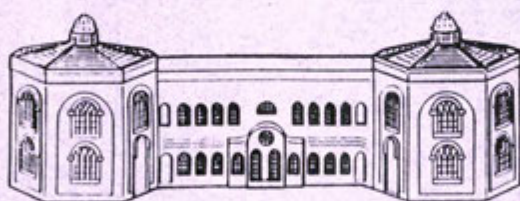


RETORT!

THE BULLETIN
OF THE
WARWICKSHIRE
INDUSTRIAL ARCHAEOLOGY
SOCIETY



AUTUMN 1994

ISSUE FOUR

RETORT!

The Bulletin of the
Warwickshire
Industrial Archaeology
Society

ISSUE NUMBER FOUR

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EDITORIAL

This editorial is written after a summer that has been a busy one for the Society. A range of different visits and walks have been arranged - many on the initiative of our Chairman, Mr. Toby Cave, and I hope that members feel that they have been well served. We have continued to try and improve our knowledge of the north of the county, and we have ventured more willingly into Coventry, even though boundary changes do, of course, exclude the City from Warwickshire. We have also entertained our first visitors from another industrial archaeology group - the Greater London Industrial Archaeology Society.

Some of the events have been better supported than others, and we would welcome any comments on the structure and timing of future summer programmes. For next year, we have tried to extend the number of indoor meetings to cover much of the year, for these meetings do provide us with our main points of contact.

I cannot let this editorial pass without mention of IRIS. To be perfectly honest, the response from within the Society to the IRIS initiative has been modest. We should not be discouraged, however, and Jane Robson (IRIS Project Assistant) has sent Retort! an IRIS Update, together with the opportunity for the Society to gain free membership of the Association for Industrial Archaeology by completing a certain number of IRIS forms. I repeat the simple message - **any** contribution would be willingly received. For details, please see Issue Three of Retort! Perhaps the time has come for the formation of a group within the Society that has the **specific** responsibility of developing the IRIS initiative within Warwickshire?

Martin Green

"Stepping into the Unknown"

The visit of the
Greater London Industrial Archaeology Society
(GLIAS)
Sunday July 9th 1994

I would not say that I was overjoyed when I first received the letter. David Perrett, Secretary of GLIAS, thought that a visit to the Midlands would be an ideal outing for his group's annual summer excursion. The construction of the M40 had made Warwickshire very accessible, and he thought we might have some sites of particular interest.

This really focussed the mind. If we were to entertain visitors, which sites should we place at the top of our list? Fortunately, some of the pressure was taken off by a stated desire to cross over the border into Worcestershire to visit the **Forge Mill Needle Museum at Redditch**. This was selected as the option for the morning, and it was clear that we needed to focus the afternoon's visit on a relatively small area within Warwickshire. I decided that a visit based on Warwick would be most appropriate, with the opportunity to have a lunchtime stroll through the county town. Four sites were selected, with the first one - the **Bearley or Edstone Aqueduct** - "en route" from Redditch. In the end, there was insufficient time to include this, and the coach moved directly to Warwick. After a brief look at the **Warwick Gas Works**, the visitors walked up through Warwick, and met again after lunch at the bottom of Mill Street. Two separate groups of 25 went into **Warwick Castle Mill** to hear the latest news of progress on the renovation project, and Mr. Stafford Holmes provided us with a fascinating tour. We were very grateful to the general manager at Warwick Castle, Mr. Ralph Armond, for permission to visit the Mill. We then moved on to **Chesterton Windmill** where a long ladder awaited those with a head for heights. We were similarly grateful to the County Council for permission to go inside Chesterton Windmill.

Everybody seemed to enjoy themselves, and we were indeed fortunate that the visit was blessed with fine weather. I certainly learnt a good deal about the organisation of such trips, and I must have looked a

worried man waiting at Redditch Needle Mill with the coach already half-an-hour behind schedule!

I have had several letters from GLIAS members thanking us for the visit, and I would like to add my own thanks to members for their support at the Castle Mill and Chesterton. One visitor was so impressed that he would like to book a *week-end* visit next year for the Surrey Industrial Archaeology Society. Sounds if we shall really have to get our act together....!

The information provided for the visitors included details of all the sites, and we reproduce here the summaries of two of these - the Warwick Gas Works and the Bearley or Edstone Aqueduct.

The Warwick Gas Works

These notes are drawn from the "Warwick Gas Company: Formation and Early History" by J.S.Goode (April 1985) (copyright).

Though not the first gas works constructed in the country, the installations at Warwick are a very early example of the industry, and are the earliest known surviving gas works buildings. Because of their significance, they were selected as the motif for the Warwickshire Industrial Archaeology Society.

The new gas works in Warwick were built by the Barlow Brothers, and started producing gas on Thursday 28th March 1822. The occasion is reported in the Warwick Advertiser of 30th. March 1822.

"The streets of this borough were partially lighted with gas on Thursday night and also last night by way of experiment, and the result must have proved hugely gratifying both to the inhabitants and the individuals by whom the town is lighted. The light, in our opinion, exceeds in brilliance any we have before seen, and the contrast afforded in one instance, where two or three oil lamps were burning, was admirably calculated to prove (were such proof necessary) its vast superiority. The lamps, which are very large, are constructed upon the newest principle, and the roofs being glazed, the rays of light illuminate the upper part of the houses and the atmosphere, the

reflection from which greatly adds to the light in the streets. A great number of people, attracted by the novelty of the circumstance, were assembled on the occasion. The lighting will commence generally throughout the town this evening."

Soon afterwards, the Barlow Brothers relinquished ownership to the newly-formed Warwick Gas Company (made up of subscriptions from local residents). The gas works were purchased for £10,000. One of the earliest decisions was to extend gas provision to Leamington, even though this adjacent town had its own gas works (opened in 1819). The 5 inch mains extension was completed and the lamps lit by Warwick gas at the top of Union Parade, Leamington on 27th. January 1824 were 3 miles 600 yards from their source of supply.

The clearest indication of the lay-out of the gas works is provided by the map of 1851, with the two (enclosed) octagonal gasometers, with the retort house set back behind them. No buildings of this enclosed type were built after 1840, both because the practice was considered unsafe and because gas holders were becoming too large to be enclosed.

The two "gasometers" and the more modern buildings that connect them have survived until the present day. The gas holder houses are Grade 2 listed structures.

As Alec Clifton-Taylor remarked:

"The material prosperity of the nineteenth century involved the uglification of many towns, not only in England but all over the world. The towns that came off best, visually, were those like Warwick which did not expand very much. But it is hard to think of any place with a frontispiece to its Gas Works as elegant as that which happily survives in Warwick in the street called Saltisford. It is of brick, faced with Parker's Roman cement, and painted white. Though no longer the Gas Works, these are still commercial premises, which must give pleasure to every visually aware person who passes this way."

Bearley Aqueduct by Roger Cragg

Two kilometres west of the village of Bearley in south Warwickshire, the Stratford-upon-Avon canal crosses the valley of one of the tributaries of the River Alne. The level of the canal is over 33 feet above the level of the stream and William Whitmore, who with William James was the Engineer for the section of the canal from Kingswood to Stratford, designed a cast-iron aqueduct to carry the canal over the valley.

The aqueduct, with 14 spans of 34 ft. 3 ins. and a total length of 479 ft. is an impressive structure and is the second longest cast-iron canal aqueduct in Britain. It was opened to traffic in 1816.

The design of the aqueduct is of interest. The canal is carried in a cast-iron trough 8ft. 10 ins. wide and 5 ft. deep, the towpath being carried level with the bottom of the trough on an extension of the trough base plate to give an overall width of 13 ft. The towpath is surfaced with loose fill material retained by a small upstand 1 ft. 10 ins. high surmounted by a cast-iron handrail 3 ft. 6 ins. high. In section the aqueduct is therefore made up from four cast-iron plates (one base plate, two trough side plates and one towpath side plate) with flanged edges and bolted joints. The side plates are 14 ft. long and the base plates are half this length, the joints in the side and base plates being staggered.

Since each span of the aqueduct contains two side joints and four base joints, the trough is given additional support by two cast-iron beams placed underneath the trough and spanning between the slender brick piers.

In placing the towpath at low level alongside the trough, Whitmore was following the example set by Thomas Telford in his design for the first major cast-iron aqueduct at Longdon upon Tern in Shropshire, built in 1796. In Telford's later aqueduct across the Vale of Llangollen (Pont Cysyllte), completed in 1805, he carried the towpath at a higher level, cantilevered over the water in the trough, thus enabling a wider trough to be provided and lessening the "piston" effect of the very small clearance between the sides of the boat and the trough. It would

seem that either Whitmore was unaware of this improvement in design or chose to ignore it.

When the North Warwickshire Railway was opened in 1906 from Birmingham to Stratford via Henley-in-Arden, the tracks passed underneath the aqueduct at Bearley, the double track diverging slightly to pass either side of one of the piers of the aqueduct.

Bearley Aqueduct is the longest of three similar aqueducts built on the southern section of the Stratford canal. A 100 ft. long aqueduct of almost identical design, also opened in 1816, carries the canal across the main A34 road at Wootton Wawen. The third aqueduct, at Yarningale, is the smallest, being only 42 ft. long and was built in 1834 by the Horseley Ironworks to replace an earlier structure destroyed by a flood generated by a burst on the adjacent Grand Union Canal.

Bearley Aqueduct can easily be inspected from the Bearley to Great Alne road and Wootton aqueduct can be seen from the A3400 Henley to Stratford road. The inscription on the SE side of the Wootton aqueduct reads:

"This aqueduct was erected by the
Stratford Canal Company
in October 1813.
Bernard Dewes Esq., Chairman,
W. James Esq., Deputy Chairman,
W. Whitmore, Engineer."

Yarningale aqueduct is slightly more difficult to reach, being accessible from a lane leading north-west from Yarningale Common.

National Grid References:

Ordnance Survey Map 1:50,000 Sheet No. 151

Bearley Aqueduct	SP 162609
Wootton Wawen Aqueduct	SP 159630
Yarningale Aqueduct	SP 184664

IRIS UPDATE

from

Jane Robson

IRIS Project Assistant

(Lancaster University Archaeological Unit).

Throughout the country the IRIS initiative is now very much up and running. Everyone involved has received the project with great enthusiasm, recording is underway, and the completed IRIS forms are being returned. IRIS is being approached in a variety of ways, which reflects the numerous interests and different working methods found in each society. These range from thematic and geographical studies to the transferal of the old CBA cards and members own paper records onto IRIS forms. In some counties IRIS has been incorporated to run in conjunction with current projects with which the Sites and Monuments Record (SMR) are involved.

The Royal Commission on the Historical Monuments of England (RCHME) are also very enthusiastic in their continued support for the initiative, and are backing it all the way. They have taken a great deal of interest in the word list, and work has recently started to incorporate some of the terms from the the IRIS handbook into the RCHME thesaurus. In addition, current discussions are focusing around a full revision of the IRIS word list, which it is hoped will form an official sub-set of industrial archaeological terms for the RCHME.

So, as you can see IRIS is running very successfully. Please keep those forms coming in, and watch out for the offer of free AIA membership. (See below) Remember that the basic recording of a considerable number of sites is, at this stage, more important than a smaller number of sites recorded in greater detail. Only the basic details are required to constitute an SMR entry, and until a record of the site is on the SMR it cannot be protected and may be lost forever.

FREE AIA Membership with IRIS!

The Association for Industrial Archaeology (AIA) is offering 1 year's free membership to any society, whether affiliated or not, that completes at least 100 IRIS forms in a given 12 month period. In addition, free membership will be given to the individual who completes the single most recording forms of anyone, throughout the country, during the same period.

The rules are as follows:

1. In order for the forms to qualify, at least all the mandatory items must be completed. (These are indicated by the underlined headings on the recording form).
2. Forms duplicating sites already recorded on another IRIS form will be disqualified. In order to avoid this, contact your local society or regional co-ordinator.
3. All forms must be passed to your society co-ordinator who will then pass them on to the local Sites and Monuments Record Officer, who will send a copy to Jane Robson at the Lancaster University Archaeological Unit. They will not be registered until Jane has received them.
4. The twelve month period to register the IRIS forms commences on **Monday 12th September 1994**, and the closing date is **Monday 11th. September 1995**.

Good luck and happy recording!

Jane Robson.

WIAS and IRIS

It would be good to be able to make along list of the sites recorded by the Society in recent months. This is not quite the position, but I would like to thank those members who have set the whole process in motion. Let's hope that the next issue of Retort! is dominated by the recording exploits of members.

Martin Green

Warwickshire Industrial Archaeology Society

Programme October 1994 - June 1995

During the autumn and winter months, the Society holds a series of indoor meetings. These occur on the second Thursday of each month. They take place at the Warwick School Junior Music and Drama Hall at 7.30 pm. Details of these meetings, and, if required, a map to show the location of the Hall, can be obtained from Martin Green.

We hope that at each of these meetings there will be a chance for members to give brief talks on topics of their choice for a *maximum* of fifteen minutes each. There should be time for two of these per meeting, occupying the last half-hour of each meeting. We shall have to be ruthless about the timing in order to give everyone a reasonable chance! Forms will be available to members should they wish to book a particular time. We also hope to have a regular update of progress on IRIS.

Thursday 13th. October 1994

John Selby, one of our members, will talk on his research into 'The Tunnel Brickworks, Fenny Compton'.

Thursday 10th November 1994

Alan Cook on 'Further aspects of the Industrial History of Nuneaton'. This is a follow-up to his highly successful talk to the Society last year.

Thursday 8th December 1994

Talk on the Elan Valley Dams by Rita Morton. This will provide a fascinating insight into a piece of industrial and social history.

Thursday 12th. January 1995

Members Evening. This is a chance for members to show some of the slides and videos that they have been taking, or simply to give a short presentation on a topic that interests them. We also hope to have an IRIS update at this meeting, with plans established for the coming twelve months.

Thursday 9th. February 1995

'The Welshpool and Llanfair Light Railway' by Roger Cragg. Roger has given us much insight into our Civil Engineering heritage and he now turns his attention to a railway close to his heart.

Thursday 9th. March 1995

'The Machine Tool Industry of Coventry' by Arthur Astrop. Arthur has provided an introduction to this topic elsewhere in this issue.

Thursday 13th April 1995

Trevor Lord of the Motor Museum at Gaydon will talk on "The History of Petrol Filling Stations in Great Britain in the 1920s and 1930s."

Thursday 11th May 1995

AGM followed by speaker to be arranged.

Thursday 8th June 1995

Members Evening and IRIS Update. A similar venture to the January meeting, with plans established for the summer months.

As well as these regular meetings, the Society will also organise occasional visits at other times during the week. Members will be given plenty of advance warning of these events.

We are always keen to hear of sites for possible visits, or of suggestions for potential guest speakers.

Please get in touch with Lyndon Cave or Martin Green.

Visiting Rhosydd Quarry

Recommended Map:

OS 1:25000 Outdoor Leisure Map 17 Snowdon Area

Those who wish to visit Rhosydd Quarry are advised to do so soon. There is an imminent planning application for quarrying to restart on the site. If granted this would result in a road suitable for heavy plant being constructed up Cwmorthin and through the quarry to allow untopping (open cast working) of the collapsed eastern workings. Waste would be tipped into the adjacent West Twll. Inevitably this would irrevocably alter the whole site and restrict access.

At the moment access to Rhosydd quarry is easy. No less than five public rights of way converge on the site. One of these climbs up from the site of the main Level 9 Mill and traverses the whole length of the surface remains using the various inclines, tramways and paths constructed by the quarry company. This makes exploration of the surface features straightforward.

In order to do the site justice, a whole day's excursion is recommended, and reference to the map quoted above will show the possible approach routes. However, if the quarry is the main objective, one of the following alternative routes is preferable.

In terms of industrial archaeology, the path up into Cwmorthin from Tanygrisiau is the most interesting. It passes Cwmorthin Quarry on the way and then follows the route of the Conclog Quarry Tramway alongside Llyn Cwmorthin. However note that the public right of way from grid reference 672465 now continues up the obvious track via Conclog Quarry and the Bwlch Cwmorthin to Rhosydd's main Level 9 Mill. the route shown on the map is incorrect from the quoted point - amendment notices for the diversion were in place as long ago as 1986.

This route also has the potential for a circular walk. from grid reference 667453, the map shows a path traversing the shoulder of Moel - yr - hydd down to the new road up to Moelwyn dam, which can then be followed to Tanygrisiau. However the path is not clear on the

ground and it is easy to finish up in Wrysgan Quarry instead ... yes, this is the voice of experience!

The alternative route requires a stiff climb up the side of cwm Croesor from Croesor village. The right of way follows the Croesor quarry road except for a small deviation at one point where there seems little harm in continuing to follow the road. Beyond Croesor Quarry, a depressing ruin even in summer, the route crosses the dam of Llyn Croesor and then becomes indistinct in marshy ground. Eventually Rhosydd's Level 9 Mill is reached.

This is the longer of the two routes and a straightforward circular trip is not possible, although there are alternative paths along the side of Cwm Croesor. on a positive note there are spectacular views into Cwm Croesor - a classic glaciated valley - and the route of the Croesor Tramway with its incline connections to Rhosydd and Croesor Quarries is displayed to advantage.

Finally, it is wise to bear in mind that Rhosydd Quarry is sited at an average 500 m above sea level. A visit really requires good weather and demands good boots and appropriate clothing.

The Decline and Fall of a Coventry Industry

by
Arthur Astrop

In March 1995, Arthur Astrop will be giving a talk to the Society on the machine-tool industry. This article provides a brief introduction to the industry.

For about one hundred years, and up to the 1980s, Coventry was one of Britain's most important centres of machine tool manufacturing. That industry, which once employed many thousands of people, has now virtually disappeared from the city, leaving few recognisable traces that it ever existed.

In terms of machine tool building, Coventry was probably most famous as the home of Alfred Herbert Ltd., a company founded in 1888 and which in its hey-day employed more than 11,000 people. Between the Wars, it grew very rapidly both in size and reputation, its shares were quoted in the 'blue-chip' sector of the Stock Exchange, and after the Second World War it was the largest machine tool builder in Europe. From its 40-acre Edgwick Works, lying between Foleshill and Stony Stanton roads, flowed countless thousands of machine tools which made invaluable contributions to armaments production in both World Wars, and to virtually every other branch of engineering manufacture as well.

Today much of the Edgwick site is derelict waste ground. Herberts iron foundry and most of its huge machine shops have been demolished; the massive machine assembly bays bordering Stony Stanton road are empty and abandoned (save for one corner occupied by a transport company); and, scattered around the remainder of the site, in crumbling buildings not yet demolished, are a dozen or so small firms scratching a living from a variety of trades. Alfred Herbert Ltd. itself collapsed ignominiously in 1983, and today the name survives in Coventry only on the front of the Herbert Art gallery, and in one or two small companies providing spares for its machines.

Another world-famous machine-tool company, Webster and Bennett Ltd., had a major factory in Northey Road, a mile or so north of the city centre, where at one time a 1000-strong workforce produced vertical

turning and boring machines used by the world's railway, ship-building, electrical and aero-engine industries. The factory has gone, the site is now covered in houses, and there is nothing to record the fact that it ever existed.

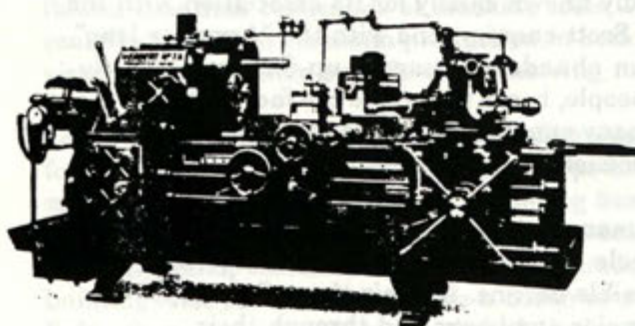
When Webster and Bennett started to fail, it was absorbed by the Wickman Machine Tool Co, which occupied a 43-acre landscaped site south of the city in Banner Lane. To-day Wickman's factory, which once employed over 5000 workers and was famous for a range of multi-spindle automatic lathes, is razed to the ground and house builders are sniffing around. There is evidence neither of Wickman's former existence nor any witness to the fact that its founder, Axel Wickman, was the first to introduce (in 1928), hard-metal tungsten-carbide cutting tools to Britain. That material, developed by the giant Krupp works in Germany, was thus first available from Coventry and went on to revolutionise metal cutting practice worldwide.

On the A45 by-passing Coventry to the south stands the deserted works of Coventry Gauge and Tool Co. Ltd, with its once proud trade name Matrix. Formerly synonymous with supreme excellence in precision thread grinders, jig boring machines and latterly computer-controlled lathes, the word matrix is today sadly known chiefly for its association with the name Matrix Churchill, the Scott enquiry, and with the "Arms for Iraq" scandal. Once again, only an abandoned boarded-up factory, formerly employing over a thousand people, bears witness to the fact that for a large part of this century the company supplied the world with machine tools of unmatched quality and precision.

The growth of machine tool manufacture was one of the activities which saved Coventry when its cycle, watchmaking, and silk-weaving industries went into irreversible decline. In their time, Coventry machine tool makers were major employers and through their apprenticeship schemes produced countless men whose skills were sought the world over. But Coventry is not the only centre of excellence for machine tools in the UK to have been stricken within the past 25 years. The British machine tool industry as a whole is now very small and employs no more than 15,000, fewer than Wickman and Herbert put together. In the 1960s, Britain had 30% of the world market for machine tools. Thirty years later, that figure is barely 3%, and over half of all the machine tools used in Britain to-day are of foreign manufacture.

In the past, Manchester, Newcastle and Halifax were also home to British machine tool builders of international repute who have suffered like those in Coventry, and little, if any, evidence of their existence has survived either. Their products, as with those of Coventry, have been ruthlessly overtaken by foreign competition, and not least by the Japanese. Sadly, therefore, for those who wish to see examples of the British machine tools which once led the world, the best collection locally is to be found in the Birmingham Museum of Science and Industry. There is another excellent collection in a converted textile mill in Bradford, and, of course, the Science Museum, London, also has some splendid examples.

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Archive

It is always a pleasure to report the publication of a new magazine, and the appearance of Archive may prove irresistible to many members. Mark Abbott gives his assessment.

**Archive: The Quarterly Journal for British
Industrial and Transport History.**

Published by The Lightmoor Press,
120 Farmers Close,
Witney,
Oxfordshire.
OX8 6NR

Issues published in March, June, September and December.

Paperback, unglazed covers, 64 pp, numerous black and white photographs, some maps and plans.

Price £5.00 per issue

Subscriptions £24.00 for four issues inc. post and packing.

The style of this new publication echoes that of Wild Swan's British Railway Journal with which some members may be familiar. Like that journal, this production's design and layout has an aura of quality, which is upheld by the contents.

Essentially the approach to the subjects included is a pictorial one. There is concise text contained within some of the articles, but the bulk of the content is period photographs with detailed and informative captions. A number of the articles also contain map extracts or plans to support the text.

With this pictorial approach, the success of the journal must depend heavily upon the quality of the photographs included. happily, many of the pictures included are little short of superb. Almost without exception, the photographs are clear, detailed and well reproduced. the majority are printed to a good size. There are several half and full page pictures, and some that cover two pages. Where pictures are

reproduced smaller, they are of a quality that ensures easy examination.

on balance the journal seems to be aimed at the serious amateur enthusiast of industrial archaeology. It is not an academic journal. Rather it seeks to describe a particular subject factually and concisely with maximum emphasis upon the visual aspects. In this it succeeds admirably, and on the quality of the photographs alone, the journal is recommended.

The only slight quibbles are the price and the covers. The cost per issue is a little high even for a specialist publication. In view of this one might expect a little more attention to production details such as card covers. These are unglazed and mark easily, raising a question over their durability - a small but important point in what is surely intended to be a lasting work of reference.

The variety of topics covered is illustrated by the contents of the first issue:

Issue 1

East Greenwich Gasworks
Wheal friendship, Mary Tavy, Dartmoor
Building the Jarrow Tramway
South Devon Railway Locomotives
A Lancashire Clayworks: The Stanning Stoneware Works, Littleborough
Change on the Great Northern
Cheltenham High Street halt
The Glamorganshire Canal at the turn of the Century
Coals to Portreath

Editor's note

Mark wrote these notes soon after the first issue was published. His remarks remain highly relevant for subsequent issues, although there has been some extension of the text content, including Letters and Follow Up material.

Seen and Heard

• New uses for old buildings ...

The Baltic Flour Mills set on the Tyne between Newcastle and Gateshead are being converted into an "international centre for the visual arts". The first stage of the conversion will be ready in 1996 - the "Year of the Visual Arts" in case you did not know! - although the whole project will take much longer to complete. It is a huge building, and as Jonathan Glancey in the Independent commented: *"The Tyneside building is big enough to cope with and to generate the most dramatic exhibitions and installations. It is currently host to a parade of 100 ft. grain silos and a cacophonous colony of fast-breeding kittiwakes. Whoever is chosen to remodel this great Forties concrete silo will have the opportunity of shaping a building as rewarding as the Tate of the North in Liverpool (a conversion of Jesse Hartley's warehouses at Albert Docks), and a precursor of the Tate Museum of Modern Art at Bankside."*

The Bankside project has, of course, received much more publicity and it remains to be seen whether the competition for designs will produce a mutually acceptable outcome for artists and industrial archaeologists alike.

Closer to home, the demolition of some of the Courtaulds buildings in Coventry has continued apace, and part of the remaining structures will be converted into housing. The similar building in Nuneaton has become increasingly vandalised and its future is now in serious doubt. Members who joined the Nuneaton walk led by Peter Lee will remember the dominance of this building in that particular part of the town. Toby Cave has spent some time in seeking to explore the architectural history of both these Courtaulds buildings.

The scaffolding surrounding the old Morris - Hotchkiss Works in Gosford Street evident on John Haslam's walk around Coventry will soon disappear to reveal the conversion of these buildings to accommodation for the University of Coventry. The remnants of the motor industry in the centre of the city are now very sparse, with the name of Calcott Bros. on a nearby building being one of the few remaining examples.

• Coventry Watch Museum Project ...

Members may remember the talk on this Project given to the Society, and some of the problems of running such a project were illustrated by the sort of prices that rare Coventry watches can now command. Three such watches were sold in early October at Sotheby's for a total of £59,000. Members of the Project had to settle for photographs of the watches, and these - plus many others - will be featured in a book "Moments in Time". The book will record the history of the Coventry watch industry and is being written by the Coventry Watch Museum Project.

• Kenilworth Station, again ...

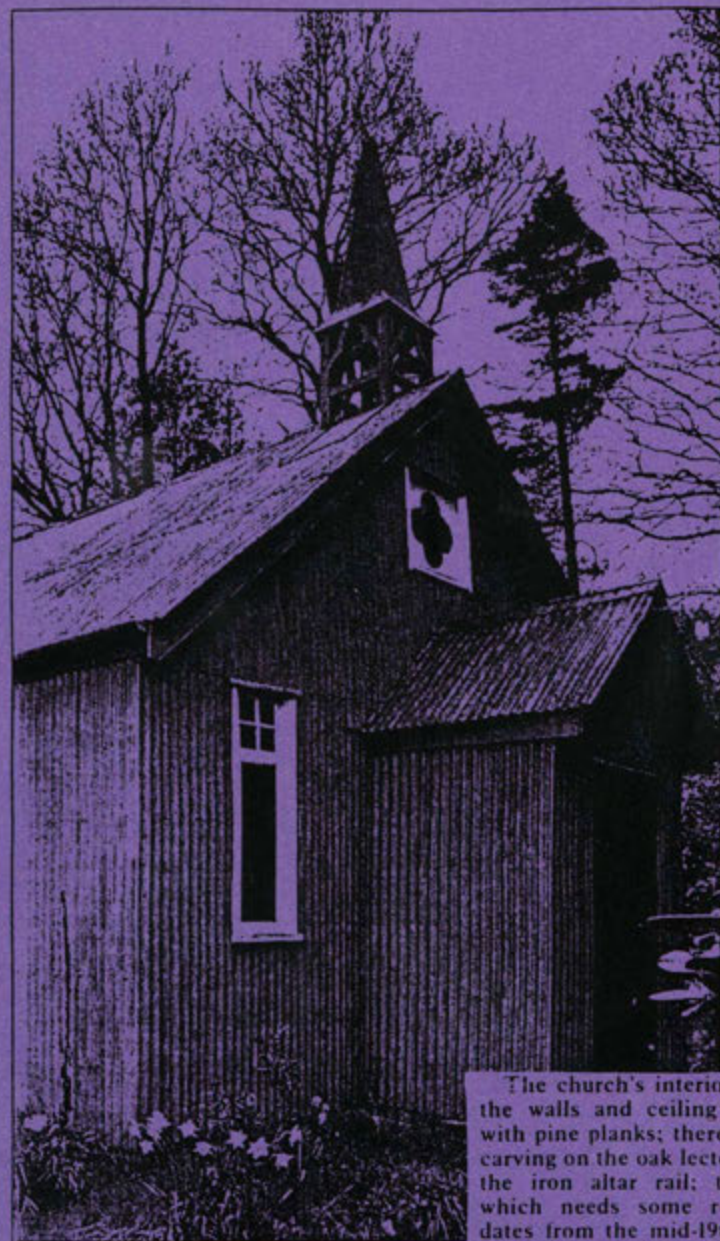
One of the saddest railway losses in our area was the demolition of Kenilworth railway station in 1985. With ever-increasing congestion on local roads, the scheme to re-build the station has surfaced once again. Surely it is only a matter of time before Kenilworth is served once more by rail?

• Warwickshire Local History Day ...

This was held on Saturday October 1st at Leamington Town Hall. the Society's displays are improving all the time, and it was good to see other groups involving themselves in aspects of industrial history and archaeology. For example, the Rugby Local History group had reproduced the tour of Rugby's industrial archaeology that WIAS had enjoyed in the summer. Perhaps we shall have our own leaflet describing a variety of tours ready for the Local History Day in 1995...

• Corrugated Iron at Avoncroft ..?

Bringsty Mission Church, a Church of England place of worship near Bromyard, Herefordshire, may be moved to the Avoncroft Museum of Buildings. Built in 1891, the corrugated-iron clad church has been closed for six years and is under threat of demolition. The Museum has plans to move the church to its own site, and to use it for occasional church services, organ recitals and for educational purposes. There is just the question of raising the £23,000 necessary to carry out the project.



Bringsty Mission Church

The church's interior is plain: the walls and ceiling are lined with pine planks; there is a little carving on the oak lectern and on the iron altar rail; the organ, which needs some restoration, dates from the mid-19th century and came from a church in Peterstow, in the same county, in 1927. All of the interior furniture, including a font with a stone basin, has been rescued and will be replaced when the church moves.

All correspondence concerning this Bulletin should be addressed to:

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Secretary, W.I.A.S.,
Argyll,
2(B) Union Road,
Leamington Spa,
Warwickshire,
CV32 5LT.

Information about the Warwickshire Industrial Archaeology Society can be obtained from Martin Green or:

Lyndon F. Cave,
Chairman, W.I.A.S.,
24, Portland Street,
Leamington Spa,
Warwickshire,
CV32 5EY.

Details of membership of, and subscriptions to, the Warwickshire Industrial Archaeology Society can be obtained from:

Mark Abbott,
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