



2020 Grants

In these strange times it is pleasant to report that the AIA Restoration Grants scheme has proceeded in almost a normal fashion. With a closing date for applications of 31st March the pandemic considerations will have affected the number and confidence of the grant applications, but there was still a rich enough crop to award grants without reservation. 2020 was the first to have two categories of grants, each with a proportion of the available funds. These funds are, of course, a direct product of the generosity of two anonymous donors and this year, with Gift Aid, amounted to almost £150,000.

The present Coronavirus circumstances would seem to have affected the number of applications. We received only 20 as against the usual 30 and, of course, introduced uncertainty as to the role of volunteers in the projects (and indeed sometimes the survival of the parent body). This is reflected in a suggestion that in two instances a small grant might be made to help soothe these problems. The Council considered the Restoration Grant Panel recommendations and approved the following awards:

The Small Grants, 2020

Bath Quarry Crane



Crane before restoration

This project is to restore and install an historic Stothert & Pitt quarry crane onto the site in the centre of Bath where it was originally manufactured.

Stothert & Pitt were 'crane makers to the world', and there are preserved S&P cranes in many places around the world, as far away as New Zealand. There is one saved (steam) crane in Bath which has been installed on the site it was built. It dates from 1904 and is in the middle of a new housing development. The quarry crane was built c1864 and is the oldest known one of its type surviving intact. It worked in Box in the Bath stone quarries and was saved from scrappage by the then chairman of the Bath Stone Museum Trust (David Pollard, d.2017) in the 1980s. Its condition is very poor. The crane is currently being restored by a group of volunteer experts, led by a former S&P crane service engineer. Bath & North East Somerset Council (B&NES), the owner and developer of the Newark Works, has expressed a willingness for the crane to be installed on the site for free public display. This will be truly authentic interpretation.

Saul Junction Swing Bridge, Canal & River Trust

Saul Junction in Gloucestershire is where the Gloucester & Sharpness Canal meets the Stroudwater Canal and was traditionally a great meeting place for ships and crew, boats and boaters from around the world. The swing bridge is particularly important to local walkers and to the boating community on the Stroudwater Arm from the Gloucester & Sharpness Canal at Saul Junction to Saul Junction Boat-owners' Club. It is adjacent the active boatyard which forms a significant feature of the area and which is part of the living boating heritage of the area – operating as *RW Davis Ship & Boat Builders*. When opened the bridge enables access from the Boatyard across the Stroudwater to the far side, including Junction Bridge House, Junction Bridge and from there alongside the Gloucester & Sharpness Canal to the Visitor Centre, café and the extensive canal towpath.



Steam Tug Kerne, Merseyside

It was launched at Montrose Scotland in 1912 and is classified by National Historic Ships UK as a National Historic Fleet vessel of pre-eminent national or regional importance, (equivalent of a grade 1 listed building). Originally named HM Tug Terrier she is the last operational ex-Royal Navy ship with her original machinery that served in the First World War. She is the last steamship that worked at Chatham Historic Dockyard. In 1948 she was renamed 'Kerne' and was the last steamship to work commercially on the River Mersey. This is the last operational steam lighterage tug of her type in the U.K. Kerne is a valuable and well-loved piece of Merseyside's and the U.K.'s national maritime history. She provides a focus for regular volunteer working parties twice a week, where young people learn rare heritage restoration skills, and older, often socially isolated people, are provided with

constructive conservation work and a caring group of friends and fellow volunteers. Kerne, which weighs 165 tonnes, had to be drawn out of the water at a patent slipway and the grant is towards vital below the waterline hull restoration and conservation costs. It will restore the tug to full operational and exhibition condition for many years to come.



Amongst the Major Grants awards for 2020 were:

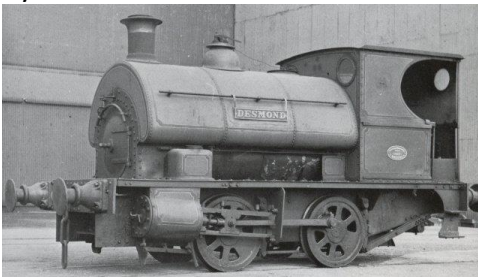
National Coal Mining Museum for England Bucket Excavator

The Grant is for the restoration of a tracked bucket excavator, also known as a face shovel. It was made by Thomas Smith & Sons (Rodley) Ltd, Leeds. The bucket excavator was a piece of equipment used in opencast mining and is the only significant object in their collection that speaks to that subject. Opencast mining is often overlooked in favour of deep-coal mining. However, opencast mining represents the only existing commercial coal mining still operating in the UK, and as such is an area of coal mining that speaks to the current relevance as a museum. Through such pieces of mining heritage, we can examine the methods and stories of the whole coal mining industry, not just deep mining. The bucket excavator itself is a rare object as this design of machine, whilst popular when it was released in the 1930s, was overtaken by hydraulic systems. This excavator is one of very few examples still in existence. It forms part of the British Coal Collection held by the National Coal Mining Museum for England, acquired in the 1990s following the closure and liquidation of the Chatterley Whitfield Mining Museum. The asset originally formed part of the National Coal Board's Lound Hall Museum's collection, and was transferred to Chatterley Whitfield when Lound Hall closed in 1989.



Llanelli & Mynydd Mawr Railway Company Saddle Tank steam locomotive no.1498, named 'Desmond'

Built by the Avonside Locomotive Company in Bristol in 1906. 'Desmond' is a standard gauge 0-4-0 saddle tank steam locomotive and was bought to serve the Lysaght's Orb Steelworks in Newport in 1906. Named after a Lysaght family member, it was in use at the steelworks until 1973, when it was handed over to the National Museums & Galleries of Wales (NMGW), which is the last time that it was steamed. After leaving Newport, the locomotive was sent to the 2ft gauge Teifi Valley Railway, where it was a static exhibit. The locomotive is the only one of its kind remaining in the United Kingdom and the grant from the AIA will cover the completion of outstanding restoration work and re-commissioning of the locomotive to allow it to be moved and used at our site at Cynheidre.



Robey Trust Steamroller 'Stumbles'

The Robey tandem steamroller, no.42693, affectionately known as Stumbles after 'Stumbles the steamroller' from a book published in 1956 titled 'Tootles the Taxi and other Rhymes' written by Joyce Clegg and illustrated by John Kenny, was built in 1925 by Robey & Co Ltd, in Lincoln, as a tarmacadam patch roller. Purchased new by Devon County Council (DCC) and assigned to their Road Division the same year, the engine stayed with DCC until 1963 when it was retired to the local Tavistock Meadows playground. The roller was subsequently donated by Tavistock Town Council to the newly formed Robey Trust charity on the proviso the engine would be fully restored and stay in Tavistock as part of its history.

Robey tandem rollers are unusual because of their chain drive and pistol 'stayless' boiler configuration. In the UK there are 8 Robey tandem rollers comprised of two tri-tandems, three 5-ton tandems and three 'standard' 6-ton variant Robey tandem rollers, of which No. 42520 (Bressingham Museum) and No. 48835 (privately owned) are both in need of restoration and on static display, making Stumbles the key representative of the 6-ton variants.

The tandem roller is considered the 'flagship' of the collection being one of 25 road steam engines owned by the Robey Trust. Stumbles has consistently operated over the last 26 years serving a plethora of community activities annually in and around the Tavistock district to strengthen the charity's aims and objectives.



Norfolk Windmills Trust, Old Buckenham Windmill

The grade 2* listed Old Buckenham Windmill is a large red brick five-storey tower mill built in 1818. It is possibly the largest diameter tower mill still surviving in the country and with very little batter its curb is the largest in the country. It has a Norfolk boat-shaped cap and would have had four double shuttered patent sails. One of the unique features of the mill is that it is winded by a combination of a spur pinion and worm drive. The mill was built to house five sets of stones, one set for grist and four for flour milling and the stones are under-driven by a 13ft great spur wheel.

Following a long series of vicissitudes since the mill ceased working in 1926, the mill was gifted by its owners to Norfolk County Council in 1995 and the Norfolk Windmill Trust carried out a programme of restoration with a new cap and sails, reusing as much as possible of the old timber and metalwork. The mill has needed constant repairs over the subsequent years and now the tower's brickwork needs urgent attention, hence the application for an AIA Restoration Grant.



Oldknow Limekilns, Marple

Samuel Oldknow founded his first lime-burning business at Marple in the early 1790s, and the kilns became operational by August 1796 when the Upper Peak Forest Canal and the Peak Forest Tramway opened for trade. The track of the tramway is still identifiable. It provided a link to the lower canal whilst the sixteen locks in the Marple flight were being constructed. There are five remaining kilns in the battery, which is of brick and locally sourced dressed stone construction. The battery was designed to resemble a Gothic building, so, it is said, that it did not detract from the view from Oldknow's residence. They are a Scheduled Ancient Monument but are currently on the Historic England 'At Risk' register.

The kilns are unique in that they are the only battery which originally included living accommodation within the structure of the kilns. They are also special in that the transportation links through the Peak Forest Canal and Tramway and the main buildings associated with the operation of the kilns are still standing. These are the stables and two loading sheds, and though they have been converted to residences, their original functions are clearly identifiable.

In addition, the tramways linking the kilns to the loading sheds, identified in a recent archaeological investigation, are preserved under the surface of the site. The Friends of Oldknow Limekilns have been awarded an AIA grant to undertake essential repairs to allow further survey and assessment of the monument.



The GWR 1897 Pattern Store, Swindon Railway Works

At the heart of the original giant railway works, the dilapidated Pattern Store was a much-loved Grade II listed building. Built in 1897 as a fire-proof depository for patterns which fashioned railway parts over the century, the building was a world-leading workshop for railway engineering. It continued in this use until closure of the Works, in 1986 though it was also the location for a canteen for WW1 troops on their way to the front. After the closure almost all the huge workshops to the west of Rodbourne Lane were demolished, but the Pattern Store was listed and survived, the lower floors at one time being converted into a bar and restaurant.

Recognising its heritage, and strategic location in the centre of Swindon, the Diocese of Bristol bought the building as the hub for a pioneering Resourcing Church to serve the town. Three floors will be used for community work and flexible space for services and activities. The top floor will be converted into office space. The AIA grant will be used to complete the renovation of the north elevation and the roof with its historic watertank.



Covid-19 Relief Awards, 2020

As mentioned above, the AIA Council also made two small awards to projects that were mainly outside the Restoration Grant criteria, but desperately need some assistance in these difficult times:

A small sum to complete the protection of the restored Monarch brickmaking machine at **Bursledon Brickworks**;

A similar small sum was made for the painting of 1967 Victoria Line Underground carriages at **Walthamstow Pumphouse Museum**. Both carriages are unique in their own right. Car 3186 is the only experimental car in existence and Car 3016 is the only section of un-refurbished Victoria Line car also in existence. The Victoria Line was the first automatic Underground Railway in the World. It opened on the 1st September 1968 between Walthamstow & Highbury and Islington.

