The AIA 2013 Dundee Conference

‘One City, Many Discoveries’; Dundee’s modern motto proved an apt phrase. The AIA 2013 Conference was enjoyed by all, old hands and first timers. A very successful week with many thanks due to Mark Watson and the small army of guides, experts and mentors he had assembled for an extremely ambitious programme. Good weather too.

Following the Friday morning’s seminar the afternoon was spent in a thorough examination of the city. One party checked out the centre of the city, including the special green oasis known as the Howff, which had been THE place to be buried, and the docks with HMS Unicorn, the 1824 frigate mothballed at near completion and brought to Dundee in 1879. A second group toured the Scouringburn area with its closely packed textile mills. The East Mill built as a tannery in 1792 was converted for spinning in 1799 when a Bolton and Watt engine was installed, making it the oldest steam powered mill in Scotland. Some of the mills have now been converted to apartments or student accommodation. A third party went to the embryonic transport museum where the real gem was a horse drawn ambulance in perfect condition. They too went to the docks and the waterside. This is the focus of the city development which will include a new branch of the V and A Museum; the enormous pile of rubble, all that is left of the council house, became a landmark for all of our subsequent coach tours.

Some of the two latter groups, suitably equipped, had chosen to climb up underneath the 1887 Tay railway bridge where they were shown the results of the 2003 prize winning refurbishment. This included removal of over a thousand tons of bird droppings, replacement of hundreds of thousands of rivets and the installation of a modern protective system. For some of the AIA award winners which will be reported separately.

To round off the day Professor John Hume gave a talk on the industrial archaeology of the region, illustrated with many of his slides from the 1950s and 60s. As is the custom, Saturday was largely a sitting day. A variety of subjects were aired in the morning. Robin Chesters talked about the ‘Challenges and opportunities for industrial museums in Scotland’. Masaaki Okada who has been researching the ‘Location of and Reuse of Public Water-Tap Heritage in Britain’ by which he meant public well-heads, drinking fountains and the like, described his findings with excellent pictures. It was a subject new to most delegates. Lastly, Roger Holden showed examples of cast iron columns in churches and chapels predating those in mills better known to industrial archaeology.

After a break we learnt about STICK: Scottish Transport and Industrial Collections and Knowledge. This is an association of industrial museums who got together in 2006 to pool their knowledge to try and avoid duplicating their resources. They are very conscious of the necessity of keeping the expertise of how things were done as well as the hardware. ‘Machinery out of use loses its meaning’. Where between them they have a multiplicity of particular artefacts they have unashamedly been sending them as workable and valuable tools to Africa. Singer sewing machines are particularly welcome.

Joanna Hambly followed this with a talk on the Scottish coastal salt industry which was conducted in basins close to the shore line and now being eroded. She illustrated this with an impressive example of animated and ‘walk through’ pictures.

In the afternoon we had presentations by some of the AIA award winners which will be reported separately.

John and Ann Hearle talked about their work in excavating the Millor Mill near Stockport and James Gunn described the heritage strategy involved in recording Douressay where, regrettably, it would seem the giant sphere will not survive. Jenny Brown spoke about the granite yards of Aberdeen where the introduction of steam power about 1830 to polish the material led to a boom resulting in 294 separate yards producing memorials and cladding by 1900.

Lastly we had Lt Cdr Roderick Stewart, a scion of a family of hackle makers, who is chairman of the Preservation Society talking about HMS Unicorn, a survivor of the last generation of wooden warships. This was the
perfect introduction to our Conference Dinner held that evening on the ship.

Before the meal we greeted our guests, including the Depute Provost, Christina Roberts, Gill Poulter, Director of the Dundee Heritage Trust, the Peter Neaverson Award winner, Bjorn Basberg, and representatives of the South Georgia Heritage Trust, based in Dundee, with wine and nibbles and were able to examine the ship which is now in the hands of a trust and entirely supported by volunteers. The dinner was held on the main deck under a ‘temporary’ pitched roof which had been constructed after completion of the hull to protect it from rainwater. This would have rotted the timber from the inside, whereas saltwater on the outside would not do serious damage. Although a classic wooden ship, she incorporated several developments including wrought iron knees and internal diagonal iron straps to reduce the longitudinal strains. The interpretation provided is excellent, giving us a fine understanding of life on board in such cramped conditions. Even then, they would have to have gone about bent low, now with many of us much taller, sore heads and mild oaths were much in evidence. The glass fibre canons were surprisingly convincing.

As the ship is not licenced the Association had decided to include wine with the excellent dinner and this was much appreciated. Afterwards Roderick Stewart led a fascinating but somewhat tipsy tour to examine hidden corners of the ship which a casual visitor would miss.

On Sunday morning John Crompton described the unique work of Falcon Hildred whose life’s work has been acquired by Cafod with the support of the Ironbridge Gorge Trust. We looked in wonder at his meticulous depiction of a world that has so recently almost disappeared.

After the AGM we had the Rolt Memorial Lecture given by Dr Miles Ogilthorpe – ‘The public benefit of industrial heritage – taking a positive view’. A full version of this will be in the AIA Review but it was the general opinion that this was the most stimulating Rolt Lecture for some time. We moved on to lunch with spirits raised.

Sunday afternoon saw us depart to Perth and the Stanley Mills, for a trip on the Caledonia Railway, or for those who wanted more of Dundee a trip on an open top bus around the city. The last, led by our irreplaceable organiser Mark Watson, braved low trees and showers for a different but fully informed view of his beloved city. Railway buffs were driven to the ornate 1848 Brechin Station where a 1926 Andrew Barclay industrial tank took them to Bridge of Dun. They were then bussed to Montrose Air Station Heritage Centre – a very good museum with excellent signage, dating back to RFC days. It was used purely for training in both world wars and contains replica aircraft and a Gloster Meteor jet.

Those who headed west passed through the Carse of Gowrie, amazingly rich farmland with acres of polytunnels hiding strawberries and raspberries. The timely intervention of a red traffic light on the bridge into Perth permitted a photo-shoot of Smeaton’s elegant Old Bridge, built in 1766-75. The gently curving parabola of the parapet is today profiled by a black and white painted cast iron framework supporting pedestrian walkways. These have been cantilevered over the Tay since 1869. It is not often that an AIA itinerary includes an art gallery. The Fergusson Gallery, with an interesting display, now occupies the space below and within the cast iron cistern of the early Perth Waterworks. This fine adaption is not matched by the replacement vase atop an associated column from which its cast iron predecessor toppled some years ago. Made of synthetic material, it is conspicuously out of proportion, being only two thirds of the size of the original. Of the two mills served by the Perth City lade – not leat, nor even lode – Upper Mill has become a hotel, apparently retaining its two water-wheels. Lower Mill remains virtually complete and has become the Perth base of VisitScotland. We were able to view the wheel, three stones and ancillary oatmeal machinery displayed within the original, rather murky, working space.

The substantial mill complex at Stanley was developed by Arkwright and others from 1785. The fall and flow of the bountiful Tay drove up to seven wheels. The wheel-pits are visible so that the five phases of development can be followed, but neither wheels nor turbines remain. After it was acquired by Historic Scotland in 1995, East Mill was converted to flats in partnership with the Prince’s Regeneration Trust. Bell Mill, the oldest
unit, built in 1786, is said to be the oldest mill incorporating cruciform cast iron columns. It has been adapted to serve as the visitor centre. In the exhibition area is a model of a mill within which the operation of a hand-wheel, in the form of an eight-inch diameter waterwheel, powers the whole by a succession of shafts and gears. No doubt intended for the wonderment and education of grand-children, it proved of equal fascination to at least one grandparent.

Later, back at the University, we heard from David Martin about the Dundee and Newtyle railway which was opened in 1831. Initially worked by stationary engines with horses on the level sections, the inclines were by-passed in the 1860s with a series of circuitous loops to allow locomotive haulage throughout. The visit included a presentation to Mike Cressey for the excellent recording work he did at Stanley Mills, published by Historic Scotland as ‘Force and Fabric’, a book purchased by many AIA members on their way out of the mill complex!

Monday had a very full schedule masterminded by Mark Watson – at his energetic and enthusiastic best. A complex rota enabled the several groups to visit the Blairgowrie printing works where until 1978 the local paper was printed on the same machinery as it had been since the 1880s. This wonderful collection of equipment which includes what is possibly a unique hot metal Intertype composing machine is largely intact and was lovingly demonstrated by the owner, Hamilton Scott, and others who are working to restore it. Nearby is John Easson’s Quarto Press where he demonstrated the fundamentals of manual typesetting and an early twentieth century Monotype machine in all its mind-boggling complexity. Altogether a feast for those who mourn the passing of ‘real’ printing.

Each group had the opportunity to visit a working distillery. Dewar’s Aberfeldy Distillery was the destination for some where four mammoth stills constituted the spectacular part of the tour while the other group took a long journey, accompanied by recitals of McGonagall poetry and renderings of Dundonian folk songs, through Glen Shee to Balmoral and the Royal Lochnagar distillery. In both cases one sensed the guides enjoyed the opportunity to respond to some of the more technical questions posed by the group – a refreshing change, perhaps, from the normal tourist enquiries.

The third theme of the day was bridges and we variously visited William Adam’s Aberfeldy Tay bridge, part of General Wade’s military road programme and several by his successor, Major Caulfield, as well as viewing of the slightly austere plate girder Brunel bridge over the Dee at Balmoral, the nearby Crathie suspension bridge of 1834 by John Justice Junior of Dundee and the Longridge lattice girder bridge by Joseph Mitchell 1865.

Not to deprive any of us of a good engine we also visited Keithbank Mill which had an 1865 single cylinder horizontal engine by J & C Carmichael of Dundee to support its original waterwheel.

In the evening we were subjected to a session of Pecha Kucha, or as it was suggested
Gutta Percha. This imaginative idea involves speakers being limited to 20 pictures with 20 seconds for each picture. The general opinion was that, for most speakers, it worked very well and we were certainly not allowed to drop asleep.

Lastly Mark Watson told us something about the Broadford Works in Aberdeen that we were to see the next day.

On the way there one group took a gorgeous scenic drive over the foothills of the Braemar National Park to visit a cluster of water powered woodworking mills, owned and maintained by the Brise Community Trust since 1999. The upstream mill, circa 1853, has been operated by three generations of the Brown family to produce wooden buckets with ingenious specialised tooling. It still operates occasionally and we were shown all the processes. A mile downstream is a sawmill where the Duncan family have worked since 1850 and still cut local timber. Next door they have another mill with much specialised machinery, operated by a maze of belts, for small turned parts. In the past they made some 40,000 bungs a year for herring barrels besides numerous other items such as brush heads which were demonstrated for us with wonderful dexterity. Now they make spurtles and rolling pins.

The other group went straight to Aberdeen to see the harbour and the granite quarries. Spectacular as it was, the quarry was something of a disappointment as this 450 foot deep hole was full of water and more of a boating lake – if people had been allowed on it. There are plans afoot to drain the quarry and make it more of a tourist attraction.

In central Aberdeen all of us had tours of the Broadford Linen Works, started in 1808 and by 1864 the largest linen works in Scotland. By dint of concentrating on niche products such as fire hoses it remained in production until fairly recently but is now empty and totally derelict, although one (1912) block has been converted into flats. The yards were full of buddleia in flower and we tripped around broken glass and rubbish feeling that the place must be good for something as structurally much of it looked in fair condition.

On the way back to Dundee we stopped first at the delightful small meal mill of Benholm, with its range of machinery for processing oats. Dinner was taken in Montrose and followed by a talk from Vice-President Professor John Hume, on the industrial archaeology of the town with his own, now historic, photographs.

On Wednesday the two tours set off in opposite directions. One group went east along the Angus coast starting at Usan fishing station. We saw just landed five kilo wild salmon being packed in a building which had started life in 1794 as a salt pan, fed by a channel cut into the rock. In the nineteenth century the massive building had been converted to store ice imported from Norway.

From there this tour went to Arbroath where in McKay’s boatyard a 100 ton patent slip installed sometime between 1860 and 1880 is still in use though now driven by an electric hydraulic motor. The two speed reduction gearing is massive and the impressive system was demonstrated though not with a boat on the cradle. Nearby we watched while Arbroath smokies (little haddocks) were lifted out of their smoky barrel (nowadays a steel tank) and many of us enjoyed one for lunch.

Arbroath had been the base for constructing Bell Rock Lighthouse (completed in 1811) and we visited the signal tower which communicated with the lighthouse and was the living quarters for those off duty. It is now an excellent maritime museum.

Half the party then went on to Pitairlie quarry where an enterprising farmer, realising that the spoil heaps contained much useable material had bought the land. Subsequently exploration uncovered bluish grey whinstone and he is redeveloping the quarry, last worked in 1915 for production of building stone. The rest of us visited Barry Mill, owned by the National Trust for Scotland since 1988 and fully restored and to its 1814 state. The whole oatmeal milling process which differs in several respects from wheat milling was enthusiastically demonstrated for us.
Those of us who went with Miriam McDonald of RCAHMS to the Carse of Gowrie stopped first at the Errol Brickworks, two round downdraught kilns now preserved in the grounds of an ice-cream factory! Deanston Mill was one of several model factories built in Scotland on Arkwright principles, although the present mill dates from the early nineteenth century. It was powered from a lade drawing water from the River Teith, which was enlarged in the 1830s to provide water for four huge water wheels, two built by Fairbairn and Lille. The wrought iron flume or pentrough is still in situ in the wheelhouse and, although the wheels are now gone, their former presence is simulated by moving shadows on the wall – the lade water is now used for cooling in the distillery process.

The most exciting feature of the mill is the former power weaving shed, built in 1834 with a magnificent cast-iron roof resembling that of Marshall’s flax mill in Leeds. It covers over half an acre, with 21 groined arches supported on cast iron columns, and now houses – appropriately – the bonded store. It was unusual for our tour guide to have a group more interested in the structure of the building that the distilling process, but the tour ended with a tasting of Deanston malt whisky. The whole building was an excellent example of industrial re-use, the distillery being established in the mill in the 1960s. Many of us failed to realise that another whisky tasting was scheduled for the afternoon, this time at Tullibardine Distillery, now rather sadly housed within a retail complex. We asked for a rest period to drink black coffee before heading back to Dundee.

Once there all groups reassembled at the Verdant Works in Dundee. A jute mill restored by the Dundee Heritage Trust as a museum celebrating the most important of all Dundee’s industries. At one time forty thousand women worked in the jute mills. We were greeted with a glass of wine and nibbles and then were able to watch as the whole sequence of jute processing machinery was demonstrated – the fiddly bits by a lady who had the deftness developed by a lifetime in the industry. When the machinery stopped we had another treat ‘Loadsaw muminsingin’, about 20 actually, sang for us – ‘industrial folk’ would be the category and they even got some of us to join in.

For those of us who stuck it out to the last day a single coach was enough for a tour of North East Fife. Across the Tay Road Bridge and heading for Anstruther, the coach broke down. However it was conveniently on the edge of Pittenweem which turned out to be a delightful village with a very active fishing fleet in the harbour so there was plenty to look at while the coach company sent a replacement vehicle. The company’s service and drivers had been first class all week. However, as we had lost more than an hour, the rest of the day was necessarily rather hurried. Anstruther, though not as attractive as Pittenweem, has the Scottish Fisheries Museum which is excellent. Later we were shown the extensive excavated salt pans at St Monans, explained to us by Robert Murdoch, and last in the day the remains of a tide mill at Fife Ness by Colin and Paula Martin.

Finally, the coach dropped the train travellers at Leuchars and went on to Dundee with the remaining few delegates. A great week, thanks to splendid organisation by Mark Watson and his colleagues in Historic Scotland, RCAHMS and others involved in Scottish heritage. The quality of both the lectures and the visits was extremely high – and Mark even managed to organise the weather for us! The gazetteer (thanks to John Stengelhofen for his publication of this) and the Tour Notes were of equal quality and have given us a lasting reminder of this excellent conference.

Many thanks to Roger Ford, Richard Hartree, Henry Gunston, John Copping, Marilyn Palmer, John Jones and Martin Green who all contributed to this account.

Is that so?


However, to quote the first paragraph, ‘Ironbridge is an odd place. The gorge is supposedly the cradle of England’s industrial revolution. Today, it seems a cross between an arboretum and a Dickensian movie set. It has no fire in its belly and certainly no dirt.’
The AIA in Tayside: 56 shades of grey amongst us

"It is a truth universally acknowledged that a man in possession of a good megaphone, must be in want of attention."

Trina Fitzalan-Howard

If you want robust interpretation of Scottish industrial heritage best if you stopped reading immediately and rummaged Mark Watson’s fine Tayside booklet for facts.

My mate Bev persuaded me to join her on the AIA trip to Dundee. “It’ll be fun”, she said. We didn’t discuss anything about Dundee until we rocked up to the Seabraes: this is home to the loudest seagulls and plumbing on the planet, though Bev said neither bothered her. We’d arrived just in time to leave on foot for the RSS Discovery and it’s a good thing it comes with sticky-uppy rigging as a navigation aid because the dockside looked demolished to put it mildly.

We learned an early truth: you have to be fit to be an AIA participant. I think we were overtaken by, well, nearly everyone else making their way there. Next rule of AIA: footwear is your friend when you choose wisely. For speed you need to keep a really good pair of shoes in your kitbag.

We arrived at the Discovery, settled in with drink in one hand, and burger in the other. Followed by the second glass of wine. They even let me on the ship to nosey around with it. I learned that Capt Scott (deceased) was not actually captain of the Discovery. Durrrh. Okay, so everyone else knew that but me. If only those beams could talk. Still don’t know the ‘other’ captain’s name though.

There is a second universal truth: everything in Dundee is up. We had to be pretty nifty getting to our breakfast table which nearly killed me on the steepest hill, and I am sure the seagulls were actually laughing at us. And overtaken by the other delegates. Huh?

To business: AIA papers and talks: more than I’ve heard since I did my degree. Loved each gem but alas my listening powers have waned and I found that my wickedness severely tested in the gloom and warmth of the lecture theatre. Yet the AIA stalwarts remained attentive and alert – how?

The next ship was HMS Unicorn. A ship with a roof. A nineteenth century project bureaucracy couldn’t write-off and gifted us with a ship with knees, several layers – okay decks – and a roof. And dinner, wine and good conversation.

All week it seems Bev and I were on tours lead by the improbably knowledgeable Mr Mark Watson (and his megaphone) starting with Dundee. Hah. Open topped vintage bus not such a good idea perhaps as we were hit with a downpour just before the bus arrived. The wind was going from breezy to bracing too. Bodings not good. Let’s just say that Mark was well rehearsed with some small observational caveats. Being open topped we studdy types sat upstairs in the fresh, recently rinsed Dundee air. Soon directed to look left at a chimney, or right at mill we were slapped in our collective faces by trees. Aside from the foliage stuck on everything, at one point we had greenfly and that isn’t a euphemism either.

It is a third universal truth that if there are five buttons on a megaphone all of them are going to be used at some point. The best moment for Mark to play with his favourite toy being empty stairwells, vast empty mills – anywhere where he could make a LOUD noise. Big kid.

Dundee’s mills were built opposite tenements. The tenements stand but the employment has gone. The ‘multis’ (or multi-storey blocks to most everyone else), sat demolished at road junctions. There are mixed emotions as industrial heritage loses another example of brutalism architecture but for the people life continues in tenements. Very dour thoughts.

There are no Dundee marmalade factories. All that touristy conserve with added whisky is just a ruse to get you to part with money at the motorway cafes. Sadly, the orange and lime groves have gone. Okay I made the last bit up. Weird that bracing Dundee should have a niche market in marmalade at all. Another ruse I have to shatter – no Dundee cake either. What if there isn’t a road called Bash Street and local kids don’t wear tee-shirts in black and red strip? Oh, the sharp pain of truth!

Next day same old megaphone but a different bus.

Brace yourself – I’m going to get a bit serious now. At Blairgowrie we visited a real print works, with people as time-served as the equipment they drove. Through the week we would see abandoned ironworks but nothing, in my opinion, puts archaeology into context than actually engaging the folk who used it. Our interpretation would always be remote from theirs. We must record what we can from them before they clock off for good. Same goes for the oat miller, the winding gear man, the quarry man (and his people), the distiller, the bucket maker and jute mill worker. They made it real.

I am becoming aware of metal column tops; namely it would seem two brackets bad, four brackets good. Perhaps I wasn’t paying VERY close attention. Ditto vaulted roofing. I was particularly blown away by the Broadford Works in Aberdeen: factories in a post-apocalyptic and somehow cathedral-like existence. The combination of urban decay and the spaces within interspersed with the detritus of manufacturing made for lasting impressions on everyone who walked (carefully) with megaphone mouth.

Speaking of which, whilst caught up in Aberdeen’s traffic jams, Mark gave a very enthused review of the house roofs and we engaged suitably in the discourse. He proffered a contentious view that Welsh slates had been used which drew collective breath and he courageously withdrew from the retort (from the assembled before him) that they could be Portuguese.

We moved onto Montrose and dinner, followed by a talk with pictures. I’m very fond of photos. Just a thought: we may have in our cameras the only surviving evidence of a rapidly disappearing heritage because we are the few people interested in it. This is something I take

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Intertype composing machine at the Blairgowrie printing works

Photo: Steve Miles
Deptford Dockyard

500

Founded by King Henry VIII in 1513, the naval dockyard at Deptford is a site of immense historic national importance. It was here that Drake was knighted and Sir Walter Raleigh lay down his cloak for Queen Elizabeth. The centre of Greenwich is a World Heritage Site and owes this status to Deptford Dockyard just a short distance up river. A fine model of the Dockyard made for King George III is still in existence.

Robert Carr

At Deptford there are extensive subsurface remains including the Tudor storehouse, Great Dock, Mast Pond and numerous dock walls. Above ground there is still the Master Shipwright’s house as well as the covered shipbuilding slips of the 1840s which are essentially complete. Continual updating and rebuilding of facilities took place throughout the active life of the dockyard and most of what remains dates from the post-Napoleonic period when wooden warships became much larger. At least one of the shipbuilding slips was rebuilt and enlarged as late as 1855. The archaeological investigation is still far from complete.

At the LAMAS London Heritage Conference on Saturday 28 September Dr Mike Heyworth, Director of the Council for British Archaeology, made an impassioned speech in support of Deptford Dockyard — emphasising its pivotal role in British history. In spirited terms he denounced the proposed complete annihilation of most of the above ground evidence for the existence of this major site. It should not be permitted to go ahead. Yes, this dockyard site should certainly be redeveloped but save us from the presently proposed tower blocks, one close to the riverside up to 48 storeys high. Redevelopment needs to preserve at ground level something of the yard’s past for the future, rather than bury the archaeology and obliterate all memory of the dockyard on the surface.

Solar power and steam

A group of Australian engineers have “re-invented” the steam engine and combined it with solar thermal energy to deliver a cheap solar storage solution. Thanks to Chris Hodrien for this link. Well worth a look.

The Hampton & Kempton Waterworks Railway – Hanworth Loop

To the public at large, steam engine means something that runs on rails and exhausts to the atmosphere. A stationary engine no matter how impressive does not seem to draw large crowds in quite the same way. Increasingly, heritage sites established to display important stationary engines add a small railway lest anyone should remark – 'but where is the steam engine'. Recently this has happened at Kempton Great Engines.

Robert Carr

The Metropolitan Water Board built and operated a narrow gauge industrial railway in southwest London three miles long which ran from a wharf on the river Thames at Hampton to its pumping station at Kempton Park. This line was in operation from 1916 to 1946. Following closure almost all the track was lifted.

The line carried coal brought by lighter to the wharf at Hampton where there was a concentration of water pumping stations and at the other end of the line it connected with the main line railway at Kempton Park where coal could also be delivered. This narrow gauge railway also served the filter beds distributing sand and carried away boiler ash. Modernisation reduced the demand for coal at the pumping stations leading to the closure of the line.

The Metropolitan Water Board Railway Society was formed in 2003 with the intention of restoring some of the route at Kempton and operating it with steam-hauled passenger trains. Greater London, an area of about a thousand square miles, is short of working heritage railways. A Peckett saddle tank used to gives rides at the North Woolwich Old Station Museum but this closed in 2008. The Southall Railway Centre was then the only standard gauge steam railway in the area but this is now no longer open to the public. The recently reopened standard gauge Epping to Ongar Railway to the northeast of London uses a former London Underground route but being just outside the M25 is not strictly in Greater London. This leaves Kew Bridge Steam Museum which operates a short 2ft gauge line running round three sides of the pumping station site. In 2010 the Hunslet Engine Company completed a new 0-4-0 ST Wren class steam locomotive named Thomas Wicksteed for this little line.

As a first step at Kempton a new circle of 2 ft gauge track called the Hanworth Loop has been laid down on the west side of the elevated A316 main road to the southwest of Kempton Park pumping station (see INDUSTRIAL ARCHAEOLOGY NEWS 159, page 17) and steam trains carrying passengers have been running round this circuit since mid May.

Nearly all the original trackbed of the 1916 waterboard line is still there and even some of the original rails can be found in places. The route crossed Bunny Lane or Kempton Park Lane which used to lead to the Racecourse by a level crossing at TQ 116 706. Here it was double track and some of the rails are still there. Short lengths of original rail can be found elsewhere on the railway. Some old rails can be seen set in concrete at the Thames Water works at Hampton.

Plans for the restoration of the waterworks railway are quite ambitious and it is now intended to restore all the original Hampton and Kempton line from Kempton Park to the northern boundary of the Thames Water works Hampton pumping station site, that is as far as the A308 Upper Sunbury Road. Further extension to the south of this would remain impossible as the old trackbed is on a working site which provides drinking water. Negotiations to obtain appropriate wayleaves for the railway are already at an advanced stage.

It is hoped later to build a short connecting line to Kempton Park mainline station to give prospective passengers arriving by rail immediate access to the narrow gauge railway. This would also provide a most useful link for visitors to the Kempton Park Great Engines. Building this new line would be to the mutual benefit of both heritage attractions which might be said to have a symbiotic relationship.

At Kew Bridge the Steam Museum is being redeveloped as part of Project Aquarius with changes to the track layout so the railway there has not been in operation this summer. This meant that their steam engine, Thomas Wicksteed, Alister, a 3 cylinder Lister diesel and the Kew coach could be lent to Kempton. These arrived on 3 April and have been in use on the Hampton loop since May. In return for the loan of Thomas Wicksteed et al Kempton volunteers have promised to help relay track at Kew Bridge. Final testing and training at Kempton before the Grand Opening of the Hanworth Loop took place this spring and the Metropolitan Water Board Railway Society’s president Professor Bryan Woodriff had the honour of the first footplate ride.

Following the generosity of one of the Kempton volunteers an excellent Andrew Barclay 0-4-0 ST, Darent, arrived at the end of August and will now be resident on the Hanworth loop. Originally it came from Provan gasworks, Glasgow, and has since been rebuilt and regauged. Its arrival enabled a rare event to take place on Sunday 8 September with two locomotives in steam and even a double headed train was run.

Thomas Wicksteed left Kempton on the back of a lorry on 11 September and returned home to Kew Bridge Steam Museum. All this activity and a growing workforce of keen volunteers looks a most promising development and should help swell visitor numbers at Kempton Park pumping station.
Box Boat 337 continued

In IA News 166 there was an account of the history and of the events that led up to the restoration of this unique craft. This second part, describes the process of restoration.

Mike and Cath Turpin

Containerisation

The importance of the boat also lies with its use of wood and iron boxes which are a direct precursor of modern containerisation. Two centuries before our modern container ships were designed, the idea had been introduced to transport coal. The original box boat came into being in the 1760s and was designed by James Brindley. It evolved from the little mine boats (the ‘starvationers’) at Worsley, whose boxed cargoes were transferred at Worsley Basin to craft of similar shape but of larger dimensions for the journey to Manchester. Such a craft has already been secured for the future and is on display in the Island Warehouse at the National Waterways Museum (NWM), Ellesmere Port.

Boxes

The boxes could be filled with coal on the colliery wharf and then lifted into the boats. They would be lifted out of the boat by crane on the factory wharf. The doors on the underside of the box were hinged and would then be opened to release the coal.

Two original boxes have been restored with the original metalwork where possible and using the careful drawings that were done of boxes from the record of a builder of box boats that was published in 1982.

HLF Skills for the Future

The awarding of the AIA £15000 grant came at a key time for the National Inland Waterways Boat Collection and the Heritage Boatyard Partnership initiative. Not only did it assist progress with a key historic craft in the collection, but perhaps more importantly it has helped us in rapidly pushing ahead the partnership with its emphasis on sustainability and skills training. This is particularly focussed on training in scarce skills applied to wooden craft and involving young people working in conjunction with skilled staff and volunteers. Three trainees were recruited for an 18 month scheme with funding from the HLF Skills for the Future initiative. In the second phase of this, a second group of trainees have recently been recruited for 18 month placements.

Initial investigations and survey out of water

Once 337 was on blocks, it was carefully cleaned and all the areas of rotten timber were exposed. Most of these were in the area just above the waterline, which were inaccessible where the boat had been moored. As ever with wooden boats, this unearthed some areas needing attention that we were not aware of, but nothing we couldn’t deal with.

Technically its construction is historically important because it is typical of thousands of now disappeared craft using a very simple type of construction on iron / wood frames.

However, it is different in the unusual longitudinal construction of the wooden bottom. As previous restoration work had concentrated on replacement of planking above the waterline, it was not until this final restoration phase that we were able to investigate and record the actual construction details of the bottom. During the building of the boat this would have been the first thing constructed. This has now been accurately recorded in detail.

This recording during the ‘deconstruction phase’ of the work clearly is essential in the faithful reconstruction of the boat and garboard planks which was at the heart of the work on the hull.

Sections of new oak keelson were fitted to the top of new bottoms and as this proceeded we started to see how all the bottom section was originally constructed. At the same time cleaning, refurbishment and treatment of all metal knees was carried out. These knees extend for most of the straight part of the hull whilst at either end oak knees are fitted. They fit above the flooring,

Box Boat 337 – Trainee Dawn caulking
as in the original construction the bottom garboard strake would have been fitted round the fully constructed bottom, using it as a former to get the shaping of the hull planking. The knees would then have been fitted to provide the shaping for the remaining planks above. As planned, the majority of the bottom two planks were replaced. This might seem straightforward but careful consideration needed to be given to the appropriate placement of scarf joints relative to each other to maintain overall strength in the hull. As each plank was replaced, it was necessary to replace the vertical oak shearing fitted inside the hull. This is essential to its strength and rigidity. We had anticipated purchasing seasoned timber for the planking. As it turned out, we were unable to locate anything suitable in the right lengths so we decided to purchase green timber and season it ourselves. Inevitably this delayed the project.

*Surprises*

As is often the case in restoration work, nasty surprises surface and this is why it is always essential to build in contingencies, both financial and time. In this case, the major issue was that rot was found in the stem post that had been replaced during earlier work. There was no option but to acquire suitable oak and carry out the skilled task of shaping and fitting this. The remainder of the planking was in generally good condition but again repairs were required on some of the top three planks above the waterline.

**Final phase**

The caulking and hardening up all the seams between the planking was time consuming. At this stage the boat really began to look ‘complete’ and we and our Museum visitors could see the outcome of a lot of hard work and planning by our skilled boatyard team lead by Dave Linney and John Moore.

They have provided the skilled leadership necessary to provide training in a wide range of skills and to plan the work of our trainees and volunteers who have formed part of the overall team. Throughout this period the Heritage Boatyard team have had monthly planning meetings which have integrated the work on this craft into the other restoration tasks, as well as all other tasks.

*King Edward Mine*

The 83rd Engineering Heritage Award was presented by the Institution of Mechanical Engineers chairman, John Wood, to Tony Brooks, chairman of the King Edward Mine. Mr Brooks said the team was delighted to be the first site in Cornwall to have been selected for the award and added: ‘To be recognised by a body such as this is a real honour and is a reflection of the tens of thousands of hours put in over 25 years by our team of dedicated volunteers.’ Here is an account of how this has been achieved.

Graham Thorne

There has been a long history of mining for tin and copper at King Edward, as part of the South Condurrow Mine. But the major importance of the site dates from the 1897 installation by the Camborne School of Mines of a state of the art mineral processing operation for the practical instruction of students. By this time Cornish mining was in relative decline with a consequent lack of investment in new plant; this made such installations rare in the county. In the beginning King Edward also had an underground training role but this ceased in 1921 when the nearby Grenville Mines ceased pumping. Underground operations then moved up the hill to the old Great Condurrow mine – of which more anon.

Changes in mining education gradually led to a decline in the use of King Edward, and in 1987 a Preservation Group was set up: its aims being to preserve the site, restore the mill to its c1910 condition and open it to the public as a museum. Recognition of the site’s unique importance came with the listing of all the buildings at Grade II* in 1989. Since then the members of the KEMP Group have put in thousands of hours of voluntary labour, even though, incredibly, the complexities of site ownership meant that they had no security of tenure until 2012. A Friends of KEMP support group was established in 2005.

By 1987 much of the equipment in the mill at KEM had been removed and scrapped. Fortunately the very rare Californian stamps were still in situ but almost everything else has had to be sourced from elsewhere or recreated. The philosophy behind this has been one of rigorous authenticity, whilst seeking examples of all relevant contemporary tin dressing equipment. As a consequence King Edward now has what is probably one of the most comprehensive collections of its type anywhere.

A major triumph, through the efforts of the Trevithick Society, was the return to the mine in 2001 of its original 1907 horizontal winding engine by Holman Brothers of Camborne. This had been removed in 1942 and installed on the South Shaft at Castle-an-Dinas wolfram mine which was being deepened. Eventually it was preserved at Poldark Mine and finally returned to King Edward where it now sits on its original loadings. The house for the Holman engine was destroyed by fire in the 1950s, but 2010 saw completion of a superb replica, which also contains an exhibition about Holman Bros., and an 1870s compressor from Harvey’s of Hayle.

In the mill visitors now see examples of a great variety of mineral processing equipment; these include a Hardinge ball mill from Geevor Mine, a Cornish round frame from a local tin stream works and shaking tables. An extremely rare Frue Vanner, possibly a unique survival, took the volunteers some 12 years to restore, using parts of old vanners and manufacturing new parts where necessary. A recent arrival is a Harz plunger jig.

In 2012 King Edward Mine Ltd. was finally granted a 30 year lease by Cornwall Council who had acquired the freehold. After 25 years the volunteers finally had a right to be there! KEM Ltd. is also now a registered charity. And so with some security the work continues on the ever vital tasks of repair, conservation and restoration. This winter will see the rebuilding of one of the mill’s dipper wheels and the stripping, repairing and re-covering of one of the shaking tables.

KEM is fortunate to have a dedicated group of volunteers or, as Chairman Tony Brooks prefers to call them, ‘unpaid professionals’. Sunday morning is the now traditional main working time and regularly sees a 75% turnout. The five Trustees of KEM Ltd. are very much hands-on volunteers; numbers are relatively small, though a record 21 were on site in September. The volunteers have equipped a small machine shop...
and a carpenter’s shop. As much work as possible, is done in-house. The annual Open Day is now a successful fixture, attracting some 1100-1500 visitors.

Outdoors there is activity on the archaeology and ecology of the wider site. Here the philosophy is to preserve, and if necessary create, habitats typical of mine sites. A trail is being created for visitors. It is also the intention to explore and explain some of the earlier nineteenth century structures around the 1901 buildings, for example the 1865 stamps engine house.

Other projects include:

- The adaptation of the old Condorow Count House and the Carpenter’s block into offices and/or workshop units. The aim is to generate income and ensure that the buildings are conserved and maintained. An ERDF bid has been submitted for this by Cornwall Council.
- The Old Assay Office, said to be surviving ‘only because the woodworm hold hands’, is earmarked for a café and the former Boiler House, currently a store, as more space for the museum. Again funding is being sought in conjunction with the Council.
- There is, adjacent to the house for the Holman winder, the 1868 engine house for its predecessor, a 25in beam winding engine. Also at the mine is a dismantled beam engine – the 1851 22in engine, by West of St. Blazey from Rostowrach china clay works, which was last seen in the old Holman Museum – the only surviving single-acting rotative beam engine. It would be wonderful if engine and house could be united – in live steam, of course. Then erect a replica head frame and create an artificial underground visitor experience. This would be really special but costs could well run to £2 million.
- As mentioned previously, from 1921 the underground training at King Edward had moved to neighbouring Great Condorow Mine. Like KEM this saw less and less use particularly when the School of Mines moved to the university campus at Penryn. Again there was a strong feeling that Condorow should be preserved with its unique mix of nineteenth and mid-twentieth underground workings. So in 2008 the Botallack Trust, the charitable arm of the Carn Brea Mining Society, purchased the freehold of Condorow. The mine now has a team of volunteers similar to that at KEM and already a great deal of remedial work has taken place, most notably the complete renovation of the unique head frame. Additionally, one of the surface air compressors has been refurbished and the underground workings once again resound to the roar of rock drills. Sadly the access to Condorow by vertical ladders precludes any general public access but it is good to know that this piece of mining history is in safe hands.

The King Edward story over the last quarter century is a heart-warming one of determination, self-reliance and steady progress. As Tony Brooks says: ‘Quality Industrial Heritage does not make money’. What has been achieved at King Edward Mine is remarkable, bearing in mind the need for financial stringency, the complexity of securing tenure and the fact that mineral processing – what KEM does – is perhaps a somewhat abstruse part of industrial archaeology. Against that has been set the shear determination of a small group to ensure that this very special place should survive.

Fortuitously, recognition has been forthcoming in recent years. 2012 saw a Your Heritage grant to develop the visitor experience and 2013 saw the first I MechE Award west of Exeter come to KEM. The 2011 AIA Conference in Cornwall visited King Edward and were delighted by what they saw so that the mine received the President’s Award for that year. To AIA members, and beyond, the message is, if you have visited already, come back, there is still more to see; if you haven’t been yet, you really should. Meanwhile be sure to access the excellent website at www.kingedwardmine.co.uk

My thanks to Tony Brooks, KEM Ltd., Sid Geake, The Friends of KEM and Kingsley Rickard, Trevithick Society for information, help and advice.

Fifty years since Beeching

Dr Richard Beeching, brought in from ICI with a salary twice that of the Prime Minister, Mr Harold Macmillan, published his report ‘The Reshaping of British Railways’ in May 1963. This led to the closure of a third of the railway network and more than half the stations.

Robert Carr

A few years ago there seemed to be a somewhat reluctant consensus that, although painful, the cuts Dr Beeching made to our railway system were, even if somewhat over enthusiastic in places, essentially correct. However, now fifty years have passed, there is a noticeable swing of opinion. ‘Beeching was right’ is now thoroughly out of fashion and articles in the press are branding him an arch villain with strong language.

A national newspaper with a large circulation evoked a response describing Dr Beeching as ‘a caricature capitalist in a three-piece suit and trilby, sporting a toothbrush moustache, hired by a Transport Minister who was a road construction businessman’ and that Beeching cruelly butchered the state-owned network.

A well-known railway photographer, Colin Garratt, writing about ‘The Reshaping of British Railways’ in a series of articles in RailStaff magazine is now nostalgic for ‘the aspirational ideals of the post-war Labour government’s integrated public transport system’. He writes that ‘one of the most exciting aspects of the 1947 Transport Act was the nationalisation of the road hauliers to create British Road Services and to dovetail their operations with those of the railways. Only by single ownership was integration possible.‘ Is this a change in political outlook or perhaps just because the subject is railways?

Surely, if we turn to the Daily Telegraph we will find more support for the railway closures of the sixties – but not a bit of it – here we again find substantial criticism, even if the language is less intemperate. We read that Mr Ernest Marples, the Minister of Transport, was ‘a businessman with rather too many fingers in an ever-meatier road construction pie’, and that ‘Marples and Macmillan had it in for the railways. Demolition of the Euston Arch began just before Christmas that same year.’ Phew!

All this vituperation – with the wisdom of hindsight. How many people fifty years ago really appreciated what the effect of mass car ownership and essentially the transport of all goods by road were going to be on a small crowded island? Democratic politics are short-termist, the party in power must be seen to be doing something and any government has to have an eye on the next election, just a few short years away. Closing railways and building motorways: ‘it seemed a good idea at the time’.

Investment in railways is now said to be at an ‘all-time high’, both here and abroad. The Waverley route from Carlisle to Edinburgh is being rebuilt from Galashiels to the Scottish capital and there are new passenger train services in South Wales. Passenger trains are running again between Wolverhampton and Walsall as well as on the Robin Hood Line from Nottingham to Mansfield and Worksop. It is planned that the line between Oxford and Cambridge will reopen with the section from Oxford to Milton Keynes and Bedford already taking shape and the major political parties are in favour of High Speed 2. ‘Beeching was wrong’ is indeed the slogan of the day.

VISIT THE AIA WEBSITE
www.industrial-archaeology.org
Report of the Endangered Sites Officer

The majority of sites in England and Wales subject to listed building consent and planning applications that the AIA comments upon are picked up from the CBA’s data base. This is checked each week and any potential industrial sites are checked and referred to either a type specialist or a regional specialist if necessary. Some other sites are referred by individuals or groups. In the last few months sites considered have included wind and watermills and railway stations.

One of the most significant ones was in respect of the South Silo at Ditherington Flax Mill, Shrewsbury. This application was for the demolition of the South Silo (the barley silo) as opposed to the North Silo. The main reasons given were external condition of the concrete and thus the cost of repair to make safe, and the problems of viable re-use. In the original Phase 1 application it was indicated that this Silo would be retained and the North one demolished, so it was regrettable that it was now considered necessary to demolish it. It is a skyline feature and silos, in this case constructed of reinforced concrete, were a feature of the malting industry mainly in the second half of the twentieth century. They provided large-scale and quality storage for barley and malt. It is a building type which is fast disappearing largely because of the problems of re-use and changes in the malting industry. If the South Silo as well as the North Silo is demolished then the site would be left without any evidence of its former maltings use. However, as its demolition would enable the project as a whole to go ahead and as the importance of the site as a whole is for the first iron framed building and not that building’s subsequent use as a maltings, the AIA supported the application.

In August we commented on the application to demolish the few remaining tannery buildings in Tannery Lane, Ashford, Kent. The planning application for the redevelopment of the whole area had already been accepted but listed building consent was required for Whist House and its curtilage buildings which included two former tannery buildings. Somewhat surprisingly these had been mentioned in the second edition of Pevsner of 1976 (corrected 1980): The Buildings of England, West Kent and the Weald, by John Newman. I suspect that there may have been more of the tannery buildings surviving then. It is a pity Ashford will lose one of the few remaining pieces of evidence of its former industries.

Also in August we strongly objected to the proposal to demolish the Guest and Chrimes Buildings on Don Street, Rotherham – another example of the impending loss to a town’s industrial past. The buildings ranged from a mid-nineteenth century date onwards and are typical of the metal working industry once common in that area and of which there are now virtually no remains. It is only the road elevation, designed to impress customers, which has architectural merit but the rear structures are essentially functional and typical of the industry. The site is also historically important because of its link with Edward Chrimes who invented the modern high pressure screw down cap in 1845 (and not when the company was on this site).

It is worth noting that both the above sites were featured in the AIA’s Guides to Kent and South Yorkshire respectively. These guides were produced for conferences in those areas.

A site not notified via the CBA was the proposed demolition of the Old Custom House in Goole to which we objected on the grounds that it was an important part of the development of the town’s industrial port. We also sent a supporting comment in respect of the Halstead Air Raid Shelters constructed for the use of Courtaulds Employees during the Second World War 1939 – 1945. (See Tony Crosby’s article on page 15.)

In all these cases it is requested that the appropriate recording condition is included as part of the application being granted.

Finally, if there any members who think they would like to help with listed building applications, please do get in contact with me. Also, if there are sites you know that are subject to applications and may not have been sent to the CBA for inclusion on the data base, please let me know. It is always better to have a case referred twice than not at all.

Amber Patrick

Industrial Heritage Support Officer Update

AIA members may recall that the Industrial Heritage Support Officer (IHSCO) post commenced in September 2012. Since the IHSCO is now a year into the initial three year funding period, it seems a good moment to provide an update on progress.

The IHSCO (Ian Bapty) is managed by the Ironbridge Gorge Museum Trust (IGMT), and is funded by English Heritage as part of their Heritage at Risk programme. The project is being delivered in partnership with the AIA and the Association of Independent Museums (AIM), and is supported by a Steering Group also including Sir Neil Cossons and representatives of the Prince Regeneration Trust, the Heritage Lottery Fund (HLF) and the European Route of Industrial Heritage (ERIH).

The IHSCO has an England-wide brief to support industrial heritage attractions at a time when many groups and organisations are facing increasing pressures on maintaining the viability of their operations. Common problems include issues of volunteer retention and recruitment, technical skills transfer from an ageing volunteer base, adapting to a radically changing funding and visitor environment, and achieving modern ‘best practice’ conservation, management and visitor presentation standards. The particular nature of industrial heritage attractions, which typically combine extensive sites, big and complex historic buildings and additional features such as working machinery, make these challenges especially pressing.

One of Ian’s basic functions is to act as a ‘first stop’ information ‘clearing house’ for industrial heritage sites. While, given the obvious practical limitations of an England-wide brief, it is not possible for Ian to assist every group directly; generally he can point them in the direction of relevant help. ‘Since we launched the advisory service back in April, I’ve already dealt with around 50 queries from groups all over the country, and they keep on coming’, says Ian. ‘Recent ones include help to find funding for a restoration project in Lancashire, assistance to an industrial heritage collection in London, and advice on marketing for an industrial heritage site on the south coast’.

Another key area of IHSCO work is establishing new national and regional partnerships which can have a lasting benefit for the care of industrial heritage sites. As one example, Ian is currently facilitating co-working with the Institution of Mechanical Engineers. As he says, ‘The Institution is one of the world’s leading professional engineering bodies and their members combine professional engineering expertise with a long track record of promoting industrial heritage. By linking with them – and by using IMechE members’ professional skills to directly support work such as care and management of historic machinery – we can significantly enhance the support we can provide to industrial heritage sites.’ The collaboration will begin with regional events which will put industrial heritage organisations in touch with members of the Institution. The first of these (covering the West Midlands) is taking place at the Ironbridge Gorge Museums in November.

The project is also facilitating training and mentoring support for industrial heritage groups, partly by working with the core partners to allow the fullest possible access for all groups to the opportunities which already exist. That has included linking with and supporting the existing
ERIH network, and discussions have also taken place with the AIA regarding the potential for the AIA to grant aid travel costs for industrial heritage volunteers to attend relevant training.

In some circumstances, the IHSO has directly delivered bespoke training to address identified gaps in local provision, and so far 35 organisations have received training in this way. For example, in July Ian gave a half-day training session in fundraising at Heartlands (the former South Crofty Mine) in Cornwall which was specifically tailored to the particular needs of the Cornish Mining Attractions Marketing Association. Likewise, a training session in Hampshire in October brought together industrial heritage groups in that area, looked at the specific issue of marketing, and was designed to act as a starting point to draw together a co-operative network of industrial heritage attractions in that area.

A lot has been achieved in the last year’, Ian said, ‘and in addition to continuing advisory, training and advocacy, development is also underway to put in place new partner based funding and support in key areas including volunteering on industrial heritage sites, and skills development linked to the maintenance and operation of historic machinery’. However, there is no point pretending the IHSO project can suddenly wave any magic wands and make everybody’s problems go away. The real test will be the longer term legacy the project delivers – watch this space, and follow the latest updates on the project blog at http://industrialheritagesupport.wordpress.com

Welcome to new members
Dale Copley, Stuart Gillis, James Greener, Emma Griffin, Nick Haseltine, Stephen Hughes, Dr Geoffreyc Boyd Marshall, Rachel McQueen, Owen Peake, Geoff Scott, WR Stewart, Ewan Swaffield, Professor Jennifer Tann, Peter Taylor and Stephen Walker.

Congratulations
To our Liaison Officer, Anne Sutherland, on the birth of Thomas on 9 October.

Very handsome photographs
The Association has received a letter from Michael Collins asking if we know of any electrical control panels still in situ like this: www.michaelcollinsphotography.com/galleries/battersea-power-station which is from his website. He uses a 10 x 8 plate camera so quality is very high and he is keen to record some more.

If you can help you can reply direct to him on michael@michaelcollinsphotography.com.

Good news from Leicester
I was surprised to read your report in IA News. As several AIA members could have advised, the museum is only temporarily closed. The contents were removed during redecoration and rewiring; everything is now back, but displays need updating and some damaged items are being repaired. A new Curator will be appointed when the necessary income stream has been assured, and it will be his or her task to prepare for reopening.

The museum has no guaranteed income at present but the landlord, National Grid, charges no rent and has paid for the recent refurbishments. The building is now in good order. Much of the past support has also come from Centrica, and a number of smaller donors within the Gas Industry. With HLF help, a very large collection of gas appliances (stored at Aylestone Road, Leicester) has been catalogued.

Despite the unwelcome length of closure, historical queries are still being dealt with and the Trust meets regularly.

The email address for museum enquiries is rkp@prenticeshipambassadors.com. However, you are welcome to contact me at this address, or on 0151-428-5367. I am an AIA member and one of the Trustees.

John Horne

A Replacement Crystal Palace?
There is a serious proposal to build a replacement for the 1851 Crystal Palace at Sydenham which was destroyed by fire in 1936. Mr Ni Zhaoxing, owner of the Shanghai-based real estate company Zhongrong Holdings, has outlined his intention to create an exact replica of the 900,000 sq ft iron and glass building in Crystal Palace Park. Work is already being undertaken by Ove Arup.

The Mayor of London Mr Boris Johnson is chairman of a board of experts who are to advise on the design of the Palace and surrounding park. Other committee members include Hank Dittmar, special adviser to Prince Charles, Sir Tim Smit co-founder of the Eden Project and Sir John Sorrell chairman of the London Design Festival. It is intended to restore the 180 acre park to its original Victorian design with Italian-style terraces.

Objections have arisen because the Chinese are providing the finance but this might be put down to national pride. Criticism that pastiche is undesirable because it is Disneyland and not the real thing, probably coming from the architectural profession, might have more foundation? However the Crystal Palace can be regarded as engineering and there have not been serious objections on these grounds regarding the building of replica steam locomotives such as the A1 pacific Tornado or essentially the building of a complete new paddle steamer, the Medway Queen, now afloat in the Albion dry dock, Bristol. Since the old Palace was so neglected when out of fashion, can’t we have a new one now? Most of us have never been inside the Crystal Palace and surely this is an experience to be eagerly looked forward to. Regarding the Medway Queen, some components of the original vessel are being incorporated into the new ship, making it just possible to claim that she is a rebuild. Do any fragments of the old Crystal Palace survive?

Robert Carr

Latest news: The Tug Christine is in Bristol, waiting for a 48 hour fine weather window, to tow the new paddle steamer Medway Queen from the Albion dry Dock to her new home on the Medway. The Mate of the Tug has taken my phone number and will ring when the detailed arrangements are known. This info should also be available on the MQ website www.medwayqueen.co.uk/? forwarding6=1

A former Trolley bus depot and building used by Nevil Shute Norway’s company, Airspeed Ltd, before they moved to Portsmouth, is under threat of demolition. The building in its time has housed York trolley buses and aircraft built by Airspeed Ltd in the 1930s. The building was then used by Reynards as a garage and remains in almost original condition. The building is being sold by the City of York Council to enable the site to be redeveloped and the proposal has attracted criticism from York Civic Trust.

Nevil Shute’s York Factory
A former Trolley bus depot and building used by Nevil Shute Norway’s company, Airspeed Ltd, before they moved to Portsmouth, is under threat of demolition. The building in its time has housed York trolley buses and aircraft built by Airspeed Ltd in the 1930s. The building was then used by Reynards as a garage and remains in almost original condition. The building is being sold by the City of York Council to enable the site to be redeveloped and the proposal has attracted criticism from York Civic Trust.

Nick Beilby

LETTERS
Mick Aston Obituary

With sadness we learnt of the death of Professor Mick Aston from Oldbury who died suddenly on 24th June at the age of 66. He had suffered from poor health for much of his life but his death was unexpected. With his immediately recognisable striped jumper, unkempt hair, strong local accent and great enthusiasm he will be well known to readers from his frequent appearances in the Channel 4 television series Time Team, of which he was a founder member in 1994. Some of these programmes investigated industrial sites including Mathew Boulton’s famous Soho Works in the West Midlands, broadcast in January 1997.

Starting as a field officer in Oxfordshire in 1970 he later had a successful academic career at the Universities of Birmingham, Bristol and Oxford. Mick’s passion for archaeology and popular approach encouraged a multitude of people to follow in his footsteps. He will be long remembered as a pioneer of public outreach, making the past accessible to all. Aston regarded the Time Team programmes as an extension of his extra-mural lecturing, reaching 3 million people rather than just 30 people in a village hall.

The general public expect archaeologists to dig holes and find something interesting, preferably valuable, at the bottom of them. Mick seldom went into a trench. His subject was landscape archaeology. He invented the term and was something of a founding father, applying his methods in both urban and rural situations. He believed that you could understand sites from their surfaces and position in the landscape and that large scale excavation is often unnecessary.

His first book Landscape Archaeology with Trevor Roper was published by David & Charles in 1974. The Landscape of Towns with James Bond came two years later and a further six books appeared in the 80s and 90s. Since the year 2000 he has published seven books. When the presentation of the British Archaeological Awards was held at the Custard Factory in Birmingham in November 2006 (see I A News 140) Mick Aston was the celebrity there, presenting the Awards.

Robert Carr

Snibston Colliery in danger

Leicestershire County Council are considering closing Snibston Discovery Park (see IA News 157), as part of a measure of cuts to its services. Snibston is in a poor part of NW Leicestershire, and the closure will prove disastrous to the local area, as well as depriving everyone of a wonderful museum with great collections, in costume and transport as well as industrial history; and a great venue for meetings and social events.

A petition is being circulated calling on everyone to sign the County Council’s e-petition. The link is below. You have to register to sign the petition, but this is all very straightforward. Please circulate to any likely supporters – we only need to get to 2000 on the petition to force a debate on the council. It does not matter where you are based!

This is the link, http://politics.leics.gov.uk/S nibston

Marilyn Palmer

Halstead air raid shelters threatened by Tesco

A group of WW2 air raid shelters in the Essex market town of Halstead has been generating much interest over the course of this year, initiated by being at risk of demolition to make way for a Tesco supermarket which, fortunately, did not get planning permission. This group of 16 air raid shelters was built for factory workers by Courtaulds, probably before the start of WW2 when the government was encouraging factory owners to provide purpose-built shelters. Fifteen of the shelters are underground and built of prefabricated concrete arched sections cemented together to form a tunnel. The sixteenth is a large surface shelter, brick built with a concrete roof, and which had a number of uses including a communications centre and first-aid post. Each of the underground shelters was built to accommodate up to 50 people sat on three longitudinal benches. As well as a metal gas- and blast-proof entrance door at the bottom of a flight of concrete steps, they had an escape hatch in the roof reached by a vertical iron-rung ladder and two toilet cubicles, one marked with an ‘M’ and the other an ‘F’. It is thought that the underground shelters were built by either Costains or the British Reinforced Concrete Engineering Co. Ltd.

The shelters are in what is now a very overgrown, unmanaged area of woodland to the rear of the grade II listed Factory Terrace, the two rows of six and ten respectively, three-storey workers’ houses built by Samuel Courtauld & Co in 1872. This terrace was itself built opposite the extensive weaving sheds of the factory complex which during WW2 were used for the production of parachute silk.

Two applications have been made to have the air raid shelters Listed, most recently earlier this year, but both applications have been refused. It is felt by many people in Halstead and the wider Essex area that these shelters are very significant, at least locally if not nationally. The Essex CC Historic Environment Record states that ‘this concentration [of air raid shelters] is very rare in Essex and it is possible that this is, in fact, the largest surviving group in the County’. The shelters which can be easily accessed at present are in a fair condition considering their age and some are still in use by local residents for storage and as garden sheds.

Do any AIA members know of any similar groupings of WW2 air raid shelters in their local area, especially those associated with local industry; know of any Listed shelters, either single examples or groups; know of any research which may throw light on the significance of these Halstead examples; or can shed any light on who the manufacturers may have been? Any information would be gratefully received, please, to t Crosby.iah@ outlook.com and I will pass any information you can provide on to the people of Halstead.

There is an e-petition open and I and the Halstead 21st Century Group would be very pleased if you felt moved to sign this to preserve woodland in Halstead with this rare group of air raid shelters. The petition can be found at http://you.38degrees.org.uk/petitions/stop-tesco-destroying-land-and-air-raid-shelters.

Tony Crosby

Interior of Halstead air raid shelter

Photo: Tony Crosby
An industrial sites database for Yorkshire

In April 2010, the Industrial History Section of the Yorkshire Archaeological Society (YAS) decided to investigate the possibility of setting up an Industrial Sites Database. We were aware that there was already a lot of information publically available online but our main reason for considering this was the fact that many of our members were not getting any younger and there was a danger that research that they had undertaken and images that they had taken over the years could be lost if they were no longer with us.

Margaret Tylee

We also thought it would be helpful for our members and for researchers at Claremont, the home of the YAS, if they could benefit from having an electronic resource that could be searched in one place, which also gave access to other external resources.

Several of our members belong to the Greater London Industrial Archaeology Society (GLIAS) who had developed an industrial history database for London some years ago and after further consideration during 2010 and early 2011 it was agreed to proceed using the GLIAS database and adapt it to use for Yorkshire entries, this would save the time and resources involved in developing our own from scratch. The necessary technical equipment was bought and installed at Claremont and GLIAS supplied a blank copy of their database together with instructions for its use. A small group was set up to adapt the database and learn how to input and handle data, and to link to external databases and images. So far progress on adding records has been slow; partly because we are currently only using one computer which holds the database to add records and also because it has proved difficult for the group to find the time to travel to Claremont to input data (none of us lives in Leeds where the YAS is based). We are now at the stage where we need to increase the numbers of members involved to make faster progress – Yorkshire is a big place! We are in the process of creating some easy to follow instructions that members can use to input records from their own computers using copies of the database to be installed on their computers.

The GLIAS database was developed to be a standalone system available to members to use on their own computers. Time has moved on and it is now common for information to be mounted and shared on the internet, often password protected. We are aware of the current limitations of access but feel that initially we need to concentrate on developing something that at least can be of use. We will however be considering options for developing a web based version.

The Section would be very interested to hear from other IA Societies who have developed databases or other means to record searchable information about their local industrial sites, how they went about it, difficulties that were faced and how they were overcome. If you are able to send me any information I can be contacted at industrialhistorychair@yas.org.uk

New River 400

Water from Hertfordshire first flowed into the Round Pond at New River Head, the southern terminus of the aqueduct in Islington, on the 29 September 1613 and thus it is we have been celebrating the 400th anniversary. The New River, now intercepted at Stoke Newington, still provides about 8% of London’s drinking water.

Robert Carr

The natural water supply of London is not that good. The Romans had difficulties, making use of wells and pumping; during the Saxon period a smaller population could manage and for the medieval city a conduit was constructed to bring water from the west. By Queen Elizabeth’s reign the spirit of the renaissance was abroad and towards the end of her reign the bold scheme emerged of constructing an aqueduct, Roman style, to bring good water from springs beyond the barrier of hills north of the Capital. This was something that for some reason the Romans never did, perhaps because the population then was of the order of 60,000 people. By Elizabeth’s time it was something like 200,000. There was a great plague in London in 1593 killing 10,000 people and in 1603 plague killed about 40,000. Even this early some might have considered a supply of clean water avoiding that of the Thames to have been desirable.

A survey for a contour aqueduct had been carried out by 1602 and many readers will be familiar with the story of Edmund Colthurst, Sir Hugh Myddleton and the building of what we now know as the New River. King James I also deserves considerable credit – he paid half the cost.

To celebrate the quadricentenary there have been numerous events along the course of the New River including talks & lectures, organised walks, concerts, the ringing of church bells and an exhibition at the Dugdale Centre in Enfield. At Harringay, Manor House and Finsbury Park there has been a ‘Hidden River’ Festival, a New River Cantata has been composed and performed and on 29 September a re-enactment of the original opening ceremony of 1613 was held at New River Head.

All is not sweetness and light, however, because historic listed buildings at New River Head, the headquarters of the New River company in Islington, are under threat of redevelopment as flats. A campaign is being waged to ensure that the Smeaton beam-engine house of 1766-8 is reserved for community use.

Salt making studies

A new body, Ecosal-UK, has been formed to look at all aspects of salt making.

Ecosal-UK has been set up by Andrew Fielding, Annelise Fielding, Tom Lane, Brian Irving and David Cranston following a three year EU funded project, Ecosal-Atlantis, to link sites of traditional salt making in Portugal, Spain, France and the UK.

The UK part of the project was led by Mark Brisbane of Bournemouth University. With no active, traditional salinas in the UK our legacy has a more archaeological, historical and cultural approach than our EU partners. The first edition of their most interesting publication ‘Saltcote’ can be found at issuu.com/ecosaluk/docs/saltcote-2013-01.

Award for the Wealden Cave and Mine Society.

The 2013 Conservation Award of the Surrey Industrial History Group was presented to the Wealden Cave and Mine Society at Reigate in recognition of the recent improvements made for visitors to the Tunnel ‘Caves’, which were driven under the centre of Reigate for the extraction of sand for glass-making, and later used for storage, air-raid shelters and an emergency control centre.

New Chair for English Heritage.

The Secretary of State has appointed Sir Laurie Magnus as the next Chairman of English Heritage. Sir Laurie is currently deputy Chairman of the National Trust and a Trustee of the Landmark Trust. Members will be aware of the major reorganisation impending as outlined in IA News 166 by our President Marilyn Palmer.
Railway developments in the North West

*Significant investment is being made in the railways around the North West and this is affecting a number of historic railway structures.*

Peter Bone

George Stephenson’s Manchester to Liverpool Railway, which opened in 1830, is now being electrified throughout its length. The first section from Castlefield junction in Manchester to Newton-le-Willows will open to traffic in December 2013 with completion to Liverpool Edge Hill by the end of 2014. This will allow electric trains to run from Manchester and Liverpool to Scotland.

Just as Chat Moss, a seven kilometre long, six metre deep peat bog provided a challenge to Stephenson on the original line, so it did to the modern railway engineers. Stephenson’s technique was to ‘float’ the railway across the bog using heather bundles, brushwood mattresses and timber hurdles, each about 2.5 metres long and 1.2 metres wide, placed in layers to form a raft. The timber layer could not be damaged during electrification. Careful survey work was carried out to position foundations away from the areas where the raft existed. This, however, resulted in foundations being placed anything up to eight metres from the running edge. Two different solutions were required for the electrification foundations: deep tubular steel piles of up to 14 metres in depth, and a mini-pile arrangement for areas where the presence of underlying rock made it impossible to drive the steel piles. Stephenson would surely have approved; according to Asa Briggs (*Power of Steam*, 1990), ‘in later life Stephenson said “one of the great uses to which electric force will be applied eventually will be the simple conveyance of power by means of wires.”

Over the years various solutions have been proposed to link Manchester’s two main railway stations, including the Picc-Vic line, a tunnel under the centre of Manchester, proposed after WWII. After analysing a number of solutions Network Rail have now submitted their preferred plan which has become known as the ‘Ondall Chord’. This involves a link from the railway viaducts at Castlefield, across the Irwell to join the line into Victoria station from Salford Central station. It is not without its critics since the Manchester Museum of Science and Industry will lose its link to the rail network and the replica locomotive *Planet* will lose part of its running line. The new line will also run above Stephenson’s original bridge over the Irwell which has been disused and neglected for many years. The new chord will provide an opportunity to repair and conserve this listed structure.

A few years ago Victoria Station, Manchester’s second main line station was voted the worst main line station in the country, an accolade it richly deserved. The station dates back to 1844 and was extended in 1909. Over the years it has become dark and dismal, the roof leaked and created a skating rink on the concourse, platforms one and two provided ‘water features’ as rain leaked out of the downpipes.

Work has now started to replace the old leaky roof with a new roof structure made from ETFE, the same material used at the Eden Project. The Grade II listed parts of the Victorian Buildings, including the war memorial, the glass dome of the refreshment room, the Soldiers Gate where troops entered the station in WWI and the glazed tile railway route map will be refurbished and restored to their former glory. The external glass canopy will be restored with new lighting and glazed entrances to the station buildings. The interior is currently a mass of scaffolding supporting a temporary roof; work on the roof will be completed in mid 2014 with all work finished by the end of 2015.

Grade 2 for Preston Bus Station

After a long and sometimes bitter campaign Preston Bus Station has been listed.

A spokeswoman for English Heritage said the building ‘fully deserves this mark of recognition’.

‘Preston Bus Station is truly remarkable, the boldness of vision, the ingenuity of the design, the attention to detail and the aesthetic impact mark it out from the vast numbers of public buildings built since the Second World War.

‘We are aware that Preston City Council faces challenges in maintaining the structure and integrating it effectively with the city centre and that, as a result, it has decided it wished to demolish it.

‘We will, however, continue to explore with the council how these challenges can be addressed so that the building can once again play a key role in the life of the city.’
New Brewery Museum … in a supermarket!

Peter McMullen, a cooper by trade, began brewing in Hertford in 1827, moving to new premises in 1832. When his sons took over in 1860, such was the size of the tied estate that greater brewing capacity was required. Although a number of other breweries were bought, including two in Ware, brewing on a number of sites was not ideal and so the decision was taken to build a new brewery in Hertford. For this a triangular piece of land on Hartham Lane, Hertford, fronting on to the goods yard of the former Great Northern Railway’s Cowbridge Station, was to be used (TL 325128). This tower brewery was built in 1891 to a design by William Bradford, one of the foremost brewers’ architects of the late nineteenth century, who was responsible for over seventy breweries and malthouses, adopting a distinctive decorative style that is exemplified at McMullen’s brewery. The whole of this 1891 brewery is Listed Grade II owing to its architectural and historic significance.

In 1984 McMullens built a modern brewery on part of the former goods yard site to the north of the 1891 brewery, which remained in operation. In 2006 a new smaller brewery, the Whole Hop Brewery, was built on McMullen’s land on the east side of Hartham Lane, the opposite side from the 1891 site. This made both the 1891 brewery, which had ceased operation in the mid-1990s, and the 1984 brewery redundant and the land occupied by these was sold to Sainsbury’s for a new supermarket development. The 1894 brewery, being of no historical or architectural significance was to be demolished, but the 1891 brewery, being a listed building, was subject to reports on the plant and equipment, and the industrial historic, archaeological and architectural significance of the buildings as part of the development proposals.

The supermarket was developed mainly on the site of the former 1884 brewery. However, it is attached to the ground floor of the north elevation of the original 1891 building and some of the store facilities have been built in the ground floor of the brewery building. The remainder of the tower brewhouse and other brewery buildings have been sensitively restored externally and are awaiting fitting out for new tenants. They are not, therefore, currently accessible internally in order to assess how the equipment and those parts of the buildings have been treated.

The museum is called The Brewery Story and is housed in the former Copper House which was on the ground floor as an eastwards extension of the 1891 tower brewhouse. It tells the story of McMullens, other breweries and pubs of Hertford and explains the brewing process and it can be visited whenever the store is open, being accessed through the café. It was funded by Sainsbury’s and the McMullen family have lent objects from their collection for display, made images available for the graphics and provided information for the text of the interpretation panels and display labels.

Tony Crosby

Happenings up North.

After the demise of the North Pennine Heritage Trust last year a new society, the Nenthead Mines Conservation Society, has been set up to look after the Nenthead smelt mill site. They have taken over the upper part of the site while the workshops and café/museum buildings are to be disposed of by the landlord, Cumbria County Council. The trust had a very successful open weekend over the Heritage Open Weekend in September. The area has qualified for Higher Level Stewardship and one of the first projects will be the re-stabilisation of the smelt mill spine wall.

Excavation work is being carried out on the Dukesfield Lead Smelter site as part of the North Pennine AONB Altogether Archaeology programme. Part of the programme also involves looking at original archive material.

Whilst archaeologists were excavating the site of the Neptune shipbuilding yard at Wallsend expecting to find Roman remains they came across what is thought to be the earliest example of a wooden waggonway at standard gauge.

The Haig Colliery Museum at Whitehaven has won a £2.4m lottery grant to allow them to renovate the existing buildings and to build a new visitor centre.

Graham Brooks
**Notes from Yorkshire**

**Experience Barnsley**

Experience Barnsley is Barnsley’s first museum dedicated to the history of the borough of Barnsley. It opened on 27 June and with over 40,000 visiting the museum so far, it has already exceeded expectations of visitor numbers. Housed in the 1933 town hall, it covers the story of the area from pre-history until the present times with many of the displays featuring donations from local people and brings together artefacts previously held by Sheffield and Doncaster Museums. Although not designed as an industrial museum there is much to see about Barnsley’s former main industries of coal, glass and linen. The museum also incorporates a Discovery Centre which is now the repository for the Barnsley Archives and Local Studies. Access is free and more information can be found at www.experiencebarnsley.co.uk.

The ground floor of Caddies Wa;nwright Mill a nineteenth century former textile mill on the river Calder in Wakefield has been converted to a new arts space for the town’s Hepworth Gallery, adding 600 sqm of storage and event space to the Gallery.

The Catcliffe Glass Cone is a scheduled ancient monument situated on the borders of Rotherham with Sheffield and is a familiar site just off the M1 as you are approaching Sheffield. It was built about 1740 and was part of William Fenney’s glassworks and used in the manufacture of glass until the 1880s. It is the oldest glass cone in Europe and one of UK’s only remaining glass cones. Unfortunately it has been closed to the public since 2006 owing to deterioration in the structure making it unsafe. The cone was surveyed in 2007 and it was estimated to cost £641,000 to repair. Since then English Heritage have been working with Rotherham Council to find ways of funding the repair and in September it was confirmed that the Council had set aside £47,000 to begin the work.

Four modern buildings have recently been given listed status, including one in the centre of Sheffield. This is the electricity substation on the corner of Moore Street and Hanover Way, an example of a concrete structure forming part of the post Second World War regeneration of Sheffield after it was badly bombed. It was built in 1968 to the design of the architect Bryan Jefferson and is highly unusual in that the transformer and switch gear are enclosed in an architect designed concrete structure. It remains in use as an electricity substation and has been listed grade II. Interestingly the total number of post war listed buildings in England currently forms only 0.18% of all listings – a total of 690.  

Margaret Tylee

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**Rescued steam turbine**

Earlier this year the Eillenroad Trust was fortunate in being able to acquire a medium sized steam turbine set coupled to a rope drive flywheel. This is now a rare item but is typical of the last years of steam power installation in UK cotton mills when a number of steam turbine rope drive sets were installed in new mills, for example the Elk Mill at Rytton, Oldham which was the last cotton mill to be built in Britain in 1927.

The steam turbine now at Ellenroad was formerly at the British Oil & Cake Mills Ltd (BOC) Paul Mills at Selby, North Yorkshire and made in 1910 by the Swiss firm Brown Boveri & Co of Baden. The steam turbine ran much of the plant by rope drive to large overhead lineshafts. It appears to have been installed second hand c1930 to replace a steam engine. It ran non condensing with the exhaust going to process work around the site. It is believed that this may be the only surviving turbine ‘mill driving’ set left which transmitted power by ropes to factory equipment. Indeed, until rescue this was almost certainly the oldest ‘non-preserved’ industrial turbine still in situ in a factory in the UK – a very rare example of a brief design era 1900-1930. It is also one of a very few preserved stationary turbines of ANY type in the UK. Brown Boveri (a very famous name in steam turbine history) became ABB , a huge global manufacturer of powerplant that is still trading today. The turbine was rescued in January of this year and has recently been assembled outside for viewing. It awaits funding sources for restoration.

David Collier

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**Forth Bridge Climb**

The Forth Bridge may become publicly accessible. Suggestions in a study conducted by Network Rail include a visitor centre and a viewing platform linked by a lift in North Queensferry and a smaller base to coordinate guided walks to the top of the south tower. Estimates vary from £12m to £15m.

Margaret Tylee

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**Eiji Toyoda dies aged 100**

Eiji Toyoda must share with Henry Ford the title of the most influential man in the motor industry. The family business had built textile looms and only moved into car production in 1937; Toyota was involved from the beginning. Appalled by the waste he saw on American production lines in the 1950s, he vowed to develop a new style of mass production.

The ‘Toyota way’ included ‘just in time delivery’ and the ‘Kaizen’ system of continuous improvement to cut costs and boost quality. He once said ‘Our workers provide 1.5 million suggestions each year and 95 percent are put to practical use.’

His great success in breaking into the American market came with the Corolla in 1966. To counter the inroads the Japanese manufacturers had made the US government imposed tariffs but Toyoda responded by opening a factory in California in partnership with General Motors in 1984. In 1989 they opened their first UK plant in Derbyshire.

He became managing director in 1950 and was president from 1967 until 1981. Until his death he kept the title ‘ultim ate adviser’.

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**Monuments needing watching**

2014’s Monuments Watch List comprises 67 sites from 41 countries – from the city of Venice to terraces in Bethlehem, gaslights in Berlin and an ancient Javanese capital at Trowulan.

But four of these sites – designated by the World Monuments Fund as being in need of timely action – are found in the UK. London’s Battersea Power Station and Doptford Dockyards, along with Sulgrave Manor in Oxfordshire (home of George Washington’s ancestors) and the pictured Grimsby Ice Factory.

By including them on the List, the Fund is hoping to raise awareness and ‘promote collective action’ for the sites before the next List in 2015.

However, there are plans afoot for each – residential development at the Dockyards (see page xx), huge regeneration schemes in Battersea and Grimsby and a ‘heritage-led’ business plan for Sulgrave Manor.

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**Experience Barnsley**

Brown Boveri 1910 Steam Turbine from the BOCM mills at Selby

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However, there are plans afoot for each – residential development at the Dockyards (see page xx), huge regeneration schemes in Battersea and Grimsby and a ‘heritage-led’ business plan for Sulgrave Manor.
Help needed to survey listed buildings

English Heritage intends to assemble a ‘volunteer army’ to tackle heritage at risk and survey England’s 345,000 Grade-II listed buildings. This will be a new crowd-sourcing scheme that will enable thousands of heritage enthusiasts to take action on a local level, in partnership with local authorities and other bodies in the heritage sector.

The results of a pilot project, to record and analyse the condition of grade II listed buildings in 19 areas up and down the country will help determine how best to record and use this information to target grade II buildings at risk in the future.

This comes as English Heritage announced that 97 at-risk sites across the country have been removed from the At Risk Register in the last year – from the remains of lead mines in Cumbria to a 13th-century moated manor house in Staffordshire.

But concerns were raised over the mounting heritage deficit in the remaining properties. The average deficit for an At Risk asset is now £450,000, with 50% of those listed having a deficit of over £1 million, and cost of repairs is rising every year.

The Heritage at Risk programme provides a dynamic picture of the health of England’s built heritage and every year English Heritage publishes a list of those sites most at risk of being lost through neglect, decay or inappropriate development.

For more information search Heritage at Risk

Sandfields Pumping Station

Forty people attended a meeting on 27 September 2013 at Darwin Hall, Lichfield hosted by David Moore. Those attending voted to form a group called ‘The Friends of Sandfields Pumping Station’, whose objective is; to ensure the safety, conservation, security and accessibility of Sandfields Pumping Station.

A further meeting will be held shortly to establish a formal constitution and to vote in members of the board.

What to do with Broadford Mills?

In response to an appeal for possible new uses for the vast derelict Broadford Mills in the centre of Aberdeen which the conference visited in August, Jim Hawkins suggests it could include an indoor theme park, Alton Towers or Disney type. He added, ‘Much as I was appalled by the New Lanark mill fitted with a fairground ride (‘the Annie McLeod Experience’), this does seem a possibility for the buildings and could pay for the upkeep of the buildings. There is enough space for several rides, although it would involve removing parts of some of the floors.’

Comments please and any other ideas Ed

King’s Cross Square Inaugurated

Also known as the South Square, the area in front of King’s Cross railway station in London has recently acquired the name King’s Cross Square. This now cleared space received an official opening on Thursday 26 September. At 11.00 am the Secretary of State for Transport, the Rt Hon Patrick McLoughlin, the Mayor of London, Mr Boris Johnson and Network Rail’s chief executive, Sir David Higgins pulled off a period railway signal and detonated canisters of streamers. Mr Johnson remarked on how the rival Midland Railway’s acroterion, a statue of Britannia, had long looked down from St Pancras station and sneered at King’s Cross but she could do this no longer. His actual words ended with – ‘now you can eat your heart out, baby.’

So at long last after a lengthy period of works the slabs in front of King’s Cross are now clear and finally we can all admire the fine architecture of Lewis Cubitt’s terminus.

It is worth looking further north at King’s Cross, at an area just east of the suburban platforms, numbers 9 to 11. Here a splendid light well which was the central feature of the former parcels office was ‘rediscovered’ during the recent works on the station. Now reused as an atrium for a gastropub, plenty of period features have been retained as one would expect for a grade 1 listed building. This part of King’s Cross is interesting structurally. The floors surrounding the light well were hung from the timber roof trusses by means of wrought iron rods, thus the need for obstructive columns further down the building was avoided. Quite a common structural form nowadays, this approach was pretty advanced for the 1850s and, in that the parcels office has stood for over 150 years, the design was basically sound. With some additional support this structure is still being used and is clearly displayed for the edification of visitors.

Robert Carr

South Crofty

Although the mining operations at South Crofty went into administration in June, industrial archaeologists will be pleased to hear that restoration of the New Cooks Kitchen headframe is complete. After being shrouded in 900 tons of scaffolding the work was unveiled in October. It was completed in accordance with a 2009 agreement between Cornwall Council and Western United Mines to enable new development and regeneration to go ahead in the area.

Ditherington Mill on the way

The Shropshire Star reported that the last visitor tour took place on Saturday 7 September because the big restoration project is about to begin. Having successfully acquired an HLF grant of £12.8m; the regeneration programme will start in late October for completion and opening to the public by April 2016. In this first phase of redevelopment the main mill, the kiln, dye house, office and stables will be restored to their former glory. The main mill will become a space for employment and commercial uses.

Senghenyd century

The greatest disaster in British mining history and the single worst industrial accident in British history occurred 100 years ago at Senghenydd, Aber Vale, on Tuesday 14 October 1913. A coal-dust explosion tore through the Universal Collery there just after 8 am, two hours into the morning shift with 950 men underground. The explosion was heard 11 miles away in Cardiff and the death toll amounted to 439. A similar explosion had occurred here on 24 May 1910 when 81 were killed.

Robert Carr

Broadford Mills – what is the future?

Photo: Chris Barney
Bodin Point Limekilns, Peter Stanier; Perth Waterworks, Marilyn Palmer; Finzean Sawmill, Mark Watson; Close examination of the Discovery, Bruce Hedge; Rubislaw Quarry, Aberdeen, Steve Miles; Cox’s Tower, Dundee, Trina Fitzalan-Howard; Bucket hoops at Finzean, Trina Fitzalan-Howard; Tay Railway Bridge, Steve Miles.
The Devil’s in the Detail
1 October 2013 – 30 April 2014

The Devil’s in the Detail, a new exhibition at Enginuity, the design and technology centre near Ironbridge, Shropshire will celebrate the steady hand and eagle eye of the Victorian trade catalogue engraver.

From the late medieval period right up until the twentieth century, images were painstakingly engraved and then reproduced on the printing press. Even after the invention of photography the skill of the engraver remained very much in demand and yet engravers seldom gained public recognition for their skills. Particularly overlooked were those who engraved for trade catalogues which were rendered with the same respect and accuracy as any piece of fine art. This new exhibition aims to redress this and champions the great skill of the Victorian trade catalogue engravers.

Developed with the support of the RNIB, the exhibition will feature large scale reproductions of the engravings. These magnified reproductions will help make the exhibition accessible to visitors who may be partially-sighted and will clearly demonstrate the extent of the engravers’ skill. It is only when the prints are viewed at this size that you can truly see ‘the devil’s in the detail’. The big images will be displayed alongside original sized prints, produced on the Museum’s own Victorian printing press.

Tactile material, including reproduction printing blocks will be available for handling and visitors who are blind or partially sighted will be able to hear about the displays by means of ‘Pen Friends’. These devices, kindly donated by the RNIB, will use creative audio description to bring the engravings and objects to life.

This exhibition draws on the Ironbridge Gorge Museum Trust’s collection of rare nineteenth-century wood engravings from the catalogues of the Coalbrookdale Company and S Corbett and Sons, a firm of agricultural engineers based in Wellington, Shropshire.

AIA CHESTER CONFERENCE 2014
Friday 5 September to Wednesday 10 September

Next year’s annual conference is heading for the rich farmland and rolling countryside of Cheshire, with a little bit of north-east Wales thrown in. But don’t be deceived - this is a county rich in transport history, textile and engineering manufacturing, and a pioneer of the chemical industry. It also has some of the most iconic sites of the Industrial Revolution.

Based at the Chester University campus, on the northern side of the ancient walled city, it will run jointly with the CBA North West Industrial Archaeology Panel. The tours have been organised with the help of the Chester Archaeology Society, the Merseyside Industrial History Society and the Manchester Region Industrial Archaeology Society, amongst others. There will be a Friday seminar, with the theme of ‘the Chemical and Textile Finishing Industries’ and in the evening we plan to launch the IA Gazetteer for Cheshire, the first in over 30 years. Highlights for the weekend programme include a walk along the Chester Canal, taking in the Lead Works, a ropewalk and the Roman and medieval city walls. The Rolt Memorial Lecture will be given by Dr Richard Newman, well-known for his work on historical archaeology in Britain and his studies of industrial housing and rural settlements.

From Sunday afternoon to Wednesday there are nine tours covering the port of Birkenhead and a ride on a tram, the Ellesmere Port Boat Museum, a chance to tour the Old Dock at Liverpool (excavated a few years ago), with a ferry trip on the Mersey, a day exploring the chemical industry in Widnes, a behind the scenes look at Fiddlers’ Ferry power station, as well as exploration of Macclesfield’s silk and cotton industries, and the mining landscapes of Poynton, Flintshire and Wrexham.

If you think you know Cheshire, or that there is little in the way of industrial archaeology, think again: next year’s conference promises a varied and lively programme with a chance to visit the Roman mines at Alderley Edge, to explore the newly restored Lion Salt Works at Northwich, and dinner at a Welsh Mining institute.

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Inserts may be mailed with IA News at a charge of £40.

For further details, contact the Editor.
Local Society and other periodicals received

Abstracts will appear in Industrial Archaeology Review.

*Cumbria Industrial History Society Bulletin, 86, August 2013
Dorset Industrial Archaeology Society Bulletin 35, January 2012; 37, September 2013
Greater London Industrial Archaeology Society Newsletter, 267, August 2013; 268, October 2013
Hampshire Industrial Archaeology Society Focus on Industrial Archaeology, 80, July 2013
Hampshire Industrial Archaeology Society Journal,
ICE Panel for Historical Engineering Works Newsletter, 139, September 2013
Industrial Heritage Association of Ireland Newsletter, 42, August 2013
Merseyside Industrial Heritage Society Newsletter, 325, August 2013; 326, September 2013
Midland Wind and Watermills Group Newsletter, 105, April 2013
Northamptonshire Industrial Archaeology Group Newsletter, 126, Spring 2013; 127, Summer 2013; Autumn 2013
North East Derbyshire Industrial History Society Newsletter, 51, August 2013
Scottish Industrial Heritage Society Bulletin, 68, September 2013
Search: the Bulletin of the South Wiltshire Industrial Archaeology Society, 98, September 2013
Somerset Industrial Archaeological Society Bulletin, 122, April 2013
South West Wales Industrial Archaeology Society Bulletin, 117, August 2013; 118, October 2013
Surrey Industrial History Group Newsletter, 194, July 2013; 195, September 2013
Trevithick Society Newsletter, 160 Summer 2013

Triumph News: Newsletter of the Kempton Great Engines Society, 45, Summer 2013
Yorkshire Archaeological Society Industrial History Section Newsletter, 89, Autumn 2013

Publications received electronically
TICCIH Bulletin, 61, 3rd Quarter 2013
Society for Industrial Archaeology Newsletter, Vol 42, No3 2013

BOOKS


This book provides a wide reaching analysis of historical context, an account of the origins and development of each of the industries, an interpretation of the distinctive features of the buildings, a clarification of the historical importance of South West textile mills and clear statements on the benefits of their conservation.


Covering the period from the fall of Rome to around the middle of the eighteenth century this book is primarily concerned with the civil engineering works, many of which are still in use. There are sections on roads, bridges, tunnels, canals, water supply, fortifications, land drainage and reclamation


The eighth in a series intended to cover the whole country. After an introduction to the history of turnpikes and the local circumstances and geology etc there are comprehensive illustrated descriptions of all surviving tollhouses with notes on those now lost.
11 – 12 April 2014
THE IRONBRIDGE WEEKEND
Lime in Historic Landscapes and Buildings
Llanymynech Limeworks, near Oswestry, Shropshire
See details enclosed or contact aia.liaisonoffice@virginmedia.com

12 April 2014
SOUTH WALES AND WEST OF ENGLAND IA CONFERENCE
Baxter College Kidderminster
Booking forms and programme Christine Sylvester 12 Upper Park
Street Worcester WR5 1EX SAE
Please 01905 354 679

10 May 2014
87TH EAST MIDLANDS INDUSTRIAL ARCHAEOLOGY CONFERENCE
Chesterfield, the Centre of Industrial England.
Details at www.nedias.co.uk

15 – 18 May 2014
SIA ANNUAL CONFERENCE, PORTLAND, MAINE, USA
Details: www.siahq.org

2-7 June 2014
AIA SPRING TOUR 2014, MORAVIA (EASTERN CZECH REPUBLIC),
16th Century Watermill, 18th Century Blast Furnace and many other historic sites
Details: industrial-archaeology.org/aoverseas.htm

19-22 June 2014
FIRST INTERNATIONAL CONFERENCE ON EARLY MAIN LINE RAILWAYS
Caernarfon, North Wales
www.earlymainlinerailways.org.uk

5-10 September 2014
AIA ANNUAL CONFERENCE, CHESTER
See page 22. Full details with next edition of IA News
industrial-archaeology.org

September 2014
SIA FALL TOUR, COLUMBUS, INDIANA
A city noted for both its top-name architecture and its production of diesel motors
Details www.siahq.org

UNESCO well worth it
According to a new study the 180 sites across the UK with formal links to UNESCO - from universities and local archives to cities and biodiversity programmes benefit to the tune of £90 million each year. For instance, the Cornish Mining World Heritage Site has made £3.8 million each year since acquiring World Heritage Status.

This is in addition to the non-financial value of UNESCO in cultural exchange and community cohesion both within the UK and internationally.

In 2012, the UK’s assessed contribution to UNESCO was £14.1 million.

Power Station sites are valuable
While Battersea power station has been catching the news as the redevelopment gets under way, several other former power station sites are also being transformed with or without retaining (token?) parts of their former structures. At Lots Road, across the river from Battersea, which once supplied power for the underground, the 1905 brick structure, will survive alongside two tower blocks to form part of an 800 home development. At Barking the 447 acre site of three former power stations is being redeveloped over 30 years.

Gas holders too can have a new life. The most famous examples are in Vienna but the four at King’s Cross are currently being converted to apartments.