Kate and Roger, and the family moved back to Loughborough where he worked on the construction of Ratcliffe on Soar Power Station. When this was complete Chris took redundancy rather than have to move to work on another site away from the home they had established in Loughborough. Mary had been selling books at a stall on Loughborough Market, so they bought a small corner grocery shop in one of the back streets, filling its shelves with books, though for a while continuing with the market stall. It was their daughter Kate who suggested the name 'The Book House', which was retained

through all the subsequent moves. His first specialisation was in railway and model railway books, and this was when he started attending exhibitions with a bookstall. He also for a while ran a model shop in Loughborough. It was at this time I first met Chris, as I called a meeting to promote the idea of an industrial archaeological society for Leicestershire. He came along and joined the newly formed Leicestershire Industrial History Society. The railway books remained an important part of their business but he naturally expanded into industrial history and archaeology, where his engineering background stood him in good stead. Mary and I think he attended the first conference organised by the new Association for Industrial Archaeology at Keele in 1974. Certainly he became a very regular supporter of Conference and his stall was a major feature for many years. In 1982 he and Mary decided to move the Book House to a large house in Ravenstonedale, where they also ran a B & B. Those who visited them there will not easily forget his service at breakfast – the name Manuel comes to mind. There were books everywhere, though in the bedroom there was a rather delightful notice saying that the books in it were not for sale but were for reading. When the B & B became too much they moved to Fallowfield, a very pleasant flat with a separate shop in the same village. Eventually he retired and his daughter Brigid took over the business moving it to Brough, and in 2008 he and Mary moved into Northallerton – though still sometimes helping Brigid out.

To me, as Conference Secretary, he was a great help. He sorted out the placing of all the various stalls and stands, allowing for requirements such as an electricity supply, kept an eye on things when they were set up, and usually locked and unlocked the secure rooms. This meant he could not attend many of the lectures, though he always paid the full conference fees. Apart from the fun of browsing through the books and buying some item you didn't know you wanted till you saw it, you knew he would be totally honest in his pricing and his dealings; on one occasion after I had sold him some books I received an additional cheque a week or so later, with a letter saying that he had underpaid me for a book which was worth more than he first thought. Despite his success as a bookseller, he would have loved to have been a journalist, but it never happened – though he might have found that being honest and fair minded would have hampered progress in that particular trade.

He had many other interests of course, in particular he loved trams. He was in at the start of the Crich Museum and drove trams both there and, after he moved north, at Beamish. He supported local history societies, notably the Upper Eden Historical Society, and a talent previously unknown to me is that he was a folk dance caller. He was a regular churchgoer, if not committed to any particular label, perhaps happiest with the Quakers.

His health was often not good; he suffered from rheumatoid arthritis for many years which probably triggered his serious heart problems. Many will remember that in 2000 an emergency



Chris Irwin at the Derbyshire Conference in 2005

Photo: Peter Stanier

COVER PICTURE

Allihies Mine County Cork. Members struggling up the hill to find the best photo spots. Allihies Mining Museum was the winner of the President's Award for the 2011 conference at Cork.

Photo: Peter Stanier

quadruple heart bypass prevented his attendance in Manchester and Brigid took over the stall. Eventually he developed the cancer which killed him, but whenever we met he remained cheerful, good natured and sociable, despite his problems.

He leaves Mary, his wife and business partner of over fifty years, the three children and five grandchildren. Brigid continues the business which has now become entirely internet based at www.thebookhouse.co.uk. The AIA in general and Conference in particular are much the poorer for his departure. I, personally, will certainly miss him.

Box Boats – the first container ships

The importance of the Box Boat lies in its use of removable crates which are a direct precursor of modern containerisation. Two centuries before our modern container ships and lorries were designed, the idea had been introduced to transport coal. The original box boat came into being in the 1760s and was designed by James Brindley. It evolved from the little coal mine boats (the 'starvationers'), whose boxed cargoes were transferred at Worsley Basin to craft of similar shape but of larger dimensions for the journey to Manchester. Box Boat 337, which is preserved at the National Waterways Museum in Ellesmere Port dates from around 1860. It is undergoing restoration with an AIA grant.

David de Haan

The box boat is about 70ft long and 6ft beam, although in the case of 337 which is a Bridgewater Canal example, it is 68ft. In terms of construction Box Boat is largely constructed of pitch pine with



A Box Boat being loaded

Photo: National Waterways Museum

oak for the stern. Rather than a hold full of coal, the fuel was put in ten removable boxes each of which could be craned out for the customer, and via the double leaf flap at the bottom could be emptied into a waiting wagon. In this early form of containerisation the coal was loaded into the box and then the full boxes were loaded into the box boats. Wider versions also existed which allowed boxes to be loaded two abreast. Each box had pawl and ratchet-operated bottom doors which, in the case of the Manchester Power Stations i.e. Trafford Park and Stretford, enabled the boxes to be lifted out and discharged over a conveyor belt and thus into the power station. The bottoms were then closed and the empties

returned to the colliery for refilling. Very much like a milk round.

Originally the box boats were all horse-drawn, each boat containing 20 tons of coal in 10 wooden boxes. There are two boxes on display at the museum in Ellesmere Port where *Box Boat 337* is being restored. The boxes are nominally 5ft 6in wide by 3ft 6in and 3ft 8 deep, with a double flap at the bottom that could be opened by a crank and chain from the top. They were filled at the colliery and taken to the canal side on wagons where cranes on the wharf would lift the boxes into the boats. One horse would haul two boats. The captain would steer the front boat and two lads took turns at leading the horse or steering the other boat.

Box Boat 337 became the property of the National Coal Board until the box boat traffic ceased in 1952 after a 200 years history. The boat then went into private hands before coming to the then Boat Museum in 1978.

It is strange and perhaps indicative of the canal industry that boxes were not more widely used. I recall Joey boats loaded in Cannock in the 1960s travelling in strings into central Birmingham where the coal was shovelled into wheelbarrows, a very tedious operation, before the boats returned empty to the coal fields. Were wages so low that a modest investment would not have paid handsomely? Ed.

The Railway Heritage Trust

The Railway Heritage Trust is a company limited by guarantee and owned by its directors. It was formed in 1985, largely in response to criticism of BR over the demolition of much of its Victorian-built estate, and in particular, to the loss of the Doric Portico at Euston and the outcry over the proposed demolition of St Pancras in the late 1960s. Since its formation the Trust has given grants to support listed buildings and structures on the British rail system.

Andy Savage, Executive Director of the Railway Heritage Trust

Today, the Trust is sponsored by both Network Rail and BRB (Residuary) Ltd. However, it is independent of both companies, and Sir David Higgins, Chief Executive of Network Rail, has described the Railway Heritage Trust as a critical friend, a description that the Trust is very happy with.

The Trust has two objectives; both involve giving grants to support historic buildings and structures. The objectives are:

1. to improve the heritage features of operational listed buildings and structures, or of historic buildings and structures in a conservation area, and
2. to help find new uses for such buildings and structures when they no longer have operational use on the railway.



A collection of Box Boats on an unidentified canal

Photo: National Waterways Museum

The Trust has a current turnover of some £2 million a year, 90% of which is awarded as grants. Up to 31 March 2011, after 26 years, it had awarded 1,283 grants, to a total value of some £40 million. The Trust rarely gives grants for more than 40% of the value of the work that it is supporting, and thus has attracted external grants worth a further £49 million to the estate of Network Rail and its predecessors; for every pound that Network Rail gives the Trust, it sees £2.20 spent on its infrastructure, a good reason for its continued sponsorship of the Trust.

In addition to awarding grants, the Trust also gives advice or comment when required. Sometimes this is for schemes that the Trust has funded, or is about to fund, but often this can be

for other schemes involving listed buildings or structures, or for buildings that are of outstanding architectural or historic interest, even if not listed.

The scope of the Trust's activities can vary from the erection of a plaque for a few hundred pounds, through funding small private enterprises in listed buildings, to ploughing in almost half a million pounds into major station upgrades.

Thus, at Burntisland Low Level in Fife, the Trust was able to fund the restoration of the semi-derelict original platform building, abandoned for train operations in 1890 when the Forth Bridge opened, and since then much abused by the various users, ending up as a derelict former staff club. The Trust's input of £100k has enabled the Fife Historic Buildings Trust to restore the building

both externally and internally to pristine condition, and has encouraged five artists and craftsmen to rent the various rooms in the building, all of which are now let.

A more spectacular scheme has been the removal of the various retail units in front of Liverpool Lime Street station, and the creation of a wonderful public area, including some lovely public art, costing a total of some £8 million. An RHT grant of £200,000 went towards the £600,000 cost of heritage aspects of this scheme.

The Trust takes an interest in listed bridges as well as buildings, and recently funded the renewal of the original cast iron parapet at Barnes Bridge over the Thames. The Trust felt that its £70,000 grant was a worthy contribution to the structure, and that it was far more important to get the parapet restored than to unexpectedly donate an over-large lump of cast iron to the Oxford or Cambridge crew in the middle of the Boat Race.

The Trust's activities also spread to Wales, where we recently contributed to the restoration of Llandovery station on the Heart of Wales Line. Our initial contributions of £1,000 towards a feasibility study, and £40,000 towards the work (out of a total cost of both phases of £112,000) then had to be added to when HRH The Prince of Wales suggested that the modern enamel signs on the exterior of the building should be replaced by the original LMS design. A further grant of £1,300 soon sorted this request out, working with Network Rail to carry out the necessary erection of the signs.

The Trust's web site gives more details of its work, how it gives grants, and the people who run and support the Trust. We welcome applications for grants to support listed and heritage buildings on the Network Rail and BRB (Residuary) Ltd systems.

Visit www.railwayheritagetrust.co.uk,



Liverpool Station before refurbishment

Photo: Railway Heritage Trust



Liverpool Station after removal of retail kiosks

Photo: Railway Heritage Trust – Milepost 92½

National Planning Policy Framework

On 27 March 2012 the long awaited National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government. It is a document of 65 pages and 219 paragraphs. It commences with a ministerial forward and ends with three annexes. It replaces a substantial number of planning policy documents (listed in Annex 3).

Amber Patrick

Where the AIA and industrial archaeology are concerned PPS5 (Planning Policy Statement 5 – Planning for the Historic Environment) is replaced by Section 12 which is entitled 'Conserving and enhancing the historic environment' and is covered by paragraphs 126 to 141. However, the word 'heritage' also appears in a number of other sections of the document. Section 12 will be our main guidance in considering future listed

building and planning applications in respect of industrial sites/buildings. Also of relevance is Annex 2 which is the glossary for the whole document and defines such phrases as 'Archaeological interest'; 'Designated heritage asset'; 'Heritage asset'; 'Historic environment'; and 'Historic environment record'. Some of the paragraphs are the same in both PPS5 and in Section 12 of the NPPF. These include, for example, paragraph 128 and HE6.1 of PPS5 which requires an applicant to describe the significance of the heritage assets; paragraph 130 and HE7.6 are also the same and state that where there is deliberate neglect or damage to a heritage asset the deteriorated state should not be taken into account in any decision; paragraph 133 and HE9.2 deal with the situation where substantial harm or total loss of significance would occur, in which case consent should be refused unless the benefits outweigh the harm or loss. Also a recording condition remains (PPS5 paragraph HE12.3 and NPPF paragraph 141).

However, other paragraphs earlier in the document such as those under the heading 'The presumption in favour of sustainable development' (paragraphs 11 to 16) will also have an impact on planning/listed building applications involving industrial sites and buildings.

Only as the document is used in the submission of listed building/planning applications may an understanding of its impact be fully appreciated.

The National Planning Policy Framework document can be found at:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

The Dounreay Sphere

It is with great delight that we heard from Alan Pope who had actually taken a major part in the design of the fast breeder reactor. His article on page 5 of I A News 160 makes fascinating reading and, coming from someone so directly involved, is invaluable.

Robert Carr

The Newcomen Society published a request in their newsletter *Links* asking for anyone who had worked on the Dounreay Sphere or been indirectly involved to make themselves known. The request drew almost no response and it was concluded that we might be too late to find anyone else. Alan Pope's excellent piece in *I A News* is therefore of very special value and moreover he may be able to enlighten us further as to the remarkable engineering that went on inside the Dounreay Sphere and the design considerations in those crucial pioneering days of the fast breeder reactor.

The note in *IA News 159* on page 9 was written some time before publication. It was

originally drafted following the *I A* being contacted by enthusiasts concerned about the likely demolition of the sphere and emphasizing the importance of retaining it. The enthusiasts were zealous, and it was perhaps the desire to emphasize the sphere's importance that led to an exaggeration in the size. It was claimed that the Dounreay sphere was the largest in the world – but there is probably a larger though later rival in France. This is 'La Boule' at Chinon Avoine, a steel sphere 55 metres (180 feet) in diameter. Situated near the River Loire to the west of Tours, it was built to house the Chinon A1 reactor, which was of the Magnox UNGG (Uranium Naturel Graphite Gaz) type. This reactor worked from 1964 until 1973 and was then partially dismantled and the core confined in ferro-concrete. In 1986 'La Boule' became a museum at the request of local people and opened to the public. As le Musée de l'Atome it appears to be visited by numerous parties of school children. So far we do not have information about the internal structure of 'La Boule' and we would be grateful to hear from anyone who has visited le Musée de l'Atome and if possible has photographs of the French sphere's interior. It may be that the Dounreay sphere is unique; the Scottish sphere has no internal structure.

The correct diameter of the Dounreay sphere is 135 feet and a paper by N T Barrett in the *Structural Engineer*, March 1958, vol 36, pages 85-97, can be recommended for information. For conservation considerations the hand waving 'best part of two hundred feet' gives an order of magnitude and seemed to suffice for an initial consideration but 'nearly 200 feet' is indeed excessive. This 'disinformation' may have been current for quite a long time; the Glasgow Herald for Wednesday 9 September 1959 stated on page 7 that the Sphere was 'almost 200 feet in diameter'. This was in a brief article reporting a visit to Dounreay by Lord Plowden, chairman of UKAEA. The director of the plant at that time was Dr Robert Hurst and the Sphere was being painted; the colours had been pale yellow, red, white, and pale grey. The final coat was duck-egg green. The press were allowed to write about the colour but not much else. Two hundred feet rather than 135 makes a big difference to the volume of the sphere, it increases it three and quarter times!

The Dounreay sphere was built as a secondary containment enclosure – as Alan Pope points out the important part was the reactor inside. But there is little possibility of retaining anything much from the interior, even if radio-activity were not an issue. If we consider the case of conventional power stations, some are retained, but it is because of the architectural quality of their exteriors that a few survive. Despite their perceived aesthetic qualities, from a mechanical engineer's viewpoint a power station building is simply a cover to keep the rain off. At Bankside power station in London, now the Tate Modern art gallery, all the generation plant was scrapped early on in the programme of refurbishment. Only the travelling crane built in 1949 by Sir William Arrol & Co Ltd of Glasgow survives, probably because with a working load of

50 tons on the main hook it is useful for positioning heavy works of art in the turbine hall.

Architects like to maintain a hierarchy; architecture – civil engineering – mechanical engineering – manual work; to some extent the Establishment tends to follow this pecking order. It is very difficult to get machinery of any kind listed, even of the most innovatory kind. In our society technology is subservient to art. A recent example of this is the Fleet Building in London. From the 1960s this was packed with a great variety of cutting-edge telecommunications equipment and historically important events took place here – see *I A News 159* page 17. The decorative mural panels on the outside of this building have recently been listed, the building itself remains unlisted and its contents were mostly disposed of some time ago.

Newcomen 300

Another Society is, understandably, taking the lead in celebrating this anniversary but we could not let it go by without a word.

Robert Carr

This year many people are being distracted by a sporting event in the lower Lea Valley, but more importantly, 2012 is the 300th anniversary of the successful installation of Thomas Newcomen's atmospheric engine at a colliery near Dudley – a momentous event which kick-started the industrial revolution. There is at least a postage stamp which came out on 23 February. This depicts a rotative beam engine which may further confuse people who think the Newcomen engine was a steam engine in which steam pressure pushes a piston. Newcomen's ingenious machine, a beam engine, worked using the weight of the atmosphere to pull a piston down and raise pump rods in a mine shaft. As children we were taught at school in a clear and simple way how a Newcomen engine works but such topics are probably no longer on the curriculum. A column of air a square inch in cross section stretching from sea level to the top of the atmosphere weighs about 15 pounds. Children used to seeing things weighed out in the grocer's had little difficulty in understanding a beam engine. Thomas Newcomen was an ironmonger familiar with weighing bags of nails.

I am sorry to say that at my school they didn't even get as far as Newcomen. I seem to remember it was an elephant sitting on me – an image with which I was not entirely comfortable. Ed.

**VISIT THE AIA
WEBSITE**

www.industrial-archaeology.org

Reuse in New Zealand

In my first trip to New Zealand during January 2012, I came across a number of cases in Auckland of well executed "re-use" of former industrial buildings.

Henry Gunston

Northern Roller Mills – Fort Street Auckland.

Originally built for John Lamb in 1888 as the Auckland Roller Mills, it was combined with another mill to become The Northern Roller Milling Co in 1899. Goodman Fielder took over the operation in 1997 and sold the Fort Street building in 2001, after which it was developed for offices. The text 'established 1860' relates to John Lamb's original mill.

Northern Steamship Company Building – Quay Street, Auckland.

Erected by the Northern Steamship Company in 1898, the building was constructed as offices for the Northern Company after it had become one of the leading inland-shipping businesses in northern New Zealand. An extra storey was added in the prosperous 1920s, using a similar style, while internal alterations created offices which were let during the company's post-war decline. Following the winding up of the Northern Company in the 1970s, the interior was largely gutted and modifications were made to the western wall, which required strengthening after an adjacent building was demolished. The ground floor is currently a very successful pub.



The Ferry Building, Quay Street, Auckland

Photo: Henry Gunston

The Ferry Building – Quay Street, Auckland.

Erected for the Auckland Harbour Board in 1908 to 1912, this ornate structure was intended to be a focus for the extensive ferry network entering and leaving the city. The building initially housed the headquarters of the two main ferry operators in the harbour; later tenants included trade unions and consulate offices. The construction of the Auckland Harbour Bridge in the 1950s dealt a major blow to maritime activity on the wharves, after which the building deteriorated. It was refurbished in 1986-1988, when its interior was gutted, strengthened and converted to office and retail use.

The Old Auckland Railway Station – Beach Road, Auckland.

Built by the Public Works Department in 1928-1930, the former Auckland Railway Station was one of the most self-consciously monumental public buildings erected in early twentieth-century New Zealand. The grand and ornate Beaux Arts style building was intended to stand as a gateway to the city, although the station lay a little distance its centre. The building's design – by architects Gummer and Ford, and the railways' Chief Engineer, F. C. Widdop – was based on American models, such as Union Station (Washington), USA. The building was used, with modifications,



The Northern Roller Mill Building in Fort Street, Auckland

Photo: Henry Gunston



The Northern Steamship Co Building, Quay Street, Auckland

Photo: Henry Gunston



The Old Railway Station, Beach Road, Auckland

Photo: Henry Gunston

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For further details, contact the Editor.

as the main point of arrival for rail passengers in Auckland for most of the century. It was sold during the privatisation of the rail network in the 1990s, and has since been converted to student accommodation. An underground railway terminal has been built, replacing this older building, based on the Britomart Building (the former Chief Post Office Building), close to the Ferry Building and the city centre.



Kilns near Carleta on the east coast

Photo: Derek Brumhead

Hornos de Cal, Fuerteventura, Canary Islands

Derek Brumhead

The production of lime in Fuerteventura was one of the leading industries of the island. There are historical references to lime kilns in operation since the seventeenth century, which remained in daily use until the mid-twentieth century. Hundreds still survive scattered all over the island. Except for some minor hard rock outcrops in one locality, there are no natural limestone beds on this volcanic island, but there are widespread sand dunes ('Jables') in the north and south of the island (swept in by the sea from the east during Pliocene and Quaternary times 12m - 2m years ago), and the oldest ones are cemented by carbonate crusts called caliche. Particularly in inland kilns the fuel used was gorse or heather. On the coast coal was imported, some of it from England via Gran Canaria. The burning process of the ovens still needed a previous collection of dry gorse or heather as fuel to 'warm up' the oven.

From a distance, batteries of kilns, giving the impression of Martello Towers, are common all along the coast. At Puerto del Rosario, kilns were built in 1930 and worked into the 1970s. An adjacent quay was used to export the lime to Tenerife and to a lesser extent to Gran Canaria and Las Palma.

Domestically, the kilns (particularly those inland) provided lime to paint the houses in bright white and to supply farmers with quicklime to disinfect their farms. An old lime kiln at Tefia in the middle of the island has again been put into operation using this traditional method and allows lime distribution to farmers on the island.



Kilns at Puerto del Rosario north of Carleta

Photo: Derek Brumhead

General Report of the Trustees for the year ending 31 December 2011

Objects and Activities

The objects for which the Association is established are to encourage and promote for the public benefit the study of, and research in, the archaeology of industry and the industrial period, and to promote education in the identification, recognition and conservation of the industrial heritage.

The Association is registered in England under the Companies Act 1948 (no 1326854) and the Charities Act 1960 (no 277511). Registered Office: Ironbridge Gorge Museum Trust, Road, Coalbrookdale, Telford, Shropshire TF8 7DQ.

Annual Conference

The 2011 AGM and Conference was in Cork, 26 August to 2 September, held at the University of Cork and was well supported with 80 Association members and guests. The initial seminar was followed by a trip to the Midleton Distillery before an evening lecture from Colin Rynne on the region's industrial archaeology. Following the AGM, Professor Patrick Malone gave the Rolt Memorial Lecture on 'Dams and Damages: Controversies over waterpower in Lowell, Massachusetts'. He was the winner the previous year of the first Peter Neaverson Award, which he was able to accept in person in Cork.

In addition educational field visits had been arranged over the four days after the AGM and covered a wide range of sites, including The Royal Gunpowder Mills at Ballincollig, the West Cork mining landscape of Allihies-Berehaven, Cork city's industrial archaeology including the Cork Corporation Waterworks, the hydroelectric power station at Ardnacrusa, the industrial archaeology of Limerick docks, Cork's Butter Museum, Cork Harbour and at Cobh its link to the Titanic and the lighthouses at the Old Head of Kinsale. The President's Award, for the site visited which best interpreted the industrial past to the lay visitor went to the Allihies Copper Mining Museum.

It was a most enjoyable and fascinating week and full credit must go to our Conference organisers John McGuinness and Stephen Miles for their planning and organisational skills, and particularly to Dr Colin Rynne and fellow members of his department at Cork University.

Publications

To encourage high standards in all aspects of the study of industrial archaeology, the Association published two issues of *Industrial Archaeology Review* under the joint editorship of Helen Gomersall and Dr Mike Nevell and four issues of the *Industrial Archaeology News*, under the editorship of Chris Barney. Peer reviewed and with an international Editorial Board, the *IA Review* is the journal of the AIA and provides a forum for a wide range of specialist interests in

industrial archaeology. The May issue concentrated on iron and steel, while the November issue was on mills, with articles covering various technological, archaeological, historical, geographical, social and architectural aspects of industrial archaeology. Among these were The Rolt Symposium organised by Angus Buchanan commemorating the 100th anniversary of Tom Rolt's birth (speakers included Angus, Sir Neil Cossons and Keith Falconer) and also the 2010 Rolt Memorial Lecture *The Death of the Industrial Past?* given by David Alderton.

The quarterly *IA News* is the bulletin and main communication organ of the AIA. Illustrated reports covered all the Association's activities as well as short technical articles, reports on affiliated societies, regional news, TICCIH, conferences, letters, etc. Highlights during 2011 included illustrated reports on the AIA tours of Egypt, Sweden and New Zealand and the Annual Conference in Cork.

Awards

The Postgraduate Dissertation Award went to Edel Barry of the University of Cork for *The Archaeology of the Narrow Gauge Railways in Munster*.

The Occasional Publications Award went to Jim Lewis for *Industry and Innovation: the technological revolution in the Lea Valley*.

The Journal Award went to the *Sussex Industrial History Society* for 2011 (issue 41).

The Newsletter Award went to the *Hampshire IA Society* for the December 2010 issue.

There were two joint winners of the **Peter Neaverson Award**: *Neither Here Nor There? The mining and transport of ores from the Brendon Hills to South Wales* by M. H. Jones and J. R. Hamilton; and *The Arts of Industry in the Age of Enlightenment* by Celina Fox.



Jim Lewis receiving the Occasional Publications Award from Tony Crosby
Photo: Pat Crosby

Grants

In 2011 the Association received a further very generous amount from the same anonymous donor to support conservation projects, as had been done the year before. These projects and progress on the on-going projects were described in greater detail to AIA members at the 2011 conference and there was widespread support for them. The Beamish chaldron wagons project was successfully completed, as was the narrowboat 'Tarporley' at Camden Canals in London, and the restoration of a nineteenth-century papermaking machine at Frogmore Mill, The Apsley Paper Trail. A part payment (£11,561) of the £15,000 grant was paid to the Ellesmere Port Boat Museum for materials relating to the restoration of the box boat.

New applications were received and it was decided to make awards as follows:

The Tallyllyn Railway weighbridge Narrow Gauge Railway Museum Trust, £2,000.

The Robey Trust for restoration of an Undertype steam engine, stage payment of £5,392 towards a total grant of £10,000.

The Wellington wheelpit at Mellor Mill, stage payment of £6,986 towards a total grant of £15,000.

Training

The final stage of the National Capacity Building Programme that began in 2008 was completed in 2011 with a training day in Lancaster. Following these very successful AIA / CBA Day Schools funded by English Heritage, the major task of producing the resulting *Practical Handbook on Industrial Archaeology* fell to Professor Marilyn Palmer, Dr Mike Nevell and Mark Sissons, for publication in Spring of 2012.

Consultation

In March and again in May the Chairman attended meetings to discuss the National Heritage Protection Plan and English Heritage's priorities over the next four years. In May the Association was represented at an English Heritage briefing meeting held in London to share initial work on industrial heritage at risk, which later led to the launch of a report and a website in October to raise awareness of the issues. English Heritage's autumn edition of *Conservation Bulletin* was dedicated to this subject and included contributions by two AIA Honorary Vice Presidents, the President, the Chairman and the Honorary Secretary.

The museum sector learned that during the year the Arts Council for England (ACE) would be taking over much of the work done for DCMS by the Museums, Libraries & Archives Council; AIA Council members attended a consultation meeting in August at 'Steam' in Swindon which allowed 17 representatives from the industrial, maritime and transport heritage sector to raise concerns about how they might be relevant to ACE's remit. AIA was also represented on the Heritage Lottery Fund's (HLF) meeting of Industrial, Maritime & Transport organisations, which in October met at the Tramway Museum in Crich.

Overseas Visits

From 30 May to 5 June AIA members had a most interesting and enjoyable tour of various industrial archaeological sites in Sweden organised by Sue Hayton and led by Bill Barksfield. After visiting Skansen and the Vasa Museum in Stockholm, the tour included the ironworking sites of Ängelsberg and Eskiltuna, the silver mine at Sala and the Swedish Railway Museum at Gavle. The tour is well documented in IA News No.158 of Autumn 2011. A tour to Tasmania from 1 to 16 November was organised by Paul Saulter and reported in IA News 160. It was planned to coincide with the Engineering Heritage Australia (EHA) conference in Hobart. The tour started in Melbourne and then took in the East and North of Tasmania. Members then joined the EHA tour which covered the West and centre of the island followed by 3 days of conference.

Changes on Council

Mark Sissons succeeded Tony Crosby as Chairman and three Council members were re-appointed for a further 3-year term at the 2011 AGM: Stephen Miles, Roy Murphy and Ian West. Normally the Council consists of 4 elected officers and 9 elected members, but the vacancy for the Chairman Elect was unfilled at the AGM so for the rest of the year there were three officers and nine elected members. In 2011 Council met at Leicester University in February and in London in June. In addition Council had an Extraordinary Council Meeting in August at the University College Cork, shortly before the AGM, to receive any nominations and deal with other AGM business. The final Council meeting of the year

was held over two days at Coalbrookdale in November.

The Honorary Secretary is also the Liaison Officer and with the assistance of Anne Sutherland (née Anne Lowes, who got married in 2011) throughout the year they continue to support Council, deal with queries and forward information to the appropriate quarter. We are very grateful to all officers and members of Council for the increasing time and effort that they put in voluntarily to ensure the smooth running of the Association through Council and its committees.

David de Haan, Honorary Secretary

Endangered Sites Casework

Over the last few months there have been relatively few listed building/planning applications involving industrial sites referred by the CBA. However, these have included some important sites such as The working Mast House at Sheerness Docks – a Rennie Building and rightly listed as Grade II*. It was due for demolition down to a new ground level and we commented on this and were subsequently represented at a meeting by Dr Robert Carr. A further set of documents has now come in for consideration. Interestingly there have been other applications in respect of docks/ports including Hull, Liverpool and Newhaven. Other sites on which comments have been made include a small brewery at Wotton Bassett and the Pumphouse & Cottage, Siddal, Halifax, West Yorkshire (not a CBA referral). All these cases have been under the auspices of PPS5 but future ones will be under NPPF.

We do not necessarily comment on every application received. Sometimes comments are not necessary because a building is of low value or perhaps because it is a modern addition attached to a listed building. Nor do we always object to applications – sometimes just a comment is made and in some cases it is appropriate to support an application.

Not all referrals come from the CBA. Others are referred by individual and other voluntary bodies. The AIA will only comment if appropriate.

I am always very grateful to all who provide me with information on referrals but I am always pleased to have more volunteers either to cover a geographical area or a specific subject.

Amber Patrick

The New Devon IA Group

The inaugural meeting of IASDA – the Industrial Archaeology section of the Devonshire Association – took place on Saturday, 31 March 2012 at Crediton when 70 people were present.

Helen Harris spoke of her personal experience of the development of industrial archaeology in Devon from the 1960s to the present. Mick Atkinson gave an overview of mining related IA in the County and Peter Stanier outlined the breadth of the county's IA heritage through his presentation on 'Seven Wonders of Devon's Industrial Past'.

The committee comprises: Chairman, Dr Mick Atkinson; Secretary, Brendan Hurley; Treasurer, Bill Nichols. For further information on IASDA, contact the secretary brendanhurley@fastmail.co.uk.

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The XVth International TICCIH Congress November 2012 in Taiwan

This is the first TICCIH Congress to be held in Asia. The central theme is *'Post-colonialism & the Reinterpretation of Industrial Heritage'*. It aims to investigate the connections between historical, political, racial, environmental, economic, technical, and social issues of industrial heritage in our modern world.

Colonisation affected the development of many industries, in both the colonised and colonising territories. It is clearly visible in surviving industrial sites, in landscapes formed over centuries by industrial activities and in technical infrastructure. However, for the new generation, post-colonialism has provided a different interpretation and ideas about industrial heritage. So for this, the first TICCIH congress in Asia, we would like to explore the relationship between industrial heritage and post-colonialism – to see *the industrial heritage of others* from various points of view and to seek the solution to the massive industrial impact on the landscape in the present day.

The Taiwan congress fits with ICOMOS' aim to widen the geographical and thematic scope of world heritage expressed in its report 'The World Heritage List – filling the gaps, an action plan for the future'. In the west, 'regeneration through heritage' has a long development, yet in Asia it is a relatively new concept for urban and regional development.

There will be tours of local historic industrial sites and an optional three-day post-conference excursion. Social activities will be arranged as a cultural platform to introduce Chinese art, culture and delicacies. We look forward to seeing you in November.

www.arch.cycu.edu.tw/TICCIH%20Congress%202012/index.html



Cherishing Chimneys

What can you do with old industrial chimneys? Come to E-FAITH in London in October to discuss this burning issue.

One idea put forward at the Industrial Heritage Weekend held in Tilburg last October was to use them as land marks advertising the industrial heritage site below. In an imaginative presentation, it was argued that old chimneys could play a valuable role in promoting local sites at night as well as during the day by the judicious use of lighting. This had the added benefit of helping to promote the locality itself and thereby attracting the goodwill of the local authority, which might be induced to help financially.

Exchanging ideas is the very essence of these Industrial Heritage Weekends organised by the European Federation of Associations of Industrial and Technical Heritage (E-FAITH).

The Weekend this October is being held in London and will provide enterprising volunteers and their associations with an excellent opportunity to promote their restoration project, whether work in progress or finished, to like-minded volunteers from all over Europe.

The Weekend begins in the afternoon of Friday 26 October with a guided walk in the Three Mills area in the East End of London, with a chance to learn about the House Mill – said to be

the largest tidal mill in the world, which operated from the 1770s until 1940 – and the Abbey Mills pumping station.

Saturday 27 October will be devoted to presentations, exchange of ideas and discussion, followed by an early evening visit to the Kirkaldy Testing Museum in Southwark. The presentations will be given in the lecture hall at Toynbee Hall in Whitechapel, itself of I.A. interest as the place where Marconi first demonstrated his wireless in the UK.

On Sunday morning 28 October, the focus will be on the voluntary theme and the challenges facing voluntary museums and their staffing, with particular reference to increasing regulation and safety requirements. The morning will end with a visit to the Kew Engines Museum when the huge Cornish Engines will be in steam.

The Weekend is being held under the auspices of the AIA and GLIAS and if you or your society, museum or association would be interested in making a presentation or attending, you can register interest with Paul Saulter at www.heritageofindustry.co.uk/e-faith by courtesy of the company who are sponsoring one of the events, or drop him a line at 80 Udimore Road, Rye, Sussex, TN31 7DY. Further information and registration particulars will be posted on www.e-faith.org in due course.

Paul Saulter



Press machine for sugar cane still in use in Shanhua Sugar Factory (Yu-Huang Zhang)

NOTICES

Welsh Industrial Archaeology Panel

The 2012 Welsh Industrial Archaeology Panel will be held on 22 May in Amlwch, Anglesey. The panel, which is this year being hosted by the Gwynedd Archaeological Trust, is an opportunity to hear presentations on current work in the field of industrial archaeology across Wales and to join in discussions on the subject. There will also be a field visit in the afternoon. The meeting will run from 10:00 until 16:00 and is open to all. Further details of the venue and how to book can be found in the 'Events Diary' section at www.rchamw.org.uk

East of England Regional Industrial Conference

This year's event will be held in Peterborough on Saturday 16 June at the Perkins Diesel Factory, and the programme includes lectures on the Fletton Brick Industry and Perkins Diesels, and a tour of the works. Full details and a booking form are available by e-mail from aldertondl@btinternet.com. or by post (SAE please) from 5 Hoynors, Danbury, Chelmsford, CM3 4RL. Factory security need to know the names of those attending in advance, so e-mail or postal bookings must reach the above address by Saturday, 26th May.

David Alderton

The Falcon Hildred Collection

The Heritage Lottery Fund (HLF) has awarded £46,700 to the Royal Commission on the Ancient and Historical Monuments of Wales to acquire a unique collection of over 600 original drawings and watercolours by Falcon Hildred, the Wales-based artist. The Royal Commission is working in partnership with the Ironbridge Gorge Museum Trust to save this outstanding visual record of industrial buildings and townscapes for future generations.

With the help of volunteers the collection has been catalogued and high-quality scanning will ensure that superb digital images will be available online through *Coflein* (the Royal Commission's online database) and both the Ironbridge and People's Collection Wales websites.

Falcon Hildred is a highly accomplished artist who has dedicated his working life to recording the buildings and landscapes of nineteenth and twentieth-century industry, producing works of high aesthetic, historic and social value. He has recorded in detail technological and engineering change and a rapidly disappearing way of life. The



Falcon Hildred at his drawing board

drawings record Blaenau Ffestiniog (the artist's home since 1969 and a place he has recorded extensively) and a number of industrial towns in Wales and England. These include Cardiff, Newport and Swansea, as well as Grimsby, Coventry, London and Birmingham.

A major exhibition of selected originals will run from late September 2012 to April 2013 in the Coalbrookdale Gallery at Ironbridge with further touring exhibitions being planned from 2013 onwards. A book highlighting the significance of the collection and the artist will be published in September 2012.

Commenting on the award, Peter Wakelin, Secretary of the Royal Commission, said 'The acquisition of this collection represents a lifetime's recording work being safeguarded for the future.'

Explaining the importance of the HLF support, Steve Miller, CEO of the Ironbridge Gorge Museum Trust, said 'We are immensely grateful to the Heritage Lottery Fund for their support in acquiring this amazing collection'.

The British Archaeological Awards

The Annual General Meeting of the British Archaeological Awards (BAA) took place on 20th February this year in London. Work has been carried out by an external contractor to improve the image and the Awards now have a 'new look'. It was decided against starting annual awards next year because, to have sufficient funds the new UK-wide Heritage Benchmark scheme (see IA News 157 page 12) needs to be up and running, and the BAA await a reply from English Heritage. The Benchmark scheme which gives recognition for good practice in commercial archaeology, for which there is currently no such 'kitemarking', is not an award – it can go to any number of entrants and it is expected to start annual awards together with the Benchmarking in 2014.

The Awards Ceremony this year will be held on Monday afternoon 9th July at the British Museum in London, the same venue as last time, with

Lloyd Grossman FSA in the chair and it is also hoped to have a Minister present. The BAA finances have been prudently managed such that one more round of Awards can be run entirely without further funding and this policy will continue. Historic Scotland have increased their contribution from £1,000 to £2,000 but the BAA had not yet heard from English Heritage.

Robert Carr

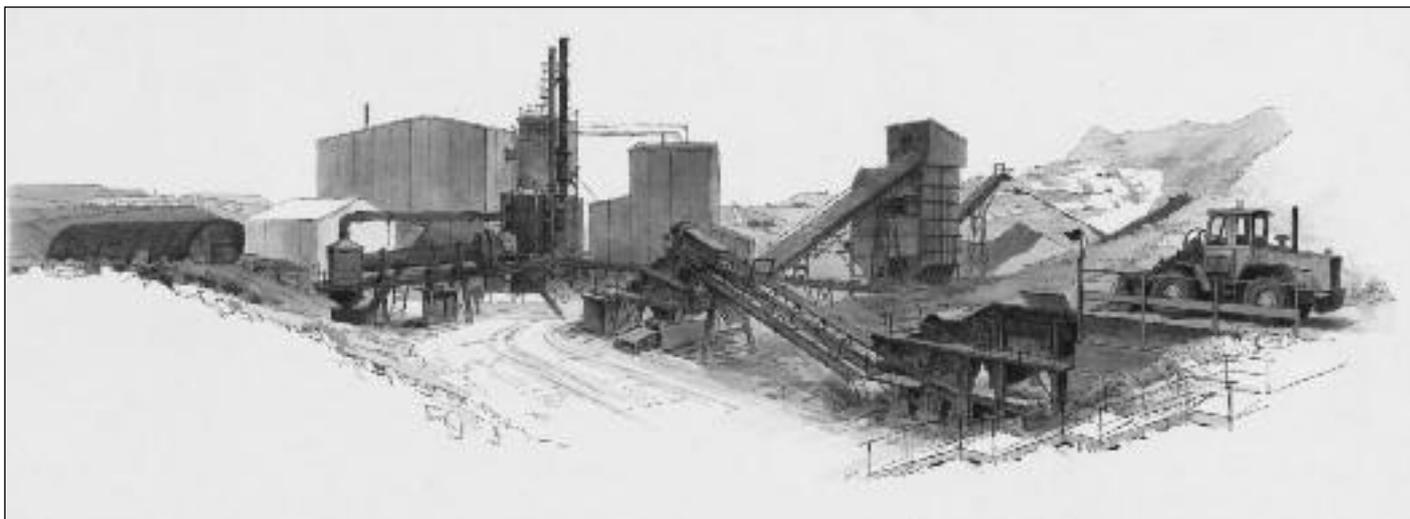
Transport History Collection available again

Brunel University's Transport History Collection (THC) is now accessible again and housed on the main campus at Uxbridge. It contains materials relating to British railway history with an emphasis on the Great Western Railway from earliest times to the early 1980s.

A principal part of the collection is that of the late Charles Clinker, and includes 2,730 books and a collection of photographs. It includes his notes and correspondence for the *Register of closed stations and goods depots* and papers for his revision of MacDermot's *History of the Great Western Railway*. Another bequest is that of David Garnett and contains approximately 1,860 books. Garnett's main interest was in railway maps and, in particular, the maps of the Railway Clearing House. As well as the RCH maps, the collection includes railway junction diagrams and Airey, Ordnance Survey and Bartholomew's maps.

In addition to the photographs that form part of the Clinker Collection, the THC includes a collection of photographs taken by Charles Mowat (Professor of History at the University of Bangor, 1958 to 1970) who concentrated on recording smaller stations and branch lines – the collection includes around 2,500 photographs taken between 1924 and 1969. The THC also includes photographs taken by Wookey, a former Brunel student (1975 to 1979) who specialised in photographs of railway stations and signal boxes during the 1960s and 70s.

Other materials include historical journals that offer contemporary accounts of related news



Oakeley Slate Mine and Quarry, Blaenau Ffestiniog

Drawing by Falcon Hildred

© Crown Copyright: Royal Commission on the Ancient and Historical Monuments of Wales: Falcon Hildred Collection

and events and a long run of Bradshaw guides and railway tickets.

The Channel Tunnel collection is also here. The first proposal for a tunnel to link England and France came in 1802. Over the following two centuries, millions of words were written about a possible link, ideas rejected and new schemes proposed, right up to the opening of the link in 1994. Many of these books, articles and letters were collected by the Channel Tunnel Association to create their library. CTA archive contains the correspondence, papers and cuttings of the Parliamentary Channel Tunnel Committee (associated with the 1930 tunnel scheme).

The Collection is housed in the Research Commons within the Library. Visitors can arrange access by appointment by e-mailing Special.Collections@brunel.ac.uk at least one working day ahead of their visit.

Details of the Collection's published books, journals and early maps are available in the Library catalogue. http://www.brunel.ac.uk/library_catalogue

Increased funding agreed for new Canal & River Trust

On 31 January, Minister for Natural Environment and Fisheries, Richard Benyon announced the conclusion of a long-term funding deal with the transition trustees of the new Canal and River Trust (CRT) which will, subject to parliamentary approval, take over the ownership and management of the inland waterways in England and Wales from British Waterways later this year.

The Inland Waterways Association (IWA) has welcomed the news that the Department for Environment, Food and Rural Affairs (Defra) reached a negotiated settlement with the transition trustees, resulting in increased Government funding for the new body. The original settlement has been increased from £390m over ten years to, potentially, £800m over 15 years (adding indexation, according to Defra). The funding is complemented with a property endowment worth an additional £460m.

The IWA comments: 'IWA has lobbied hard for a sensible deal from government... We would like to thank all of our supporters who have played an important part in supporting this negotiation process.'

Green Deal proposals must be revised

Heritage Alliance members the Institute of Historic Building Conservation (IHBC), the Society for the Protection of Ancient Buildings (SPAB) and Conference on Training in Architectural Conservation (COTAC) have highlighted their concerns over the damage the Government's Green Deal initiative might cause to the historic environment. The Green Deal is a key plank of the Energy Act 2011. It intends to reduce carbon emissions cost-effectively by enabling homes and businesses to install energy-saving measures in their properties with no upfront costs.

IHBC, SPAB and COTAC warn that the Green Deal proposals need urgent improvement if harm to older buildings is to be avoided. 'When modern energy efficiency solutions are used on older buildings they can be extremely harmful. The Green Deal's 'one size fits all' approach will cause unnecessary damage to the character and fabric of historic buildings and incur significant long-term costs for property owners while wasting millions of pounds of public money,' said John Preston, IHBC education secretary.

IHBC, SPAB and COTAC believe that older buildings could benefit from the Green Deal if the proposals were revised. A key concern is that Green Deal assessors will need to be properly trained in traditional building construction, including local vernacular materials and techniques, and will need to be able to understand how a combination of solutions can be best suited to the needs of each individual property.

Soho Foundry

Andrew Lound, Avery Historical Museum Curator, commented: 'We're extremely excited about the prospect of setting up a 'Friends of Soho Foundry' group. There are no specific criteria or qualifications needed, we just want lively, enthusiastic people who are willing to get stuck in to a range of activities, including model making, cataloguing, collection maintenance, event support and research.' Google to find details.

Metal theft affects us all

On 26 January the Home Office announced that the Queen's Speech in May will include a Government amendment to the Legal Aid, Sentencing and Punishment of Offenders Bill to tackle metal theft. This announcement has been generally welcomed, however there is concern that more needs to be done. To tackle this threat, for the last two years English Heritage has been running a heritage crime programme, working with the Crown Prosecution Service and the Police. Representatives from more than 100 organisations are now members of the Alliance to Reduce Crime against Heritage (ARCH), and a growing number of local authorities have committed to the programme. In the course of the programme EH has assisted in over 150 cases and introduced heritage impact statements to help judges and juries understand the true impact of heritage crime. EH is also in the process of producing a suite of guidance documents, which will include a guide to preventative measures.

A survey by EH showed that over 5 per cent of listed buildings had been subject to metal theft. The Cathedral and Church Buildings Division of the Church of England is urging people to write to their MPs calling for legislation that will require scrapyards receiving lead or traders selling it to be specifically licensed, and for there to be compulsory documentary proof of identification of each vendor.

Other measures they're urging include a requirement for the installation of CCTV at scrap

metal dealers and a requirement on scrap yards to report suspicious activity to the local police. They are also asking for the Crown Prosecution Service to be more robust in prosecuting suspects and for there to be a strategy for identifying and intercepting illegal exports of metal.

National Heritage Landmarks Partnership Scheme

Independent museums and industrial sites are set to benefit from a new partnership between AIM (The Association of Independent Museums) and Biffa Award, a multi-million pound fund that helps to build communities and transform lives by awarding grants to community and environmental projects across the UK.

The National Heritage Landmarks Partnership Scheme will create a high profile network of interpretation and education projects across the UK, which will showcase the far-reaching changes in industrial development that have shaped our nation's history.

Biffa Award has pledged a grant of £500,000 per year for three years, which will help transform derelict buildings and sites into inspirational resources enabling the public to better understand the powerful tide of change that characterises our industrial past, by creating a network of key projects that tell the stories of people, processes, industrial development and change.

Museums and industrial sites are invited to submit bids for the first (2012) funding round. Applicants will need to be able to demonstrate significant impact and heritage benefit. Up to four projects will be selected for partnership funding in each annual round. Further details will be available shortly on the AIM website: www.aim-museums.co.uk.

American Diggers on SPIKE TV vs Time Team America

A new show planned for SPIKE TV, American Diggers, features amateur 'archaeologists' searching historic sites 'in the hope of striking it rich by unearthing and selling rare pieces of American history' has caused a storm of protest. Within days of the announcement 15,000 people had signed a petition informing SPIKE TV of concerns about the show. A member of the American Society for Industrial Archaeology said 'Almost any of our members working in the field can relate stories of damage done to sites by folks seeking artefacts'. There is also a similar show, Diggers! on the National Geographic channel, and another petition about that.

In sharp contrast, some public broadcasting stations are airing Time Team America, a show featuring real fieldwork using state of the art techniques, library research of archival materials, and local involvement, like having a meal that might have been prepared at the site in historic times, or including local students in the fieldwork.

Insight into town's role in the world's public health

Sharpe's Pottery Museum, in West Street, Swadlincote has been awarded a £46,000 grant by the Heritage Lottery Fund, to tell the little-known story of the district's importance in the international development of public health during the nineteenth and twentieth-centuries.

'Toilet Story Public Health: A Heritage and Legacy from South Derbyshire' is being brought to life through an exhibition, a new education programme and workshops for families and schools.

Thanks to this funding, the attraction will delve deeper into South Derbyshire's production of sanitary ware, toilets and sewage pipes, which were sold worldwide and can still be found today.

Tony Hurrell, chairman of Sharpe's Pottery Museum, added: "It is significant that this project has been awarded this funding in Diamond Jubilee year.

'For Queen Victoria's 60th year on the throne in 1897, local residents and businesses got together to make a celebratory monument for the monarch out of sewage pipes demonstrating the pride of the community in the industry. We are aiming to capture this feeling through the project.'

Budget 2012: VAT raid on listed buildings

Buried within the Budget was a shock decision by the Chancellor to introduce standard rate VAT to the cost of approved alterations to listed buildings. This means from 1 October 2012 approved alterations to listed buildings will be subject to VAT at 20 per cent, where before they were zero-rated.

This drastic change could have a devastating impact on the future of listed buildings across the country, as it presses yet more costs on communities working to give them a new lease of life – such as through adding toilet facilities or disabled access. HMRC justifies this change because in its view 'the majority of the work covered by the relief consists of extension work which is not necessary for heritage purposes' – yet we say the majority of the work is essential for heritage purposes, as without such alterations heritage buildings cannot have a future.

HMRC's overarching reasoning for this change rests on its view that zero rating alterations 'gives a perverse incentive for change as opposed to repair'. The answer to that is to zero-rate repair – an issue that has united the heritage lobby for years. The heritage world has long argued for the reduction of VAT on repairs and maintenance as the sustainable option.

Unfortunately, public consultation will have closed (4 May) by the time of distribution of this edition of IA News. The Heritage Alliance, of which the AIA is a member, will be making strong representations opposing this development.

Grant to Kew Bridge Steam Museum

The Kew Bridge Steam Museum has received a confirmed grant of £1.845 million from the Heritage Lottery Fund for an exciting restoration project.

Project Aquarius will provide new and improved visitor facilities; finish outstanding repairs to the historic buildings and install additional displays, including new outdoor water based interactives. It will also allow for adding modern interpretation as well as developing new

education, community outreach and volunteer development programmes.

The Museum is now working hard to raise the remaining £185,000 of match funding needed before work on the second stage can begin.

Metal Links Project

Metal Links is a three-year, European-funded project which is currently underway, aimed at understanding the archaeology, heritage and environment of former metal mining areas in Ireland and Wales. The project partners are the RCHAMW (lead partner), Pentir Plumlunon (Ceredigion), GeoMôn (Anglesey), the Glendalough Mining Heritage Project (Co. Wicklow) and Copper Coast (Co. Waterford). The groups will be working on various activities, including genealogy, palaeo-environmental sampling and archaeological survey, to gain a better understanding of the former metal mining landscapes in their areas, which will feed into enhanced interpretation and presentation of the sites, as well as improving the archaeological record. Training activities for volunteers are an integral part of the project, to enable the sharing of knowledge and the transfer of skills. Other outcomes of the project include the development of environmental and economic sustainability, and the enhancement of community well-being and pride of place. For more information about the project and to find out about events and volunteering opportunities, visit the project's Facebook page (www.facebook.com/metallinksproject) and Twitter feed (@MetalLinks) or contact the Metal Links Community Archaeologists, Abby Hunt (abby.hunt@rcahmw.gov.uk) or Samantha Williams (samantha.williams@rcahmw.gov.uk).

LOCAL AND REGIONAL NEWS

North Wiltshire

This year sees the 200th anniversary of the Boulton and Watt beam engine at Crofton on the Kennet and Avon canal. Billed as 'The world's oldest steam engine still able to perform its original function', the anniversary is being celebrated with a series of events in June, and with special steamings on the 16 and 17 June. Full information on www.croftonbeamengines.org.

A mile or so away, the Wilton windmill site has been upgraded. A new purpose-built visitor and education centre has replaced the 120 year-old shepherd huts that previously served. It looks similar from the outside and the cast-iron wheelbase has been retained. As well as a coffee bar, the hut also provides a new space for visiting schools to learn about the windmill.

Just over the boundary in West Berkshire a new footbridge over the Kennet and Avon canal will open shortly. This long-awaited bridge will offer a safe link between the north and south of the town for pedestrians and wheelchair users.

In Chippenham plans for a new footbridge over the tracks at the railway station were approved. The plans, whilst being welcomed for the improved access it will give to passengers in wheelchairs and with mobility problems, have not met with universal approval. One councillor has been reported as saying, 'This is in a conservation area. It is right beside one of the jewels of Chippenham architecture. It seems that one very tatty piece of metal is being replaced by another ugly, tatty piece of metal'. That cut no ice with another councillor who reportedly replied, 'Accessibility and equality for all comes before aesthetics'.

Further concern for the design of replacement railway bridges is expressed over proposals for the Kennet Valley line. These are being replaced because of the planned electrification of the line. Designs have been criticised for the disregard of traditional railway bridge vernacular architecture in favour of structures that would be more at home in an industrial estate rather than in a valley of outstanding beauty.

B J Hedge

London

The Pump House Walthamstow

On Monday March 26 the lease to the Pump House site (see IA News 157 page 12 and 159 page 18) was engrossed, an important step towards the full development of the Lea Valley's museum. This is a half-way step; continued support for the project is essential. It is the intention to have the Pump House development completed by April 2012, and the full museum development finished in the summer of 2013.

Sad news was the death of one of the museum's long serving trustees, Patricia May Collier, who lost her fight with cancer in August. She was also a local historian. Her best known publication is the story of the 1909 Tottenham Outrage – a bloody armed robbery by Latvian 'anarchists' predating the better known Siege of Sidney Street. The newly arrived Victoria Line tube carriage, dating from 1967 and recently donated by Transport for London, was named in her honour.

Because of the redevelopment work, the Pump House and the museum site has been closed. The reopening was scheduled for 1 April. Telephone 07930 662252 for information or email l.collier418@btinternet.com.

Robert Carr

Derbyshire

Underground Canal Tunnel Revealed

Volunteers clearing undergrowth beside the Chesterfield Canal have uncovered the entrance to an underground canal. The Hollingwood Common Canal is in a tunnel, which once led two miles underground straight into a coal mine.

The Chesterfield Canal Trust volunteers made the discovery on private land opposite the towpath in Hollingwood, Derbyshire. The canal is mostly silted up but the top part of the tunnel arch is still visible.

The underground canal ran underneath Hollingwood Estate and Ringwood Hall to Westwood. It was used to bring out coal but was not connected to the main canal – cargoes had to be unloaded and reloaded. It is thought to be 250 feet deep at the far end.

Rod Auton from the Chesterfield Canal Trust said: 'I was really surprised, as I knew it was there, but I thought it had been completely buried.'

Rod explained that it is too dangerous to attempt further excavation of the tunnel, owing to methane underground. 'However, we want to keep the tunnel entrance clear so that people can

see it from the towpath. It is near to the Trust's base, so we plan to have interpretation panels to tell the story of the tunnel and the industrial history of the area.'

For more about the history of the Hollingwood Common Canal see the Chesterfield Canal Trust website.

Cumbria

Ulverston Canal Railway Bridge

Gavin Watson of the Cumbria Industrial History Society has been instrumental in getting the rolling bridge and its associated accumulator tower listed.

English Heritage considers the bridge to be a 'rare and unusual survival of one of the few rolling, sliding and telescopic railway bridges, and the only one surviving in England.' Its design differs subtly from the earlier telescopic bridges across the Rivers Arun and Parrett and the later sliding bridges across the Stainforth to Keadby Canal.

The bridge was built as part of the Furness Railway company's plans to improve their original route between Ulverston and Barrow. However only two miles of the proposed route were constructed from Plumpton Junction to Bardsea (Priory Station), which opened in 1883. To carry the railway over the Ulverston Canal Frank Stileman (1851 to 1912) designed a bridge with a moveable subsidiary framework built at 90 degrees to the canal and on to this the railway track were attached at 45 degrees to the framework. The bridge crosses the canal at

towpath level and, so as to allow boats to pass, the central part of the framework was designed to roll back on wheels into a small dock dug into the canals south bank. The bridge was hydraulically operated but the cylinders and rams were removed in 1952-3, and an associated engine house demolished.

The tall brick accumulator tower stands nearby on the south bank. It housed a hydraulic accumulator; a supplementary power source which was effectively a large pipe into which a good head of water could be pumped and stored until it was needed to operate the hydraulic rams to move the bridge. There has been some debate whether this tower could have been designed by Austin and Paley.

The line was singled in about 1920 and carried passengers and freight to the former North Lonsdale Iron works which closed in 1938 and then to the chemical works on the site which opened in 1949. The line closed in 1994.

Graham Brooks

Devon

Kelly Mine, Lustleigh,

Kelly Mine is a Dartmoor iron mine situated on the eastern flank of the moor near Lustleigh. It is one of some ten mines which worked deposits of micaceous haematite (shiny ore), a flaky form of iron oxide, Fe₂O₃.

The ore has no value for the production of iron but among other uses was found to make very effective corrosion-resistant paint. Fuelled by the increased demand for protection of the new



Entrance revealed to the Hollingwood Common Canal



Ulverston Bridge

Photo: Lawrence Hill

steel structures of the industrial age, some Devon micaceous haematite mines survived well into the twentieth century. The paint is still widely produced from ore mined in other countries.

Kelly Mine, although a relatively small mine, is of great significance today as an industrial heritage site. When the mine finally closed in 1951, the company then running the operation was in debt to the land owner for rent and for royalties on the ore extracted. In lieu of payment, the company left the machinery on the site. More than thirty years later in 1984, the owner agreed to lease the site to a group of mining enthusiasts.

Kelly Mine Preservation Society (KMPS) is restoring and preserving this time capsule for future generations; the mine has been refurbished and the machinery and processing plant restored to working order.

Visitors to the site can trace the whole process from mining the ore, via the adit and shaft, to the dispatch of the final product from the drying shed. The ore washing, jigging and stamping equipment is operational as is the other machinery in the mill. The settling tanks, waterwheels and the mine tramway, with its wagons and haulage winch, add atmosphere. There is a small museum, the miner's dry and a display of artefacts from other mines in the area.

There will be an Open Day on Sunday 2 September 2012. Admission is free but donations will be welcome.

Yorkshire

Gayle Mill, Hawes

Gayle Mill was built in 1784 to process cotton, powered by a 22ft diameter overshot waterwheel. In 1879 it was converted into a mechanised sawmill. At that time the waterwheel was removed and replaced with a Thomson double-vortex turbine,

Gayle Mill is now open throughout the summer. The 19th century woodworking machinery now operates during monthly demonstration tours. Google Gayle Mill for details.

Scotland

A lot happened in Scotland in 2011, not least a review of the work of the Royal Commission on the Ancient and Historical Monuments of Scotland and coincidental restructures within Historic Scotland.

The Scottish Transport and Industrial Collections Knowledge network (STICK) annual conference on Knowledge Transfer took place at National Museums Scotland, Chambers Street, Edinburgh in October 2011. STICK's 'Old Tools New Uses' project was formally completed: for an update on this project go to: www.stickssn.org/site/pages/projects.php. STICK is hosting a knowledge-sharing event in Dundee in May 2012 on the occasion of the tercentenary of the Newcomen Engine and is also exploring a joint-project on Machine Tools.

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Chimney top repair.
(See picture top right)



Sluice gate repair.



Bridge repair.
(Photo courtesy of London City Council)

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The Scottish Mining Museum re-branded itself and had a name change to the National Mining Museum Scotland. The Museum has completed its work on the picking tables and tipping floor and fines treatment plant for which it received a grant. A grant of £100 per Midlothian primary school child to assist with costs of visiting the museum has also been announced, and an Industrial Archaeology Investigation Kit has been developed in partnership with Archaeology Scotland.

North Lanarkshire museums service was awarded £80,940 from the Scottish Government's Recognition Capital Fund for the creation of a new partially-covered outdoor display area at Summerlee Museum. The display, which will open in late summer 2012, will include boiler-making machinery, a boiler feed pump from the battleship

HMS Agincourt and machines for shaping curling stones, amongst other exhibits. The exhibits are now being restored with the aid of volunteers. North Lanarkshire Monument Fellow, Dan Mackay MBE, continued to work with the curatorial team to help identify objects in the Industrial History Collection and pass on his extensive knowledge of Scottish engineering history.

Irvine, Ayrshire: The Scottish Maritime Museum received Scottish Government funding of £1 million to repair the roof of the Linthouse building in Irvine. Its Linthouse building houses nationally recognised collections that include historic ship models, shipbuilding machinery and machine tools.

Riverside Museum, an iconic new building on the banks of the Clyde has opened, with the

collections of the ever-popular Glasgow Transport Museum relocated into their third home, an NB locomotive rescued from Natal being the largest indoor exhibit. The National Museum of Scotland has also reopened in Edinburgh after major refurbishment, showcasing major technological items like *Wylam Dilly*.

Marking the bicentenary of the opening of Bell Rock Lighthouse, the Signal Tower Museum at Arbroath has been refurbished by Angus Council, with its lens more closely on that engineering feat. Yet it is feared that the outstanding collection at Scotland's National Lighthouse Museum at Fraserburgh will not reopen, following cuts to revenue grants from Aberdeenshire Council.

On to site news: the renovation of Bona Lighthouse inland beacon at the north end of Loch Ness on the Caledonian Canal, Inverness-shire, is progressing; Dunolly House, at the first lock of the Canal, the former canal manager's house which is attributed to T. Telford, is also undergoing renovation, and BWS is also restoring six lock keeper's cottages.

Dundee House has garnered awards for its conversion and extension as the new HQ for Dundee City Council. It was built in 1911 as Halley's pin and hackle works, making card clothing for jute carding machines, but more recently was an ink and paper store for publishers D C Thomson.

Knockando Mill, Moray (with its wool textile machinery) has completed its building works and has begun moving in its historic machinery. The card nailers have been in to wind new card clothing on to the swifts and doffers.

Birkhill Fireclay Mine, Falkirk built in 1916, extended 1930s and closed in 1981 which was one of only two sites in Scotland to provide an underground mining experience for its visitors, has been demolished. The site possessed most of its process machinery and was a unique survival of a once prolific industry.

The application for Listed Building Consent to demolish the last remaining and earliest of the gasholders at Granton Gasworks in Edinburgh, built in 1898, was turned down on appeal early this year. Two MAN-type gasholders have already been demolished so this and a brick station building are the remaining indication of the city's gas supply. A smaller gasholder at Biggar, in the care of Historic Scotland, is now being refurbished.

Also in Edinburgh the Fountain Brewery of Wm McEwan was demolished in 2011, leaving some of the buildings of the North British Rubber Co which preceded the brewery at that site.

Linen factories in Dunfermline have gone under the hammer: Canmore Works (1867), demolished for Tesco, and Victoria Works (1876), apart from the warehouse, for a housing development. Each of these had previously been adaptively re-used respectively as Thomson's World of Furniture and a clothing factory (Happit). They sandwich the remaining parts of St Margaret's (1893) and Pilmuir (1849 onwards) Works, both listed and subject to conversion proposals. In Kirkcaldy the South Linoleum Factory (originally built for floorcloth, as seen on TV's *Restoration*) is now indeed very much threatened, but the North Factory continues to make lino for Forbo-Nairn.

In the Scottish Borders the small weaving business at Forest Mill, Selkirk (Andrew Elliot's, visited by AIA in 2002) is potentially available as a going concern. *Historic Galashiels* was recently published by Historic Scotland with CBA, containing an inventory of the wool mills in that town, and in Hawick the Borders Textile Towerhouse interprets the hosiery industry. Opposite is Tower Mill and its wheel (also visited in 2002), now re-used and accessible to visitors.

The clipper *Carrick*, or *City of Adelaide*, (1864, world's oldest surviving composite-constructed clipper ship, built in Sunderland) is a 176ft passenger and cargo vessel that carried



Mill at the Birkhill Fireclay works

Photo: RCAHMS

immigrants to Australia. Apart from the *Cutty Sark*, she is the only surviving clipper ship in the world. The National Historic Ships Committee (UK) recognises her as one of the most significant vessels on its list of around 200 ships of the National Historic Fleet. The process of removing her to Australia from where she currently sits on a slip at the Scottish Maritime Museum, Irvine, Ayrshire is now underway, impeded from time to time by a lone protester from Sunderland.

In November 2011 a conference took place in Glasgow on the theme 'historic concrete'. This partnered IHBC and DOCOMOMO and helped advance the subject (all presentations are under 'Documents' at www.docomomoscotland.org.uk). Meanwhile, the reinforced concrete Oil Fuel Store at Rosyth Royal Naval Dockyard (WWI, given a thick bomb-proof roof in WWII) is being demolished to provide recycled building materials for the new, as yet unnamed, cable-stay Forth crossing. Both of the other Forth Bridges have new leases of life, as blowing hot air through the strands seems to be staving off corrosion in the suspension cables of the 1964 Forth Road Bridge, and the 1890 Rail Bridge looks splendid now that the recoating is complete and the scaffolding is finally down.

Miriam McDonald and Mark Watson
Scottish Industrial Archaeology Panel



Knockando Mill – winding the new card cloth onto the drum

Photo: Knockando Wool Mill Trust

Wales

Swansea Docks

Conference 2011 delegates who chose to reach Cork by using the Fastnet Lines Ferry route from Swansea were rewarded with a high-level view over the entrance lock to the 1909 King's Dock.

Adjacent to the inner gate of this lock were seen the pair of then disused dry docks. The older, Palmer's Dry Dock, dates from 1924 and the larger, 670 ft.x92 ft Duke of Edinburgh Dry Dock from 1959. This latter lies next to the entrance lock and to the west of Palmer's, the two forming the last-built of nine groups of dry docks built since 1852. The bigger of the two was active as recently as April 2011, a final task being the refurbishment of *Saga Pearl II* ex *Astoria* an 18591 gross registered ton cruise vessel.

Amazingly, despite local opposition as Swansea attempts to become yet another gentrified waterfront venue, real industry has been reborn. Both dry docks are to re-open for

repair work and demolition. Being in a westerly position amongst South Wales ports, the enterprise is well positioned for such work.

On the minus side, and still in King's Dock, container facilities have been closed completely. This meant the scrapping of the east end gantry crane, conspicuous by its (yellow) absence as members departed for Cork. This crane dating only from 2008, was installed by Dingle Holdings and was a multidocker capable of straddling lorry/rail/boat. The coal that was handled here is now grab-loaded at King's Dock. Scrap metal is also loaded.

History is speeding up; South Wales has never had a reasonable length of navigable river. A short distance from Swansea, the River Neath is spasmodically used along the four miles up to Neath Abbey Wharf, reached stern first and seriously tidal. Giant's Grave Wharf lies downstream and takes larger vessels. Stone is sent from the former and irregular consignments of baled scrap from both Halmstad in West Sweden, Aveiro in Portugal and Antwerp are some destinations for the metal. Reversing traditional trades, hot briquetted iron is received from St. Petersburg.

North Wales

On the North Wales coast purple and green slate was sent out from Port Penrhyn to Maerdijk in July 2011 – a rare event indeed, but at one time an everyday occurrence. Further east, at Llandulas, the easterly limestone loading jetty, on a site dating from the mid 1860s, has been demolished following 14 years of disuse. 'Raynes', the remaining active jetty, was built by Liverpool interests in 1873, following a breakaway from the existing Kneeshaw, Lupton company.

Still in North Wales, the recently closed Holyhead aluminium smelter is being used for remelting scrap ingots brought by sea from St. Petersburg. Seemingly, Villagarcia in north Spain, Algeciras in south Spain) and Aveiro, again are recipients of the recycled aluminium.

Talargoch Mine

After 20 years of waiting, early January saw conservation commence on the imposing Clive engine house at Talargoch mine, Dyserth. Working principally zinc and lead, the Clive shaft was sunk 1842-45 with a contemporary hydraulic pumping engine. Famous in Wales owing to its size, 1862 saw a 100 in/10 ft. stroke beam engine assume the duties of the hydraulic engine following deepening of the mine workings. The massive Cornish engine-house of 1860 was built by a local man. The Haigh Foundry, Wigan, built the engine which drove bucket lifts. Closure was swift, 1884 seeing transfer of the huge machine to Westminster Colliery at Gwersyllt. Still sporting its slate roof though the lower portion crumbled into dust when removed during January. Some weatherboarding and internal timbers survive. Much else; cottages, a fine leat system and office buildings remain on the site.

There is promising news that the neighbouring Pennant mine at Penrhuallt will also see conservation soon.

With 'fracking' on the current agenda, will Mold and Acrefair (near Wrexham,) again be seen as centres for working shale oil as they were 1860-80? In those times the shale came from North Wales collieries but it seems that much remains to be used and could be exploited in the future.

Loughor Viaduct

In 1852 the railway viaduct over the Loughor Estuary, west of Swansea, was built as an entire timber structure to a design by L.E. Fletcher and I.K. Brunel. It has since been redecked, first with wrought iron and latterly with steel. With 18 spans, each about 40 ft., the timber trestle matrix is believed to be original at low level (four piles to deck height and the walings clasping groups of three vertical piles with raking piles). Much reconstruction and strengthening has occurred over time making interpretation difficult. Listing at Grade II is insufficient to prevent the imminent replacement of the restricted speed and increasingly maintenance-demanding viaduct

with a single span and double track design on the same restricted site.

Ynysfach Iron Works

Prior to new construction, Glamorgan-Gwent Archaeological Trust excavations at Ynysfach Iron Works, Merthyr Tydfil, have proved very rewarding. The existing Richard Crawshay furnaces at the site date from 1801 and 1830, although they are reduced in height. With steam-powered blast from the outset, the north engine house still stands. The site was closed in 1873 during industrial unrest but was maintained on standby. The casting house area is largely built over and recent work during autumn 2011 concentrated on the refinery buildings. GGAT suggest that Ynysfach was specially constructed for the then new 'Welsh' method of producing wrought iron which was developed in the town in the 1790s. A tiny portion of casting-house walling, the eastern, i.e. furthest from the furnaces, wall of the refinery building, plus the south engine house and boiler house foundations have been revealed. In addition, five refinery furnace remains were able to be seen. These latter are a labyrinth of air and water



Furnace remains at Ynysfach Iron Works



Loughor Viaduct by LE Fletcher and IK Brunel

channels, sturdy furnace foundations and some stone floorings reminiscent, in a sense, of the Lancashire Forge layouts seen during the recent visit to Sweden. Amongst the considerable oddments found were fireproof bricks and tiles from top-class Harrison and Pearson of Stourbridge and, remarkably, Cardowan in the Scottish Central Lowlands. Other finds were condenser pipes, tramroad rails, ball valves, hand tools etc. Sadly, the south engine-house site is already covered over, together with most of the refining floors, leaving much analysis now to be done.

Terry Evans

Buckinghamshire Castlethorpe Railway Water Softening Tower

Observant passengers on the West Coast mainline may have noticed a tall structure on the west side of the line between Wolverton and the long closed Castlethorpe station. This is a water softening plant and water tower, a remarkable survival and a relic of the days of steam operation on the line. It marks the site of Castlethorpe water troughs, installed between the rails, to enable locomotives to take on water without the need to stop.

The use of the troughs ceased in 1962 when first diesel locomotives and then electrification replaced steam. The troughs and other structures such as gullies and drains were removed over subsequent years but, remarkably, the tower survives together with, nearby, the remains of a pump. Together these were in use to supply softened water to the water troughs – essential to prevent excessive scaling up of boiler water tubes and feed pipes. I have been unable to discover the date when the tower was constructed.

The ownership of the structure is unknown and it is not on 'railway land'. It is not listed or scheduled and is the victim of casual vandalism and a target for graffiti artists. The lack of statutory protection means that its future survival must be in doubt.

There were many water troughs on the rail network (although none on the Southern Railway) and it would be interesting to know how



Marlow Bridge

Photo: Courtesy Howard Webb postcardsthenandnow.blogspot.com

many of their associated structures remain. Perhaps some AIA members could offer information on this.

George Crutcher

The Malting Barn, Dagnall

On a recent Brewery History Society tour of old brewing and malting sites in the Vale of Aylesbury and Tring area, members visited the site of the Dagnall Brewery, founded in the 1850s by Thomas Batchelar. The business expanded through the rest of the century and in 1897, on the retirement of James Batchelar who had run the business since 1890, it was sold to Fuller, Smith and Turner of Chiswick together with 24 pubs. The business included a substantial malting operation and this continued for some time after the brewing side of the business was terminated by Fullers.

Most of the old brewery was demolished in 1928, but a large and substantially constructed building survives. This is invariably referred to by villagers as the old malting, or the malting barn, but a photograph of it in Mike Brown's 'A Brewers Compendium – A Directory of Buckinghamshire Brewers' (Brewery History Society 2007) is captioned 'Remains of the Dagnall Brewery'.

However, its original purpose proved to be a puzzle to members on the day. AIA member Amber Patrick, an authority on the buildings of the malting industry, was doubtful that it could have been designed for malting. At the same time members could find no evidence to support the suggestion that it was built as a brewhouse. Its purpose therefore remains a mystery.

It is a striking building in the context of this small settlement and a remarkable survival from a long vanished local industry. It is not listed and, although currently in use for storage, its future must be in doubt in the absence of any statutory protection.

George Crutcher

Marlow Bridge

The famous suspension bridge, designed by William Tierney Clark, was built between 1829 and 1832, replacing a wooden bridge further downstream which collapsed in 1828. It is the only suspension bridge across the non-tidal Thames. Recent repair work has included replacing, painting and cleaning timber and aesthetics on the upstream side of the bridge and further restoration of the downstream section.



Castlethorpe troughs water softening tower



Photo: George Crutcher The Malting Barn, Dagnall

Photo: George Crutcher

Local Society and other periodicals received

- Abstracts will appear in *Industrial Archaeology Review*.
- Brewery History*, 144, Winter 2011; 145
- Brewery History Society Newsletter*, 56, Winter 2012
- Greater London Industrial Archaeology Society Newsletter*, 257, December 2011; 258, March 2012
- Hampshire Industrial Archaeology Society Focus on Industrial Archaeology*, 77, December 2011
- Hampshire Mills Group Newsletter*, 96, Spring 2012
- Historic Gas Times*, 70, March 2012
- ICE Panel for Historical Engineering Works Newsletter*, 132, December 2011
- Industrial Heritage*, 35/3, Autumn 2011
- Industrial Heritage Association of Ireland Newsletter*, 38, December 2011
- Merseyside Industrial Heritage Society Newsletter*, 311, November 2011; 313, February 2012; 314, March 2012; 315, April 2012
- Midland Wind and Watermills Group Newsletter*, 101, December 2011
- Northamptonshire Industrial Archaeology Group Newsletter*, 120, Autumn 2011
- North East Derbyshire Industrial Archaeology Society Newsletter*, 45, February 2012
- Piers: the Journal of the National Piers Society*, 102, Winter 2011
- Railway and Canal Historical Society Bulletin*, 435, January-February 2012
- Scottish Industrial Heritage Society Bulletin*, 61, December 2011; 62, March 2012
- Search: the Bulletin of the South Wiltshire Industrial Archaeology Society*, 95, March 2012
- Suffolk Industrial Archaeology Society Newsletter*, 116, February 2012
- Surrey Industrial History Group Newsletter*, 185, January 2012; 186, March 2012
- TICCIH Bulletin*, 54, 4th quarter 2011 (on-line edition)
- Trevithick Society Journal*, 38, 2011
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 84, early Spring 2012
- WaterWords: News from the Waterworks Museum, Hereford*, Winter 2011/12
- Welsh Mines Society Newsletter*, 65, Autumn 2011
- Worcestershire Industrial Archaeology and History Society Newsletter*, March 2012

Books

Underground above Horwich, Danny Calderbank, 84 pages, 17 colour and 19 black and white images, route maps, documents etc.

This book explores the history of the mines, mining practices and miners' lives associated with the moors above Horwich, Lancashire.

At Wildersmoor Colliery the men wore flat caps and clogs and used candles right up to the mines closure in the 1960s. Should they be able to return Victorian miners would still recognise it except for the absence of women and children. Montcliffe Colliery, Mountain Mine, Cabin Pit and others all have their stories, many tragic. In addition the book reveals two new 'heritage' walks that will have particular appeal to ramblers. Route maps reveal the locations of these long lost mines.

All profit will be donated to the British Heart Foundation.

The book retails at £6.95 but to clear the remainder you can receive a signed copy from the publisher for only £5.00 including p&p! Send a cheque for £5.00 made out to Astley Publications at Astley Publications, 24 Morewood Drive, Burton in Kendal, Cumbria, LA6 1NE

Monk Bridge Ironworks, Glyn Davies, Mark Stenton, Ron Fitzgerald and Rob Kinchin-Smith, York Archaeology Trust, 2012. HB 194pp, 119 colour and b/w plates. ISBN 978-1-874454-56-4. £20.00 + 20%p&p

This volume presents the results of archaeological investigations at the site of the former Monk Bridge Ironworks, in Leeds. It examines aspects of the emergence of the iron and railway engineering industries throughout a period of rapid national change.

The Monk Bridge Ironworks was founded in 1851 by Stephen Whitham. In 1854 the site was purchased by James Kitson, a locomotive manufacturer, and the Monk Bridge works became part of an integrated and internationally recognised company at the cutting edge of technology. Under the management of Kitson's sons the company established a very strong reputation for the quality and reliability of its products.

The growth, success and changing fortunes of two extraordinary family businesses are charted through original research, standing building recording and extensive archaeological excavations. Important information has been gathered on a number of iron-working processes including puddling, reheating and rolling technologies.

The Lost Works of Isambard Kingdom Brunel, John Christopher, Amberley Publishing, 2011, 128pp, fully illustrated ISBN 9781445600901 £15.99

Isambard Kingdom Brunel is famous for the engineering wonders he left behind – from the SS Great Britain to the delights of Paddington and Temple Meads stations, but much of what he designed has been lost. From the ships Great Western and Great Eastern to the majestic water towers of Crystal Palace, the Hungerford Bridge and the South Devon atmospheric railway, many of Brunel's achievements have been lost to rebuilding, fire, neglect and scrapping.

What survives of some of these structures tends to be photographic or in print form, with little extant to remind us of some of Brunel's greatness. John Christopher, author of *Isambard Kingdom Brunel Through Time*, takes us on a tour of the lost works of Brunel, illustrating the story with treasures that have been lost to us, and illustrating just why Brunel can truly be crowned as Britain's most famous engineer.



A plaque has been unveiled in Newbold Terrace, Leamington Spa, to commemorate Sydney Flavel of Sydney Flavel & Co. Flavels, while not the originators of the kitchen range industry, were certainly the most successful manufacturers. Their Leamington Patent Kitchener was awarded one of only 17 prize medals at the Great Exhibition in 1851. The company is now part of Rangemaster.
Photo Derek Billings

19 MAY 2012

EMIAIC 83

Hosted by the Railway and Canal Historical Society in Long Eaton, Derbyshire "Trent 150: Trent Station 1862-1968". Talks and site visits about the railways and waterways around Trent Lock and the Trent Triangle. Details at <http://www.northants-iag.org.uk/emiac.html>

or from Paul Hudson, 64 Millers Way, Milford, Belper DE56 0RZ

22 May 2012

WELSH INDUSTRIAL ARCHAEOLOGY PANEL

Amlwch, Anglesea. Presentations on current work in industrial archaeology across Wales together with field visit. Information in the Events Diary at www.rchamw.org.uk. See page 10

28 MAY – 6 JUNE 2012

AIA OVERSEAS VISIT TO THE USA

Joining the Society of Industrial Archaeology at their conference in Cincinnati and exploring some of the industrial history of the mid-West.

7-12 JUNE 2012

FIFTH INTERNATIONAL EARLY RAILWAYS CONFERENCE

Caernarfon. For further information see www.erc5.org.uk

16 JUNE 2012

EERIAC

Perkins Diesel Factory Peterborough. Full details and a booking form are available by e-mail from: aldertondl@btinternet.com or by post (SAE please) from 5 Hoynors, Danbury, Chelmsford, CM3 4RL. See page 10 for more information.

9 JULY 2012

BRITISH ARCHAEOLOGY AWARDS CEREMONY

British Museum

14-29 JULY 2012

CBA FESTIVAL OF BRITISH ARCHAEOLOGY

The CBA Festival of British Archaeology exists to give everyone opportunities to find out more about their past by taking part in specially organised events during the Festival fortnight. More information on www.festival.britarch.ac.uk

10 AUGUST 2012

ARCHAEOLOGICAL WORK ON 20TH CENTURY INDUSTRIAL SITES

The AIA Pre-Conference seminar will be held at Writtle College, Chelmsford. Brief details are now available on AIA website.

10-16 AUGUST 2012

AIA ESSEX CONFERENCE

Our annual conference in 2012 will be held at Writtle College, Chelmsford. Full details on AIA website.

10-15 SEPTEMBER 2012

AIA OVERSEAS VISIT

The Ruhr to explore coal mines, coking plants, blast furnaces and steel works.

26 – 28 OCTOBER

E-FAITH - CHERISHING CHIMNEYS

Industrial heritage weekend in London with guided walks, discussions and visits. See page 10 for more information.

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 See page 10 for more information.

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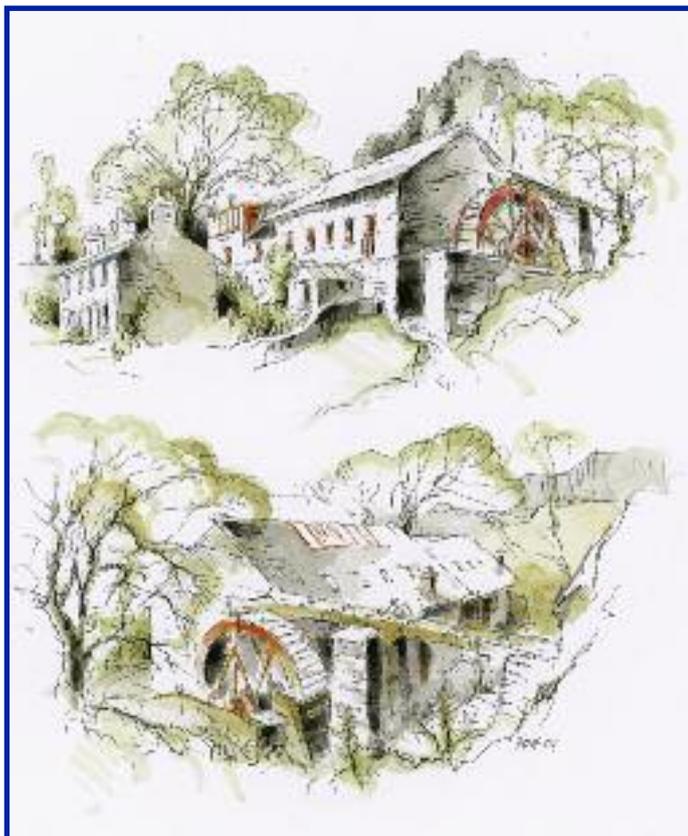
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- 1 January for February mailing
- 1 April for May mailing
- 1 July for August mailing
- 1 October for November mailing

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.



Pant-yr-Ynn Mill, Bethunia. One of a collection of drawings by Falcon Hildred acquired for the Royal Commission on the Ancient and Historical Monuments of Wales to be on show at the Ironbridge Gorge Museum Trust (see page 11)

© Crown Copyright: Royal Commission on the Ancient and Historical Monuments of Wales: Falcon Hildred Collection

Oxfordshire

Abingdon County Hall Pumping Plant

Around 1902 a pair of Crossley gas engines were installed in the basement of the historic County Hall to power three-throw Taylor pumps to assist the town water supply. This equipment has recently been taken out for overhaul and is currently being replaced back on site. There will be more news when the pumps and engines are opened for public display later in the year. A museum is housed upstairs in the main building and on the building's roof a Bun Throwing extravaganza takes place each year.

Wantage Tramway Locomotive Shannon Didcot Railway Centre

An appeal was launched during 2011 for funds to return the unique George England 0-4-0WT known as *Shannon* or *Jane* to full working order. However, costs and circumstances have resulted in the appeal being put on hold for the time being. The National Railway Museum reported 'Shannon is a particularly rare and special locomotive in the collection, due to her age and style of manufacture. To ensure that her originality and character are kept for future generations, we are writing a Conservation Management Plan for the engine. It is a fascinating and necessary piece of work, and will stand for all time alongside the locomotive as a significant conservation management tool.'

Henry Gunston

The Last Rymer and Paddle Weir on the Thames

The *Oxfordshire Guardian* reported during March that the Environment Agency (EA) has suspended its £2.6 million plan to reconstruct the last remaining rymer-and-paddle weir on the river Thames at Northmoor, upstream of Oxford.

In this type of weir, vertical removable timbers are slotted into the bottom of a weir frame, resting against strong cross members. In front of the rymers (and with edges resting on them), separate square or rectangular paddles are lowered on the end of poles to block the flow and



Chinnor Windmill about 1950



Chinnor Windmill new ladder installed

Photo: Adrian Marshall, Chinnor Windmill Society

raise the weir level to a set height. In earlier days, many weirs across the Thames were of this type. Before installation of pound locks, swinging cross beams allowed boats to pass after the paddles and rymers in front of them had been lifted out. Mike Hill, Chairman of the Northmoor Weir campaign team comments: 'There is a lot of heritage value in the lock station, the lock keeper's house, the lock and the weir together and we've already been told by heritage groups that it is one of the best examples they have seen of a complete station.'

The EA is concerned to increase the speed of weir operation and to protect their staff from the heavy lifting involved in positioning rymers and paddles. The replacement work has been suspended to allow more local consultation.

Henry Gunston

Chinnor Windmill Restoration

The post mill at Chinnor in Oxfordshire was built in 1789 and operated until 1923, when milling ceased and it was abandoned to the elements. Over the following 44 years it became increasingly dilapidated and it was finally

demolished in 1967 to be replaced by housing.

However, some parts of the original structure were saved and in 1980 a group of volunteers commenced the reconstruction of the mill, making use of surviving parts rediscovered in a Millwright's yard in Essex. About half of the structure of the original mill survived. The missing parts had to be made from scratch, based on the large numbers of photographs of the decaying mill taken by enthusiasts over the years.

The mill is unusual in having six 'feet' and a supporting ring held on arches – for extra stability – rather than the usual four. It has, otherwise, a conventional post mill layout.

Reconstruction is well advanced and last year the reconstructed buck was lifted onto the post. In February, on a day of rain and snow, the ladder was installed.

Much remains to be done before milling can recommence: fitting the sails and completing the drive to two pairs of millstones, reinstating the sack hoist, and recovering the flour dresser, currently at Pitstone in Bucks.

Visitors can view the mill at an open day on National Mills Day, 13 May.

George Crutcher



A plaque has been unveiled in Newbold Terrace, Leamington Spa, to commemorate Sydney Flavel of Sydney Flavel & Co. Flavels, while not the originators of the kitchen range industry, were certainly the most successful manufacturers. Their Leamington Patent Kitchener was awarded one of only 17 prize medals at the Great Exhibition in 1851. The company is now part of Rangemaster.

Photo Derek Billings