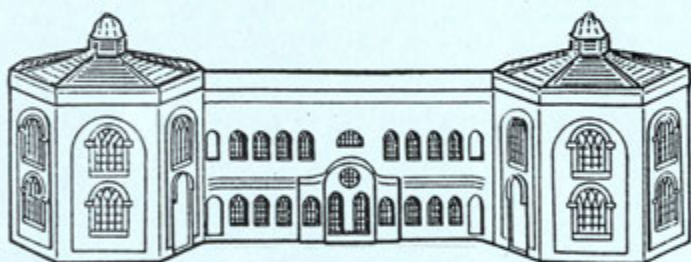


# RETORT!

THE BULLETIN  
OF THE  
WARWICKSHIRE  
INDUSTRIAL ARCHAEOLOGY  
SOCIETY



SUMMER 2000

ISSUE TEN

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The Bulletin of the  
Warwickshire  
Industrial Archaeology  
Society

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## EDITORIAL

The society's AGM in June and the follow-up meeting in July raised a number of very important issues, including the future location of the Society's meetings, subscription levels, the need to involve more members in the running of the Society, and the question of publications. By the time you read this, most of these will have been resolved, and this editorial concentrates on the last-mentioned issue and the future of Retort!

Retort! had very modest beginnings, has grown slowly over the years, but may now have reached the end of its useful life. It has always tried to combine details of the forthcoming programme, general news items about the Society and local events and issues, and some more serious material, usually from members' research interests. A rather mixed bag has resulted, which has sometimes been difficult to incorporate within the A5 format. Recent issues have also tried to improve the quality of reproduction, particularly in relation to photographs.



It now seems that the Society needs a number of publications, each serving a different function, and that the effort - and costs - of publishing should be directed far more to the publication of research interests and the gazetteer rather than Retort!

Four possible types of publication can be identified:

1. An information sheet covering details of the Society and forthcoming programme. This would be ideal both for existing and new members, and could be distributed to Libraries and other Societies that might be interested in the themes that we cover.

2. Retort! could continue in A4 format, but would be published more regularly, with general items about the Society and reports on past meetings.

3. Pamphlets on specific themes or localities within Warwickshire, usually by members of the Society.

4. The latest edition of the Long List. This remains a long-term project for the Society, but suffers from all the usual problems over choice of sites for inclusion. The limits to 'industrial' archaeology are indeed difficult to set, particularly if one takes the IRIS handbook as a guide.

In the long run, we hope that articles from past issues of Retort!, members' pamphlets and the entries on the Long List can be co-ordinated to form the basic structure of the Gazetteer. For the moment, this is likely to be the last A5 issue of Retort! I hope you enjoy its contents and the flavour it gives of the work and enthusiasm of members of the Warwickshire Industrial Archaeology Society.

Martin Green

## WIAS contributes to Coventry City Archives

*Future generations of the students of the machine-tool industry of Coventry may be very grateful both for the work of Arthur Astrop in gathering information on the industry, and for the following significant contribution made by a WIAS member.*

By a stroke of good luck, a WIAS member has recently been able to make a small contribution to the industrial archives of the City of Coventry. Some years ago, Mr. Richard Bailey, at one time a leading industrial photographer in the city, had the foresight to save, from almost certain destruction, a large number of photographic negatives. He stored these negatives and recently decided to donate them to the City Archives. Before doing so, however, he knew they needed to be sorted, catalogued, and wherever possible the subject matter of each negative identified.

In that task, Arthur Astrop was pleased to help, especially when he found that the hoard consisted of over 300 whole-plate negatives, *on glass*, and all of them individual machine tools made by Alfred Herbert Ltd. from the 1890s to the 1930s! treasure trove indeed. Needless to say, the collection is not only a priceless record of the early years of the famous company but is also a pictorial history of how the design of its machines developed over the span of its first 40 years.

horrendous. Be that as it may, the Coventry City Archives now has the collection, together with 23 A4 pages of accompanying descriptive matter.



The initial task was to sort and identify the negatives by 'type of machine'. Five categories soon emerged, namely:

1. **drilling machines**
2. **grinding machines**
3. **milling machines**
4. **turning machines**
5. **'miscellaneous'**, including any general purpose machines.

It was then found necessary to subdivide milling machines into two groups, namely **horizontal spindle** and **vertical-spindle** types; and to subdivide turning machines into four groups, namely **centre-lathes**, **capstan lathes**, **combination turret lathes** and **'others'**, with the latter category covering any obvious special-purpose machines.

Unfortunately, very few of the machines carry a Model No. which might have given a clue to date, and with one exception there is nothing else on any of the negatives to provide any idea of year of origin. The exception is a group of machines in front of which there is a board stating that they were built for the Argentine Central railways in 1913. On the other hand, every negative carries a number, scratched on the glass presumably allocated by the photographic record department of Alfred Herbert Ltd. It seemed reasonable to assume that these numbers were issued consecutively, and that as a consequence the lower the number the earlier the date of the negative. Accordingly the negatives in each group and each subdivision were catalogued in ascending numerical order.

It only remained then to write a caption for each of the 300 negatives, identifying the type of machine, pointing out any special features, and recording progressive developments as designs were improved and changes made. One negative only defied description, and it was necessary to write "The function of this machine is anyone's guess". (Perhaps it could be the subject of a competition to be run by WIAS!). The overwhelming majority of the machines were, of course, designed for being driven from overhead belts, and it is only in a few of the very highest negative numbers that examples of machines with individual electric motor drives gradually began to appear.

It is interesting to note that every negative had its background detail 'blacked out', so that only the machine itself remains. This process was carried out by hand, with a very fine paint brush, and in view of the complex 'silhouettes' of the machines it is obvious that an extremely high level of skill, and knowledge of each subject, was required for such work.

Looking at the collection as a whole, one impression predominates, and that is the enormous variety of designs in which each type of machine was offered. In the early years there seems to have been absolutely no attempt to 'standardise', and one gets the impression that if a customer wanted a lathe (say) made back to front, or upside down, that Alfred Herbert would oblige. Consequently, the problems of recording precisely the design of each machine, its customer, and maintaining appropriate stocks of spares, must have been horrendous. Be that as it may, the Coventry City Archives now has the collection, together with 23 A4 pages of accompanying descriptive matter.



From the Leamington Courier and Warwickshire Standard  
8th June 1923

### **"PRINCE'S BRIDGE"**

The new bridge over the River Leam will be known as "Prince's Bridge" in honour of his Royal Highness the Prince of Wales passing over it on the occasion of his visit to Leamington next Thursday. It is adjacent to the the bridge over which the LMS trains run between the Avenue station and Milverton. It will be remembered that the building of the bridge was decided on as a means of relieving unemployment. More than one purpose has been served in its construction, for it has provided the borough with an elegant span across the Leam which will enable traffic to proceed from Leamington to Milverton and vice versa by a less circuitous route than has been used formerly.

The contract price for the new bridge was £11,432, and as far looks go the ratepayers have certainly had value for their money, for it is a strong and imposing structure. A test was applied to it recently when a load of 120 tons was brought to bear on the bridge. This great weight, which is far more than it will ever be likely to carry again, was borne without any sign of weakness. A few architectural details may be of interest. The first design was for an elliptical arch in one span, but on account of the difference in the levels on either side of the river, and the necessity of keeping above flood level, the abutments came out very costly. It was subsequently decided to build in three spans on the beam and slab system, the whole being carried on reinforced concrete piles, the river piers being protected by concrete filled into pre-cast concrete caissons. The parapets externally are formed in panels with pre-cast mouldings in relief, these being bolted on through holes left to receive the bolts. From the points at which it runs over the river the bridge is 12ft. wide. The carriageway is 32ft., whilst the pathway is 8ft. wide, a duct underneath carrying gas and water mains.

### **The Gazetteer/Long List Update**

Some might argue that progress on the Gazetteer continues at a pace somewhere between that of a snail and that of a tortoise. It does, however, move inexorably forward!!

Some areas seem well covered, and, of course, other organisations have already researched much of the material. For example, the work of the Alcester and District Local History Society in the late 1970s (see below) and the survey of the Industrial Archaeology of a Warwickshire Rural Area (Honiley; Haseley; Hatton; Shrewley; Wroxall; Lapworth) edited by E.Saville raise grave dangers of wheel re-invention. Our own Warwickshire Bridges Database is a very comprehensive and detailed survey of one feature of our civil engineering heritage. The surveys of Warwickshire Watermills by D.T.N.Booth and Warwickshire Windmills by W.A.Seaby and A.C.Smith are essential sources of reference. Our contributions to IRIS - limited though they be - are still a small component of the recording necessary. And, of course, the Sites and Monuments Record (to which our material will eventually be offered) already has an extensive list of industrial sites.

So the process of recording may involve much duplication. Does this matter? It is better duplicated than not recorded at all. The lists also rapidly become out of date. Too frequently 'The Brewery' becomes 'Site of The Brewery' as the demolition men move in. It is vital that we record what actually remains, and each site merits a visit for verification. A list issued in the 1970s sadly may no longer be a very accurate survey of what remains in 2000. So feel free to go out and check the reliability of any of the listings.



Moreover, the limits to the type of sites to be included seem increasingly hard to set. Take a simple example. Retailing is a vital component of economic activity, and important sites of retail developments ought to be included. At the TICCIIH Millennium Conference (see Seen and Heard section) in London Barrie Trinder is leading a workshop on 'A Century of Shopping', and members will recall the introduction he gave to this topic in one of our meetings. Our problem is to decide *which* sites should be recorded. Perhaps we should start with the fast-disappearing Department Store in our larger towns, or the surviving examples of the Village Stores in smaller towns and villages. The co-operative Store is another example. What about early examples of the supermarket, which may have become largely redundant because of the advance of the out-of-town shopping centre?

Incidentally, the IRIS classification for retail and wholesale distribution includes

- Auction House
- Chandlery
- Coal Depot
- Corner Shop
- Department Store
- Milk Depot
- Petrol Station
- Saleroom
- Shop
- Shopping Arcade
- Shopping Centre
- Showroom
- Supermarket

The Long List could easily become very much longer!

And then, of course, the interests of members of the Society tend to produce an uneven coverage. We need some more members from the south of the County e.g. from Shipston-on-Stour to improve coverage, or more to take their cars to Compton Garage in Long Compton for repair! (see illustration).

It is the larger industrial centres that pose the greatest problem. Nuneaton and Rugby are noticeably underpresented in the list, despite their crucial role in the industrial and railway development of the County. Finally, coverage of Coventry - our most important centre for industrial activity - remains a daunting prospect, although Arthur Astrop's work shows what can be done by building up information carefully and methodically.

We shall press on, and the latest issue of the gazetteer will be available with this issue of Retort. It now has over 500 entries, probably with errors and certainly with omissions, but it has certainly progressed from its early beginnings.

Keep on finding those sites. Just sent them in to Martin Green, with the simplest amount of information - what it is and where it is - and the gazetteer will be amended accordingly.

It is refreshing, finally, to note that not even the IRIS Classification could cover one of the sites in Warwickshire - the Elephant Wash in Priory Terrace, Leamington, although, to be fair, Circus is recorded as an industry.



## Internet 1

Access to Coventry's industrial heritage will be greatly enhanced with the launch of a website in early 2001 covering photographs and information on motor vehicle, aircraft and machine tool manufacturing. The project is a partnership between the Herbert Art Gallery and Museum, the Midland Air Museum, and the Museum of British Road Transport and the Depot Studios. The total cost of the scheme is over £55,000, of which £43,500 has been awarded by the Department of Culture, Media and Sport, and the remainder has been provided by the partners.

Co-ordinated by Huw Jones, the website will enable visitors to view historic examples and browse through films of the industries concerned. It will be specifically designed as a user-friendly, non-technical site, in the hope that visitors will wish to use the site on a regular basis.

## Internet 2

Several readers may possess a booklet published in the late 1970s by the Alcester and District Local History Society 'The Industrial Archaeology of the Lower Arrow Valley, Warwickshire'. This provided an excellent survey of remaining sites in the area. This, and other material from this thriving Local History Society, has been placed on the internet. Readers might enjoy surfing the following site:

<http://dialspace.dial.pipex.com/town/square/fk26/localpast/occpap/indgaz/index.htm>

Thanks to Bill Bond for drawing this to the editor's attention.



A neglected industry in a neglected area of the county?  
Compton Garage, Long Compton





## Rock Mill

Rock Mill is one of Leamington's best-known industrial landmarks, and is also, of course, one of the most important IA sites in the county. This derives from its role as a water-powered cotton mill from the 1790s, a rare example of such activity in this part of the country. It was soon converted to the production of flour, and this became its primary function over time. There have been various additions to the mill over the years, including the use of steam power as well as water-power. It was operated by Kench & Son from 1950 in conjunction with the mill alongside the canal on Emscote Road (Navigation Mill). It was then purchased by Mr. F. Rishworth, and Mr. D. Rishworth has reluctantly decided to sell the mill. Many members will remember the tour of Rock Mill kindly given to us by Mr. Rishworth some years ago.

The area around the mill has changed significantly in recent years. The renovation of the Mill House and the granting of planning permission for town houses on the riverside beyond the mill has necessitated a new access road. The very tranquil character of the mill's surroundings (see illustration) has been altered, and the conversion of the mill itself will create a much busier atmosphere. The conversion will be a careful, sensitive restoration, with key features (e.g. the two undershot water-wheels) retained.

Additional uncertainty surrounds the opposite side of the river as well, with the decision by Pottertons to move their operations elsewhere. The sports field on the flood plain of the river may also find another use. This part of the river Avon could see many changes in the future, although the Rock Mill site will be a lasting reminder of Leamington's industrial past.



## Boulton and Watt - Power Brokers!

by John Selby

I spent a most interesting day last year at the Soho House Museum, H, Birmingham. It was organised by Birmingham Museums and Art gallery in conjunction with Birmingham City Archives to explore Boulton and Watt's pioneering contribution to the Industrial Revolution. The Day School was introduced by Rita McLean. members may recall her coming to speak to WIAS in December 1995. George Demidowicz (Conservation Officer, City of Coventry) spoke on the Soho Manufactory, and from old drawings has been able to reproduce the appearance of the site as it might have been in 1805. All the buildings have long since disappeared under housing. The next speaker was Tim Proctor (Project Officer, Birmingham Library) who spoke on the Engine Books, and the records of the company, providing a fascinating insight into the organisation of an early engineering company.

In the afternoon, Nicholas Kingsley (Central Library manager) spoke on The Lunar Society in eighteenth century England. At the time, it was probably the only society outside London interested in science and thought, with famous people of their age such as Dr. Erasmus Darwin; John Baskerville, the Birmingham printer; Samuel Galton, Quaker merchant; Dr. Joseph Priestley, chemist; and visitors such as John Smeaton, Sir William Herschel and Josiah Wedgwood.

The final speaker was Fiona Tait who spoke on Mothers, Wives and Daughters of the Boulton and Watt families, their lives and correspondence with their husbands who were away from home for long periods of time in London, Cornwall and Scotland.

The final session was a display of archive material of letters, drawings, engravings etc. all from the Boulton and Watt Collection. One piece of luck for me (and we had to wear cotton gloves to handle the material on display) was the Drawings Day Book and on Wednesday, 14 May 1800, entry number 863 was listed as a general view and ground plan of the Hillmorton engine I am researching at present.

A memorable end to a fascinating day!

## On the Coventry Trail

### 1. The Coventry Way

Readers may be aware of 'The Coventry Way', a 40-mile circular walk around Coventry. The route, in fact, covers a number of places familiar to many ... Meriden ... Carol Green ... Kenilworth ... Stoneleigh ... Stareton ... Bubbenhall ... Ryton ... Wolston ... Bretford ... Brinklow ... Nettle Hill Bridge ... Ansty ... Bedworth ... Corley Moor ... Meriden. Each year, there is a specific day (The Coventry Way Challenge) when walkers can complete the entire 40-mile circuit, or a team of walkers can complete it as a relay, under the supervision of the Coventry Way Association. This year's date is Sunday 3rd. September. Start time is 6.00 a.m. at Meriden ....!!

The main reason for mentioning this, however, is not necessarily to entice you to stride out on September 3rd., but to ask if any members would be willing to contribute to the booklet to be issued on the Challenge Sunday with details of places visited on the walk. This year, as well as the 40-mile circular walk, there will also be approximately 15 circular walks visiting hamlets/villages/sites not on the main route. each of these mini-walks will be approximately 5 miles in length. The organisers are keen to produce easy-to-follow maps and to make reference to wildlife, local history and industrial archaeology in their descriptions of the walks. We shall discuss the ways in which we can help at the July meeting, but anyone interested should contact Toby Cave.

The editor of the walk booklet is  
Mr. Cyril Bean,  
11, Nightingale Lane,  
Coventry CV5 6AY.



## On The Coventry Trail

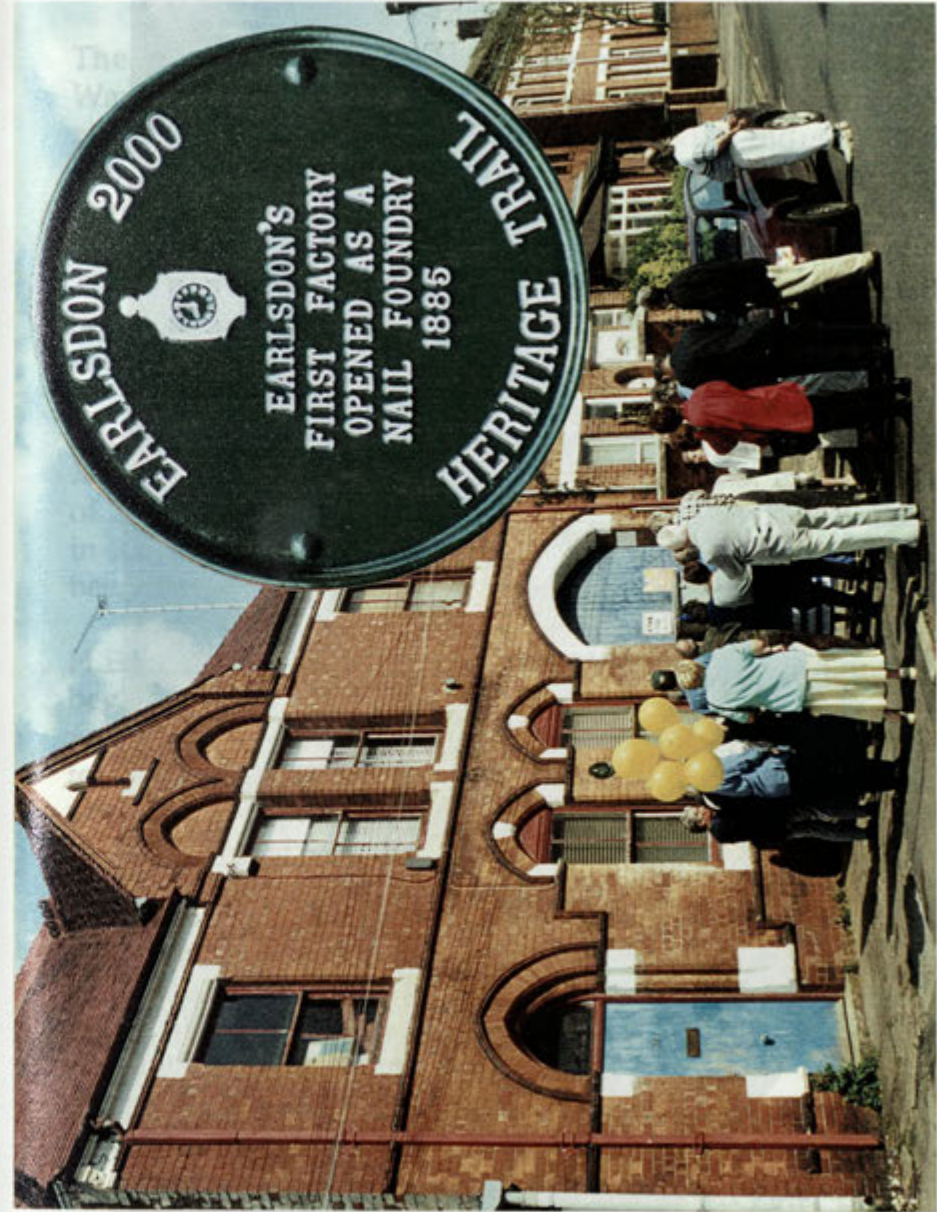
### 2. Earlsdon

In order to mark the coming of the Millennium, the Earlsdon 2000 Steering Committee decided to establish a Millennium Trail around their unique suburb of Coventry. Given her intimate knowledge of the area, Mary Montes was asked to choose 20 sites which were of particular interest or significance in the history and development of Earlsdon, and to write a brief history of each of them. A plaque was also placed at each of the locations, and an accompanying guide book has now been published - 'Earlsdon Heritage Trail' by Mary Montes.

For those have heard Mary Montes speak on the history of Earlsdon, it will come as no surprise to learn that industrial sites feature prominently, including the Old Nail Factory; Weavers' Cottages, Berkeley Road South; (the site of) the Rex Factory; Earlsdon House and Coventry Gauge and Tool; and the Tubular Bell factory.

The Guide and the Trail itself provide a fascinating insight into the development of Earlsdon and is recommended to readers.

The Earlsdon Society is a very active group, and has intimate knowledge of industrial sites in their area. It is a perfect example where the work of a Society looking at all aspects of history can unearth a large amount of material of interest to the industrial archaeologist.



The inaugural walk along the Earlsdon Heritage Trail Summer 2000





## Last Orders

The emergence of a small number of micro-breweries in Warwickshire at the very end of the twentieth century reminds us that brewing was once a thriving industry in the county. Small local breweries would serve local needs, often with only a small number of outlets.

This pattern has changed dramatically, particularly since the Second World War, and brewing is now concentrated in a small number of large national and international concerns.

Remnants of the brewing industry in Warwickshire remain few and far between, and another site was lost in the summer of 2000. This was the maltings of the Thornley-Kelsey brewery in Radford Semele. (see illustration). In fact, the buildings had been most recently used as a wine merchants.

H.E. Thornley was a farmer at Radford Hall and originally began brewing beer in 1900 simply to meet the needs of his workers. The labour force must have been suitably impressed, for he decided to expand the business as demand for his products grew, and the brewery was built in Radford Semele. In 1933 he took over the Birmingham brewer Benjamin Kelsey, thereby giving the new firm a small number of regular outlets in the surrounding area. Brewing ceased in 1969, with the firm deciding instead to concentrate on its wine merchants business. Most of the tied houses were purchased by Davenports.

Those interested in learning more about the history of brewing in the county are referred to 'A History of Brewing in Warwickshire' by Fred Luckett, Ken Flint and Peter Lee.



## Programme 2000/2001

Meetings of the Society are held on the second Thursday of each month in the Sixth Form Centre at Warwick School, starting at 7.30 p.m. A map of how to find the Sixth Form Centre at Warwick School is available from the Secretary.

### 2000

**14th. September** Ian Frimston  
'Three Local Aerodromes: Wellesbourne, Gaydon, Shenington'.

**12th. October** David E M Andrews of the Ordnance Survey  
'The History of the Ordnance Survey'.

**9th. November** Mark Barnard  
'The Development of the Rover Gas Turbine Car'.

**14th. December** Keith Draper of the Coventry Evening Telegraph  
'Aspects of Coventry's Industry'.

### 2001

**11th January** Maureen Bourne  
'Francis Skidmore of Coventry, the Famous Nineteenth Century Metalworker'.

**8th February** David Kennet of the British Brick Society  
'The Development of Brickmaking in the British Isles'.

**8th March** M.T. Sharman  
'Warwickshire Bridges: How the County Council looks after our Local Bridges'.

**12th April** Barrie Trinder  
'The Industrial Archaeology of Two World Wars: Manufacturing Industries and their Problems'.

**10th May** To be arranged

**14th June** Annual General Meeting and Members' Evening.

**12th July** Members' Research Evening

The majority of the time at these meetings is occupied by our speaker, followed by refreshments, and a subsequent period for questions and follow-up material. The final part of the meeting is then usually taken up with a brief contribution from one of our members, often concentrating on an aspect of the industrial archaeology of Warwickshire. We are always keen to find members who would be willing to contribute to these sessions. Time is also taken to update information on the various projects being undertaken by members. Principal amongst these is the preparation of a gazetteer of sites for the County of Warwickshire, Coventry and Solihull.

Occasional additional events also take place during the year, and members are duly notified of these. This usually includes a Warwickshire Summer Walk, with a broadly industrial theme.



## Art and Industrial Archaeology

Recording of industrial sites and industrial processes can take a variety of forms, but one medium that is perhaps little used nowadays is that of painting. Before the advent of photography, film and video, this technique was obviously very significant, but painting does not immediately spring to mind as a likely contribution to the recording process at the start of the twenty-first century. This is unfortunate, because the atmosphere of industrial sites can often be better expressed in this medium than via the photograph.

One example of such a contribution is the work of Arthur Lockwood and his drawings and watercolours of Coventry Colliery. These were on a travelling exhibition from the National Coalmining Museum and were on display at the Herbert Art Gallery last year. Some of the originals are now held at the NCM, and can be seen on request. Two quotations are included from the exhibition's publicity leaflet:

"There are, of course, many ways to record an industrial process and present the findings in an intelligible form. At Coventry Colliery, Arthur Lockwood has recorded by painting those aspects of operation not normally depicted, including the dismantling of plant. By producing a series of paintings on the subject, Arthur has been able to transcend the limitations of photography in such a difficult environment to create an atmospheric, yet accurate, record of industrial scenes; scenes that many would not have considered to be the essential parts of the coal mining story that they undoubtedly are."  
*Brian Malaws, MIFA, IA Section, RCAH of Wales*

"Where he finds his subjects derelict and awaiting the bulldozer, the images convey poignancy and sadness along with the picturesque qualities of pleasing decay ... Where work still continued, he has been able to include a lively human element - Lockwood figures are rarely idle - along with the delight in capturing the essence of the always wonderfully individual machinery, a sense of pride in its metallic strength showing through rust and peeling paint."

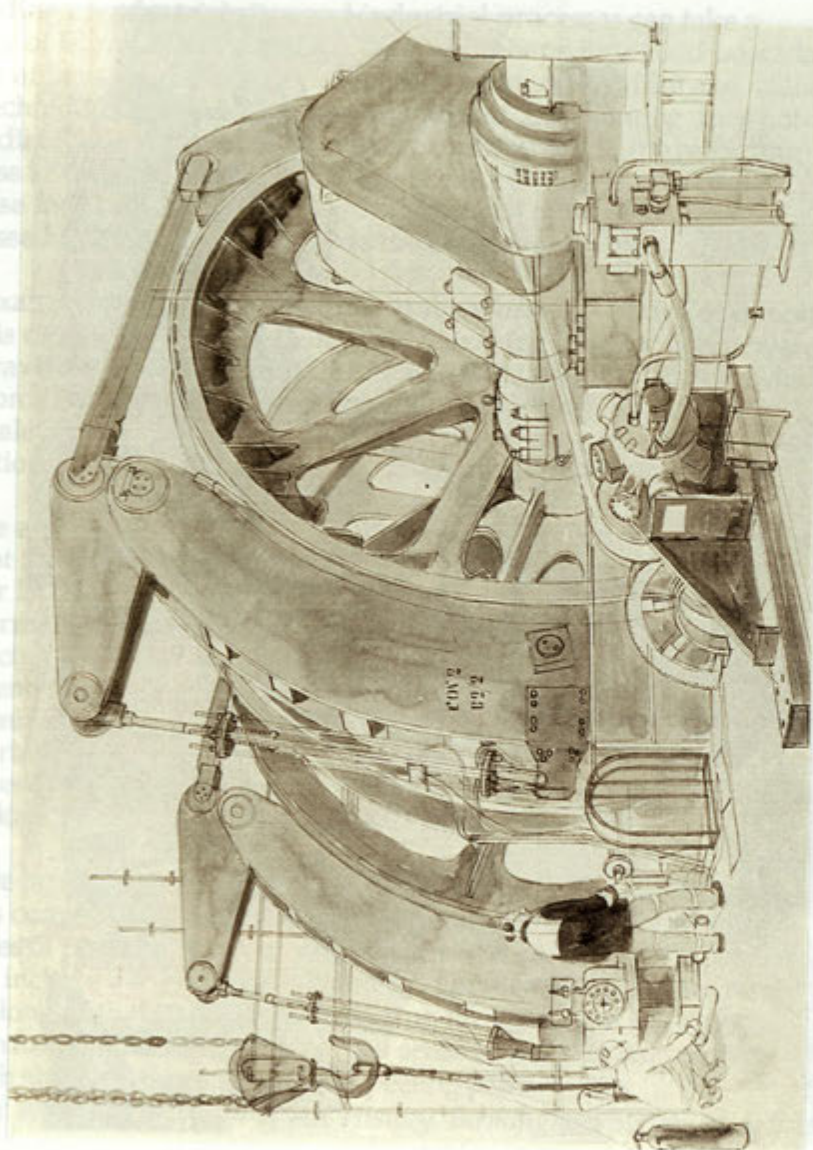
*Stephen Wildman, Professor of Art History, Birmingham Society of Artists*



Arthur Lockwood: Coventry Colliery, No. 2 headframe October 1996



Arthur Lockwood: Coventry Colliery, dismantling No. 2 winding engine; casing removed, brakes still on. April 1997



## AIA Conference Chatham Kent September 1999

*As in previous years, John and Valerie Selby have been loyal supporters of the annual AIA Conference, and this year they were joined by Roger Cragg. The following is a condensed version of John's report.*

The Conference was held at Greenwich University's Chatham campus, which was formerly part of Royal Navy HMS Pembroke.

The introductory talk was given by Bob Ratcliffe, President of the City of Rochester Historical Society, and he conveyed very effectively his enthusiasm for the Medway and its history. On Saturday morning, lectures were given on Chatham dockyard (now The Historic Dockyard) and the Western Docks, Dover. During members' contributions, I gave a short talk on **'The building of Fenny Compton Tunnel 1777'**, a conjectural account from contemporary sources, and I illustrated it with drawings using my grand-daughter's artistic skills to show the method of construction with four sequential sketches.

For the afternoon, I chose the visit to Crockenhill Foundry Garage Engineering Shop. This is the home of a Burrell traction engine, and it was in steam for our visit. The workshops are an ancient collection of working machine tools: lathes; drilling machines; planing machines; and two large facing lathes, all amongst a forest of slapping leather belts. Most of it should have been in a museum - but it all still works! Arthur Astrop would have been in Seventh Heaven!!



We had our conference Dinner in the Wheelwrights Restaurant in the Historic dockyard, and finished the evening exchanging news and views with acquaintances old and new in the 'Drunken Sailor' bar.

On Sunday, after the formal business of the AGM, the Rolt Memorial Lecture was given on 'Early Water Turbines in the British Isles' by Professor Alan Crocker. He finished the session by climbing on the table with a bucket of water, and, with the aid of models, proceeded to demonstrate the working of a water turbine. After lunch we took a stroll through the dockyard, and then boarded PS Kingswear Castle for a trip up the Medway. This allowed us to gain some excellent views of the ships, the covered slips, and the continuing activity of the wharves.

The wet weather of Monday was compensated by a trip to Shepherd Neame brewery, Faversham, one of the few remaining independent brewers. whilst in Faversham we also visited the former site of the Oare Gunpowder Works. The area was the most important gunpowder producing region in the country for over 400 years, the industry only moving to more remote parts of the country after 1900.

Tuesday morning was largely spent underground, with exploration of the wartime tunnels at Dover Castle. The telephone exchange, control panels and communication underground tunnels must have been a gloomy and trying place to work in wartime conditions. We were then taken to the Western Heights overlooking the Harbour and all the Cross-Channel traffic, but also to gain the best view of the former maritime railway stations. The day was ended with a ride on the Romney Hythe and Dymchurch Railway.

Wednesday brought us up to date with a visit to the Medway crossing for the Channel Tunnel Rail Link. It is a massive project with a 1270m bridge and approach spans, with a central span of 152m set 30m above the river. We then had lunch at the Museum of Kent Life, which has a good display on the hop industry with oast house, granary, hoppers and other artefacts. One interesting feature was the huts that families lived in during the picking season. We ended the day with a short visit to the Royal Engineers Museum.

Wednesday evening's talk was given by Paul Calvocoressi (English Heritage) on Woolwich Arsenal, and this was our destination on Thursday. It is a huge site, not readily accessible at present due to contaminated land being carted away by outside contractors, leaving the Grade I listed buildings in an area of general mayhem. The last visit of the Conference was to David Evans World of Silk, Crayford, a business established in 1843 for printing luxury silks, and still surviving by using modern screen printing processes.

Given the range of visits available, Valerie was also able to include Sittingbourne Dolphin Barge Museum, Sittingbourne Light Railway and Snodland Paper Mills. The latter was of particular interest, producing high quality coated papers and packaging paper made entirely from recycled waste.

Altogether, it was a very successful and enjoyable conference in an area that I do not know particularly well. Because of the limitations of space, my report has had to be fairly selective, and inevitably does not do justice to all the sites in the area. I strongly recommend the area and suggest the **AIA Guide to the Industrial Archaeology of Kent** as an essential reference book.



Roger Cragg also participated in a longer visit to the historic Dockyard at Chatham and the Crossness Pumping Engines.

Roger writes:

'During the Historic Dockyard visit we were able to view some of the large covered slipways which were built at Chatham between 1836 and 1855. The covered slops were necessary to keep the timber ships under construction dry otherwise by the time they were completed, rot had already begun to set in to the timbers. The earliest slipway, No. 3 of 1836 is 300 feet long and 146 feet wide with a clear span of 93 feet over the slip. It has a fine timber roof with a curved end, carried on 52 timber columns. The adjacent slipways, numbered 4, 5 and 6 have cast and wrought iron framed roofs.

The four great beam engines at Crossness Pumping Station are the largest in the world and were originally built as single cylinder engines by James Watt & Co. of Birmingham and installed in 1865. The Pumping Engine was part of the London main Drainage scheme designed by the Chief Engineer of the Metropolitan Board of Works, Joseph Bazalgette. In 1899 the engines were converted to triple expansion engines by Benjamin Goodfellow of Hyde, Cheshire. They presently have a high pressure cylinder of 19" diameter, an intermediate pressure cylinder of 32" diameter and a low pressure cylinder of 44" diameter. The steam pressure was 150lb/sq.in. The impressive main beams are each 42 feet long and weigh 47 tons. Restoration of one of the engines started in 1985 and it is hoped that it will eventually return to steam. One of the features of the Crossness engine house is the decorative ironwork which has recently been restored to its original glory.' (See illustration)



Crossness Pumping Station: decorative ironwork  
AIA Conference 1999



The Jaguar Daimler Works, Coventry Demolished 2000.  
Only the Fire Station building on the left hand side remains.



## Coventry's Changing Industrial Landscape

The industrial landscape of Coventry continues to change, and it was starkly reminded of this when examining an aerial photograph of the London Road Cemetery and the Parkside complex. The Cemetery - a very interesting site in its own right - remains of course, but the huge area of industrial production that made up Parkside has been largely cleared. A few sites remain e.g. the Quinton works (with the painted 'Cycleworks' on the wall have been incorporated into a new hotel, and attempts have been made in the landscaping to provide references to the area's industrial past. The site has largely become a new industrial and technology park for Coventry University, so the links with industry have been retained.

Elsewhere, the closure of the Webster/Hemmings brickworks means that one of the few remaining brick producers in our area has departed. The visit made by the Society a few years ago, and the photographs taken and information gathered provide a valuable record of the site.

As reported in the last issue, the Jaguar Daimler works have been demolished (see illustration), and this important landmark is to become a housing estate - called, perhaps inevitably, Daimler Village. Once more, the photographs taken by members of the society can contribute to the record of this important site in Coventry's motor industry.

Finally, the BTH/Lucas building shown to us by John Haslam on his tour of Coventry has been given a considerable facelift, changing once again a familiar industrial landmark in the city of Coventry.



1. The RSPB launched a campaign in 1998 to oppose plastic wine bottle stoppers, in a bid to protect the Spanish cork oak, on which numerous bird species depend for survival. A fall in demand for natural cork is likely to lead to the neglect or cutting down of the cork oak forests: Guardian 21.12.98 p.18

2. A 16-page illustrated booklet on the history of cork production, including a feature on the main Palafrugell factory, is published by the Museum: *Quaderns de Didactica Difusio* -7

## Secondly, John Selby takes us to Norfolk

Whilst on holiday in Norfolk, I took the opportunity to visit Gunton Park Sawmill on a day when the mill was being operated by members of the Norfolk IA Society. The frame saw is probably the oldest surviving mechanical saw in Britain, and is situated next to a large lake in the grounds of Gunton Park. It is housed in a very picturesque setting in a timber-framed building with a hipped thatched roof of Norfolk reed.

The saw is driven through a complicated set of gear wheels and belts from a breast-shot water wheel. The inching mechanism for the log feed is both 'ingenious' and 'diabolical' to operate! Built in 1820s this estate sawmill ceased working in the 1950s, was restored by members of NIAS from 1979, with the machinery turning again in 1988. To view it in operation, you need to visit on the last Sunday in the summer months. It really is well worth a visit if you are in the area.

(For those in possession of back copies of 'Old Glory', No. 85 March 1997 has a four-page article 'Flying Sawdust', with photographs)

From the Warwick Advertiser  
3rd. September 1904

## THE ELECTRIC POWER STATION

The work of erecting the new power station which is to supply Warwick with electric light and the new tram-cars with motive power, has been in progress a month, and that it is expected that by Christmas the "shell" so to speak will be practically completed, and ready for the introduction of the powerful machinery. The site of the power station is just at the rear of the Emscote Tavern, and several buildings which constitute the station will be parallel to the Emscote road. The inside building will be the car-shed, which will afford space for four tram lines, and will be nearly 130 feet long. Should Warwick and Leamington show miraculous signs of development it will be possible to extend the car-shed to double its present size. The paint and repair shops also have their places on the inner side, and nearer the road come the engine room, boiler house, battery, engineer and testing rooms, and general offices. At the end of the repairing shop will be situated the sand-drying room, with special ovens for the purpose. Mr. J.S. Kimberley, of Banbury, is the contractor for the building of the car-shed and power-stations, and Messrs Glover and Sons, of Warwick, provide the ironwork for the roofs - all of which will be covered by a special preparation of felt. The cost of this portion of the work will be almost £4,500. When the "shell" been erected the engine fitters and boiler setters will be called in, and if no further hitches occur it is expected that electricity will be available for use by next spring. In this connection the experience of Banbury is worth mentioning. Nine months ago, when the British Electric Traction Company began to supply electricity for lighting purposes was 4s. per thousand, but since that date the Gas company have reduced their price by 3d, although gas is still sixpence dearer than electricity in Banbury. The "B.E.T." also makes electric installations free of charge in cases where not less than six glow lamps are required.



## Seen and Heard

### • Those Three Aqueducts

The three aqueducts on the Stratford Canal are amongst the most significant canal sites in Warwickshire and the country as a whole. Each of them has Grade II\* listed status. British Waterways is very aware of the significance of these structures and is the process of submitting a lottery application to assist in repair and maintenance work, and also enhance access - both physical and intellectual - to each of these sites. A meeting was held recently to assess public opinion, but unfortunately this clashed with one of our monthly WIAS meetings. Reports from the meeting indicate a great deal of interest in these three aqueducts, and a very positive response to the suggested programme of improvements.

### • New roles for canal system

The canal network of the UK has attracted much attention recently as a potential solution to two very different problems. The first of these was to provide the route for the laying of a fibre optic cable system. Fibreway, the Marconi subsidiary, has built a 1300km fibre optic network, half of which passes along towpaths. Marconi have also recently announced that it might float Fibreway on the stock exchange later in the year. This would significantly help British Waterways (BW) which has a minority stake in Fibreway.

A second initiative is to use the canals to transfer water from areas of plenty to areas of shortage, with BW financing work to deepen canals and installing pumps and piping jointly with private sector groups such as water companies. BW already supplies water on a small scale to companies such as Bristol Water. It also pumps rising groundwater from mines in the

Birmingham area to maintain its own water supply in the Oxford Canal.

It is interesting to speculate to what extent the original planners and builders could have predicted the additional roles their newly-created system would eventually play!

### • Anyone with a spare £1?

Whitford Point lighthouse lies one mile off the north Gower coast near Llanelli. Built in 1865, it is Britain's only cast-iron offshore lighthouse. The 130 ft lighthouse, made up of cast iron panels, is only approachable for a few hours every day at low tide. Sadly, it is in need of urgent repair, with costs estimated at £100,000, and the current owners The Millennium Coastal Park does not have the funds available, and so is willing to sell it to a charity for £1 in the hope that the new owners will be able to secure the necessary funds for restoration.

### • Changes at The Fort

Fort Dunlop is one of Birmingham's most famous industrial landmarks. It has now been empty for nearly twenty years, but news came in the spring of 2000 that £42m will be pumped into The Fort to create a complex comprising homes, shops, restaurants and visitor attractions. The latter includes a glass top storey and a glass-sided swimming pool.

### • Conference season in full swing

The annual AIA Conference goes ahead in Manchester this year, but immediately prior to it TICCIIH 2000 (The International Committee for the Conservation of the Industrial Heritage Millennium Congress) takes place in London. TICCIIH 2000 attracts industrial archaeologists from all over the world, and provides opportunities to discuss the



destiny of our industrial heritage via lectures, workshops and field visits. Once the initial conference is over, delegates can set off on one of three tours - Cornwall, Scotland, Wales - all ending up in Manchester in time for the AIA Conference.

- **Timely reminders of the Spa in Leamington**

Two former bath houses in Clemens Street, Leamington Spa are to be restored with the aid of Heritage Lottery funding of over £200,000. The buildings - Smart's Imperial Fountain and the Apollo Rooms - were built in 1813 and are two of the few remaining sites with direct links to the bathing facilities provided in the town in the past. The plans for the council-owned Grade II listed building include restoration of the original stucco facade and the opening up of the rooflights in the Upper Hall. Once restored, it will be purchased by Age Concern for their county headquarters.

A new edition of 'The Royal Baths and Pump Room at Royal Leamington Spa' by Bill Gibbons has been published, price £1.95 (Jones-Sands Publishing). This is an excellent introduction to the history of the buildings and is strongly recommended.

- **Getting to know (and love) Brum**

The University of Birmingham's School of Continuing Studies is offering a Certificate of Higher Education in Birmingham Studies from September 2000. It is designed to be taken in two years, with two classes a week and occasional Saturday sessions. All indoor classes will be held at the Central library, chamberlain Square on Tuesdays and Thursdays, 6.00 pm to 8.00 pm. the fee for one year of part-time study is £400 (which may be paid in instalments).

The programme will enable you to acquire the background and skills necessary to have a greater appreciation of Birmingham in a regional, national and international context, and to add to the stock of knowledge about the city by undertaking your own personal studies of aspects of local history and culture. I can sense that an industrial theme would be ideal ... Further details from:

The Publicity Officer, School of Continuing Studies, The University of Birmingham B15 2TT. Tel; 0121 414 5607/7529

**This course is in addition to the already existing Certificate of Higher Education in Industrial Archaeology offered by the University's School of Continuing Studies. This takes place on various Saturdays through the year, plus some additional study sessions. Details from the same address.**

- **Changing stations**

Travellers on the Leamington to Birmingham (Snow Hill) railway line will be aware of the gradually emerging shape of Warwick Parkway station. They may also have noticed that some of the older features of both Hatton and Lapworth stations have been removed and replaced.

- **Getting stuck in?**

Was a member of the Society seen purchasing 'How concrete can help the Dairy Farmer' at a recent second-hand book sale? It came with some companion publications ... including 'The Farmer's Road', and eleven leaflets covering various aspects of concrete on the farm, from 'Concrete-paved cattle drinking places' to 'How to build a concrete roller'. All were published by the Cement and Concrete Association, 'an organisation for improving and extending the uses of concrete'. Will the purchaser own up please?!



## **Kenneth Hudson (1916 - 1999)**

### **An appreciation by Richard Storey**

Industrial archaeology in the UK (and the wider world) lost one of its founding figures with the death on 28th. December 1999 of Kenneth Hudson - broadcaster, founder and first editor of industrial Archaeology (later the Journal of IA), prolific and, in later life, a major figure in the European museum scene<sup>1</sup>. Although he did not coin the term, his book 'Industrial Archaeology - an Introduction', published by John Baker in 1963, brought the subject to a wide public, which suddenly found a focus and a framework for its interests. There must have been many of us in the early sixties who realised that the things we were interested in - the history of buildings, machines, technology, transport systems and the social arrangements that accompanied them - could be encompassed by this 'new' subject. Popular interest was further stimulated by a BBC1 Series in 1965, of which the tenth programme 'Where Do We Go From Here?' was appropriately Hudson's.

He was a genial man of immense enthusiasm and with a flair for encouraging and developing such enthusiasm in others: in today's jargon an enabler, as well as an achiever. I had the pleasure of meeting him once, when he was on the staff of the national register of Archives, and I greatly enjoyed subsequent correspondence with him after he encouraged me to submit material to the new journal. His appreciation of the information on business records held in the National Register encouraged us to initiate a series of source lists, which appeared over a number of years and were welcomed by researchers in those (largely) pre-computer days. On a personal level, I progressed to a lifetime of extra-mural writing, from 'Business Archives' to the 'New DNB', which continues with a project on the history of road haulage in the UK. I can trace this back directly to a single meeting with a remarkable man, so I am pleased to salute his memory in Retort, where it will be in good company amongst the membership of a county industrial archaeology society.

1. An obituary appeared in The Independent 24th January 2000



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