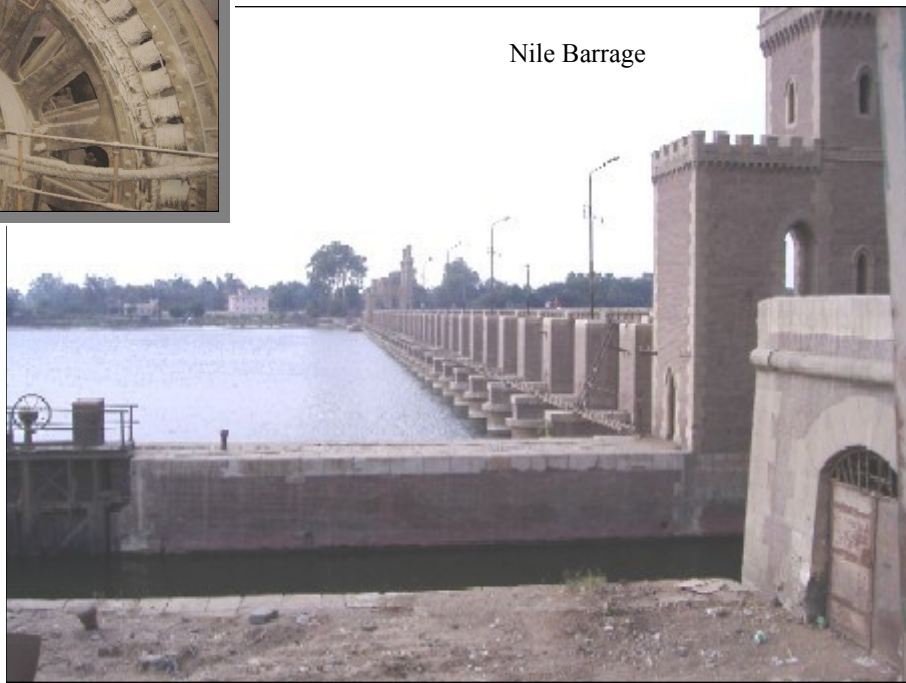
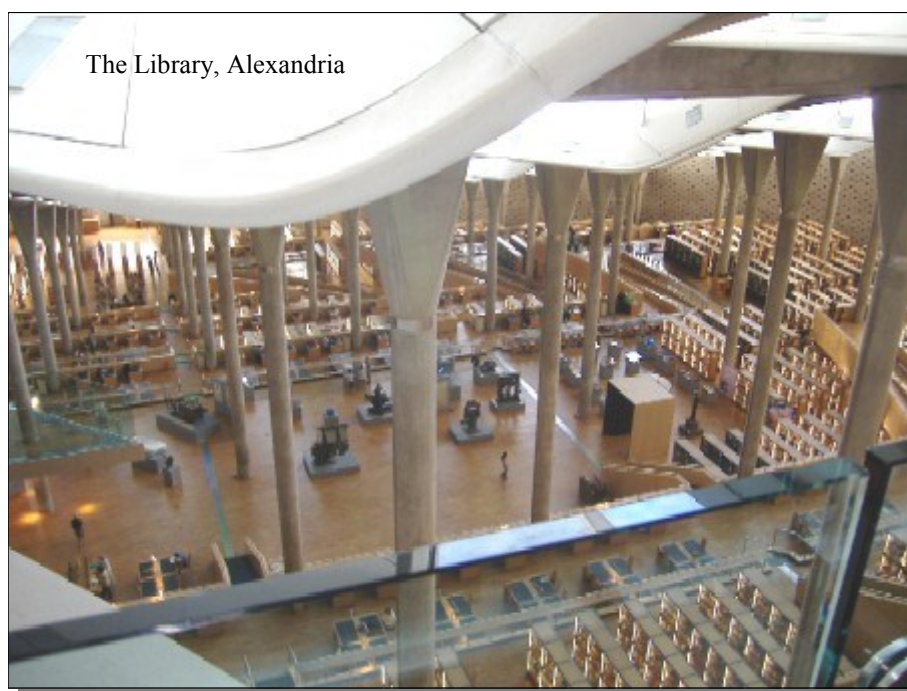




MAN generator coils incorporated in flywheel



Nile Barrage



The Library, Alexandria

Industrial Heritage Visit to Egypt, see page 6; photos David Atkinson

SIHG is a group of the Surrey Archaeological Society, Registered Charity No 272098
Castle Arch Guildford Surrey GU1 3SX
Group Patron: David Shepherd OBE, Group President: Prof AG Crocker FSA

Published by the Surrey Industrial History Group and printed
by YesPrint 3 Leafy Oak Workshops Cobbetts Lane Yateley GU17 9LW
© SIHG 2011 ISSN1355-8188

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Reports & Notices

Details of meetings are reported in good faith, but information may become out of date. Please check details before attending.

SIHG Visits, Details & Updates at www.sihg.org.uk

Saturday 9 July at 1400

Surrey Industrial History Group AGM & Conservation Award 2011

Surrey Heath Archaeology and Heritage and Trust.
Bagshot Archaeology Centre, 4-10 London Road, Bagshot GU19 5HN.
See page 8

The Autumn 2011 Thursday Morning Lecture Series at Leatherhead

will start on 22 September 2011.

Enquiries to Ken Tythacott, Ken.tythacott@btinternet.com, or Geoff Roles, geoffrey@groles.wanadoo.co.uk.
As seating is strictly limited, enrolment is for the whole course only; casual attendance is not possible.

SIHG Membership Renewal - *New payment procedure*

The SIHG membership database is being merged with the recently established Surrey Archaeological Society database.

To avoid teething troubles and to ensure continuity, we request that you renew membership as soon as possible, if you have not already done so.

Please could you fill in the form (with the March Newsletter)
with extra care so that we have your correct details.

**Cheques payable to ‘Surrey Archaeological Society’ please, to Castle Arch, Guildford GU1 3SX
The membership form is available on our website.**

Surrey Industrial History Group Officers

Chairman & SIHG Lectures Organiser: **Robert Bryson**, meetings@sihg.org.uk
Secretary: **Alan Thomas**, info@sihg.org.uk
Treasurer: **Anne Lea**, treasurer@sihg.org.uk
Membership Secretary: **Pam Taylor**, membership@sihg.org.uk
Newsletter Editor: **Jan Spencer**, news@sihg.org.uk

SIHG Newsletter No 181 May 2011

DIARY

The 36th series of SIHG Industrial Archaeology Lectures will start on 4 October 2011

alternate Tuesdays, 1930 - 2130, University of Surrey (Lecture Theatre F). Contact: Bob Bryson, meetings@sihg.org.uk.

Free parking is available in the evening on the main campus car park.

Single lectures at £5, payable on the night, are open to all. Maps at www.sihg.org.uk

Other IA Organisations

- Amberley Museum & Heritage Centre:** next to Amberley railway station, West Sussex, www.amberleymuseum.co.uk.
- Anne of Cleves House (Wealden Ironwork):** 52 Southover High St, Lewes, E Sussex, BN7 1JA; 01273 474610; anne@sussexpast.co.uk
- Association for Industrial Archaeology:** www.industrial-archaeology.org.
- Basingstoke Canal Authority:** 01252 370073.
- Brighton Circle (London, Brighton & South Coast Railway):** www.lbscr.demon.co.uk.
- Chatham Historic Dockyard:** Kent ME4 4TZ; www.chdt.org.uk.
- Cobham Bus Museum:** London Bus Preservation Trust, Redhill Road, Cobham, Surrey KT11 1EF; www.lbpt.org.
- Crofton Beam Engines :** Crofton Pumping Station, Crofton, Marlborough, Wilts, SN8 3DW; www.croftonbeamengines.org, 01672 870300.
- Crossness Pumping Station :** The Old Works, Belvedere Road, Abbey Wood, London SE2 9AQ; www.crossness.org.uk, 020 8311 3711.
- Croydon Airport Visitor Centre:** Aiport House, Purley Way Croydon CR0 0XZ; www.croydon-airport.org.uk.
- Croydon Natural History & Scientific Society:** meetings: Small Hall, United Reformed Church Hall, Addiscombe Grove, E Croydon.
- Cuffley Industrial Heritage Society:** Northaw Village Hall, 5 Northaw Road West, Northaw EN6 4NW; www.cihs.org.uk.
- Didcot Railway Centre:** Access via Didcot Parkway Station; www.didcotrailwaycentre.org.uk.
- Docklands History Group:** Museum in Docklands, No 1 Warehouse, West India Quay, Hertsmere Road, London, E14 4AL; www.docklandshistorygroup.org.uk.
- East London History Society :** Latimer Church Hall, Ernest Street, E1; www.eastlondonhistory.org.uk.
- Enfield Society:** Jubilee Hall, 2 Parsonage Lane, Enfield, EN2 0AJ; www.enfieldsociety.org.uk.
- Fetcham U3A:** http://fetchamu3a.org.uk/home.htm.
- Greenwich Industrial History Society:** Old Bakehouse, Age Exchange Centre, 11 Blackheath Village, SE3 (opposite Blackheath Station).
- Great Dorset Steam Fair:** South Down, Tarrant Hinton, nr Blandford, Dorset DT11 8HX; www.gdfs.co.uk.
- Greater London Industrial Archaeology Society:** Willoughby Theatre Charterhouse Square; 020 8692 8512,
- Guildford Museum:** Castle Arch, Guildford, Surrey GU1 3SX; museum@guildford.gov.uk.
- Guildhall Art Gallery,** Guildhall Yard (off Gresham Street), London EC2V 5AE.
- Hampshire Archaeology Society (HIAS):** Underhill Centre, St. John's Road, Hedge End, SO30 4AF.
- Hampshire Mills Group:** www.hampshiremills.org.
- Heritage Walks:** with Iain Wakefield, i.wakefield@tavak.co.uk.
- Heritage Open Days:** 1 Waterehouse Square, 138-142 Holborn, London EC1N 2ST; www.heritageopendays.org.uk.
- Honeywood Museum:** by Carshalton Ponds, Honeywood Walk, Carshalton, Surrey SM5 3NX; www.friendsofhoneywood.co.uk.
- Kempton Great Engines:** Feltham Hill Road, Hanworth, Middx TW13 6XH (off elevated section of A316); www.kemptonsteam.org.
- Kew Bridge Steam Museum:** Green Dragon Lane, Brentford, Middlesex TW8 0EN; www.kbsm.org.
- Kingston upon Thames Archaeological Society:** URC, Union St/Eden St, Kingston upon Thames; utas.archaeology@gmail.com.
- Lewisham Local History Society:** Lewisham Methodist Church SE13 6BT.
- London Canal Museum:** 12/13 New Wharf Road, N1 9RT; www.canalmuseum.org.uk.
- London Transport Museum, Acton Depot:** 2 Museum Way, 118 - 120 Gunnersbury Lane, London, W3 9BQ; 020 7565 7298.
- London Underground Railway Society;** Upper Room, All Souls Clubhouse, 141 Cleveland Street, London W1T 6QG; www.lurs.org.uk
- Lowfield Heath Windmill:** Russ Hill, Charlwood, RH6 0EL (TQ 234 407).
- National Trust:** www.nationaltrust.org.uk, 01483 561389.
- Newcomen Society London:** Fellows' Room, Science Museum, Exhibition Road, London SW7 2DD.
- Newcomen Society Portsmouth:** Room 0.27, Portland Building, University of Portsmouth, St James Street off Queen Street, Portsea.
- Open City London (Open House London):** www.open-city.org.uk.
- Portsmouth Historic Dockyard:** www.historicdockyard.co.uk.
- Railway & Canal Historical Society:** The Rugby Tavern, Rugby Street, London WC1; www.rchs.org.uk
- Rotherhithe & Bermondsey Local History Group:** Time & Talents Centre, Old Mortuary, St Mary Church Street, Rotherhithe Village, SE16; www.kingstairs.com/rotherhithe.
- Royal Gunpowder Mills:** Waltham Abbey; www.royalgunpowdermills.com.
- Rural Life Centre,** Old Kiln Museum, Reeds Road, Tilford, Farnham, Surrey GU10 2DL.
- Shalford Mill (National Trust),** Shalford Guildford Surrey GU4 8BX.
- Shere, Gomshall & Peaslake Local History Society:** Shere Village Hall, Gomshall Lane, Shere GU5 9HE; www.sherehistorysociety.co.uk.
- Southwark and Lambeth Archaeological Society:** Housing Co-op Hall, 106 The Cut SE1 8LN (almost opposite the Old Vic).
- Shirley Windmill:** Postmill Close, Shirley, Croydon CR0 5DY; visitor@croydowntowncentre.com.
- STEAM - Museum of the Great Western Railway:** Kemble Drive, Swindon, SN2 2TA; www.steam-museum.org.uk
- Surrey & Hampshire Canal Society (The Basingstoke Canal):** Parish Pavilion, Station Road, Chobham; ww.basingstoke-canal.org.uk.
- Surrey History Centre:** 130 Goldsworth Road, Woking, Surrey, GU21 6ND, 01483 518737, shs@surreycc.gov.uk.
- Sussex Industrial Archaeology Society (SIAS):** www.sussexias.co.uk.
- Sussex Mills Group:** www.sussexmillsgroup.org.uk.
- Twyford Waterworks:** Hazeley Road, Twyford, Hampshire SO21 1QA; www.twyfordwaterworks.co.uk/.
- Wanborough Great Barn:** Wanborough, N of Hog's Back, Guildford GU3 2JR; 01483 444751, www.guildfordmuseum.co.uk.
- Watercress Line (Mid-Hants Rly):** Alresford Station, Alresford, Hants SO24 9JG or Alton Station, GU34 2PZ; www.watercressline.co.uk.
- Wealden Iron Research Group:** Nutley Memorial Hall, Sussex, (North end of village, West side of A22).
- Westcott Local History Group:** Westcott Reading Room, Westcott near Dorking, Surrey RH4 3NP; info@westcotthistory.org.uk.
- Wey & Arun Canal Trust:** The Granary, Flichfold Farm, Loxwood Billingshurst, West Sussex RH14 ORH; www.weyandarun.co.uk.
- Wings & Wheels at Dunsfold Park:** near Cranleigh, Surrey GU6 8TB; www.wingsandwheels.net.

Country House Technology: a Conference in Cumbria report by Glenys and Alan Crocker

Some members of SIHG will remember meeting members of the Cumbria Industrial History Society on a joint weekend visit to Sheffield in 2007. We have been members of CIHS for a long time and have attended many of its annual conferences as they usually coincide with our April timeshare week at the Elterwater gunpowder site, now the Langdale Estate. This year was the 25th spring conference and it was held at the Rheged Centre, a tourist attraction with good facilities near Penrith. The usual venue, the former Charlotte Mason College at Ambleside, has been closed following the reshuffling of higher education in Cumbria.

The theme of the conference was one that has been developing strongly in recent years. The National Trust recognised the need to record technical installations in the 1990s and a Country House Technology Survey was started in 1995. A Leverhulme Emeritus Fellowship for 2008-11 extended its scope to non-NT properties.

The first talk, on "Comfort and Convenience in the Country House" was given by Marilyn Palmer, President of the Association for Industrial Archaeology, who has taken a leading role in promoting awareness and interest in the subject. Country houses were generally later than factories and institutions to adopt new technologies. Some were prompted to do so by rebuilds following fires, such as Lanhydrock in Cornwall, and the difficulty of obtaining servants encouraged innovation in the early 20th century. An important factor was the need for internal communications systems, arising from the organisation of the country house as it developed in the 19th century. There was a trend towards rigid gender separation of both staff and guests, together with a proliferation of rooms dedicated to narrowly defined functions.

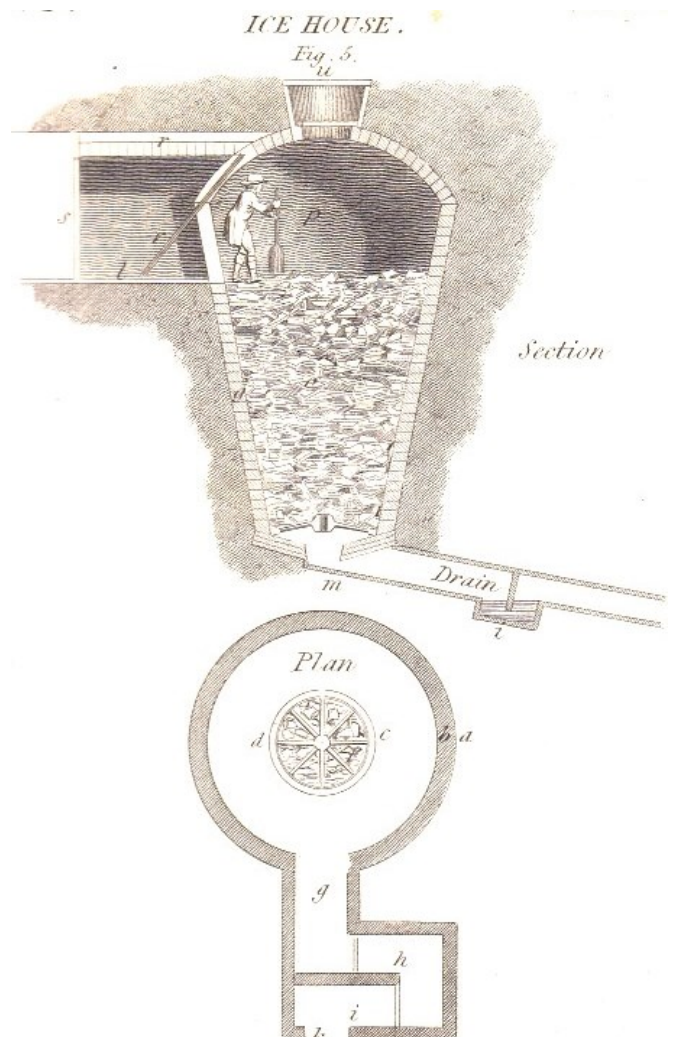
Marilyn's colleague at the University of Leicester, Ian West, followed with a talk specifically on lighting and heating the country house. Other talks included an oral-history based account by Jane Renouf entitled "Just add water - electricity at Esthwaite in the early 1900s" and there were two talks on practical projects: filling an ice house and restoring a Victorian fountain.

In the 1980s Rob David, who had been the first chairman of CIHS, had organised a group of school children to fill the ice house at Levens Hall near Milnthorpe, under the guidance of a local man who had done this job some years previously. He showed the drawing of an ice house from Rees's *Cyclopaedia* (1819), reproduced here. The essential features are the passage, the chamber and the drain at the bottom. The one at Levens is 12 ft across at the top and 17 ft deep. It had to be lined completely with a 2 ft layer of straw bales, but first had to be emptied of rubbish. There were no convenient ponds from which to collect the ice so 17 tons of it were obtained from a commercial producer at Whitehaven who supplied the fish trade. It had to be tamped down with sticks and trampled to exclude air. To stop the children falling into the pit, they tied them to a rope of exactly the right length to reach the working level, led the rope along the passage and tied the other end to a tree. Those were the days! Finally they sealed the top and filled the passage with straw. The job was finished in January and the last of the ice melted in February 13 months later. So it was established that the

system could be kept running from one winter to the next. The building could not however be used as a refrigerator to store food as the temperature in the dome reached 15 degrees C in August.

The fountain project was at Holehird, on the Kirkstone Pass road out of Windermere. The house and gardens were gifted to the County Council in 1945 and leased to the Leonard Cheshire Foundation for a residential home in 1961. Since 1969 the gardens have been planted and maintained on a voluntary basis by the Lakeland Horticultural Society and are open free every day of the year. The talk was by John Fairhurst who had carried out the restoration, the most fascinating aspect of which was finding out how and whence the water had got to the fountain.

Next, Roger Baker gave a talk on country house gasworks, highlighting the need for private utilities in remote locations. He had recorded examples from different parts of the county. Some were small buildings, now well hidden in the woods where they had been located well away from the owner's mansion and one was on a steam launch, for lighting the vessel. The last talk of the day was on "Technology and the Lake District villa", by Adam Menuge. Villas in this context were lesser mansions built primarily as family homes in the country by bankers and industrialists, many of whom adopted the new technologies with interest and enthusiasm. □



SIHG Lecture 11 January 2011
“Clan Line” A Merchant Navy Class Locomotive 60 Years On (part 2)

by Bob Gillett, report by Allan Wheeler

The general heavy overhaul involves the complete dismantling of the locomotive. Components are cleaned, degreased and painted. Lubrication pipes are checked and renewed if necessary; lubrication works by drip-feeding the oil onto the component, surplus oil being lost to the track. The boiler is sent to a boilermaker for overhaul - the last one cost £100,000. Inside there are large flue tubes with two smaller diameter tubes within each one, used for superheating the steam to about 200 °C. The boiler is washed out to remove sludge and scale. There are two safety valves, one opening at 250 lb/sq in and the second soon after. A valve will snap shut at 245 lb/sq in. The boiler is pressure tested to 1.5 times boiler pressure plus 10 lb (about 400 lb) to ensure that there are no fractures or flaws. The cylinder pistons, driven by steam in both directions have to be timed on reassembly. There are two top dead centre positions for each piston and they are moved by shifting the locomotive back and forth with a diesel loco.

A spark arrester, not original equipment, has had to be fitted as a result of lineside fires. Spark arresters can inhibit boiler steaming though it has not been a problem here. Refitting a wheel entails using a force of 110 tons to press it on to the axle. The wheels and coupling rods are date-stamped; not all wheels on *Clan Line* are original - we were shown one with a 1949 date. The coupling rods came from another class member.

A few slides were shown of this year's first outing on 8 January, on a 'Surrey Hills' excursion. Water, normally taken on at Shalford on the Guildford-Redhill section, is supplied by tanker and treated to reduce scale. Up to 2,000 gallons are needed, taking about 10 minutes (the capacity of the tender is 5,000 gallons).

The talk then covered the controls and gauges on the footplate. On the driver's side, a regulator handle is used to admit steam to the cylinders to make the locomotive move, pressure gauges indicating how far the regulator is open. Nearby is a reverser. Originally, the engine had both vacuum and steam braking systems but in preservation it has been fitted with air brakes to suit modern rolling stock. The boiler pressure gauge has a red line indicating the maximum safe pressure. A sander lever admits sand to the rails to prevent wheelslip. The fireman's side includes fire draught valves and injectors using boiler pressure to convey water from the tender to the boiler and a pipe under the tender supplies water for the fireman to spray the coal to reduce dust.

Over the driver's head there is a bell and a siren. As on all trains, one or other sounds when approaching a signal depending on aspect, triggered by the AWS (Automatic Warning System). This comprises a ramp on the track between the rails which is a non-contact inductor. Placed about 185 metres before the signal, a detector on the locomotive or train will pass over it and receive an electrical pulse. The ramp contains a pair of magnets, the first permanent and the second an electro-magnet linked to the signal to provide an indication of the aspect. When the permanent magnet is passed over, the on-board receiver sets up a trigger for a brake application. When the

electro-magnet is passed over it is energised if the signal is green; the brake trigger is disarmed, the bell rings and a black indicator disc is displayed. The driver takes no action. If the signal is yellow or red, the electro-magnet is de-energised, so a siren sounds in the cab and the disc becomes black and yellow. The driver must 'cancel' the warning; otherwise the automatic brake application is triggered.

The problem with AWS is that the driver could override the braking demand, so TPWS is also fitted. If a signal showing a danger aspect is approached too fast to stop at the signal, a forced stop will occur, regardless of what the driver does. For each signal equipped with TPWS, two pairs of electronic loops are placed between the rails, one pair at the signal itself and the other pair 200-450 metres before the signal. Each pair consists of an arming loop and a trigger loop. The loops are activated when the signal is red. When the arming loop is passed over, an on-board timer is switched on to measure the time taken to travel between the arming loop and the trigger loop. If the elapsed time indicates the train is travelling too fast, a full brake application will be initiated. If the speed is within limits but the train then fails to stop at the signal, the second set of loops at the signal will cause a brake application. Here the loops are together such that the time taken to travel between them will be so short that the brake application will be initiated at any speed.

Clan Line pays for itself in hire charges to the tour operator and funds are being built up for the next overhaul around 2016. On a journey such as the 'Surrey Hills' excursion, the locomotive uses four tons of coal and 40 gallons per mile of water. Russian coal is used; it is low in clinker and sulphur and is hot burning. The engine formerly used 'Welsh Cobble' but the supply ceased. Existing Welsh coal does not travel well because it goes to dust. When *Clan Line* hauls the VSOE set a diesel locomotive is also attached. This provides electric power for cooking and can take the train on to a servicing point if different from the destination. It also assists in braking.

Clan Line is based at Stewarts Lane, Battersea (where she was originally after a spell at Dover). In steam days this was a large motive power depot. It was founded by the London Chatham and Dover Railway in 1862, to serve Victoria station. Following the end of steam it was converted into a Traction Maintenance Depot which is currently operated by DB Schenker. Also based here is the VSOE and is one reason for using Stewarts Lane for *Clan Line's* maintenance. The original maintenance base in preservation was at Southall but there were movement costs to the former SR metals. There is a shortage of younger volunteers but it is improving.

Eleven Merchant Navy locomotives still exist in various states of repair. One of them, 35005 *Canadian Pacific*, has also been used on main line steam specials and is currently on the Mid-Hants Railway awaiting overhaul.

Thanks are due to Bob Gillett for a very interesting talk which generated many questions. □

Industrial Heritage Visit to Egypt, October 2010

report by David Atkinson

A visit to Egypt was arranged by Paul Sautler of Heritage of Industry Ltd of Rye for 16 - 23 October 2010. The tour visited Alexandria, Ismailia and Cairo. There were 24 participants together with Paul and David Wardrop, Chairman of the International Friends of the Alexandria Library, who had made the arrangements for the local programme.

Initially we met in the Shepherd Hotel in Cairo before travel by coach to Alexandria.

In Alexandria we saw the magnificent new Library (photo page 1) built to replace the original that was destroyed about 2000 years ago. Dr Mohsen Zahran who was involved in the design and construction of the library gave an illustrated talk on the history and construction of the building especially the very deep basement which goes well below the adjacent sea level.

Other visits in Alexandria included the extensive docks area, a tram workshop which maintains in use 50 year old ex Copenhagen trams in regular use and a 15th century fort built on the site of the ancient Pharos lighthouse. There was also a private trip on a much older well restored tram along one of the current tram routes.

An Egyptian Consulting Engineer gave us a talk about the Suez Canal from the time of the first canal built in 1874 BC, through the early French proposals in the 19th century, to the construction of the present canal which was opened in November 1869 for ships up to 5,000 tons. He also described subsequent improvements and progress after nationalisation in 1956 up to the present capacity of 240,000 tonnage ships. We transferred by coach with police escort to a hotel on Lake Timsah at Ismailia. We travelled along the lake in one of the pilot boats to the main channel of the canal to see the continuous line of container vessels transiting the canal in convoys. A visit was made to the Canal Authority Research and Training Centre where we visited the big ship bridge simulator. A demonstration run was made for us including the simulation of fog as the ship approached a dredger working in the canal (as a sailor I found this quite breathtaking). A visit to the house used by Ferdinand de Lesseps by the Sweetwater canal during the 19th century works was also made. We saw the desk that de Lesseps used.

We transferred to Cairo to stay at the Shepherd Hotel with a fine view over the Nile. Dr Ralph Bodenstein, a visiting professor at Cairo University Faculty of

Archaeology, guided us round a variety of sites. At the Caro Citadel we visited the old arsenal and gun foundry from the Muhammed Ali period of the 19th century. Only the buildings however remain as the equipment has gone for scrap. At the railway workshops there was a Babcock gantry crane still in use after 100 years or so.

The main station in Cairo has a fine museum although at present it is awaiting refurbishment. There were however many artifacts and models that we clambered through to see. This included a restored inspectors locomotive said to be have been used by Robert Stephenson on his visit just before his death.

The final visits with Ralph Bodenstein were to the al-Qanatir and al-Khayriyya barrages (photo page 1) built over the last 150 years to control flow of the Nile. Much of the equipment for controlling the sluice gates was British. Nearby there was a large disused cotton ginning mill from the 1890s. This had been in use until the 1990s. The administration buildings were fine architectural constructions overlooking the Nile. Much of the equipment had gone for scrap but there were some fine relics left. These included a large triple expansion horizontal steam engine that drove the plant by rope belt drive. It has an interesting mechanical governor in good condition. This engine was said to be Swiss of early 20th century (Brown Boveri?). The steam had been supplied by a Babcock and Wilcox boiler thought to be from the 1940s. Generator coils were incorporated in the flywheel (photo page 1) of the engine with a large switchboard nearby. The authorities hope to preserve the whole set up but at present it is not certain which department is responsible.

Our visit concluded by going to the son et lumière at the pyramids.

Security was quite a feature of the tour with an armed security man in the coach: the line of his immaculate suit was spoilt by the state of the art machine pistol in his belt. We were handed from one police area to the next with an extraordinary variety of ever changing escort vehicles. This included a breakdown truck with a siren which he used when passing other traffic. Another was a pickup with the guard sitting in the back cradling a Kalashnikov. □

The deadline for **submitting copy** for the next Newsletter is **10 July 2011**.

Submissions are accepted in typescript, on a disc, or by email to news@sihg.org.uk.

Anything related to IA will be considered.

Priority will be given to Surrey-based or topical articles.

Contributions will be published as soon as space is available.

Readers are advised that the views of contributors are not necessarily the views of SIHG.

Website: www.sihg.org.uk

Surrey Archaeological Research Framework (2006) Ideas for Investigations in Industrial History (part 4)

extracted by Jan Spencer

The study of industrial history cannot proceed in the future solely by examining ruins and such artefacts as have happened to escape the scrap-yard or have been acquired by enthusiasts, although this should continue where possible. These sites and artefacts can illustrate the history of technology to some extent, but complete and successful studies of the way they work and how they were built depends on the existence of documentation. This is particularly true of current technologies as they are replaced by new. The working of a steam-engine can be deduced by a close examination, but no amount of staring at a microchip will reveal its function or method of operation.

We should not confine studies of industrial history to mechanical or civil engineering products which are big enough to be taken apart or otherwise studied in detail. Apart from the scrapping of machinery and equipment when a firm closes down, records are likely to be dumped in a skip as having no monetary value. Sometimes records are preserved, as for example those of the former Dennis works or of the lime-works at Betchworth, much of which are now in the Surrey History Centre. But this tends to happen by chance or through the initiative of a historically minded company official.

We should keep an eye out for works which are closing or being re-equipped, with a view to records being preserved at, for example, the Surrey History Centre: but it would be necessary to be selective, to avoid overloading the

available storage space. This is something that the members of SIHG could perhaps be asked to look out for in their neighbourhoods and submit reports to the committee for action.

The scope for the study of industrial and technological history within the borders of the current administrative county is limited - there simply is not sufficient industry in this area. Adjacent areas in the London Boroughs and north-east Hampshire have much more, but have not been studied extensively by the Greater London IA Society (GLIAS), whose main interests have been in north London, or by the Hampshire IA Society (HIAS) which is mainly based in Southampton. SIHG members are already writing guides to the London Boroughs of Sutton and Croydon. Extensions of SIHG activities to other London Boroughs, notably Kingston, and to Farnborough and Aldershot should be considered, in consultation with GLIAS and HIAS. New members of SIHG often want to 'get their hands on something', but there is little scope for this other than at the Rural Life Centre. On the other hand, more is needed than the opportunity to attend our IA lectures (which are open to the public anyway). Members should be encouraged to carry out personal research, which can be the subject of IA lectures or be published in the Newsletter or Surrey History, and to keep themselves familiar with industrial developments, particularly in their local areas, so that the loss of historical records and, where possible, of artifacts, may be avoided. Financial assistance from SIHG funds is available for research work. □

“Hammer and Furnace Ponds Relics of the Wealden Iron Industry”

by Helen Pearce

This new book is the first 'popular' guide to this history and the beautiful surviving ponds that lie often hidden within Sussex, and parts of Surrey and Kent. The Surrey sites include Abinger, Thursley, Hedgecourt and Wiremill Lake. The book includes: a glossary of terms and ideas for further reading, a list of museums with iron industry displays and a complete gazetteer of surviving ponds, with map references and access details (Pomegranate Press; A5, pp 96, 16 colour illustrations) (Information from the author.)



The author is offering SIHG members a special (UK) price of £8.00 ie £7.00 (normal price £8-99) per copy plus postage. Please contact her at hspearce@hotmail.com. Web: www.hammerpond.org.uk

There are three forge ponds in the Thursley Common National Trust nature reserve, connected with Thursley and Witley Forges, first mentioned in 1608.

The Upper Hammer pond at SU 915 402 has a bridge & a small spillway.

Photo: author's website.

Surrey Industrial History Group
2011 Conservation Award Presentation and Annual General Meeting
Saturday 9 July 2011 Programme
The Archaeology Centre, 4-10 London Road, Bagshot GU19 5HN

1400 Annual General Meeting - see agenda.

1430 approx. Presentation of the SIHG 2011 Conservation Award to the Surrey Heath Archaeology and Heritage Trust. The presentation will be followed by a talk about the work of the Trust by Mr Philip Stevens (SHAHT).

1530 approx. Tour of the Centre followed by refreshments.

Non-members are welcome to the presentation but may not participate in the AGM.



Location The Centre is in London Road, Bagshot, a short way south of the junction from the A322, and close to Bagshot railway station. See map at www.sihg.org.uk.

Surrey Industrial History Group

A Group of the Surrey Archaeological Society (*Registered Charity No. 272098*)

Annual General Meeting 9 July 2011

Agenda

1. Apologies for Absence
2. Minutes of the Annual General Meeting held on 10 July 2010
3. Chairman's Report for the year ending 31 March 2011
4. Treasurer's Report for the year ending 31 March 2011
5. Election of Officers: The Committee nominates: Chairman: Robert Bryson, Secretary: Alan Thomas, Treasurer: Anne Lea, Newsletter Editor: Jan Spencer
6. Election of Committee members: Gerry Moss, Christopher Mann and Margaret Levett retire in rotation after three years' service, and Gerry Moss and Margaret Levett offer themselves for re-election, and are nominated by the Committee. David Evans has resigned. (There remain three vacancies)
7. Appointment of examiner of the accounts
8. Any other business

Other nominations for the Officers or committee members should be sent to the Secretary not later than 1 July, and must bear the names of the proposer and seconder and the signature of the nominee to indicate willingness to serve.

*Any matter for **Item 8** should be notified to the Secretary not later than 1 July.*

Alan Thomas *Honorary Secretary*
info@sihg.org.uk

Surrey Industrial History Group Chairman's Report for the year ending 31 March 2011

This is my sixth annual report as Chairman of the Surrey Industrial History Group.

The year started with SIHG hosting the South East Region Industrial Archaeology Conference at Chertsey Hall on Saturday 24 April. This one day conference had as its theme "Wings, Wheels & Water". About 200 delegates attended to hear a number of talks including one on "Brooklands & the World Land Speed Record" given by Gordon Knowles and "The Croydon Canal (1809-1836)" given by another SIHG member Paul Sowan.

Our AGM was held on Saturday 10 July at Chilworth Village Hall, where the Conservation Award was presented to the Chilworth Gunpowder Mills Group, after which there was a tour of the former factory site. A few days prior to this, on Monday 5 July, a day school had been held at the nearby Percy Arms featuring work that had been carried out on the industrial buildings on the Chilworth site. The event was organised by Alan Crocker on behalf of the Association for Industrial Archaeology and the Council for British Archaeology and funded by English Heritage.

The 35th series of winter lectures held at the University commenced on 28 Sept with a talk on watches by David Thompson of the British Museum. Following this talk Margaret Levett arranged for a small group of members to visit the watch collection on 23 March. The group journeyed into the bowels of the Museum to see some of the watches David had mentioned in his talk but which are not normally on display. The last lecture in the series was "Carriers & Stage Coaches before and after turnpiking 1680-1840". This lecture was particularly well attended as it attracted a number of people interested in carriage driving.

Ken Tythacott supported by Geoff Roles again ran two ten-week courses of lectures on Thursday mornings at the Institute in Leatherhead. These courses, which were both over subscribed, commenced on 23 Sept with another talk from Brian Hennegan, this time on the Sopwith Camel. By coincidence the final talk of the second series held on 24 March was on the Vickers Vimy.

Traditionally these courses have had a half-term break, which has often been utilized for a visit to a site related to one of the talks. The autumn half-term visit was to the London Transport Museum followed by a visit to the Tower Bridge Exhibition. Members of the course and a small number of other SIHG members also visited the RAF museum at Hendon for the spring half-term visit. Both visits were well organised by Geoff and were very enjoyable and well attended.

I am pleased to report that Anne Lea has agreed to take on the role of treasurer for the group and that, following the resignation of David Evans on health grounds, Pam Taylor has agreed to take on the role of membership secretary. In a further change to our administration, to enable the group to continue to claim gift aid and to utilize new computer software available at Castle Arch, the Surrey Archaeological Society has kindly agreed to assist in collecting our subscriptions.

Membership of the group at the last count was 119, made up of 102 ordinary members, 7 Associate, 6 Institutional, 1 International and 3 honorary; sixteen down on last year.

Finally I would like to thank all the members of SIHG, especially my fellow committee members, who have supported the work of the group throughout the year.

Bob Bryson Chairman

Surrey Industrial History Group

Minutes of the Annual General Meeting held at the Chilworth Village Hall on 10 July 2010

Present: 15 members were present. The chair was taken by Robert Bryson.

1. Apologies for Absence: Mrs Anne Lea, Mrs P. Taylor, H. G. Knowles, P. A. Tarplee.

2. Minutes of the meeting held on 11 July 2009: These were accepted as a true record.

3. Chairman's Report for the year ending 31 March 2010: The report had been circulated to members, and was approved *nem.con.*

4. Treasurer's Report for the year ending 31 March 2010: The total value of the Group at the end of the year was £29,451, £2,188 more than in 2008/09. The accounts were accepted *nem.con.*

5. Election of Officers: In the absence of other nominations, Robert Bryson was declared elected *nem.con.* as Chairman, Alan Thomas as Secretary, and Jan Spencer as Newsletter Editor. The post of Treasurer remained vacant.

6. Election of Committee members: Glenys Crocker retired in rotation after three years' service and offered herself for re-election, and was nominated by the Committee, as was Anne Lea. In the absence of other nominations, they were elected *nem.con.*

7. Appointment of Examiner of the Accounts: No nomination had been made, and until an appointment was made the accounts would be audited as part of the SyAS accounts.

8. Any other business: None.