WARWICKSHIRE Industrial Archaeology Society

WIAS

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NEWSLETTER

THIS ISSUE

EDITORIAL

First, I would like to apologise for the slight hiatus in the administration of the Society affairs that fall to my responsibility and in particular for the failure of the Annual Accounts to be prepared in time for the AGM. Other pressures and commitments meant that something had to give way and inevitably that something was voluntary responsibilities, in particular WIAS commitments.

However, by the time this Newsletter appears, the accounts will have been prepared for presentation at the September meeting, and my Society administration should be back on track. Again my apologies for any inconvenience caused to members.

One item of administration that was overlooked was the mailing of the July Newsletter to members who were not present at the meeting and to outside agencies. If you missed a copy, just ask. There are back copies available. If the Newsletter normally reaches you by post, the July edition should accompany this copy too.

I can also now provide new personal contact details, which are as follows: Mark W. Abbott, 3 Holmes Court, Bridge Street, Kenilworth, CV8 1BP; Telephone 01926 540114, Mobile 07890 485190. My email accounts are also being accessed regularly again and the addresses remain as before: WIAS@photoshot.com for Society business and mwa@photoshot.com for personal contact. Members are asked to please ensure that they *do not* attempt to contact me using my previous address and phone number.

Mark W. Abbott

SOCIETY NEWS

Programme.
The programme through to March 2006, is as follows:

October 13th
Dr. Michael Harrison: *Highlights of Recent Annual Conferences of the Association for Industrial Archaeology.*
November 10th
Mr. David de Haan: *Ironbridge.*
December 8th
Prof. Marilyn Palmer: *Technology in the English Country House and Estate.*
January 12th
Mr. Roger Cragg: *Thomas Brassey.*
February 9th
Mr. Tim Booth: *Emscote Mill.*
March 9th
Mr. Jeromy Hassell: *White and Poppe.*

Please also note that Prof. Marilyn Palmer is not confirmed for December 2005. Her other commitments may mean that this talk is deferred to a date in 2006. Members will be advised at the November meeting of any change to the December programme.

Subscriptions
Members are reminded that subscriptions for the 2005/2006 season are now due. Provisionally, and subject to agreement by the membership at the September 2005 meeting, the amount payable will remain as for the last season: £10.00 per person or couple with an additional meeting payment of £1.00 per person to help cover refreshment expenses. Payment should preferably be made at a meeting, but payments by post are acceptable Please note that receipts for postal payments will not be sent out, but instead will be available for collection at a subsequent meeting. Cheques should be made payable to Warwickshire Industrial Archaeology Society please.

Disposals
Due to a house move the Treasurer has a quantity of model railway equipment for disposal. This is mainly 4mm narrow gauge kits, all unmade, but also a small quantity of Roy C link 7mm narrow gauge equipment, including an unmade Ruston LAT rail tractor kit. There are also a number of Wills Finecast 4mm scale building kits and a quantity of detailing accessories such as Grandt Line nut and bolt mouldings scale wood sections.
All is available as one lot for inspection and a reasonable cash offer.

Meeting Reports *by Arthur Astrop*

June 2005 Mr. Roger Cragg

A Scheme for Industrial Monument Assessment and Grading

The formal business of the Society's AGM having been speedily dispatched, the June meeting of WIAS then turned its attention to the question of how to assess, and to grade, the importance of industrial archaeological sites in our County. As promised at the May meeting, Roger Cragg explained in detail a system devised for such work on a national scale and suggested that, with little if any modification, it could equally be applied on a local scale. In particular, it could be of assistance in selecting those IA sites suitable to be included in the Society's Gazetteer.

The system is based initially on a set of seven assessment criteria, namely: Landmark, Rarity, Age, Size, Engineer (or Contractor or Architect), Aesthetics and Condition. For a given IA site, each of these criteria is allocated a grade, from *A* through to *D***.** The next step is to extract the three 'best' grades from the seven, and to use these to allocate a final grade, in the range 1 through to 4. The four final grades are: 1 = *AAA* to *AAB*; 2 = *ABB* to *AAC*; 3 = *ABC, AAD and BBB*; and 4 = *Others*.

To illustrate the process, Roger gave some examples. One was the Bearley (Edstone) Cast Iron Aqueduct, and his assessment of this site was as follows:

Landmark: No. Of 'old-fashioned' design.	*D*
Rarity: Several CI aqueducts in Warwicks.	*C*
Age: 1816, second oldest in the County.	*B*
Size: The longest in England.	*A*
Engineer: W. Whitmore (W. James).	*A*
Aesthetics: Not considered.	
Condition: In full use, and restored.	*B*

Selecting the 'best' three grades, the aqueduct earns *AAB*, and is therefore **Grade 1**.

Another example was the cast iron bridge at Hampton Lucy, which Roger rated as follows:

Landmark: No. Of 'standard' design.	*D*
Rarity: Few CI bridges in Warwicks.	*B*
Age: 1829, probably oldest in the County.	*B*
Size: 60 ft span, thus 'quite large'.	*B*
Engineer: William Mackenzie (?)	***A*(?)**
Aesthetics: Not considered.	
Condition: In full use, and original.	*A*

Selecting the 'best' three grades, the bridge earns *ABB*, and is therefore **Grade 2.**

Roger concluded his presentation with a caution. The system works effectively only if each criterion is judged objectively, and independently, of each of the others.

The meeting concluded with a presentation by WIAS member George Sayell. It was in 1957 that George entered the Willans Works of English Electric, Rugby, as a student apprentice, and Dunchurch Lodge, the main EE apprentice hostel, became his 'home' for the next five years. There were some 100 apprentices in his year and George described both the official regime they followed, and gave some insights into the unofficial pranks they also got up to! At that time, EE was designing and building steam turbines and large, slow-running diesel engines, and it was with the latter, both in building and installing them on site, that George gained much of his early experience. His slides included many shots of EE diesels installed in pumping houses in north London and other locations in the UK.

Cherry Orchard Brickworks

Kenilworth's Last Brickworks is the title of a recently published volume from Dialhouse Press of Kenilworth, featuring the photographs of WIAS member Derek Billings.

This 24 page booklet contains a collection of black and white photographs taken by Derek about a month after the Cherry Orchard Brickworks closed in June 1977. Then the site existed in a time warp, before clearance began a month or so later. The claypit was subsequently used for landfill and the perimeter of the site for housing and light engineering. Once a familiar sight to the people of Kenilworth, with the chimney something of a landmark, today there is virtually no trace of the site where manufacturing took place as far back a Roman times.

Recently, the last vestige of the works has been cleared, with the closure and demolition of the light engineering works on the site, to be replaced by yet another housing development. Some pictures of these final remains prior to demolition are posted on the Society web site.

There are now only about 40 copies of the booklet left , so any members who would like a copy are advised to act fast. The price is £2.50 to WIAS members and £3.50 to non-members. Contact Peter Riley or Richard Storey at the Society bookstall in the first instance, or visit Peter-Richard Books at www.peter-richard.co.uk.

Mark W. Abbott

Milestones

July 2005 Mr. Mike Buxton
Milestones: Warwickshire and Beyond

To move their soldiers and their supplies quickly and efficiently across their Empire, the Romans put down a large cylindrical stone to mark every 1,000th 'double marching-step' along the roads they built. Thus they established the idea of 'milestones' and, according to Mr Mike Buxton, National Co-ordinator for The Milestone Society, 117 of these Roman stones survive in the UK to this day.

The Milestone Society* was founded in 2001, currently has over 300 members, and has established a network of County Co-ordinators to '*identify, record, research, conserve and interpret, for the public benefit, the milestones and other waymarkers of the British Isles*'. In his talk to our July meeting, Mike Buxton conveyed not only the enthusiasm he feels but also the depth of knowledge he has for the wide variety of designs of milestones to be found in our islands.

Earliest milestones were, as their name suggests, made from stone on which was cut, sometimes quite crudely, basic information on distances to and from towns and villages. Indeed, the data on these stones suggests that some of the carvers were close to being illiterate, but their work is of no less historical importance for that. Mike traced the effects of the shifts in responsibility for maintaining the nation's roadways on the design of milestones. Initially local parishes bore the burden of road maintenance, and in this period understandably an extremely wide variety of different designs of milestones, including their shapes and the amount of data they carried, emerged. Gradually, however, as a result of various Acts of Parliament, responsibilities for roads changed, as did the road markers themselves.

One of the major changes came when technology allowed flat plates to be cast in iron and to carry more elaborate, and finely detailed, data than could be carved in stone. Such plates were first simply attached to the fronts of existing carved milestones, but eventually the complete marker itself was produced as a one-piece cast-iron casting. Moreover, as speeds of travel along roads increased, it was necessary to present the data 'angled' towards the oncoming traveller, and markers which are vee-shaped (in plan) were cast in very large numbers.

In an excellent slide presentation, Mike Buxton showed examples of milestones from some of the very earliest to the end of the 19th century, from which point milestones as we know them gradually ceased to be made. From 1945, indeed, their very survival became largely a matter of chance. The passion of Mike Buxton, and of The Milestone Society, is to see that those 'stones' which do survive are cared for, conserved, and do not 'disappear' from time to time, ultimately to reappear in auctions, on e-Bay, or in someone's private garden collection! Mike was able to quote various instances where such 'disappearances' have occurred in recent times, but was also able to point to cases where, through the vigilance and initiative of members of The Milestone Society, Local Authorities have been prevailed upon to conserve and protect these fascinating relics of days gone by.

One wonders whether today's white on blue motorway 'milestones' will eventually be the cause of such laudable concern!

* Website at www.milestone-society.co.uk

'Cuttle Tramway'

An intriguing item of local industrial archaeology near Southam, is what I have termed the 'Cuttle Tramway'.

Modern maps still show embankment features running roughly north from the present railway houses on the Southam to Coventry road, to the Grand Union Canal behind Cuttle House and downstream of Itchington Bottom Lock. Early editions of the OS 1 inch series mark 'Old Limekilns' here, and my assumption has been that this was an early lime works; the tramway bringing limestone from the vicinity of the disused Rugby Cement works with the downgrade favouring loaded wagons, and the canal providing coal and a means of transporting the final product.

However, I recently visited Warwick Buildings who now occupy this site and discovered that the canal is embanked 2 to 2.5 meters *above* the lime works site. This is not unreasonable if off loading coal, but not a situation that favours the loading of lime. Furthermore, despite OS map evidence suggesting the tramway was disused before the railway to Daventry was built, there is, or was, evidence of brick bridge abutments where the tramway would have crossed this newer line. Yet the LNWR railway houses obscure the course south of the branch and what was to become Kaye's lime and cement works was already working before the standard gauge branch was built.

So the history of this obscure relic seems more complex than first thought. Can any members add anything that might help unravel the mystery a little?

Mark W. Abbott

Canal Wharves

The Warwick and Napton Canal

A list of wharves that existed in the year 1910 at Warwick and Leamington Spa

To give some idea of the location of these wharves, the following bridges are located at these mileages: Coventry Road 23m.34c, Tachbrook Road 25m.40c, Clapham Tr. 25m.78c, Radford Road 26m.71c. The miles are counted from Birmingham.

Miles	*Name*	*Type*	*Length in feet*	*Owner*
22.57c	Cape	Brick walled	144	Public
23.30c	Packmores	Not walled		Private
23.50c	Guyscliffe (Brewery)	Brick walled	67	Private
23.51c	ditto	Basin		Public
23.53c	ditto	Brick walled	327	Public
23.60c	Emscote Lime	Brick walled	219	Semi public
23.70c	Nelson Dale	Brick walled	350, 284, 126.5 71.5 & 164	Private
24.10c	Emscote Old Wharf	Brick walled	135	Semi public
24.15c	Emscote Mill	Brick walled	76	Private
24.15c	Electricity Works	Brick walled	138	Private
24.70c	Myton Road	Brick walled	83	Public
25.50c	Nelson Lime	Brick walled	143	Private
25.50c	Leamington ?	Brick walled	156 & 77.5	Private
25.50c	Priors Gas Works	Brick walled	84.5	Private
25.70c	Ranelagh St	Brick walled	119.5	Private
	Eagle Mills Foundry	Brick walled	302 & 157	Private
25.75c	Corporation of Leamington			
26.10c	Malt House, Clapham Tr.	Brick walled	184	Private
26.10c	Newbold, Clapham Tr.	Brick walled	162	Semi private
	LEAMINGTON BASIN, WHARFAGE FOR EIGHT BOATS			
26.54c	Gullimans Lime	Timber	100	Private
26.54c	Gullimans Leamington	Timber	98	Private
27.50c	Butt Lane (Radford)	Brick	42	Semi public.

This information was taken from a survey that was done on the Canals and Inland Navigations of the United Kingdom by Sir John Wolfe Barry and Partners in 1910.

Peter Chater.

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