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INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



● ISLE OF MAN CONFERENCE SPECIAL ●



INDUSTRIAL ARCHAEOLOGY NEWS 139 Winter 2006

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49 Breach Lane, Shaftesbury, Dorset SP7 8LF

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James Gardiner, AIA Office, School of Archaeology and
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☎ 0116 252 5337, Fax: 0116 252 5005

e-mail: AIA@le.ac.uk

Website:

www.industrial-archaeology.org.uk

Isle of Man Conference 2006

For this year's conference the AIA returned to its roots to revisit the site of its formation in 1973. All the 112 delegates were housed in hotels along Douglas promenade, with the Conference Suite of the Claremont Hotel being the venue for the talks. Thanks to Tony Parkes and Michael Messenger for liaising with the Island in preparation for this memorable conference, and a special thanks to Frank Cowin who was the pivotal figure, without whom the conference couldn't have been held so successfully.

Roger Ford

The opening and closing addresses of the conference were given by Frank Cowin, a Trustee of Manx National Heritage. Following his welcome, which featured a comprehensive display of historic Island pictures, our President and founding member, Angus Buchanan, showed slides from the 1973 event, including shots of the late Tom Rolt, and his wife Sonia.

Next on the agenda came members' contributions. Richard Hartree spoke on John Penn & Sons, marine engineers of Greenwich, of which family he is descendant; Patrick Knot had unearthed from the patent office an application for a perpetual motion waterwheel which pumped water to feed itself; and Henrik Clausen Harnow gave a condensed oversight of industrial archaeology in Denmark.

Saturday morning's lectures started with an account of the role of Manx National Heritage on the island. This government body is also a charity with membership and combines the roles of the National Trust and English Heritage. This was followed by an authoritative account of Great Laxey Mine, by its author, Andrew Scarffe, and a well illustrated lecture on the heritage of tourism, by Peter Kelly.

Saturday afternoon offered a choice of three visits. The first was based in Douglas visiting the restored Gaiety Theatre, complete with Victorian stage machinery, and the Manx Museum. The two other trips headed south. The first was a foray the narrow-gauge steam railway to Castletown and thence by coach to the Cregneash folk museum. Cregneash recreates an eighteenth-century village of thatched cottages showing Island life as it used to be. It was the first folk museum in the British Isles when it opened in 1938. Meanwhile another party was coached to Silverdale, a valley once full of mills, a relic of which is a small pitchback waterwheel-powered roundabout in a children's playground. It proved an irresistible attraction as it had done back in 1973. Next to Castletown, visiting the nautical museum before returning to base on the superb steam railway. The Nautical Museum houses *Peggy*, a clinker-built yacht of 1789 amongst other exhibits, including a steam-powered fishing net loom. Shipbuilding was originally carried out on the harbour foreshore. The stone pier dates from 1844/5 and the manually-operated swing footbridge of 1903 connects with Castle Rushen. Also of note is the original Steam Packet office, 1912.

Sunday morning began with the presentation of awards. Peter Stanier announced that Publications Awards have been given to Hampshire IA Society (Journals), Hereford Waterworks Museum (Newsletters) and Lyme Regis Town Mill Trust (Occasional Publications), all of whom can expect a cheque in the post! Keith Falconer spoke of the high standard of the two entries for the Fieldwork and Recording Awards, of such a quality that the main and student awards were combined. These are described elsewhere (page 11). After receiving his award from AIA President Angus Buchanan, Lee



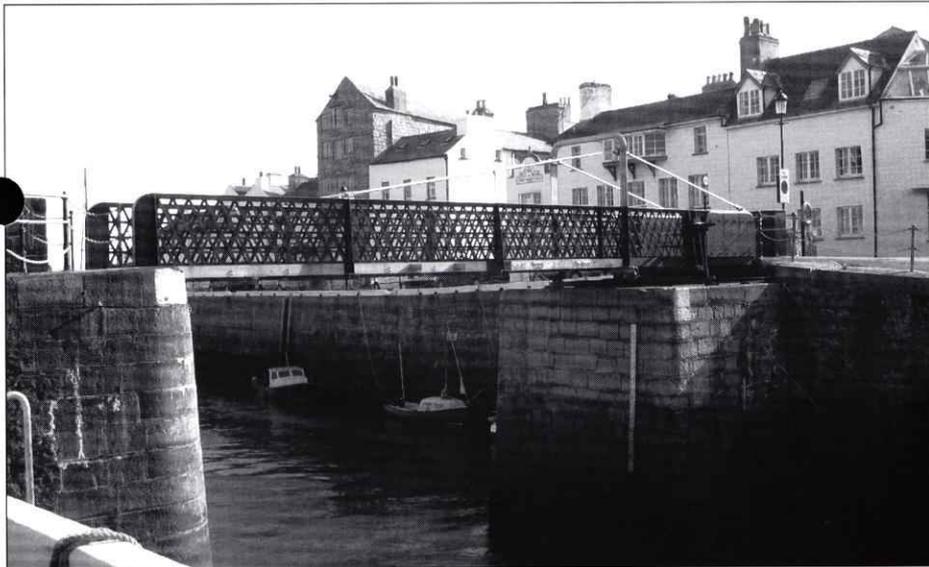
At last! Angus Buchanan had waited 30 years since missing the chance back in 1976 to ride on the water-powered roundabout at Silverdale

Photo: Peter Stanier

COVER PICTURE

The Lady Isabella Wheel at Laxey, icon of industrial archaeology on the Isle of Man

Photo: Peter Stanier



The swing footbridge across the harbour at Castletown

Photo: Peter Stanier



Steam Packet offices, Castletown

Photo: Peter Stanier



The MV Karina in Douglas harbour

Photo: Michael Messenger

Gregory gave a short account of his work on the Angel Meadow slum area of Manchester. David Lyne announced the IWA Ipswich Branch to be the AIA Dorothea Award winner and Angus made the presentation to Colin Turner who then described the difficulties and progress in restoring the Creting lock and bridge on the River Gipping. Paul Sautler briefly described the proposed overseas visit to Latvia next May and mentioned a joint trip to Western Australia with the Newcomen Society on the occasion of the Australian Institute of Engineers conference in November 2007.

The AGM followed, when Barry Hood's Council Report of 2005 was accepted. Mike Bone spoke on the future AIA Plan and Bruce Hedge gave the Treasurer's Report. Among other reports, it was announced that the next three annual conferences are planned for Preston, Wiltshire and Lincoln. The next AGM will be held on 12 August 2007 at the University of Central Lancashire, Preston. As a climax to the morning, Dr David Gwyn gave a thought-provoking Rolt Memorial Lecture with a Celtic flavour entitled 'Industrial Archaeology beyond the leading sector; Wales, Ireland, the Isle of Man'.

This was the end of the official conference but many delegates stayed on for the rest of the week. That afternoon the weather prevented the planned trip up the east coast so a very detailed tour of Douglas harbour was taken on the MV *Karina* (when it came to Douglas from Plymouth, it was intended to rename this boat after one of the original steam ferries, the *Fairy Queen* or *Manx Fairy*, but the crew flatly refused to wear T-shirts emblazoned with either of these names!). The boat was skippered by Captain Stephen Carter who gave a comprehensive running commentary as he steered us around the harbour, with a brief foray out into a choppy sea. Sunday also offered a trip to Laxey via the Manx Electric Railway, the main attraction of the course being the great Lady Isabella waterwheel, surely one of the best known IA sites in the world.

Sunday evening's lectures covered the transport systems on the Island, and were given by Captain Jack Ronan, now retired from the IoM Steam Packet Co., which first operated a steamboat in 1815, and by Prof Roger Carey on the steam and electric railways, and, of course, the horse trams which ply the length of Douglas promenade between the ferry terminal and the Electric Railway (tramway) station at Derby Castle. The Electric Railway bought out the horse trams in 1893, then Douglas Corporation took them over in 1900. In 1956 the Tynwald (IoM parliament) nationalised the tramways, then its passenger transport board took over the steam railway and the bus system, so it now operates them all, including the Snaefell Mountain Railway.

Snaefell, by way of the Manx Electric Railway and the Snaefell Mountain Railway, was one of the venues for the first all-day field trips on Monday. Unfortunately thick cloud and strong winds precluded any scenic views when delegates attained the summit (621m), although it was all suitably 'atmospheric'. On descending to Laxey, the mine was the premier attraction, but

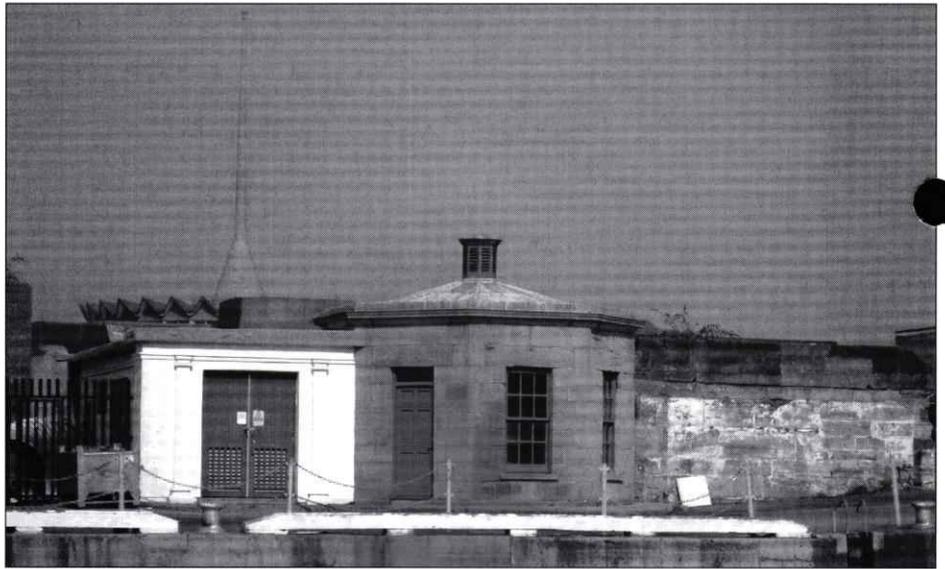
there was also the harbour, a woollen mill and the Laxey Glen Flour Mill. A small party visited the latter, an impressive building of 1860 furnished with the very latest in roller milling equipment to supply flour from home-grown grain to the whole Island. The great 72 feet 6 inches diameter Lady Isabella waterwheel must be an impressive sight when it is turning, but was unfortunately stopped for repairs to the flat rods. Extensive dressing floors were served by a 19-inch gauge railway, whose two minuscule steam locos have recently been replicated. A 50-foot waterwheel, now named the Lady Evelyn, has been recently erected here and this was seen turning. This wheel first served at the Snaefell Mine, and had then been used for pumping at a china clay pit in Cornwall. It had been lying in pieces for many years at a Welsh mining museum before it was rescued and returned to Laxey.

The alternative outing went to the other mining area at Foxdale, making an impromptu stop en route at Ellersie Farm, a late nineteenth-century model farm complete with a man-powered narrow gauge system with track and turntables in place. An early concrete silo attests to a continuing interest in new technology into the twentieth century. The Foxdale Group includes the exposed engine house of the Cross Vein Mine, popularly called 'Snuff the Wind'. From the road we looked down on Beckwith's Shaft, with its engine houses, powder house, mine offices and crushing plant with attached wheelcase, but access was not possible with a coach. These mines worked through into the twentieth century, producing lead, zinc and some silver, and the deads were reworked to a small extent in the 1950s. After leaving the mines we paused at the Slock on the high cliffs of the west coast, where nothing could be seen of the mining and quarrying traces below us but the view was worth the effort. Then a descent into Port Erin with its railway station, museum, remains of a failed breakwater and a distant view of a ruined copper mine below the high cliffs of Bradda Head.

After lunch the gem of the visit was Kentraugh Mill. It is privately owned and although lacking a water supply and waterwheel can be run by electricity. The owners, Mr and Mrs Sheen, very kindly provided tea and scones for everybody. Balladoole Farm has the remains of a circular horse walk and a cow-byre utilising fluted cast-iron columns from the nearby mansion. The return was via Derbyhaven, an early port on the south-east coast with a bank of limekilns with a WWII pill-box built in.

In the evening we were treated to a wine and buffet reception at the Manx Museum in Douglas, where we were welcomed by Martin Moore, Chairman of Manx National Heritage, prior to being shown a short video on the Island's history and development. We were then let loose to explore the contents, although these times are never long enough!

Tuesday's excursions offered a choice of visiting St Johns and Peel across the centre of the Island, or alternatively investigating the delights of Douglas (in heavy rain, though it cleared up for the afternoon). This latter trip delved deeper into



Octagonal watch house in Douglas harbour, viewed from MV Karina

Photo: Steve Dewhirst



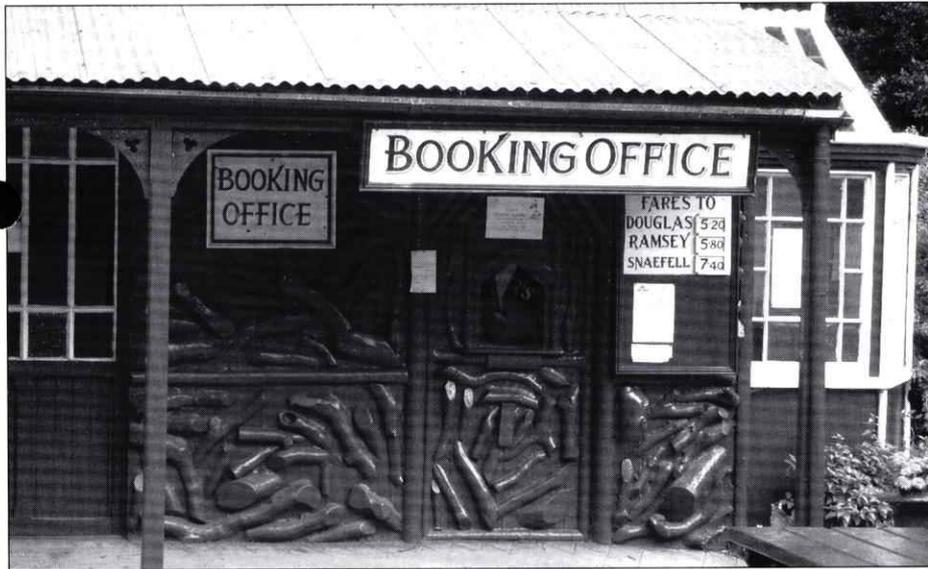
A Douglas horse tram arrives at Derby Castle, loaded with AIA members to catch their special Manx Electric Railway tram to Laxey

Photo: Roger Holden



Manx Electric Railway tram at Derby Castle

Photo: Steve Dewhirst



The booking office at Laxey, showing the characteristic architecture of the Manx Electric Railway

Photo: Peter Stanier



'Bee' is one of two working replicas of the tiny 19-inch gauge locomotives at Laxey Mines

Photo: Peter Stanier



The exposed engine house at 'Snuff the Wind' or Cross Vein Mine near Foxdale

Photo: Peter Stanier

the intricacies of the Gaiety Theatre, guided by the heritage manager; enjoyed an instructive tour of the railway workshops, where their splendid nineteenth-century tank engines and immaculate vintage carriages are maintained and restored; and saw the interior of the harbour tower, which originally controlled the 1896 swing bridge allowing access to the inner harbour and what is now the yacht marina. Later this was replaced by a modern lift bridge, controlled from the harbourmaster's office. The hydraulic ram mechanism still occupies the tower. Further round the outer harbour is the lifeboat station. Sir William Hillary, the founder of the RNLI, lived on Douglas Head and in 1832 he built the Tower of Refuge on Conister Rock which constituted the centre piece of the sea view enjoyed by those of us staying at the Claremont Hotel. Delegates then climbed Douglas Head, observing the inclined plane that was originally made for a tourist tramway from the harbour, to see the Camera Obscura and the site of the open-air theatre that was built on the other side of the hill.

The coach outing first viewed Cronkbourne Village which has two rows of very fine 1901 industrial housing originally constructed for flax and sailcloth workers. These were the first houses on the Island to receive electricity, but the last to get running water and, hence, WCs. Next stop was the Old Kirk at Braddan (Tony Yoward happily found a cast-iron grave marker here), started in the twelfth century to replace an earlier, sixth-century edifice. The church contains a collection of Celtic crosses, some dating from the eight and ninth centuries. St Johns has Tynwald Hill, the site of the oldest surviving parliament in the world, and an adjacent 1849 chapel whose elaborate interior is host to an annual meeting of the Tynwald. The party was then conveyed to Peel to inspect a traditional smokehouse and kipper factory in a building of 1882. Nearby was a small (but perfectly formed) transport museum whose centrepiece is a 4ft 6ins long three-wheel minicar, one of 170 manufactured in the town in the 1950s and '60s. There followed a visit to the 'House of Manannan' which has an extensive series of audio-visual displays illustrating the history and activities of the Islanders from early Christian times through the Viking ages to the present day. In the evening Jack Kaighan used a genuine magic lantern to treat us to a display of slides showing loM scenes from the 1840s to the inter-war years.

Wednesday offered a trek right across the islet off the southern tip known as the Calf of Man, which was originally farmed. Our party travelled by steam train to Port Erin to embark on two boats for the Calf. This was a day for the fit, outdoor types in the AIA. Two wildlife wardens live on the island; we were met and had the art of bird ringing explained. Two fine Stevenson lights, erected in 1818, survive although they were superseded in 1875 by a rock-light on the offshore Chicken Rock, which still operates. A modern light is between the two Stevenson lights and was built in 1966-7.

The rest of us set out by coach to explore the north end of the Isle of Man. First stop was the Island's largest (40m gallons) reservoir, built in

1934 below the western slopes of Snaefell at the head of Sulby Glen. From here we walked across fields to view the ruins of Creggan, a former subsistence-farming settlement containing parts of horse gins, and even a step-well. The hamlet was abandoned in stages between 1830 and 1930. Over near the east coast a small roadside limekiln was viewed and then a Celtic and Viking cross collection housed in the country churchyard at Maughold. The coach then descended into Ramsey, the second biggest settlement, to enable us to sniff out a pub beside the picturesque harbour for lunch. After this we visited the Point of Ayre, where there is another Stevenson light, of 1818, the northernmost tip of the Island, and then on to Jurby Head airfield (WW2), passing vernacular cottages (also Norman Wisdom's domicile), and finally via old peat-cuttings grounds above Sulby Reservoir. Throughout these tours protective bales at the very many dangerous points along the public roads were evidence of the Island's famous TT motorbike racing course.

The last evening of lectures featured Adrian Corkill on Isle of Man shipwrecks (1,212 recorded since 1644), followed by a talk on Island vernacular architecture by Frank Cowin, the linkman and rock of the organisation of the 2006 conference who had accompanied us throughout as guide and local specialist; at the close of the talk he was awarded honorary AIA membership.

The last day on the Island saw us inspecting the indispensable utilities. The electricity station at Pulrose contains five V16 diesel 9.6MW generators (there are four more at Peel), and also two gas turbines whose exhaust powers a steam turbine to produce a further 45MW. Impressive.



The AIA party visits Kenetraugh Mill

Photo: Steve Dewhirst

The harbourmaster's office above the Douglas ferry terminal controls all ship movements, and a fascinating hour was spent here; during one party's turn, the Norwegian royal yacht came in and berthed.

The Island boasts a £50m waster incineration plant, opened in 2004 and operated by SITA. This consumes monthly up to 5,500 tonnes of household waste, driving a turbine which generated 6MW of electricity for the grid. It has replaced landfill, which used to be around Point of Ayre where large quantities of sand are removed for the building trade. The furnace is fed,

day and night, by a grab crane and we were able to view the interior through peep-holes.

Last, but not least, we went to the waterworks. It was interesting to see the sampling taps and pH meters on the various mains. This treatment plant was built to deal with 2½ million gallons daily from three reservoirs, and now handles 5½ million gallons per day. A replacement plant is under construction across the road.

So ended a most successful conference on a beautiful island. Everyone I spoke to thoroughly enjoyed the experience, particularly the warmth and friendliness of the inhabitants.

AIA SALES

The following items are available from the Sales Officer:

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IA REVIEWS from Vol. XXI onwards are only obtainable from Maney Publishing, Hudson Road, Leeds LS9 7DL.

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£6.95 incl P + P

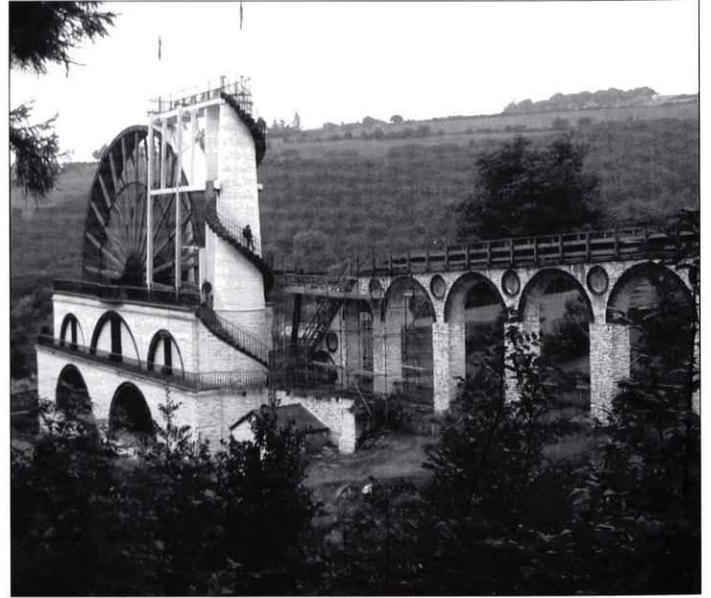
All prices are for surface mailing. A discount is available to booksellers on all AIA publications. Cheques should be made payable to the Association for Industrial Archaeology and sent with orders to: Roger Ford, AIA Sales Officer, Barn Cottage, Bridge Street, Bridgnorth, Shropshire WV15 6AF

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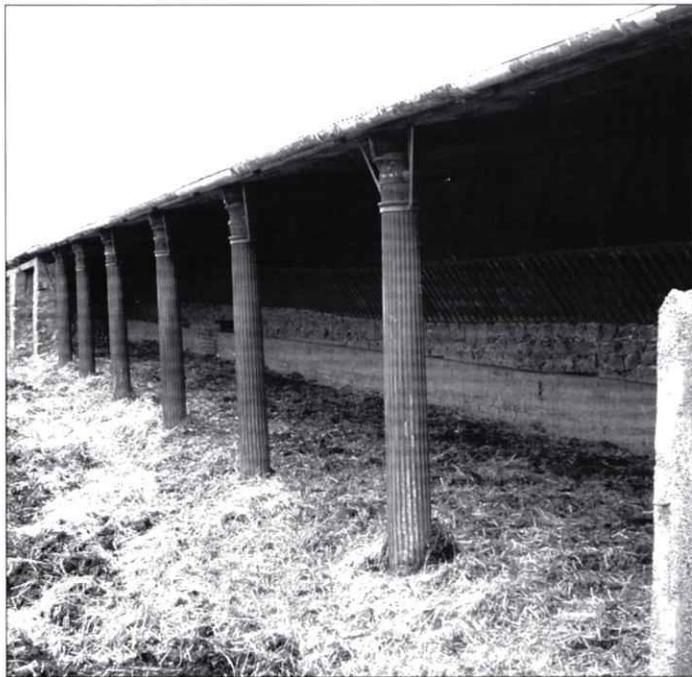
Laxey Glen Mill supplies flour to the whole island

Photo: Peter Stanier



The Lady Isabella Wheel and the viaduct supporting the flat rod for pumping via a T-rocker at Engine Shaft

Photo: Peter Stanier



An unusual cow byre with cast-iron columns at Balladoole Farm

Photo: Michael Messenger



The pair of limekilns on the beach at Derbyhaven

Photo: Steve Dewhirst



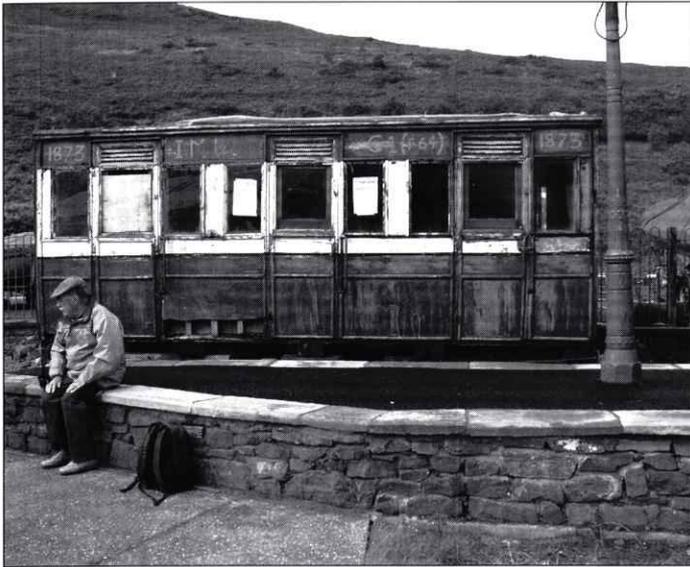
The Gaiety Theatre at Douglas

Photo: Peter Stanier



The Tower of Refuge at high tide, seen opposite the sea front at Douglas

Photo: Steve Dewhirst



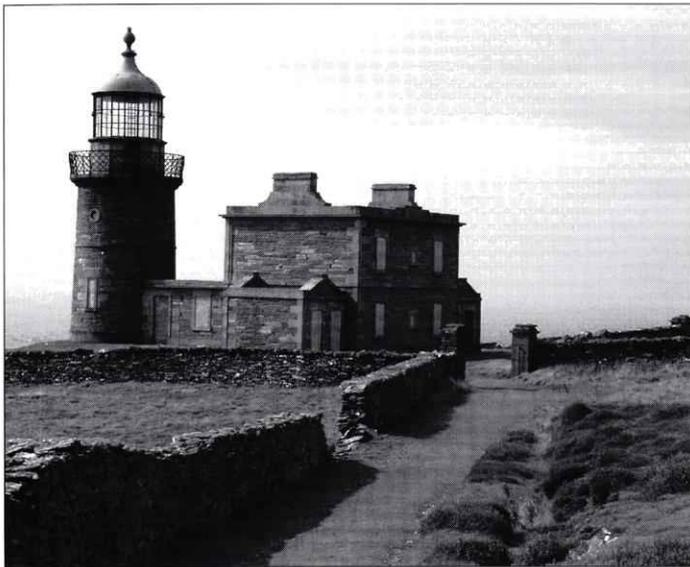
Waiting for the Peel train that never came

Photo: Michael Messenger



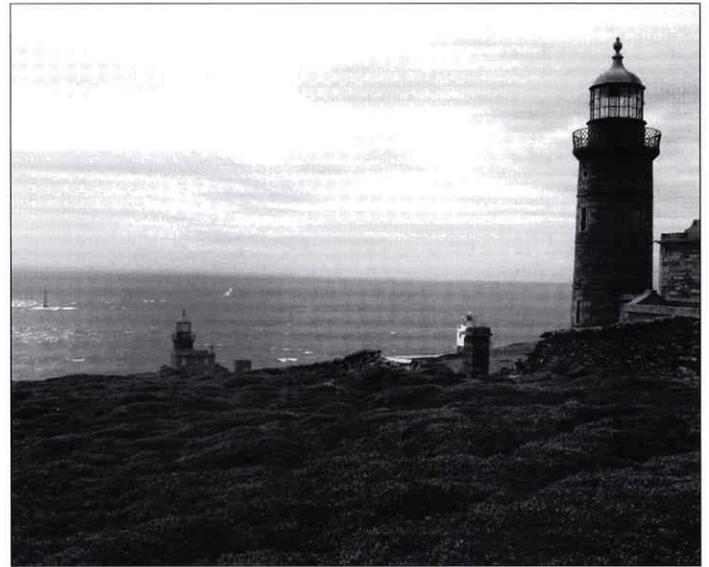
Steam locomotive at Port Erin Station

Photo: Steve Dewhirst



The upper lighthouse on the Calf of Man

Photo: Michael Messenger



Lighthouses on the Calf of Man, with the offshore Chicken Rock tower beyond

Photo: Michael Messenger



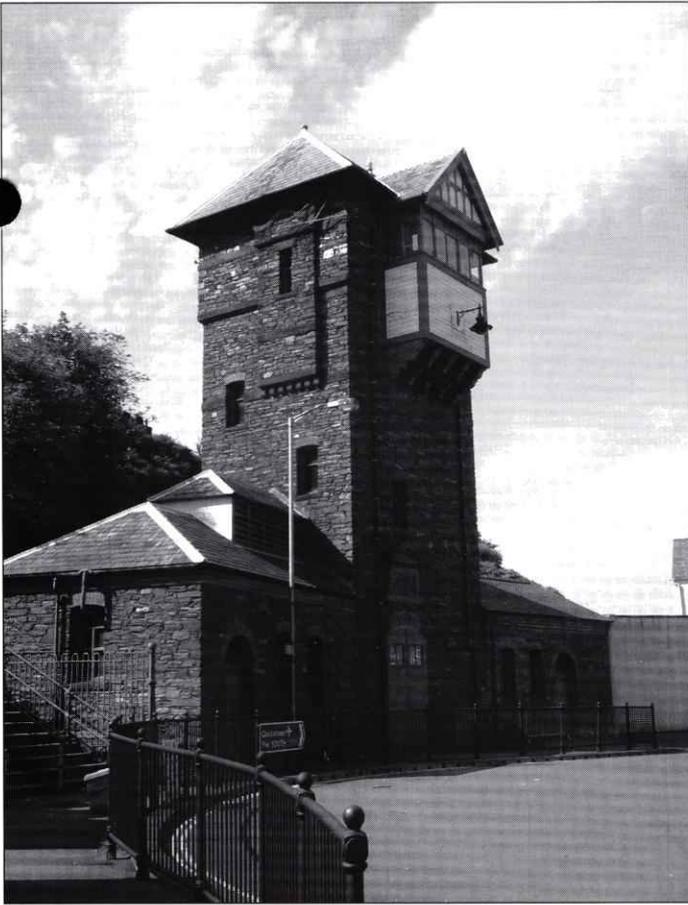
Site visit to the deserted farmhouse at Creggan

Photo: Steve Dewhirst



Ramsey fishing harbour and swing bridge

Photo: Steve Dewhirst



The accumulator tower for the old swing bridge at Douglas

Photo: Peter Stanier



The minicar in Peel transport museum

Photo: Steve Dewhirst



Moore's Kipper Factory (centre) and the Transport Museum (left) seen from Peel Hill

Photo: Roger Holden

AIA Awards

The AIA offers the following awards:

Essay Award: two prizes of £200 each

Publications Awards: three prizes of £200 each

Fieldwork and Recording Award: main award of £500, Initiative Award of £300 and Student Award of £200

Dorothea Award for Conservation: one award of £500

The **information awards leaflet** can be obtained from James Gardiner, AIA Office, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH.

Telephone: 0116 252 5337. Fax: 0116 252 5005. Email: aia@le.ac.uk

AIA Visit to Latvia

14 – 20 May 2007

A water pumping station with compound engines made in Riga by Felzer & Co, still in working condition, will be one of the highlights of this first venture by AIA into the Baltics. Riga itself has medieval warehouses, beautiful art nouveau buildings and an unusual central market built from first world war Zeppelin hangars. The canal of the naval port of Liepaja, which we will also be visiting, is spanned by a split-span swing bridge, still in use, designed and built by a company from St Petersburg. There are impressive fortifications. Just a sample of the many good things to be seen. Put yourself on the mailing list to receive details when they are ready by expressing an interest to Paul Saulter, 80 Udimore Road, Rye, Sussex TN31 7DY or email paul@ia-tours.demon.co.uk



£500 Reward

The AIA, in conjunction with Dorothea Restorations Ltd, offer an annual award of £500 and a handsome Plaque to the project considered the best of that years entries.

To be eligible for entry projects must be concerned primarily with the conservation of a site or object of industrial, agricultural or domestic archaeological interest.

Initial expression of intent to submit a detailed application is achieved by completion of a simple Questionnaire, which can be obtained from the award co-ordinator, David Lyne, 10 Somerville Road, Leicester, LE3 2ET, Phone/fax 0116 29 19 706. e-mail davidlyne@ntlworld.com, who will also ensure that you receive a full copy of the rules and award information.

Entry for an Award is made by completing the questionnaire, followed by a detailed submission at a time decided by yourselves. Applications received **before the end of April 2007** should be in time to be considered for the award for that year. Applications received after this date may have to be deferred until the following year.

The winner will be notified in time to arrange for representation at the AIA conference in August, at which two places, one of which is complimentary, will be reserved, for the presentation.

DO NOT DELAY, ENTER TODAY!



Promoting the study and appreciation of industrial archaeology

ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2007

The AIA Fieldwork Award scheme exists to encourage recording of the physical remains of the industrial period to high archaeological standards. The awards are open to both amateur and professional field workers, and have been operating successfully for over a decade.

Work submitted may already have been published or, if not, entrants may be encouraged to publish.

As well as the **Main Award** there is also the **Initiative Award** for innovative projects, e.g. those from local societies. To encourage the future industrial archaeologists, there is also a **Student Category**.

THE CLOSING DATE FOR ENTRIES IS 1ST MARCH 2007

Successful Entries will be notified in July

The successful authors will be invited to attend the AIA annual conference in Preston to collect their award in August

Further details from:

Fieldwork and Recording Awards, AIA Liaison Officer, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH

Michael Rix and the birth of 'industrial archaeology'

Dr Michael Nevell is to be congratulated on the incisive analysis of the nature and potential of industrial archaeology that appeared in the most recent issue of *Industrial Archaeology Review*, vol. XXVIII ('Industrial Archaeology or the Archaeology of the Industrial Period?'). One trivial error of fact requires correction. The late Michael Rix was not a lecturer for the Workers' Educational Association when he wrote his article about Industrial Archaeology in the *Amateur Historian* in 1955. After serving in the Army Education Corps during the Second World War, he was appointed in September 1946 to the staff of the Department of Extra-Mural Studies at the University of Birmingham, initially as Staff Tutor for Wolverhampton and District. In 1950 he moved to the Shropshire Adult College, Attingham Park, in which his department was a partner, as Tutor in Local Studies and Deputy Warden, and stayed until 1953 when he became Staff Tutor in Architectural History, retaining the post until his retirement in 1980. He died, on a Newcomen Society field trip to the power station at Walsall, in 1981.

During the past year information has come to light that throws new light on the context of Michael Rix's 1955 article, and on the extent of interest in industrial history in Shropshire in the 1950s. This is reflected in the pages of the *Shrewsbury Chronicle*, whose assistant editor, Tom Cartwright, had a concern for the industrial past, particularly for railways. When reviewing Roger Lloyd's *Fascination of Railways* in March 1951 he recalled the sensation caused in Shrewsbury when Stanier's pacific *Coronation*, in its blue livery, appeared at the station when running-in from Crewe in 1937. Two years later he wrote a lengthy review of Arthur Raistrick's *Dynasty of Ironfounders*. The Shropshire branch of the Historical Association led by the printer and local historian L. C. Lloyd visited Coalbrookdale, inspected the Iron Bridge and climbed the Hay Inclined Plane in July 1950, and at the end of their visit expressed the opinion that there should be an industrial museum in the area. In January 1951 Attingham Park sponsored a lecture on 'The World Significance of Coalbrookdale', by Professor E. G. Bowen of University College, Aberystwyth, which led to a discussion of the subject by the Wrekin Trades Council, which resolved that Shropshire's part in the rise of modern industry should be better known. At the same time a Local History Committee was established in the coalfield parish of Dawley. A. H.

Simpson of the Horsehay Company, a Quaker, who was to be involved when in his 80s in the early stages of the Ironbridge Gorge Museum, chaired the committee, Edith Pargeter, the novelist was its secretary, and Michael Rix spoke at its first meeting. In its issue of 20 February 1953 the *Shrewsbury Chronicle* published a short summary of the views of Michael Rix, an 'expert on the archaeology of industry'. He asked that more should be done to save monuments like the Ditherington flax mill and the iron aqueduct at Longdon-on-Tern, but the most interesting feature of the piece is the headline, 'Industrial Archaeology'. This was probably devised by a *Chronicle* sub-editor, perhaps Tom Cartwright, rather than by Michael Rix himself. It antedates the use of the term in the *Amateur Historian* by about two years, although it is accepted that it was used in conversation, in the University of Manchester as well as in the University of Birmingham, well before 1955. On Sunday 16 January 1955 the BBC Midland Region published a radio programme on the Ironbridge Gorge in a series called *Prospects*. It was presented by Michael Rix who likened the Iron Bridge to a black rainbow and the Gorge to the Rhine Valley. L. C. Lloyd spoke about Caughley China. G. F. Williams, managing director of Allied Ironfounder Ltd, described the progress of excavations at the Old Furnace, Coalbrookdale. Four years later, in 1959, those excavations had progressed sufficiently for the furnace to be a feature of a museum of the iron industry that Allied Ironfounders Ltd opened in Coalbrookdale, that was the forerunner of the more ambitious Ironbridge Gorge Museum of the 1960s.

The headline of 20 February 1953 does not diminish the significance of Michael Rix's 1955 article, which attempted to explain in print what industrial archaeology might be. It does appear nevertheless to be the earliest use of the expression in print.

Barrie Trinder, *Shrewsbury*

Tram corrections

May I please comment on the item reporting the AIA Conference and Initiative Awards 2005 in *IA News* 138. In the photograph Prof Marilyn Palmer is **not** standing beside Southampton tram no. 45, she is standing next to a Sheffield horse tram! Car 45 appears in the photograph **behind** the horse tram.

In the accompanying article there are several errors which I suspect are due to confusion about the early Tramway Museum Society story. Let me explain. Southampton 45 was the first tram

acquired by the later founders of the Tramway Museum Society, it was built in 1903 by Hurst Nelson & Co, Motherwell who supplied cars to Southampton after the initial batches of electric trams which came from G. F. Milnes & Co. in Birkenhead c1900. The first tram to provide public rides at Crich was the Sheffield horse car 15 in 1963, and electric service did not commence until the following year.

As well as being a long standing TMS member, my group is restoring three original Southampton trams in partnership with the city council with the long term aim that they will be put on public display and use in the city. One of these vehicles is a sister car to 45.

Nigel Smith, *Southampton Tram 57 Project*

Holden lives!

Re: 'Live and let live!' (*Letters, IA News 138*) I think not. Fine words butter no parsnips. All I see is simplistic rhetoric, hyperbole, ageism and an unhealthy Thatcherite flirtation with youth, all symptomatic of 'dumbing down'. It would appear that the 'new age' archaeologist discards that which is not understood; create an alternative. After all it is beyond belief that a brief academic course can provide more than a basic verbal experience.

The knowledgeable person is not 'fascinated' but analysis and evaluation, based upon knowledge can create a sense of admiration, even wonderment at the undervalued (as always) mental and psycho-motor skills brought to focus in the creation of these artefacts. But this can only derive from understanding.

Put the record straight; there is no fascination just a will to place on record information which would otherwise not exist; clear, measure, photograph, draw, conclude, present in a form which is comprehensible. In other words communicate with your fellows. It is then the remit of the historian, the sociologist, et al to extract their particular inferences from the presented facts and I have no quarrel with that. Whether the outcome is comprehensible is a totally different matter but it is not archaeology.

There is much amiss with the present concept of Industrial Archaeology which has quietly gathered momentum over the years, largely unnoticed. Perhaps the 'conference' is the opium of the membership? The Association is no longer true to its aims. I feel a resignation coming on.

Hooray for Roger Holden!

Peter M. Hughes
6, Lingwood Close, New Mill
Holmfirth HD9 7NN

VISIT THE AIA WEBSITE

www.industrial-archaeology.org.uk

Our website contains information on the Association for Industrial Archaeology, including Membership, Abstracts of *Industrial Archaeology Review*, Awards, Conferences, Affiliated Societies and Sales. The Diary gives notice of events, day-schools and conferences, often in more detail than can be published in *Industrial Archaeology News*. Links give access to other societies, museums and organisations in the world of industrial archaeology.

Bird's Custard and Devonshire Works

The story of Bird's Custard is briefly as follows. In 1843 Alfred Bird senior (1811-78), an experimental chemist in a pharmacist's shop in Bell Street, Birmingham, devised a way of making bread without the use of yeast. He had carried out research into alternatives as his wife was allergic to yeast, and eggs. Bird's Fermenting Powder as it was first known, later baking powder, started a revolution in home baking.

He continued research into alternatives and later produced custard powder, containing no eggs, simple to use and inexpensive. Bird was encouraged to market his inventions, demand increased rapidly, and he had to move to larger premises at 69 Worcester Street, Birmingham. In 1855 Bird's baking powder was sent to the Crimea for use by the British Army, enabling front-line troops to bake fresh bread conveniently.

In 1876 Bird's (eggless) Custard Powder was marketed under the 'Ship & Globe' trademark and the business continued to grow. His elder son, also Alfred, continued the development of convenience foods; he invented egg substitute in 1890, jelly crystals 1895, and followed these by table jellies. This son, Alfred Frederick Bird (1849-1922), was knighted in 1920 and it was he who set up the Devonshire Works in

Digbeth, Birmingham, in about 1902.

The business was registered as Alfred Bird & Sons Ltd in 1900, the sons being Robert and Geoffrey. Alfred Frederick Bird was chairman and managing director until he retired in 1905. After World War I he had the misfortune to be knocked down by a car in London while crossing Piccadilly and died in St George's Hospital, Knightsbridge, on 7 February 1922. Members of the family continued to serve with the firm until 1947, when Birds' were bought by the General Foods Corporation. Manufacturing was transferred from Digbeth to a factory at Banbury in 1964. Bird's Instant Custard was launched in 1979 and it was estimated in 2001 that one in three of the UK population has a tin of Bird's custard in the cupboard. In 1988 Bird's became part of Kraft General Foods.

By the late 1980s Devonshire Works, the former Bird's custard factory, had become unwanted and was ripe for demolition. Developer Bennie Gray who now owns the 'Custard Factory' bought it in a trade-off deal in order to get a building he was really interested in, in the Jewellery Quarter, Birmingham. Gray had no idea what to do with the Factory but fortunately he met three young actors and an impromptu performance of Hamlet was put on. Things went from strength to

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strength and by the autumn of 1990, sixty to seventy artists of various kinds had moved in.

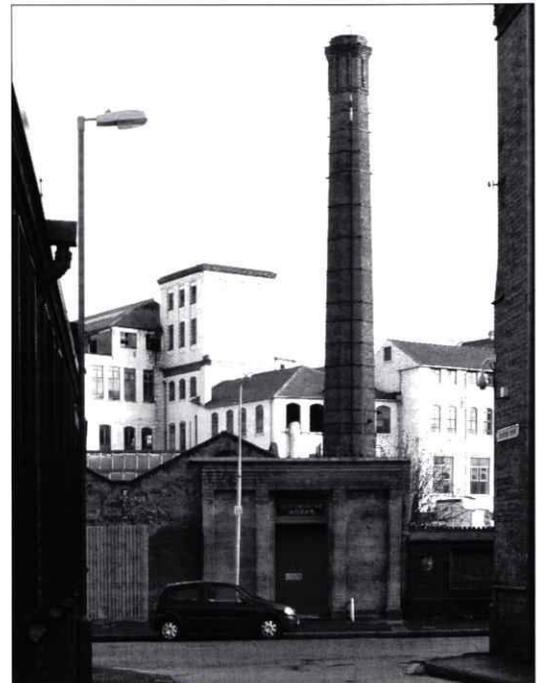
Following an initial development of 140 studios in the early 1990s, the site has expanded

and a further 100 studios were added in 2002. The Green House, a £6 million five-storey structure, has from May 2002 provided 110 studios for businesses in the new-media sector. Three years ago there



The Custard Factory, façade in High Street Deritend, looking north

Photo: R J M Carr



The Custard Factory, looking east from Moore's Row over the River Rea
Photo: R J M Carr

were 240 creative businesses in the area, principally architects, graphic designers and new-media agencies.

The project has received financial backing from regional and European development agencies and the Custard Factory now has a reputation for producing and nurturing fresh talent. Maverick Television, Fluid Design, the Prince's Youth Business Trust and Screen West Midlands have been among the successes. The Custard Factory development has provided a catalyst for creative people in the West Midlands and aims to emulate Soho and Camden Town in London or Greenwich Village in New York.

In the next few years it is intended to open a further 750 studios involving seven new projects and to open up more public spaces. This will now be done essentially without financial help from local or national government, and market forces will be given free reign. It is claimed that nannying creative ventures is inappropriate and the example of the National Centre for Popular Music in Sheffield is cited. Having received £15 million of funding, this closed in 1999 owing to low visitor numbers. It is hoped that the success of the Custard Factory will inspire projects similar to itself elsewhere.

Archaeological interest is not confined to the present-day buildings and the neighbouring canal system. The Digbeth area has important sub-surface archaeology relating to the early days of Birmingham's industry, from the seventeenth and eighteenth centuries. The River Rea, which flows just to the west of the Custard

Factory, was before industrialisation of such beauty that local poets were inspired, and verses penned in its praise. Some of Birmingham's early industries such as leather, glass and metalworking developed along the banks of this small river, a tributary of the Tame.

Now a heterogeneous collection of buildings in Digbeth, the Custard Factory initiative well-illustrates how adaptive reuse can revive the fortunes of a run-down former inland-port and industrial area. On Monday 6 November 2006 the presentation of the British Archaeological Awards (see *IA News* 137, page 6) will take place in Birmingham at the Custard Factory and the winners of our own AIA Award for adaptive re-use will be announced then. This is an appropriate venue for such a National Event and should help spread the fame of this location, now a concentration of enterprise.

Robert Carr

Combe Mill, Oxfordshire

Combe Mill is situated on the River Evenlode, in the valley between Combe and Long Hanborough, Oxfordshire, and is mentioned in Domesday Book. It was eventually incorporated into the Blenheim Estate and at some time past became the maintenance yard for the Estate. By 1852 the mill had become a saw mill and the machines for processing the estate timber were driven by the water wheel. In that year, as the wheel could not be used in drought or flood conditions, a beam engine was installed complete with its Cornish boiler. The waterwheel was used

until the mid 1950s but the engine, which had gone out of use in the 1900s, had for some reason remained in place. In the late 1960s the local museum and some local steam enthusiasts restored the engine to working order and ran it on steam from the original boiler. It was then opened to the public four times a year.

Unfortunately, the boiler failed in 2004 due to external corrosion after 152 years. It is hoped to repair it, but in the meantime a package boiler has been obtained to keep the mill open and perhaps run more often. It has taken a long time to find a suitable boiler and we have been offered and looked at boilers from ex-railway crane boilers to 20-ton monster Lancashires. This boiler came from the Sony factory in South Wales and members brought it to Combe on a 7½-ton truck. At present we are working on obtaining a suitable oil burner and water treatment plant. Recently, the waterwheel has been restored and now turns with pumped water. The pit wheel has had all 180 wooden teeth replaced with hornbeam and is now able to turn the line shaft. We need more members to help keep the mill going and particular help in negotiating a lease and obtaining grant aid. So far, apart from one small grant towards the boiler, all money raised has been from admission charges. For further information, please see our website: www.combemill.org.

Joy Brown

Restoration Village 2006

The final results of the BBC's 'Restoration Village' was announced on 17 September at the Weald & Downland Open Air Museum, West Sussex. Voted the overall winner was Chedham's Yard (Midlands finalist), which is a mid-nineteenth century blacksmith's and wheelwright's shop at Wellesbourne near Stratford-upon-Avon. An encouraging number of other competing Regional Finalists with an IA flavour were Howsham Mill in North Yorkshire (Northern England), Newlyn Trinity Methodist Chapel (South West), Dennis Head Old Beacon, North Ronaldsway (Scotland), and Pen yr Orsedd Quarry Workshops (Wales). This last is described in the Wales regional news section of this issue of *IA News*, page 19.

Bicycle collection awarded by SIHG

The 2006 Conservation Award of the Surrey Industrial History Group was presented to Les Bowerman for his collection of bicycles and tricycles dating from the earliest practical bicycle in 1864, and for his activities in restoring them and lecturing about them and the history of cycles and cycling. He has been assembling his collection for many years, and has been a member of the Charlotteville Cycling Club at Guildford for over 50 years. The award was commemorated by the presentation of a plaque to Mr Bowerman by Professor Alan Crocker (President, SIHG) at a ceremony on 15 July.

Churchill's carriage

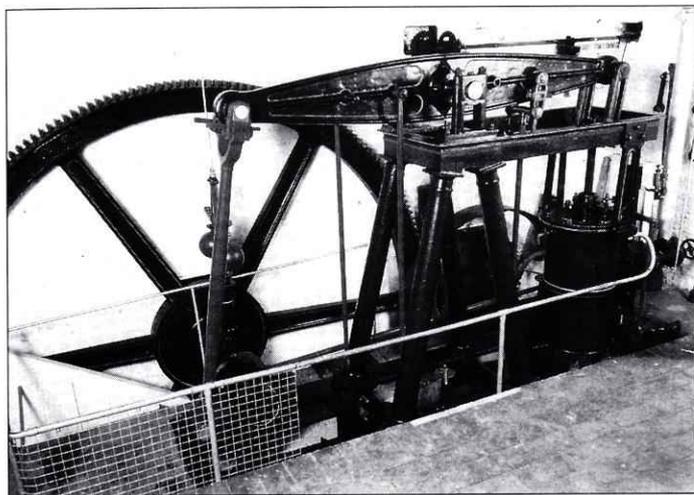
A campaign has been launched to save the Southern Railway parcels and luggage van which carried Sir Winston Churchill to his final resting place in 1965. Since that date it was part of an 'English railway station' at a Los Angeles golf course until no longer required. Although offered as a gift to 'the British people', the Swanage Railway Trust still need to raise £40,000 to save the van and return it home to England.

Charlestown Limeworks

Historic Scotland have just published Charlestown Limeworks, Research and Conservation, written by the Scottish Lime Centre Trust. The publication is a result of detailed archival research into the operational workings of Charlestown Limeworks partly funded by the European Union. The study takes an overview of the complete process from quarrying to shipping including the development of the kilns and lime burning. Copies can be purchased from Charlestown Workshops for £15.00 or by mail order for £16.00 (incl. postage and packaging). For more details please contact (01383 872 722 or E-mail: info@scotlime.org).

Return of a Yorkshire colliery

A huge investment is planned to re-open Hatfield Colliery in South Yorkshire, which was closed in 2004. There are now only seven large deep mines left in Britain, in Nottinghamshire, Yorkshire, the West Midlands and South Wales.



The beam engine at Combe Mill

Photo: Joy Brown

West of England

I. K. Brunel's 'birthday' celebrations in Bristol were reported in *IA News 137* and the life and works of the great engineer continue to dominate the public face of IA in the city and the region which has a rich legacy of his work on bridges, docks, ships and railways. AIA and the Newcomen Society were stakeholders in the Institution of Civil Engineer's major conference held at Bristol Temple Meads in early July.

A number of other events have been held throughout the region, the number of Brunel publications in the main Bristol Waterstones increases by the week and the profile of Brunel and industrial heritage has never been higher. At such a time it is pleasing to reflect on the role of local and national IA societies in safeguarding this legacy in the 1960s when much (including old Temple Meads station!) was in real danger of demolition or major alteration.

We cannot, however, rest on our laurels for too long as the current 'long wave' of economic growth and associated development of brownfield sites is putting renewed pressure on the historic fabric of the region. A £200 million development/restoration project in Gloucester Docks has recently been announced and will affect a number of the buildings that were not involved in previous schemes. In Bristol, plans for radical change to the Prince's Wharf site, home of the city's industrial museum, have now been changed following opposition. The new approach will retain much of the existing exterior of the transit

sheds but no information on the role of the industrial exhibits in the new 'Museum of Bristol' is available as yet.

A short distance away, the *SS Great Britain* has received major attention with spectacular new arrangements for the conservation of its vulnerable wrought-iron hull and reconstruction of its engines. There is, however, some concern over plans to develop the dockyard in which it was built, and now resides, to provide income for the future maintenance and development of the ship. It is proposed to build three large blocks around the boundary of the yard to include 145 residential units with 80 car park spaces and a 'Brunel Institute' as a base for research and study of the engineer and his works. Bristol's Conservation Advisory Committee, on which IA is now well-represented, was concerned at the intensity, scale and design of the proposed buildings. The unit which is to contain the 'Institute' is to be built on the 'footprint' of the Steamship Engine Works (fragments of which survive as a perimeter wall to the dockyard) and this was thought to be 'neither an accurate re-creation of the original structure nor a contemporary (design) to suit its new requirements'. The large number of balconies and the atrium was thought to be particularly inappropriate!

In Somerset, SIAS has had a particular focus on the survival of sites and structures formerly associated with the county's flax, hemp and leather industries. At Yeovil, once a sub-regional centre for glove making and leather

dressing, a revised planning application was submitted for the listed but unoccupied Eastland Road Tannery. SIAS had surveyed the premises, of mid-nineteenth century origins, as long ago as 1978 when it was active as Perrin & Company. The society and English Heritage objected to the proposals which involved demolition, drastic alterations and new build to accommodate 64 units of housing. The application was withdrawn by the developers but a satisfactory solution has yet to be found for this contaminated site which has been derelict for 20 years.

Of concern until recently was an unlisted glove factory in the town known as Foundry House dated to 1870. It is owned by the district council but stands isolated within a designated redevelopment zone. In the latter half of the twentieth century more than 25 glove companies closed in Yeovil, often with the subsequent demolition of the factory or workshops. SIAS researched the building's history and the community promoted its retention through a local media campaign and a petition. The factory has now been listed (Grade II) on the grounds of its lack of large-scale internal and external alteration and as a rare survival of what was once a common building type in many parts of the town.

SIAS is represented on the Beckery Island Regeneration Partnership (BIRP) set up by the Glastonbury Town Council. Although the Morlands' factory complex was largely erased (*IA News 130*), English Heritage listed the adjacent leather works of Bailly & Co. which

includes a sheepskin factory, tannery, warehouses and offices. These were constructed principally in the locally sourced Lias limestone during the period 1867-96. BIRP intends to devise a scheme for the sustainable re-use and refurbishment of the buildings which could include the re-introduction of leather craft working.

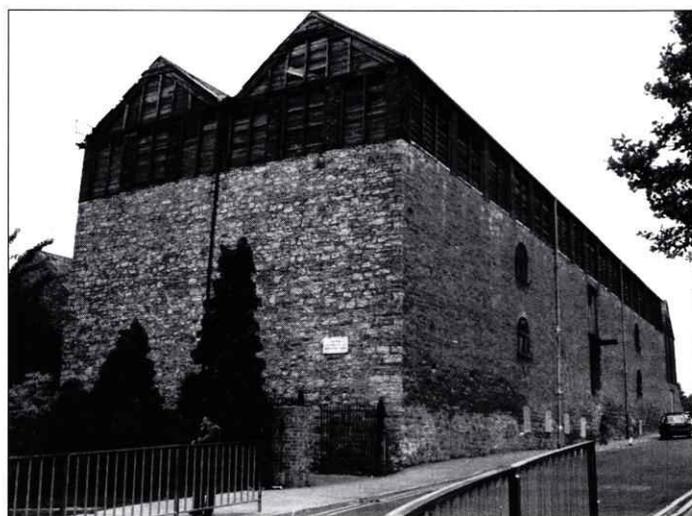
A further involvement by the society has been in the Flax and Hemp Industries Project which has brought together people with a wide variety of skills and knowledge from within and outside the South Somerset area where historically the social and economic impact had been the greatest. Contacts have also been made with similarly interested parties in Dorset where the development of these industries took a parallel course and, in some cases, linked with the Somerset businesses.

The South Somerset District Council had recognised the heritage significance of rope and sailcloth manufacture in 2003 and in the following year secured funding for an independent consultant's report which identified key aspects and strategies for research, collecting and interpretation. A symposium was held in November 2005, a notable inclusion being a contribution on flax growing during the period of the Second World War.

SIAS is a member of the project steering group, its establishment coming at a propitious time as many sites face an uncertain future. In Crewkerne the firm of Arthur Hart & Son, known nationally as a manufacturer of webbing for



Changed plans will now retain much of the exterior of the post-war transit sheds on Princes Wharf, Bristol Docks, such as 'M' Shed seen here
Photo: AIA



A question mark hangs over the eventual fate of the long-disused Eastland Road Tannery in Yeovil, Somerset
Photo: Brian Murless

military belts, horse reins and girths, bags and matting closed in 2005; most of its extensive site is unoccupied. The dilapidated remains of the famous Coker Sailcloth factory in North Street, once part of the Hayward family's enterprise, has now been demolished with redevelopment for housing.

At West Coker, the neglected but listed Dawe's Rope Works is, according to a Royal Commission report of 1997, 'the most complete surviving example of a small-scale late nineteenth century rural twine works' and it retains virtually all its original machinery. There is now in place a dedicated body, the Coker Rope and Sail Trust, following a compulsory purchase order served on the previous owners by the local authority. Unfortunately, the works was unsuccessful in the BBC 'Restoration' series.

On a more positive note, the Coker Cordage Manufacturing Co., also located at West Coker, is still working. Higher Flax Mills at Castle Cary, an integrated complex where rope and twine making was important in the nineteenth century, has been upgraded to II* status and houses John Boyd Textiles, a company operating the only horsehair weaving factory in the world which uses power looms.

Two successful motive power outcomes have been noted by SIAS. The beam engine in an industrial company museum due for closure in Illinois (USA), which had previously done duty in a Somerset lace factory and a woollen mill, has been purchased by the Cedar Valley Engine Club, a rural life group in the state of Iowa.

At Ham Sewage Works near Taunton, a Blackstone 225hp diesel engine, installed in the 1950s, had become redundant. An initiative by the Wessex Water treatment manager at the plant resulted in its sale to a collector and restorer, the cash raised being donated to the victims of the tsunami disaster.

Dorset was the venue for the International Stationary Steam Engine Society's weekend visit and AGM in September 2005. This began with a tour of Hall & Woodhouse's Blandford St Mary brewery, which houses a horizontal steam engine of 1899 by Gimson & Co. of Leicester, still in working order. Other engines here include one by Ruston, Proctor & Co. Ltd of Lincoln from the Wyke Brewery at Gillingham, and another by Hayward Tyler & Co. of London from the King & Barnes Brewery, Horsham. Both were acquired when Hall & Woodhouse acquired the breweries. The group also visited Sherborne's Castleton Waterworks, with its 24 ft diameter waterwheel, and the town museum which has a tiny single cylinder engine from the gas works, made by Hindley of Bourton. The AGM was held during a visit to Wessex Water's Sutton Poyntz Waterworks near Weymouth. They were shown around by curator John Willows, who also took some of the group to the nearby Friar Waddon pumping station which contains a Ruston horizontal diesel engine.

A lengthy restoration project has been completed at Swanage. The GWR 0-6-2 Tank No. 6695, built in Newcastle in 1928, was saved from the Barry scrapyard in South Wales in 1979 and brought to the

Swanage Railway for restoration by volunteers. Now, 27 years and £200,000 later, it is once again hauling passenger trains. The locomotive last pulled a passenger train in the Rhondda Valley in 1962, and a freight train two years later.

Meanwhile, archaeological excavations by the National Trust on the southern shoreline of Brownsea Island in Poole Harbour, prompted by increasing coastal erosion, have revealed traces of what may be the earliest known brick kiln in Dorset, dating from the sixteenth century.

Mike Bone and Brian J. Murlless

South West England

Quite the most significant event of recent months has been the designation of the Cornwall and West Devon Mining Area as a UNESCO World Heritage site, as briefly reported in *IA News 138*.

Shortly before this, June 2006 saw the announcement that Geevor tin mine had received £3.8m from the Heritage Lottery Fund and Objective One. The grants are for conservation of the listed buildings on site, a new museum and improved visitor access. A previous application, which included the re-opening of modern underground workings, was rejected. The project must be completed by September 2008 and contractors were swiftly appointed. This summer also saw the relocation and restoration of the water-driven Locke's stamps from Nancledra, which were erected at the entrance to Geevor in 1983. Water will be provided so that they can be demonstrated to visitors.

At King Edward Mine, near Camborne, volunteers have completed restoration of a Holman Bros horizontal twin drum steam hoist. Dating from 1907 it came new to King Edward, but in 1942 went to the Castle-an-Dinas wolfram mine in central Cornwall. It remained there when the mine closed in 1957 and was put on show at Poldark Mine near Helston in the 1970s. From there it was bought by the Trevithick Society in 2001 and returned to King Edward Mine where it now sits on its original loadings and runs on compressed air. The 50-inch Harvey's pumping engine of 1863 at Goonvean clay pit near St. Austell, which last worked in 1956, remains threatened by a partially collapsed shaft and future clay workings. Built for a mine at St.

Agnes and brought to Goonvean in 1910, there have been a number of proposals to secure the future of this Grade II* engine and house on a new site but so far all have come to naught.

Still with mining, work began the summer at Wheal Peevor near Redruth to conserve this important site and provide public access. Wheal Peevor is unique in that all three engine houses, for pumping, winding and stamping, survive and thus demonstrate the classic layout of a Cornish mine. Some £800,000 is being spent here.

Not everyone shares such regard for the remains of the mining industry. The government's regeneration agency in Camborne and Redruth has long been ambivalent about attempts to restart South Crofty mine. In March 2006 it was reported that they had capped a shaft at Pool which Crofty's owners claimed was essential to their future plans. In June came news from abroad that arsonists had destroyed a 9 metre high statue of a Cornish miner at Kapunda, South Australia. On a happier note the unpaid custodian of the famous Cornish miners' cemetery at Real del Monte, Mexico, Don Chenche, was awarded an honorary OBE in the last Honours List. He has tended the cemetery for over 50 years.

Kerrier District Council has been awarded £250,000 to develop its 'Heartlands at Pool' project. This £33 million scheme would include a World Heritage Site Gateway Centre based at the old Robinson's Shaft of South Crofty Mine. Robinson's Shaft is no longer an active part of the mine and the buildings, which have suffered vandalism and arson, now belong to the Council. Also on the site is the famous 80-inch pumping engine, owned by the National Trust, preserved in grease and inaccessible for many years. The submission for the project has to be submitted by May 2007. Even allowing for the benefits and interest generated by World Heritage status, the projected centre is less than a mile from the existing Cornish Mines and Engines site at East Pool, developed by the Trevithick Trust and run by the National Trust. One has to ask whether there will be sufficient numbers to support both sites as well as nearby King Edward Mine and Tolgus Tin, or Geevor and Levant further afield.



Foundry House in Yeovil, Somerset, a glove factory now Grade II listed

Photo: Geoff Fitton

In August work began on the £6 million Tamar Valley Heritage Project designed to open up more of the valley to the public. The first phase based around Morwellham includes a network of paths between Morwellham and its sister port of Newquay, restoration of part of the mineral tramway serving the port and, later on, circular trails through Blanchdown Wood, Gulworthy to open up the site of the Devon Great Consols Mine.

September brought the news that Coldharbour Mill in Devon would close at the end of the month. The building and contents will be maintained while finance is sought to permit full reopening. Other museums, which have closed in the South West recently, are the National Lighthouse Museum in Penzance and the Pilchard Works at Newlyn.

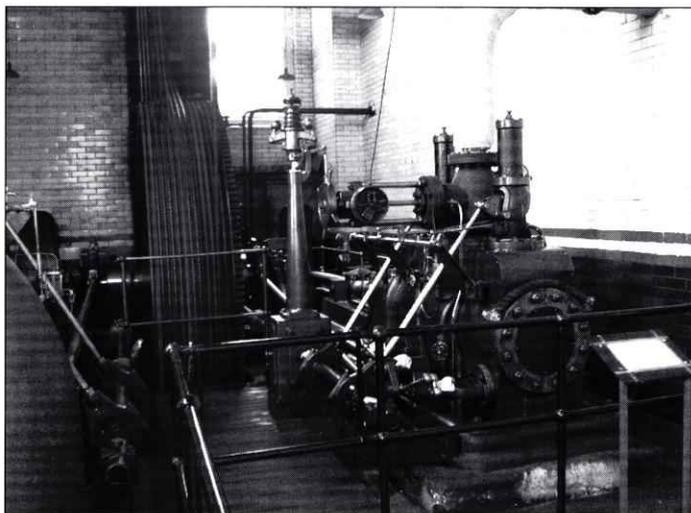
The West Country Historic Omnibus & Transport Trust, WHOTT, has received outline planning consent for its £1.6m museum project from East Devon District Council. The museum will be on the Devon County Showground at Westpoint near Exeter. Among the buildings to be erected is an exhibition hall, which was part of the Western National Omnibus Co. depot at Laira Bridge, Plymouth, as well as a workshop from Newton Abbot and a running shed from Highbridge. WHOTT is now in discussion with the planners for a full consent and is appointing a fundraiser for Phase 1 of the project.

The 1925 excursion boat *Southern Belle* has this year entered service on the Norfolk Broads, based at Great Yarmouth. Built as the

steamboat *Shuttlecock* for the Cremyll Ferry on the River Tamar, she was rebuilt as a motor vessel in 1945 and worked at Plymouth, Dartmouth and Cowes before passing to her current owners in 2003. Sister vessel *Northern Belle*, originally *Armadillo* of 1927, will next year clock up 80 continuous years of service on the Cremyll crossing.

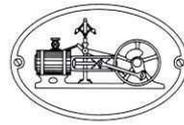
Redevelopment of the west end of Plymouth's post-war city centre is likely to spell the end for one of its few surviving pre-war buildings. Colin Campbell House was built in 1938 for Messrs Car Sales as showrooms, workshops and a filling station. Though much altered internally, it has a splendid façade in the Art Deco Moderne style. Although incorporated in Professor Abercrombie's 1943 Plan for Plymouth and since recommended for retention, it is likely to be demolished for another shopping mall. Listing was refused in 2001. Plymouth is almost unique of British cities in carrying out its post-war reconstruction plan as originally envisaged but its 1950s city centre is unprotected by any significant degree of listing and is threatened by insensitive redevelopment just when its virtues are being appreciated.

Conservation of a very different kind has taken place on the island of Samson. Samson, part of the Isles of Scilly was forcibly evacuated by the then Lord Proprietor of the islands, Augustus Smith, in 1854. This was due partly to concern for the few remaining inhabitants, reported as subsisting mainly on limpets, and partly to create a notably



The working Pollit & Wigzell horizontal cross-compound engine of 1910 in Coldharbour textile mill at Uffculme, Devon, recently threatened with closure

Photo: Peter Stanier

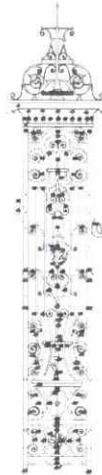


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unsuccessful deer park. The nineteen buildings of this farming and fishing community have now been conserved to prevent further collapse and damage from rampant vegetation and to preserve a notable post medieval landscape for the future.

Finally, BT has announced that it proposes to close its Earth Satellite Tracking Station at Goonhilly near The Lizard. The 1960s technology is now largely obsolete and the work is to move elsewhere. At least one large dish aerial is listed and I believe the visitor centre is likely to be retained. How much else can be saved of this particularly twentieth-century archaeology? When the Trevithick Trust was operating, it had aspirations for a network of Cornish communication sites to include Porthcurno Telegraph Station, Marconi's Lizard Wireless Station, Poldhu and Goonhilly. The possibility to link this unique collection of sites should still be borne in mind.

Graham Thorne

Ireland

Cork now boasts a new industrial heritage attraction in the form of 'Lifetime Lab', housed in the

nineteenth-century waterworks on the River Lee. Although long defunct, the pumps, steam engines and turbines survive and have been conserved as part of an exhibition on water and waste management. Facilities include a school's resource centre, visitor reception area, meeting rooms and conference room. Further details are on the website: www.lifetimelab.ie.

Haulbowline Island, in Cork Harbour, is to undergo a major redevelopment along the lines of Dublin's docklands. This island was the site of a dockyard built by the British navy in 1815-22. It was handed over to the Free State government in 1923 and became the headquarters of the Irish Navy. In 1938 a large steel mill was set up, operating until 2001. Plans were recently announced to redevelop the island for residential, commercial and leisure use. Part of this scheme entails the refurbishment of the naval dockyard by Cork County Council as a maritime museum dedicated to Cork's nautical heritage.

Work progresses on the restoration of Kells Waterworks, Co Meath, thanks to the efforts of the

Kells Waterworks Restoration Group and funding from the Heritage Council. This utility was established in 1897 and although long disused, still retains its two Francis-type turbines and Glenfield pumps. The plan is to restore the machinery for demonstration working as part of a visitor and educational attraction.

In Co. Louth, the former London & North-West Railway hotel at Greenore was demolished in advance of a major redevelopment of the port. Thanks to the co-operation of the port authorities, the building was comprehensively photographed and measured up before its demolition. A c1920 hydraulic passenger lift by Richard Waygood, London, was also salvaged.

Several Heritage Forums have also been active in recording the Republic's industrial heritage. These forums are organised on a county-by-county basis and are made up of representatives of their respective local authorities, amenity groups and heritage organisations. Many forums have highlighted the need to record industrial heritage and several projects have already been completed. This year, Monaghan Heritage Forum has commissioned a comprehensive survey of wind and water mills in Co. Monaghan and Cavan Heritage Forum has

instigated a survey of Cavan's industrial heritage.

Finally in the Republic, Robert Guinness marked the bicentenary of Isambard Kingdom Brunel's birth with an open day at Straffan Steam Museum, Co. Kildare. Brunel was Consultant Engineer to the Dublin & Wicklow Railway Co. and was responsible for three tunnels through Bray Head on the Bray to Wicklow section of the line, opened in 1855.

In Northern Ireland, Environment & Heritage Service, the government agency responsible for the statutory protection of the built heritage, completed a detailed survey of the Mourne Scheme, by which water was piped from the Mourne Mountains in south Co. Down to Belfast. The pipe was laid in the early 1900s but the completion of the Silent Valley Reservoir was delayed until 1923 because of the First World War. Its catchment is delineated by the Mourne Wall, a 2m high granite wall over the summits of the surrounding peaks. In the later 1900s, a second reservoir was constructed and a neighbouring river redirected into the catchment through a rock-cut tunnel under Slieve Binnian.

Environment & Heritage Service also completed a survey of Belfast roof trusses. Also known as



The former L&NWR hotel at Greenore, Co. Louth, has been fully recorded before demolition as part of a major redevelopment

Photo: F Hamond

bowstring trusses, they were developed in Belfast in the later nineteenth century to span wide buildings with lightweight roofs without the need for obstructing columns.

A major highlight was the return of the *Nomadic* to Belfast, having been acquired by the Department of Social Development at auction in France for one euro above its reserve price of €250,000. This is the last surviving passenger tender for RMS *Titanic* and was built by Harland & Wolff in 1911 for

service at Cherbourg (the port was too small to accommodate the *Titanic*, hence the need for the tender). After the *Titanic* sank on its maiden Atlantic voyage in 1912, the *Nomadic* saw action in both world wars and ended up as a floating restaurant in Paris. Although the engines were removed, many original fittings survive. It is planned to set up a charitable trust to secure funding for the ship's restoration to seaworthy condition.

The Industrial Heritage Association of Ireland, an all-Ireland group of like-minded individuals and organisations, continues to foster an interest in the country's industrial heritage. In the Spring, it organised an outing to sites in north Co. Dublin and is shortly to visit Clara, the foremost industrial town in Co. Offaly during the nineteenth century. In November it is jointly hosting with the Heritage Council a conference on networking between Ireland's various industrial heritage groups.

In August, the Mining Heritage Trust of Ireland and Galway County Council held a conference on the mining heritage of Co Galway, the proceedings of which have been published as *Galway's Mining Heritage: Extracting Galway* (ISBN-10: 0-9534538-2-0).

The Mills and Millers of Ireland, a society dedicated to the preservation of ancient and traditional Irish mills, held two events during the year. In April, members visited Ditty's Home Bakery in Castledawson, Co. Londonderry, and were treated to demonstrations by two master

REGIONAL CORRESPONDENTS

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

Region 1: SCOTLAND

Dr Miles Oglethorpe, RCAHMS, John Sinclair House, 16 Bernard Terrace, Edinburgh EH8 9NX

Region 2: IRELAND

Fred Hamond, 75 Ocksley Park, Belfast BT10 0AS

Region 3: NORTHERN ENGLAND

Cumbria, Northumberland, Tyne and Wear, Durham and Cleveland
Graham Brooks, Coomara, Carleton, Carlisle, Cumbria CA4 0BU

Region 4: YORKSHIRE AND HUMBERSIDE

North, South and West Yorkshire and Humberside
Derek Bayliss, 30 Muskoka Avenue, Bents Green, Sheffield S11 7RL

Region 5: NORTH WEST ENGLAND

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

Region 6: WALES

Pat Frost, Castlering Archaeology, 6 Castle Ring, Pontesbury Hill, Pontesbury, Shrewsbury, Shropshire SY5 0YA

Region 7: WEST MIDLANDS

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

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

Region 8: EAST MIDLANDS

Derbyshire, Nottinghamshire, Lincolnshire, Leicestershire and Northamptonshire

David Lyne, 10 Somerville Road, Leicester LE3 2ET

Region 9: EAST ANGLIA

Cambridgeshire, Norfolk, Suffolk and Essex

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

Region 10: GREATER LONDON

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

Region 11: HOME COUNTIES

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

Region 12: SOUTH EAST ENGLAND

Hampshire and Isle of Wight, Surrey, Sussex and Kent

Alan Thomas, 6 Birches Close, Epsom, Surrey KT18 5JG. Email: a.h.thomas@btinternet.com

Region 13: WEST OF ENGLAND

Somerset, Avon, Gloucestershire, Wiltshire and Dorset

Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ

Region 14: SOUTH WEST ENGLAND

Devon and Cornwall

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

bakers. In June, there was an outing to Co. Kilkenny where various mills were inspected, including several of which are now generating electricity. The society also published the 10 of its excellent newsletter *West to the Mill*.

Collins Press has recently published two seminal books of interest to industrial archaeologists. *Engineering Ireland*, edited by Dr Ron Cox, examines developments in engineering, transport, construction and public works (ISBN 1-905172-06-0). Dr Colin Rynne's *Industrial Ireland 1750-1930* (ISBN 1-905172-04-4) presents a fascinating and lavishly illustrated overview of all aspects of the country's industry.

Fred Hamond

Wales

Pen yr Orsedd Quarry, Nantlle, Caernarfonshire was voted the Regional Winner in the 2006 BBC series 'Restoration' hosted by Griff Rhys Jones. The Quarry joined eight finalists in the live UK final on 17 September but failed to win the big financial prize.

The quarry lies in the Nantlle valley in Snowdonia National Park against a backdrop of beautiful mountain scenery. Nantlle was one of five main areas in North Wales where slate was quarried commercially. Alfred McAlpine Slate Ltd still quarries at Pen Yr Orsedd but many of the nineteenth-century quarries are disused and their buildings left derelict.

The quarry was worked by William Turner from around 1816. In 1863 it was bought by W. A. Darbshire and Co., after which it underwent substantial modernisation, reflecting the use of both water and steam power. The Grade II* listed quarry buildings at Pen yr Orsedd date to the 1860s-1920s period, when an increase in population importance brought a demand for Welsh slate as a building material. The workshops presented during the restoration programme are part of a complex that includes offices, barracks, winding drumhouses, a hospital, compressor house and slate mills. The earlier workshops are in two halves, one of which has slate roofing and the other a corrugated iron roof and elegant slate rubble buttressing. Both are metal-framed buildings hung or clad with slate slabs. A substantial amount of the workshops' original machinery and

fittings have survived intact and include 'tuyere' hearths, woodworking equipment, storage racks, an overhead gantry crane and two railway lines with a small locomotive table.

The quarry finally closed in 1997. The walls and roofs are in place but the interiors of the buildings need total renovation. Despite the condition of the buildings, the site as a whole is regarded as being a remarkably intact example of a slate quarry of that era.

Press releases state that proposals to restore the site and adapt the historic industrial buildings are widely backed by the local community. The workshops could provide training and workshop facilities for the repair, replication and manufacture of heritage engineering products. It is hoped that such a project would integrate training and employment, marrying traditional and modern skills in an area of high unemployment. Skills will include traditional ones such as blacksmithing and carpentry, in conjunction with modern ones such as computer-aided design, marketing and business skills. The case was presented on BBC television by Dr David Gwyn, editor of the AIA's *Industrial Archaeology Review*.

The project has the support of the Bangor University Innovations Centre, and will feed into training and degree courses. The plan is for the workshop to become the main work area, while the offices, where the men used to collect their wages, will become the welfare block with facilities for people working and training on site, and for visitors.

The 'Restoration' prize fund also allows for a series of smaller planning grants of up to £50,000 for the seven projects shortlisted in the final and it is hoped that the publicity gained from the programme will as a catalyst to gain financial backing from elsewhere to see the project through.

Pat Frost

Northern England

This past year has seen very few major projects in the north of the country. Following on from last year's report the North Pennine Heritage Trust have completed their conservation of the Alston Arches at Haltwhistle and a circular footpath

using the viaduct to cross the South Tyne has now been opened. Also last year I reported that Corus were to stop producing rails at their Workington plant. The last rails were rolled in August and the plant is now being demolished with some of the machinery being taken to Scunthorpe. On a slightly better note, Cumbria Archive Services have received a grant to allow them to fully catalogue the large archive connected to the steel works at Workington and now deposited with the services at their Whitehaven office.

Carlisle continues to lose its historic industrial sites at a very rapid rate. This year has seen the demolition of another two textile mills and also a food processing plant. One site has been converted into a retail park and the others are destined for housing. There appears to be a reluctance on the council to even preserve the facades of some of these fine mills with new development behind them.

The North Pennine Heritage Trust have run another successful Archaeology Summer School. Students learned various archaeological techniques whilst carrying out survey work for the Trust on Hodgson's High Level Shop and other buildings in the Nent valley. The Trust has also restored the shop at Hodgson's High Level. The Trust has also run two very successful day meetings on industrial archaeology. The first in April was on medieval silver production in the North of England, the second at the end of September highlighted recent industrial archaeological research in the North Pennines.

Also in the Nenthead area, Cumbrian Amenity Trust (CAT) have now cleared the Middlecleugh lead mine as far as the major roof fall. It is hoped that the roof fall can be cleared in the near future to allow access to this mine.

Graham Brooks

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