European Year of Cultural Heritage 2018

For the European Year of Cultural Heritage 2018 specific aspects of industrial heritage have been selected to be celebrated in thematic months throughout the year. In March it was energy, power and prime movers from mills to nuclear energy and to mark this Markfield Road Beam Engine in the Lea Valley was in steam.

April was the month for mines and quarries, iron, steel and other metals and for this, the AIA practical weekend was registered.

In May it will be the turn of industrial chimneys for which Bob Carr contributes: “Regarding the celebration of chimneys in May, many areas in Britain have almost no factory chimneys left at all. However, the chimneys do not have to be factory chimneys; power stations can be included and large cinemas often have substantial smokestacks which are also eligible. Basically what is meant is industrial chimneys – that is chimneys which were associated with furnaces, boilers for steam raising, and so on. Domestic chimneys, even massive ones, are excluded. Perhaps the most chimney-conscious town in Britain is Bolton, where the steelpack and television personality Fred Dibnah is still remembered. They erected an 8 ft bronze statue of Dibnah in 2008 and even staged a play about him in 2011 in Bolton’s Octagon Theatre.”

June will focus on the urban environment and urban services (distribution, water, sewers, gas and electricity) which will also include workers’ housing.

In July and August the subject will be travelling and transport (roads, canals, railways, tramways, airfields, and harbours) and in October it will be the adaptive reuse of industrial buildings.

It should be made clear that for the European Year of Cultural Heritage 2018, Europe means the whole of Europe and not just the European Union.

IA News received the following, unfortunately too late to put into action –

For May 9th 2018 Serenade for a Factory Chimney

This action is in line with the call launched by Placido Domingo and Europa Nostra, the Ode2Joy Challenge. On May 9th, Day of Europe, they ask everybody to perform in a creative way the “Ode an die Freude” from the 9th Symphony by Ludwig van Beethoven in front of or in a historical monument or site.

EFAITH translates this call into a campaign to call attention to the factory chimneys, and asks everyone to have on the 9th of May this famous piece of music performed near a chimney, by musician(s) or singer(s).

You do not have to hire a symphony orchestra for this. It can be done with the students of the local music academy or the local harmony or brass band, a choir of school children, or one instrumentalist (playing any instrument, from saxophone to bagpipe and from cello to ukulele, ...). Be creative, and do something fun and attractive that makes the neighbourhood look at and become interested in saving a chimney.

Register the event on film or take a series of photos of it. Share these via social media. Send the video or the photos to the EFAITH secretariat, which will process all of them and produce a general overview. If you announce the event in advance, your initiative will also be mentioned on the central web page of the chimney campaign.

As part of the European Year of Cultural Heritage 2018, the factory chimneys will be central to the campaign for industrial heritage during the month of May.

Various activities are being organized in the European countries to advocate the preservation and restoration of these landmarks in the urban landscape and in the countryside. They are visible symbols seen from afar of the places where people once worked and from where they determined the social and economic development of a region.

Factory chimneys are also endangered species. Of the hundreds that once made up the image of an industrial city or region, often only a handful remain.
It was in 1999 that the idea of a pan-European network of industrial heritage attractions was hatched, spawned by the success of the Route Industriekultur in The Ruhr, Germany’s industrial heartland. In The Ruhr, former industrial plants were transformed by huge public and private investment into successful visitor attractions and event venues attracting millions of visitors and boosting the local economy. A number of visionaries in Germany, including Dr Wolfgang Ebert, decided that the Route Industriekultur model could be adapted to form the basis of a Europe-wide network or route.

Jonathan Lloyd
ERIH Coordinator, UK & Ireland

With funding from the EU INTERREG Programme and the support of the North Rhine-Westphalia Federal Government, a partnership comprising organisations from Germany, The Netherlands, Belgium and the UK set about establishing the European Route of Industrial Heritage (ERIH). The aim was clear, to help raise public awareness of and interest in industrial heritage and by doing so to contribute to expanding and popularising industrial heritage tourism. It was a bold aim, but as we look back over the past two decades, ERIH has come a long way towards meeting that aim.

The basic principle that underpins the ERIH network is that of cooperation and partnership. Sites and attractions can be stronger and more successful by working together, sharing good practice and experience, engaging in joint promotional activity – or, in the words of the slogan from a different context, ‘stronger together’.

ERIH is a membership network and sites pay an annual fee which varies according to the category of membership. The top membership category, ERIH Anchor Points, are sites of significant historical importance which offer a high quality visitor experience. Currently, there are nearly 250 ERIH members in 24 countries, with new members joining monthly.

The benefits of membership include enhanced profile, including a presence on ERIH’s well-used website (which currently attracts over 4000 visits per day) and its active social media pages; participation in ERIH conferences, events and initiatives; participation in local and regional routes of industrial heritage; and not least, association with a European organisation that is now recognised by the European institutions as the principle network for the promotion of industrial heritage tourism in Europe.

ERIH has attracted EU Creative Europe funding since 2014 to assist with network expansion and development. This funding has enabled ERIH to develop a number of exciting initiatives including the ‘Work it Out’ event to mark 2018 The European Year of Cultural Heritage; the publication ‘European Industrial Heritage: The International Story’ with text written by Dr Barrie Trinder; and a soon to be launched site-twinning initiative.

One of the most effective ways for a site to benefit from ERIH membership is to be part of an ERIH Regional Route. These are networks of sites, attractions and monuments which together tell the stories of the industrial heritage of a community, locality or region. The routes lend themselves to joint working between the sites on the route and they can also involve other partners that contribute to the visitor experience, including restaurants, accommodations and transport operators.

ERIH has come a long way since the birth of the idea in 1999. It is now a legal association with a Board that oversees the work of the association and network; and a growing band of enthusiastic, voluntary national coordinators.

The UK has been an active player in ERIH since the outset. Regular ERIH meetings are held in the UK as an opportunity for members to meet together, network and hear presentations on interesting and relevant topics. The UK also has direct representation on the ERIH Board.

To find out more about ERIH, please visit the website www.erih.net or contact the UK Coordinator on uk@erih.net.
Grimsby Ice Factory, now described by Europa Nostra as one of the 'Seven Most Endangered Heritage Sites in Europe', was built in 1901 to provide ice for the town's flourishing fishing industry and the ready availability of vast quantities of ice played a major part in making Grimsby home to the world's premier fishing fleet. With the introduction of modern techniques and the decline in fishing the factory closed in 1990 and became derelict. The significance of this Grade II* listed building is that it is the UK’s last surviving example of industrial-scale ice-making with its equipment still in situ and possibly the world's largest installation of its kind. The Great Grimsby Ice Factory Trust (Great GIFT) has plans for its future.

Chris Lester

Early years
The Manchester, Sheffield and Lincolnshire Railway purchased an existing dock in Grimsby in 1845 to meet their desire for a North Sea terminus for their line. Expansion followed including a dedicated Fish Dock which opened in 1857. At this time, fish were 'preserved' by keeping them in boxes floating in the dock and then packing them in ice for transportation. This ice was collected from ponds in the winter and stored in ice houses but demand rapidly outstripped supply and ice was imported from Norway. By 1895 75000 tonnes of Norwegian ice had to be imported to satisfy demand. In 1898 the Great Grimsby Ice Company and the Co-Operative Ice Company formed a joint venture to build and operate a factory with an output of 300 tonnes of crushed ice per day.

The factory was designed by W F Cott of London and the plant was provided by Pontifex and Wood. This comprised four horizontal double-acting compressors using ammonia as the refrigerant and driven by steam engines which cooled four large tanks of brine in which were suspended numerous ice cans each holding 100 kg of fresh water obtained from the factory's own borehole.

The factory produced 300 tonnes of crushed ice per day and the fish trade boomed, driven by the ease with which fish could be sent by rail in good condition. So successful was it that by 1907 the factory had to expand and the Linde British Refrigeration Company was contracted to build an extension, raising the output to 500 tonnes/day. The new machinery comprised two Linde horizontal compressors driven by a 400 hp triple-expansion steam engine by Cole, Marchant and Morley of Bradford. Steam was supplied from the existing bank of six boilers which were also uprated. Two new ice-making tanks were installed in an extension to the existing building separated from the main building by a railway line.

Electrification
The fishing fleet continued to grow and increased demand was met by 'fine-tuning' the process to increase output to 730 tonnes/day. Nevertheless, demand still outstripped supply and in 1930 it was decided to replace the refrigeration equipment with more modern and efficient electrically-driven compressors capable of freezing 1100 tonnes per day. This work was entrusted to the firm of J&E Hall Ltd of Dartford who carried it out over a period of two years. In addition to the new plant, many parts of the existing system including the condensers and brine tanks were improved; it is a great credit to this company (still in business today) that all of this was achieved without disrupting the existing production.

The J&E Hall plant comprised four vertical compressors each having four cylinders which were driven at 250 rpm by 600 bhp electric motors and thought to be the largest such compressors ever made. At its peak, the factory employed about 150 people which included a large engineering department capable of designing and making spare parts and modifications to most of the equipment. The 'Ice Men' handled the ice from its liquid state to loading it in trawlers and they drove delivery.
Decline and closure

During WWII there was reduced production but by 1950 full output was in demand again and J&E Hall introduced more efficient condensers, a fifth compressor to provide redundancy and a new cold store. From the 1970s demand reduced as the fishing industry contracted and the plant became increasingly inefficient. Eventually, in 1990, it closed and demolition was planned. Happily, a local architect, Rex Critchlow, recognised its significance and had it spot-listed by the then English Heritage. Two years later, following a more detailed investigation, the listing was increased to Grade II*. The area adjacent to where it stands, known locally as ‘The Kasbah’, has been recognised by English Heritage as the finest surviving representation of industrial-scale fishing in the country.

Today, the Ice Factory stands idle and neglected. The theft of lead has severely damaged the roof which has allowed rain and pigeons to enter the building and there has been theft and vandalism throughout the interior. However, the main items of equipment, being the compressors, the condensers and four ice-making lines complete with filling mechanism, brine circulating pumps and ice cans survive. Good examples of ice-handling plant such as crushers, elevators and overhead conveyors and chutes for loading trawlers in the adjacent dock also exist. The building is on HE’s Heritage at Risk Register in the worst category.

In 2010, following public consultations, it was recognised that the Ice Factory had a huge influence on the growth of Grimsby and that attempts to save it for the future should be made. The Great Grimsby Ice Factory Trust (Great GIFT) was founded in the same year with the object of restoring the building and finding sustainable uses for it. The NE Lincs Council funded a structural survey which found that the building was largely structurally sound although at risk through the leaking roof. The Council also funded a Conservation Statement which identified the significance of the surviving equipment and which will inform future activities.

Some documentation, including workshop log-books and drawings survive. An HLF-funded oral history project has recorded the memories of employees, trawler-men and other ice-users such as fish merchants and ensured that a substantial bank of knowledge has been created, although there is still much to be understood.

How did the Ice Factory work?

The principle of operation is similar to a domestic refrigerator. A refrigerant gas (here, ammonia) is compressed (increasing its temperature) and then cooled in seawater-cooled condensers where it becomes liquid under pressure. The pressure is suddenly reduced in an expansion device causing a low temperature mixture of gas and liquid to form. The liquid is circulated in banks of pipes immersed in calcium chloride brine where it can evaporate, removing heat from its surroundings.

The brine has a much lower freezing point than fresh water. The low temperature gas is drawn back to the compressor when the cycle starts again. Containers of water are immersed in the brine, at typically -12ºC. Rows of these containers, each holding 100 or 125 kg of water, are slowly pushed from one end of the brine tank, where they have been filled, to the other where they arrive as ice. They are then lifted out and waste heat from the compression process is used to detach the ice from the cans so that the blocks can be crushed. Ice is then moved by conveyors and chutes to the trawlers or to barrels for transportation to fish traders around the docks.

The future

Some of the ice-making tanks had already been removed before the listing leaving substantial open spaces. Nevertheless, the building still contains a complete representation of the ice-making process, including the compressors, so it is possible to track the entire ice-making process from beginning to end. In 2014, the Trust’s application to HLF to fund a mixed use scheme for the building was rejected, and since then projected costs have increased to at least £15 million. However, this year’s inclusion on Europa Nostra’s list of the seven most endangered heritage sites in Europe, within the context of Grimsby’s renewed focus on regeneration, and the designation of The Kasbah as a conservation area, brings new hope. Supported by Europa Nostra, working in partnership with owners ABP and North East Lincolnshire Council, the Trust aims to arrive at a sustainable solution that will meet both the needs of the port and the town at large.
Sudbury Gas Works Restoration

With so much of the gas industry’s built heritage vanishing at the moment, it is good to be able to report a project which aims to preserve a little bit of it. Any readers who have been on one of Heritage of Industry’s Country House Technology tours will know that many important remains associated with gas manufacture survive on the estates of country houses, which lay beyond the reach of mains gas supplies and so had to build their own gas works. One of the most important, and certainly the most elegant, of these survivals is the gas house at Sudbury in Derbyshire.

Ian West

This gas house was built in 1874 to light Sudbury Hall, now a National Trust property. An original plan shows that the gas supply also extended to several estate properties within the village, including the hunt kennels, as well as the parish church and some street lighting. By 1906, the works was supplying 80 customers.

Estate gas houses are usually quite utilitarian but this one was designed by George Devey, a London architect noted for his work on country houses in the second half of the nineteenth century and who had been brought in to extend Sudbury Hall in the 1870s. The gas works ceased operation when electricity reached the village in 1932 and the building remained in the ownership of the Vernon family after Sudbury Hall was given to the National Trust in the 1960s. It was listed Grade II in 1985, at which time it was being used as a blacksmith’s forge, but it is now derelict and, for many years, was on the Buildings at Risk Register. Many original features survive, including the distinctive wrought-iron ventilated roof. In 2014, a group of local volunteers formed the Sudbury Gasworks Restoration Trust and, thanks to National Lottery players, they have received development funding from the Heritage Lottery Fund for the first phase of work to rescue and restore the gasworks.

The plan is to convert the building for community use, as the village of Sudbury lacks a village hall with modern facilities. The largest space within the building, the retort house, would be a small meeting room and a new larger space for events would be created on the circular footprint of the original gas holder. It is hoped that the former retort house will include a display, including original gas manufacturing artefacts, to interpret the site’s original function. For more information about the project search Sudbury Gasworks.

Enderby House

South of the river in Greenwich, meetings of the Enderby group committee take place monthly; the AGM held in a public house was well attended. The chairman, Peter Luck, an architect, has been doing sterling work and makes first rate reports at committee meetings. It was reported that little work was being done at Enderby House and the building was in a poor state. Happily, the situation is improving and things are now beginning to happen.

Barratt Developments plc are redeveloping Enderby Wharf for housing and under a Section 106 agreement are obliged to spend at least £33,000 on public art. They can either spend it themselves or make it available to the Royal Borough of Greenwich. They have prefered to control the spending themselves and to do so at Enderby House. Previously they have worked with a local artist, Bobby Lloyd, and they asked her to make a proposal.

Bobby proposed a scheme, suggested by the cross sections of three generations of subsea cable – the telegraph 1865, a 1.47 inch telephone cable and a fibre optic cable. She derived three circular outdoor seating arrangements, the seats representing the armour wires round a ‘core’ table – the upper, fibre level table, could have a flush mounted glass cover over a fibre cable exhibit. This would be situated in the triangular area between the café terrace of the House, the riverside path and a path leading past the house to the riverside. Components will probably be fabricated in concrete giving attention to the surface characters (coarse, medium and fine) and they might also be coloured. Barratts are believed to be highly skilled in this kind of concrete work. In addition to the cable-derived seating, Bobby Lloyd also produced tiles with highly detailed photographic images imprinted. These might be used on walls around the area or on the building. The central table of the fibre area could be a free wi-fi hot-spot allowing the downloading of relevant historical information.

There is also a proposal to have a Pender Plaza, commemorating the ‘Cable King’ Sir John Pender GCMG (1816-1896). A truly remarkable man, Pender made his first fortune in the cotton trade and then dedicated his life to the development of the undersea cable industry and its rise to pre-eminence.

Bobby Lloyd is to visit the ASN cable factory at Calais to see subsea cable being manufactured. It has just been reported that she now has a contract and can proceed with her work.

Robert Carr

In Steam at Twyford

The completion of the Heritage Lottery Funded ‘Return to Steam’ Project is a huge achievement for the Twyford Waterworks Trust’s volunteers and supporters and the trust will be steam ing the Hathorn Davy pumping engine on all of their open days during 2018, beginning on 7 May. Search Twyford Water Works for the full programme. The site is near junction 11 off the M3.

Graham Feldwick of the Trust declared, “The Trust has benefitted in so many ways from the Heritage Lottery Fund, Southern Water, our many contractors, councils, supporters and volunteers, who together have ensured the success of the project, which has put the beating heart back into the site and the Trust.”
Staffordshire ‘bobbin’ milepost back where it belongs

Green of Macclesfield in 1833, which is boldly stamped down its shank. It stood near Morridge Top between Royal Cottage and Flash.

The bobbin design is peculiar to the turnpikes of north Staffordshire and surrounding parts of Derbyshire and Cheshire. So, for this reason plus good provenance and historic importance, they had all been listed back in 1985.

This group is also remarkable, not least in the archives of the Milestone Society, for the theft of no less than seven of them over the course of a single night some thirty years ago. That theft has been recorded in police records ever since, as they remained the property of the highway authority (successors to the turnpike trusts in the later nineteenth century), in this case Staffordshire County Council.

Withdrawn from the auction with the help of Staffordshire Police in June 2016, the six-mile post was restored by Leander Architectural based in Buxton with grant aid obtained from the Peak District National Park and the Moorlands Partnership. “It has been”, reported Howard Price of the Society’s Staffordshire group, “a great collaborative effort to bring the post home to Staffordshire.”

Not all highway authorities, whether local councils or their contractors, any longer have the capacity to care adequately for their surviving roadside heritage features, but Staffordshire has been a beacon of support, as the Milestone Society readily acknowledges.

Mark Deaville, cabinet member responsible for Highways at the county council said: “It’s nice to see the mile marker returned to its former glory and put back where it belongs. They are a unique part of our heritage and a distinctive feature along our highways. It was good to work with the Milestone Society and is a good example of how we can work together with local organisations to make a difference in our communities.”

Another feature of the project was its choice by staff from Amey’s, the county council’s highways contractor, as a community activity. Steve Jones, the company’s Account Director, told Old Glory that “We encourage all our employees to spend a paid day a year supporting a local charitable cause and I’m thrilled some of my team used their day to help with this project. It’s good to see the mile-marker returned to its original location after so many years.”

The Current Archaeology Awards

The Current Archaeology Awards are sponsored by the periodical Current Archaeology. An awards ceremony takes place each year and recently these have been held at the Senate House in London. The presentation of these awards is part of a weekend event, Current Archaeology Live, which is something like the main part of our own AIA Conference. This year Current Archaeology Live took place on 23 and 24 February.

Excellent news this year was that our chairman, Dr Mike Nevell, had one of his books, The Birth of Industrial Glasgow – the Archaeology of the M74, shortlisted for the Current Archaeology Book of the Year Award. This book describes the findings during excavations along the route of the new road extension linking the M74 with the M8 which now cuts through Glasgow. Readers may remember the presentation of this remarkable archaeological work at our last AIA Conference in Northamptonshire.

However, while we waited with bated breath, it was announced that the Winner of the Current Archaeology Award for ‘Book of the Year’ was Mark White for Lost Landscapes of Palaeolithic Britain (published by Oxford Archaeology). Perhaps a sad anti-climax, but really a result of this kind was only to be expected. Unlike the British Archaeology Awards (BAA), The Current Archaeology Awards have no judges. The winner is chosen by a popular vote, online, and the readers of Current Archaeology prefer prehistoric and Roman archaeology and have less interest in recent periods.

Anyway, it is very good news that an industrial archaeological entry was shortlisted at all, something that was quite unexpected. Whether the success of David Gwyn’s book, Welsh Slate, which received The BAA Book of the Year Award in 2016 had any influence on this shortlisting is a moot point.

Robert Carr
In connection with the Woodbury Wetlands which were opened by Sir David Attenborough in April 2016 it was mentioned that further to the east an even more ambitious scheme, Walthamstow Wetlands, was in progress – see I A News 178 pages 10 and 11. Only 15 minutes from central London, Walthamstow Wetlands are Europe’s biggest urban wetlands and the site contains a considerable amount of Industrial Heritage. This is too big a subject to cover in one article so this account will concentrate on a single example, that of a late Victorian pumping station which has undergone major restoration and is now open to the public.

Robert Carr

The pumping station is situated at TQ 349 892 between the Low Maynard Reservoir, to the north, and the Walthamstow Reservoirs to the south. The Ferry Boat Inn is just across Ferry Lane to the north. Ferry Lane pumping station was built from 1893, designed by William Booth Bryan (1848-1914) chief engineer of the East London Waterworks Company. The architecture is also by Bryan in his typical late Victorian style also seen in many of the surviving water supply buildings in the Lea Valley.

The main pumping engine, an inverted-vertical triple-expansion steam engine built in 1895 by Harvey & Co of Hayle was in an imposing building to the east. Steam was supplied from three Lancashire boilers at 150 psi. This sounds relatively conservative and the engine was the last to be built by Harvey’s for London Water Supply. It could pump 6 1/2 mg/d. The engine had been broken up by 1956.

A 325 hp De Laval steam turbine built in 1909 by Greenwood & Batley Ltd of Leeds, was added in a new building attached to the west side of the pumping station. It could pump 5 1/2 mg/d. The cost of was about £1500 compared with £9000 for a triple-expansion reciprocating engine, for which the foundations would have been considerably more expensive.

The boiler house, adjacent on the south side of the pumping station, contained the three Lancashire boilers built 1893 by Harvey's of Hayle. There was an octagonal red brick chimney 100 feet high but this had been demolished by 1960.

Ferry Lane pumping station is very close to the Tottenham & Forest Gate Railway built in 1894, a joint venture between the Midland Railway and the London, Tilbury & Southend (LTS). This line enabled trains from the Tottenham & Hampstead Joint undertaking to run onwards to Barking and the LTS. This route is now TfL’s Goblin line. There was an elevated siding close to the pumping station. If coal wagons with bottom doors were used they could be conveniently unloaded into a wagon or lorry etc beneath. The Midland employed this practice at their Somers Town depot.

A short distance to the south west of the main pumping station was a separate building containing a horizontal tandem triple-expansion differential pumping engine built in 1898 by Hathorn Davy and Co Ltd. This engine pumped from a well 208 feet deep, sunk into the chalk. Horizontal headings in the Chalk were driven from this well for a total distance of 4362 feet. By the time steam reached this separate building, pressure was down to 120 psi. Even so, the Hathorn Davy engine could lift 4 1/2 mg/d 200 feet. This engine was dismantled in 1946 when an electric pump took over the work and the differential gear taken to Kew Bridge pumping station for preservation. It is still there. The building which contained this engine had been demolished by 1990.

Following the introduction of the electric well pump mentioned above modernisation continued and electric pumps were also installed at Ferry Lane in 1948 and 1950. A Davey Paxman oil engine was added in 1955.

This was an interesting pumping station where the steam plant was installed at a period of transition. We have been describing the pumping station geographically from east to west. In date order there was first the Harvey’s triple-expansion engine of marine type 1895,
then a horizontal tandem triple-expansion engine 1898 and lastly a steam turbine 1909. The marine-type engine was built by a traditional Cornish engine builder but thereafter equipment came from Leeds.

So what does a visitor to Ferry Lane see today? The building on the east side which housed the triple-expansion engine which once towered 20 feet high is now a commendable café and restaurant. The boiler house is mostly a sales area and to the west, taking a cue from Tate Modern, the building which housed the turbine is now a children’s art room. This art room still has a travelling crane which runs north-south.

The main innovation is a replica ‘chimney’, over 78 feet high, which has been constructed where the octagonal brick chimney once stood. This is a ‘swift tower’ incorporating 54 nesting boxes for birds and there is accommodation for bats in the interior. A topping out ceremony for the tower was held on 28 April 2017.

The swift tower is square in cross section and is clad in what look like small grey tiles so it is quite clear that this is not part of the original architecture. Even though it is 22 feet shorter than the original chimney the effect is quite reasonable and the pumping station viewed in silhouette from the North East looks fairly authentic.

We are now in a post industrial archaeological age and to attract the general public something other than industrial archaeology is strictly necessary – the nature reserve which surrounds this pumping station has hopefully saved these buildings for the future. As is now to be expected, the interior of the pumping station has been fairly well gutted.

There is paying car parking at Ferry Lane pumping station while at the nearby Ferry Boat Inn parking is free so long as one has a meal there.

Many thanks are due to Brian Hillson, Bryce Caller and the London Museum of Water and Steam for information used in preparing this article.

Late evening in Aston, Birmingham. As the blue and cream Daimler double-decker wheels northwards to Aston Cross an unforgettable cocktail of aromas invades the upper deck. Note: Brummies then were too macho to ever close the drop windows whatever the season. The sharp snatch in the air was provided by the HP sauce factory, itself a riot of terracotta and clock tower. Almost immediately following came the thick malty smell from Ansell’s brewery. Together these ensured that the ‘bus passengers were braced for anything that followed. Many of the travellers were in bib and brace or boiler suits plus the inevitable flat cap and, of course, drank mild or half ‘n half.

With the open platforms one then hopped off the bus before it stopped and then the nowadays difficult to imagine scene unfolded. In order to reach Necchells ‘B’ power station it was a short walk along a gas-lit cul-de-sac of grey shiny setts and black terraced houses. The end of this street was sealed by a tall masonry wall across its end rather like a backdrop. This rampart was the embankment of the 1844 Birmingham and Warwicc canal and there was an escape route over it: a steep, gloomy, wet and narrow flight of steps squeezed between one end-house and the wall taking one up to the canal towpath and a footbridge over the water. Crossing that bridge, a few paces suddenly led into a noisy and theatrically unforgettable stage set. The bright yellow floodlights struggled through the swirls of smoke and steam and the noise added to the impact. Defying the laws of physics, the yard lights and windows of the turbine hall managed to dance on the sullen coaly surface of the cut. Next came the excitement of reaching the other side of the shunting yard where two of the four-strong steam loco fleet were always busy. The chosen slalom-like route varied each evening as wagons were invariably positioned differently and many were moving. Nevertheless, one’s locker was reached in time to put on boiler suit and essential scarlet sweat rag for a 22.00 start.

This short romantic (?) story bubbled up during a fairly recent visit to the steel works at ‘Sunny Scunny’ for a tour of the extensive layout in a string of railway brake vans. The locomotive, an 0-4-0 14” W5 Peckett of 1916 was immaculate and impressively steam tight. Somehow its works number 1438 rang a dull bell and lo-and-behold it turned out to have been a constant nocturnal companion 50 plus years ago at Necchells ‘B’. Needless to say, it was then as black as ink, leakded steam and water, its springs were flat and it was largely taken for granted. There were two similar Peckets dating right back to the construction of the Prince’s generating station (aka. Necchells ‘A’), whose wooden cooling towers are well recalled. When Birmingham Corporation built the ‘B’ station the increased coal and ash traffic demand led to the arrival of two 0-6-0 18” Robert Stephenson and Hawthorn side tank locos. Big hefty beasts. Their long coupled wheelbase continually spread the curves in the yard and then the short wheelbase Peckets waddled along and sat down in the four-foot. As a job-creation scheme this was top-class since the re-railing gang were never idle!

Nechells ‘B’ was a ‘two-shifter’ in 1960, taking the four turbo-alternators one at a time off load between 23.30 and 01.30 and putting them back on load from about 04.00 and 05.30. This involved intriguing Mw/Mvar juggling and banking of the chain-grate-stoker fired boilers. In the gap there was time to repair to the canteen for a thruppeny bit’s worth of delicious bread pudding, rich and dark and really more like plum pudding. Happy days. Now the terraced streets have gone and the footbridge has vanished as have the canal coal basin, the two generating stations, the miles of railway sidings, the sauce factory, the brewery, the pubs, the corner shops and the Daimler and Guy Arab buses. The adjacent and integrated sewage works and gas works have been much reduced or removed and the locals do not drink mild.

The 5-lock canal remains from Bordesley Junction to Salford, but, even though a useful short cut (in more ways than one), is spurned by the majority of BCN boaters. HP sauce is now made in the Netherlands and for 60 years or so has not sported the posh French message on the side label. Memories and the writer remain.

Terry Evans

The London European Route of Industrial Heritage

A substantial network has been set up in the Greater London area and the adjoining counties. This began in 2005. The principle sites, or ‘anchor points’, are the London Museum of Water and Steam at Kew and the Gunpowder Mills at Waltham Abbey. It is instructive to look at South Wales as an example similar to Greater London. See page 3 for more information about ERIH.

Robert Carr
This was the first AIA Practical Weekend organised away from our normal base at Ironbridge. Our guide for most of the weekend was Dr John Barnatt, just retired from his role as Senior Archaeologist with the Peak District National Park and former winner of Britain’s premier archaeology award, the Silver Trowel Award, for his work on the remains of the lead industry. Landscapes of metal mining have not figured greatly in AIA events recently, so this weekend was based in Matlock Bath, in Derbyshire, with its excellent Mining Museum, run by members of the Peak District Mines Historical Society (PDMHS).

We met in the Grand Pavilion, built in 1910 to deal with the hundreds of tourists who then came by excursion trains to the village; they now come on Harley Davidsons, although some trains do still run to the station.

On the Saturday, we were greeted in the museum by Dr Lynn Willies, a former Chairman of PDMHS and a renowned geologist, and spent the next hour bent double in Temple Mine opposite the museum, which set the pattern for much of the weekend. Lead was the main mineral obtained in this area, and the museum houses a large collection of material from mining sites, including the remarkable hydraulic pump reputedly designed by Richard Trevithick and built in Coalbrookdale in 1819. This pump ended its life in the Wills Founder Shaft near Winster and was brought to the surface by members of PDMHS in 1976.

In the afternoon, the group visited Magpie Mine, again run by PDMHS, which has the most complete surface mining remains in Derbyshire, although not typical of the county, as John Barnatt pointed out. Small blocked shafts indicate the earliest activity, whereas the huge Cornish engine house, dating from 1869, and steel headgear from the 1950s over the main shaft indicate later efforts to work the lead. The mine is drained by a sough which emerges over a mile away on the south side of the River Wye and still discharges about 4-6 million gallons of water a day. PDMHS has also erected a replica horse gin on Redsoil Shaft east of the engine houses. The day was completed with a comprehensive lecture from John on ‘Metal Mining in the Peak District’, detailing the many mine sites, both above and below ground, which he has recorded.

On Sunday morning the group caught the first cable car up to the Heights of Abraham above Matlock Bath and were given a guided tour of the Great Masson Cavern by John. This was first mined for lead and then fluorspar, but became a show cavern from 1844 as mining ended after which miners found new employment guiding curious visitors around by candlelight – which they occasionally extinguished for effect, as they still do with electric lights today! Members visited the other attractions of this area, such as the Great Rutland Cavern, and then descended by the cable car to join John on a final visit to the remains of the Mandale Mine in Lathkilldale. Drained by both a large waterwheel and a Cornish pumping engine, the surviving structures provided plenty of material for debate to end the weekend.

Grateful thanks are due to John Barnatt for all his help in guiding the group and to the Peak District Mines Historical Society for the excellent work they have done in recording and preserving the remains of mining in the area. This was one of the first AIA events to be advertised extensively using social media and attracted a more diverse audience as a result.

Marilyn Palmer
Bowbridge Lock Restoration

Bowbridge Lock on the Thames and Severn Canal was built in 1783 as part of the first waterway link between England’s two greatest rivers. The lock was designed to take Severn Trows, flat bottomed sailing boats capable of estuary work with a carrying capacity of up to 80 tons of cargo. The canal closed in 1933 and the lock, which is about 70ft long and 16ft wide, along with many others, had fallen into serious disrepair.

As part of the restoration of this and the linked Stroudwater Canal, the Cotswold Canals Partnership embarked on an ambitious programme to restore the waterways. The section from Thrupp, east of Stroud, to Stonehouse was supported by a grant from the Heritage Lottery Fund as well as by Stroud District Council and many more donors, but significant other sums were needed to extend the restoration as far west as possible. The majority of work on this and the next two locks upstream were undertaken by volunteer effort.

The Cotswold Canals Trust launched an appeal in 2013 to help restore Bowbridge Lock and the Association of Industrial Archaeology donated £20,000 towards the £90,000 cost of restoring the lock chamber. Work started in spring 2014 when the pound above the lock was drained and the lock cleared of debris … about 40 lorry loads! The restoration process started by removing (for later replacement), the heavy limestone coping stones, stripping back defective brick courses to a sound surface and then rebuilding the defective brickwork using traditional lime mortar. This work was completed mostly by volunteers from the national Waterways Recovery Group assisted by local volunteers.

Once the chamber restoration was complete, the lock received its new set of gates and paddle gear. This was followed by the removal of an embankment across the canal below the lock and the restoration of the original canal bridge by Gloucestershire County Council; this work was completed in 2017. Bowbridge Lock is about one mile east of Stroud and can be visited at any time.

Will Foster
Cotswold Canals Trust Fund-raising Group

2018 AIA Restoration Grants

Twenty seven applications have been received for AIA 2018 Restoration Grants. The total sum requested amounts to over £400,000. With a further £100,000 given by our two generous anonymous donors the Association will have about £125,000 available for distribution. The applications are currently being discussed and the projects chosen will be announced in time for the Annual Conference. Unfortunately and inevitably, many organisations with worthwhile projects will be disappointed.
The full report will be presented to the AIA Council at their meeting in June and subject to approval, will be circulated to all members before the AGM in September. Some sections of the report are omitted here but will be included in later editions of the IA News.

The Electors during 2017
Chairman: Keith Falconer
Vice Chairman: Michael Nevell
Honorary Secretary: David de Haan
Honorary Treasurer: John Jones.

Council of Management
Tony Crosby, David de Haan, Kate Dickson, Keith Falconer (until 27th August 2017), Bruce Hedge, John Jones, Shane Kelleher, Ian Miller, Michael Nevell, Marilyn Palmer, Amber Patrick, Tegwen Roberts, Mark Sissons (until 1st November 2017) and Mark Watson.

Objects and activities
The objects for which the Association is established are to encourage and promote for the public benefit the study of, and research in, the archaeology of industry and the industrial period, and to promote education in the identification, recognition and conservation of the industrial heritage.

Council Meetings
In 2017 the AIA Council met three times: Leicester in March, London in June and a 2-day meeting was held in Coalbrookdale in October. Extracts of the meetings were posted on the AIA website and reported in IA News.

Due to a computing error at Taylor & Francis’s end we discovered that 70 members who assumed they had paid at the beginning of the year still showed up on the database as ‘lapsed’. Considerable efforts were made to rectify this and in February the AIA Secretary wrote to all of them, as a result of which 45 of them re-joined successfully, though 22 resigned, the remaining three having died in the meantime.

The Secretary fielded 25 Restoration Grant applications which mostly arrived just days before the closing date of 31st March, and forwarded them to the Panel. In former years, Mark Sissons took the lead in rating all the applications to provide ranking guidance, but with Mark indisposed this year Keith Falconer undertook this task. Given the size of the grants Council’s approval was sought for the selection at the June meeting in London. Details of the decisions are given later in this report.

In March the Council had begun to look at the long-term future of the Association, which resulted in a discussion meeting on the 6th October facilitated by heritage consultant John Batchelor. Council examined what we do (and what we don’t do) who we do it for and why we do it. We also looked at what had changed since we were established, and whether our Aims are likely to attract a younger membership. Council considered the question: ‘If the AIA ceased to exist, what impact would its loss have on wider society?’ The meeting was remarkably consistent in its replies, namely that the society would lose our role as advocates for industrial archaeology and our knowledge base. A new mission statement resulted from the discussions laying greater emphasis on our advocacy role, and over the coming months we will consider how best to develop it. We use and develop our knowledge and expertise in the most accessible ways possible to promote the value of industrial heritage/archaeology and help others (i.e. the public) to do so.

Council is grateful to Steve Dewhirst for scanning 23 gazetteers and 18 sets of tour notes, which are now freely available on the website. In October the Association agreed a new publishing agreement with Taylor & Francis which would see the printing of IA News being done by Routledge.

On a poignant note we received a legacy of £15,000 from the executors of the late Patrick Nott, a long-standing member who died shortly after attending the 2016 Annual Conference in Telford.

Representation
Many members of the Council represent the AIA and the wider interests of Industrial archaeology on a great variety of national and local bodies. Details of this will be noted in a future edition of the IA News.

Lobbying, Advocacy and Communication
The future of Helmsmore Mills Textile Museum and Queen’s Mill in Burnley remained uncertain and a sustained effort was made by Sir Neil Cossons, the President, the Chairman and others to get the local authority to provide funding. The Newcomen Society, the National Trust and the Victorian Society supported the lobbying. The Association also nominated Queen’s Street Mill to the World Monuments Watch which in turn informs nominations for Europa Nostra’s ‘Most Endangered Site’. Whitechapel’s grade II* listed Bell Foundry was also under threat of closure and the Association supplied evidence.

Under the new title of ‘Planning Casework Office’ Amber Patrick reviewed about a hundred potential cases involving the demolition or major conversion of industrial buildings and sites during the year. Comments were made on 25 cases. A report on this appears on page xx.

Tony Crosby represented the Association at two of the HLF’s Industrial, Maritime and Technology group meetings, where the Fund’s officers are informed of the issues within the sector and how grants might be best directed to support this. The first was on board the Medway Queen, Gillingham Pier, in June. The Association of British Transport and Engineering Museums through their consultants, the National Railway Heritage Consultancy, have been commissioned to up-date the guidelines on Larger and Working Objects, due for publication in early 2018. HLF recommended a Resilient Heritage grant programme to support organisational sustainability in a strategic manner. A further meeting was held at the London Museum of Steam & Water in December attended by Tony Crosby and Shane Kelleher. The launch of the European Year of Cultural Heritage 2018 (EYCH) took place on the same day and several AIA events will be banded accordingly. Consultation on various HLF initiatives were announced to come on stream in 2018 and 2019. However, the HLF grant budget for 2018 will be £190m, a lower amount than in recent years.

The All Party Parliamentary Group (APPG) on the Industrial Heritage had planned an Evidence Session on 27th April, but this was abandoned as Parliament went into recess due to the imminent General Election. They met again on 18th July to be reconstituted in 2017 following which there were two Evidence Sessions on 11th and 12th October when representatives from various heritage bodies made brief presentations to MPs and Peers about the ‘three main challenges faced by industrial heritage’. A report was included in IA News 184. As in 2016, the number of MPs and Peers attending the APPG remains small and we urge all AIA members to encourage their local MPs to take an active part in this group and thereby raise the profile of industrial heritage.

AIA Practical Day
This year’s event took place at the Ironbridge Gorge World Heritage Site on 8th April. The day, which was titled ‘Forging Ahead: Understanding the Iron Industry’, was led by the archaeologist and author Richard Hayman, formerly Archaeologist at the Ironbridge Gorge Museum Trust, with the assistance of AIA Council members Steve Dewhirst, Ian West, John Powell and Shane Kelleher. Mike Nevell introduced the day and outlined the work and remit of the Association before introducing Richard Hayman, who provided an excellent introduction to the processes, buildings and landscapes of the historic iron industry.

The main element of the day consisted of a walking tour of the Ironbridge Gorge taking in the key iron production and related sites in the area including: the Old Furnace, the Upper Forge, the site of the earliest known steel cementation furnace, the AGA foundry, and the early forge at Dale End. A picnic lunch at Bedlam Furnaces followed a tour of the Iron Bridge by David de Haan, before the group moved on to look at the engine house at Lloyds Coppice, and finish the tour at the Blasts Hill Blast Furnaces. 23 people were in attendance, 10 of whom were not AIA members or students.

Annual Conference
This was held at Moulton College, Northamptonshire from 25th to 30th August. At the Friday Seminar on Developer-funded projects presentations were given on the National Planning Policy Framework, Enderby Wharf in Greenwich, Swansea’s copper and zinc smelting works, the M74 in Glasgow, King’s Cross Goods Station, and pumping stations in Wessex.

The following day there were lectures on Northamptonshire’s boot and shoe industry, on the National lift tower, onion barns and the Bedfordshire brick industry, followed by contributions from seven members, reports from the recipients of awards, and the annual dinner. Following the AGM on 27th August attended by 77 members and guests Nigel Crowe gave the Bolt Memorial Lecture on The Grand Union Canal. On subsequent evenings there were lectures on the Leighton Buzzard Light Railway and on the Wolverton Railway Works.

During the conference there were visits to Harrington Aviation Museum, Northampton’s boot and shoe quarter, Rushden Transport Museum, the Shuttleworth Collection of aircraft, the Leighton Buzzard Light Railway, Bletchley...
The Archaeological Record Award went to Rebecca Haslam and Guy Thompson of Pre-Construct Archaeology for An Immense and Exceedingly Commodious Goods Station [King's Cross].

The Postgraduate Dissertation Awards went to Siobhan Osgood of Trinity College, Dublin, for Railway Architecture: The Great Northern Railway (Ireland) at Dundalk; and to Kristin Potterton of the University of York for Managing the Industrial Ruin in a national park.

The Dorothea Award went to Hayley Underwood and Phil Wright for the restoration of the steam engine at Middleport Pottery, Stoke.

Restoration Grants

In 2017 the Association received a further very generous amount from the same anonymous donor to support our Restoration Grants, and we were also thrilled to receive support from a second donor. Since this scheme began we are delighted to report that over half a million pounds have been allocated to restoration projects.

New restoration projects and progress on the ongoing ones were reported in greater detail to the annual conference in August and there was widespread support for them. As is usually the case with grants, the fund was heavily oversubscribed. This year there were 25 applications requesting total grants of £304,912 towards projects with a total value of £759,463. Eight awards were made totalling £122,000:

- Beeleigh Mill Restoration Group: restoration of flooring of the 1795 corn mill at Maldon, Essex. £20,000.
- Ferryhill Railway Heritage Trust: replacement of timbers to the 1905 railway turntable at Ferryhill, Aberdeen. £20,000.
- Lakeland Arts: restoration of the engine and boiler of the c1895 steam launch 'Lady Elizabeth'. £20,000.
- Britannia Sailing Trust: restoration of the 1915 sailing smack 'Britannia' at Gweek, Cornwall. £18,700.
- Museum of East Anglian Life: restoration of a 1912 Burrell agricultural traction engine, the 'Empress of Britain' at Stowmarket, Suffolk. £16,500.
- Helmsley Preservation Society: restoration of the boiler and brakes of the 1949 Peckett locomotive 'William Murdoch' at Helson, Cornwall. £14,000.
- Underfall Yard Trust: restoration of Victorian dock maintenance machinery at Bristol. £9,500.
- Greensand Railway Museum Trust: replication of the roof for an armoured 1917 Motor Rail & Tram Car at Leighton Buzzard. £3,300.

Industrial Heritage Support Officer (IHSO)

Three years of further funding was secured from Historic England from April 2017, along with a contribution from the AIA. In May Shane Kelleher was re-appointed as the Officer until 2020, but left the post in December. Key outputs in 2017 have included:

- Provision of advice, information and support to 22 organisations;
- Training, delivery and attendance by the Officer at 15 events;
- The launch of the West Midlands Industrial Heritage Network at Coalbrookdale in March, and discussions for similar networks to be established for Greater London and Tyneside.

Visits

Spring Tour to the Randstad in the Netherlands. ‘Heritage of Industry’ organized this 7-day tour with the assistance of Jur Kingma, which quickly sold out. A full report by John Copping appeared in the autumn issue of IA News. A Friday afternoon seminar in Utrecht on the topic of the adaptive re-use of industrial buildings was well received and attracted support from other industrial heritage organisations in the Netherlands and Flanders. Our thanks go to Council members Amber Patrick and Mark Watson who gave presentations at the event. Highlights of the tour included the magnificent Harvey & Co pumping engine at Cruquius Pumping Station, the windmills at Kinderdijk, a boat trip to Rotterdam and visits on board two preserved ships – SS Rotterdam and HMS Elinn.

Country House Comfort & Convenience. In this continuing series of specialist tours organized by ‘Heritage of Industry’ four tours ran during the year. The first one was a repeat visit to the Welsh Borders in April led by Ian West. The other three were led by Marilyn Palmer: to the South West in June; to Northern Ireland in August; and to the North East in September. All were fully booked.

Financial statements

The net surplus for the year amounted to £16,028, with £7,211 attributable to restricted funds, £15,000 to designated funds and a deficit of £6,183 attributable to unrestricted funds (2016: net deficit of £80,597, with £80,087 attributable to restricted funds and £510 attributable to unrestricted funds).

In preparing this report, the Council has taken advantage of special exemptions applicable to small companies conferred by Schedule 8 of the Companies Act 2006.

Reserves Policy

The policy remains unchanged from 2016 whereby Council maintains a contingency for a late cancellation of the annual conference, for a cancellation of an issue of Industrial Archaeology Reviews, and for a sufficient reserve to cover cash flow fluctuations during the year. The Council considers that a reserve of not less than £60,000 is required.

Changes on Council

Keith Falconer completed his three-year term as Chairman in August and was succeeded by Michael Nevell. Ian Miller, Shane Kelleher and Tegwyn Roberts accepted Council’s nomination for a further three year term. There were vacancies for Vice Chairman, a Publicity Officer and an Affiliated Societies Officer which were not filled. The Honorary Secretary continued to act as the Liaison Officer, who throughout the year supported Council, dealt with queries and forward information to the appropriate quarter. We are very grateful to all officers and members of Council for the extensive amount of time and effort that they commit voluntarily to ensure the smooth running of the Association through Council and its committees. That was particularly valuable in the first half of the year when due to the terminal illness of the Secretary’s wife Council members shared much of his workload. Thanks are especially due to John Jones, Keith Falconer and Ian West.

David de Haan
Hon Secretary
This year marks the 40th year of publication of the Industrial Archaeology Review. A anniversary issue in the autumn will mark the occasion with a special colour cover and a retrospective article by Professor Marilyn Palmer.

Although the Association had felt the need to withdraw its direct involvement in the Wick conference it will still go ahead with some financial support from the Association and with different sponsors: Historic Environment Scotland, in partnership with the Scottish Industrial Heritage Society and the Scottish Vernacular Buildings Working Group. Our financial support will make available to us copies of the gazetteer for posting to all AIA members with the autumn issue of IA News.

The 2018 Annual Conference will take place in Nottingham on 31 August to 4 September. Marilyn Palmer was congratulated on expanding what was originally conceived as a two day event into the usual full five day conference event. The other main organisers, John McGuinness and Stephen Miles also deserve our thanks.

The 2019 AGM conference, 9 – 14 August 2019 will be based at new facilities at Bridgewater and Taunton College. The local organisers have developed an impressive list of venues to be visited together with possible speakers. Their 1996 gazetteer will be updated and issued to those attending and all AIA members.

The possibility of conferences for 2020 and 2021 in Merseyside and North Yorkshire and Teesside are being pursued.

Chairman’s Report.
The Chairman, Mike Nevell, has asked Ian West to form a working party to update the Association’s Forward Plan and bring it to Council for further discussion and approval.

An interview for Shane Kelleher’s replacement in the Industrial Heritage Support Officer role resulted in no appointment being made and it will be re-advertised. Mike has now joined the Steering Group for this appointment. The Chairman drew attention to the existence of a series of Apprenticeship Boards, three of which are relevant to our sector: Archaeology, Conservation and Museums and Curatorial.

Under this heading Tony Crosby reported on the All Party Parliamentary Group on Industrial Heritage meeting. The AIA was represented by its President, Marilyn Palmer, Chairman, Mike Nevell, and immediate past-Chair Keith Falconer. A report of the meeting was included in IA News 184.

Over the winter a report will be drafted by the Chair and his staff, and in the spring of this year an illustrated report will be launched.

On the 7 December Tony Crosby attended the latest of HLF’s bi-annual Industrial, Maritime & Transport Heritage Group. This too was reported in IA News 184.

Treasurer’s Report.
The provisional, unaudited accounts for 2017 show an overall deficit of £6822, made up of £1258 conference deficit, and £5564 on operating costs. An increase in membership subscriptions will be considered at the June Council Meeting.

Secretary’s Report.
Council were reminded by David de Haan of the need to identify candidates for the positions of Vice Chairperson, Publicity Manager, and Affiliated Societies Officer.

The new General Data Protection Regulation will come into force on 25 May 2018. The secretary is reviewing its effect on how we handle membership data.

Membership Report.
Bruce Hedge reported that 2017 year-end membership numbers showed a total membership of 508, an increase of 26 on the previous year, but still 29 short of the 2015 number. We still have some way to go to recover from the glich in membership renewals that occurred in 2016.

Planning Casework Report.
Amber Patrick drew attention to the continuing inadequacies of the CBA data base, the source of most of her casework. The Chairman undertook to raise the matter with the CBA.

Publications Editors Report.
Aside from the 40th anniversary edition already mentioned, it was noted that the spring edition of IA News would be the first printed and distributed by Taylor & Francis.

E-FAITH.
Marilyn Palmer reported that both the Mining Weekend in Derbyshire and the annual conference in Nottingham have been registered with E-FAITH as part of the European Year of Cultural Heritage 2018.

Field Visits.
The 2018 spring tour being organised by Bill Barksfieid will be to Saxony in the former East Germany, during 14 to 20 May. There will also be a further series of Country House Comfort and Convenience Tours. Full details can be found on either the AIA website, or on Heritage of Industry’s website.

Website Report.
Bill Barksfieid reported that of the 29 gazetteers accessible online only three are now failing to index; similarly, three of the 19 available tour notes are failing to index. Bill is looking for solutions.

Top searches to our website relate to our awards; Bill is considering a change to the front page to highlight our awards and grants.

Online booking and paying for our annual Conference booklet that we produced for the Rescue of a Historic Building’ award went jointly to Claire Slattery and Rich and Marc Moore for the 1779 Piece Hall in Halifax, the last remaining cloth hall in the UK. The Piece Hall closed for redevelopment in January 2014 and reopened to the public in August last year. The ‘Overall Winner’ was Claire Slattery for the remarkable work she did at the Piece Hall.

The next Council meeting is in London on the 2 June.

Lea Valley Heritage Alliance
Launched in April 2017 the Lea Valley Heritage Alliance is thriving. Regular meetings of the Alliance have been taking place, latterly in the London Legacy Development Corporation (LLDC) offices at Stratford. Good news is that Tony Crosby now attends these meeting so, including myself, there are now two AIA repre-sentatives. The Essex Industrial Archaeology Group has become a member — and the area that the Alliance covers will extend northwards up the Lea Valley into Essex. The material contained in the AIA Conference booklet that we produced for the Hatfield Conference in the 2004 is proving useful.

The Alliance appears to have good relations with the LLDC and the meetings in their imposing offices at Stratford are impressive — and we had mince pies at Christmas! At present the Alliance is able to obtain modest funding from a number of sources.

Robert Carr
Logistics. Not bad for someone who failed Maths A level and a member of Leicestershire Industrial History Section of the Derbyshire Archaeological Society, active supporter of the Industrial Archaeology Level! He also became a volunteer ranger for Derbyshire County Council – one does wonder when he found the time! The council had growing interest in past industry. He was an eminent position in the textile industry because, as he said himself, he failed Maths A level and so could not take up a university place to read Civil Engineering. Parental pressure to get a job resulted in his taking up a management training course with Paton & Baldwins who merged with Coats in 1961. This led to his taking a textile technology course at what was then Paisley Polytechnic. By then familiar with the spinning side of textiles, he moved into the hosiery industry in 1972, working in Alfreton, Derbyshire, and Hawick. Taking up employment with Simpson, Wright & Love in Sutton-in-Ashfield, Mark did indeed become a sock salesman as the company supplied socks and tights to Marks & Spencer. He went on to become their export sales manager, travelling all over northern Europe and then moved to take over various Marks & Spencer accounts. His final move, via Atkins Brothers of Hinckley, was to British Home Stores, where he ended his career as Head of Logistics. Not bad for someone who failed Maths A Level!

His residence in the East Midlands led to his growing interest in past industry. He was an active supporter of the Industrial Archaeology Section of the Derbyshire Archaeological Society and a member of Leicestershire Industrial History Society. He also became a volunteer ranger for Derbyshire County Council – one does wonder when he found the time! The council had purchased the track bed of the Cromford and High Peak Railway for use as a footpath and cycleway; this included Middleton Top engine house with its 1825 winding engine but initially its significance was not recognised. Mark was instrumental in getting a group of rangers to expand their activities to include the restoration of the engine and its building.

Mark married Hilda in 1974, having met her at Levisham station when they were both working as volunteers on the North Yorkshire Moors Railway; they both received certificates marking 45 years’ service on this railway a couple of years ago. On his retirement in 2007, Mark and Hilda moved back to Yorkshire and took up residence in Pickering. He was involved in everything on this railway from tracklaying to painting rolling stock but also became their archivist and their archive room at Pickering Station is now named after him. With this experience, Mark was obviously the person on AIA Council to coordinate the Restoration Grant Panel which has administered applications for the awards made possible since 2008 by generous donations. He liaised with all the applicants, advised on the stage payments and attended many of the award presentations. He also served on the panel judging entries for the Creative Reuse Awards and most recently advised on the successful conversion of the Clementhorpe Maltings in York. Outside the AIA, he was a member of the Casework Panel of the Council for British Archaeology and often chaired the meetings.

Mark had been elected to AIA Council in 1990. He served as Vice Chairman from 2008-2011 and then as Chairman from 2011-2014. He took part in several of the training days that AIA ran jointly with the Council for British Archaeology from 2009-2011 and I was delighted when he agreed to become one of the three authors of the publication arising from this, Industrial Archaeology: a Handbook, published by the CBA in 2012. He took responsibility for most of the sections on power sources and transport as well as, inevitably, part of the section on textiles and the hosiery industry. Mark and I often lectured as a duo, with my talking about early framework knitting and he on the powered hosiery industry.

He suffered a long illness with remarkable good humour and fortitude. I miss him greatly, as did all his friends in the East Midlands, Yorkshire and on AIA Council, and our sincere condolences go to Hilda and all his family.

Marilyn Palmer

Mark Sissons 1949 – 2018

Henry Gunston 1942 – 2018

Born in war-torn London, Henry, his parents and elder brother were bombed out and settled in Potters Bar close to the mainline to the North of England. To him the Flying Scotsman was just another train he was to see frequently, but that experience did foster a lifetime love of railways. An interest not without its troubles – I well remember, about five years ago, seeing the British Transport Police arriving at his front door; he had been caught on surveillance cameras, notebook in hand, trespassing on Network Rail property. He got away with a warning.

Eeducated at Silsoe Agricultural College, he acquired a degree in agricultural engineering and also a love of tractors and Land Rovers. Not for long was he without a 4WD vehicle, sometimes two.

Initially he worked for the Forestry Commission, but perhaps trees were not conversational enough; for Henry soon moved on to the Centre for Ecology and Hydrology at Wallingford, Berkshire. That led him to working in many overseas countries. It was in Kenya that he met his wife-to-be, Anne, and later his eldest son was born in Ecuador. Sadly, Anne died a few months after Henry retired, but not before a joint visit to the island of St Helena, a place Henry had worked previously on a project to harvest moisture from the mountain mists in order to enhance the water supply.

Anne and both his sons played in the Wantage Silver Band, and after her death, Henry joined up as a percussionist, hence the band took a prominent role in his funeral, not a conventional one by any means, but one he would have wished for.

He published a standard textbook in his area of expertise; Field Hydrology in Tropical Countries: a practical introduction.

Wherever he went in the world a notebook and camera was on hand to record the local railways. At home Henry spent many years working on the Welshpool and Llanfair Light Railway, either on long weekends or weeklong working parties. One result of his love of railways was a book: Narrow Gauge by the Sudanese Red Sea Coast.

Henry attended many AIA conferences and acquired many friends and acquaintances both from those and from his travels around the world; his Christmas card list was very long.

Bruce Hedge

Congratulations

Congratulations to the Northampton Industrial Archaeology Group whose Newsletter has won the British Association for Local History’s (BALH) Award 2017 for Newsletter of the Year. The IA News receives a copy every quarter and it is always a pleasure to read. The editor is Jane Waterfield.

We hope they will enter the Newsletter for the AIA Voluntary Society Publication next year.

John Powell
We are sorry to record that, long standing member of the AIA and of the Council, John Powell, died on 16 April.
A full obituary will be published in IA News 186.

Prize for Authors of Industrial Archaeology: a Handbook

Marilyn Palmer

Mark Sissons

INDUSTRIAL ARCHAEOLOGY NEWS 185 15
The AIA’s planning casework 2017

During the year the AIA decided to change the title of this job from Endangered Sites Officer to Planning Casework Officer as this more correctly reflected the work I undertake. There was another and perhaps more important change during the year and that was to the CBA’s database. The AIA is not an amenity society and so there is no requirement for local planning authorities to notify us of planning or listed building demolition applications affecting industrial sites. However as the CBA is an amenity society they are notified. Cases go onto their database which can be consulted by the public via their website. This year it has been redesigned. Over the next year it will be used by all the amenity societies and the local planning authorities will only have to send one notification. I check this website every week and look at any potential industrial sites.

In addition to using the database, a number of the cases this year have been referred to the AIA by other means. Among the more important cases referred this year and upon which comments were made, were the Chance Glass works, Sandwell Borough; the Royal Gunpowder works, Waltham Abbey, Essex; Valley House and the Lower Works (all part of Fussells Ironworks) at Mells, Somerset. The AIA along with the AOS objected to the developments at Cardiff Bay Station. Members who went to the Northamptonshire conference at Moulton will remember references to brickworks and the AIA objected to the demolition of the four remaining chimneys and associated kilns at the Stewarby Brickworks. We rarely comment upon applications on the country’s once extensive coal industry, but an exception was made for the Victory Arch, Consett County Durham, not listed but important from a local social history point of view.

A site which has come up on a substantial number of occasions and on which the AIA has objected to the developments, is the weaving shed at Hollins Mill, Rochdale Road, Todmorden (Calderdale Council). There have been several other mill applications, probably one of the most important being Rutland Mill, Footal Street, Wakefield. It is an important and extensive site on the Waterfront and as it has been unoccupied for 20 years it is important that the complex is brought back into use. Gasworks and maltings as application subjects have both come up. The gasworks upon which we have commented are on Greenwich Peninsula and the Oval gasholders at Kennington. The maltings applications included sites on which the AIA previously commented: the Kilns at Hardy’s Kimberly Brewery, Nottinghamshire and the Malt Store there (two separate applications) and Millars One in Bishops Stortford, Hertfordshire. All involved residential conversion as did the new case of the Old Malthouse in St Johns Road, Banbury, Oxfordshire.

Since the beginning of the year the AIA also objected to the demolition of most of the Carriage & Wagon Shop, Ford Close, at Newton Abbot, Devon. However, the application has been allowed. Comments have also been made on the conversion of Marple Top Lock Wharf, Stockport to a residential unit and the demolition of other buildings on site. There were also yet more comments on conversion of various of the buildings at Hardy’s Kimberly Brewery, Nottinghamshire.

**Amber Patrick,**
Planning Casework Officer

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**AIA PowerPoint Presentation**

At the AIA Council meeting in February it was suggested that it would be helpful for any member promoting the Association if there was a visual accompaniment available.

Our Webmaster, Bill Barkshire, has produced a rolling PowerPoint presentation. It is 20 slides long; each one remains on screen for 10 seconds and at the end rolls around back to the front again. There are 10 slides of words describing what the AIA does interspersed with 10 slides with images which hopefully will attract people’s attention in a way that words won’t.

It is primarily intended to be used by Council members at local regional conferences where they will be representing the AIA’ but could be useful for any member, for example at other Industrial heritage events or local history festivals.

Contact Bill through the AIA website for more information.

**Queen Street Mill and Helmshore to reopen**

Lancashire County Council have announced that the Helmshore Mills Textile Museum will open Fridays, Saturdays and Sundays until 28th October 2018 and between Easter and the end of October 2019.

For more information ring 01706 226459 or email helmshoremuseum@lancashire.gov.uk.

Queen Street Mill Museum is reopening on Saturday 7 July 2018. The museum will then open Fridays, Saturdays and Sundays until 28th October 2018 and between Easter and the end of October 2019.

For more information ring 01282 412555 or email queenstreetmill@lancashire.gov.uk.

The museums were among five that were closed in 2016. Since then they have been open only for visits by schools and other organised groups. The council will also extend the ‘care and maintenance’ arrangements currently in place, to ensure that their buildings and collections are properly looked after when the venues are closed.

The county council said that, in both cases, negotiations remain underway to identify a new operator.

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**Email contact Important**

No spam, just a message in your inbox from time to time with the latest news and events.

To comply with the latest Data Regulations which have come into force please click on Mailing List in the menu on the AIA website to subscribe (or unsubscribe).

Unless we have positive approval we cannot hold your email details and will have to delete them.

**New Members**

A warm welcome to our new members:  
Bill Bell, Luton  
Jerry Rogers, Sandhurst  
Ben Thomas, Wolverhampton  
Elena Vегuillas, London
Any ideas?

I have been researching an object in our ceramics collection, a jug dating to about 1840, which depicts the processes of brick clay mining/extraction, brick making/moulding and the firing of bricks in a kiln. I have attached a number of images of the jug and from the research I have already done I know that the kiln depicted is a circular domed oven. This type of kiln differs from the usual style of brick oven seen across the rest of the UK and Europe and is more akin to the type of ovens used in North Staffordshire to produce ceramic useful and ornamental wares.

Edward Dobson’s A Rudimentary Treatise on the Manufacture of Bricks and Tiles (1850) provides good information regarding the use of such circular domed oven or copulas for brick making in Staffordshire at the time. This info coupled with the two other brick making processes shown leave me with little doubt that it is indeed an oven used for firing bricks as opposed to ‘pots’ depicted on the jug.

This, coupled with the two other brick making processes shown, leave me with little doubt that, depicted on the jug, is indeed an oven used for firing bricks as opposed to ‘pots’.

However, there is one aspect of the jug that troubles me and that is the figure who is depicted at the top of a ladder which is rested on the side of the ovens howel and who seems to be either placing something into or onto a small opening near the top. I have explored the idea of this being a depiction of salt glazing; however, the date and the process itself as depicted is at odds with this being the case.

If you have any thoughts on what the figure on the ladder might be doing they would be most gratefully received.

Ben Miller | Assistant Curator of Ceramics, The Potteries Museum & Art Gallery City of Stoke-on-Trent

Another Hot Water Street Lamp

Following on from John McGuinness’s letter in IA News 184 Bob Rust wrote the following, published in GLIAS Newsletter 295, April 2018.

Way back in 1955 when I started lorry driving I went to Northampton. Needing to ask the way, I pulled up at a bus station. There was a group of bus men standing on an island round a lamppost; when I went to speak to them I could see a strange gadget on the post. One of the conductors explained that you put your tea can (those were the days, no canteens) on the little platform, put a penny in the slot, and got a pint of boiling water to ‘mash’ (his word) your tea. He said the post was a lamppost and a safety vent for sewer gas. It was used to light the lamp and heat the water. A couple of years ago I enquired of the Northampton Museum if they had any records as the whole area had been redeveloped – but no joy.

Thames Tunnels

When IA News 184 arrived I flicked through it and noted the article ‘England’s Main Civil Engineering Achievements’ which included a lot of stuff about railway and canal tunnels and a brief mention of Brunel’s great Thames Tunnel. Later that day I gave a talk to Sub Brit and was inspired to start by remarking that clearly South London was where serious underwater tunnelling began.

The talk was about the Greenwich and Woolwich foot tunnels and I introduced it by explaining how in the nineteenth century tolls on the up river bridges of the Thames were bought out by the public authorities so as to provide free river crossings. It was then thought that free crossings should also be provided for the people of East and South East London. This included, early on, Tower Bridge, opened in 1897, funded and constructed by Bridge House, and the Free Ferry at Woolwich.

At the first meeting of the London County Council in 1889 the contract for the Blackwall Tunnel was agreed. This was and remains the major free crossing built by the public authorities. I think we should pay a bit more attention to the much abused ‘old’ Blackwall tunnel and perhaps ask why it doesn’t feature as one of these ‘major civic engineering achievements’. It was built with many innovatory technologies by Alexander Binnie for the public authorities and included a programme of care for the work force. Let’s remember it was built for horses and pedestrians and that today it handles over 100,000 cars and lorries on most days. Obviously there has been a lot of upgrading to keep the traffic moving and keep us all safe. I would recommend reading how the old foot entrances have been changed into fume vents and will ‘open like a flower’. Recently, when the road surface was damaged by a corrosive leaked from a vehicle, the road surface was re-laid in less than 24 hours – an indication of how important this tunnel is to the economy of the country as a whole and that, despite the daily warfare on the approach road and slips, it survives and so do we.

The talk to Sub Brit however was really about the foot tunnels. The Greenwich one built in 1902 by LCC engineer Alexander Binnie and the Woolwich 10 years later by his successor Maurice Fitzmaurice. Again they were built with much innovation in construction methods and to the highest standards. The Greenwich tunnel is the busier with much conflict between pedestrians and cyclists. It sits in Tourist Greenwich – and there are many stories about visitors who think it is the Royal Observatory or the public toilets. The tunnels have recently been refurbished and the process led to some problems and as a result a group of us set up FOGWOFT – Friends of Greenwich and Woolwich Foot Tunnels – and have worked with the authorities on some of the problems. There has been much trauma with the new electronic lifts, which do not like the sunshine through the old glass domes and there have also been trials of an electronic means of controlling some of the aggressive cyclists. We have also got information boards installed about the history of the tunnels – including the bombed section in the Greenwich tunnel.

These tunnels – and we must also include the Rotherhithe – were built by the public authorities for the principle that the people who lived and worked downriver of the Tower should have free river crossings as much as the people who lived in West London. They were built to the highest possible specifications and included innovatory tunnelling methods. They all survive and carry more traffic than can ever have been dreamed of in the early 20th century. They have to be some sort of triumph of which we should all be very proud and I am sorry that the experts on our civil engineering heritage don’t seem to know about them. Would they like a tour?!

Mary Mills
The organisation English Heritage was created by the National Heritage Act 1983 and operated from 1984 until April 2015, administering national heritage protection legislation and taking care of the sites known as the National Heritage Collection. In 2015, English Heritage was split to separate these two functions. One body, keeping the name English Heritage, now cares for the National Heritage Collection.

A second body, called Historic England, is the UK government’s statutory adviser and a statutory consultee on all aspects of the historic environment and its heritage assets. It deals with listing, scheduling, registering and protecting all forms of buildings, monuments and sites. It provides definitive guidance on listing and publishes a wide range of books on monuments and conservation. Its remit includes caring for nationally important archive collections; giving grants to national and local organisations to help conserve buildings and structures; advising central UK government on additions and changes to the listing registers and administering them; providing expertise through advice, training and guidance to improve skills and standards; consulting and collaborating with other heritage bodies and planning organisations; commissioning and conducting archaeological research; and publishing the ‘Heritage Counts’ and ‘Heritage at Risk’ reviews on the state of England’s heritage.

Historic England also inherited the archive which holds various nationally important collections and the results of older projects such as the work of the National Buildings Record, later absorbed by the Royal Commission on the Historical Monuments of England and the Images of England project, which set out to create a freely accessible online database of the 370 000 listed properties in England at a snapshot in time at the turn of the millennium. As Historic England covers the entire built environment, civil engineering forms a relatively small part of the list and archive but, nevertheless, includes many hundreds of sites of engineering significance.

There are many other national heritage organisations in England dealing with particular fields of interest, such as the Victorian Society and the Twentieth Century Society. The Heritage Alliance is an umbrella organisation that unites around 100 independent heritage organisations in England, acting as a powerful, effective and independent advocate for the movement. It brings together the independent heritage organisations, from the National Trust, Canal & River Trust and Historic Houses Association, to more specialist bodies representing visitors, owners, volunteers, professional practitioners, funders and educationalists. Between them, their 6-3 million volunteers, trustees, members and staff demonstrate the strength and commitment of the independent heritage movement.

At the regional or local level, local planning authorities have a duty to implement national policies relating to heritage and collaborate with other organisations to help protect heritage structures of particular local importance. In North West England—for example, the Canal & River Trust has developed a heritage partnership agreement with the local planning authority addressing canal assets, including bridges and aqueducts, in the Greater Manchester area.

There are also many independent organisations that focus on sites of particular local interest, such as Harvey’s Foundry Trust in Hayle, Cornwall, where parts for the engine of Richard Trevithick’s steam road locomotive Puffing Devil were cast. The trust campaigns to protect what is left of the buildings and structures associated with the engineering works and to encourage a wider understanding of the heritage of the town.

Exemplar conservation of engineering structures

England currently has five entries on the UN Educational, Scientific and Cultural Organization World Heritage list with a significant engineering content – Iron Bridge Gorge in Shropshire (1986); Saltaire Village, together with Salt’s Mill of 1853 by William Fairbairn near Bradford in Yorkshire (2001); the Derwent Valley Mills in Derbyshire (2001); Liverpool–Maritime Mercantile City, including the docks (2004); and Cornwall and West Devon Mining Landscape (2006). The site of Chatham Dockyard and its defences was submitted for consideration in 2012, but the UK government chose instead to submit the Lake District National Park.

There are many engineering structures in England, particularly from the Victorian period, which have been conserved and had their life extended, including all the works mentioned in the previous section. Of the many buildings that have been given an extension to their lives, many have been hailed as examples of excellence in Architectural conservation, while, in fact, the engineering input has usually been significant and essential. This input has generally focused on the overall stability of the buildings and their ability to carry the loads that are expected to be imposed. However, it also usually includes detailed assessment and remediation of the construction materials involved, whether masonry, timber, iron and steel, glass or reinforced concrete.

In response to registers set up by the Royal Institute of British Architects and the Royal Institution of Chartered Surveyors listing members accredited to work on historic buildings, the ICE and the Institution of Structural Engineers formed the Conservation Accreditation Register for Engineers (Care) panel in 2004. This register currently contains 46 engineers.

The review of a Care-accredited engineer is now called for in the discharge of some planning conditions on relevant projects involving change to listed structures. Recent exemplar projects include the repair and remodelling of St Pancras and King’s Cross stations in London; the restoration of Tynemouth station near Newcastle; restoration and reinterpretation to covered slips at Chatham Historic Dockyard; the conservation and repair of Hastings pier; the conservation of Kibble Palace in Glasgow and Gladstone Conservatory Glasshouses in Liverpool; the Roundhouse project in Camden, London; recent analytical work to understand the Iron Bridge in Shropshire; and the bold but appropriate adaptation of Blackfriars Bridge across the Thames, now both a bridge and a railway station.

In 2014, a section of Brunel’s magnificent causeway at Dawlish in Devon was destroyed by heavy seas. Although susceptibility to climate change might be found in listed and unlisted structures alike, the challenge presented by Dawlish remains: conservation engineers still have to find their place in managing the enhancement of ageing fabric for England’s major infrastructure operators.

Information sources for engineering heritage Inventories

Historic England provides a comprehensive, searchable database of listed heritage assets. It also provides access to a large photographic archive and publishes an annual ‘Heritage at Risk’ register.

ICE hosts the web pages for the Panel for Historical Engineering Works (PHEW), which was set up by members of the ICE to identify historical engineering works that ICE to identify historical engineering works that are worthy of recording, promoting and, in some cases, preserving for posterity. It helps to organise groups of civil engineers in the regions who are interested in the history of their profession and publishes a quarterly newsletter, regional guides and leaflets on the subject. The panel also works with the regions to commemorate structures and engineers by putting up plaques to bring these to public attention. PHEW has a searchable database of historical engineering works and provides a number of local and thematic guides to civil engineering heritage. It has also published a number of regional guides to England’s civil engineering heritage. A number of individual enthusiasts have also compiled useful websites with a civil engineering emphasis.

Guidance

Historic England provides a huge amount of information and guidance including many publications on conservation issues. The ICE has recently launched a section on its website entitled ‘Conservation Information Resource for Civil
The coal preparation plant at the Beringen coal mine, Belgium

The Beringen coal mine and its coal washing and sieving plant was on the shortlist for the Seven Most Endangered sites in Europe – one of the two industrial sites – but did not make it into the final seven. It is part of the Beringen mining site, a large former coal mine in the province of Limburg. This coal mine is an important example of the large-scale developments in coal extraction that took place in Europe and the rest of the world in the twentieth century.

The building of this large coal preparation plant started in 1923–1924 and eventually it had a daily capacity of 7,700 tons. The various expansions illustrate not only the growth of the coal mine, but also the history and evolution of the technology of coal washing and sieving over almost half a century. The Beringen mine and the four components of the coal preparation plant form one massive building, a mastodon of iron, steel, brick and glass which was protected as a Historic Monument in 1993 – 1994 by the Flemish Government.

When the Limburg mines closed, the Flemish Government decided to keep at least one mine as completely as possible. They chose the Beringen mine because most of the relevant buildings and installations survived. The protection included everything: pipes, connections, conveyor belts, machines, tools, all accessories inherent to the operation, including mechanical, electrical, electro-mechanical, electronic, hydraulic components, control devices, etc. Since coal preparation plants are often the first to be demolished after a mine closure, few are left in Western Europe and, with its equipment still in place, this is a very rare example of such plant preserved on a European and even on a global scale.

Protection as a monument implies that the owner must keep the building in good condition and take all measures to prevent decay. Before any demolition is permitted the procedures required by the Flemish Law on Immovable Heritage – the ‘Decreet Onroerend Erfgoed’ must be followed. This includes a public inquiry and advice from the ‘Vlaamse Commissie Onroerend Erfgoed’ (Flemish Immovable Heritage Commission). This procedure has not been followed.

Because of the size of the redevelopment project (more than 150,000 sq.m floor space), a PPP structure (Public-Private Partnership) was chosen. Following a call for tenders, in 2009 the redevelopment of the mine was assigned to PPP company, BE-Mine, with the main partner being LRM (the Limburg Reconversion Company – a company set up and controlled by the Flemish Government) – together with a number of construction and real estate companies. The redevelopment of the mine is in hand, new houses are being built, sports and tourist facilities and shopping are being developed on the mining site and in the buildings. But the coal preparation plant is a hot issue.

For three of the four sections there is no proposed future use – the investors and the government are frightened by the costs. BE-Mine and LRM concluded that the maintenance of the complete coal preparation plant would not be possible and decided – without a thorough study of the building history – on the imminent demolition of coal preparation plants n°1 and 3. On the site of coal preparation plant n°1 a car park is proposed.

Apparently the principles are applied more ‘flexibly’ to industrial buildings than to ‘traditional’ historic buildings. It is argued that the proposal to demolish a large part of the coal preparation plant, keeping less than half – ‘will not destroy the historic value of the building’.

In summer 2017, the PPP company BE-Mine applied for a demolition permit for coal preparation plant n° 1. It was also announced that once plant n°1 had been demolished, the procedure to demolish plant n° 3 would be started. Although there seemed to be a political agreement about the demolition, the legal protection of the building has not yet been lifted and apparently the request for demolition does not take this into account.

In mid-October the demolition permit was refused by the Beringen town council, because of the heritage value of the building and its protected status. The PPP company, however, appealed to the province of Limburg, which had to study the case and decide before 1 March 2018. [At the time of going to press that decision has not been made public. Ed]

The demolition of a large part of this legally protected building ignores the importance of the integrity of a historic building. The demolition of the first part could create a dangerous precedent for further damage and destruction, leading to the loss of the value of the entire plant. It will also create a dangerous precedent for other protected buildings in Flanders.

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Continued from opposite

Engineers’, which aims to provide an introductory level of information for engineers engaged in extending the life of existing structures. The libraries of both the ICE and the Institution of Structural Engineers retain excellent collections of historic publications and archives, many donated by practising engineers over a long period of time. The information officers at both provide the student and engineer with direction in their searches.

The Railway Heritage Trust aims to assist the operational railway companies in the preservation and upkeep of listed buildings and structures and in the transfer of non-operational premises and structures to outside bodies willing to undertake their preservation. Both the Canal & River Trust and the Inland Waterways Association provide guidance on the restoration of canals for both professionals and amateurs.

The Building Conservation website is an online information centre for the professionals engaged in the conservation, restoration and repair of historic buildings, with hundreds of articles on materials, components, building types and conservation issues; listings of events and courses; and a directory of over a thousand useful contacts. Through Cathedral Communications, it also publishes many hard-copy books.

A considerable number of bodies exist with the aim of increasing knowledge in the repair and maintenance of historic buildings. These include the Society for the Protection of Ancient Buildings, which is the oldest of such body in England, publishing guides and advice notes. The Institute of Historic Building Conservation, which is a body for building conservation practitioners and historic environment specialists, and the Association for the Studies in the Conservation of Historic Buildings, which is a cross-profession group that publishes regular proceedings on significant projects and subjects of interest.

The Association for Industrial Archaeology is the national organisation for people who share an interest in Britain’s industrial past. It brings together people who are researching, recording, preserving and presenting the great variety of this country’s industrial heritage. Industrial architecture, mineral extraction, heritage-based tourism, power technology, adaptive reuse of industrial buildings and transport history are just some of the themes being investigated by its members.

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INDUSTRIAL ARCHAEOLOGY NEWS 185 19
The identity of the manufacturer of the vacuum pumps in the basement of the Maas grain silo in Rotterdam (Colin Bowden’s query IA News 184) is still unclear. However, there seems to be some confusion on page 7, in the section on Dams, Reservoirs and Pumping stations, over the dates and location of Rudyard Dam.

According to Basil Jeuda’s book Rudyard Lake – the Bi-centenary 1797-1997, the building of the dam was started in 1797 and it was completed in 1800. John Rennie was the consultant engineer, and Hugh Henshaw was the resident engineer.

Since Rudyard is in Staffordshire and is to the east of Congleton, which is in Cheshire, can I suggest that the sentence should be – ‘...the Rudyard Dam (1797-1800), consultant engineer John Rennie, to feed the Caldon Canal in Staffordshire, east of Congleton, Cheshire, ...’

Kate Bonson

Rudyard Dam

White Funnel have announced that MV Balmoral, based in Bristol, needs major hull plating work before it will be allowed to sail again. ‘Substantial and costly improvements’ are needed to the crew accommodation and a ‘long-accepted practice of using doubled plates to repair the hull is no longer acceptable’ to the Maritime and Coastguard Agency. No trips are planned for 2018.

The firm also said its Bristol office would close until further notice.

The charity that owns the vessel – MV Balmoral Fund – would now focus on fundraising and a £3.75m Heritage Lottery Funding bid, the cost of the repair work is included in the £3.75m bid.

New Guidance to support Museum Trustees and Boards

The Association of Independent Museums (AIM) has launched a new series of free online guides to support Trustees and Boards of UK museums and heritage sites. Created as part of the AIM Hallmarks Programme funded by Arts Council England, this new suite of downloadable PDF guides offers practical advice and top tips covering key aspects of good governance.

“AIM understands that good governance is at the heart of successful museums, so we have responded to member requests to produce further high quality, practical guidance for Trustees and boards that is free to use and easy to download with the rest of our Hallmarks resources on our website,” said Emma Chaplin, the Director of AIM.

“These guides capture some of the good practice that we’ve shared through our expert seminars for trustees, and tackle some of the questions that we know boards find most challenging,” said Helen Wilkinson, the Assistant Director of AIM.

The guides are:

1. More Effective Meetings: engaging trustees and building a strong team
2. Running an open recruitment process
3. An introduction to museums for new trustees
4. Trustees can also benefit from the new AIM guide called Successful away days for boards of museums and heritage organisations which has been created to complement the recently published AIM Preparing to Prosper publication. This guide offers a toolkit for running a successful away day so that museums can have the kind of discussions that can help them move forwards as an organisation.

AIM has also updated its Success Guide called Successful Governance in Independent Museums to reflect recent developments in governance.

If you require any further information, please contact Sassy Hicks on sassy@aim-museums.co.uk or call 01495 774127.
The Loughborough Bellfoundry Trust has announced that an £8.4m bid to the Heritage Lottery Fund has been made to help secure the long-term future of the John Taylor Bellfoundry in Loughborough.

After being rescued from administration a few years ago, John Taylor & Co. has spent the last few years quietly restoring the fortunes of this historic business and historic factory site. In 2016 the Directors established the Loughborough Bellfoundry Trust to hold the site in perpetuity, protect its unique archives, manufacturing methods and tools and prepare a basis for pursuing the comprehensive restoration of the buildings. Proposals include:

- Creating a new archive to house a national collection of historic documents and objects relating to thousands of bells and bell-towers around the world.
- Creating a new, accessible, high-level walkway to allow visitors to move around the foundry safely in their own time to observe every stage in the manufacturing process.
- Restoring the carillon and its tower, the first in the world to be harmonically tuned.
- Upgrading facilities to provide a new ringing centre to help preserve the art of bell-ringing and give people from all walks of life the opportunity to ring a peal.
- Improving interpretation and overhauling the existing museum to create a facility that meets modern expectations.
- Delivering comprehensive repairs and sensitive restoration of the two large Grade II* Listed buildings that make up the bellfoundry.
- Protecting the age-old processes and machinery whilst providing space to explore how twenty first century technologies can help Taylor’s combine centuries of tradition with cutting edge manufacturing techniques.

The proposals were submitted to the Heritage Lottery Fund at the end of 2017. The HLF is currently considering the application before making a decision this spring.

The earliest buildings that make up Taylors Bell Foundry date from 1859 and have been developed and changed as the business grew and also following a fire in 1891. They are Grade II* listed and form the only purpose built Victorian bell foundry in the UK and, it is believed, in the world, with many areas of interest in architectural and constructional detail.

The buildings are currently on the Historic England (HE) ‘Heritage At Risk Register’. In the case of the bellfoundry, it falls within the ‘decay’ category. The Trust and John Taylor & Co have worked closely with HE to identify the most urgent repairs and have secured two HE grants to deliver a series of repairs over 2016 and 2017.

Applications are now being accepted for the 2018 awards and individuals and groups can be nominated in five categories, including rescue of a historic building, and historic building regeneration. The deadline is 3 June.

**Cross-river catamaran service**

A new maritime museum is being set up at Trinity Buoy Wharf which will include smaller vessels such as tugs, a light ship – probably SS Robin and perhaps more. Thames Clipper have their depot there and are building a pier suitable for regular passenger use so that their catamarans can call to embark or disembark ordinary fare-paying passengers. This will provide an easy link for tourists across the river from Maritime Greenwich and the Greenwich Peninsula. It had been planned originally that the Clippers would call at Enderby Wharf – will this now take place?

Robert Carr
On Wednesday evening, 17 January 2018, organisers and invited guests gathered in the former Ladies Smoking Room at St Pancras Hotel for drinks and speeches. Durham Gin was much in evidence! It was a Northern event.

As well as the European Year of Cultural Heritage 2018 (EYCH2018) and Europa Nostra there was also an arts charity Artichoke present. This charity was organising the London Lumiere event.

At 8 o’clock we were split into groups and the European Commission group went to King’s Cross railway station for the presentation of the EU Prize for Cultural Heritage – Europa Nostra Award to the project for the regeneration of King’s Cross Railway Station. With speeches, the Award was presented by John Sell CBE, Executive Vice President of Europa Nostra. Physically, this award is a plaque which presumably will be displayed in the railway station.

Robert Carr

An Apology

Bob Carr wrote, “On page 22 of I A News 184, the first section of the piece ‘London Gasholders Update’ was not written by me. The information comes from the 853london.com website and was written about last Christmas by Darryl Chamberlain.

Sorry for this misunderstanding—Ed

The present situation in London is changing quite rapidly and an article written now would probably be stale news by the time the next I A News comes out. For instance the two Bell Green gasholders might yet be replaced by an Aldi supermarket. I did write the final paragraph on Fulham gasholder No 2.”

By 16 April it was clear that Historic England would not list the East Greenwich gasholder – its demolition is therefore almost inevitable. Subsequently Greenwich Council stated, “Therefore, we are working with communities, local history groups and museums to ensure each holder we dismantle has its history captured for future generations to learn from.”

The decision, made by council chiefs, has been met with outcry from local officials and east Greenwich residents.

Matthew Pennycook, MP for Greenwich, wrote on Twitter, “I know from my postbag there are a wide range of views about the value of the gasholder but I take the view that something creative could and should have been done with it, both as a nod to our industrial heritage and to enhance the peninsula.”

Robert Carr

Historic, formerly listed, footbridge at St Austell Railway Station to be removed

St Austell’s train station was opened in May 1859. The station, which also sits within the St Austell Conservation Area, has been at the centre of controversy over recent years after concerns grew that Network Rail might attempt to demolish the historic footbridge. The riveted iron lattice footbridge is dated 1882 and is decorated with the Great Western Railway logo. It is supported by pairs of cast-iron columns with enriched bases and capitals.

Network Rail has applied without success to demolish it. A spokesman for Network Rail said: “Network Rail invested £500,000 in 2014 to enable construction of a new fully accessible footbridge. The old footbridge, which is now out of use, will be removed and has been donated to a heritage railway in Wales.

A spokesman for the Cornish Buildings Group said it was very concerned to learn of the delisting of St Austell railway station despite an online petition and an objection from the parish council. Paul Holden, chairman of the Cornish Buildings Group, said: “This is a very disappointing decision and will undoubtedly create some vulnerability for both the bridge and the red brick signal box, which we feel is every bit as good as the listed example in Par. Also at risk are good period railway buildings and canopies, an Edwardian upside station building, granite platforms, Great Western Railway railings, retaining walls and cobbled surfacing.”

Institute of Historic Building Conservation and Cornwall Live
Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

*Berkshire Industrial Archaeology Group News*, 44, Winter 2018
*Bristol Industrial Archaeological Society Bulletin*, 154, Spring 2018
*Cumbria Industrial History Society Bulletin*, 100, April 2018
*Greater London Industrial Archaeology Society Newsletter*, 294, February 2018; 295, April 2018
*Historic Gas Times*, 94, March 2018
*ICE Panel for Historical Engineering Works Newsletter*, 156, December 2017
*Industrial Heritage Association of Ireland Newsletter*, 49, December 2017
*Manchester Region Industrial Archaeology Society Newsletter*, 156, Spring 2018
*Midland Wind and Watermills Group Newsletter*, 120, April 2018
*Northamptonshire Industrial Archaeology Group Newsletter*, 146, Spring 2018
*North East Derbyshire Industrial Archaeology Society Newsletter*, 69, February 2018
*Piers: the Journal of the National Piers Society*, 126, Winter 2017
*Scottish Industrial Heritage Society Bulletin*, 81, February 2018
*Somerset Industrial Archaeological Society Bulletin*, 126, Winter 2017
*South West Wales Industrial Archaeological Society Bulletin*, 131, February 2018
*Suffolk Industrial Archaeology Society Newsletter*, 140, February 2018
*Surrey Industrial History Group Newsletter*, 217, February 2018; 218 May 2018

Maps from Scotland

Many members will already be aware that the National Library of Scotland has an archive of 200,000 – yes – two hundred thousand – maps of that are available on line and it is easy to find what you need. It took just three minutes to open and print this detail from the 1886 edition of the OS 2,500 series which shows where I live. Besides other categories.

*Books*


Les Turnbull has been publishing since 1970, writing extensively about the coalfields, communities and the railways of North East England. In recent years in association with the North of England Institute of Mining and Mechanical Engineers, he has been researching extensively the early railways and waggonways of the area.

In this book Les determinedly argues that the key elements of the Industrial Revolution were in place in the Derwent Valley in the 17th century. The holdings of the NEIMME contain the documents and the maps that demonstrate this along with the detail about the supporting ‘waggonway’ network. The history of the North eastern waggonways from about 1600 to 1825 is rather longer than the railway age that followed, which is still less than 200 years old.

The book is backed up by a series of archaeological digs which continue. These are described as features like wheel pits and even the wooden rails are being uncovered.

*Europa Nostra*

Congratulations (if that is an appropriate term) to the Grimsby Ice Factory in being awarded a place among the seven most threatened heritage sites in Europe for 2018 by Europa Nostra. A detailed description of the ice factory is on page 4 but it is well worthwhile going to the Europa Nostra website to see details of the other six sites which will amaze you. They are —

- Post-Byzantine Churches in Voskopoja and Vithkuqi, Albania
- Historic Centre of Vienna, Austria
- Buzludzha Monument, Bulgaria
- David Gareji Monasteries and Hermitage, Georgia
- Constanta Casino, Romania
- Prinkipo Greek Orphanage, Princes’ Islands, Turkey

In Europa Nostra’s words – “some of these sites are in danger due to neglect or inadequate development, others due to a lack of resources or expertise.”

*Maps from Scotland*

Many members will already be aware that the National Library of Scotland has an archive of 200,000 – yes – two hundred thousand – maps of that are available on line and it is easy to find what you need. It took just three minutes to open and print this detail from the 1886 edition of the OS 2,500 series which shows where I live. Besides other categories.

*Confusing Abbreviations*

It is unlikely that anyone seeing a valve cover in a London street emblazoned with the letters TWA will think it had anything to do with Trans World Airlines. The abbreviation BEA however has caused confusion. There was a London Street Atlas where a power station in Croydon was captioned ‘BEA power station’. In a later edition of this Atlas the caption was changed to ‘British Airways power station’. British Electricity Authority notices are now quite scarce; this is a photograph of a warning plate which can still be seen in the street. Are there any BEA notices left in your area?

Robert Carr

VISIT THE AIA WEBSITE

www.industrial-archaeology.org
19 May 2018
EMIAC 94
Long Eaton
www.derbyshireas.org.uk

2 June 2018
EERIAC
United Reform Church, Halesworth
Details 01473 405116 or AIA Website

21 – 24 June 2018
INTERNATIONAL EARLY RAILWAYS CONFERENCE
York
www.earlymainlinerails.org.uk

22 – 27 June 2018
SIHS CONFERENCE
Caithness

31 August – 5 September 2018
AIA CONFERENCE
Nottingham

16-22 July 2018
ICOTEC SYMPOSIUM,
Saint-Étienne, France

9 – 16 September 2018
TICCIH CONGRESS
Santiago Chile
Industrial Heritage Making a Sustainable future by understanding the past
ticcih.org/ticcih-chile-2018-congress

12 October 2018
SEMINAR – CREATIVE REUSE
Salford University

27 October 2018
DEVIZES CONFERENCE
See this page

6 – 8 December 2018
TICCIH CONFERENCE
Paris
The European Industrial Heritage of the First World War
More details in IA News 186

9 – 14 August 2019
AIA ANNUAL CONFERENCE,
SOMERSET

2018 Devizes Conference
Saturday 27 October.
Devizes Town Hall, St John’s Street,
Devizes SN10 1BZ.
Registration at 0930. Symposium closes at 1630.
Tickets £15.
The speakers and subjects booked so far are –
Malcolm Holland – Pattisons the Swindon builders
Dorothy Treasure – Vernacular architecture in Wiltshire
Richard K Morris – The Archaeology of roads
Bob Clarke – Airfield construction
Booking is either via the museum website at
www.wiltsh限制museum.org.uk, by post to The Bookings Secretary,
Wiltshire Museum, Long Street, Devizes SN10 1NS – cheques payable to
‘WANHS Ltd.’ or by phone on 01380 727369.

THE BATH STONE QUARRY
MUSEUM TRUST LIMITED
with premises near Corsham in Wiltshire seeks a volunteer to lead
on cataloguing and documenting the collection of quarrying
equipment, machinery and tools. Knowledge of Museum cataloguing and the subject matter will be needed.

Enquiries in the first instance to – Doug Roseaman –
douglasroseaman@gmail.com 01380 850964, 101 Westbrook, Bromham,
Chippenham, SN15 2EE.

Those who attended the 2008 AIA Conference in Wiltshire will remember
David Pollard who gave a talk on the Bath Stone Quarries and
subsequently led a fascinating tour of the Corsham district workings.
Sadly, David died suddenly last year and his widow is seeking help with
the charity he created thirty years ago.

Did anyone celebrate the European Year of Cultural Heritage 2018 by singing ‘Ode to joy’ in front of this chimney? See page 2.

Picture by Rose and Trev Clough,
geograph.org.uk

Information for the diary should be sent directly to the Editor as soon as it is available. Dates of mailing and last dates for receipt of copy are given below. Items will normally appear in successive issues up to the date of the event. Please ensure details are sent in if you wish your event to be advised.

More Diary Dates can be found on the AIA website at
www.industrial-archaeology.org

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