

INDUSTRIAL ARCHAEOLOGY NEWS

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FREE TO MEMBERS OF AIA



English Heritage • Ruhr Report • Box Boat 337
Our Northern Mills • Kenneth Hudson



INDUSTRIAL ARCHAEOLOGY NEWS 166 Autumn 2013

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Drastic Development for English Heritage

You may have seen those three BBC 4 programmes last March called 'Heritage! The Battle for Britain's Past', which celebrated the anniversary of the Ancient Monuments Amendment and Consolidation Act of 1913, the first of the Ancient Monuments Acts with any teeth to prevent the demolition of historic buildings even by their owners. Sadly, the recent announcements about the future of English Heritage indicate that it is a battle which is still very much ongoing, despite the optimism shown in those programmes by Simon Thurley and Fiona Reynolds, speaking on behalf of English Heritage and the National Trust respectively.

Recent announcements show that, essentially, the present English Heritage – strictly the Historic Buildings and Monuments Commission for England (HBMCE) – is to be split in two. English Heritage is currently responsible for 423 historic properties of national importance, the National Heritage Collection, from Stonehenge and Audley End House through the Berney Arms drainage mill to castle ruins and earthworks. These are to be hived off to a new charity set up to manage them with the intention that the Collection becomes self-financing in the future. In the short term, the Chancellor has awarded a lump sum of £80m, ostensibly to address the underfunding which has plagued the National Heritage Collection for years – but one does wonder just how much of that might be spent setting up the new charity? We are probably all familiar with the parallel case of the Canal and River Trust, the charity which replaced British Waterways in July last year to maintain 2,000 miles of canals and rivers, together with an enormous network of bridges, embankments, towpaths, aqueducts, docks and reservoirs which make up our waterways. Just how much more can the voluntary sector cope with? The National Trust is 90% dependent on volunteers to run its many properties and maintain its outdoor spaces. I can see quite enormous pressure on volunteers in the future – at a time when people are having to work far longer before they receive their state pensions. Press releases have emphasised the greater freedoms that will come with the National Heritage Collection having charitable status, such as applications to HLF – but again can this be sustained as there are more and more voluntary bodies pressing for grants?

The current statutory duties of English Heritage for the whole of the rest of England's historic environment will continue to be managed directly by the HBMCE. This will operate under a new name, yet to be identified, but for the moment the working title – National Heritage Protection Service (NHPS) is being used. This will continue to develop the National Heritage Protection Plan and continue to carry out the functions of the existing body; Designation, Heritage Protection, and National Planning and Conservation Departments.

A week after the first announcement of the creation of the new charity to run the National Heritage Collection, DCMS announced a further 10% cut to English Heritage's revenue for the year



Berney Arms Mill

2015-16. It was clear that the proposals to create the new charity had anticipated this further decrease in government funding, and press releases from English Heritage since have stressed that the National Heritage Collection will need less revenue funding as it works towards becoming self-financing and that the savings in this area will be used to minimise the effect of the cut on the NHPS.

The changes proposed in this plan will go out to consultation but it is hoped that, in essence, it can be put into place by 1 April 2015, the date on which its current Asset Management Plan for the Maintenance of the Historic Estate comes to an end (www.english-heritage.org.uk/content/imported-docs/a-e/eh-amp-nov2011.pdf).

My concerns are partly the huge pressure that is going to be put on volunteers as more and more of the historic environment is placed in their care, but also whether the National Heritage Collection can ever become self-financing, given the £50m or so backlog of essential maintenance for these properties that has dogged English Heritage for several years.

This short piece is very much a personal one, not an official policy statement, and I think Simon Thurley has done his best to come up with a solution at a time of very difficult funding choices. I am also very glad that English Heritage's Heritage at Risk Programme concentrated on the industrial heritage in 2011-2 and set in motion the project currently headed by Ian Bapty at Ironbridge – although, again, this is geared towards revitalising the voluntary sector. Limber up, AIA members – you are now needed more than ever!

Marilyn Palmer
Hon. President.

According to the revised report produced by Oxford Economics, heritage-based tourism is now worth £26.4billion to the UK economy annually – a rise of £5.8billion compared with data from 2010. Ed

COVER PICTURE

Bessemer Converter, Henrichshütte

Photo: Bill Barksfield

'Roaming round the Ruhr'

The AIA Spring Tour 2013, organised by Heritage of Industry, visited the one area of Europe which, surely, everyone knows is just a centre of heavy industry – but surprises were in store.

Bill Barksfield

My concept of the Ruhr was always the big, dirty industry which was responsible for making the great engines of war in the first half of the twentieth century and which then lay at the heart of Germany's recovery and became a mainstay of their post-war economy. And of course it's true that the area, centred on the valleys of the River Ruhr and the River Lippe and the Bergish Land to the south, was indeed an area full of coal mines, coking plants, steel works and their associated railways and canals.

If I'd thought about it I would have known, but it still came as a surprise to find that, like much of the heavy industry in all of western Europe, actually, very little remains in operation and many on the tour commented on how green the whole district looked, very far from how it

must have been in the days of full production.

The history of the region might be said to have started in 1741 when the Archbishop of Cologne gave permission for Freiherr von Wenge to excavate iron ore at Osterfeld but it was 11 years before he began building his foundry at St Antony-Hutte and another six before the first iron flowed. The fortunes of the business rose and fell over 130 years but the last iron was produced in about 1873 and the remaining buildings were demolished in 1880. Little remains of what is the earliest iron foundry in the Ruhr – an archaeological site with evidence of some buildings – but it is very well interpreted with animated video reconstructions.

In contrast, at Henrichshütte, the evidence of large scale steel production made itself

abundantly clear. The site was in production from 1854 until 1987 and included blast furnaces, rolling mills, and a coking plant. At its peak some 10,000 people were employed. Now on this large site just one blast furnace remains' the oldest surviving in the district. At its base you could watch a video of how the furnace was tapped, standing in the position where the film was taken and trying to imagine the noise, heat and smell as tons of molten metal poured out.

At the Railway Museum, Bochum-Dalhausen we were able to admire a number of Germany's steam locomotives, some small, some curious and some vast beasts weighing more than 180 tons; one in particular caught my eye, built by Krupp, locally in Essen, in 1942. The Krupps' house was where we headed next. Perhaps not pretty but certainly impressive, the Villa Hugel was finished in 1863. Alfred Krupp would not allow the use of wood – only stone and iron – to prevent fire. The family had to wait until after his death to add wooden fittings and extend the house to 269 rooms.

More impressive buildings were to be seen at Zeche Zollverein. Shaft 1 was sunk in 1847 and more followed, culminating in 1932 with Shaft 12, where the winding tower and surrounding buildings by architects Fritz Schupp and Martin Kremmer, with their distinctive Bauhaus design, can't fail to make an impact. We learned that coal production ceased in 1986 leaving enough coal underground to provide Germany's energy needs for 400 years.

The ship lift of 1899 at Henrichenburg on the old Dortmund Ems canal, sadly inoperable for many years, strikes one initially as a mass of ironwork whose mode of operation is far from clear. But with Mike Constable's help we were able to see that the main caisson floats upwards and the tall vertical screws we'd all been looking at only guide it on its way. Two further attempts at negotiating the height difference: a more modern looking boatlift, using the same principles, and a lock with five large side ponds have now been abandoned in favour of a modern ship lock taking craft of 190 x 12 metres.

I imagine few people think they are joining the AIA to keep fit but this aspect of membership certainly came to mind when climbing up the coal conveyor at Kokerei Hansa. As you looked up, the line of rusty rollers disappeared into the distance. By 1938 this conveyor could move enough coal to feed 300 coke ovens with a capacity of 1,700,000 tons per year. On top of these ovens men toiled, in conditions few would tolerate today, knowing that to touch the metal would result in serious burns, yet it carried on until 1992.

Zeche Zollern dates from 1898 and the machine hall is the most interesting building with an Art Nouveau styled main entrance, by Bruno Möhring, showing lead glazing of blue and green glass. But further fitness was required to get the best view of the whole works from the top of the headframe.

I was disappointed that the Rheinland heavy industry museum couldn't demonstrate the 53 tonne steam hammer of 1900, but the adults in the party were pleased to see demonstrations of



Krupp locomotive, Railway Museum

Photo: Bill Barksfield



Villa Hugel, the Krupps residence

Photo: Bill Barksfield

several pieces of big machinery including a serious lathe creating a long spiral of swarf from the cutting tool.

The Westfälisches Landesmuseum für Handwerk und Technik is an open-air museum founded in 1960 with many historic buildings restored to use. It was a long steady climb from the entrance to the nail making forge – but worth it. There the guy with the hammer explained as he worked, transferring red hot metal from the fire to the anvil and, with carefully aimed and timed strokes, turned out yet another perfect example that, far from a dying craft, hand-made nails are in fact in vogue and manufacturers are unable to meet the demand.

Solingen, called the city of blades, is often likened to Sheffield but it was to Shotley Bridge, County Durham that, in the latter part of the seventeenth century, a group of swordsmiths from Solingen broke their guild oaths and brought their sword-making secrets to England. We saw the Hendrichs Forge which is a drop forge specializing in the making of scissors. It began operation in 1886 and employed 90 workers at its height in about 1914 and the works were extended several times. It was busy, too, during WW2 – and not making scissors. It continued until 1986 and remains now as a museum. Each stage of making a pair of scissors was demonstrated – some of the old machinery still being in working order – and we saw too the benches where the forging dies themselves were made.

Finally then to Wuppertal and the quite unique Schwebebahn – “the oldest electric elevated railway with hanging cars in the world”. And it is certainly the strangest railway I have ever travelled on. Boarding the specially reserved Kaiserwagen (the seat where the Kaiser sat was pointed out) we swung out of the station suspended over the street, passing bedroom windows with the traffic below us. Then, curving out along the river Wupper, past the point where the elephant fell out (that was some publicity stunt) I think everybody was smiling.

Thanks are due particularly to Sue Constable for a great deal of hard work in putting the programme together.



Old Ship Lift, Henrichsburg

Photo: Bill Barksfield



The two parts of a die for one scissor blade at Solingen

Photo: Bill Barksfield



Steam hammer, Rheinland heavy industry museum

Photo: Bill Barksfield



The Schwebebahn passes beneath a railway viaduct and above a road and the river

Photo: Bill Barksfield

Has the term 'Industrial Revolution' still any meaning?

Marilyn Palmer in her article in Industrial Archaeology Vol. 34 No 2 poses the question:- 'Can we still talk about the concept of an industrial revolution?'. I am not sure that she provides an answer, however I would wish to continue the debate by suggesting that this is an outmoded term which has been overtaken by events, or is an event that has continued to evolve and develop over the past centuries up to the present time.

John McGuiness

The term has been about for a long time, certainly since well before I was at school in the 1940/50s and probably from the early years of the twentieth century, together with the terms Black England and Black Country. All three terms derive from the growth of industry dependent on coal produced steam which powered industrial production. Despite the significant use of coal in industrial production both wind and water power continued to be employed. The development of the steam engine did not so much change production methods as enable a very significant increase in industrial output.

The industries generally referred to as being the foundation of the 'industrial revolution' were either industries that changed the physical form of the material being worked or relied on empirical knowledge or experience. These included the spinning and weaving of textiles and the refining of metal ores. Subsequent industrial developments relied on science based engineering and chemical knowledge. Ian West makes the point in his review of Leslie Tomory's book on the origins of the gas industry that; – 'the gas industry should be seen as the pioneer of the second phase of the industrial revolution, in which whole industries grew out of scientific endeavour'.

A second revolution took place at the turn of the nineteenth and twentieth centuries, with the introduction of both the internal combustion engine and electricity as the driving force behind industrial production. Just as in the earlier revolution these innovations did not kill off the use of other forms of motive power but they did lead to the wider distribution of industrial production within the country. It was no longer necessary to be located within easy reach of coal mines.

William Morris, Lord Nuffield, was able to build his car empire around Oxford. An aerial view of the Cowley works in 1921 shows no factory chimney. Even by 1961 the vastly increased factory has just two chimneys, probably associated with the generation of electricity. Similar situations existed on the Slough trading estate, the Wealdstone factory of Kodak and Courtaulds extensive factory at Spondon. For their manmade fibre factories, Courtaulds ignored the traditional textile towns, and placed them at Holywell in North Wales, Wolverhampton, Nuneaton, Coventry and Derby. The aircraft industry in its early days was centred on Collingdale in North London and later in places such as Bristol, Gloucester, Southampton and Hayes.

It is reported that Morris was able to obtain labour in Cowley for less than were being paid in the Midlands, since he was able to attract the very poorly paid agricultural workers as well as redundant miners from South Wales. Clearly the development of industry in the North had not

exhausted the supply of labour from the countryside. Indeed, with the increased mechanisation of farming the industry would continue to release surplus labour in the years after the second world war.

This very brief study suggests that to a considerable extent there was a second phase industrial revolution which took place, not in the traditional industrial areas of northern England, but in southern, 'Green England'. It is difficult to identify what, if any, new products were developed in the North at the same time as their traditional industries lost ground in the world markets. They thus expired, leaving an industrial vacuum. In contrast the range of products produced in the South continued to expand throughout the

twentieth century so that by the 1970/80s it was the South that had become the industrial as well as the commercial centre of the country. Many of these new industries have now lost ground to other countries and/or new technologies and have in turn become industrial history.

In conclusion, the consequence of the second industrial revolution was that the new industries of the twentieth century reversed the north/south divide by bring new wealth to the southern counties which was not matched by the northern. It remains to be seen what will be the next stage in the economic development of the nation, but in the meantime we must urgently record the industrial history of the second industrial revolution before it is too late.



Aerial view of Ford Dagenham



Citroën assembly line 1918

Our Northern Mills

The North of England has thousands of textile mills. Wherever you go in West Yorkshire, Greater Manchester and Lancashire, you're not far from a textile mill. Up until 2008, the redevelopment of mills was going forward at a great pace. Mills were being turned into business centres, workspaces, flats and a whole range of uses. Then the crash came and everything stopped, projects were abandoned, developments forgotten and these buildings which reflected Britain's great industrial past stood there on the horizon, not used and not ready for demolition.

Nigel Grizzard, Chief Executive

Two years ago a group of us came together at Salts Mill in Saltaire, at the Cafe Opera, three floors above the 1853 Gallery, to form Our Northern Mills. Round the table a group debated the merits of saving these fantastic buildings. We realised there was a task ahead that we needed to seize and it was a multi-faceted approach.

I had run Mill Regeneration Conferences for nearly twenty years in mill towns and cities as diverse as Leek in Staffordshire, Bolton in Lancashire, Gainsborough in Lincolnshire and Bradford in West Yorkshire. I had also run mill conferences in both Northern Ireland the Irish Republic.

At these events we discussed regeneration, refurbishment and rebuilding. What had gone on in these buildings wasn't our concern; textiles was the past, we were interested in the future.

But now we had to move forward and to do that we had to start remembering and understanding that past. A past of great industries, not just in terms of textile manufacturing in all its forms, but the engineering and other allied firms that went with the textile industry.

So Our Northern Mills has started its journey.

We have a team comprising myself, Nigel Grizzard, originally from London, but who had moved north to work in Bradford and who has visited hundreds of mills, seen many inspirational developments and wants to help groups save and refurbish their mills.

Tom Clinton, born in Toxteth, Liverpool, who after a career with the Royal Navy, the BBC and Bradford Council has taken on the role of communications for Our Northern Mills. Tom is especially keen to connect with the communities and the people who worked in the mills.

Adrian Bailey, who works in the transport heritage industry and specialises in finding plans and background information about Mills.

Frances Armitage Smith and Ian Tod, architects, who have both worked in the rescuing, reuse and restoration of Mill buildings. Frances is based in Manchester, while Ian, whose office is in Leeds, has recently taken on the task of restoring an historic granary in the fishing port of Eyemouth in the Scottish Borders.

Mike Robinson, a structural engineer, completes the team. With experience of working on both sides of the Pennines, Mike's practical skills complement the other team members.

Achievements so far:

In November 2012 we heard from the Heritage Lottery Fund that we had been awarded a grant for our project 'Threads and Tales' through the 'All Our Stories' grant programme. It gave us the kick-start we needed to get ONM moving.

The grant was to support our documenting and sharing the stories of local mills and textile workers in Greater Manchester, where we are visiting five different mill communities.

We started at Ena Mill, in Atherton near Wigan, Lancashire. This is a vast building with a huge chimney visible from miles around. Once a cotton mill, two years ago Ena was converted into a discount shopping centre. The ground floor of the mill houses concessions from a variety of retailers which attract shoppers from all over the North West.

With help from BBC Radio Manchester, who did a slot on their early morning show, we set up our display in the cafe at Ena and bang on the dot of ten o'clock, our opening time, in came the first former textile worker to tell us her story. Throughout the day we were kept busy listening and recording textile stories and being shown textile photographs and artefacts.

Simon Yates, the owner of Ena showed us a photo of a female mill worker carrying a lap of material that he had found in the mill archives. It dates from the 1950s and our task now is to find out more about this lady. The photographic heritage of the industry is found left in drawers in mills, peoples' photo albums and news pictures. The photos of textile workers and not just the actual mill buildings deserve displaying.

Textiles were also an important part of life north of the border and, in May, I was taken on a tour of mills in Scotland, by Dr Mark Watson of Historic Scotland.

In Dundee, Galashiels, Hawick and Selkirk, the mills and textile legacy is every bit as visible as in West Yorkshire and Our Northern Mills has a role to play in partnering with colleagues in Scotland.

In Galashiels there is a Huddersfield Street, so named because of the links between the two towns. Textiles were manufactured in Galashiels with machinery made in Huddersfield. This link is one that we intend to explore.

Back in Bradford, West Yorkshire, I was taken into the vast Drummond's Mill complex on Lumb Lane where the new owner, Khalid Pervaiz, is trying to bring some life back into this imposing site. A group of us were there with reporter Kevin Bocquet, from the BBC. We started off our tour in the wood panelled boardroom full of pictures and certificates showing the past glories of the textile firm, Stroud Riley and Drummond, and then went on to see a derelict landscape awaiting new uses.

Future Plans

On Wednesday 11 September, 2013 at the University of Huddersfield, we are holding our first Our Northern Mills Conference. The day will



Can you help us? Who is this mystery textile worker, whose picture was found in Ena Mill, Atherton, near Wigan, Lancashire

look at regeneration schemes that are currently happening and how we can kick-start mill regeneration. We also will be looking at the important links between mill regeneration and textile heritage. The brochure for the conference is on our website, www.ournorthernmills.org

On our journey we have been contacted by mill researchers, mill regenerators and heritage groups who are involved in textile mills. There is a great deal of interest in this field and our task now is to acquire the funding to drive our work forward.

We intend to run a number of Our Northern Mills events in venues across the North of England and in Scotland and we are keen to meet and discuss opportunities with groups and organisations who want to join us as partners.

Longer term we have an aim to acquire a mill as fitting premises for Our Northern Mills, so if there are any mill properties out there that we could acquire, refurbish and reuse as a headquarters, we'd like to hear about them. To achieve this aim, we have to grow Our Northern Mills and we believe there is the goodwill and the funding available to allow us to achieve this.

The key way we see driving Our Northern Mills forward is through talking to people, so if you want to get involved, contact us. email: ournorthernmillsgroup@gmail.com or phone 07798 855 494



Inside the roof at Drummonds Mill, Lumb Lane, Bradford

Photo: ONM

Keith Falconer OBE

Keith's long involvement in industrial heritage, for which he was awarded the OBE in the Queen's Birthday Honours List, came about as the result of a fortunate coincidence. In the spring of 1971 there was a national postal strike when, as a third year postgraduate/tutor in historical geography at Hull University, he was in the throes of applying for lectureships at various universities in Britain and elsewhere. The Council for British Archaeology had just advertised for a person to manage the Industrial Monuments Survey to which Rex Wailes had been consultant since 1963 and Keith was to be the beneficiary of the paucity of applicants for the job caused by the postal strike. Grilled by an appointment board comprising almost all thirteen of the CBA IA Research Committee, his relative inexperience of the subject (other than on canals) was soon exposed but, despite this, and owing to the lack of other suitable candidates, he was offered a three year contract. As chronicled in *IA News 162*, more than forty years later he retired last year from his post as Head of Industrial Archaeology in English Heritage – fortunate to have fallen into a post in 1971 that was to give him such a long and rewarding career.

Since 1973, as a founder member of both the AIA and TICCIH, he has seen interest in industrial archaeology grow hugely and it has been the official recognition of industrial heritage both nationally and internationally that has given him great pleasure. Since 1998 he has been involved in developing many of the UK's industrial World Heritage Sites and, more recently, for advising on

the World Heritage Site Nominations for Tomioka Silk Heritage (Japan), the Bassin Miniere (France) and Fray Bentos factory settlement in Uruguay. In his retirement he has been advising the Council of Europe on industrial heritage issues and, having accepted the role of Vice-Chairman of the AIA, will continue to be closely involved in industrial heritage – hopefully for years to come. The award of the OBE is, according to Keith, further icing on the cake that was presented to him by friends and colleagues last year. (See *IA News 162* p24).



Keith Falconer OBE

OBITUARY

James Sutherland

A key figure in the history groups of the Institution of Civil Engineers, the Institution of Structural Engineers and the Newcomen Society of which he was a Past President, James passed away on the 18 May, aged 90, after a short illness.

His professional career began with Halcrow but he joined Alan Harris in 1957, becoming a partner in 1958. In 1964 his contribution was recognised when the name was changed to Harris and Sutherland. The firm continued to be highly respected for imaginative solutions to novel problems.

He founded the Institution of Structural Engineers' History Study Group about 40 years ago, where monthly lectures have been presented to an appreciative audience by specialists at the London base of the Institution. In a perfect meeting of minds, James married Julia Elton in 2005 – she too has been a President of the Newcomen Society. James will be sorely missed.

David de Haan

VISIT THE AIA WEBSITE

www.industrial-archaeology.org

NEDIAS – the first 12 years

It was in 2001 that David Wilmot and a number of others decided to see whether they could find sufficient like-minded addicts to start to form an industrial history or industrial archaeology society, dealing specifically with processes and history of North East Derbyshire.

A few 'feelers' were sent out and it was clear that we had tapped a rich vein of interest amongst both enthusiastic amateurs and dedicated professionals. Many people, either themselves or family members, had worked in local industries, and were interested to know more about their history and heritage, as the industrial decline in the area increased a pace. And so the North East Derbyshire Industrial Archaeology Society was formed.

Cliff Lea (Chairman)

There was a time when motorists approaching Chesterfield were greeted by a sign bearing the silhouette of its unique Crooked Spire and the inscription "The Heart of Industrial England". Today, whilst Chesterfield's centrality within England remains undeniable, this north-eastern part of Derbyshire has seen its industrial muscle atrophied at an alarming rate.

Chesterfield, the county's second largest town, is located on the eastern flank of the southern Pennines and on the western edge of the coal measures. It developed on high ground overlooking the river Rother near its confluence with the river Hipper and its topography proved attractive to the Romans as a strategic base. The high ground to the west had a complex network of pack horse roads, many leading into Chesterfield, which developed both as a market town and a centre of entrepôt trade in millstones, salt, coal, charcoal, corn and lead. Transport improved with the opening of the Chesterfield Canal in 1777, which joined the river Trent at Stockwith.

In 1837-38, George Stephenson's contractors, whilst excavating the mile long tunnel beneath Clay Cross for the North Midland Railway's line between Leeds and Derby, confirmed the availability of coal in commercial quantities. The findings led to the establishment of The Clay Cross Co., which prospered by developing its own collieries, coke ovens, brickworks, lime works, iron furnaces and foundry. Final production at this site ceased in December 2000.

To the east of Chesterfield, the Staveley Coal & Iron Co. Ltd developed land by the river Rother, once the site of an Elizabethan furnace and initially established an ironworks. Local ores were smelted with wood, but then local coal was mined and pipe production began. The introduction of coke ovens led to the establishment of a chemical plant. In the 1920s waste gases were used to generate electricity, which together with hot water was distributed to 1800 of the firm's newest houses. In 1895 the firm had acquired Broad Oaks Works, a local engineering business, which, as Markham & Co., developed a worldwide reputation for producing large scale bespoke heavy precision engineering products. It reached its apotheosis in the twentieth century with boring machines for the Channel Tunnel and hydro plant for India. Before World War 1, North Derbyshire had almost 28,000 colliers employed in 33 mines. Today, housing occupies the Broad Oaks site and grass grows where the mighty Staveley Works once stood.

Whilst the Society's regular monthly speakers' meetings set the calendar, these are interspersed with organised day visits to other

areas of interest for guided tours. Recent excursions have included the National Coal Mining Museum, the canal basin at Shardlow, Goole docks, Papplewick Pumping Station, Clay Mills steam centre and much more.

The photograph below shows a visit earlier this year, when over 40 members braved the inclement weather to follow an abandoned rail loop-line at Unstone, a line which in its heyday had linked four small collieries. Some of the pit sites still have evidence of the last traces of historic early beehive coke ovens.

Right from the start members have been interested in more practical aspects. A current archaeological project is the detailed examination of the site of a former mill which had sawn and dressed local stone on the Hunloke Estate at Wingerworth. Originally water powered in the early 19th C, a steam engine was later installed and now, a century after its closure, all that can be discerned in an attractive wooded area are intriguing bumps and uneven undulations. It is these features which are now being painstakingly excavated by the NEDIAS team, concurrent with archival searches to learn more of its working life and to place it within the context of the local economy of the time.

Results of research by members are published in our quarterly 12-page NEDIAS Newsletters, with longer articles accommodated within our

occasional (aiming for annual) 100-page *NEDIAS Journal* – the value of a regular newsletter and publications we think is crucial in cementing the membership and keeping all informed.

NEDIAS Journal Vol 5 has just been published, and this contains articles on the Avenue Coking Works at Wingerworth – before closure this had been Europe's largest coal coking plant; on the 400 year history of the Robinson company, once the largest single employer in the area and best known over the last 100 years for production of surgical dressings and disposable nappies; on the Amber cotton mill which had overlooked the Derwent Valley; and on the 1927 Adshead Report which reviewed, in some detail, the industrial legacy, status and prospects for the Chesterfield area.

The last dozen years have shown that many people within the area have a genuine thirst for their local history, and in many cases a real ache to reveal more about the histories of their families and early industrial activities. Membership thrives, with meetings sometimes at bursting point, but we hope to see how the Society can evolve as we move on over the next dozen years.

Further information about membership and our programme from cliff@nedias.co.uk, or see our website at www.nedias.co.uk.



NEDIAS on a wet day

You thought it was where?

Lesson – keep your photographs on hard discs and CDs – do not give them to some clever clogs to store them for you!

Terry Waterfield

I'm sure there are occasions when many of my friends think I'm a bit of a Luddite since I eschew many of today's 'must have' gizmos. But there are advantages, as was demonstrated whilst working on a project recently.

Before including material from the recent back issues of the Northamptonshire I A Group Newsletter on our website I thought I should check the validity of the URLs provided by authors. Quite a few had changed. One had

disappeared, though it was temporarily up to allow owners to retrieve their photos!

'fotopic.net' provided a repository for registered users to store their digital images. In 2011 the company running 'fotopic.net' went into liquidation. The assets of the company – and images belonging to its users – were bought by a private buyer with the intention of resurrecting fotopic.net and incorporating it into their own photo portal. Subsequently it was found to be too costly an operation to set up and run; the original plans have now been abandoned even though, for many of the users, the site held the only copy of their images. In November 2012 the site owners were providing temporary access for owners to retrieve their images

I've been carrying out some on-line research on a particular topic: when I started there was an overwhelming abundance of sites providing the

information, yet 12-18 months on very little can be found. Where has it all gone to? Now I've got into the habit of printing out at least one page from the site of interest so that I can easily find it again.

A number of common problems can lead to the dreaded Page 404 'Page not found' error:

- The URL refers to a document which has been removed, moved or renamed;
- The web site has been redesigned/reorganised/restructured, etc;
- The website has been removed from the hosting server;
- The original owner of the URL has allowed the registration of the name to lapse and the name has been reused by a third party for a different subject.

For illustration, below is a table of sample websites with an indication of their validity.

Subject	URL as given	Comment	Current URL - (if different)
Great Central Railway, Charwelton	www.disusedrailtunnels@fotopic.net	See above, as of April 2013, 100,000 images have been irretrievably lost and the site is closed.	
Corrugated Iron Club	www.corrugated-iron-club.info/index.html	Now in Japanese and no longer relates to original subject.	
Directory of companies able to convert old recordings into modern format	www.radiocraft.co.uk/directory/formats	OK if omit the /formats.	www.radiocraft.co.uk/directory
Historic recordings	www.bl.uk/collections/soundarchive/nasacollections	The site has been totally redesigned. From the home page follow the links to <i>Catalogues (full list)</i> , then <i>Major catalogues</i> for the sound archives.	www.bl.uk
WW2 airfields	www.wartimememories.co.uk/airfields	The site is currently undergoing a redesign but the home page has all the necessary links. The URL shown will automatically redirect to the new page. Probably best to start from the home page, which covers various aspects of WW1 and WW2.	www.wartimememories.co.uk
Aerial imaging and surveys	www.pixaerial.com	OK. Auto redirects to pixaerial.co.uk	www.pixaerial.co.uk
Blisworth ironstone	www.blisworth.org.uk/images/Mining/Blisworth_mining	Error	www.blisworth.org.uk/images/pictures
Penrhyn quarry railway	www.penrhynrailway.co.uk	The site has had a makeover.	www.amutek.co.uk/penryhn/railway.htm
English Heritage consultation documents	www.english-heritage.org.uk/publications/heritage-assets-draft	Page not available – clearly a draft document. Should use /publications	www.english-heritage.org.uk/publications
Real-time tube train locations	trainintimes.org.uk/map/tube	Error	www.trainintimes.org.uk/map/tube
	data.london.gov.uk/blog/guess-whats-back-trackernet-returns	Error	data.london.gov.uk/blog/guess-whats-back-trackernet-returns

What do you do with a redundant submarine wharf?

In Rotterdam, the Port of Rotterdam has formed a partnership with the Boijmans van Beuningen museum for five years to organise exhibitions by internationally-renowned contemporary artists in the wharf. The first was held in 2012 and this summer, the space is filled with works by Dutch artist Klaas Kloosterboer and American artists Chris Martin and Jim Shaw, under the banner XXXL Paintings.

Paul Saulter

The aim is to create a place for art in the port, to encourage people to visit the harbour to become acquainted with an outstanding industrial area, and to bring the city and the harbour closer together. In physical terms, this is achieved with a regular fast ferry between the city centre and the harbour.

There are in fact two wharves. Submarines were built here between 1929 and 1994 in two large sheds with huge doors on to a slipway for launching into the Nieuwe Maas River. The sheds remain much as they were with their travelling cranes and with windows positioned high up for security, but one now has a dividing wall with offices and the slipway has been filled in to provide a level space used for parking.

The halls were first used for storage and are part of a much bigger area, known as the RDM campus (www.rdm-campus.nl), a new use for the shipyard and buildings of the Rotterdamsche Droogdok Maatschappij (Rotterdam Dry Dock Company) dating from 1904. The abbreviation now stands for Research, Design & Manufacturing and the campus is a co-operative venture between Albeda College, Rotterdam University and the port of Rotterdam.

Among its outstanding buildings is the former head office of the Dry Dock Company, now occupied by the Rotterdamsche Academie van Bouwkunst (Rotterdam Building Academy); the former machine shop of 23,000 square metres, now used for innovative manufacturing



Rotterdam submarine wharves now reused

Photo: Jur Kingma

businesses and vocational education, where students and companies can collaborate and meetings and conferences can be held; and the shipyard, where the exhibitions are held.

Another example of re-use as an exhibition space is provided this summer (16 June to 6 October 2013) by Zeche Zollern in the Ruhr at Dortmund, one of the sites enjoyed during the recent AIA visit organised by Heritage of Industry.

This is a special exhibition celebrating the centenary of the coal mining railway network in the Ruhr. The Zollern colliery, noted for its outstanding red brick buildings and Jugend Stil (Art Nouveau) entrance to the engine house is now a museum. It was threatened with demolition after it closed in the 1960s and its preservation began the movement to conserve industrial monuments in Germany.

Half a Century Ago – re-reading ‘Industrial Archaeology – an Introduction’ by Kenneth Hudson

Looking for the names of those who had been in the delegation to the then Prime Minister Harold Macmillan and argued with him, abortively, for the retention of the Euston Arch in 1962, I took down Kenneth Hudson's pioneering study *Industrial Archaeology – an Introduction*. Opening it, I realised with something of a shock that it is all of fifty years ago this year since it was published. Having located his comments on the Euston Arch*, and not having looked in it for some years, I was soon engrossed in the rest of the book. And I was reminded why it was (and still should be) such an influential text, explaining lucidly what industrial archaeology is and why it matters.

Michael Bussell

Kenneth Hudson (1916-1999) was for some years in the 1950s and 60s the BBC's West of England industrial correspondent, a role that allowed him to see what was happening in the region as industrial sites were being modernised or cleared – usually with little or no interest among the owners, the workforce or the public at large in keeping or even recording any evidence of the historical equipment, buildings or processes that were being discarded.

The book had its genesis in the plan by the Council for British Archaeology some years earlier to compile and publish a CBA handbook of

industrial archaeology. That faltered – indeed it was not until 2012 that this appeared (*Industrial Archaeology: a Handbook*, compiled by Marilyn Palmer, Michael Nevell and Mark Sissons, CBA, 2012). In the intervening half-century there has been a remarkable upsurge in public interest in, and concern over, the 'industrial heritage', as it is now called. Today, there is a measure of statutory protection; investigation and study by English Heritage, individuals, and the various national and regional IA societies including GLIAS; and recording, often now required as a condition of planning consent and these days undertaken by

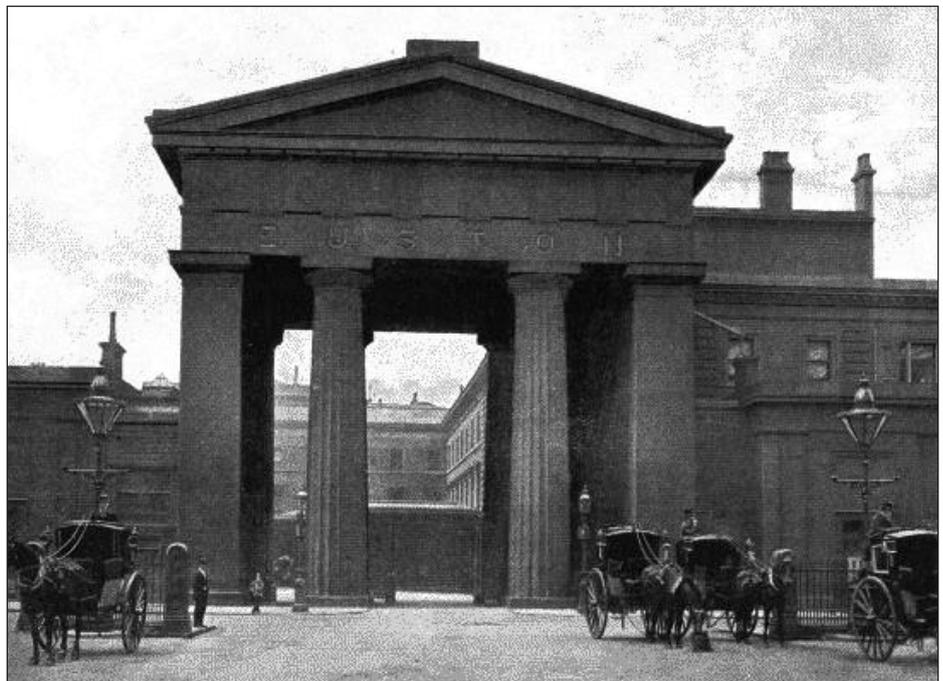
commercial organisations employing professional archaeological staff, rather than by interested volunteers working at weekends.

Hudson's book was written when all this was in the future. The Euston Arch, and the remarkable cast iron structure of the Coal Exchange in the City of London, had both recently been destroyed (the latter for a road-widening scheme), sacrificed to the belief in 'progress' that typified much of the political, official and popular attitudes in the 1960s. It is surely no coincidence that 1963 also saw the publication by Her Majesty's Stationery Office of the Beeching report *The Reshaping of*

British Railways, and of the less-well-remembered Buchanan report *Traffic in Towns*. Both reports took the view that the powered road vehicle was inevitably to be the preferred and ever-expanding mode of land transport in future. Buchanan argued that this must be planned for strategically, rather than catered for by piecemeal road improvements. The implications of such planning could be alarming! His case study of the central London area now known as Fitzrovia (bounded by Tottenham Court Road, Oxford Street, Great Portland Street and the Euston Road), showed that full adoption of the Buchanan approach would have erased almost every building in the area, and imposed a Californian-style grid of roads with fly-overs and intersections, occupying almost half of the available land surface. Happily, this never came to pass, although many cities and towns have since been disfigured by crudely-planned sections of urban motorways, 'inner ring roads', multi-storey car parks and other built elements that will, in the future, be part of the archaeology of road transport.

I quickly found myself in my re-reading absorbed by Hudson's passion and his knowledge, often quite detailed, of what was being lost in various parts of the country, and of how much of the evidence of past industry was being scrapped – either deliberately, to avoid the impression of being 'old-fashioned', or through ignorance of its significance. He was writing at a time when 'the industrial past' was not as appreciated and studied as widely as it is now, but rather as something grimy, to be swept away as far as possible and replaced with the 'modern'.

His chapter 'The urgency of industrial archaeology' reported on some isolated but encouraging examples of enlightened company support for the industrial past, not least the restoration of Darby's Coalbrookdale ironworks by Allied Ironfounders for the 250th anniversary of the first smelting of iron with coke. But it also illustrated a dismissive attitude and/or a lack of awareness all too prevalent then (and not unknown today). For example, the owners of one of the first sites making plastic floor tiles rejected Hudson's suggestion that its buildings and plant



The Euston Arch 1896

could be of any archaeological interest, as it dated from as recently as 1923 – just forty years earlier. Anyone interested in the development of computers, electronics generally, motor vehicle manufacture, and other twentieth century technologies will be aware that dramatic changes can occur and important evidence can be lost in a time much shorter than four decades! And the destruction of company records and of buildings and plant, deplored by Hudson, can still happen today when mergers, closures or privatisation take place.

One of his most thoughtful observations was that it is not just the large and the notable that should be recorded, but the small and the typical. Much more has been lost since his book appeared; but, while 'elf and safety' and other constraints can make access to a site more difficult than it was in 1963, there is still scope for us to investigate and to record, particularly among 'the small and the typical'. If you can lay hands on Hudson's book, his informative and

inspiring words will, I'm sure, prove stimulating...

* Accounts of who attended this meeting vary. Hudson names Sir John Summerson (the distinguished architectural historian) and Sir William Holford (an equally distinguished architect – who as it happened also served on the Buchanan report's Steering Group, as too did one T Dan Smith, who had grandiose plans to make Newcastle-upon-Tyne 'the Brasilia of the North'). However the Euston Arch Trust, which campaigns for the re-erection of the Arch on or near its original site (www.eustonarch.org), suggests a larger attendance, including John Betjeman, in an article by Dan Cruickshank – (www.eustonarch.org/betjeman.html). Sitting alongside Macmillan was Ernest Marples, Minister of Transport, who supported Beeching's proposals for railway closures and was a keen advocate of the building of new motorways and other roads.

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Call for Papers

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Jean Plumier and Nicolas Thomas

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and much more.

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Box Boat 337

The AIA were able to provide a substantial grant towards restoration of this unique craft and work is now complete. Below is a description of the history and of the events that led up to the restoration. A second part, describing the process of restoration, will follow in IA News 167.

Mike and Cath Turpin

Box boat 337 is an unpowered wooden narrow beam craft of simple and economic construction, flat bottomed and virtually slab sided. She is a rare survivor from hundreds built to a standard design. Box boats were open narrowboats with no cabin and carried a cargo of coal in boxes that fitted into the hold. An early example of technical development of containerisation, they were descended from the 'starvationer' boats used in the underground canal systems in Worsley coal mines for the Duke of Bridgewater

With no cabin and open to the elements they were called 'starvers'. ('starved' means 'cold' in Lancashire.) The only protection from the bitter winter weather was to wrap up and use a horse blanket as a shawl. Heating for personal comfort was from a fire bucket. This, of course, only warmed one side of the person steering the boat, but it did provide the necessary hot tea for inner warmth, in spite of occasionally emitting dense black smoke which almost choked those in the vicinity!

History and survival

It is not known exactly when *No 337* was built. Box boats were in use until the 1960s to carry coal. It possibly worked from Ladyshore Colliery on the Manchester Bolton and Bury canal and ended its working life with the NCB. At some time in the 1970s the boat was sold into private ownership. The new owner converted her to live on, built a full-length cabin and installed a diesel engine and gearbox. However he did not realise the poor condition of the craft, especially its wooden hull, after a long hard working life. So, over time water leakage increased and with it the need for pumping. Eventually, this led to regular sinkings and the abandonment of the project in around 1977.

Unable to struggle with her any more, the owner offered the boat to the Waterway Recovery Group NW who, realising her historic value, alerted the recently established Boat Museum at Ellesmere Port. The Museum already had a list of important craft that were at risk and that needed action if they were to survive into the future and was thus well aware of the importance of *337*. Museum volunteers mounted a rescue operation over the winter of 1977/8, raised the boat and towed it towards a more secure future at Ellesmere Port. Tales from the time when this and other boats were rescued are full of volunteers prepared to raise 'worthless' old boats in the worst possible weather conditions. Apparently no operation was complete without a battle against pouring rain, ice, snow and gales! This was certainly the case with *337*.



Box boats in use

Courtesy of the Canal and River Trust Waterways Archive

Towards long term security

Once at the Museum, the long term commitment towards full restoration began. Initially the conversion was removed, the boat was docked on the recently built dry-dock and patches and tarring enabled *337* to float securely. Two original coal boxes were fitted.

A proper survey established that the bottom and much of the planking was not in immediate need of replacement and that a phased restoration involving gradual replacement of timber was possible. This was the course of action followed. The bottom and garboard planks were able to survive for another 30 years but gradually other planking and timber was replaced as the Boat Museum Society and the Museum worked together to raise funds for the various stages.



Box boat 337 before restoration

Shortly afterwards, considerations of sustainability led to the formation of the Museum's Heritage Boatyard. This was formed by a partnership including the Museum, the Boat Museum Society, National Historic Ships and other individuals. In part it was these pro-active moves together with the importance of the craft that led to AIA approving support to a project to complete the final stages of restoration and to award us £15000 towards a total cost which was estimated at £25000. Apart from the financial input, this partnership support from AIA helped us to establish the long term viability of the Boatyard within the Museum.

A key aspect of the Heritage Boatyard partnership was to address the skills shortage in the area of historic waterway craft restoration and conservation. AIA's support was one of the instrumental features that help the Museum and NHS gain a HLF grant from the 'Skills for the Future' fund to provide three 18 month traineeships in the yard. Some of this training has taken place on *337* and both the boat and trainees have benefited.

Research and references

Every restoration carried out at the Museum is accompanied by extensive research to find out as much as possible of the history of the boat and related craft. With several phases of major work over the past 35 years we have been able to build up our body of knowledge. The last phase, in particular, has allowed us to record details of the construction of the bottom of the boat. This is particularly important as these craft were built by first laying down the bottom, then curving the bottom strake to the shape of the bottom, adding the stem and stern posts and the frames and then continuing to add the remaining planks to complete the five plank construction.

A longer article about Box Boats in will appear in Waterways Journal in the Easter 2014 issue.

Notes from the Endangered Sites Officer

One of the more interesting and exciting developments is the proposal by Nottinghamshire County Council for a meeting/conference on the county's industrial buildings at risk. These include such sites as the headstocks at Clipstone Colliery, now one of the few remains of Nottinghamshire's once extensive coal mining industry. Then there is Hawton gypsum mill another once important industry in the county. Ron Fitzgerald provided an excellent and detailed paper on the site for *Industrial Archaeology Review*, Volume 33 November 2011 No 2 pages 122 to 141 *The Hawton Gypsum Mill and Development in 19th century Grinding Technology*. Then there is the long running problem of Bennerley viaduct. Full details of the day will be on the AIA's website as soon as they are available. So if you live in the area and are interested in attending keep a look out for the date and details of how to attend.

Amber Patrick

Peter Neaverson Award for Outstanding Scholarship 2013

Having made no award in 2012, the judges of the Peter Neaverson Award for Outstanding Scholarship had no hesitation in recognising two splendid contributions to Industrial Archaeology in 2013. The winning works are: *Carscapes: The Motor Car, Architecture and Landscape in England*, by Kathryn A Morrison and John Minnis, and *The Shore Whaling Stations at South Georgia: a study in Antarctic industrial archaeology*, by Bjørn Basberg.

Arguably, no single invention has had such an impact on life in the industrialised world over the past century as the motor car and the ground-breaking book, *Carscapes*, documents its effect on the English landscape, with often startling results. Published by Yale University Press for the Paul Mellon Centre for Studies in British Art in association with English Heritage, the range of images included is truly remarkable. As one reviewer has already said, 'the photographers whose work appears in this book manage to make even such monstrous intrusions as the Hammersmith flyover look glamorous and exciting'. A review of this book will appear in a forthcoming issue of *Industrial Archaeology Review*.

The whaling industry has never been hugely significant in global terms but it was economically important in certain localities around the world and also has had great cultural significance. As the introduction to Bjørn Basberg's book explains, it has never been considered within the sphere of industrial archaeology but the often informal nature of the industry and the lack of documentary records makes it an ideal candidate for archaeological study. With the aid of high quality photographs and plans, Basberg describes the both the structures surviving at a number of shore whaling stations in South Georgia and the processes which took place in them.

Ian West

2015 What will we do for European Industrial Heritage Year?

Keith Falconer in his excellent article on the Council of Europe's backing for 2015 as European Industrial Heritage Year (*IA News 165*) expressed the hope that this would help increase public appreciation of industrial heritage.

At its last council meeting, the AIA agreed to encourage British ideas for marking EHY 2015 via a small 'virtual' working group to be set up by Keith, who is AIA's vice-chairman (elect) and its representative on a group looking at the long-term viability of industrial heritage, together with Paul Saulter, immediate past president of the European Federation of Associations of Industrial and Technical Heritage and AIA's E-Faith liaison officer.

E-Faith has also set about gathering ideas to mark the year and its board is currently considering various initiatives that it can undertake itself given its limited resources. Among the ideas put forward so far are:

- A web-based calendar of events in 2015 is being organised around Europe by voluntary associations of industrial heritage, which can be drawn to the attention of governments and other public bodies;
- A list of old industrial buildings which have been adapted for re-use as the location of creative communities attracting young companies, designers, artists etc, especially projects where volunteers play an important role. Dr Jur Kingma, vice-president of E-Faith whose idea this is, sees it as a way of bringing young people in contact with industrial heritage and his idea has attracted support as a way of encouraging further projects for stimulating growth through regeneration;
- A census of all the associations of industrial and technical heritage in Europe and the situation regarding the preservation of industrial heritage in each country. This idea could perhaps build on work carried out by Keith Falconer for the European Council referred to in his article in *IA News 165*, 'identifying the scope and key players in European industrial heritage and outlining the current state of recognition, appreciation, protection and preservation across Europe'.

Are there any other ideas out there? You can send them to paul@heritageofindustry.co.uk

Paul Saulter

Important notice – email change

The AIA office email address has been changed to aia.liaisonoffice@virginmedia.com Please amend your records.

Calderdale Industrial Museum

10am and 3.30pm, Saturday 14 September, Sunday 15 September

This museum with its nice collection of small engines has been closed for many years. We need as much support for these open days as possible, to encourage the Council to continue with them next year –please tell all your friends and come along!

Run by Calderdale's Museum Service and members of the Calderdale Industrial Museum Association, the open days are aimed at giving people the chance to learn how industry developed in Halifax.

Calderdale Industrial Museum Association is made up of volunteers who are working towards re-opening the museum which is on Square Road in Halifax town centre and features exhibits from many industries, including spinning, weaving, carpet-making, toffee-making, machine-tool manufacture and others.

Entrance is free, but donations are welcome.

Chris Hodrien

Railways Change Lives

National Archives, Kew
7 September 2013

Railways have changed how we live in many ways. They have changed the way we work, how we spend our leisure time, and the landscape in which we live.

On 7 September 2013 The National Archives, in partnership with the National Railway Museum, will be holding a one-day conference at Kew to look at how railways have changed our lives, drawing on the archives and collections of The National Archives and the NRM. The programme will deal with both larger themes and personal stories. Speakers include specialist staff from The National Archives and the National Railway Museum and academic transport historians.

Places are limited and are available on a first come, first served basis so book early to guarantee your place. To book online – google National Archives, Kew - 'Railways Change Lives' Conference

The following weekend, on Saturday 14 September, the National Railway Museum will be hosting the same conference programme at York. Visit their website for details and to book online.

The End of the British Coal Mining Industry

The death of Margaret Thatcher released latent anger in those who consider that she had killed the British coal mining industry. It is time, surely, that a truly academic study of this industry in the twentieth century was made and the full facts established. Towards this end I would make the following observations and invite further comment.

At the commencement of the century nearly every aspect of life in Britain was dependent on coal. Coal/steam powered the machines of the factories, trains, ships and heavy road vehicles. Coal produced gas and electricity and was the major source of domestic heating. Gradually during the century other sources of energy came to replace coal. The principal ones were oil, natural gas and nuclear energy. For this reason if for no other the British coal industry was becoming of less significance.

Industrial relations in the industry were notoriously bad, the strike held in Margaret Thatcher's time being the last of many. Previous strikes included those of the autumn 1920 and winter 1921-22 and more significantly that leading to the three day week and the downfall of Mr Heath. Historians must consider the true aim of the miner's leaders and the extent to which their aim was to destroy the Conservative government a second time. Once the strike commenced there is little doubt that Margaret Thatcher was equally determined that the miners would not succeed in this again.

It is highly likely, that it was not Margaret Thatcher's intransigence that defeated the miners but the fact that their leaders failed to realise that their industry had ceased to be as essential to the life and industry of the nation as it had been a decade earlier. Britain was able to continue to operate without the product of its coal mines.

In the mining industry it is inevitable that sooner or later an individual mine either becomes exhausted or uneconomical to work and as a consequence it is closed and the workings abandoned. Coal mining is no different in this respect and mines and indeed whole coal fields have throughout time been closed and abandoned. Once the miners returned to work the government looked at the viability of the industry and decided that large parts of it were not competitive and, perhaps ruthlessly, set about a massive reduction of the industry. To what extent this was sound economics, a vindictive overreaction or a move to ensure that never again would the country be held to ransom by the miners union will only be revealed by a detailed examination of all the facts.

If it is accepted that large parts of the nationalised industry were not economically viable then historians will also need to examine the extent to which this was owing to the total exhaustion of the reserves in the country or because of inadequate investment over many years. The effect of the two world wars had been crippling for heavy industry generally, including

the coal industry. Maximum production had been demanded with minimum capital investment. No doubt this lack of investment continued for some time afterwards as maximum effort was placed on exports.

After nationalisation the coal industry would have had to compete for funds from other government departments. It is likely, that this industry lost out to other more politically beneficial recipients such as schools, housing and the health service. Road and rail transport would have produced more votes than developing new or deeper mines. If the industry had not been nationalised and left to private investment it might have been in better shape in the 1980s or it might have died much earlier. It is also less likely that the unions would have been able to use strike action as an attack on the government in the way it was undoubtedly conceived by Margaret Thatcher to have done.

John McGuinness

Vanishing Prefabs

The request for information about surviving examples in *IA News 163*, elicited a number of useful responses. Dr Stafford Linsley emailed to say that there are 100 prefabs in Lunedale Road, Billingham, Stockton-on-Tees; recently modernised internally. These are at NZ 458 231, and putting 'Lunedale Road, Billingham' in the search box of Google Earth will take you straight there, with Street View available.

David de Haan wrote that there's a whole row of them in Madeley (Station Terrace SJ 698 041). Not quite original as the Council gave them a coating of rendering about ten years ago. The inhabitants love them dearly and have consistently turned down offers to re-house them.

Humphrey Bowen emailed that interested parties could contact the Rural Life Centre at Tilford, Farnham, Surrey, SU 859 433, who would be helpful. There is a reconstructed 1947 Arcon prefab and garden in the museum, see <http://www.rurallife.plus.com/rlc/index.html>. The Arcon was an asbestos clad version and nearly 39,000 were built. A Unity structures prefabricated bungalow from the Finch Estate Amersham has been reconstructed at the Chiltern Open Air Museum, TQ 011 936.

In Birmingham there are 13 prefabs listed grade II at 397 – 421 Wake Green Road, Moseley. These Phoenix bungalows are remarkable for their exceptional state of preservation with few alterations. Over 43,000 were originally built. A group of about twenty-five prefabs survive on Leycroft Avenue, Kitts Green. These are hardly recognisable as nearly all of them have been reclad in brick, but a few original walls still show. These are Hawksley BL8 duralumin-clad timber-framed bungalows.

In Surrey, at Ash Vale, Aldershot, Lakeside Close appears to have numerous prefab-type houses along one side but whether they are post-war prefabs or a later type of affordable housing is not clear. These white-painted bungalows have pitched roofs. The naming of groups of houses Coniston Court, Eskdale Court, Haweswater Court, Langdale Court and Ullswater Court suggests a prefab-period date.

Altogether, after the Second World War, 160,000 of the prefabricated homes were built – intended principally for the most heavily bombed towns in the UK. There were about twenty types. Many were built by aircraft firms, using the aluminium from stock or scrapped aircraft for which, thankfully, there was little further use. Although most of these prefabs have been demolished, a surprising number are still in use,



Prefabs at Wake Green Road, Birmingham

often as sheltered accommodation for the elderly. Considering that they were built as temporary housing they are still amazingly popular.

Undoubtedly many more exist than the examples quoted above and the re-clad examples are not that easy to distinguish. It is claimed that Bristol has one of the largest remaining populations of prefab housing stock in Britain, and it also remains one of the most diverse – can anyone from that area tell us more?

Robert Carr

A Victorian Ice Works

I am beginning to learn about the fascinating legacy of agricultural and industrial archaeology in Colwall, Worcestershire where my grandfather Stephen Ballard was a fruit farmer and his father before him ran a vinegar brewery, model piggery (dilapidated but sheds still used) ice cream, and ice businesses in addition to canning fruit. Sadly many of the buildings have been demolished, however, the Ice Works building is still standing. It has very puzzling features and I

am looking to understand its workings better and also looking into ways to renovate it. I would be grateful for any links to further information that you can supply, since the standard internet searches have not led to any understanding about ice manufacture with a paraffin oil engine (the method used here).

Rachel McQueen

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NEWS

Enter Yourselves for the Biennial British Archaeological Awards

The AGM for the British Archaeological Awards was held at the Society of Antiquaries, Burlington House, London on 4 March 2013. Deborah Williams replaced Mike Heyworth as chairman. The next round of Awards starts in November and you are all urged to consider nominating something or entering yourself.

Robert Carr

It was noted that at the last Awards Ceremony at the British Museum on 9 July 2012, people were turned away because the smaller lecture theatre being used was full, even though the number of people invited had been restricted. Loyd Grossman was compère with DCMS Heritage Minister John Penrose MP as prize-giver. Thanks are due to Christopher Catling for his hard work in coordinating the audio-visual presentations. It is intended to have more video at the next ceremony in 2014. Following the 2012 ceremony a reception was held in the Foyer. It was generally felt that these Awards had been a considerable success. The BAA are still biennial despite

repeated assurances that they will become annual.

Nominations for the Awards are not as plentiful as they should be. This is particularly the case for the innovation award. It was made clear that anyone can nominate and that self-nominations are also permitted. To make this clear in future advertisements the word 'nominate' will be replaced with 'enter'.

Following a lengthy and distinguished term as BAA chairman, Mike Heyworth retired to be replaced by Deborah Williams – English Heritage, Ellen McAdam is the new Secretary and Gill Andrews, Treasurer. The new board of trustees consists of Gill Andrews, Christopher Catling, Louise Ennis, Andrew Davidson, Brian Davison, Peter Hinton, John Lewis, Ellen McAda, Paul Stampe, and Deborah Williams.

Currently the sponsors are English Heritage, Historic Scotland, Cadw, Glasgow Museums, the British Museum, the Society of Antiquaries of London and the Robert Kiln Charitable Trust. An unexpected £500 was received from Glasgow Museums, a welcome addition to funds.

It is planned to hold the next BAA ceremony in mid July 2014 to coincide with the CBA's Festival of Archaeology. The British Museum is willing to host the event again. Current intentions are to have the same number and categories of Awards as in 2012 – see the BAA website. Nominations are to open circa November 2013 and will close in Feb 2014 to allow time for the judging panels to come to their decision by April.

It is important to act quickly – so make a draft of your entry now. There is not much time left before the entry period commences – it is now expected that things will start on 1 November. The current BAA website only describes the 2012 Awards but it gives a good idea of what will be available for 2014 this autumn. The Awards and criteria should not be that different and industrial archaeology is included as part of archaeology – all Awards are open to us. Further information will be available on the BAA website later in the year so start looking out for this. Now is your opportunity.

Leicester Gas Museum

Close on the heels of the closure of the Southern Electrical Museum in Christchurch comes news of

the closure of the National Gas Museum in Leicester. This is apparently closed for refurbishment, but a recent visit showed no sign of any activity and attempts to ascertain future plans from the Trust which manages this museum have so far proved unsuccessful.

The survival of Manchester's Museum of Science and Industry is particularly important in this context as it houses galleries devoted to both the electricity and gas industries. In June there was concern that the Science Museum Group might be forced to close one of its four museums which besides the London Science Museum and the Museum of Science and Industry, includes the York National Railway Museum and Bradford National Media Museum.

However, the funding cut has been limited to five percent rather than the threatened ten percent and Ian Blatchford, director of the Science Museum Group, gave assurances that none of the four would be closed.

A special hearing of the Commons Culture, Media and Sport Select Committee took evidence about the possible loss of one of the Science Museum Group's four museums if the spending review had been tougher.

New Chief Executive for Ironbridge Gorge Museums

The Board of the Ironbridge Gorge Museum Trust has appointed Anna Brennand as its new Chief Executive.

Anna is currently the Trust's Deputy CEO and Director of Finance & Resources having joined the Museum in 2007 following a successful career in the City of London. Anna has also performed key roles in the not for profit sector as well as the leisure and hospitality industry.

Miss Brennand, who is a qualified accountant, is also a Board Member of the Museums Association, the professional association representing museums and galleries in the United Kingdom.

During her time at Ironbridge, Miss Brennand has led the successful, multi-award winning £12m redevelopment of Blists Hill Victorian Town, the Trust's largest site and was instrumental in Ironbridge securing Major Partner Museum status from Arts Council England, making Ironbridge one of only 16 museums in England to secure



Deborah Williams

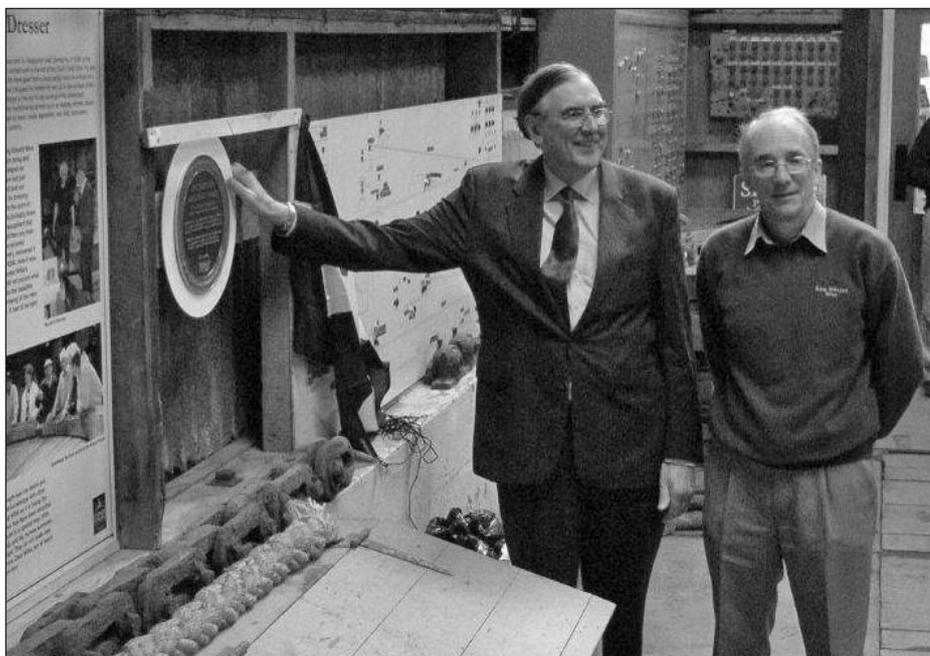
national funding under the Renaissance scheme. Anna is currently leading the Trust's redevelopment of the Museum of Iron at Coalbrookdale, one of the most important projects in the 45 year history of the Charity

King Edward Mine: Another award

Some 25 years after volunteers began work to preserve King Edward Mine, their efforts have received further recognition. On 17 May the Institute of Mechanical Engineers presented the mine with one of their coveted Engineering Heritage Awards. The Award presented to Tony Brooks, chairman of King Edward Mine, by John Wood, MBE, Chairman of I Mech E's Engineering Heritage Award Committee, was the 83rd such

award and astonishingly the first in Devon or Cornwall. John Wood said: 'The King Edward Mine is a true feat of British engineering which marked a major change in tin concentration processes and technology'. Responding, Tony Brooks said: 'We are delighted to be the first site in Cornwall selected for this award. It is a real honour and a reflection of the tens of thousands of hours put in by our team of dedicated volunteers'. KEM thus finds itself recognised in the same company as Tower Bridge, the Channel Tunnel, the Ffestiniog railway and the SS Great Britain. The award on display in the mill at King Edward joins the AIA President's award from 2011 and one from the Cornish Buildings Group in the same year for the new Winder and Compressor house.

Graham Thorne



John Wood presents the award to KEM chairman Tony Brooks

Photo: Sid Geake KEM



Someone must want it!

Photo: Sid Geake KEM

The Waterworks Museum – Hereford wins Heritage Lottery Support

Today the Waterworks Museum has received £50,300 from the Heritage Lottery Fund for an exciting Heritage Water Park project to be developed at the Museum site on Broomy Hill in Hereford. Additional funding has been received from the Southall Trust.

The project is designed to provide an inviting outdoor space where visitors, especially young people, can interact with full-size historic examples of water-related items. The theme is to encourage visitors to use items which illustrate, for example, the hardships of lifting water from a well, pumping water by hand and carrying water some distance with a yoke and buckets. Each historic artefact will be set on a hard-standing linked by pathways and interspersed with rolling grassland and trees.

The is in the vanguard of heritage water pumping sites in and is wholly run and maintained by volunteers. A group of the Museum's volunteer engineers will take over, when the civil works have been completed to restore and install all the historic water-related items. The plan is to have the whole project completed by mid-2015 but elements will become available for visitors to use well before that.

Chairman of the Museum, Dr Noel Meeke MBE, said, 'The Trustees are delighted to have received the support of the Heritage Lottery Fund and the Southall Trust towards this important project. Industrial heritage museums have some difficulty attracting the younger generation and we believe passionately that this new development will increase the number of families with children visiting this wonderful museum.'

Scottish Canals launched its first heritage strategy in April.

Following an extensive consultation process, Scottish Canals outlined its vision to preserve the cultural and natural assets of the waterways through positive heritage management – from the scheduled monuments of the canals and the many buildings, bridges, aqueducts and wildlife habitats to archive material of maps and technical drawings and the knowledge and expertise of staff.

The 2013 Heritage Strategy reflects Scottish Canals' vision of 'Safeguarding our heritage, building our future' and aims to develop a clear understanding of the risks associated with the assets of Scotland's canals, assess their value and condition and identify ways to enhance them.

The 25-page document, which is available at www.scottishcanals.co.uk, sets out 20 objectives across four strategic aims – conservation and management; participation and learning; access and interpretation; and sustainability.

By working closely with partners in local authorities, Historic Scotland and the Scottish Waterways Trust, Scottish Canals has identified

over 60 measurable outputs to be achieved over the next five years. They include:

- Carrying out a condition survey of all historic properties owned by Scottish Canals, with a cost plan that prioritises maintenance work and projects
- Dedicating resources within Scottish Canals to deliver tangible tasks – for example a stonemason has recently been appointed on a 12 month bursary placement in partnership with Historic Scotland to develop heritage engineering skills
- Improving the energy efficiency of traditional buildings and exploring innovative methods to reduce Scottish Canals' carbon footprint – for example trialling new materials, such as lime-hemp insulation at the Laggan Bothy on the Caledonian Canal
- Rolling out an existing volunteering programme to record the history of the Caledonian Canal for the National Monuments Record of Scotland to other waterways

Stop Press – New Restoration Grants

Four new restoration grants have been approved: details will be in the next edition of IA News. They are:

- Danzey Green Windmill at Avoncroft Museum of Buildings – restoration following storm damage
- Bowbridge Lock restoration, Cotswold Canal Trust
- Restoration of a Thompson railway coach by the London & North Eastern Railway Coach Association
- Rebuilding of the Ryde Pier tram No 2, Isle of Wight Steam Railway Company.

Foxfield Colliery Open Days.

Whitehurst Lane, Godley Brook, Dilhorne, Stoke on Trent. ST10 2PG

14/15 September Heritage Open Days

12/13 October Autumn Gala

10.30 a.m. – 4.30.p.m.

John and Enoch Mann started sinking the shaft at Mann Pit in 1880 and coal was being drawn from the Cheadle coalfield by 1883. Initially serving the local market around Dilhorne in Stoke-on-Trent, it was realised that a connection to the national rail system was necessary. By 1893 the colliery had become the Foxfield Colliery and a private colliery railway had been built connecting to the North Staffordshire Railway at Blithe Bridge. The colliery finally closed in 1965.

The colliery and its railways were saved from demolition when Team Minerals purchased both to use as a mineral processing plant with a rail facility. The plant came into operation but the use of the line was never viable and the Foxfield Light Railway started running passenger trains during weekends from 1967. Foxfield Railway now own the line and the pithead structures including the up cast and downcast pitheads and winding engine house.

Although the line carries passengers between the Caverswall Road headquarters and Dilhorne Park stations the colliery site at the end of the line is not normally open to visitors. However, during the Gala weekends the colliery will be open to rail enthusiasts who can watch resident and visiting steam locomotives hauling freight trains tackle the Foxfield Bank with an average gradient of 1 in 25.

Over the years a group from Foxfield Railway have started conserving the pithead buildings with a view to providing an attraction when the final portion of the line is opened to passengers.

The colliery is opening the weekend 14/15 September when visitors can see the work in progress including a small exhibition on the colliery and railway history. The 1901 Dubbs crane tank will be giving lifting demonstrations and it is hoped that the first of the Knotty Coaches currently being restored will be on show, subject to completion of the work. Access during this weekend will be free of charge.

For those who wish to see the splendid sight of freight trains working down the colliery the Autumn Galas is recommended, priced £14 for adults, £10 senior citizens and £7 children. During the Galas up to 5 engines will be in steam and operating freight trains. Passenger services between Caverswall Road and Dilhorne Park will still also be running.

Access can be made available for group bookings at other times. Please email Roy Forshaw to make arrangements on royforshaw1@hotmail.co.uk.

For more further details please visit the Foxfield Railway website. www.foxfieldrailway.co.uk



The Forgotten State of Industry?

Irish Industrial Landscapes in a Global Context

Friday 18 and Saturday 19 October 2013

Glendalough, Ireland

With a keynote speech by Professor Marilyn Palmer, this two day international conference brings together an exceptional group of speakers from across Ireland, Europe and beyond, including a presentation by Professor Wolfgang Ebert of ERIH and an introductory talk by the TICCIH secretary, Stephen Hughes. It will provide an opportunity to share experiences of conserving, managing and presenting our historical industrial landscapes.

There is no fee for attending, only a charge to cover refreshments, lunches and dinner. All bookings via glensoflead.eventbrite.ie

The conference will be held in the Glendalough Hotel in the heart of the Wicklow Mountains, one hour south of Dublin. For details of local accommodation www.glendalough.ie/accommodation_in_glendalough.php

15th International Conference on Industrial Heritage

Maritime, River and Fishing Heritage

Gijón (Asturias)

25/29 September 2013.

The objective of the conference is to present, reflect and discuss a wide agenda on maritime, river and fishing industrial heritage and the activities related to them, from an interdisciplinary point of view: identity, sustainability, technical and practices, history, architecture and town planning, transport, tourism, landscape and sustainability.

On 29 September we will visit Gijón, Avilés, El Franco, Figueras, Ortigueira, Castropol, Ría del Eo, Ribadeo, Mariña Lucense.

On Sunday 30 September we will have the option to visit the Railway Museum of Asturias or do the "Cider Route" around the Gijón urban area.

The official languages will be Spanish, English, Portuguese, Italian and French. There will be colloquium and discussion sessions.

We can give advice on accommodation and transport – see our webpage: www.incuna.es or contact Irene García, Technical Secretary of INCUNA incuna@telecable.es

Telephone/ Fax: 00 34 985319385

C/ La Muralla N° 3 Entresuelo, zip Code 33202 Gijón (Asturias) Spain

Miguel Ángel Álvarez Areces President of TICCIH Spain and President of INCUNA and 15th International Conference of Industrial Heritage and member of the Organising Committee.

Suspension Bridges

The link below will take you to a site which aims to list all the suspension bridges, big and small, that have ever existed. There is an amazing number of them, 180 in the UK alone and there are more that should be listed.

<http://www.bridgemeister.com/fulllist.htm>

Thanks to Chris Hodrien

Country House Comfort & Convenience

How the Big House Worked

During the late eighteenth and the nineteenth centuries a variety of technological innovations were becoming available to enhance the comfort and convenience of domestic life but, far from urban centres, the great Country Houses had to be self-sufficient in the provision of gas, electricity, sanitation and water supply if they wished to make use of them.

Subsequently, the decline of many country houses, together with their being donated to the National Trust and their opening to the public, has meant that less alteration has taken place than in domestic property and evidence survives of the impact which these innovations had on the buildings, landscape and social structure.

In 2008 Professor Marilyn Palmer and Dr Ian West began studying the technology over a range of country houses, examining both the physical remains and the historical evidence and trying to place them in the wider context of the effects they had both above and below stairs.

Heritage of Industry is delighted to have secured Prof. Palmer and Dr West to lead a series of unique tours where they will guide us through some of these grand residences, help us to understand some of the fascinating artefacts still to be seen and explain how they changed peoples' lives.

Working in conjunction with the Collections Managers, in most cases, we have secured access to the properties early in the day when the houses are not yet open to the public so that we will have the place to ourselves for the duration of the tour and in certain cases have been granted permission to see areas not normally open to the public.

AIA members may remember the recent article in IA News and the subsequent tour in the South West in April 2013 proved to be a great success. Now we are pleased to announce three further tours for 2014:

28 April 2014 **The Welsh Borders** led by Dr Ian West

16 June 2014 **Northern Ireland** led by Prof Marilyn Palmer

15 September 2014 **The North East** led by Prof Marilyn Palmer

Full details are presently being worked out and will be published soon.

To register interest in next year's trips please visit the website

<http://www.heritageofindustry.co.uk>,

email info@heritageofindustry.co.uk or phone: 01494 873677

PUBLICATIONS

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

Bristol Industrial Archaeological Society Journal, 45, 2012

Cumbria Industrial History Society Bulletin, 85, April 2013

Greater London Industrial Archaeology Society Newsletter, 265, April 2013; 266, June 2013

Histelec News: Newsletter of the South Western Electricity Historical Society, 53, April 2013

Historic Gas Times, 75, June 2013

ICE Panel for Historical Engineering Works Newsletter, 138, June 2013

Industrial Heritage, 37/1, Spring 2013

Industrial Heritage Association of Ireland Newsletter, 41, April 2013

London's Industrial Archaeology, 11, 2013

Manchester Region Industrial Archaeology Society Newsletter, 143, April 2013

Merseyside Industrial Heritage Society Newsletter, 324, June 2013

North East Derbyshire Industrial Archaeology Society Newsletter, 50, May 2013

Piers: the Journal of the National Piers Society, 107, Spring 2013

Scottish Industrial Heritage Society Bulletin, 67, June 2013

Somerset Industrial Archaeological Society Bulletin, 122, April 2013

South West Wales Industrial Archaeology Society Bulletin, 117, June 2013

Surrey Industrial History Group Newsletter, 193, May 2013

Sussex Industrial Archaeology Society Newsletter, 158, April 2013

Sussex Mills Group Newsletter, 158, April 2013

Trevithick Society Newsletter, 159, Spring 2013

WaterWords: News from the Waterworks Museum, Hereford, Spring 2013

Welsh Mines Society Newsletter, 68, Spring 2013

Worcestershire Industrial Archaeology and History Society Newsletter, March 2013

Yorkshire Archaeological Society Industrial History Section Newsletter, 88, Late Spring 2013

BOOKS

Britain's Industrial Revolution – The making of a manufacturing people 1700-1870, by Barrie Trinder, Carnegie Publishing Ltd, 2013, 676 pp extensively illustrated in colour and black and white with maps and plans, ISBN 978-1-85936-175-7, hardback £25, 978-1-85936-219-8, softback £20.

A wide ranging description of the immense changes in Britain (including Ireland) during the eighteenth and much of the nineteenth centuries. Part 1 describes the developments in engineering, civil and mechanical, and transport while Part 2 is an encyclopaedic description of the subsequent dramatic expansion of British industry with detailed sections on coal, iron and steel, textiles and paper. Part 3 covers the changes in the towns and cities, their industries, and their communities. London has its own chapter, as do the resorts and there is an extensive section covering the less usual communities such as the Fens, the Highlands and New Lanark. There is a useful glossary, a list of sources and a detailed index. This superbly presented book is magnificently illustrated with several hundred photographs, recent and historic, contemporary drawings and engravings as well as numerous details from large scale maps. It is neither a technical book nor an economic treatise; it is a comprehensive description of the immense changes over 170 years which, in many ways, still define much of our world. The introduction concludes with: 'Industrial History is not primarily about machines, raw materials, processes and products. It is about the people who created, innovated, laboured, suffered, acquired, bought and enjoyed, became rich or died young, lived comfortably on the profits or were crushed by the harshness of it all. None of this would have happened without people, and that is why, throughout this book, they take centre stage'.

Mills of the Yeo and the men who worked them, by Martin Bodman, Leat Press, 2013. 120pp, 63 illus & 50 maps. ISBN 978-0-9548759-2-4. £12.60 incl P&P, from Somerset & Dorset Family History Society, PO Box 4502, Sherborne, DT9 6YL.

A gazetteer of nearly 90 watermill sites along the tortuous 29-mile course of the River Yeo and its abundant tributaries such as the Cam and Wriggle from the hills onto the levels in the rural Somerset and Dorset borders. This is a timely publication, since no mill survives in working condition and many have been converted to houses. They were mostly grain mills but others were for sailcloth, flax, fulling, silk, tanning or for farm work. Many of the sites are found on the upper courses of the Yeo and its tributaries, with a notable concentration through Sherborne where silk mills were important and a waterworks pumping wheel is now part of an industrial museum. Each entry gives an informative history of the mill, often supported by a photograph or map. Few photographs survive of the mills or their millers at work but this is more than compensated by good shots of the mills and their wheels, often taken within the last year to bring the book right up to date. The text is well referenced and indexed. Essential reading for anyone in the region, the book demonstrates how to study mills of a whole river basin and make the results accessible in an attractive form.

United Stone Firms Ltd, republished by Forest of Dean Stone Firms Ltd, 2012. 146pp, 316 photos. ISBN 978-0-9574590-0-7, hardback £50, or ISBN 978-0-9574590-1-4, softback £35, available from Forest of Dean Stone Firms Ltd, Tel: 01594 562304.

Every care has been taken with this facsimile of a showpiece publication of the newly-formed United Stone Firms Ltd of Bristol, an ambitious company which acquired a wide range of British quarry companies to promote their stone. The project was not wholly successful but one of its surviving companies, the Forest of Dean Stone Firms Ltd, has reproduced the original book in every detail to mark



the centenary of its publication in 1912. Each section gives a brief account of a particular stone and even has a colour plate showing its colour and texture. The quarries under the United Stone Firms' umbrella include the sandstones of the Forest of Dean, Bristol and Mount Charles in Co. Donegal, the flagstones of Co. Clare, limestones of Ham Hill, Nailsworth, Portland, Bath and the Somerset blue lias, granite of De Lank and Dartmoor, and the Porthgain macadam quarries and brickworks. There were London depots at Kensington and Chelsea, and the company's steam coasters are included too. The book provides a snapshot of the quarry industry at its height in the Edwardian period, the many photographs showing quarries at work with hand and steam cranes, tramways and masonry works, while much space is also devoted to examples of the stones' uses around the country in public and private buildings, bridges and docks. There is a wealth of interest in these illustrations and much here concerns the industrial archaeology.

Evolution of the Northamptonshire Ironstone Industry, by Peter Perkins and Mick Dix, Northamptonshire Industrial Archaeology Group, 2013, 28pp, 18 illus and 3 maps. ISBN 978-0-9576647-1-5, £7.50 plus £1 P&P from NIAG Newsletter Editor & Publicity Officer 6 Bakers Lane, Norton, Daventry, NN11 2EL 01327 312850.

The popular conception of industrial Northamptonshire as a 'boot and shoe county', while fair, gives no credit to the iron and steel industry that developed from about 1850. This brief monograph describes the developments which were largely enabled by the building of the railways, until in the 1960s the quarries around Corby were yielding 3 million tons of ore to produce more than a million tons of steel a year and employing over 10,000 people. Particular emphasis is paid to the equipment involved from early days to the 1950s when some of the largest draglines ever used in the UK were operating.

Nicely illustrated with helpful maps, this production succinctly describes an industry that finished even more abruptly than it developed.

Irchester Ironstone Quarries, by David Carr. Northamptonshire Industrial Archaeology Group, 2011, 20pp, 5illus. ISBN 978-0-9576647-0-8, £3 plus £1p&p as above.

Detailed account, almost year by year, of the affairs of the ironstone quarries at Irchester, opened in 1863 and closed in 1970 with an annual output of 600,000 tons during World War Two. A good addendum to the above publication.

Yorkshire Archaeological Society

Celebrating 150 Years

Joint Event with the National Coal Mining

Museum For England

Coal and Its By-Products

Saturday 21 September 2013

National Coal Mining Museum for England, Caphouse Colliery, New Road, Overton, West Yorkshire, WF4 4RH. Tel 01924 848806 email www.ncm.org.uk

The morning session will examine aspects of the coal industry together with a more in-depth look at two of the main by-products of coal - the production of coke and the colour and dyeing industry. In the afternoon there will be options for tours of the museum and its site, which will include an underground tour (numbers limited); the Hope Pit and Hope Store and the surface remains of the site.

The cost for the day including morning refreshments and buffet lunch will be £16 per head for YAS or Industrial History Section members; £18 per head for non-members. Please make cheques payable to YAS and send to Janet Senior at YAS, Clarendon, 23 Clarendon Road, Leeds, LS2 9NZ (email yas.excursion@gmail.com)

The deadline for bookings is Wednesday 11 September 2013.

**10 August, 14,15 September 2013
CALDERDALE INDUSTRIAL MUSEUM OPEN DAYS**

See page 13

**7 September 2013
'RAILWAYS CHANGE LIVES' CONFERENCE**

National Archives Kew See page 13

**11 September 2013
OUR NORTHERN MILLS CONFERENCE**

University of Huddersfield See page 6

**12 – 15 September 2013
HERITAGE OPEN DAYS**

Numerous events throughout the country

**14 September 2013
'RAILWAYS CHANGE LIVES' CONFERENCE**

National Railway Museum York See page 13

**21 September 2013
COAL AND ITS BY-PRODUCTS CONFERENCE**

National Coal Mining Museum Caphouse Colliery West Yorks See page 19

**25 – 29 September 2013
MARITIME RIVER AND FISHING HERITAGE**

Gijon, Asturias See page 18

**11 – 13 October 2013
CARLISLE RAILWAY HISTORY CONFERENCE**

Hallmark Hotel, Court Square, Carlisle. A weekend of talks and

visits organised by the Cumbrian Railways Association. For full up-to-date information and booking visit www.cumbrianrailways.org.uk

**12 – 13 October
FOXFIELD COLLIERY AUTUMN GALA**

See page 17

**18 October 2013
RE-CAPTURING THE PAST OF SALFORD QUAYS**

Ordsall Hall, Salford. One day conference. Contact: Tony Wright, MRIAS, 9 Perth Close, Holmes Chapel CW4 7JH admin@mrias.co.uk

**18 – 19 October 2013
THE FORGOTTEN STATE OF INDUSTRY?**

Irish Industrial Landscapes in a Global Context Glendalough, Ireland See page 17

**19 – 20 October 2013
100TH ANNIVERSARY OF STAINLESS STEEL**

Historical Metallurgy Society annual conference at Cutler's Hall, Sheffield. Booking forms will be available soon, or contact HMSannualconf@hist-met.org.

**9 November 2013
DEVIZES IA SYMPOSIUM**

The Wiltshire Museum, 41 Long Street, Devizes. Bookings and information from Doug Roseman 01380 727369 www.wiltshireheritage.org.uk

**12 April 2014
SOUTH WALES AND WEST OF ENGLAND IA CONFERENCE**

Baxter College Kidderminster. Booking forms and programme available 1 October. Christine Sylvester 12 Upper Park Street Worcester WR5 1EX. SAE please 01905 354 679

**22-25 May 2014
SOCIETY FOR INDUSTRIAL ARCHEOLOGY (SIA) ANNUAL CONFERENCE, PORTLAND, ME. USA**

www.sia-web.org.

**19-22 June 2014
FIRST INTERNATIONAL CONFERENCE ON EARLY MAIN LINE RAILWAYS**

Caernarfon, North Wales www.earlymainlinerailways.org.uk

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

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



**IA News 167
The Next Edition**

The editor apologies in advance. The next edition will be about 3 weeks late. Family commitments will take him away from his screen at the critical time.

INDUSTRIAL ARCHAEOLOGY NEWS
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Editor: Chris Barney

Published by the Association for Industrial Archaeology. Contributions should be sent to the Editor, Chris Barney, The Barn, Back Lane, Birdingbury, Rugby CV23 8EN. News and press releases may be sent to the Editor or the appropriate AIA Regional Correspondents. The Editor may be telephoned on 01926 632094 or e-mail: aianewsletter@btinternet.com

Final copy dates are as follows:

- 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: 01740 656280.

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



Hammering nails at the open air museum, Hagen

Photo: Bill Barksfield