

INDUSTRIAL ARCHAEOLOGY NEWS

141
SUMMER
2007

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



Annual Report • North West impressions • Wirksworth rail and stone
President's Award • Heritage white paper • Middleport Pottery • evacuee camps



INDUSTRIAL ARCHAEOLOGY NEWS 141 Summer 2007

Honorary President

Prof Angus Buchanan
13 Hensley Road, Bath BA2 2DR

Chairman

Prof Marilyn Palmer
School of Archaeology and Ancient History, University of
Leicester, Leicester LE1 7RH

Vice-Chairman

Mike Bone
Sunnyside, Avon Close, Keynsham, Bristol BS31 2UL

Secretary

Barry Hood
9 Kennerty Park, Peterculter, Aberdeen AB14 0LE

Treasurer

Bruce Hedge
7 Clement Close, Wantage, Oxfordshire OX12 7ED

IA Review Editor

Dr David Gwyn
Nant y Felin, Llanllyfni Road, Pen y Groes,
Caernarfon LL54 6LY

IA News Editor

Dr Peter Stanier
49 Breach Lane, Shaftesbury, Dorset SP7 8LF

Affiliated Societies Officer

Prof Ray Riley
8 Queen's Keep, Clarence Parade, Southsea PO5 3NX

Conference Secretary

John McGuinness
24 Belmont Road, Uxbridge, Middlesex UB8 1RE

Endangered Sites Officer

Dr Mike Nevell
University of Manchester Archaeology Unit, University of
Manchester, Oxford Road, Manchester M13 9PL

Librarian and Archivist

John Powell
c/o IGMT, Ironbridge, Telford, Shropshire TF8 7DQ

Publicity Officer

Jonathan Briggs
46 Arrowsmith Drive, Stonehouse GL10 2QR

Recording Awards Officer

Dr Victoria Beauchamp
3 Parsonage Court, Parsonage Crescent, Walkley,
Sheffield S6 5BJ

Sales Officer

Roger Ford
Barn Cottage, Bridge Street, Bridgnorth WV15 6AF

Council Members

David Alderton (Heritage Link)
Christine Ball
Dr Robert Carr (BA Awards)
Dr Paul Collins (Partnerships)
Tony Crosby
Richard Hartree
David Lyne (Conservation Award)
Michael Messenger (Conference Bookings)
Dr Miles Oglethorpe (TICCIH)
Paul Saulter (E-FAITH)
Ian West (Health & Safety)

Honorary Vice-Presidents

Sir Neil Cossons John Hume Stuart B. Smith

Liaison Officer

James Gardiner, AIA Office, School of Archaeology and
Ancient History, University of Leicester, Leicester LE1 7RH
Tel: 0116 252 5337, Fax: 0116 252 5005
e-mail: AIA@le.ac.uk

Website:

www.industrial-archaeology.org.uk

COVER PICTURE

*A tube passing through the Assel elongator during one of the last hot rolls before the Desford steel tube mill closed in February 2007. This marks the end of this process in the UK. see East Midlands News, page 16
Photo: David Lyne*

AIA Council of Management Report for 2006

This General report of the AIA Council of Management summarises the activities of the Council and the membership for the year ending 31 December 2006.

Barry Hood, Honorary Secretary

Until September, Council consisted of four elected officers and eight elected members but the outstanding member's vacancy was filled at the AGM. This brought Council up to its normal strength of four elected officers and nine elected members. Professor Marilyn Palmer is having sabbatical leave at the University of Virginia, USA, and at Oxford University, and Mike Bone, the Vice Chairman, is deputising for her. Professor Palmer will resume her final year as AIA Chairman at the 2007 AGM.

At the 2006 AGM Tony Parkes stood down as the Conference Secretary and his place was taken by John McGuinness. All of us owe a depth of gratitude to Tony for his work in organising the AIA conferences over the years and to the good humour and fellowship that he has brought to this demanding job. Also at the 2006 AGM, Richard Hartree formerly stood down as Treasurer and Bruce Hedge was elected as the new Treasurer. Richard has been an extremely good Treasurer and has brought much business experience to the position. Richard Hartree will be remaining on Council for the next few years so that we can benefit from his helpful and well thought out suggestions.

During the year, Simon Thomas, our part time Liaison Officer, resigned in June to devote more time to his bicycle training and courier activities and his place has been taken by James Gardiner. This was initially on a temporary contract but James was confirmed in the post at the end of 2006. Also during the year, Council recognised the need for a Health and Safety Officer and Ian West kindly agreed to be co-opted on to Council. We wish John McGuinness, Bruce Hedge, James Gardiner and Ian West good luck in their new positions and hope that they will be with us for several years.

In 2006 Council met twice prior to the AGM, at Leicester University and in London, and one further time for a weekend of meetings at Coalbrookdale, Shropshire, after the AGM. In addition Council had an Extraordinary Council Meeting in the Isle of Man shortly before the AGM to receive any nominations and deal with other AGM business.

During 2006, the Association continued to work with Heritage Link and council members have attended its meetings. The AIA is represented on the Land Use Planning Group of Heritage Link and we await the White Paper on 'Heritage Protection'. One council member attended the Heritage Link AGM in December.

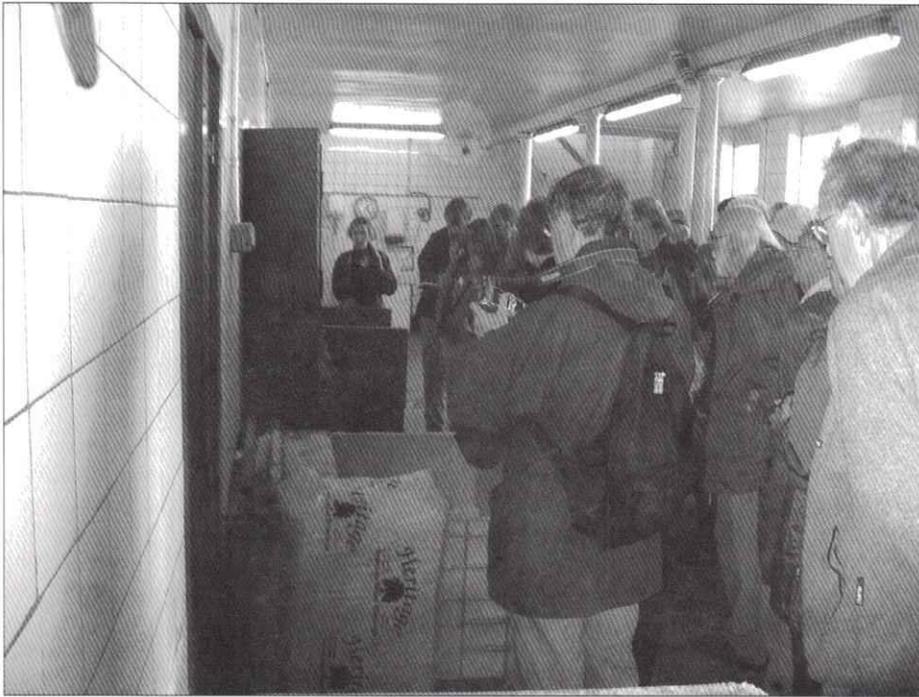
The educational role of the Association continued with the Ironbridge Weekend, held on 29-30 April 2006, on 'Brewing' which attracted 32

participants. Introducing the weekend, Mike Bone discussed the importance of beer in an age when water was impure, when brewing was an important source of employment and when the public house was a centre of social life for many people. Field trips were made to excavated watercourses and to an excavated malting dating from 1612. On Sunday the weekend seminar continued with small breweries and a review of changing beer houses and the changing design of pubs. One of the members' contributions was from the Czech Technical University in Prague where the architecture of the breweries shown is distinctly different from the British experience. We are indebted to Professor Ray Riley for organising another successful Ironbridge weekend.

The AIA spring visit took place on 22-29 April to Alsace and was based mainly in Strasbourg. Various IA visits were made around Strasbourg to public buildings, workers' housing and to several museums. Mid week the AIA party headed for the hills to see a 400-year-old preserved silver mine. Other trips included Klingenthal, a major centre for the manufacture of sword blades; Schoenenbourg Fort, the most easterly fort of the interwar Maginot Line; and the inclined canal plane at Arzviller on the Canal du Marne au Rhin which was opened in 1969 and replaced 17 locks. The final visit was to a restored Chappe semaphore tower from the early nineteenth century. Our sincere thanks go to Paul Saulter and Sue Hayton for devising this interesting week of visits and making all the arrangements.

The 2006 AGM and Conference was in Douglas, Isle of Man, on 8-10 September and was well supported with 112 members. The AIA was founded on the Isle of Man in 1973 and it was interesting for the founder members to see the changes over the passage of 33 years. Frank Cowin, a Trustee of Manx National Heritage, welcomed the delegates to the Isle of Man and gave the opening address with a display of historic island pictures. Over the weekend we heard accounts also of the Great Laxey Mine and the heritage of the tourist industry. After the AGM, Dr David Gwyn, gave a thought-provoking Rolt Memorial Lecture entitled: 'Industrial Archaeology beyond the leading sector; Wales, Ireland, the Isle of Man'.

On Monday evening the AIA was treated to a wine and buffet reception at the Manx Museum in Douglas and we were welcomed by Martin Moore, the Chairman of Manx National Heritage. In addition evening lectures and educational field visits had been arranged over the four days after the AGM and covered a wide range of sites, including a visit to Laxey, via the Manx Electric Railway, to see the great Lady Isabella waterwheel, the ore dressing floors and the 19-inch gauge railway served by two miniscule, replicated steam locomotives. Other visits included Snaefell on the Snaefell Mountain railway, a trip on the *MV Karina*, visits to various museums, the Gaiety Theatre and the harbours



AIA delegates visiting the Peel kipper factory during the Isle of Man Conference

Photo: Steve Dewhirst

and facilities of Douglas and Peel. One of the most interesting visits was to a working kipper factory where the fish were not the only things that got smoked out. On Wednesday, several intrepid souls took the steam train to Port Erin and then a small boat to the Calf of Man where we were met by two resident wildlife wardens. Besides wildlife, we saw two fine Stevenson lighthouses erected in 1818. The President's Award, for the site visited which best interpreted the industrial past to the lay visitor, went to the Great Laxey Wheel and Mines' Trail. The Initiative Award, for a group with a worthwhile project deserving support, went to the Manx Transport Museum in Peel.

After the conference, several AIA members stayed on to explore the Isle of Man in greater detail but perhaps at a more leisurely pace. It was a most enjoyable and unique conference and full credit must go to Frank Cowin and fellow enthusiasts of the Manx Heritage Trust, and not forgetting Tony Parkes and Michael Messenger for their organisational skills and unflinching good humour.

To encourage high standards in all aspects of the study of industrial archaeology, the Association published two issues of *Industrial Archaeology Review* under the editorship of Dr David Gwyn and four issues of *Industrial Archaeology News*, under the editorship of Dr Peter Stanier. The *IA Review* is the journal of the AIA and provides a forum for a wide range of specialist interests in industrial archaeology. Articles over the year covered: the Rolt Memorial Lecture, 2005, (given by Dr Michael Nevell), the development of fireproof construction in Brussels, the history of Granton Gasworks and the papers from the research seminar on conservation of the industrial heritage in the National Parks of England and Wales. In addition various other technological, archaeological, historical,

geographical, social and architectural aspects of industrial archaeology were published in the *IA Review*. The *IA News* is the bulletin and main communication organ of the AIA. Highlights during 2006 included illustrated reports on the AIA's Ironbridge weekend in April, the AIA tour of Alsace and the Annual Conference on the Isle of Man in September. There were also reports on TICCIH in Japan, Bakelite moulding and the Eagle Workshops in Sunderland, the Belper Mill, British Waterways' plans for Greater London, and a report on the designation of the Cornwall and West Devon Mining Area as a UNESCO World Heritage Site.

The main fieldwork and recording award in 2006 was combined with the Student Award and awarded to two students for their exceptional pieces of work. Peter Bone undertook: 'A Survey of the Glass Industry in Manchester and Salford, 1800 – 1967' as part of his MA in Industrial Archaeology at the Ironbridge Institute. Lee Gregory submitted a third-year undergraduate dissertation: 'Where Angels Play' which was an archaeological investigation into the lives and deaths of the inhabitants of Angel Meadows, a Mancunian industrial slum. Lee Gregory presented an outline of his work at the AIA Awards ceremony on the Isle of Man and we were impressed by the thoroughness of his undergraduate project.

The Dorothea Award for Conservation was presented to the Inland Waterways Association (Ipswich Branch) for its work on the: 'Creeping Lock Restoration'. The award was collected by Colin Turner who also made a presentation on the project at the Isle of Man Conference. The occasional publications award was presented to The Town Mill Trust at Lyme Regis. The journal award was awarded to the Hampshire Industrial Archaeological Society and the newsletter award went to the Hereford Waterworks Museum.

The AIA continues to support the British Archaeological Awards (which are awarded every two years) and in Birmingham on 6 November 2006, the AIA Award for the best example of the adaptive re-use of a building or structure went to the Bird's Custard and Devonshire Factory at Digbeth. In 1902 Sir Alfred Bird, son of the inventor of Bird's Custard, established a factory at Devonshire Works to produce food products such as custard powder and table jellies. Manufacturing was transferred from Digbeth to Banbury in 1964 and by the 1980s the factories on the 5-acre Digbeth site were in a derelict state. In 1990 the SPACE organisation purchased the site and helped to regenerate the area by creating an arts and media quarter. There are now 240 creative businesses in the area, principally architects, graphic designers and new-media agencies.

The runners-up awards went to The Great Central Railway Warehouse at Brayford Pool (the conversion of a brick built railway grain-storage warehouse into the University of Lincoln Central Library) and also to The Water Tower at Great Maytham, Ashford, Kent (the conversion of a square concrete water tower designed by Edward Lutyens into a domestic residence).

Reserves policy and risk management. The Council has assessed the major risks to which the Association is exposed, in particular those related to the operations and finances of the Association, and are satisfied that systems are in place to mitigate exposure to the major risks. The Treasurer's proposal of £25,000 reserve was adopted by Council, subject to annual review.

It has been another eventful year and we are most grateful to all officers and members of Council for the time and effort that they put in voluntarily to ensure the smooth running of the Association.

ADVERTISE IN IA NEWS

IA News reaches a wide readership through direct subscriptions, circulation to affiliated organisations and use in libraries.

Advertising rates range from as little as £30 to £170 for a full page.

Inserts may be mailed with IA News at a charge of £30.

For further details, contact the Editor.

North West impressions

North West England is an area rich in interest for the industrial archaeologist and readers living south of the Trent may not realise just how much there is for them to see in the North. In August 2007 the AIA Conference will be held in Preston and the emphasis of the field visits will be on the classic textile district to the east. The following notes made in 2006 describe additional features which should be of interest.

Robert Carr

Preston bus station built 1968-9 is splendid, one of the most exciting modernist buildings to be seen in the UK. The Twentieth Century Society website really doesn't do it justice. Its neglect is no doubt due to it being in Preston and not being the work of a big-name architect. The bus station site was bought by Grosvenor Estates who successfully challenged the English Heritage recommendation to list the building. There is a long history of people trying to deprecate it and demolition may take place soon.

It was pleasantly surprising to find the bus station in relatively good condition, considering its age, and that it is still very much in use. Furthermore the staff working there like it. The fact that it is going to be demolished must largely be due to the large foot it occupies. Now it is surrounded by taller buildings, and this presents a moneymaking development opportunity. It is relatively low-rise and at each end has an external spiral ramp for cars to access the upper decks. These ramps take up a good deal of ground. The concrete trays of the multi-storey car park are pleasant and the overall conception is a

vivid reminder of what we believed the future was going to be like in the late 1950s.

The scale of the building is breathtaking, and when built it was the largest bus station in Europe. It is now about the third largest but still very exciting. There are few signs of spalling and little exposed concrete, a good deal of the finish uses small white tiles and some of the concrete has probably been painted with a thick white paint like Snowcem. Even though now out of fashion the general public would not immediately describe this bus station as a 'horrid concrete monstrosity'.

Sitting in the well-sited bus station café in the centre, one can observe bus movements on both sides of the station. It is double-sided with local buses using the western side and longer distance departures on the east. There are about 100 bays for buses, making Victoria coach station in London look puny in comparison. A number of bus stations in the North West were built in conjunction with Ribble buses. Lancaster's has just gone, replaced by a new bus station. A visit to Chorley can be recommended although there the bus station has been altered. The former CLC railway station in Lord Street Southport which was converted into a bus station c1952 is sadly now a Morrison's supermarket.

At the south end of Preston bus station is a small interchange station for passengers to take taxis but this is no longer in use. The architecture here is reminiscent of the 1951 Festival of Britain. There is also a covered glazed walkway crossing the road from the first floor of the bus station towards the town centre. The café serves local cuisine and items such as Chorley cake spread

with butter or margarine. Crumpets, toast and toasted teacake were much in evidence. There was a humorous advert for local meat pies. However some of this may not appeal to polite southern tastes.

In general pedestrian access to the bus station is simply by walking in at ground level, using the same areas where buses perform their evolutions, some of them driving quite fast. This is a danger, now generally discouraged and may become another reason for Preston bus station to be condemned.

The Magistrates Court in Preston is worthy of note. Another striking classic-modern building it is of similar date to the bus station and is finished using very similar small long-rectangular (ratio about 4:1) white tiles. This finish is redolent of the period and probably has a name. Preston seems to have been a very go-ahead place in those days and the Preston by-pass, Britain's first motorway, was opened in December 1958. At that time, although declining, there was still a Lancashire textile industry to provide the money. Paradoxically many of the mills then were still driven by large stationary steam engines while up the road at Calder Hall the world's first full-scale nuclear power station opened in October 1956 and the last of four nuclear reactors there started work in December 1958.

Preston has gone in for over-the-top buildings for some time. From the nineteenth century or Vicwardian period we have the huge joint railway station to the west of the town centre with just to its northwest a gigantic county hall. In the centre of Preston the colossal museum/library pile has to be seen to be



Preston Bus Station

Photo: R J M Carr

believed. The slogans in stone around the top take some beating. How about 'ON EARTH THERE IS NOTHING GREAT BUT MAN : IN MAN THERE IS NOTHING GREAT BUT MIND', (Germanic nineteenth-century philosophy creeping in)? There are also grand iron roofs covering the nearby market, more redolent of France than Britain because of their Continental scale; quite un-English in fact. The really wealthy people associated with Preston probably lived at Lytham and commuted.

South of Preston the wooden tramroad bridge of 1803 across the river Ribble by John Rennie (senior) was replaced by a concrete replica (reinforced concrete and prestressed-concrete beams) in 1965-6. The work was done by Matthews & Mumby Ltd.

In Skelmersdale ('Skem') parts of the original new-town landscaping survive. Some redbrick houses are small and squalid looking (not part of

the original scheme?). Skelmersdale had a one-building shopping centre which was still active about two years ago but what was the town centre may well have gone. There is a big enclosed supermarket perhaps c1990 and a bigger more recent steel and glass development with the standard ubiquitous shops.

The locomotive coaling plant and the ash plant at Carnforth survive, the latter probably unique in the UK. The coaling plant looks magnificent in strong sunshine - shades of 1930s USA. Such things were commonplace 25 years ago together with factory chimneys, power-station cooling towers and pithead winding gear for mines. Now they are scarce and even mill chimneys are becoming rare in Lancashire.

There is a large white-painted (dry) piston-type gasholder at Southport, roughly at Meols Cop. It may be associated with offshore natural-gas exploitation. Undersea gas was discovered in

the early 1970s, 26 miles west of Blackpool. There is coal at depth and gas from the coal is trapped at a higher level by a salt deposit. It is possible to drill down, often at quite a shallow angle, and tap the gas which is then piped ashore. There is a gas terminal at Heysham (pronounced 'Hee-sham'). The gas platforms are serviced by helicopters from a base at Squires Gate Blackpool.

Large new houses are still being built in Lancashire. Recent stone-clad examples can be seen at Johnson's Hillock beside the canal in Dark Lane. The large size of houses (mostly Victorian with large expanses of expensive leaded lights twinkling away) just to the east of Blackpool, say near the Zoo (locality reminiscent of Bournemouth), is also striking. No doubt the Golden Mile has something to do with this. Blackpool Tower is splendid (so early too, opened in May 1894) and Harry Ramsden's can be recommended.

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 SALES

The following items are available from the Sales Officer:

INDUSTRIAL ARCHAEOLOGY REVIEW

BACK ISSUES

Volumes I - VI

Vol. I. No. 1; Vol. III. No. 2; and Vol. VII. No. 2: sold out
per set (16 issues): £18.00 plus P + P £8.00 inland, P.O.A. overseas
per volume (3 issues): £5.00 plus P + P £3.70 inland, £5.00 overseas
per issue: £2.00 plus P + P £1.00 inland, £1.80 overseas

Volumes VII - XIII

per volume: £8.00 incl. inland P + P, add £3.60 overseas
per issue: £4.00 incl. inland P + P, add £1.90 overseas
(except Vol X No.2 (Textiles) and Vol XII No.1 (Mining): £4.50 incl.)

Volumes XIV - XVIII

per volume: £12.00 incl. inland P + P, add £3.60 overseas
per issue: £6.00 incl. inland P + P, add £1.90 overseas

Volumes XIX - XX (new format)

£18.00 incl. inland P + P, add £2.60 overseas

Volumes VII - XX

Set: Half price @ £77.00

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

AIA REGIONAL GAZETTEERS

<i>Cambridge & Peterborough</i>	£4.95	<i>Devon</i>	£4.95
<i>Derbyshire</i>	£5.50	<i>Hertfordshire & Lea Valley</i>	£5.50
<i>Kent</i>	£4.95	<i>North West Wales:</i>	£3.95
<i>Scotland, Forth & Clyde:</i>	£5.50	<i>South East Wales</i>	£4.95
<i>Swansea:</i>	£1.50	<i>West Midlands:</i>	£1.50

P + P extra: One copy: £0.65 inland, £1.15 overseas.

Two copies: £1.00p inland, £2.00 overseas.

Three copies: £1.80 inland, £2.50 overseas

Six or more copies: half postage

Ten or more copies: post-free

TICCIH 2000 Transactions £6.00 (half price) post free,
P&P overseas £2.60

AIA TIES (blue)

£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

The AIA accepts payments by the following credit cards: ACCESS VISA MASTERCARD Please write for sales slip

Railways and quarries at Wirksworth

The 72nd East Midlands IA Conference on 'Wirksworth and its Railways' was held in Wirksworth, Derbyshire, on 14 October 2006 and was hosted by the Railway and Canal Historical Society. Opportunities to visit railways and quarries followed the conference talks.

Mark Sissons

The opening presentation of the conference, on the Cromford & High Peak Railway, was by Andy Pollock, Derbyshire County Council's countryside ranger for the High Peak Trail, who concentrated on the social side and some of the families that had been associated with the railway through the last 175 years. Many previously well known photographs of the railway were brought alive by having the life and relationships of many of the workers in the photographs comprehensively explained. He also looked at some of the problems caused in the last 40 years of using a disused railway as a public walk way and a nature trail. The issue of tree growth was now becoming a major problem. Many of those conserving the site saw tree growth as a good thing but the trees were now starting to destroy some of the structures themselves.

Neil Ferguson-Lee of the Ecclesbourne Valley Railway traced the rise of the current railway up the Ecclesbourne Valley. What appears at first sight to be a minor Derbyshire branch, of about 8 ? miles length, was originally planned as a potential part of the Midland Railway's strategy to have an independent main line to Manchester. The Midland's line up the Derwent Valley was built by the Manchester, Buxton, Matlock and Midland Junction Railway which was jointly leased from 1852 by the Midland and the London & North Western Railway. The LNWR took a dim view of the Midland's plans for their own main line to Manchester. The Wirksworth Branch was constructed with all its major structures built to carry double track and with the general layout of a main line railway. The stations were typical of minor Midland stations found all over their network, designed by George Crossley. The original plan was for the line to continue past Wirksworth and tunnel under the hills to emerge into the Derwent Valley and then run up the opposite bank of the Derwent to the MBMMJR until past the terminus at Rowsley. Engineering works would have been massive. The line was opened to Wirksworth in 1867. However, before work was started on the phase of the line to the north of Wirksworth the LNWR withdrew from its interest in the MBMMJR leaving the Midland with a free hand in the Derwent Valley. The railway act stipulated that it must have a junction with the CHPR. This was probably the result of a civil servant reading a map without looking at relative heights of the two lines. The junction line was built, 500 yards at a gradient of 1 in 5! Track was laid but there is no evidence that a winding engine was ever installed or that it was ever used for traffic.

The Wirksworth branch then settled down into a sedate existence and for the next 80 years serviced the agricultural area of the Ecclesbourne Valley and the quarries of Wirksworth. Regular passenger services were withdrawn in 1947 and freight continued to be carried from the quarries until 1989. The last major traffic carried on the line being stone used for building the M25. The railway had a long history of being used as a test track for trains and locomotives from Derby works and in consequence saw a far greater variety of motive power than a small branch would have normally expected. This is a trend that is being continued by the current operators of the line.

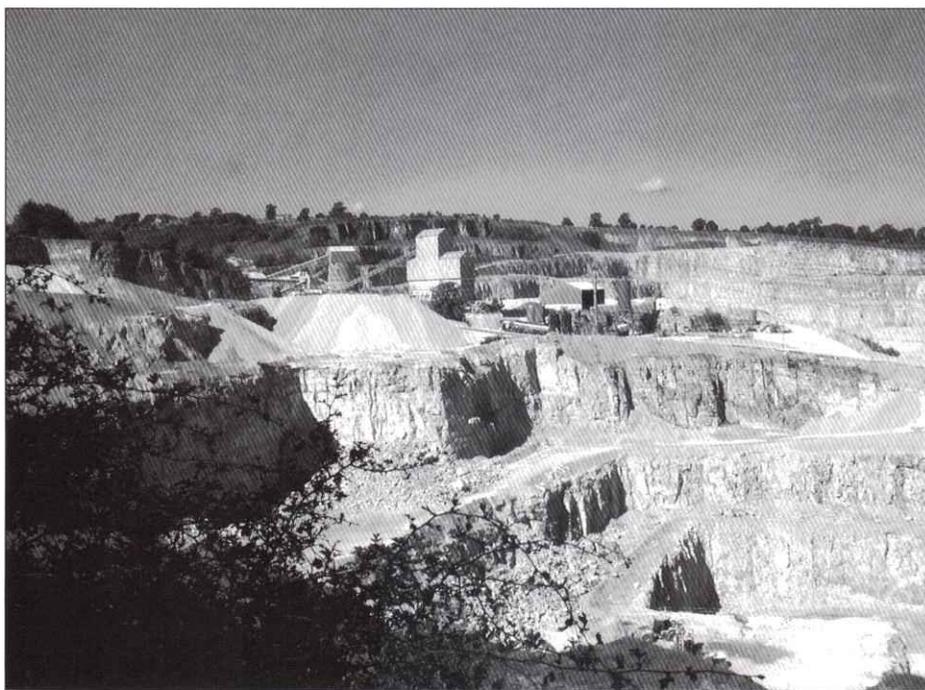
Wirksworth is dominated by limestone quarrying. Ian Thomas, the director of the National Stone Centre, gave an insight into how the quarries developed from medieval times through to this year which effectively saw the last of the Wirksworth Quarries close for volume output. Wirksworth lies at the south eastern corner of the Derbyshire Limestone outcrop and locally the limestone is of exceedingly high purity. We were reminded that until recently the whole town was covered in a pale grey coating of limestone dust. The first quarries were developed in the Yokecliff area where the limestone naturally outcrops. Initial workings were small scale using manual labour only and loading into narrow gauge skip wagons. Early photographs of quarry operations shown would have made a twentyfirst century health and safety manager have a nervous breakdown!

Quarry developments were modest until the coming of first, the Cromford & High Peak Railway, and then the Midland's Wirksworth Branch. A

series of comparatively small quarries developed around the town. Some quarries required major investment such as the Dale Quarry which was linked to the Midland Railway by a tunnel driven from the station right under the town. The old road from Middleton to Wirksworth proved to be a major barrier to quarry expansion, only the curious small very deep quarry that came to be known as the Monkey Hole developed to the West of this road. The extinguishing of this road as a right of way led to the massive development of Middle Peak Quarry by Shaw's with links to both the CHPR and the Midland.

To the north west of Wirksworth the limestone has been extensively quarried as Hopton Wood stone. This was widely used for facing prestigious buildings including Chatsworth House and the Houses of Parliament. A whole series of quarries developed to quarry this building stone. The first quarries were in Hopton Wood itself on the west side of the Via Gellia. Subsequent developments saw extensive quarries on both sides of Middleton Moor. The large Hopton Wood quarry was developed by the Wheatcroft family and the Middleton quarry by the Killers. Middleton had a massive contract for Imperial War Grave Commission head stones immediately after the First World War. Middleton was subsequently developed as a terraced underground mine which went right under Middleton Moor to join up with the Hopton Wood quarry on the other side. Underground working costs were two to three times those of opencast but the very high purity stone justified this. The future of this mine currently hangs in the balance.

On the north side of Wirksworth a group of six small quarries developed around the Cromford



Dene Quarry, one of the many Carboniferous limestone quarries in the Wirksworth area

Photo: Steve Dewhirst

& High Peak Railway. Confusingly 21 different names covered this group of six quarries at various times. Outputs were typically less than 20,000 tons per year for each quarry. The National Stone Centre is now situated in this area. In the 1960s George Wimpey took over the operation of this group of quarries in connection with building the M1 through Nottinghamshire and Derbyshire. Output soared to 250,000 tons per annum during this period. Currently only Dean Quarry, to the north of Cromford continues to work in the

Wirksworth area. This quarry operated by Tarmac has a current annual output of 800,000 to 1,000,000 tons.

Lunch was taken in ex Gatwick express coaches slightly incongruously parked in the Derbyshire countryside and then trips were taken behind a diesel shunter on the 1 in 30 incline up to the quarry exchange sidings and then in a diesel multiple unit for around a mile down the branch. The Ecclesbourne Valley Railway plans to re open as far as Idridgehay next year. The site of

Wirksworth station also contains two tunnels, one of standard gauge that runs right under the town to Dale Quarry and a narrow gauge tunnel that previously led to Baileycroft Quarry. In addition to the normal clutter of a preserved railway, it also contains several examples of the evolution of the Parry People Mover. Those attending the conference were also able to visit the National Stone Centre and the Wirksworth Heritage Centre

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.

LETTERS

Generations of IA

Writing in *IA News 140*, p17, James Douet reflects on the 'three generational' model of Industrial Archaeology. According to this, there is a 'base-line' generation represented by Neil Cossons, with earlier practitioners such as Rex Wailes, Tom Rolt, and George Watkins classified as 'proto-industrial archaeologists', and Michael Rix is described as 'a mythical character'. This is followed by the 'real archaeologists' of the second generation, and then, rather more vaguely, by 'rival centres of opinion' forming the third generation.

I have had a hand in formulating this pattern of analysis, but I have come to find it rather unsatisfactory, possibly because I feel I belong to all the 'generations' myself (including the 'protos'!) and I can assure James Douet that Michael Rix was a very real person – an excellent lecturer and an enthusiastic populariser for IA as well as serving this Association as Vice-President for many years.

More substantially, however, I consider that the subject should not be reduced to personalities. IA is a complex discipline that appeals to many different people at different times and for different reasons, and they should not be locked into water-tight 'generations'. It is more useful to see the subject as having had three main functions from its outset, to each of which a variety of responses is possible. These are: conservation, analysis, and reconstruction. 'Conservation' covers a concern for industrial monuments and a determination to give them sympathetic attention. 'Analysis' is the function of subjecting the monuments to archaeological, architectural and engineering examination, in order to establish their quality. 'Reconstruction' subsumes the first two functions and seeks to reconstruct the historical significance of the monuments in their landscape and in industrial society.

The first function generates the initial enthusiasm for the subject; the second provides the essential scholarly analysis of the material; and the third seeks by historical reconstruction to devise strategies for selective preservation and presentation. All these aspects are important for the continued vitality of the subject, and it is to be hoped that industrial archaeologists will maintain a healthy balance between them, both in their own actions and in the activities of the AIA.

Angus Buchanan, Hon President AIA
13 Hensley Road, Bath BA2 2DR

Estate water supply

I am a retired civil engineer interested in old dams and water supply and I am helping out the National Trust at Stourhead in Wiltshire in putting together past information on waterwheels and hydraulic rams etc used to provide piped water supply to the mansion and farms. The Stourhead Estate at Stourton was bought in 1717 by a London banker Henry Hoare. The old main house was taken down and a new country house called Stourhead was built. Estate records relating to piped water supply are few and the first few bits of information we have to hand are:

1. An agreement for Joseph Andrews to install an engine to pump water to the house of Stourhead, dated 9 January 1722, from withy bed to the house; approx distance 400m, height 60m.

QUESTION: what type of engine would have been used to pump water at this date, and what type of pipe would have been used to deliver the water?

2. A short reference that in 1848 a hydraulic ram by Roe of London was erected at Stourhead to supply water to the mansion and farm.

QUESTION: Does anyone know who they were?

3. In 1906 a new waterwheel made by E.S. Hindley & Sons of Bourton, Dorset, was installed with a pump, which was replaced in about 1921.

We have no record of the pump fitted in 1906 but I believe it could have been a crankshaft drive pump.

QUESTION: Are there any records available on this type of pump?

I hope someone in the AIA may be able to help!

Howard Jones
Springthorpe, Melbury Road,
Yetminster, Sherborne DT9 6LX

Plight of Tilty watermill

I am writing regarding the plight of Tilty watermill in Essex. It is a mid to late eighteenth century watermill and is one of the last original, intact and restorable watermills in the whole country and as such it fully warrants its Grade II* listing. Its machinery is still as intact as the last day it finished milling in the 1950s.

The mill has however been allowed to fall into disrepair by its owner for the last 20 years and is now threatened with being lost forever as the owner is seeking planning permission to convert the mill into residential use, with the proviso that he will 'restore' the building if he is allowed planning permission to convert to residential and a new build alongside it and make a healthy profit from this. This will of course ruin the mill.

The application has been objected to by SPAB Essex mills group, Save Britain's Heritage, the CBA and a number of local organisations. A local petition raised over 125 signatures and 31 official letters of objection were sent to Uttlesford District Council but somehow councillors voted through the planning application in March.

Please help save this amazing mill for future generations. There is more information on my website at <http://tiltymills.mysite.orange.co.uk/>

Darren Stone
Darren@stone09.freemove.co.uk

AIA MEMBERS' QUESTIONNAIRE

With the 'subscription letter' of December 2005 was a questionnaire for members which Council had decided to send out with the hope that the replies would give us a more complete understanding of the AIA membership. Unfortunately we had something of a hiatus in the Liaison Office in 2006 – an office move, the departure of Simon Thomas, then James Gardiner coming in on a temporary basis with no handover and finally his appointment. A consequence of this was that the Questionnaire replies were not all examined, recorded and summarised until late in the year.

The total number of questionnaire replies was 243. At nearly 40% of the 624 personal members this should give a good sample. Many people did not answer all the questions. Summarising the over 2,500 answers we can make some simple statements.

Involvement with industrial archaeology or heritage

26% are professionally involved with Industrial Archaeology or Industrial Heritage, less than half of these as archaeologists. 81% look upon IA as a hobby, including some professionals. Most members have had further or continuing education, often related to IA. There is a high level of involvement with other societies both local and national; 16% are members of the Newcomen Society.

Location of membership

Most of our members live close to areas where there was intensive industrialisation; but with small numbers in Scotland, Wales and Northern Ireland.

Age Range

The age distribution brings no surprises with 83% over 50 and more than half of those over 65; only 4% are under 40.

Reasons for AIA membership

The reasons for membership are to belong to the national body for IA and to receive our publications and information about IA activities. 15% are regular attendees at Conferences but most find it hard to fit Conferences in with their schedule of other activities. Over 80% feel AIA is 'value for money' and over 90% read *IA News* and *IA Review*.

At our meeting on 24 March 2007, Council had a brief discussion about the results of the Questionnaire and the suggestions that came from members. Some issues include:

Affiliate Societies

The total membership of the Affiliates is very much larger than that of AIA. We need to find ways to work together to promote and further the cause of IA and IH. You will be hearing more from us about this. It would be interesting if Affiliates

could collect information about their own members along the lines of this Questionnaire. We do not know what the total membership is; that is, the number we represent nationally.

Endangered Sites

This is a complex subject, especially in relation to planning procedures and responsibilities of the various levels of government and the Amenity Societies. AIA is not one of these and is not organised to act as one and must always look at issues from a national point-of-view. Once the new planning procedures are defined then we shall try to have an Affiliates Seminar about them.

Membership

We must not look upon IA as a 'one generation' activity. Although a Young Industrial Archaeologist of the Year is an attractive idea it may well not be very realistic. We should probably look to the 55+ age group who have leisure and means to be able to take-up new interests. Maybe we should be linking with Local and Family History Societies more strongly.

Please use the Letters column of *IA News* to tell us what you think about the issues mentioned here, or write to Council through the Liaison Office in Leicester.

Richard Hartree

Return to Man: 2006 Conference Awards presented

The AIA President and Vice-Chair made a flying visit to the Isle of Man on 27 February to present our 2006 Conference Awards. The timetable was

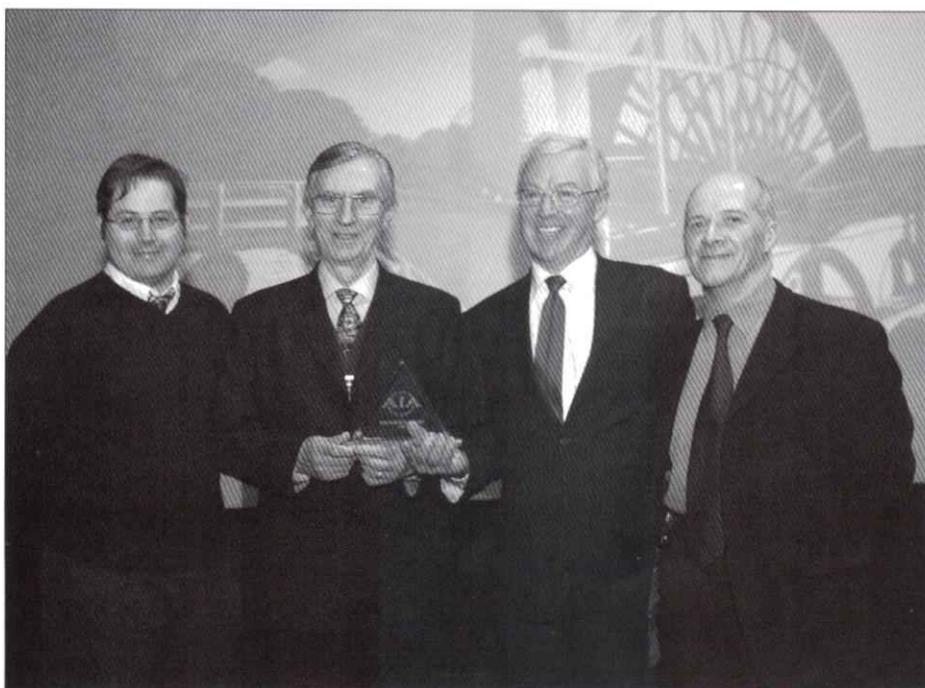
tight and upon landing we were driven straight to the ceremony, hosted by the Manx National Museum in Douglas, courtesy of the Trustees and superbly facilitated by Dr Andrew Foxon, who spoke at our conference.

As conference delegates will know, we ask for nominations for our two awards: (1) the **President's Award** (a piece of glassware) for best site visited, and (2) the **Initiative Award** (a cheque and certificate) for a group who have taken on a difficult task.

More delegates than ever before returned their forms and there were no fewer than ten nominations for the President's Award and eleven for the Initiative Award. Clear winners were the Manx National Heritage for the Great Laxey Wheel and Mines Trail (President's Award) and the Manx Transport Museum Group for their Peel Transport Museum initiative. We also decided to present two **Highly Commended Award** certificates to the Laxey and Lonan Heritage Trust for their work on the mine railway and the Laxey Mines Research Group who restored the Snaefell Wheel (the 'Lady Evelyn' wheel). Both scored highly in the nominations.

The awards were presented by AIA President, Angus Buchanan, in the Lecture Theatre with coverage from Borders TV and local press. We had an excellent turnout with refreshments in the adjoining art gallery to follow. The enthusiasm and hospitality were of the same high standard as they were at the conference and we were pleased that Frank Cowin, who did so much to help last summer, was also able to join us.

Unfortunately, we had little time to savour the tranquillity of the Isle, since Angus and I were taken from the reception to the local radio station on Douglas Head to record an interview and departed from Ronaldsway for Bristol early the



The Chairman and Trustees and staff of Manx National Heritage receiving the President's Award from Angus Buchanan at the Manx Museum in Douglas
 Photo: Manx National Heritage

next morning. Locals feared that weather conditions in late February would challenge our tight itinerary. However, all went well and we were left to reflect on the warmth of our welcome, the enthusiasm of the award winners and our pleasure in being able to further demonstrate in a small way our appreciation for an excellent conference.

Mike Bone

AIA Plaque for Custard Factory

On Monday 12 March at an informal ceremony in Birmingham, our President Professor Angus Buchanan presented a plaque to the Custard Factory, Digbeth. This was for the AIA Award for adaptive re-use, one of the British Archaeological Awards which are judged every two years. The plaque was received by Shad Everett, the Factory's manager.

Robert Carr



Angus Buchanan presents the AIA British Archaeological Award to Shad Everett at the Custard Factory at Digbeth on 12 March 2007
Photo: The Custard Factory

Crossing Paths and Sharing Tracks: future directions for the archaeological study of post-1550 Britain and Ireland. A call for papers

If you have been reading with interest the debate in the last few issues of *IA News* on the relationship between theory and practice in industrial archaeology, then do think about offering a paper for the conference being held at the University of Leicester on 2-4 April 2008. This is being organised by Marilyn Palmer and David Gwyn for AIA and Audrey Horning for the Society for Post-Medieval Archaeology and the Irish Post-Medieval Archaeology Group.

The impetus for this meeting lies in the great expansion of interest in the post-1550 period in the public, commercial, university and voluntary sectors. This has been reflected in the various regional Research Frameworks in archaeology which have so far been published. The aim is to avoid fragmentation of a still small discipline into further subfields and to explore enhanced

understanding between the existing organisations and their approaches. The organisers are interested in sharing ideas on common themes which we all may interpret differently and are looking for papers on topics such as: theory versus practice; buildings, artefacts, machines and people; production and consumption, including the scientific analysis of artefacts and residues; landscapes of industry; later archaeology and heritage legislation; broadening participation, public interpretation and working with communities.

The organisers are seeking funding in order to invite several speakers from overseas, but would also like to hear about short papers from AIA members which can stimulate discussion among the conference delegates. Please send abstracts of no more than 100 words to me at the University of Leicester by the end of June 2007 if possible, e-mail: mai@le.ac.uk .

Marilyn Palmer

Discount on new Maney titles now available!

Maney Publishing has recently acquired two journals:

Conservation and Management of Archaeological Sites (www.maney.co.uk/journals/cma) and *Public Archaeology* (www.maney.co.uk/journals/pua). Individual members of the AIA are invited to take out a subscription to the 2007 volume of one or both of these journals at an introductory discount of 20% (*Conservation and Management of Archaeological Sites*: ~~£60.00~~ £48.00 and *Public Archaeology*: ~~£50.00~~ £40.00).

To take advantage of this special offer, please subscribe online at www.maney.co.uk; or contact Maney Customer Sales and Services by telephoning +44 (0)113 386 8168 or emailing subscriptions@maney.co.uk.

CALL FOR PAPERS

Pre-conference seminar, Preston, Friday 10 August 2007

Urban regeneration and the adaptive re-use of industrial buildings: problems and potential

A reminder about the theme of the pre-conference seminar at this year's Annual Conference. Preston provides an ideal base for a seminar devoted to the problems of urban regeneration in industrial towns and the recording, reconstruction and adaptation of redundant industrial buildings and housing for modern uses. I would like to receive more offers of short papers on this important theme, whether from the north of England or elsewhere. Please contact Marilyn Palmer at the University of Leicester on mai@le.ac.uk

Heritage Link, PPG 15 and the White Paper

A lot has been happening on the heritage front recently, and much of it is of direct interest to industrial archaeologists. Below I summarise some of the most important initiatives, but please be aware that I have not had long to study the appropriate, often rather lengthy, documents, and I may well have missed some important points, or misunderstood the precise implications or full significance of proposals. All opinions are my own. I would suggest that you download those papers in which you are interested to read them in full. The government papers can be bought from the Stationery Office, but it is much cheaper to download. I do think it is important that you note the changes to PPG 15 guidance, and take an interest in the White Paper, as this sets out a radically new pattern for conservation and protection in the future. I shall be responding to the White Paper on behalf of the AIA, and would very much welcome any comments you might make when drafting our submission. The deadline for responses is 1 June, and I need to receive any comments by 23 May at the latest. My address is 48 Quay Street, Halesworth, Suffolk IP19 8EY, e-mail: AldertonAIA@aol.com .

There has, of course, been much concern about the impact of the London Olympics on heritage funding, and Heritage Link and others have been actively campaigning on this issue. Inevitably this has fallen on rather deaf ears at a time of financial stringency, but MPs are affected by public opinion, and we would urge both individual members and Affiliated Societies to write to their local MP to express their concern. A number of major national heritage organisations have produced a booklet, 'Valuing Our Heritage' which can be downloaded from the Heritage Link site: www.heritagelink.org.uk, and this might provide useful points for any letters.

To help groups seeking funding, Heritage Link has produced a web-based Heritage Funding Directory, which covers not only funding for preservation and conservation, but also archives, interpretation and education. It aims to list all substantive funding sources which

directly support the heritage sector, and many where heritage is included within a broader remit. It is free to all users, and comments, amendments, suggestions of further sourcing are all welcome. The site address is given above. There is a sister site run by the Architectural Heritage Fund, 'Funds for Historic Buildings'.

Heritage Link is conducting a survey of how heritage attractions have been affected by the new Gift Aid regulations. Contact them (e-mail address above) if you have been adversely affected.

It may have escaped your notice that as from 8 March, the Planning Policy Guidance Note 15 (PPG 15), section 6, Principles of Selection for Listing Buildings, has been altered. While this directly affects only England, I would imagine other parts of the UK will follow suit. In general, the changes seem to benefit industrial archaeology. For example, 6.2 says 'There is a growing appreciation not just of the architectural set pieces, but of many more structures, especially industrial, agricultural and other vernacular buildings, that although sometimes visually unassuming, collectively reflect some of the most distinctive and creative aspects of English history.' In 6.13: '...the special interest of a building will not always be reflected in obvious external visual quality. Buildings that are important for reasons of technological innovation, or as illustrating particular aspects of social and economic history, may have little external visual quality.' And in 6.15 '...some buildings will be listed because they represent a nationally important but localised industry, such as shoemaking in Northamptonshire or cotton production in Lancashire.' However, it will almost certainly be necessary in some areas for local enthusiasts to ensure that note of these new guidelines is taken by their local planning authority. The guidelines can be downloaded from the dcms website below, and I think every local society and interested individual should study them carefully.

Easily the most important document is the White Paper, Heritage Protection for the 21st Century. It can be downloaded from www.culture.gov.uk/Referencelibrary/Consultations/2007. This is a massive 70 pages, but you need only

print those sections relevant to your interests. Section 1 England, Section 2 Wales, and Section 3 the marine environment. Applicable to all is Section 4, (pp49-50) on 'Next steps and how to respond'. There are four annexes: Annex 1 is an example of the suggested format for the new Registry entries; Annex 2, rather more important, the proposed operation of Historic Asset Consent; Annex 3 lists those involved in drawing up the proposals; and Annex 4 is a useful list of abbreviations and acronyms. There is also a supporting paper, 'Heritage Protection for the 21st Century Regulatory Impact Assessment', which is about as digestible as its title, but basically examines whether the benefits justify the costs.

Essentially, the aim is a revision and amalgamation of existing planning law. Fortunately, some of the worst excesses of the Barker report have been omitted, and many of the proposals should help reduce current confusion and lack of clarity. The main proposals cover:

(a) The creation of a faster and more open system. The department of Culture Media and Sport will hand over listing decisions to English Heritage, decision making will be speeded up with agreed time targets, and owners will be consulted when their property is being considered for designation. There will be interim legal protection for buildings under consideration, but owners will be able to appeal against any decisions to designate. In the interests of fairness and clarity, EH will publish guides to its selection criteria. Here is likely to be more emphasis on thematic programmes rather than individual building designations.

(b) The current protection systems will be brought together, with listing and scheduling brought together in a unified designation system. The designations Grade 1, Grade 2* and Grade 2 will be extended to all types of protected asset, and in addition to buildings and archaeological sites, historic marine sites, parks, gardens and battlefields will be brought into the one system. Local Planning Authorities (LPAs) will be required to have, or be linked with, a Historic Environment Record (HER), and EH will provide training for local authorities and others

(c) A single Historic Asset Consent (HAC) will replace current

consents, and will be administered by Local Councils. English Heritage will give formal advice when appropriate, and national Amenity Societies notified, though not in all circumstances. Finally, subject to consultation Conservation Area Consent will be merged with Planning Permission.

(d) There are various proposals for simplifying dealing with complex sites. New Heritage Partnership Agreements (HPA) between owners, managers, Councils and English Heritage will cut time-consuming consent administration for large or complex sites. These might include those crossing local authority boundaries (e.g. London Underground stations), or redevelopment of large sites such as housing estates.

(e) Strengthened protection for vulnerable sites, especially World Heritage Sites and archaeological sites on cultivated land.

(f) Locally designated buildings (exactly what this means is not very clear) will get added protection and Conservation areas get extended planning controls.

(g) More contentious are the proposals for increased use of Certificates of Immunity, whereby developers would be guaranteed that once issued, these would prevent any listing of the buildings or sites in question. While an investigation would have to be made prior to a certificate being issued, unexpected discoveries could be ignored.

Sadly the White Paper is reticent about some key issues, most notably finance. There is little recognition of the cost of the extra burdens on English Heritage and LPAs, and where this is estimated it looks hopelessly inadequate. Nor does the Paper lay much stress on the economic, social and cultural value of the national heritage.

While there can be no doubt that rationalisation and simplification of current practice is long overdue, the new regulations if passed next year will certainly require careful monitoring, and there will undoubtedly be just as many opportunities for prejudiced decisions as there are now. DCMS have in particular asked for responses to three questions, which in brief are:

1. Should Conservation Area Consent be merged with planning permission?

2. Should there be new statutory guidance promoting pre-application assessment for major planning decisions?

3. Should the current system of Certificates of Immunity be expanded?

I shall certainly not restrict myself to these questions in my response on behalf of the AIA, and should any of you be thinking of commenting on your own or a local society's behalf, I don't think you should either!

David Alderton

Heritage and the London Olympics

Heritage Link warns that diverting a further £90 million from the Heritage Lottery Fund (HLF) to pay for the London Olympics contradicts Government statements and threatens the realisation of the valuable tourism legacy from the 2012 Games.

The Government's announcement of the revised 2012 Olympics budget on Thursday 15 March was greeted with incredulity by Heritage Link representing 81 national voluntary organisations in England. It means a raid of £90m from the HLF and comes on top of already reduced funding after 2008, when HLF's current £290m per year drops to £180m. This further reduction of £90m is the equivalent of four years' spend on small community and voluntary sector grants and the entire grant stream aimed at involved young people.

Heritage Link has so far supported the 2012 Olympics as the once in a life time opportunity to show the rest of the world what a rich and fascinating heritage Britain has, with something for everyone, not only the major sites like the Tower of London and Stonehenge but also the streetscapes and landscapes that will provide the backdrop to television coverage and enrich the experience of thousands of visitors.

The announcement also comes just a week after the Prime Minister's speech at Tate Modern when he recognised the contribution that arts and culture make to the economy, society and to the country. In the same week, the new Heritage White Paper published by the Department for Culture Media and Sport made key statements on the value of heritage.

'The Government rightly applauds the value of heritage in one breath but in the next undermines our ability to maintain that value, by cutting essential support - the Government should put its money where its mouth is,' said John Sell, Acting Chairman of Heritage Link. 'The Government has recognised the contribution made by volunteers in ring-fencing Big Lottery money but seems to have forgotten the tens of thousand of volunteers that care for our heritage. We are concerned that heritage which is the key driver for tourism in Britain will not be up to scratch in time for the Olympics and will affect the all important tourism legacy expected to bring over £2bn to the visitor economy during and after the Games. We and other leading heritage organisations have set out practical proposals to secure our heritage for the future, in Valuing our Heritage. We never imagined such a dire cut in HLF funding. Full implementation of our proposals would begin to restore our faith in the Government's commitment to heritage but in the longer term the full funding to HLF must be restored.'

Heritage Link supports the voluntary and community sector campaign led by the National Council of Voluntary Organisations (NCVO) that calls for Government assurance that no further raids will be made on the Lottery funds to support the 2012 Olympics. Further details of NCVO's Olympic lottery campaign can be found at www.ncvo-vol.org.uk/olympiclottery.

Heritage Link

MRIAS day conference

Some 80 people attended a day conference entitled 'Archaeology and Industry in Manchester' organised by the Manchester Region Industrial Archaeology Society at the Trafford Park Heritage Centre on Saturday, 24 February 2007. David George opened by considering transport in Trafford Park, a topic of relevance to the location. Trafford Park was developed as an industrial estate from just before 1900 and was accessible from the recently opened Manchester Ship Canal, but extensive rail access was also provided, often running alongside the roads in a manner which can still be seen today in parts of the estate. There was only a small

Cast Iron Restoration

Cast Iron Welding Services, 3 generations of cast iron welding experience.

Conservation and restoration of historic/heritage monuments, bridges, architectural iron work, fountains, rain water hoppers with cracks and corrosion that require preservation are restored with a unique pre-heat and fusion welding process which matches the damaged base material. Intricate detail is restored to its original condition. Cracked vintage engine blocks and cylinder heads are also restored without expensive pattern and re-manufacturing costs. We have a fully fitted machine shop for all machining requirements.

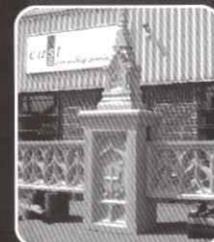
Project management consultation and quotations.



Chimney top repair.
(See picture top right)



Sluice gate repair.



Bridge repair.
(Photo courtesy of London City Council)



Samson Road, Hermitage Industrial Estate,
Coalville, Leicestershire LE67 3FP

Tel: 01530 811308

Email: sales@castironwelding.co.uk

Web: www.castironwelding.co.uk

resident population at Trafford Park village in the centre of the estate, the vast majority of workers having to travel in daily from adjoining areas of Manchester and Salford. Initially the electric tramway systems of these two cities were extended into the estate, later replaced by buses. Although the program promised 2006 as the end date of this lecture it concluded rather strangely with a consideration of Lancaster bomber production in Trafford Park during the Second World War; whether this really comes under the title of 'transport' is a moot point.

It is impossible to hold a conference in Manchester without making some mention of the cotton industry and Richard Hills followed as the first of two speakers dealing with aspects of that subject. He considered in particular the question of Richard Roberts and the development of the power loom. Roberts' loom of 1822 seems to have been the first really viable power loom, although it is not too clear why, undoubtedly his prior

development of machine tools played an essential part.

After lunch, Peter Bone spoke on Manchester's pressed glass industry, not an industry one normally associates with the city but there was quite an extensive industry in the nineteenth century producing table, ornamental and industrial wares. Its peak was in the 1890s, declining thereafter with the last works closing in the 1960s, leaving few above ground remains, although one site has been excavated.

Bernard Champness spoke next on the survey of Eva Brothers Crabtree Forge at Clayton, Manchester, carried out in 2002, which won the AIA Initiative Award in 2003. This included process recording and in retrospect the limitation of this survey was that this was only by still photography, because video recording is really needed for this type of survey. Nevertheless, we were able to appreciate how forge work of this nature depended on the skill and tacit knowledge of the workforce.

The final speaker, Mike Nevell from the Greater Manchester Archaeology Unit, returned to the cotton industry in a lecture which looked at the excavation of Arkwright's Mill in Manchester which featured on the Time Team TV programme in 2006. While a Time Team excavation is perhaps not the best way of doing things, it did enable them to get on the site without having to meet the prohibitive compensation charges required by National Car Parks. To get Time Team interested in the site they had to be sold the somewhat doubtful proposition that this site was of more than national significance because, being the first textile mill in an urban setting it represents the start of the modern industrial city. People in Derby, for one, will dispute this claim! Also the suggestion that this mill was the first to be powered by a rotative engine when built in 1782, rather than having a Newcomen engine to simply pump water back over a water wheel as has been previously understood, proved somewhat controversial, as did the claim that it was of larger dimensions than contemporary Arkwright-type mills. Clearly more work needs to be done on this site to resolve these questions.

Roger N. Holden

Middleport Pottery brightens the gloom

Robert Carr in his article 'Gloom in the Potteries' (*JA News 140*, Spring 2007) rightly portrays an industry in serious decline, with manufacturing job losses headlined weekly and many of the iconic factory names

and sites – such as Doultons and Spode – facing uncertain futures and a loss of identity. It is all the more heartening that within this bleak landscape there is one oasis of both commercial enterprise (*and* a family run business) and industrial archaeological delight: Burgess, Dorling & Leigh's Middleport Pottery near Burslem.

Built in 1888-9 by Burgess & Leigh to a design by the young and up-and-coming local architect Absalom Reade Wood (1851-1922), they planned and executed a startlingly revolutionary canal-side pottery on the site of a former saggar works – a pottery arranged logically and sequentially, where the clay arrived by boat on the Trent & Mersey Canal, was processed and then exported by canal – in what by 1893 was described as 'the Model Pottery of Staffordshire.' The pottery incorporated, any labour saving devices which while not unique to the works, were certainly logically incorporated into a manufacturing sequence and, as significantly, still work today. The 80 foot high mangle drying tower still works; the William Boulton steam engine (from the nearby Providence Foundry) has been lovingly restored by volunteers and when in steam, still operates the factory whistle which once called the 500 employees to work and announced the end of shifts and the clay filter presses work as efficiently as they did when installed (despite being second hand when fitted).

In common with many contemporary potteries, Burgess & Leigh's output comprised a vast range of useful wares, from toilet sets to dinner and tea-wares, much

decorated with under-glaze transfers, lithographs and enamelled highlights. During the interwar years there was a willingness to embrace a highly talented group of modellers, designers and artists, including modeller Ernest Bailey (1911-87) and designer Charlotte Rhead (1885-1947), and their work gave the company an enviable artistic reputation. But the mainstay of production were the under glaze, transfer printed patterns which required extremely nimble fingers and manual dexterity.

As with many potteries, the last decade of the twentieth century was a struggle for economic survival and by 1999 that battle had been lost and the pottery passed into Receivership. After generations of family ownership and control, Middleport Pottery was ripe for, and in truth needed, fresh vision and optimism and at the very last minute Rosemary and William Dorling (who had run a thriving retail outlet selling amongst other ranges much of what Middleport produced) bought the business and embarked upon a dramatic rescue of this once proud concern. With a keen sense of their historical identity they revelled in seeing for the first time in perhaps a hundred years a plaster mould, using it and realising the market potential for this unique product. In a world where commercial pressures often meant the abandonment of traditional skills and process – such as hand printing and transferring of wares – Middleport Pottery saw a chance to retain the skills and pass them on to another generation.

Today, Middleport Pottery, a Grade II* Listed Building, complete

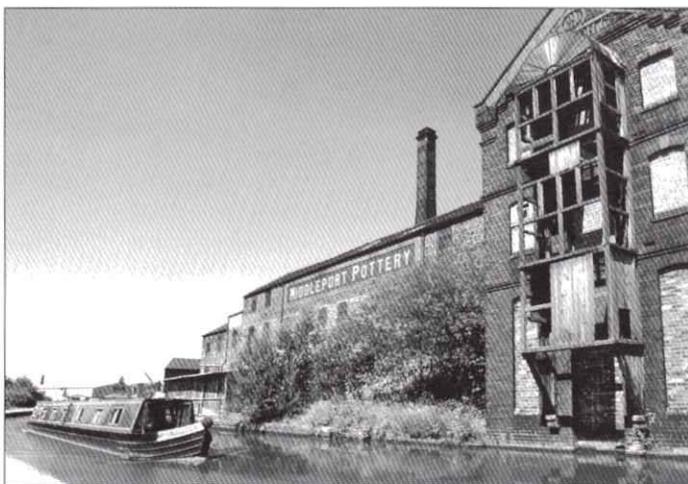
with a surviving and recently restored biscuit firing bottle oven, is a thriving concern, albeit on a much smaller scale than hitherto, with many of the buildings and processes which made it a 'Model Pottery' still alive and recognisable 119 years on. Seen from the Trent & Mersey canal it resembles what many imagine a pot bank to be; from the street its richly decorated and ornamental tympanum over the factory entrance is a rare artistic treat in an area mainly noted for its care-worn terraces and vacated premises awaiting regeneration. Visitors to the works are welcomed, factory tours organised and for the seeker of fine English earthenware and industrial archaeological treasures alike, Middleport Pottery is not to be missed. No, it is certainly not all gloom in The Potteries.

Malcolm Nixon

Redruth Brewery 1792-2004

The closure of Cornwall's Redruth Brewery in 2004, after several years of uncertainty, brought to an end over two centuries of continuous brewing on the site. Many members will recall it as part of the Devenish operation, based in Weymouth, with its white and green pubs and heraldic demi-tiger nicknamed 'Herbert'.

In 2005, following the appointment of administrators, a specialist company BTB was on site to remove the brewing equipment for reuse elsewhere. Fortunately BTB granted access to the Trevithick Society to survey and record the site and preserve some of its history. Thus began a six month operation



The Middleport Pottery's canalside location

Photo: Burgess Dorling & Leigh Ltd



Carrying pottery wares in the Middleport Factory Square

Photo: Burgess Dorling & Leigh Ltd

by Society volunteers, led by Hon Curator Peter Joseph and Vice-Chairman Kingsley Rickard.

Brewing began on the site in 1792 and astonishing though this may seem today, the attraction was a source of 'pure' water from the adjacent Wheal Silver mine adit. Many of the brewery buildings date from this early time including the brewhouse of 1802. This was subject to a major rebuild early in the twentieth century and the survey found a number of cast iron columns marked 'THE REDRUTH FOUNDRY LIMITED', which dated from this reconstruction. Smaller columns bear the name of Geo. Adlam & Sons, specialist brewery architects and engineers from Bristol.

Sadly nothing remains of the three steam engines used by the brewery. The condenser of an 1825 Harvey beam engine may survive beneath later work. An 1870 Redruth Foundry horizontal engine was removed for preservation and a small Adlam engine, which powered a hoist, was sent to Germany by BTB.

Other site buildings began life as part of the British & Foreign Fuse Works who were in business from 1848 to 1905 serving local mines. Their site, after a spell as a knitwear factory, was eventually incorporated into the brewery. Chymbly House, used as offices, has a porch added by the brewery in the 1960s with granite columns from Redruth's old Market House. This was demolished in 1877; their reuse is thus an early example of architectural salvage.

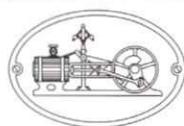
Also of interest is Winklow House, latterly the brewery retail outlet. This was built as a drill hall,

one of several in Cornwall using the 'lamellendach' system of construction originating from the Junkers aircraft company. It is of geodetic barrel construction similar to that used in Barnes Wallis' Wellington bomber. The 'Lamella' system was licensed to the Horseley Bridge & Engineering Company of Birmingham by Junkers in 1930.

The brewery buildings are not listed and are outside the Redruth Conservation Area. The County Council's Historic Environment Service was thus unable to devote resources even to recording them despite recognising their significance. A demolition order has been signed and vandalism has begun. Incredibly this site is within the newly designated World Heritage site; parts of the fuse works being specifically designated. All these buildings are capable of adaptive reuse (as they have been in the past) but this will only happen if planning authorities insist.

The sad fate of this site, almost simultaneously with the World Heritage Site designation, is not encouraging to those who had hoped that WHS status might act as a brake on some of the more crass examples of 'regeneration' proposed for this part of Cornwall.

Thanks are due to the Trevithick Society for recording all this as a voluntary operation. They have removed many historic artefacts also documents going back to 1733, which are going to the Cornwall Record Office once accessioned. For those who would read more, a detailed paper appears in the Trevithick Society's 2006 Journal. The full two-volume survey report has been lodged with the County



HERITAGE ENGINEERING

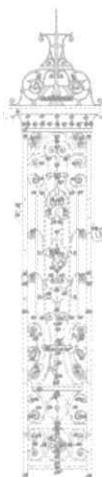
Preserving Our Heritage For Future Generations

Our dedicated 35 strong team provide turnkey solutions in the Heritage including

Mechanical Engineering
Architectural Metalwork
Timber Engineering
Technical Consulting
Conservation Workshops

Recent projects : 2001/2002

restoration of world's oldest working
steam engine
15m timber waterwheel construction
newcomen engine technical assessment
design & build of largest cast iron structure
erected in the last 80 years



22-24 Carmyle Avenue, Glasgow, Scotland, G32 8HJ

Tel +0044 141 763 0007 Fax +0044 141 763 0583

sales@heritageengineering.com www.heritageengineering.com

Incorporating Walter MacFarlane & Company Ltd

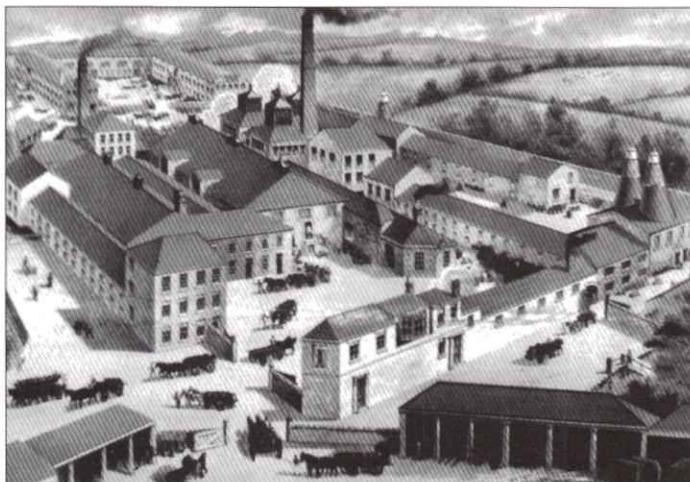
Council and the Cornwall Centre in Redruth. This article also appeared in the April issue of *Vintage Spirit*, pages 20-21.

Graham Thorne

Sheffield opens river walk

On 23 February 2007, the Lord Mayor, Jackie Drayton cut the ribbon to open the final section of the Five Weirs Walk in Sheffield. The walk

runs 7.5km from Lady's Bridge in the centre of Sheffield along the River Don to the city boundary at Meadowhall, and has been restored, and in parts created, by a Trust which was formally launched in 1987. It has links to the Upper Don Walk, which is being created upstream of Lady's Bridge and will continue past Kelham Island Industrial Museum up the valley to Oughtibridge. Both walks provide a superb opportunity to see industrial



Redruth Brewery, c1900



The restored Bailey bridge on the new Five Weirs Walk in Sheffield

Photo: Christine Ball

archaeology in Sheffield, as well as providing wheelchair friendly access to the river. The Five Weirs walk also links to the Sheffield and Tinsley Canal towpath, providing an opportunity for a round walk.

The Walk incorporates a restored and re-erected Bailey Bridge at Effingham Street, which is believed to date from 1944. It had been reused as part of a listed site upstream, from which it was removed during redevelopment. It has been adapted to current safety requirements with the addition of a stainless steel handrail, lighting and parapets.

The completion also marked the launch of the River Stewardship Company run by Groundwork Sheffield and the City Council which will offer businesses operating next to the River Don, from Kelham downstream to Tinsley, a service package for an annual fee. This will consist of maintenance of 'their' section of the river and riverside, regular patrols which will remove litter and carry out basic maintenance, such as cutting back vegetation and painting railings. Firms can also stage Team Building Days when employees can work with the River Stewards on projects around the riverside. The project is being run by Helen Batt, telephone: 0114 263 6420 or at sheffield@groundwork.org.uk.

Although the walk itself has been adopted by the City Council as a public right of way and basic maintenance will be carried out, the river and its bank are not the responsibility of any one body. The establishment of the Stewardship scheme is one way of approaching the difficult problems of long-term

maintenance, of promoting understanding and creating conservation projects which can involve those who work in the area.

More details and news of events can be found on the Trust's website at: www.fiveweirs.co.uk.

Christine Ball

Evacuee camps – wartime memories

During last summer I came across some rather dilapidated huts in fields at Linton near Grassington in the Yorkshire Dales. I have since discovered that a body called 'The National Camps Corporation' built them in 1939 as a school for evacuee children from Leeds and Bradford. Thirty four camps were built in rural areas to take children from the cities at risk of bombing.

I have struggled to find much detail of this Corporation and have only identified seven of the sites where they were located: Linton Camp, Yorkshire; Colomendy Camp, Loggerheads near Mold; Brown Rigg Camp, Bellingham, Northumberland; Brackenfield Camp, Derbyshire; Wren's Warren Camp, Hartfield, Sussex; Shooting Butts Camp, Cannock Chase; and Pipewood Camp near Abbots Bromley, Staffordshire.

Linton is due for demolition and redevelopment, and Colomendy I believe has been redeveloped by Liverpool City Council. I am fairly sure that Brown Rigg Camp is now a caravan site and the remaining huts at Brackenfield are owned and used by Ogston Sailing Club as the land has been flooded to create Ogston Reservoir. It seems that boys from Birmingham were taken to Shooting Butts Camp, which is still used by Staffordshire County Council

Education Department and the huts are intact. Girls from Birmingham were taken to Pipewood Camp, where the huts are again intact and it seems to be a Special School for autistic children. I have no knowledge of the fate of Wren's Warren.

I would very much like to pursue my enquires and identify the sites of the remaining 27 camps but information in libraries and on the internet is very sparse, especially about 'The National Camps Corporation' itself. If any reader could possibly provide any further information I should be most grateful if they could contact me at 31 Stonelea, Aldridge, Walsall, West Midlands WS9 0HU, Telephone: 01922 459669, or E-mail: cliffmorrisfrps@aol.com.

Clifford Morris

Daddy Long Legs model

The original model of the Daddy Long Legs car has surfaced after 68 years. The model, which is believed to have been made by its inventor Magnus Volk to demonstrate the idea of a tramway with rails under

the sea so that it could travel on the water like a mobile pier, has not been seen since before the war when it was in the Volk's Railway offices in Brighton.

The model was made to help get parliamentary approval for 'The Brighton & Rottingdean Seashore Electric Tramroad' and so dates from 1893. 'Pioneer', as the tramcar was called when built in 1896, quickly got the nickname 'Daddy Long Legs' and looked appreciably different from the early model. It is believed to be the only tramcar required to carry a lifeboat by the Board of Trade! Unfortunately this lifeboat has gone missing over time. The tramway ceased running in 1901 but the concrete blocks that supported the track can still be seen stretching East from the Brighton Marina to Rottingdean.

The model of 'Pioneer' has been donated to the Volk's Electric Railway Association which hopes to establish a museum of Magnus Volk's inventions.

C. (Jim) Hawkins, Volk's Electric Railway Association



*The rediscovered model of the 'Daddy Long Legs' or mobile pier
Photo: Volk's Electric Railway Association*



*The 'Pioneer' in use on the Brighton & Rottingdean Seashore Electric Tramroad
Photo: Volk's Electric Railway Association*



*One of the dilapidated huts at Linton Camp near Grassington, Yorkshire
Photo: Clifford Morris*

Abolition of Slave Trade – 200th Anniversary

Sunday 25 March this year was the 200th anniversary of the British Parliament passing the Abolition of the Slave Trade Act, which outlawed the slave trade throughout the British Empire and prohibited British ships from engaging in the trade. This marked the beginning of the end of the transatlantic slave traffic.

Merchants and ships from west coast ports such as Bristol, Liverpool, Lancaster, Whitehaven and Glasgow were particularly active in the slave trade, and the profits that accrued must surely have played a part in the industrial revolution of the eighteenth century. Unfortunately the aftermath of this dreadful trade persists.

The City of Hull has organised 'Wilberforce 2007', 34 weeks of events and activities concerned with slavery and emancipation. William Wilberforce (1759-1833) who led parliamentary opposition to the slave trade was Conservative MP for Hull.

Robert Carr

Mumbles 200

This year has seen the celebration of the 200th anniversary of what was possibly the world's first passenger railway. The Swansea & Mumbles Railway started as a horse-drawn line for carrying limestone from Mumbles to Swansea in 1804. The passenger service was launched by Benjamin French to develop the tourist potential of the coastal scenery around Mumbles in 1807. Steam trains were introduced in 1876, then replaced in 1929 by electric trains until closure in 1960. The route ran from the around Swansea Bay to Castle Hill in the village of Oystermouth, but was extended to Mumbles Pier in 1898. Day trippers flocked here in the busy Edwardian years.

Kempton Great Engine

The huge Sir William Prescott inverted-vertical triple expansion engine at Kempton Park Waterworks, West London, should be in steam this year. Commissioned in 1928 and 62 feet high it is the largest such engine in steam in the world. Steaming weekends are April 21/22, May 19/20, June 23/24, September 22/23, October 20/21 and November 17/18; hours 11am to 4pm. For further information see www.kemptonsteam.org or telephone 01932 765328.

Robert Carr

Sir John Smith

Sir John Smith died on 28 February 2007, aged 83. He was the founder of the Landmark Trust, the properties of which include a number of industrial-related buildings. In IA circles he was a friend of Tom Rolt and was involved in the restoration of the Stratford Canal. He was instrumental in financing the return of Brunel's *SS Great Britain* from the Falklands to Bristol in 1970 and the restoration of *HMS Warrior* in the 1980s. More recently he was a generous supporter of the paddle steamer *Kingswear Castle* at the Historic Dockyard, Chatham.

Mining wreck protected

Readers may recall the drawings of lost mining equipment found by divers off the Isles of Scilly in 2005, reproduced in *IA News 138*, page 9. This rare find, made off Little Ganinick Island, has now been given protection under the Protection of Wrecks Act 1973. The unidentified nineteenth-century shipwreck is believed to lie close by. There are over 500 registered wrecks around Scilly.

The end of woad?

Woad is a dye plant that ancient Britons reputedly used to paint their bodies. The world's last two woad mills, in Lincolnshire, closed in the 1930s. It seems that woad was grown as a crop for the mills but now it is only found as a wild plant. It was used to dye military uniforms, particularly for the Air Force, Navy and Police. The use of synthetic dyes spelt the end of this industry, but does any archaeology survive? There are plans to re-introduce woad as a crop and revive its use commercially.

Robert Carr

New £20 currency

A new £20 note, launched on 13 March, is now in circulation. It has an industrial theme and depicts the political economist Adam Smith (1723-1790). Born in Kirkcaldy, Smith worked in Edinburgh and later moved to London. Predominantly dark blue the new note has a distinctly Scottish look about it and the illustration on the back shows the division of labour in pin manufacture. When the £5 note commemorating George Stephenson appeared in 1990, railway enthusiasts complained that there were numerous anachronisms and errors in the locomotive illustration. Will IA

DOROTHEA RESTORATIONS LTD

Incorporating Ernest Hole (Engineers) of Sussex

CONTRACTORS AND CONSULTANTS IN THE
CONSERVATION OF HISTORIC METALWORK,
MACHINERY AND WIND/WATER MILLS

Recent contracts include designs for an atmospheric railway, and a replica steam locomotive, restoration of 18C lead sculptures, repair and gilding of the Albert Memorial bronze decoration, conservation work on Turbinia, Lion, Sans Pareil and Locomotion, and even the restoration of an hydraulic catafalque!

Over 100 man years experience

Northern Works: New Road, Whaley Bridge, via Stockport, Cheshire SK23 7JG. Contact: Dave Hodgson
Tel: (01663) 733544 Fax: (01663) 734521

Southern Works: Riverside Business Park, St Annes Road, St. Annes Park, Bristol, BS4 4ED. Contact: Geoff Wallis
Tel: (0117) 9715337 Fax: (0117) 9771677

News readers find anything incorrect about the industrial scene on this new note? The picture of pin manufacture is reminiscent of the Diderot Encyclopaedia. The previous £20 note introduced in 1999 with a portrait of Sir Edward Elgar will be phased out.

Robert Carr

Holidays in Birmingham

According to the BBC Holiday Show broadcast on Wednesday 14 February 2007, Birmingham is now a top holiday destination. Industrial archaeological tourism will feature in the itinerary of those taking a City

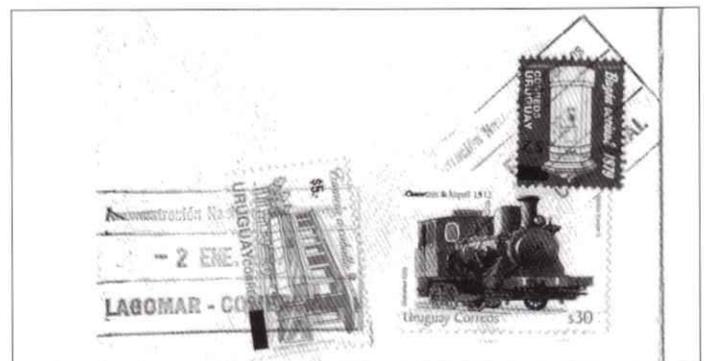
Break there. Along with other former industrial cities such as Leeds, Manchester and Glasgow; Birmingham has had to adapt and develop a tourist industry.

Robert Carr

Uruguay stamps

I was quite amused and intrigued when I received a late Christmas card from a friend in Uruguay. The stamps had pictures of a horse tram, an old train and a post box all of which were reminiscent of the AIA visit to the Isle of Man in September.

Richard Hartree



IA stamps from Uruguay

East Midlands

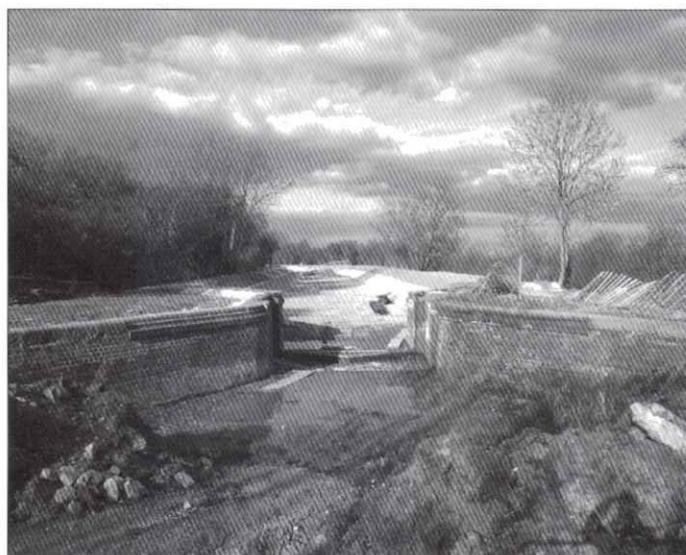
The Leicestershire Industrial History Society are leading a project to record the history and closure of a Steel Tube mill at Desford near Leicester. The 40-acre factory was built during the 1940s as a shadow factory away from the main Midlands Towns of Leicester and Coventry, to supply Cold Drawn steel tubes for the MOD. After the war it became the factory of Tubes of Desford and in 1954 began supplying hot rolled steel tubes using hot piercing techniques developed in the USA by Walter J. Assel for the Timken Company, and cold worked tubes for the bearing and oil rig industries. After becoming part of the T.I. group these facilities were extended and under the eventual ownership of the Timken company remained a viable manufacturing site until forced to close in 2007 due to competition from elsewhere.

The LIHS were mindful that recording the site, particularly the then unique and now defunct Hot Mill, would benefit industrial archaeologists of the future, especially as, with full cooperation of the parent company, much historical information will, on completion of the LIHS project be transferred to the local record office. A DVD and a Bulletin will be the

initial outcome.

We are also involved, with other local groups in a project led by the Nautical Archaeology Society on an interesting project at Stoney Cove Diving Centre to produce a three dimensional virtual image of the flooded quarry, using acoustic techniques which will be interactive and show the underwater features. This technique may be useful for interpretation of any underwater industrial archaeological site. Coupled with this there is work on the social impact of the quarry on the local population, and the relationship between Stoney Stanton and other Leicestershire quarries in their formative years. The LIHS input is being undertaken by David Ramsey, who is also about to publish a definitive LIHS Bulletin on the Leicestershire slate industry.

Work continues on the dig and interpretation of an eighteenth-century coal mine engine house at Swannington. So far the only finds have been a horseshoe, a Victorian penny and a pot egg, but who knows what will turn up next. On the adjacent site the LIHS rescued a haystack boiler in 1955, which was donated to the local Leicester City Museum. After some time, due to local museum restructuring, the boiler was re-sited at Snibston Museum, where it has since



The original gate position at Foxton under restoration, with the new section of canal leading away to the top of the inclined plane
Photo: David Lyne

languished in an inaccessible state. LIHS are joining up with The Swannington Heritage Trust to see if we can reclaim the boiler and re-instate it on its original site, with public access, as part of the Peter Neaverson Legacy funded project.

Progress can be reported on work at the Foxton Locks and Inclined Plane site at Market Harborough, which is part of a multi million pound project in partnership with English Heritage, with lottery funding. A new section of canal has

been built to extend the existing canal arm up to the top of the inclined plane. The original gate position is under restoration and the new gates are on site.

Meanwhile, in Northampton's St James area a use is still being sought the former Express Lifts Tower. The 127-metre high Grade II listed tower owned by Taylor Woodrow was saved from demolition 12 months ago but now the University of Northampton is looking to review a range of potential uses for the structure and is seeking commercial suggestions that relate to teaching, research or consultancy work. The tower, known affectionately as the Northampton Lighthouse and a landmark visible from the M1, was built in 1982 using a continuous concrete casting process and was used for testing lifts but has been out of use since 1997.

Planning applications are posing a risk to several former industrial sites in Northamptonshire. There are plans to demolish the former Pearce's tannery in Great Billing, but it is hoped that the art deco office building will be saved and form part of the new housing/office development. In Rushton, proposals to substantially modify the former Grade II Glendon and Rushton station (closed in 1960) were withdrawn and the buildings are up for sale. On the Midland Railway's Leicester to Bedford line, the stationmaster's house and abutting ticket hall are built in local limestone and feature Norman style windows with

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, Castlery Archaeology, 33 Stallion Lane, Pontesbury, Shrewsbury, Shropshire SY5 0PN

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

polychrome brickwork. There is an application to demolish the last part of the former E & H Roberts agricultural engineering works in Deanshanger. The building dates from 1860 and was latterly used as a laboratory for a company supplying pigments for paints; it features elaborate cast-iron window frames. In its heyday, Roberts supplied a range of agricultural implements and wind operated pumps throughout the country and for export.

Ian Mitchell reports from Derbyshire that new research into the Strutt family's Bridge Hill estate suggests that a very large icehouse and adjacent structures may have been used for food supplies to the workers in the cotton mills in the town of Belper, rather than for the family themselves. The Strutt archives contain a record of the construction of the house and ancillary buildings after the family bought the estate. This is quite separate from the accounts of the business, and does not include any expense associated with the icehouse. If the structures are indeed associated with the mills rather than the house, this makes them almost unique, as icehouses in the UK are usually a luxury facility for rich landowners. Unfortunately, these structures are under threat from a proposal to convert them for housing, and they are outside the current boundary of the Derwent Valley Mills world heritage site. Amber Valley Borough have delayed making a decision on a planning application pending a review of whether the structures are listable.

Work has finally commenced on restoration and conversion of the remaining Derby Locomotive Works buildings for Derby College. The buildings were constructed for the North Midland Railway and the Midland Counties Railway in 1839, and include the Grade 1 listed locomotive roundhouse, the oldest example of this distinctive style of railway structure anywhere in the world. The buildings have been disused since 1988, and several unsuccessful plans for adaptive re-use have come and gone. Derby College's £36 million scheme is now fully funded, and planning permission was granted in January. The target is to open the facility in January 2009, with a visitor centre and food court in the roundhouse itself, and teaching and

administration facilities in the other workshop buildings.

Saint Gobain Pipelines have announced the closure of their iron pipe-making plant at Stanton-by-Dale in Derbyshire, with the loss of 220 jobs. Stanton Ironworks began with three blast furnaces constructed alongside the Nutbrook Canal in 1846, and iron was made on the site until 1974. Manufacture of iron pipes and tunnel segments continued using re-cycled scrap as the raw material, and an internal railway system transported molten iron from a central melting plant to different parts of the site. Over recent years the site has contracted, and from 2007 only 230 workers will remain, manufacturing valves and flanges, and providing customer support for products imported from Saint Gobain's European plants.

David Lyne

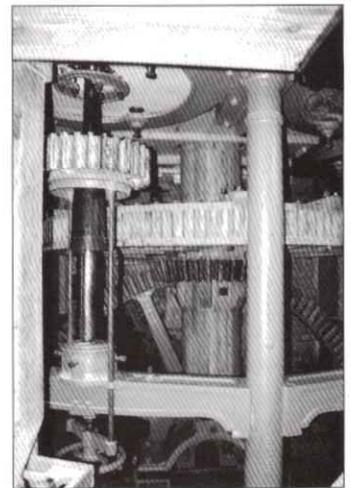
Home Counties

Stotfold Mill in Bedfordshire has been restored thanks to the efforts of Mr Ron Roper. The mill ceased milling about 1854 and the buildings were used for storage until 1966. Mr Roper was in the process of buying the mill when, in December 1992, there was a disastrous fire. He then formed a trust with four other villagers, to buy and restore the mill. They bought it for £1 and have now restored it with the help of the Town Council, Mid

Bedfordshire District Council, the Landfill Tax, the Heritage Lottery Fund and others. Stotfold Mill is listed, Grade II*, on account of its unusual cast-iron hursting frame, made by the famous millwrights, Whitmore & Binyon of Wickham Market, Suffolk. There is an internal, overshot iron waterwheel, 8 feet (2.4 metres) diameter and 14 feet (4.3 metres) wide. The Trust now aims to rebuild the weir further upstream.

Meanwhile, in Buckinghamshire, the future of Walton Mill, a Grade II listed corn mill in Aylesbury, looks uncertain, due to a nearby development project. The clutter of surrounding buildings was demolished last year and recently the mill roof has been protected by plastic sheeting. Better news from Coleshill (Oxon), where the watermill has been returned to operation, and is open to the public on various days of the year. The cast-iron low pitched-back wheel is by Philips & Son of Reading. The National Trust is also restoring the impressive range of buildings of the nearby nineteenth-century Coleshill model farm.

Witney (Oxon) is famous for its blankets, although local production ceased with the closure of the Early's factory in 2002. An interesting exhibition on blanket production, and other activities by Early's, is circulating amongst



Gearing and the cast-iron hurst frame by Whitmore & Binyon of Wickham Market, Suffolk, at Stotfold Mill, Bedfordshire
Photo: Tim Smith

museums in Oxfordshire. For copies of a 'Witney Wool & Blanket Trail' booklet, covering 31 sites around the town, contact www.witneyblanketstory.org.uk. From blankets to paper, Nash Mills, on the River Gade at Hemel Hempstead (Herts), was one of eight British paper mills to close in 2006. Once part of the Dickinson empire, it has latterly been run by a South African company, Sappi. The fortunes of Nash Mills are in contrast to nearby Frogmore Mill, visited during the 2004 AIA Conference, where lottery grants will provide a new visitor centre and



The newly restored Stotfold Mill, Bedfordshire

Photo: Tim Smith

refurbishment of the mill. North of Oxford, the University wishes to develop the former Wolvercote Paper Mill site for housing, but also for an Oxford University Press printing centre.

McMullen's brewery in Hertford has been sold to Sainsbury's. This includes the imposing tower of 1891, which is thought to contain some plant. McMullen's continue to brew on a new site elsewhere.

The restoration of the Wilts and Berks Canal proceeds at various points within Oxfordshire. A major advance was the opening in August 2006 of a new cut, the 'Thames Jubilee Junction', linking the Thames south of Abingdon to a disused gravel pit. From there it is planned to dig a new channel to join the original canal alignment further west. Along the River Thames itself, locks within Oxfordshire and Berkshire were amongst those coming under a £4.45 million capital repairs programme proposed by the Environment Agency for the winter of 2006-7. Major works were planned for Bray Lock near Maidenhead (Berks), and at Days and Clifton Locks between Abingdon and Wallingford (Oxon).

On the railway scene, redevelopment of the older parts of the former London & Birmingham (and later London & North Western) Railway works at Wolverton (Bucks) has led to the removal of an 1899 football stand from Wolverton Park. Developers plan to re-erect the stand at a later date. The 1845 Locomotive Workshops and the Old Lifting Shop of 1889, both Grade II

listed, are being converted into flats. Although the office building of the former Wantage Tramway survives in Wantage (Oxon), redevelopment behind it has led to the removal of the wooden passenger shed, and the last remains of the former rail-served gas works. *Shannon*, the Tramway engine built in 1857, survives at the nearby Didcot Railway Centre. Eastwards from Didcot along the Great Western main line, Network Rail has recently secured government approval and funding for a £68 million upgrade of Reading Station (Berks).

Consultant Pell Frischmann received a 2006 Historic Bridge and Infrastructure Award (organised by the Panel for Historic Engineering Works (PHEW) of the Institution of Civil Engineers) for work on Fritwell Railway Bridge (Oxon). This is a road bridge across the Chiltern line (formerly Great Western & Great Central Joint) between Bicester and Aynho Junction. The Award was for advanced structural analysis, which has allowed the road loading to be increased, obviating the need for any structural alteration to the 'elderly metallic beam bridge'.

The Grade II listed 'Electric Garage', on the south side of Newbury (Berks), seems to remain sound, despite changes in the names of the car sales firms trading from it. The Twentieth Century Society keeps a watchful eye. The 1934 building was one of the earliest filling stations where petrol was pumped electrically. The massive No. 2 airship shed at Cardington (Beds), once home to

THE BOOK HOUSE

The leading industrial archaeology booksellers since 1963 - books on all aspects of technology & transport

LISTS ISSUED - FREE SEARCH SERVICE

We have moved a short way to Brough, on the A66 trunk road between Scotch Corner & Penrith. Our new premises are in Grand Prix Buildings at the north end of the main street - there are usually several Grand Prix coaches in the yard.

The new shop is normally open from 10am to 4.30pm except on Sundays & Tuesdays, but Brigid may be away at a book fair or conference so please ring first if coming from a distance. Phone or write for a catalogue or follow the link from our website.

The Book House, Grand Prix Buildings, Brough, Kirkby Stephen, CA17 4AY
Tel: 017683-42748 www.thebookhouse.co.uk

the giant *R 100*, was up for sale during 2006, with an asking price of around £4 million. The shed, which has a Grade II listing, is 157 feet (47.8 metres) high by 812 feet (247.5 metres) long. Although on lease to Warner Brothers for film work, airship-related Skyship craft are still maintained there.

Industrial development has always been a contentious subject around Oxford. A recent day school to commemorate 30 years since the publication of the controversial book *The Erosion of Oxford* by James Stephens Curl in 1977 encouraged discussion of the development of Oxford (planned or unplanned) since the Second World War. In *Oxford Replanned*, an earlier (1948) book, Thomas Sharp had advocated the complete removal of

the Morris Motors and Pressed Steel Works at Cowley to 'some other part of the country' (location not specified!). Faced with the potential expansion of Oxford's gas works (still close to the city centre in 1948), he fulminated: 'there is a scale of values...if we are still civilised...which is outraged...that a mere shell around a machine for making gas...should overtop... buildings [of the University]...which symbolise all that has been noble in the aspirations of Englishmen for seven centuries and more.'

Thanks to Abingdon Museum, Keld Fenwick (Newcomen Society 'Links' bulletin), Bruce Hedge and the ICE PHEW Newsletter for material used in this report.

Henry Gunston and Tim Smith



Inland Waterways Association narrowboat 'Jubilee' positioned for the cutting of the ribbon to officially open Jubilee Junction. Waterway Recovery Group members who helped with the construction of the junction are in the crowd behind

Photo: W&BCT Archives



After the opening ceremony boats of all types made the symbolic trip along the new section of the Wilts & Berks Canal from the Thames

Photo: W&BCT Archives

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

- Brewery History*, 123, Summer 2006
- Brewery History Society Newsletter*, 36, Summer 2006
- Bristol Industrial Archaeological Society Bulletin*, 119, Autumn/Winter 2006; 120, Spring 2007
- Cleveland Industrial Archaeologist*, 31, 2006
- Cumbria Industrial History Society Bulletin*, 66, December 2006
- Dorset Industrial Archaeology Society Newsletter*, 17, January 2007
- Greater London Industrial Archaeology Society Newsletter*, 227, December 2006
- Hampshire Mills Group Newsletter*, 75, Winter 2006
- ICE Panel for Historical Engineering Works Newsletter*, 112, December 2006; 113, March 2007
- Industrial Heritage*, 32/3 Winter 2007
- Lancashire History Quarterly*, 12/1, February 2007
- Merseyside Industrial Heritage Society Newsletter*, 272, December 2006
- Museum of Bath at Work Newsletter*, New Year 2007
- SAVE Britain's Heritage Newsletter*, November 2006
- Scottish Industrial Heritage Society Bulletin*, 41, December 2006; 42, March 2007
- Search: the Bulletin of the South Wiltshire Industrial Archaeology Society*, 85, March 2007
- Somerset Industrial Archaeological Society Bulletin*, 103, December 2006
- Suffolk Industrial Archaeology Society Newsletter*, 96 February 2007
- Surrey Industrial History Group Newsletter*, 155, January 2007; 156, March 2007
- Sussex Industrial Archaeology Society Newsletter*, 133, January 2007
- Sussex Mills Group Newsletter*, 133, January 2007
- TICCIH Bulletin*, 34, Autumn 2006; 35, Winter 2006
- Trevithick Society Newsletter*, 132, July 2006; 133, October 2006
- WaterWords: News from the Waterworks Museum, Hereford*, Winter 2007
- Worcestershire Industrial Archaeology and Local History Society Journal*, 31, Winter 2006
- Yorkshire Archaeological Society, Industrial History Section Newsletter*, 69, Early Spring 2007
- Yorkshire History Quarterly*, 12/1, February 2007

Short Notices

Arming the Fleet: The Development of the Royal Ordnance Yards 1770-1945, by David Evans. Explosion! Museum of Naval Firepower, in association with English Heritage and Hampshire County Council, 2006. 272 pp, 250 photos, drawings and maps. ISBN 10: 0955363209, ISBN 13: 978 0955363207. Hardback £19.95

This major new book reveals, for the first time, the complete history of Britain's naval ordnance yards from the early conversion of fortifications such as Upnor Castle and Portsmouth's Square Tower, through the development of the major sites at Priddy's Hard and Bull Point, to the underground strongholds of the Second World War. From extensive research using a wealth of original documents, David Evans traces the development of the sites, buildings, workers and policies that underpinned Britain's armed forces for over 150 years. The author explores the vast network of depots created in response to technological improvements, through the rise and fall of innumerable bureaucracies, the changing face of war and the misfortunes caused by human fallibility. The resulting book not only offers a unique insight into a little-known area of military infrastructure, but also provides background context of developments in ordnance and armament and includes an extensive gazetteer of surviving sites, making it an essential work for historians, academics, local history enthusiasts and military and naval aficionados.

From Trees to Treasures: The Story of Henry Jackson MBE, Founder of the Rural Life Centre, published by the Old Kiln Museum Trust, 2007. A4, 20pp, 17 ills. Available from the Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL, £4 plus £1.50 P+P.

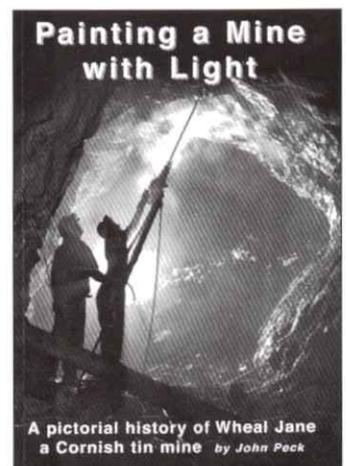
The Rural Life Centre at Tilford, near Farnham in Surrey, was founded by Henry Jackson and his wife Madge in 1969. It is now one of the leading museums in Surrey. This short book gives an account of Jackson's life and the development of the museum and its arboretum. Finding himself in a reserved occupation early in WWII, Jackson contrived to be sacked so that he could join the Royal Marines, where he trained as a commando and served in the Far East. After the war Jackson first worked in a sawmill, but later went back to the land in a nursery growing forestry seedlings. The book gives an excellent account of the work of establishing and running such a nursery, including the construction of special machinery not available commercially. Jackson and his wife started a very successful market garden. In 1969 a plough began their collection of all sorts of agricultural and horticultural items, the contents of a variety of shops and wheelwright and other workshops. Buildings were (and are) also collected, notably a village hall, a small chapel, and numerous others. The site also has the narrow-gauge Old Kiln Light Railway. The museum was first opened to the public in 1973. The Old Kiln Museum Trust was set up in 1984, and this now owns the museum and oversees its activities as a registered charity. The book complements the earlier publication *The Birth of a Museum*, transcribed from Madge Jackson's diaries. These books give an account of a remarkable couple, whose entirely voluntary efforts led to the creation of a unique museum of rural life. They were honoured in 2000 by both being appointed MBE.

The Lakes and Cumbria Mines Guide, by Ian Tyler. Blue Rock, 2007. 207pp. ISBN 0954863143. £12.99, with plastic outer cover £1.00 extra, postage £2.50. Obtainable from Keswick Mining Museum, Otley House, Otley Road, Keswick, Cumbria CA12 5LE.

This A5 size guide lists around 1,400 metalliferous mine workings in the areas of Cumbria, Furness and Westmorland. The guide is for the walker, historian, archaeologist and mine enthusiast or anyone who wants to know the extent of this incredible story. The book's 19 chapters take the areas valley by valley, listing the individual sites by NGR numbers and covering many of the sites in the form of individual walks with some historical notes.

Painting a Mine with Light, by John Peck. Truro: Peck Publications, 2006. 64pp, 85 illus, many in colour. ISBN 0-9552557-0-8. £6.95.

This book is a pictorial history of Wheal Jane in Cornwall which worked almost continuously from 1971 until 1991, producing tin, copper and zinc ores from a depth of 1,540 feet (470m). The author was employed as the mine's photographer and his captions describe the wet, humid and noisy conditions encountered underground. The illustrations chart the workings of modern metal mine, with underground machinery including the electro-hydraulic raise borer which could bore a 6 feet diameter hole to a depth of 200 feet safely and quickly. Surface pictures include the headgear above the two shafts, ore processing and protest marches on two occasions when falling tin prices threatened the mine.



VISIT THE AIA WEBSITE
www.industrial-archaeology.org.uk

**14-20 MAY 2007
AIA VISIT TO LATVIA**

for possibility of late bookings, contact Paul Saulter, 80 Udimore Road, Rye, Sussex, TN31 7DY or e-mail: paul@ia-tours.demon.co.uk

**19 MAY 2007
SWWRIAC**

at the Rugby Club, Wellington, Somerset, the South Wales & West Region IA Conference organised by Somerset IA Society. Details from Geoff Fittong, Giles Cottage, Hill Lane, Brent Knoll, Somerset, TA9 4DF, Tel: 01278 760869 or email: geoff@fittong.freemove.co.uk

**7-10 JUNE 2007
18TH ANNUAL MINING
HISTORY CONFERENCE**

at National Mining Hall of Fame and Museum, Leadville, Colorado, USA. For details see Mining History Association's website: www.mininghistoryassociation.org

**9 JUNE 2007
EERIAC XVII**

at Harwich, the 17th East of England Regional IA Conference. Send SAE for details and booking form to Mrs B. Taylor, Crown House, Horsham St Faiths, Norwich NR 10 3JD.

**10-12 JUNE 2007
THE INTERNATIONAL
IMPORTANCE OF
PONTCYSYLLE AND CHIRK
AQUEDUCTS AND THE
LLANGOLLEN CANAL**

at Wrexham and on the Llangollen Canal, the launch conference for the nomination of the Pontcysyllte and Chirk Aqueducts for nomination as a World Heritage Site. There will be talks, boat trips and walks along the canal and over the aqueducts. This will be the first meeting of the new British Committee of TICCIH. For further details please email: kay.rickard@wrexham.gov.uk

**13-15 JUNE 2007
WORLD CANALS
CONFERENCE 2007**

at Liverpool, the 20th International World Canals Conference returns to English shores for the first time in 10 years. The event is focused on the value of involving volunteers and the community sector alongside professionals when designing and delivering waterside projects of any scale. It is hosted by the Inland Waterways Association. Further information can be found at: www.wcc2007.co.uk

**15-17 JUNE 2007
NAMHO CONFERENCE 2007**

at Morwellham, West Devon, hosted by Tamar Mining Group in association with Plymouth Caving Group and other local NAMHO member organisations. Set in the heart of a newly designated World Heritage mining site, the conference theme covers the mines of the Tamar and Tavy areas. Details are on

the National Association of Mining History Organisations' website: www.namhoconference.org.uk

**2 JULY 2007
250TH ANNIVERSARY OF
THE BIRTH OF THOMAS
TELFORD**

at Edinburgh, The Royal Society of Edinburgh conference celebrating the life and work of Scotland's greatest civil engineer. For details contact RSE Events Dept, 22-26 George Street, Edinburgh EH2 2PQ, Tel: 0131 2405000, Email: events@royalsoced.org.uk

**10-16 AUGUST 2007
AIA PRESTON CONFERENCE**

at the University of Central Lancashire, Preston, the AIA annual conference. Application forms were mailed in February, but for further details please contact James Gardiner, AIA Liaison Officer, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH, Tel: 0116 252 5337, Email: AIA@le.ac.uk

**13 OCTOBER 2007
INDUSTRIAL ARCHAEOLOGY
SYMPOSIUM**

at the Wharf Theatre, Devizes, the biennial symposium hosted by Wiltshire Archaeological & Natural History Society. For information when available send SAE to Doug Roseaman, c/o WANHS, 41 Long Street, Devizes, SN10 1NS.

**13 OCTOBER 2007
EMIAC 74: FOXTON
HERITAGE DAY**

at Foxton, Market Harborough, the 74th East Midlands IA Conference, hosted by the Leicestershire Industrial History Society, with speakers on the canal, history of the locks and inclined plane, and restoring and managing the historic environment at Foxton, followed by tours around Foxton and Market Harborough. For details, send SAE to Alan Brittan, 18 Westbourne Road, Underwood, Notts, NG16 5EG.

THE AIA WEBSITE'S
DIARY SECTION GIVES
FULLER DETAILS OF THE
LATEST NOTICES OF
CONFERENCES AND
MEETINGS

www.industrial-archaeology.org.uk



INDUSTRIAL ARCHAEOLOGY NEWS
(formerly AIA Bulletin ISSN 0309-0051)
ISSN 1354-1455

Editor: Dr Peter Stanier

Published by the Association for Industrial Archaeology. Contributions should be sent to the Editor, Dr Peter Stanier, 49 Breach Lane, Shaftesbury, Dorset SP7 8LF. News and press releases may be sent to the Editor or the appropriate AIA Regional Correspondents. The Editor may be telephoned on 01747 854707 or e-mail: aianewsletter@yahoo.co.uk.

Final copy dates are as follows:

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

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH. Tel: 0116 252 5337 Fax: 0116 252 5005.

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



Members of the Manx Transport Museum Group, the Laxey and Lonan Heritage Trust and the Laxey Mines Research Group with Angus Buchanan and their awards (see page 8)
Photo: Manx National Heritage