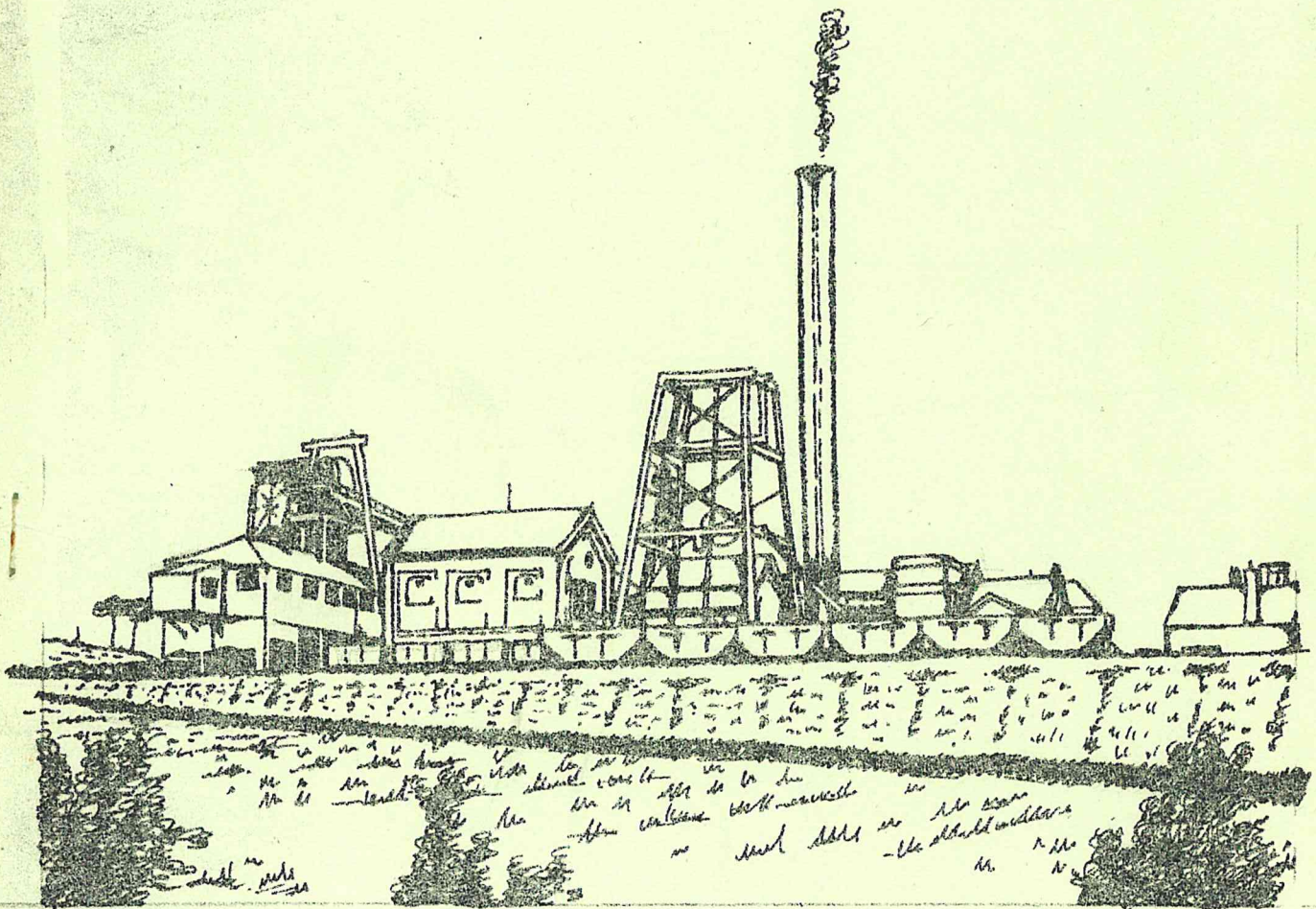


NORTH EAST INDUSTRIAL ARCHAEOLOGY COUNCIL'S NEWSLETTER



LUMPSEY MINES.

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NORTH EAST INDUSTRIAL ARCHAEOLOGY COUNCIL

NEWSLETTER NO.4 - AUTUMN 1973.

Editor's Notes.

The chief contribution to the September Quarterly Meeting was by Dr. Stafford Linsley, who talked about the recent National Industrial Archaeology Conference, held in the Isle of Man. As so few members attended our own meeting we thought it advisable to include these comments in this Newsletter.

Middlesbrough is a town not particularly well endowed with notable buildings and as our, so called 'planner', propose the demolition of at least two outstanding examples during 1974 we include an article by Mrs.M.Z.Lowndes, hon.Treasurer of the Teesside Group, on this important subject.

Correspondence and comments to:

S.K. Chapman,

26 Springfield Avenue,

BROTTON,

Saltburn by Sea,

Yorks. TS12 2TW.

The cover picture of Lumpsey Ironstone Mine, Brotton, is from the First World War era, and was copied from a photograph by Ivan Chapman.

BRITISH INDUSTRIAL ARCHAEOLOGY CONFERENCE - 1973.

BY STAFFORD LINSLEY.

Where else can you leave your hotel after breakfast, catch a horse tram to a station where a steam hauled train will take you to a village whose cobbled path walked by 14th century monks leads over a bridge, of that date, to a children's playground where a waterpowered roundabout is there for the riding.

In words such as these, Michael Rix introduced the host venue for the 1973 British Industrial Archaeology Conference - The Isle of Man. Rix gave a general introduction to the history, relics and fascinations of Man via the Pitcairn Islands, tombstones and 19th century cobwebs.

Even the most doubting cynics amongst the 46 'foreign' conferees (I was one such) were soon convinced that their journey would be worth while and I for one, was not subsequently disappointed.

Manxman Frank Cowin followed Rix by giving a detailed account of the history and archaeology of the Laxey Mines including of course, the role of the famous 70 ft. diameter pumping water wheel, a tourist attraction ever since it was built in the 1850's.

A further carrot was dangled in the unlikely shape of an hydraulic man-engine located, we were told, a short distance underground, but easily accessible by an adit.

Dr. John Wartnaby of the Science Museum bravely attempted to explain the workings of a new government grant administered by the Science Museum for the express purpose of assisting provincial museums and private trusts in the acquisition and where appropriate the removal and re-erection of moveable scientific and technological material. Although it would appear that such grants are not available for on-site preservation and therefore, militate against this form of preservation of

industrial sites. However, Dr. Wartnaby suggested that museums or trusts wishing to establish outpost museums by on-site preservation may indeed qualify for the grant. I have tackled Dr. Wartnaby on this point several times before, but usually to no avail. It may be that the inability to use up the available money is forcing the Science Museum to enlarge the scope of the projects for which the grant will be available. Presumably although the grant regulations stipulate that the grants are for 'moveable' items one can argue that they do not necessarily have to be moved ???

Back to Industrial Archaeology proper and an authoritative and analytical historical survey of iron shipbuilding by Dr. E. Corlett who demonstrated that he has very much more to offer than pleas for the preservation of the s.s. Great Britain. He was here mainly concerned with the 'big ships' rather than coasters and colliers.

Maintaining the maritime flavour Douglas Hague in his customary droll and grudgingly witty manner delivered the latest episode of his international survey of lighthouses. His self-effacing and humorous approach fails to disguise his imaginative approach and learning.

The usual session for members' contributions included 'Industrial Songs' (Mrs. J. Draper); Industrial Archaeology for Undergraduates (Dr. E. Course) 'Puddling' (Dr. J. Hume) as well as the usual steam engine and museum things. Many members also brought literature published by their local groups, most of this consisting of annual transactions or special issues. Precisely why we don't seem to be able to do this in north east either at local or regional level is a question which local groups and the North East Industrial Archaeology Council should immediately consider. We may have led the way with the Bulletin, but now appear to

be going backwards rather than forwards.

In the course of two business meetings we learnt that the Journal of Industrial Archaeology would no longer be published by David & Charles, but by Bratton Publishing Ltd. Edinburgh. There will be no change of editorship, but the opportunity is being taken to introduce long overdue improvements in changing to a larger format and to a different method of printing. Conference decided that the 1974 conference should be held in Staffordshire, but a decision on the North East Industrial Archaeology Council's offer to hold the 1975 Conference in Durham, was deferred. (It will probably be accepted).

The main item of the business meeting was the ratification by a large majority, of a draft constitution (prepared by a steering committee at Strathclyde in 1972) for the formation and operation of a national association to be called the "Association for Industrial Archaeology" (AIA). Although (wisely I think) the constitution does not attempt to define Industrial Archaeology the main aims of the Association will be to promote a study of Industrial Archaeology, to co-ordinate Industrial Archaeology Groups, to hold conferences, to publish research work, to encourage industrial preservation and to co-operate with kindred bodies. Although the constitution was broadly acceptable, strong reservations were expressed concerning the varieties of membership to the Association and new proposals on this point will be brought forward to the meeting in 1974. Nevertheless a few £1's were collected in a rather desultory fashion. The following officers were elected :-

- President: L.T.C. Rolt
- Vice President: R.A. Buchanan
- Secretary: N. Cossons
- Conference Secy: M. Bussell
- Treasurer: J. Diaper
- Editor: J. Butt

In addition M. Rix, D.Hague, K.Falconer, F.Brook and Mrs.C.Vialls (token woman?) were elected as ordinary committee members. Final visits were made to the Laxey Mines where appropriate offerings were made before the rotating Laxey wheel. Having suffered outrageous insults on leaving the hotel in wellington boots whilst 'inventors of gumboot archaeology' wore casuals the writer was able to demonstrate the potential in boot hiring at Industrial Archaeology conferences when it was found that the adit leading to the man-engine still carried water over a six inch layer of mud. The visit ended with a ride on the steam railway, its season especially extended to accommodate our visit, allowing railway students and those who study railway students to practise their respective enthusiasms. The steam railway may not run again. They say that every year. That strictly was the programme for the conference, but a number of the real hard Industrial Archaeology buffs (i.e. those who could afford it) stayed on for a few more days. Amongst others, I visited that roundabout, the horse tram, the Manx Electric Railway, disused railways, cornmills, lead mines etc.

It was constantly necessary to remind oneself that the 'living relics' were not being operated by preservation societies nor museums, but by commercial undertakings in a tiny independent kingdom whose motto is 'Time enough.'

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SOME THOUGHTS ON THE A.I.A. by STAFFORD LINSLEY.

It has been obvious for a long time that Industrial Archaeology needs a national forum, a national voice and therefore, a national organisation. It is surprising that, such an organisation has not emerged before now.

Although it is not possible to predict the implications of this new development it may well be felt at grass roots level, that

I.A. is to be stage managed by professionals and academics. The first committee of A.I.A. represents an amalgam of elders, respectables, middle roaders and trendies, which in total may well be suspected of being a little short on awareness of grass roots I.A. If this can be countered by influence in high quarters then on balance I.A. must gain. The autonomy of local groups will not and cannot be unwillingly lost and in practise the A.I.A. should offer itself as a servicing body of advice and organisation at the disposal of local groups, national organisations and government departments, rather than as a central organisation from which all ideas and directives flow. The A.I.A. will inevitably become jealous of its image. For example it will exert fairly strict control over its annual conference through the office of its permanent conference secretary under whose overall responsibility future conferences will be organised. Although the North East's offer to host the 1975 conference remains on the table, my feeling is that it will be accepted in spite of the poor North East I.A.C. image generated by its non-representation at the Isle of Man Conference. It is clear that the N.E.I.A.C. in hosting a conference of the A.I.A. would not have the independent control enjoyed by earlier conference organisers. One benefit of the A.I.A.'s permanent conference secretary is that its conferences can be held in areas where host I.A. groups do not exist. This is a good method of stimulating such under-developed areas into action. In general, believing that A.I.A. is long overdue, my own chief worry is that the association may not prove sufficiently imaginative, flexible and organic to meet the demands which will undoubtedly be put upon it. It is up to all of us to ensure that A.I.A. goes with a bang and not with a whimper.

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NORTH EAST INDUSTRIAL ARCHAEOLOGY COUNCIL.

ANNUAL CONFERENCE -- 1973.

If this conference is to be remembered it will be for the high standard of the talks and for the display by the Groups. It was held in the Durham Technical College earlier in the year than is usual, 30th June, either the date or the weather proved attractive for over 70 people attended. The theme of the conference could tenuously be described as 'Power', for the talks were on Watermills, Coal Mining and Electricity.

Tom Hay's international survey of watermills took us from England to North America via Japan. It was interesting to see that in Japan, away from the super technology of the electronics industry there will still to be found small communities depending upon watermills, usually constructed of bamboo and used to polish rice, but alas being replaced by electrically driven mills. Mr. Hay referred to preservation by showing two North American examples, a reconstructed mill in the Canadian Black Creek Pioneer Village, and in the USA a mill with all the trimmings of a folksy museum, including 'serving wenches' out Disneying Disney!

After lunch Dr. Alan Griffin of the NCB East Midlands Division gave a talk on the Industrial Archaeology of Coal Mining (talking coals to a Newcastle crowd!), and showed some very interesting slides of early bord and pillar workings revealed by open casting. Other items Dr. Griffin dealt with included the development of mining machinery and ventilation.

The third speaker, Mr. R.A.S. Hennessey, dealt with the electric supply industry of the region and gave an interesting, enlightening and entertaining talk, well illustrated with photographs showing power stations, their interiors and exteriors.

All three talks were followed by lively discussion and comment, regretfully we did not have sufficient time to cover all the questions and points of discussion, but there may be another time!

The displays included a definitive map of the waggonways of Tyneside drawn onto the 6 inch O.S. Maps of the region. A splendid piece of work by the Tyne Group. From Sunderland we had a fine collection of George Edwards' photographs of I.A. in the Wearside area.

Discovered in the attic of a house in Herrington were some photographs from the early part of this century showing the various departments of the Sunderland Engine Works, the smith's shop, the casting and machine shops. The firm was engaged in the manufacture of marine engines, but as yet very little is known about this company. Any information will be welcomed by George Muncaster.

Trevor Morris, an exiled Welshman, now a member of the Durham Group had a display of maps, plans and drawings showing the extent and methods of Lead Mining in Central Wales, including the mines which at one time were within the Londonderry concern.

Not quite I.A. but very near, was the display of old photographs of Chester-le-Street, street scenes, collieries and factories, part of the collection of Stephen Dodds a student at the Technical College and the collection was part of his work for his CSE examination.

Don Wilcock.

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INTERNATIONAL CONGRESS ON THE CONSERVATION OF INDUSTRIAL MONUMENTS.

The first International Congress on the Conservation of Industrial Monuments was held in Shropshire earlier this year. The official transactions will appear in due course, but much of what was said informally will not appear therein. To give an indication of some of the ideas that were floated around, here are some paraphrased comments made by delegates. These extracts were not part of a continuous conversation, but have been grouped together in a vaguely

relevant manner. The country of origin of the speaker is given:-

One danger with preservation is oversanitarisation (Sweden)

At our museum we don't even fasten the spanners down and we haven't lost one yet. (Wales)

Why does everything have to be tidy? Why can't we have some crumbling ruins without all you preservationists rushing around the place? (Wales)

People like ruins. You don't need labels to tell people what ruins are: just let them enjoy them. (Sweden).

Although it has been there for 120 years, we are moving it to our museum because it doesn't look right where it is (England).

Open air museums are just architectural zoos. (U.S.A.).

Museum people live in the land of the bunnies. They live in a fairyland. (U.S.A.).

We are concerned with site morality. (England).

Most industrial monuments are selected by an elite to represent the culture of an elite, for the enjoyment of the elite (Sweden)

There are no technical monuments as such, but only monuments to human endeavour. (East Germany).

We ought to be thinking of scheduling people. (Anon).

We are concerned to maintain the security of the Landscape. (West Germany).

We have to convince people that functionless industrial structures can be life-enhancing structures. (U.S.A.).

We ought to preserve aspects of our industrial environment to embody the collective memory out of respect for the past and for the future. (Canada).

People feel alienated from their environment because others have control over it. Preservation is an answer to alienation. (Sweden).

Preservation and conservation might be the cheapest way of

ensuring that we can all remain sane in 1985. (England).

I've got those beam-engine blues. (Netherlands).

SO HAVE I !! S.M. LINSLEY.

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INDUSTRIAL MONUMENTS IN COUNTY DURHAM.

In February this year, Dr. S.M.Linsley wrote to the Durham County Council Planning Dept., enquiring about the nature of the Durham County Council's Countryside & Conservation Committee and its role in industrial preservation. He also asked about grants available for the preservation of industrial structures in the County and in particular expressed concern over the future of the Causey Arch. The County Planning Dept. replied to all these points and included a list of industrial buildings in the County which have been scheduled as Ancient Monuments or are listed buildings. As it is felt that the information in this letter will be of general interest to Industrial Archaeologists in the region, permission has been given to publish its contents as follows :-

"The Durham County Council's Countryside & Conservation Committee was set up in May 1964 to deal with certain of the County Council's powers under such Acts as the Ancient Monuments Acts 1913-1953; the Local Authorities (Historic Buildings) Act, 1960; the National Parks and Access to the Countryside Act, 1949 and the Protection of Birds Act 1954. At the first meeting it was agreed that the Committee should include co-opted members nominated from various interested bodies. Thus there are now representatives from such organisations as the Durham County Conservation Trust, the Durham & Northumberland Architectural & Archaeological Society, the Council for the Preservation of Rural England, the National Trust and the National Farmers' Union. Those Council Officers who work to this Committee are

also closely involved with representatives of the Nature Conservancy; the Civic Trust; the Durham Conservation Corps; the Sports Council and various other groups with similar interests.

Through this Committee the County Council have become financially involved in innumerable tree planting schemes; a programme for undergrounding overhead wires and the preservation of listed buildings. In 1968 the scope of this work was extended with the passing of the Countryside Act, empowering local authorities to develop recreational facilities such as country parks and picnic areas and providing a 75% Central Government Grant for this purpose. Even before that date Durham's Countryside and Conservation Committee had recognised its responsibilities in this direction and was already committed to developing a picnic area on the banks of the Derwent Reservoir. At the same time negotiations were opened with British Rail for the purchase of the Derwent Valley Branch Railway to be developed as a footpath/bridleway, which would be the main feature of a country park. The first of the twenty eight picnic areas and country parks which have been opened to the public, or are now being developed, was at Killhope. Without benefit of grant under the Countryside Act, minor repairs were carried out to the crushing mill buildings (re-slating roofs, renewal of rafters, securing and painting the wheel). Additionally, the ford and a small car park were constructed. Due to the pressure of visitors to the site (I estimate about 15,000 in 1972) toilets have recently been constructed. This example well illustrates one of the problems of on-site preservation of industrial monuments. A 75% grant was available to construct toilets for use by the public who came to picnic and view the industrial monument (scheduled in July 1968) for which no grant has been available.

Where grant is available to preserve a non-listed building it is often not related to the quality of that building. Thus the extensive repairs to the Lockhaugh, Rowlands Gill, Lintz Green and Hamsterley Viaducts and various railway bridges along the Derwent Valley Line have been carried out by the County Council with grant-aid under the Industrial Development Act 1966, as part of a reclamation scheme to convert the former railway into a footpath and bridleway; the Derwent Walk. Grant was made available because the viaducts were considered essential to the continuity of the Derwent Walk and because demolition cost would have been as high as the costs of repair, not because these viaducts were considered to be the fine engineering structures, which they are, and worthy of preservation. However, similar "reclamation" schemes are to be undertaken by the County Council to convert other former railway lines to footpaths and this will ensure the survival and repair of Hownsgill and Newton Cap Viaducts and a vast number of railway bridges throughout the County.

At Castleside, work started in August, 1972, on the partial restoration of the Healeyfield Lead Smelt Mill flues, under the guidance of the Department of the Environment. Again, grant was available (Under the Special Environmental Assistance Scheme) to tidy up the area rather than to preserve an ancient monument. There are, however, grants available specifically to repair buildings of architectural and historic interest which would include industrial buildings. The Department of the Environment is empowered to give such grants under the Historic Buildings & Ancient Monuments Act 1953, but would only do so for listed buildings of Grade I or II, and generally only for buildings of national importance, i.e. Grade I buildings. Local Authorities are empowered to provide grants for repairs under the Local

Authorities (Historic Buildings) Act 1962. This would normally be on the application of the owner for financial assistance to repair a listed building, but obviously industrial buildings are somewhat different, for the owner may have little or no interest in their survival. The financial involvement of the County Council would depend on the quality and/or the historic value of the structure; the possibility of its continued use (which in the case of industrial buildings would mean access by the general public) and its relative importance in both the national and local context. Normally the district council and County Council would contribute equal amounts. A lump sum is provided in the annual estimates of the Countryside & Conservation Committee for all historic buildings and allocation of monies from the lump sum is on the basis of a detailed report to the Committee on each case as it arises.

Concerning Causey Arch the problem here is that two thirds of the bridge are in one ownership and the remainder in another. Stanley Urban District Council have carried out some minor repairs on the arch with the advice of the Department of the Environment, but part of the grant for major repair works is dependant upon the arch being in one ownership. Stanley Urban District Council have been negotiating for some time to acquire the whole of the arch in order to carry out the necessary repairs.

Below is a list of industrial buildings which have been scheduled as ancient monuments or are listed buildings. In December 1967, the Ministry of Public Buildings & Works recommended some industrial buildings in County Durham for scheduling. The Healeyfield flues (25/11/69). Haswell Pumping Engine House (10/11/69), Park Level Mine (24/7/68) and Derwent Cote (7/5/70) have been scheduled and Beamish Colliery

Winding Engine is a listed building, but Rookhope Lead Smelt Mill Flue and the railway coal & lime depot at West Boldon remain unscheduled. 'Isabella' Winding Engine, Hetton and the Victoria Viaduct at Washington were recommended in May 1969. The winding engine is now scheduled (25/11/69) but the viaduct is not.

INDUSTRIAL BUILDINGS IN COUNTY DURHAM

WHICH ARE SCHEDULED ANCIENT MONUMENTS AND/OR LISTED BUILDINGS.

- A II Killhope Park Level Lead Crushing Mill.
- A Castleside Healeyfield lead smelting mill flues.

COALMINING.

- A Haswell Engine house.
- A Hetton 'Isabella' winding engine.
- III Pontop Cube Pit air shaft.
- III Beamish Winding engine and engine house.

IRON AND STEEL

- A II Hamsterley Derwent Cote steel furnace.
- III Wolsingham Steel Works (oldest building only).

LIMEKILNS

- III East Castle Bantling Castle limekilns.

FACTORIES

- II Castle Eden Brewery (old part only)
- II Houghton le Spring Houghton Old Brewery.

WINDMILLS

- II Hart
- II Easington Jackson's Mill
- III Cleadon
- II Eash In grounds of Ushaw College.
- III Easington Thorp Moor.
- III Felling Heworth Windmill, Windy Nook Road.
- III Hutton Henry

Windmills (cont'd)

III West Boldon

III Whitburn

WATER MILLS.

II Durham City Fulling Mill.

II Barnard Castle Old mill to rear of 28 Bridgegate.

II South Bedburn Saw Mill.

HOUSING.

II Castle Eden 'The Factory'.

III Croxdale Colliery Nos. 1-36

RAILWAYS.

A I Causey Causey Arch

II Bishop Auckland Newton Cap Viaduct.

II Durham City Railway Viaduct, North Road.

II Consett Hownsgill Viaduct.

III Chester le Street Viaduct.

III Castle Eden Viaduct.

III Egglecliffe Yarm Viaduct.

@ Felling Old Felling Railway Station.

AGRICULTURAL

II Beamish Home Farm Buildings.

II Croxdale Hall, farm barns and grange.

II Hawthorn Co-op Farmhouse with adjoining barn and threshing floor.

II Stanhope Barn and threshing floor in yard of Stanhope Hall.

II Stanhope Sheepfold near Wolf Cleugh

III Cold Hesledon East Farm barn and threshing floor

III Framwellgate Moor Bishop's Grange and adjoining barn and threshing floor.

III Shotton Edder Acres with threshing floor

III Ushaw College Farm buildings.

I, II & III - Grades of listed building.

A - Scheduled ancient monument.

@ - Agreed for listing by M.T.A.G. in 1970, not yet listed.

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LINKS WITH EARLY MIDDLESBROUGH - BY MRS. M.Z.LOWNDES.

The proposed Northern Route through Middlesbrough will demolish several buildings of interest, including the Royal Exchange and some in Zetland Road.

Probably the most important building in architectural terms is that in Zetland Road designed by Philip Webb for Bell Brothers' offices, later taken over by Dorman, Long, now part of British Steel Corporation. The offices have attractive Dutch gable ends, and carry the initials "B.B" and the date 1891. There are nine brass plates near the entrance, bearing the names of the companies registered offices:-

1. Dorman, Long (Bridge & Engineering) Ltd.
2. Dorman, Long (Chemicals) Ltd.
3. Dorman, Long (Steel) Ltd.
4. British Structural Steel Co.
5. Dormanstown Tenants Ltd.
6. Cleveland Trading Co. Ltd.
7. Dorman, Long (Engineering Holdings) Ltd.
8. Zetland Road Trust Co. Ltd.
9. T.A. Holdings Ltd.

The Zetland Road Offices were the last which Webb designed for Bells'. Previously he had been a consultant for several buildings at the Port Clarence Works of Bell Brothers; these included a clock tower, pump house and water tower. (Some TIAG members visited the site of these works in 1969 to photograph and record the remaining buildings. One fireplace was then still intact with a tile surround, designed by Webb's partner William Morris. Unfortunately these were all later destroyed.)

Webb designed houses for various members of the Bell family, including Rounton Grange in the 1870's, for Sir Lowthian Bell.

The Grange was decorated by William Morris, and was a magnificent place, but has now been demolished. "Red Barns" at Coatham, Redcar, another of Webb's designs was the childhood home of Gertrude Bell (daughter of Sir Hugh Bell), the explorer and diplomat, and was incorporated into the former Grammar School. Webb probably designed the original clock tower at Middlesbrough Dock.

The "North Eastern Gazette" Offices were in Zetland Road from 1893 to 1938, prior to the new offices built in Borough Road. The ornate "Victorian Gothic" building at the corner of Zetland Road and Albert Road is the bank founded by a member of the Backhouse family, well-known Quakers. It is now Barclay's Bank, but a brass plate bearing the name "Backhouse" is/was on the inner door. On the opposite corner is the wine store owned by Winterschladens. Joseph Winterschladen originally came to England in 1862, and in 1885 he and his son Henry took over the Zetland Road shop, and the cellars in the Royal Exchange.

Middlesbrough needed another Exchange to replace the old one built in 1837. At a meeting held in 1864, the Middlesbrough Exchange Co. Ltd. was formed. The foundation stone of the new building was laid in 1866 by the Chairman of the Company, H.W.F. Bolckow, and the new Exchange opened for business on 29th July, 1868. The building was designed by C.J. Adams of Stockton, and was erected at a cost of nearly £30,000. It was originally intended to have a tower, but there was not enough money for this.

In the centre of the building was a large hall, with a very high ceiling, and shops and offices surrounding it. There was also a dining room, a restaurant (the Bodega), cellars, and the Cleveland Club for local business men. Part of the basement was converted into air-raid shelters during the last war, and it needed little practice to hurry down three flights of stairs

when the siren sounded!

The main entrance was originally in Albert Road, but is now at the east end, with the name "Dorman, Long & Co." over the doors.

Over the north door in Marton Road, are the letters "Royal Exchange." Dormans' took over the building after the war, for their own offices. The outside of the Exchange has several carved heads and columns, and on the Albert Road side there used to be a large barometer in a glass case.

Mr. & Mrs. P. Tuffs have given the following information relating to local mines:-

"There were sales by auction at the Royal Exchange in 1880.

On January 20th, Slapewath Mines, buildings etc., were offered for sale by Mr. Charles Willman (who was Mayor of Middlesbrough), in the Boardroom of the Royal Exchange. The bidding was not high enough so there was no sale."

On January 27th, Loftus Ironworks and mines were sold in the Boardroom of the Exchange for £50,000. The buildings included 92 workmen's cottages."

A 1900 copy of the rules for the "Regulation of the Exchange" gives the names of the Directors of the Middlesbrough Exchange

Co. Ltd. The shipping and iron industries are well represented:

Sir Hugh Bell, Sir W.B. Peat, E.w. Swan Esq. (after whose family at Upsall Hall the Swan's Corner is named), Jno. E. Wilson Esq.,

R. Thos. Wilson Esq. and F. McBain Esq. In my particular copy, some other names have been crossed out in ink. These include:

Jno. T. Belk Esq. Sir Lowthian Bell, Herbert A. Swan Esq. Wm. Whitwell Esq. and J.V. Cooper Esq. The Secretary was J.R. Winpenny Esq.

Rule No. 8 States that "the Exchange will be open from 9.a.m. to 6.p.m. on each weekday except Saturday, on which day it shall be closed at 4.p.m." The Exchange was closed on all Bank Holidays.

There were various rates of subscription for business men who resided within six miles of Middlesbrough, or who had their business in the town, and also for those who were non-residents. Rule No.10 states that "No person shall smoke in the Exchange" (with the insertion in ink: 'between noon & 2.p.m. on Tuesdays') "nor shall any person be allowed to bring a dog into the Exchange." (Quite so too !).

Lists of stocks & shares were on view, as well as the shipping papers, in the main hall where many colourful characters were "on 'Change'" on Tuesdays & Fridays, when the Iron Markets were held. In the early years of this century, one member was sometimes seen in "hunting pink" with top hat, white breeches and highly polished boots! After his Exchange business was finished he would be driven away, to attend the local meet. Once another member was looking from his top-floor office window when he saw a well-known character making his inebriated progress across Albert Road to the Exchange on all fours ! He crawled past the cab rank, with the horse-drawn cabs and water trough, and the drivers' cabin where the "jarveys" waited between fares, and finally negotiated the steps into the Exchange. To the other members, he would be present in body, if not in spirit ! (Or was it "spirits" ?)

One wonders how many ghosts will linger on when these buildings are swept away. Perhaps the old shelter once used by the "cabbies" is the one now in the station yard, where one can telephone for a taxi. They are rather similar in style. No doubt that, too, will go, when the Northern Route comes into being.

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NORTH EAST INDUSTRIAL ARCHAEOLOGY COUNCIL NOTES.

The next Quarterly Meeting will be on Monday, 10th December, and held in conjunction with the Durham University I.A. Group at Room 142, in the Elvet Riverside Building, New Elvet, Durham. (Opposite the Three Tuns.) Car parking is available in the underground car park on the site. A talk on the research and preparation for television programmes on I.A. will be given by BBC-TV Producer Ray Sutcliffe, beginning at 8.p.m. Two films from the 'Industrial Grand Tour' programmes will be shown. "Brunel", an exhibition of photographs and prints now at the Engineering Science Building, South Road, University of Durham, Monday-Friday 9.00 am to 5.30 pm. Saturday 9.00 am to 12.00 noon. The exhibition is open to the public, and will be on show until Mid-December.

The Durham University Group for I.A. are engaged on the restoration of a Stockton & Darlington Railway Coach as their present project at Beamish Museum. Anyone who can give them any information about the type of vehicle should contact the Fieldwork Secretary, Stuart Allmond, at Grey College, Durham. Any assistance would be appreciated.

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BOOK REVIEWS.

'Forgotten Railways: North East England' by K. Hoole, David & Charles Ltd. 212 pp. illustrated, index. Price: £3.50.

"It all depends on what you mean by ..." as one well known philosopher prefaced an answer. It all depends, as you read this book on what you mean by a railway ! The author considers only those systems which came into the fold of his beloved North Eastern, thus leaving out the colliery systems. Londonderry and Lambton, as well as the Weardale Iron Co. Railway and other smaller concerns. A lot of the material has already appeared in

the author's own Regional History of the Railways of Great Britain, Vol.IV, The North East. It has excellent gazetteer of the remains and landmarks of all railways in the North East with map numbers & grid references, but it would be expensive way of acquiring this information.

Don Wilcock.

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'Cleveland Ironstone' by S.Keith Chapman, Dalesman Books 29pp.

Illustrated and maps. Price 20p.

Keith has marshalled all his facts into a concise and readable form in this modestly priced and attractive book. Beginning with the Iron Age Bloomery on Levisham Moor, the story of the exploitation of the region for its iron ore is followed through to the closure of the last mine, North Skelton, in 1964. It is an excellent reference book for the railway enthusiast bringing in the development of the system in Cleveland, as the demand for ore grew during the latter half of the 19th century.

It would have been useful if the main map had contained more names of individual mines and then it could have been used in connection with the Ordnance Survey editions when searching for the mine sites.

A book for every I.A. enthusiasts bookshelf and an inspiration to others with something to say..how far North will the Dalesman go ?

Don Wilcock.

'Rescuing the Past.' Edited by Ann Cripps. David & Charles £2.95.

Readers of the Countryman, the quarterly magazine in its familiar green cover, that has been an encyclopaedia of rural life and work for some 76 years, may recollect a series edited by Ann Cripps called "Rescuing the Past," which ran for some 15 years from 1953. It was a collection, from its readers, of

photographs, sketches and descriptions of the many old tools and pieces of domestic and farm equipment that laid about half forgotten and disused in homes and farms. The book is a selection of the more interesting items culled from the pages of "The Countryman." Every item is accompanied by an illustration and forms a detailed and fascinating account of the many walks of life of our forebears during the last century. It is one of those books that can be picked up and opened anywhere, and have great difficulty in putting down until it was read from cover to cover.

Because it is an edited version of a multitude of contributions it does not suffer from the boredom of the more uniform style of a single author, which a catalogue book of this type can so easily become. The illustrations are very detailed and the descriptive text is generally first class. Subject matter ranges from bean kibblers to wiskets, and there are articles on horse-shoe dating, threshing, blacksmithing, wheelwrighting etc. all to delight the interests of any I.A. The text is well spaced out and the margins are generous in its 200 pages, no doubt designed, in the modern manner, of easing the burden of reading. For my money however, I would have preferred a more composed style with rather more subject matter, of which there must still be an abundance within the pages of the Countryman. It is however, delightful reading and not to be re-jected because of this.

Rodney Higgins.

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