



In this issue:

YMB end of year report; Belliss & Morcom steam engine; Restoration Grant reports: Electric coal lorry, Cabman's shelter, Murgatroyd brine pumps, Tank locomotive *Joem*, and the lighter *Susan*; Elsecar designations; New Year's honours; Jane Waterfield; Maggie Shapland; Coping with Covid-19; Kemp's mill, planning casework report; Historic England listing project; Shrewsbury Flaxmill Maltings; Tugs on the Thames; Locomotive coal crisis; Flockton tramroad viaduct.

INDUSTRIAL ARCHAEOLOGY NEWS

The Newsletter of The Association for Industrial Archaeology

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Amber Patrick: Planning Casework Officer

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Dr Tegwen Roberts: Communications Team, Social Media Officer, YMB Triumvirate

Dr Juan Cano Sanchiz: YMB

Maryann Soper: YMB Triumvirate

Geoff Wallis: Restoration Grant panel, YMB Triumvirate

Dr Ian West: Co-editor IA Review, e-News Editor, Communications Manager, Peter Neaverson Scholarship Award coordinator

Secretary: David de Haan,
secretary@industrial-archaeology.org
7 St Michael's Close, Madeley, Telford, Shropshire
TF7 5SD. Tel: 01952 416026 (with voicemail).

My thanks are due to Chris Barney, who shared with me his wealth of knowledge and experience as Editor of IA News for many years, and to David de Haan, who, with great patience, helped me develop the IT skills needed to produce this, my first issue.

Pat Bracegirdle, Editor

Cover story

Gasworks and Gasholders

Mike Nevell, IHSO for England reports that Historic England has published the latest in their 'Introduction to Heritage Assets' series:

The new introduction sets out our understanding of coal gasworks and their attendant low-pressure gasholders (a prominent feature of all industrial towns in the 19th and 20th centuries). The focus of the document is on the building types and structures which survive in part or in full across England – gasholders, retort houses, purifier houses, meter and governor houses, laboratories, offices and showrooms – supported by a series of illustrations.

A copy of the introduction can be downloaded at <https://historicengland.org.uk/images-books/publications/ihs-gasworks-gasholders>.

Thanks to Mike for supplying the front page photograph of the horizontal retorts at Fakenham gasworks in Suffolk. Photograph ©Historic England.

I was there ... at another gasworks

Pat Bracegirdle added:



50 years ago we were in Girvan, South Ayrshire, on the east coast of the Firth of Clyde, taking photographs to illustrate Brian Bracegirdle's book *The Archaeology of the Industrial Revolution*. Heinemann 1973.

The gasworks at Girvan had five benches of seven and one of eight retorts, fired by hand. The charge was changed every four hours, and each time the central retort was emptied into a special shoot to funnel it into the furnace below, which heated the retorts. The others were discharged by 11ft rakes into a barrow (photograph above) and quenched under a water jet after some had been thrown onto the barrow. The hydraulic main passed across the tops of the retort benches, on the way to the exhauster.

This was before the days of digital photography and video. We carried a sturdy tripod and shot with half-plate colour film and rolls of black and white film. We stood, recording every detail, through two complete cycles of firing. When we had finished I enquired wearily where we might find a cup of tea ... in Girvan?

Letter from our Chair

Dear Members

Thank you all for electing me Chair of the Association at our rather unusual AGM caused by Covid-19. Nearly a year after the first UK Covid cases the pandemic continues to devastate the activities of our Association, as well as many other societies you might be involved with. Under the guidance of my predecessor, Dr Mike Nevell, we were seen through major changes to our plans for last year. On the positive side we saw the formation of a Young Members Board that promises to be very active in driving the Association forward. The negative side though saw the postponement of the Annual Conference planned for Liverpool in August after much work by members of the Merseyside Industrial Heritage Society, although you should have received their excellent guide to IA on Merseyside prepared for our conference. John McGuinness, our Conference Secretary, had the difficult yet continuing task of re-negotiating our bookings with the University. Having attended conferences since 1977 I really have missed meeting up with friends, old and new, at conference and sharing discussion over meals and a beer.

Our thanks to those of you who answered the questionnaire on the conference that helped Council move its views forward. Even if you did not get in your response in January, we would still like to receive more members' answers to the questions asked, so it is repeated here. The situation with Covid-19 in the UK changes almost by the day, and with the hoped-for success of the vaccines we anticipate being back in Liverpool this summer but, probably with a somewhat modified format. The conference will be discussed further by Council at its meeting in early February. Check page 23 for 'Stop Press'.

The Association continues to play a major role in supporting Industrial Heritage activities round the country through its awards and grant schemes. In particular the restoration grants continued into the pandemic with gratifying numbers of applications but, of course, judging entries has been much more difficult. We are exceptionally grateful to three totally anonymous donors, who have supported this scheme in the past and at present.

Last March and when still our Chair Dr Mike Nevell took up the post of the Industrial Heritage Support Officer for England, based at Ironbridge. Although the activities of the officer have been limited by the pandemic it is playing a useful role and a start was made on holding zoom gatherings last autumn. Since this project is looking for further funding from April 2021, we have increased the contribution from AIA general funds, but I'm sure more is needed for this important task.

In 2015 an All-Party Parliamentary Group on Industrial Heritage was established and under the chairmanship of Nick Thomas-Symonds MP, and a valuable report was published. Having since been promoted to Shadow Home Secretary Nick decided to stand down (see page 15). At the end of last year, the name of his replacement, Stephanie Peacock, Labour MP for Barnsley East, was

announced. Her constituency takes in the exceptionally important Elsecar Industrial Heritage area that includes the Atmospheric (Newcomen) Engine, the last one on its original site anywhere. The AIA sees the APPG-IH has a very important voice for IH especially in these difficult times and we will fully support it.

Sadly, the IA field lost three significant figures in 2020 namely Dr Angus Buchanan (First Honorary President of AIA) and Brenda his wife, and John Stengelhofen who designed more than 25 AIA conference guides.

So now I can hand over these few words to our new editor Pat Bracegirdle, and I look forward to seeing her style for the Newsletter.

Happy 2021 and stay safe

David Perrett, Chairman

AIA Conference Questionnaire

Having had to postpone the AIA annual conference in 2020, we then planned for a Covid-19 safe conference in Liverpool on similar dates in August 2021. We needed your help to ascertain some aspects of the event by answering a simple questionnaire. If we have your email address you will have already seen the questions below and 127 members have replied, for which we are very grateful. It asked about how confident you feel about attending and was framed in the spirit "*all being well and with suitable safety in place*". These were the questions:

- | | | |
|----|--|--------|
| Q1 | All being well and with suitable safety in place, do you plan to be at the AIA conference in Liverpool in August 2021? | Yes/No |
| Q2 | Would you attend a pre-conference seminar? | Yes/No |
| Q3 | Will you stay for the post-conference visits? | Yes/No |
| Q4 | How many AIA conferences did you attend from 2016 to 2019? | |
| Q5 | On a scale 1 – 5 (highest), how enjoyable have you found past conference(s)? | |
| Q6 | On a scale 1 – 5 (highest), do you think the conference is value for money? | |

The above, and the Chair's letter, were written by 1st January, the copy date for IA News. Since then, on 4th February Hope University, Liverpool, notified us that they have cancelled all events until at least the end of August, which of course includes our annual conference. At the AIA Council meeting on 6th February it was decided to develop an entirely virtual conference, spread over two Saturdays in August / September.

Updates will be posted on the website home page at www.industrial-archaeology.org .

Many thanks

David de Haan, Hon Secretary

Young Members Board End of Year Report 2020

By Ashley Brogan for the YMB

For many, the year 2020 will be remembered as a year of chaos and uncertainty, with plans placed on hold and the face-to-face human interaction we once took for granted restricted. However, due to the wonders of modern technology, the year 2020 will also be remembered for a particularly exciting reason: the creation of the Young Members Board (YMB) of the AIA – a group of young people, students and early-career professionals advocating for industrial archaeology.

Over the past six months, board members have been working hard to establish the YMB and its ambitious projects. Despite never meeting in person, the Young Members have achieved a great deal and have shown an incredible amount of resilience and enthusiasm. Since the first meeting in July 2020, the group has been meeting regularly fortnightly, and then monthly via Zoom to discuss plans, with each individual taking on roles and responsibilities to further the YMB mission.

Roles were allocated in the early days of the YMB, which established Zoe Arthurs as Secretary, Carmen Bowes as Treasurer, Dr Penelope Foreman as Equality and Diversity Officer, Dr Juan Cano Sanchiz as Internationalisation Officer and Kieran Gleave as Social Media Officer. In September 2020, the YMB held a Strategy Day, during which Sarah Murray was elected as Chair and Ashley Brogan as Vice-Chair.

The Strategy Day allowed for the board members to explore different ways to support the work of the AIA. The day began with an introduction and talk from Dr Mike Nevell, Chair (at that time) of the AIA and Industrial Heritage Support Officer for England, all via Zoom. Following Dr Nevell's inspiring introduction, the board split into online rooms to create an action plan for delivering new initiatives. The key aims for the YMB identified during the Strategy Day were to attract new audiences; engage with audiences through digital platforms; raise the profile of the next generation of industrial archaeology professionals and enthusiasts; advocate for industrial archaeology internationally; facilitate skills and knowledge transfer between generations and engage with communities currently underrepresented within industrial archaeology.

Since the Strategy Day, many projects have been launched and completed by the Young Members, including many 'behind the scenes' projects to set the stage for the public launch of the YMB. These behind the scenes projects included a demographic survey, which was led by Dr Penelope Foreman, and a governance document, which was put together by Otis Gilbert, and then finalised by the Young Members. The branding for the YMB was designed and finalised by Geoff Wallis, Dr Juan Cano Sanchiz and Zoe Arthurs, following approval from fellow Young Members. The progress of each project has been reported in the YMB monthly meetings, which take place on the first Tuesday of every month. During the October meeting, Zoe Arthurs, Dr Juan Cano Sanchiz and Andrew Blayney were elected by the YMB for co-option to the AIA main council as representatives for the YMB. Zoe Arthurs was then formally elected by the AIA to main Council.

A particularly exciting project currently being prepared is the Community Engagement Award, led by Katie Wylie. The aim of the award is to recognise successful community engagement in a project promoting, preserving or interpreting industrial archaeology or heritage. Nominations can be for projects anywhere in the world and can be made by anyone, including those who have been involved in the project. Winners of the award will receive £500 and have the opportunity to apply for a further £500 in funding to carry out follow-up community engagement relating to the same project. The winners will be invited to the AIA's annual conference and one person, nominated by the winners, will also receive one year's free AIA membership. Applications should be made using the Community Engagement Award Entry Form and must be received by the AIA's Secretary no later than 31st January each year. For more information email ymbcontact@industrial-archaeology.org.

During December 2020 the social media platforms were finally launched, which will present the work of the YMB whilst also sharing other exciting articles and news. These platforms include Facebook, Twitter and Instagram, which are each managed by a member of the social media team within the YMB. The social media team have also been working on some campaigns to launch within the new year to showcase the work of the Young Members. The social media platforms can be found using the following links:
<https://www.facebook.com/AIAYoungMembers>
https://twitter.com/AIA_YMB
https://www.instagram.com/aia_ymb/

The Young Members celebrated the end of their first year with a talk prepared by the Friends of the Flaxmill Maltings, who kindly shared with the YMB the history and conservation of the site. You can read more on this in another article in this issue of *IA News*.

Alongside all the amazing work undertaken throughout 2020, many of the Young Members have also achieved great success in their own careers since joining the board:

Congratulations to Dr Penelope Foreman who has been elected as Trustee to ClfA!

Kieran Gleave co-edited his first publication, *Public Archaeologies of Frontiers and Borderlands*, published November 2020, and has been successful in securing a contract at his current place of employment, Salford Archaeology. Congratulations, Kieran!

Katie Wylie is currently working on the conservation of the Rewley Road Swing Bridge with the Oxford Preservation Trust. Amazing work Katie!

Congratulations to Zoe Arthurs, who has recently accepted a job as a Curatorial Assistant at Clwyd-Powys Archaeological Trust. Zoe started her new role in January whilst continuing to work on her masters degree. Good luck in your new role, Zoe!

Congratulations, Ashley Brogan, for securing her new role as Archaeological Supervisor within the Heritage Management team at Salford Archaeology.

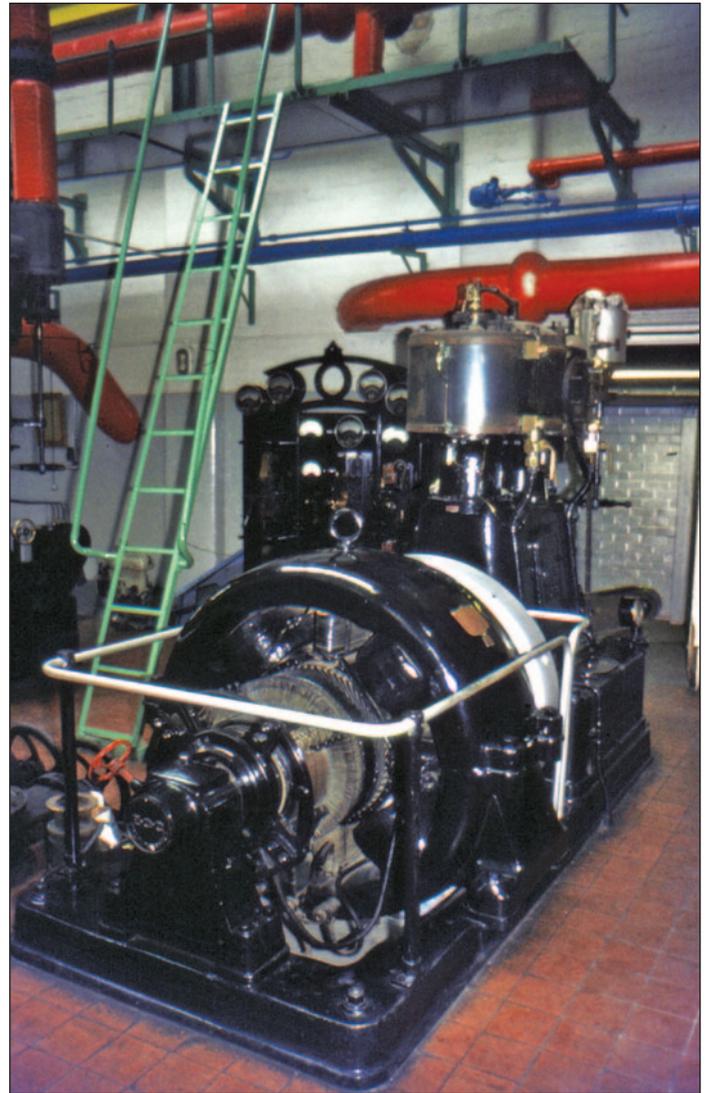
If you or someone you know might be interested in joining the YMB, we would love to hear from you. Please contact us on ymbcontact@industrial-archaeology.org

Historic Engine and Generating Set Saved for Public Display

Members of the Somerset Industrial Archaeological Society have helped to secure an important local exhibit for the Westonzoyland Pumping Station Museum in Somerset. The engine is a Belliss & Morcom compound which was installed in C & J Clarks' shoe factory in 1915 to provide lighting and some power.

The set is possibly unique as it represents a development between their 'C' type and 'V' type valve gears. It comprises an engine, No. 5832, with direct coupled dc dynamo by the Electric Construction Co of Wolverhampton, together with its slate switchboard. It was retired in 1951, when the factory went over to ac power. It is probably one of the earliest complete sets to survive capable of running under steam.

Originally purchased by Christy Brothers & Co for installation at Clarks, it was intended to also provide a small amount of public supply. Christy Bros were well known in the South West for their pioneering electric supplies to small towns. After its retirement in 1951, the engine stayed in Clark's powerhouse until purchased by a local collector who removed it around 2002. Requiring the space for other things, he offered it to the Westonzoyland Engine Trust in August. With successful fund raising completed, the engine has been moved to temporary housing at the museum.



Belliss & Morcom engine and generator



The Bellis & Morcom engine arriving



The engine in its temporary location



The engine being unloaded

Once the Museum is able to re-open, the engine will be on view, but the long term intention is to show it in a new building where it can be effectively displayed together with its dynamo and switchboard, explaining how power supplies developed throughout the locality, both for private and public demands.

All photographs by Iain Miles

Very many thanks to members of the Somerset Industrial Archaeological Society and to The Westonzoyland Engine Trust.



Restoration Grants January 2021

Report by Keith Falconer

A regular feature of *IA News* over the last decade has been announcements of grants offered for the restoration of historic industrial sites and objects and progress reports on the ensuing projects. Coming through a tumultuous year blighted by Covid-19 where such projects were greatly disrupted and in 2021 entering a new phase of lockdown, it is perhaps surprising that this item can be somewhat upbeat in its report. This is because, despite all the adversities, real progress has been achieved in several projects and other are poised to take off when circumstances allow. None of this could happen without the continued generous support from our donors, all of whom wish to remain anonymous. This year, thanks to very generous gifts by our donors and the associated Gift Aid tax recovery, we will have a fund of £162,500 available for the 2021 restoration grant programme. This is the largest amount in any single year since the programme began in 2009 and will bring the total awarded to well over £1 million.

Reports on restoration projects funded by AIA grants have featured regularly in *IA News* (issues 176-195) and fuller details can be found on our website <https://industrial-archaeology.org/index.php/aia-awards/restoration-grants/>. Guidance on applying for a grant is found on the same page. The closing date for applications is 31st March in each year.

On the website there is a brief history of the grant scheme from 2009-2020 and a summary of it is worth repeating here, as who would have predicted twelve years ago that AIA would have supported more than 70 restoration projects with grants totalling over £900,000.

Back in 2009 one of our members approached the AIA Chairman, offering to make a sum of £30,000 available to grant aid projects which were focussed on the restoration of historic industrial sites and objects. The anonymous donor was keen that the money would be for a significant part of capital works allied to volunteer input, and if the scheme attracted worthwhile applicants it might be continued in subsequent years! This was the somewhat tentative beginning to a grants scheme that has grown to

such an extent that the AIA has become a truly significant player in the preservation of the industrial heritage.

The initial modest foray into the restoration field in 2009 produced in its first year four very disparate awards totalling some £37,000. These were: £2,750 for the original vertical cross tube boiler from the Clyde puffer Vic 32 to be preserved and displayed in the Scottish Maritime Museum; £5,000 for repairs to the stone slate roof of Hoylandswaine Nail Forge; £14,000 for the restoration of two Chauldron Wagons at Beamish, and £15,000 for the restoration of Box Boat No 337 at the National Boat Museum, Ellesmere Port. Though some of these projects took longer than others, all were eventually completed and reported as such in *IA News*.

In the following years the attendant publicity generated an ever more numerous and wide-ranging list of applications, many seeking quite substantial funds, and the maximum award per project was raised from £15,000 to £20,000. The types of objects and sites seeking funding also greatly widened, ensuring that most aspects of the industrial heritage have been covered by grant offers.

Transport sites such as steam and sailing vessels, canal buildings, locks and boats, locomotives of all sorts with railway buildings, structures and equipment (such as the Ferryhill turntable and the GWR Pattern Store), both mobile and stationary steam engines, road vehicles and even an aeroplane have comprised a fairly large proportion of the grants, but a great many other types of site have also benefitted.

These include the restoration to working order of the papermaking machine at Frogmore Mill, the Ellen Road Petrie Beam Engine, the 1802 Boulton & Watt engine at the Verdant Works in Dundee, the Leigh Spinners Mill engine, rare textile machinery in mill museums and the line shafting at Bristol Underfall Yard. Mining sites and equipment have not been overlooked with structures such as Big Pit Headgear in Wales, the roof of Hemingfield Colliery Winding Engine House and, cranes and excavators such as the Bath Quarry crane, the Bucket Excavator at the National Mining Museum England the water-powered pump-rod system at Wheal Martyn china clay works.

As well as repairs to windmills such as Billingford, Old Buckenham and Danzey Green, water driven pumps at Croft Castle, and steam mills such as Beeleigh, there have also been some more unusual awards: the Colonsay iron light chamber, a rare Penistone cinema organ, Dawes Coker twine works, the Woodbury, Sudbury and Coldharbour gashouses, the Middlewich brine pump, the lead smelter remains at Crich, Grane Mill chimney at Haslingden, and the 1812 header pond for steam engines at Crofton Pumping Station.

Last year's four issues of *IA News* detailed progress on many of the more recent projects and it is pleasing with this first issue of 2021 to be able to report:

- further progress on the museum conservation of the rare surviving timbers of the Willington Wooden Waggonway;
- on the national publicity in railway literature that the work on Avonside 1906 Desmond locomotive has attracted;
- that the restoration of the Crich Tramway Museum's Taxi Cab Shelter is almost complete;
- preliminary work has been able to start on the 1874 Gasworks at Sudbury Hall;
- part of the AIA grant has enabled the Robey Trust to purchase a firebox to allow the boiler restoration of the steamroller Stumbles to proceed.

On this page fuller details are given of the restoration of the Morrison's Electric Coal Lorry and of the pamphlet produced to record this heroic volunteer project while, as mentioned in the latest issue of the *AIA e-Bulletin*, the Shrewsbury & Newport Canals Trust has achieved a major milestone in their long-term plan to restore this waterway with the impending re-watering of the canal basin at Wappenshall. Volunteers have been working for two years to remove more than 1,400 cubic metres of infill to achieve this. This work is part of a project to restore the wharf and its Grade II-listed warehouse, to create a café and visitor centre focussing on the work of Thomas Telford. The project attracted a £20,000 Restoration Grant from AIA several years ago and this has been inspirational in keeping the project alive. It has now progressed against all the odds and hopefully will be complete by the end of 2021.



Wappenshall Basin warehouse prior to the start of restoration work (photo by the late John Powell)

Lockdown Lorry – the story of a Restoration Project

In July 2018 Leo Brome of Ipswich Transport Museum successfully obtained a grant of £7,000 from the AIA to restore a rare electric coal lorry – possibly the only one in the country. The museum is entirely operated by volunteers, including Stewards, Drivers, Restorers, Office staff and the Council of Management. The vehicle, which was acquired in 1989, belongs to Ipswich Transport Museum and is a 1951 Morrisons Electricar GM model Registration APV94 and was operated by the Co-op in Eastern Ipswich.

During the pandemic all restoration activity was halted, by which time the restoration had almost been completed. During the first lockdown a pamphlet was produced by the Coal Lorry team with the intention to record the restoration so far in a light, readable and hopefully informative way for a general non-specialist reader (and to give the team something to do during lockdown). The pamphlet tells the story, told by the volunteers themselves, of the work undertaken from 2016 to date: *A short story of the restoration of a Morrison's Electric Coal Lorry operated by the Co-op.* by Maurice Charles and Leo Brome with additions from Dave Nelson, Doug Feveyear, and Robert Fraser.

It is a charming log of the work carried out by various members of the team until the abrupt halt with lockdown in March 2020, after which only off-site articles such as price boards could be produced.



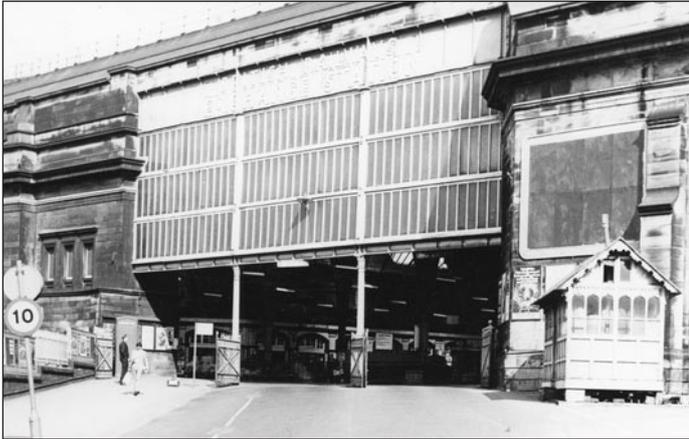
The AIA is very aware of the immensely valuable preservation work carried on throughout the country by volunteers and indeed its scoring of Restoration Grant scheme applications is weighted towards volunteer input. This pamphlet certainly vindicates this weighting.

Postscript: In the summer of 2020 the Ipswich Transport Museum announced it could open for limited groups of volunteers practising social distancing, and a rigorous cleaning routine and some further work was undertaken, only to be frustrated by further lockdowns.

Restoration Grant: Bradford Cabmen's Shelter

Laura Bird, Fundraising and Development Officer at the Crich Tramway Museum, reports:

At the beginning of 2020 the National Tramway Museum at Crich Tramway Museum Village in Derbyshire started a project to restore and interpret a rare and early example of a Cabmen's Shelter. The AIA contributed £20,000 towards the project, which has also been funded by Arts Council England through National Lottery Project Grants and The Pilgrim Trust.



The Shelter outside Exchange Station, Bradford. Photo J H Meredith. The National Tramway Museum Collection

The first shelters appeared in Britain in 1873, and ours from 1877 was the first in Bradford. Cabmen's Shelters provided a place for the drivers of hackney carriages and hansom cabs to take refreshments, warm themselves, and shelter from the elements while they waited for 'fares'. Water for the horses was also available at the shelters; this could be warmed during the winter months.

The shelter started its life in 1877 outside the old Christ Church, at the top of Darley Street in Bradford. The Church was demolished in 1879 and the shelter was moved to the entrance of Exchange Railway Station, itself demolished in 1973. It was designed gratis by local architects T.H. & F. Healey and built by Messrs Johnson and Smith. It cost £194 which was paid for by funds raised by the 'Ladies' Committee'.

The Building News of 1878 reported that "The structure is of pitch-pine, stained and varnished, the roof laid with felt upon the boarding, and then covered with sheet zinc. The stove, which is very compact, contains oven, hot-plate, and boiler for supplying warm water for the horses – an arrangement much appreciated by the cabmen." In addition, the architects' drawings show the interior of the shelter fitted with lockers under the bench seating, a table with coal locker beneath, and a lavatory, clarified by The Bradford Observer of 26th November 1877 as a 'wash basin'.

The aim of the restoration was to take the shelter back as near as possible to its original form when first in use in 1877, while retaining as much as possible of the original structure which remained in a sound and conservable

condition. The condition of the shelter had deteriorated to a point where it was becoming structurally unsafe and unsuitable for visitors to enter. It was important that we make it again accessible to our visitors while enabling them to learn about its history. A virtual tour of the shelter before restoration can be found at <https://www.tramway.co.uk/library-collections/online-exhibitions/>, produced by V21 Artspace.



The shelter at the museum in 1978. Photo Winston Bond

Most of the exterior of the shelter was still original, apart from the roof which at some point had been covered with tiles. When it came to Crich in the 1970s it had already lost the zinc roof. There was no visible evidence of the clerestory roof, as seen in the drawings and also on a very similar surviving shelter that has been restored at Embsay Station on the Embsay & Bolton Abbey steam railway near Ilkley. The interior was fitted with open bench seating which must have replaced the original seating during its life in Bradford. It was used by Bradford taxi drivers for over 90 years so some alterations and adaptations to suit the needs of the times were undoubtedly made over this time. The flue pipe from the stove, still in place when the shelter came to Crich, had subsequently and for reasons unrecorded been removed.

No records of the original colour of the shelter have been found except the reference in The Building News of 1878 which reported that it was 'stained and varnished'. To confirm this, our Conservation Workshop's Coach Painting Technician carefully stripped back the layers of paint on samples of original wood taken from the lower half of the shelter. Beneath the numerous layers of dark and pale blue a base layer of tan paint was revealed, with no evidence of either stain or varnish beneath it. The restorers found only evidence of white paint on the upper half. It is considered that it was painted with various shades of blue during its time outside Exchange Station Bradford, as this was the colour used on other parts of the station, possibly in line with the occupying railway companies (L&YR/GNR Joint, L&NER, British Railways, North Eastern Region). There are some photographs of it painted in a pale blue colour whilst outside the station.

It was very difficult to match the shade of the tan paint exactly, as the samples were affected by age-related degradation. We concluded that the original colour was

likely to have been created from a mixture of white lead paint and iron oxide which could not be accurately replicated using modern non-toxic surface finishes. The colour eventually chosen, which was considered to be the most accurate representation of the base layer of tan paint, was GWR Light Stone.

The start of the restoration was delayed until July 2020, when Dorothea Restorations were able to remove the shelter from the Museum and take it to their workshop near Bristol. The roof, glass and gables were removed and the rest of the shelter braced with support bars before it was lifted onto a lorry for transportation.



The Shelter is lifted ready for transportation

Once in their workshop, the paint was stripped back to the bare timber. All the timber that was in suitable condition to be conserved was re-used in the same position. Most of the upper half of the shelter was in good enough condition to be conserved and re-used, but large parts of the lower half were decaying from moisture ingress and needed to be replaced. The original structure was constructed from pitch pine, but as this is no longer commercially available, Douglas fir was chosen as the closest alternative for outdoor use. The backs of the interior seats were retained as these are thought to be original.



Paint removal in Dorothea's workshop – back of bench seating.
© Joe Bennett

The shelter was originally set on two iron axles and four cast steel wheels. One of the axles and wheel sets plus one wheel bearing were still in situ and in suitable condition to be refurbished for re-use. The remaining three bearings had to be re-manufactured along with the other axle and wheel set. What the team at Dorothea originally thought were tie bars turned out to look more like draw bars, the protruding parts of which had been lost through either removal or corrosion. The draw bars were also in a poor condition. Replacements were manufactured with a towing loop where each bar protruded through the wood, like those shown in the detail of the architects' drawings.

Dorothea Restorations also designed and built a new clerestory as close as possible to the architects' drawings and the shelter at Embsay Station. This allows ventilation through fixed louvres on either side of the clerestory, with two hatches on the roof beneath which can be opened and closed independently using a pulley system.

At the point of writing this article, the shelter, having arrived back at the Museum site in mid-December 2020 is complete apart from its wheels. A hardstanding is being installed and the shelter will be placed on this, on its wheels, early in the New Year. The interior will be fitted with bench seating, a table with coal locker beneath, a stove and wash basin, which have yet to be sourced. A range of interpretation, sympathetic to the restoration, will be installed. In addition, V21 Artspace will complete a further 3D scan of the fully restored shelter which will be turned into an enhanced virtual tour. As the shelter is not wheelchair accessible, this will allow people who cannot get inside or people who cannot visit the Museum to see the inside of the shelter.



Shelter exterior restored

Thank you to all the project funders, including the Association for Industrial Archaeology for allowing this restoration to take place. Visitors will now be able to appreciate this unusual structure for years to come.

Restoration Grant: Murgatroyd's Brine Pumps

Kerry Kirwan, Heritage Development Officer for Middlewich Heritage Trust, reports:

Middlewich Heritage Trust has just completed the restoration of Murgatroyd's Brine Pumps, the only intact and in-situ 'wild brine' pumps left in the UK with an original hand-dug timber lined shaft and gantry.

The building was on the 'Heritage at Risk' Register and, without a grant from the AIA, was in danger of total loss. The project successfully restored the shaft, well head, timber gantry, pumping rods and pumps.

A critical operation was the removal and restoration of the original 1889 gantry. Unfortunately, close inspection revealed that most of the timber was beyond repair. The structure was replicated using reclaimed 100-year-old pitch pine combined with serviceable parts of the old gantry. The gantry foundations around the well head were in good condition, requiring only minor repairs.

The existing shaft covers were beyond repair and were replaced by mesh panels, with lighting below to illuminate the shaft interior. A raised steel walkway was built to give safe access for visitors viewing the shaft.

As volunteers cleared years of debris, the pump house was photographed and measured, revealing several details of previous machinery and pipework within the building. Paint samples were colour matched and all metalwork was shot-blasted and repainted.

A shaft survey indicated that the John Thom pump riser pipes had badly deteriorated, but we were able to retrieve the submersible pump. This was in good condition and has been cleaned and conserved for exhibition. Some of its riser pipes have been replaced to maintain the visual appearance of the pumphouse.

This successful project enabled professional volunteers to help with drawings, specifications, and conservation work. Other volunteers worked with them, learning about, and undertaking, restoration, conservation, and interpretation to bring the site into public use. The associated research has also given us a better understanding of the site and its machinery. <https://www.middlewich-heritage.org.uk>

Restoration Grant: NELPG progress report

Graham Holt of the North East Locomotion Preservation Group reports:

Here is an up-date on the progress being made with our restoration of 0-6-0 tank loco J72 No 69023 *Joem*, as both boiler repair and cylinder casting contracts have now been let.

The boiler was despatched to the selected contractor, Northern Steam Engineering Limited at Stockton on Tees, on 14th October 2020. A small Covid-aware working party of NELPG volunteers was rostered to shunt a Weltrol

wagon bearing the boiler into position in Hopetown, Darlington yard, and successfully loaded onto a lorry equipped with a HIAB crane for the relatively short journey to the repair works. Thanks are due to the Darlington Railway Preservation Society for loaning their diesel shunter to move the Weltrol.

The boiler needs a new fire box end copper tube plate, part of the pitted boiler barrel replacing, and a new smoke box. Work will also include 139 new tubes and replacement of 69 fire box stays. Of course other work may emerge in progressing this work.

It is fortunate that NELPG volunteers had managed to strip down the loco to its component parts – including removal of both boiler and cylinder block – before the pandemic lockdown restrictions stopped work at Hopetown. The cylinder block had also been split into its two component halves, which enabled measurements to be checked against the plans and drawings the Group had.

The Group had decided on a 'lost foam' method of casting for the two cylinder block halves, but at the beginning of summer news came that the selected company had gone into receivership. This delayed matters considerably as new quotes were sought and the contractor selection reassessed. Recently the contract for the castings was let to the South Lincs Foundry, at Spalding, Lincolnshire, and £1,000 deposit paid to start the Purchase Contract. This company uses the older casting technique involving producing re-useable wooden patterns, which makes the castings more expensive. The current lead time for the completion of pattern equipment is 8-10 weeks, while another 3-4 weeks must be allowed for casting. The Group know from our J27 block casting experience, that things can go wrong in casting, as the J27 block needed to be redone. Shortly, the old cylinder block halves will be transported down to Spalding, so that the pattern makers can check on these first hand.

Looking forward, the Group hope to see the return of the machined block halves to Hopetown in the summer of 2021, followed by the boiler. All then depends on what the working conditions will be like later in 2021. Hopefully the Covid-19 crisis will have eased sufficiently to enable our volunteers to refit the cylinder block and pipe everything up – followed by the boiler.

Up-to-date information and pictures of work being done can be found on the Group's website at www.nelpg.org.uk (section 'J72 Blog').

Restoration Grant: progress report on *Susan*

In December 2020 Roy Chandler of The Susan Trust reported:

'*Susan*' is the only surviving wooden lighter from the Chelmer & Blackwater Navigation. She was also the first and only lighter to be fitted with an inboard engine. Her design is similar to that of the earlier horse drawn lighters which from 1797 carried a variety of commercial cargoes

between Chelmsford and Heybridge Basin on the Blackwater estuary in Essex.

Susan was built by R & J Prior of Burnham-on-Crouch in 1953 for Brown and Son Ltd. Timber Merchants of Chelmsford. She transported imported timber from the sea coast at Heybridge Basin near Maldon to Chelmsford, a distance of 14 miles. In 1972 all commercial traffic on the Navigation ceased and Susan was no longer required. Subsequently the Navigation Company acquired Susan for use as a maintenance boat but in 1976 they also decided that Susan was no longer required. The Chelmsford Branch of the Inland Waterways Association then purchased her to prevent her from being broken up. In the following years, she was owned by the Chelmer Lighter Preservation Society, Passmore Edwards Museum in West Ham and Chelmsford Borough Council Museums Service.

In 2002 it was discovered that the main keel (keelson) was rotting and this and other timbers needed to be replaced. The operation of Susan in the freshwater of the Navigation had resulted in gribble attack (a wood boring marine crustacean) to the underwater timbers. This eroded their thickness to an extent where they were considered unsafe. Chelmsford Borough Council was unable to fund the repairs and decided to have her lifted out of the river and placed on a concrete base in the grounds of Sandford Mill.

Many people opposed this plan as the lighter would fall into disrepair and there would be no incentive or money to maintain her. She would be unlikely to float again. Much of Susan's relevance would be lost if removed as an operational vessel from the Navigation.

The Susan Trust was therefore formed in 2005 with the aim of acquiring Susan and restoring her to working condition and using her on the Chelmer & Blackwater Navigation. Chelmsford Borough Council donated Susan to The Susan Trust in 2006 and also gave a dowry of £25,000 to begin the fundraising, along with the use of the mooring at the Sandford Mill Museum.

Susan is 18m long x 4.45m wide and has a displacement of 30 tonnes. She is listed in the National Register of Historic Ships and forms an important part of Chelmsford's industrial heritage as well as that of the Chelmer & Blackwater Navigation.

Four boat-builders surveyed Susan and all provided estimates for her restoration. St Osyth Boatyard was finally chosen to carry out the work. It was realised that raising over £120,000 for the restoration would be a difficult task. It was therefore decided to carry out the project in stages. This allowed funding to be raised for each phase and this in turn allowed urgent conservation/restoration work to be carried out, thus preventing further decay and increased costs which would be incurred if the work had to wait for the total project funding to be in place. This approach has also allowed exploratory work to establish the true condition of concealed parts of the vessel.

The early stages of the restoration revealed concealed rot and most of the ribs and upstands had to be replaced. Legislation changes meant we could no longer reclaim VAT and during the ten years that the project has been



Susan in dry dock October 2020. Roy Chandler

underway there have been periods where work had to stop due to a lack of funds. The total cost of the project has therefore increased to over £200,000 with VAT, inflation and dry dock charges. Grants totalling £139,500 have been received including £20,000 from the AIA. The Susan Trust has also raised a further £65,000.

The AIA grant has enabled the purchase of timber and fixings for the fitting of the sister keelsons, the gunnel frames to be cut, firred and the capping completed together with the engine cross beams, the propeller tunnel planking and deadwood. Volunteers have refurbished the original iron braces which have been refitted. The iron weed hatch is currently being refurbished ready for reuse.

While Susan is now looking like a lighter once again, there is still work to complete before she can be re-floated and moved back to the Chelmer & Blackwater Navigation. There are a few final woodworking jobs and then the fairing, caulking, plugging and tarring of the hull and repair of the twin rudder assembly.

There will then be the final stage to design and construct a cover and provide the heritage interpretation for Susan including the restoration project and the Navigation on which she will again operate. Funding will still need to be found for these final works.

Once restored Susan will be operated and maintained by the Susan Trust with additional volunteers recruited from the partner organisations. Income from running trips will cover operational overheads and provide funds to cover regular dry docking for underwater hull treatment. This, together with donations from local supporters and money from collecting boxes at the museum and at boat rallies, will also fund long term maintenance.

The Susan Trust has a legal agreement with Chelmsford City Council which provides a safe berth and mooring for Susan on the River Chelmer at their Industrial Museum & Science Education Centre at Sandford Mill. These facilities are provided free of charge as Susan is a major attraction at the Industrial Museum and previously featured prominently in the Science for Schools sessions held there, including the River Trail and demonstrations on friction. These were attended by some 5,200 school children annually prior to the Covid-19 crisis.

More good news at Elsecar – major new designations announced for Yorkshire industrial village

Tegwen Roberts reports:

Readers will remember the article about new research into the early model industrial village carried out as part of the Elsecar Heritage Action Zone, published in *IA News* issue 194.

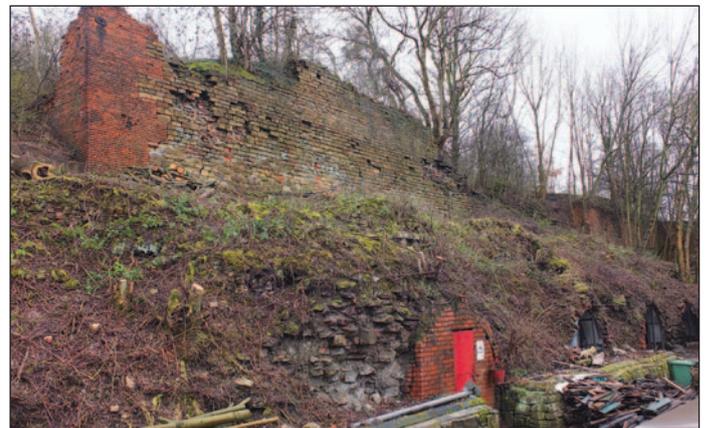
This research revealed the village's significance as a centre of industry and innovation from the 1790s onwards, under the direction of the Earls Fitzwilliam from Wentworth Woodhouse. It also highlighted the importance of the industry at Elsecar to the monumental landscape in which the village sites, and the role of the village as a showpiece for the Earls Fitzwilliam right up until the early 20th century.

On the back of this research the Department of Culture Media & Sport have recently announced that historic sites in the village have been given greater protection through a raft of new statutory designations, on the advice of Historic England. In total the DCMS announced 16 new listings and upgrades to existing listings. These form part of the legacy of the Elsecar Heritage Action Zone, a successful three-year partnership project between Historic England and Barnsley Museums, aimed at uncovering Elsecar's heritage and realising its economic and social potential for the future.

The new designations include the former Hemingfield Colliery and Elsecar Ironworks, which are both recognised as being of national importance and have been designated as scheduled ancient monuments. The former rolling mill, casting shed and impressive entrance arch of the Elsecar Ironworks have also been listed at grade II*, as has the former pumping engine house at Hemingfield. The former Elsecar New Yard workshops, built in 1850 by the 5th Earl Fitzwilliam (1786-1857) to support his collieries, ironworks and wider estate, have also been upgraded to grade II* listing, elevating them into the top 10% of England's most important historical buildings.

Hemingfield Colliery was developed in the 1840s and was one of a number of Elsecar collieries sunk by the Earls

Fitzwilliam from 1795 onwards. The development of the new colliery at Hemingfield, originally known as 'Low Elsecar' was overseen by the Earl's Superintendent Benjamin Biram (1804–1857) an influential engineer and a pioneer in mining safety. It is likely that evidence of Biram's experiments with mine ventilation methods still survive underground. The colliery complex included a purpose-built canal basin on the Elsecar branch of the Dearne & Dove canal. The basin is a listed building in its own right. The colliery remained in operation until 1920, when it was taken over by the South Yorkshire Mines Pumping Association. It remained in use as an active pumping station until it was discontinued in the late 1980s. It is a rare survival of a mid-19th century colliery site, and still retains two early 20th century concrete head gears (an increasingly rare sight) as well as a number of mid-19th century buildings, shafts and underground workings. The site is now owned and managed by a local volunteer group, the Friends of Hemingfield Colliery. Readers may remember that the group were awarded an AIA restoration grant to support repairs to the roof of the colliery winding house in 2016, and have made significant improvements to the site since, including removing large amounts of scrub and vegetation.



Elsecar ironworks furnace bank.

Photo T Roberts. © English Heritage



Hemingfield Colliery 2018. Photo Alun Bull. © Historic England

The Elsecar Ironworks was built in 1795 and was the first of two large ironworks created there by the 4th Earl Fitzwilliam (1748–1833). The other was the Milton Ironworks, approximately half a mile from the centre of the village. Between them, the two ironworks produced a series of impressive iron bridges (including suspension bridges for Marc Brunel), steam engines and rails. The Elsecar Ironworks was established by Darwin & Co. of Sheffield on land leased from the 4th Earl Fitzwilliam. The Darwins became bankrupt in 1827 and the Earl took direct control of the ironworks, appointing a steward, Henry Hartop (and later his son John) to manage the operation. By the 1830s the two ironworks were connected by a wagonway network that stretched from the Earl's ironstone mines at Tankersley to the canal basin at Elsecar. Sections of this wagonway – including original stone sleepers – still survive and are included on the Elsecar local list that has also recently been adopted by Barnsley Council.

In 1849 the Elsecar and Milton Ironworks were both leased to the Dawes brothers of Staffordshire. They made some significant changes, including installing a large new rolling mill. In 1859, the Elsecar Ironworks produced iron plating for HMS Warrior, the Royal Navy's first ironclad warship, built to maintain Britain's maritime supremacy. Both ironworks closed in the 1880s, and the blast furnaces were blown up shortly after. However, a surprising amount of the Elsecar Ironworks complex still survives as standing remains, including the Dawes' rolling mill of 1850 (now an events space managed by Barnsley Museums), the former furnace bank and casting shed (now an engineering workshop), the charging field and the ruined remains of a mid-19th century blowing engine house. The new scheduling recognises the importance of the site as a rare survival and a vital part of the Elsecar story.

Other new designations include Elsecar Holy Trinity School, built by the Earl Fitzwilliam in 1852 nearly 20 years before the Education Act of 1870 created local school boards to provide education for working class children. This been given a new grade II listing, as has a row of workers cottages inspired by designs by the Georgian architect John Carr at Skiers Hall. Another row of workers' cottages designed by John Carr survives in the village and was listed in the 1970s, however the significance of the Skiers Hall cottages was not fully recognised until recently.

The new designations are a boost to the local area and recognise how important its industrial heritage is, as well as the important role that heritage of historic sites and buildings can play in the future of the local region. Please contact ElsecarHAZ@barnsley.gov.uk for more information

New Year's Honours: Two Industrial Archaeologists recognised

Oliver Dearden OBE, from Westbury on Trym, a volunteer at the Bristol Aero Collection Trust, has received the honour for his services to cultural heritage in the aviation industry. Oliver is one of the founding fathers of Bristol Aero Collection Trust. He was instrumental in establishing the museum collection, preserving important objects to inspire future generations and celebrating Bristol's many remarkable aerospace achievements.

Source 'Bristol Live' www.bristolpost.co.uk

John Jasper BEM, has made a considerable contribution to Devon's industrial Heritage, with his knowledge, expertise and commitment to the development of Coldharbour Mill Working Wool Museum in Uffculme, Devon. He has worked as a volunteer there since 1990 and has left a remarkable legacy of heritage conservation and restoration for visitors to learn from and enjoy.

Source *Coldharbour Mill Latest News*
www.coldharbourmill.org.uk

Obituary for Jane Waterfield

Jane Waterfield, editor of the Newsletter of the Northamptonshire Industrial Archaeology Society has sadly died. The award-winning NIAG Newsletter was very much Jane's production. We extend our condolences to her husband, Terry, treasurer of NIAG.

Obituary (and a Blue Plaque) for Maggie Shapland

Mike Taylor reports:

A sad 'first' for the Bristol Industrial Archaeological Society!



Maggie Shapland passed away peacefully on 1st October 2020. She had been a staunch supporter of BIAS and Newsletter editor and programme organiser for many years, helped by husband Mike.

Maggie was well known as the leading light that preserved and kept alive the Clifton Rocks Railway. When she was diagnosed with cancer and given only two months to live she told the consultant "I can't die yet; I've got a book to write", which was brilliant therapy that culminated in the publication of 'The ups and downs of The Clifton Rocks Railway and Clifton spa'.

Maggie received a BEM for services to conservation in Clifton, a Lord Mayor's Medal for her fight in preserving the historical bits of Bristol. Street furniture and lamp posts were her favourites. She was also well known for her work in the computer centre at Bristol University and received the Chancellor's medal for long service – 40 years. She also wrote the history of the computer centre. Among her other interests was her collection of vintage cars which she regularly used and attended many events where she won innumerable awards. She was also an Open University lecturer and put many a student on the right path in computing.

The grand unveiling of Maggie's Plaque has been postponed, as with everything in life at present!

Industrial Heritage in the Covid-19 era: The Industrial Heritage Support Officer's report

Dr Michael Nevell, IHSO for England

September to December 2020 has once more been dominated by the Covid-19 pandemic, with, in England, a second lockdown at short notice throughout November. All industrial archaeology and heritage sites closed once more, and many staff were put back into furlough. Consequently, some sites brought their annual winter closure forward, so that less than 25% of all publicly accessible protected sites re-opened at the beginning of December after lockdown ended.

The IHSO project continues to expand its online presence. Three online Industrial Heritage Network (IHN) meetings (the first since 2019) were held in October, November, and December for London, the North West, and the West Midlands. The theme was the impact of the Covid-19 pandemic on volunteers, with Shane Gould (from Historic England), myself as IHSO, and regional Museum Development Officers giving short presentations about the current situation. There followed a round-table discussion at each meeting concerning the problems and experiences of lockdown, re-opening, volunteers, and new restrictions. In general, IHN members recorded no significant drop-off in volunteer numbers and enthusiasm, despite two lockdowns and continuing restrictions. Other members noted that virtual meetings were a very useful way of staying in contact with volunteers and that such meetings were not only financially beneficial, but also reached a wider audience.

An online poll by Museum Freelance was run between 12 and 30 November 2020 to explore the challenges faced by freelancers as a result of the Covid-19 pandemic, many of whom work in the industrial heritage sector. 350 people took part in the online survey from across the UK and the findings from freelancers working in museums, archives, galleries, and libraries, make for sobering reading. Covid-19 has had a severe impact on freelancers working in the sector, with 78% of respondents reporting a decrease in their income between March and October 2020, compared to the same period in 2019. 53% of respondents had had one or more projects/contracts cancelled as a result of Covid-19, whilst 63% of respondents had had one or more projects/contracts postponed.

There were two rounds of the Cultural Heritage Recovery Fund grants announced for England, in October and November. 39 organisations received grants totalling £18,062,984 from Arts Council England and 92 organisations received grants totalling £16,220,082 from Historic England. Most of these grants were for sums under £1 million, ranging from £13,200 for the Saltaire World Heritage Education Association to £717,400 for the Arkwright Society. However, three industrial heritage organisations received grants of over one million pounds: the Black Country Living Museum; Ironbridge Gorge Museum Trust; and the London Transport Museum.

The number of industrial sites receiving support grants was spread across the following areas: 13 in the East of England; 16 in the east Midlands; five in London; six in the North East; 14 in the North West; 21 in the South East; 33 in the South West, 12 in Yorkshire, and 11 in the West Midlands. As of December 2020, 131 of the c600 industrial monuments and sites protected and open to the public (21.8% or one in five) have now received emergency support grants.

Coping with Covid-19

Berkshire Industrial Archaeology Group reports:

Making a positive of a negative

The impact of the Covid-19 pandemic was swift and devastating for the Berkshire Industrial Archaeology Group (BIAG) shattering our 2020 plans. Our programme, since our beginnings in the mid-1970s, has been based on face-to-face events; suddenly no longer viable. Could BIAG survive this negative blow?

With a curtailed programme, expenses dropped giving the opportunity to offer 2021 as a free membership year: try-before-you buy for new people and a thank you to our loyal membership. A key part of our recent programmes was an industrial walk for Heritage Open Days. A new member suggested instead a Twitter Conference. Once we got our heads around the concept our 'IA in Berkshire and Beyond: Our Industrial Heritage in 280 Characters' was a success, attracting people from around the country and prompting over 700 views to the BIAG website.

In recent times we have built a fledgling social media presence through our website (<http://biag.org.uk/>) and Twitter account (https://twitter.com/Berks_IA_Group), so this year we have been putting extra effort into publishing and communicating new material. While doing this we haven't forgotten our roots and still publish regular newsletters for the membership. We are now creating an online 2021 programme, but hoping we can include face-to-face events when permitted, allowing us to offer content to those both locally and wider afield.

Has it all worked? So far, we've seen a 25% increase in membership, a steady growth in website visits and a doubling of Twitter followers. A positive start, but the hardest part is yet to come. How to maintain our community while socially distanced, so that come 2022, everyone will value the benefits of BIAG membership enough to pay the subscription. We'll let you know in 2022 – wish us luck!

Many thanks to Tegwen Roberts for help with this report

How are other groups coping?

A trawl through the Newsletters of other Industrial Archaeology Groups by the Editor shows a similar response.

Western Power Electricity Historical Society is offering free subscriptions for everyone next year, as is Merseyside Industrial History Society (until September 2021).

Many groups are offering meetings on-line via Zoom. Those in Greater London, Yorkshire, Merseyside, Greater Manchester, Surrey and Cumbria all offer a lecture programme on-line and some have held their AGM via Zoom.

In addition many groups are enhancing their newsletters and publishing occasional papers, lectures and podcasts on-line.

STICK, the Scottish Transport & Industry Collections Knowledge Network held an entirely on-line conference, which was then made available on their website.

Some groups have recognised that not all their members have access to the internet and so are sending copies of reports and newsletters by post.

On the other hand the opportunity to join meetings on-line has, for some, brought the benefit of attending while sitting comfortably at home.

This is obviously a very incomplete list. Please let us know how you are coping with Covid-19. Ed.

All Party Parliamentary Group for Industrial Heritage

Tony Crosby reports:

After an hiatus for much of this year due to other Parliamentary business taking precedence, the All Party Parliamentary Group for Industrial Heritage (APPG IH) held an Extraordinary General Meeting, virtually via Zoom, on Monday 30th November 2020. As well as a number of MPs it was attended by Mike Nevell and Tony Crosby, representing the AIA, plus Sir Neil Cossons, and Shane Gould from Historic England. It was a very short meeting as the main item on the agenda was the election of a new chair. The previous chair, Nick Thomas-Symonds announced that he had to step down due the demands of his Shadow Cabinet role as Shadow Home Secretary. Nick had been chair since February 2016 and had overseen a series of Evidence Sessions in October 2017, the subsequent publication of the *'Report on the Challenges Facing the Industrial Heritage Sector'* in May 2018, and a Summit held at the V&A Museum, London, in July 2019. Nick brought much commitment, ideas and energy to the Group and will be missed.

However, the meeting then elected and welcomed the new chair, Stephanie Peacock, Labour MP for Barnsley East. Stephanie studied and then taught History before becoming an MP in 2017. Within its boundaries her constituency has Worsbrough Mill, and the historic village of Elsecar where there has been recent upgrading and listing of 16 historic sites. Following her election as Chair of the APPG IH, Stephanie posted her reaction on her website, ending by saying "Our industrial heritage should be accessible to everyone. As the MP for Barnsley East, and now as the chair of the APPG on Industrial Heritage, I will continue to work with colleagues across Parliament, heritage organisations and voluntary groups to ensure that this is the case, both now and for future generations."

Stephanie plans to hold her first meeting of the Group, virtually via Zoom, in the New Year when top of her agenda will be the impact of Covid-19 on the sector's sites and museums, and how to mitigate the consequences of the pandemic.

Military Aviation Heritage Network

The newly-launched Military Aviation Heritage Networks (MAHN) are regionally based groups of organisations that bring together those who care about aviation heritage, its conservation, commemoration, display and sustainability. Inspired in part by the IHSO project, the MAHN is funded by Historic England and the MAHN development project is managed by Biggin Hill Memorial Museum.

The initiative began with 11 Group Heritage Network in the South East of England and the MAHN project is keen to establish further networks in other regions during 2020/21 and promote the activities existing aviation networks.

The aim of the Military Aviation Heritage Networks is to provide regional 'peer to peer' support, discuss common issues, develop mutually beneficial projects and share best practice. They are open to people who manage and operate the c200 publicly accessible aviation heritage sites, memorials, museums and attractions devoted to military (and civilian) aviation history in England.

The Military Aviation Heritage Networks development programme aims to publicise existing networks where they already exist and establish new regional networks where they are needed. The MAHN programme is working on compiling a database of all these sites in the UK and working on developing heritage trails to encourage visitors to visit a number of aviation heritage sites in an area.

If you are involved in an aviation heritage site, museum or organisation and would be interested in joining or establishing a group in your area, the MAHN team would like to hear from you. You can get to the team via the MAHN co-ordinator, Dr Toby Butler at: milavheritagenetworks@gmail.com.

New Research Source

Robin Monico, Secretary – WH Allen Engineering Association reports:

WH Allen Engineering Association (WHAEA) has now made its archives freely available on their website www.whaea.co.uk. There are almost 600 publications covering the work of the company from the 1880s to the present. This includes all recent publications and Newsletters, located in the WHAEA Documents section of their archive (WHAEA Document Archive > Public > W H Allen Engineering Association).

Planning Casework Report, December 2020

Amber Patrick, Planning Casework Officer

At the beginning of 2020 no one had any idea of the disruption which was to transform the year. Covid-19 has had a major and often tragic effect on so many people's lives but at the same time some things surprisingly have remained the same. In part that has applied to my work looking at planning applications affecting industrial sites. At the outset there was a problem in that the Ancient Monuments Society (AMS) who now refer industrial cases to us had one member of staff leave (for geographic reasons) and another go on maternity leave. In the short term this meant I went back to checking the CBA's database. I am pleased to report that referrals are now back to normal. However, it is important to remember that not all cases come from either the AMS or the CBA, but from individuals or local groups concerned about their industrial heritage. Such sites are usually Locally Listed but therefore do not have statutory protection. One such case is Kemp's Mill at Evercreech, Somerset. The application was for the demolition of Kemp's Mill and former Creamery Buildings as well as a number of 20th century industrial buildings on the site. The Association objected to the application and recommended its refusal. It is worth looking at the history of the site and its wider setting.



Kemp's Mill

It was a silk mill built in about 1861 by William Kemp, who was a member of the prominent family of Spitalfields silk manufacturers. The factory itself remained in use until at least 1919. The creamery, however is of a later date, 1891, and this use for that of food production/storage continued until the whole site went out of use in 2018. As a result of this reuse of Kemp's mill, all the machinery had been removed. However, all the buildings, in particular Kemp's mill, remain an important part of Evercreech's industrial development and demonstrate the importance of the silk

industry to the village as well as to this part of Somerset. The original creamery buildings, as opposed to the 20th century industrial structures demonstrated changes in economies and industries and are important for this reason. I noted that Kemp's Mill appears in two important publications and the Creamery buildings in one. Both buildings are referenced in Pevsner's *The Buildings of England, Somerset: South and West* by Julian Orbach and Nikolas Pevsner, published in 2014, at page 298, on Evercreech.



The Creamery Building

It is noted that the Creamery buildings are behind Batt's House and that Kemp's silk factory of c1860 is opposite the earlier Wards Mill of an early 19th century date. Of equal importance is the reference to Kemp's Mill in the major publication, the *Textile Mills of South West England* by Mike Williams and published by English Heritage in 2013. At page 167 there is a description of Wards' Mill and a brief one of Kemp's Mill and the comment that it is a late example of a silk-weaving loom shop, but more important is the statement that "the two sites [Ward's and Kemp's] now forming a rare group of surviving workshops." On page 168 there is a photograph of Kemp's Mill with its boarded-up windows. These two references demonstrate the importance of these buildings nationally even though neither are listed. The reference in the *Textile Mills of South West England* shows the importance of Kemp's Mill façade to the street scape and it shows how the silk industry buildings were located so close together. If Kemp's Mill were to be demolished not only would this street scene be lost but also the feeling of how the silk industry was worked in Evercreech. It should also be noted that the Creamery Buildings in particular are mentioned (page 7) in *A Guide to the Industrial Archaeology of Somerset* edited by Peter Daniel and published for the AIA's 2019 conference at Cannington in Somerset.

Photographs courtesy of Evercreech & District Local History Society

Historic England Listing Project

Amber Patrick

In March 2019 the AIA was approached by Matthew Saunders (the retired Secretary of the Ancient Monuments Society) who had been commissioned by Historic England to carry out an overview of the current state of Listing in England.

Matthew had been asked to report on Listing, not Scheduling, but the interface between the two was very much something for the report. In his email he stated that there were particular areas where the AIA's thoughts would be of value:

“1 The ‘legacy lists’ – where an industrial site is listed but has an inadequate description (schedule) and you had to prioritise those sites which should be the subject of a longer, more exhaustive schedule, which would they be? Maltings – in order to ascertain the survival of germinating floors and kilns is clearly one but there must be many.

2 From your point of view which is the better means of protection and management for an industrial site – listing or scheduling? Does it matter if it's a working site?

3 Does it work where both controls are in force in the same structure? Listing for the mill, scheduling for the machinery etc?

4 Do you think that HE has sufficient understanding of, and access to, knowledge on industrial archaeology?

5 Given AIA's strong international focus are there beneficial examples in the protection of the industrial heritage abroad that you would especially draw attention to?”

There was also an attachment with other request details and with the help of other members of Council, I drafted responses, a total of four pages, two as a response to the email and two for the other document. It is perhaps relevant to note some of the details of the responses from them here (in no precise order):

1 Ideally, ‘legacy entries’ should be revisited; and later versions were definitely better because the more detailed the description are beneficial in planning/listed building applications. Reasons for listing are important.

2 After 1850 – criteria tougher. Although there were clearly important developments and survival prior to this date, many industries with important developments were post 1850 and so in the second half or the 19th century and into the 20th century. One has to remember that even that is now more than a century ago. The consequence is that later sites may be more easily lost. It was pointed out that the AIA do not put forward cases for listing although they might support Affiliated Societies and provide guidance. Because I was responding in respect of industrial sites any geographical survey should relate to the area high in industrial development. However, it is important to remember that some industrial sites are in otherwise remote areas, or are not thought of as industrial. I also made comments on Locally Listed buildings which are important locally whereas listed buildings are nationally important.

3 Mills primarily textile but including other uses but not really corn/flour wind and water mills – although I am aware that a lot of work has been done on specific regions. A mill site is not necessarily just the mill building but may include a number of other buildings such as an engine house and perhaps importantly a mill pond and other water courses such as feeders etc. Whilst not all the buildings might have been considered as of listable quality it is important to remember ancillary buildings, water courses, ponds, internal railways, etc. form part of the whole and although some may be considered as curtilage listed this is not always the case. There needs to be some method of dealing with the site as a whole and that as a whole it has an importance.

4 Listing, the majority, although by no means all, are buildings and therefore are above ground remains and therefore in the planning system are best dealt with under listing. The planning system does provide for dealing with below ground features most notably but not exclusively by watching briefs and recording – of both the industrial and earlier periods.

And I added the following additional comments:

There is however, I feel a need for giving locally listed buildings some statutory protection and making them locally designated heritage assets. They are locally important but not sufficiently outstanding to be of national importance. It could also be that certain townscapes should also have more protection for the industrial buildings which dominate and make that town special. See above in respect of railway works but this could also apply to Stoke on Trent where it is not just the bottle kilns which are important but all the buildings which go with them including civil. Other towns that come into this category include say Luton and its hat industry but there are other towns such as Northampton and its shoe industry, and there will be others.

At the end of November 2020 Matthew emailed me with a link below to the Synopsis of his Report on Listing commissioned by Historic England. It is now on the Historic England website together with the formal response: <https://historicengland.org.uk/listing/the-list/about-the-list/saunders-report>

The full Report will follow early in the New Year.

There is much detail there but it is appropriate to mention just a few of the recommendations. These include a third national survey including revisiting ‘minimalist’ descriptions. The Government has found £500,000 to expand the application of the non-statutory Local Lists and it is to be hoped that it might find greater sums for the statutory equivalent. It should be noted that the report does refer specifically to industrial urban structures; the present three listing grades will be retained and that interim protection should be introduced in England as it is in Wales. The main recommendations also included a systematic review to address blatant omissions, critically 19th and early 20th century industrial and agricultural assets.

Those interested should read the Synopsis and current response in full at the link above.



Shrewsbury Flaxmill Maltings 2020

News from Historic England: Progress at Shrewsbury Flaxmill Maltings in 2020

Built in 1797, Shrewsbury Flaxmill Maltings is currently being restored after two centuries of use, first as a flax mill, then a maltings and also as a training centre and barracks during World War II.

The Historic England team are looking forward to autumn 2021 when the building opens for commercial tenants, and spring 2022 when the new visitor experience opens. Here are some of the highlights from 2020.

Iconic Jubilee Tower and Coronet are revealed

The Jubilee Tower, added as part of the 1897 conversion to a maltings has now been restored. The timber cladding boards have been replaced, along with a new roof of traditional leadwork. The whole tower has been repainted in its beautiful original deep red and skilled craftsmen have reinstated the windows.



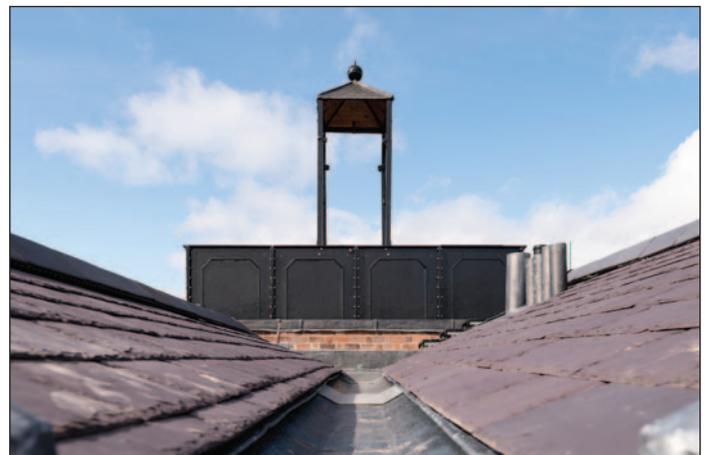
The restored Jubilee Tower and coronet

The coronet, which sits on top of the Jubilee Tower, was added in 1897 to mark Queen Victoria's Diamond Jubilee. It underwent months of painstaking work; fractured

ironwork was re-stitched and missing and decayed decorative elements were recreated with the beautiful sunflower and crown details gilded in gold.

These two iconic features of the Flaxmill Maltings were revealed this year following their restoration, having been shrouded in scaffolding for several months.

During the maltings period, vast quantities of grain needed to be moved around the site and the tower originally contained a hoist elevator for moving germinated barley from the wide open floor spaces in the Main Mill and Cross Mill, to the Kiln for roasting.



The water tank and bell cote

Two original 18th century features, the water tank and bell cote, also underwent vital repairs. Fully repaired and repainted, they were refitted in early March 2020. Investigation in 2019, showed that the water tank, together with the cast iron beams that support it, was an original part of the Main Mill where previously it was thought that the tank was a later addition.

South Engine Houses Restored

Works have repaired the exteriors of both the Old and New South Engine Houses. The slate roofs have been retiled, brick walls repaired and repointed, windows restored and the 1897 hoist tower repainted in the striking original deep red colour.

The Old South Engine House was part of the original 1797 mill, which was powered by steam. Evidence in the form of the original order form dated May 1796 shows that the original Old South Engine house was home to a 20-horsepower Boulton & Watt steam engine which powered the flax spinning machinery. The steam that powered the engine came from the boiler houses which were located at the front of the Main Mill.

The second and 'New' South Engine House was built in 1810. Unusually, the Old Engine House was retained, not demolished and replaced – which is why there is such an early surviving example. This new building had a 60-horsepower steam engine installed, replacing the earlier engine.



The restored New and Old South Engine Houses and the newly repainted 1897 timber hoist tower.

Kiln Transformed

The Grade II listed Kiln was added in 1898 during the site's conversion from a flax mill to a maltings and is being prepared for future use as the entrance for commercial tenants.

In early 2019 complex internal scaffold and shoring support to the Kiln was put in place. Work then began on deconstructing the distinctive pyramid roof. The roof slates had been stripped several years ago leaving only a temporary felt roof, so the steel and timber structures were all in poor condition and needed to be replaced.

A new steel roof structure and skylight have been installed and 7,200 new Welsh slates from Penrhyn Quarry have been used to complete the new roof.

The Kiln roof repair was the final piece of the jigsaw and the familiar rooftop profile of the Main Mill and Kiln at Shrewsbury Flaxmill Maltings is once again complete, with the restored Jubilee Tower, coronet, water tank and bell cote all now visible from across the town.

All photographs courtesy of Historic England.

My thanks to Clare Regalade and the Project Team, and also to Bill Klempner of Historic England for facilitating the contact with the Project Team. Ed



The kiln revealed without scaffolding in December 2020

A Flaxmill Noël

Zoe Arthurs, Secretary of the YMB reports

In December members of the Young Member Board, joined by some of the AIA Council, donned their best Christmas jumpers and sat down to enjoy an evening with Richard and Penelope of the Friends of the Flaxmill Maltings.

The first half of the evening was dedicated to the life of the site, detailing its history as a flax mill for 90 years, and its subsequent 90 years as a maltings. We were privy to exclusive photos and maps, saw how canal and rail infrastructure supported the area, and learned about the communities that served these businesses. A raw yet honest account of child labour at the site highlighted the human cost of globalisation. These archives go on to narrate the diversification of the labour force at the Flaxmill as protective legislation was introduced. It was great to see an industrial organisation embrace its truths and be open with stakeholders about the past.

The second part of the webinar could satisfy even the most seasoned architect or engineer. We heard about the opportunities, but also the challenges this building offers, and there are many! The preservation of cast-iron valley gutters and expert restoration of the Jubilee Coronet, which was cast in 1897 at the Saracen Foundry in Glasgow, highlighted just how each facet of conservation contributes to the life being breathed back in to this site.

Video modelling of the construction phases gave us an exciting insight to the intricacies of such an impressive structure. We also received a sneak-peak at the plans for the wider site in the coming months and years.

The Association for Industrial Archaeology Young Members Board would like to extend their genuine thanks for the warm welcome and brilliantly coordinated evening; a great time was had by all.

Tugs on the Thames and the Tideway Tunnel

Robert Carr reports:

The fine illustration of the steam tug Kern on the front page of the last issue of *IA News* brings to mind the subject of tugs. Kern was built in 1913 and retired after 58 years' service, but there are some fairly old tugs still at work, for instance *Upriver* on the Thames. Despite there being almost no cargoes being moved about now there is still plenty of activity because the biggest infrastructure project ever undertaken by the UK water industry is underway, requiring a plentiful supply of materials and an ideal way to move civil engineering materials is by water.

The great work being undertaken is the Thames Tideway Project, which will finally bring to an end the worsening problem of dilute sewage being discharged into the river at times of heavy rainfall. A tunnel, 7.2 metres (24 feet) in diameter, is being bored beneath the bed of the Thames all the way from Hammersmith down to Abbey Mills pumping station. This tunnel, 25 km (15 miles) long and with a maximum depth of 65 metres (213 feet), will collect all the discharges which might take place from the various outfalls along the Thames and carry them safely eastwards, deep below the bed of the river.

Over the past year the scene on the River has been changing. Now most of the tugs you see at work on the Thames are General Port Services vessels.



GPS Iberia, built in the Netherlands in 1959, pushing a dumb barge.

Constanța is the largest port on the Black Sea. The reason for this visit is unknown; it might have been to tow a barge from there back to the Thames.

Tugs seldom tow barges as they used to. The barge is TTT-35, where TTT stands for Thames Tideway Tunnel. Tugs have strong hulls and can continue in service for many years.



GPS Racia

Racia, with a length of 80 feet, was originally named *Pieter Goedkoop No 6*. She was built in 1964 at Arnhem in Holland. The tug was renamed *Condor* in 1982 and in the year 2000 was acquired by GPS. In 2002 the name was changed to *Racia*. This name had been used before for a Thames tug – *Racia* has been a popular appellation. The present-day *Racia* might be a moderately old vessel but was upgraded in 2013 and still does excellent work on the Thames.

London's main drainage is a big subject, the most notable contributing being that of Sir Joseph Bazalgette, 1819-1891. The great work of Sir Joseph still functions and will continue to be used, but with the increasing use of water is proving inadequate at periods of heavy rainfall when it is possible for dilute sewage to be discharged into the Thames.

GPS Marine Contractors Ltd. is the main marine contractor for the largest section of the Thames Tideway Project. Their contracts on the central section are for the transport of nearly 2 million tonnes of tunnelling spoil and the delivery of 7,050 tunnel lining rings weighing 43 tonnes each. They are providing five tugs and twelve 1,500 tonne hopper barges, plus five more tugs and a range of other barges and marine plant for ancillary work, and the company is also engaged in additional support activities.

Photographs RJM Carr



GPS Avenger passing Woolwich Dockyard

GPS Ltd. are marine contractors whose work embraces civil engineering, dredging, diving and marine & offshore work. They also move loads by dumb barge and are very much involved in the Thames Tideway Project. With huge amounts of new building works also taking place in the London area, transporting building materials by water has become a large-scale operation which helps to reduce the number of lorry journeys through the streets of London.

GPS tugs can also make surprisingly adventurous sea voyages. In January 2020 *GPS Avenger* towed barges *Espera 140* and *Espera 141* from Stellendam, near the mouth of the Maas in Holland, to Le Havre. Unable to secure further work for the rest of its outward voyage, *GPS Avenger* then carried on light to Constanța in Romania.

Tiles, Christmas and Opium

David de Haan shares an interesting letter

Decorative tiles were big business in the late Victorian and early Edwardian period, the most common material being clay ground into a dust and compacted under a fly press before being fired and decorated. A wonderful range of these tiles can be seen at the Jackfield Tile Museum in Ironbridge. However, it was also possible to make wall and floor tiles using slate dust and in the late 1880s there was a tileworks at Porth Penrhyn, just east of Bangor, whose products were used to re-floor Bangor Cathedral. The Great Strike of 1900 at the nearby Penrhyn Quarry put an end to the tileworks so its manager, Frank Barber, moved to the Porthgain Slate Quarries in Pembrokeshire, where he improved the use of hydraulic power to split the slates. Part of United Welsh Slate Company, by 1890 they had diversified into producing bricks, but the slate business ended in 1910 and brickmaking two years later.

Many years ago I received a letter from Frank's daughter Alice, then aged 85, recalling her father's employment and an unfortunate accident he had, revealing an interesting remedy that you won't find in today's household medicine cabinet. She wrote: "Some cordite found its way into the cotton wool used as a Father Christmas decoration to his costume. The candle on the Christmas tree set fire to it and he slapped the wrist of his costume which was smouldering, so the lot exploded. There was no doctor at hand. My mother blew opium soaked in brandy down his scorched throat, which saved his life."



Image from '1913 Gamages Christmas Bazaar Catalogue', David & Charles 1974.

Is there a locomotive coal crisis?

IA News Editor Pat Bracegirdle notes that:

News of a lump coal crisis features in a number of recent Newsletters from Industrial Archaeology Societies. These originate from concerns, expressed in some railway magazines, that, should British coal mines close, due to environmental concerns, there will be a shortage of lump coal to run heritage railways.

The Times, on 7th January 2021 published an article, entitled ***Trains lose steam as mines shut***, which quotes the Heritage Railway Association (HRA) as saying that English coal supplies will run out early this year after planning permission for a new coal mine near Newcastle was refused. The only mine in the UK producing the lump coal used by steam locomotives is Ffos-Y-Fran near Merthyr Tydfil, which is due to close in 2022. The Association said that once stocks run out the industry will be reliant on foreign imports.

Also quoted was Tom Bright, of *Steam Railway* magazine, who said that it was another nail in the coffin for the industry.

However, *Steam Railway*, in Issue 513, (11th December 2020) says there is no problem. West Coast Railways import coal from Russia at a good price. It has low volatiles, which mean little smoke and high energy. A spokesman said "*the message is that while it is disappointing not to buy British, the supply is still there*".

Chris Price, General Manager of the North Yorkshire Moors Railway, who is also vice chairman of the HRA said "*we're going to come under increasing pressure to show we're sustainable – and one question is whether it's a good thing to import coal 6,000 miles when there's still coal in the UK.*"

In the January 2021 issue of *Steam World*, Bob Gwynne, National Railway Museum Associate Curator, points that if lump coal has to be imported it will greatly push up operating costs on Britain's 562 miles of heritage railways, threatening their very existence.

My thanks are due to Bob Carr for his contribution to this note. Ed.

Letters on this topic to the Editor, please.

New Member

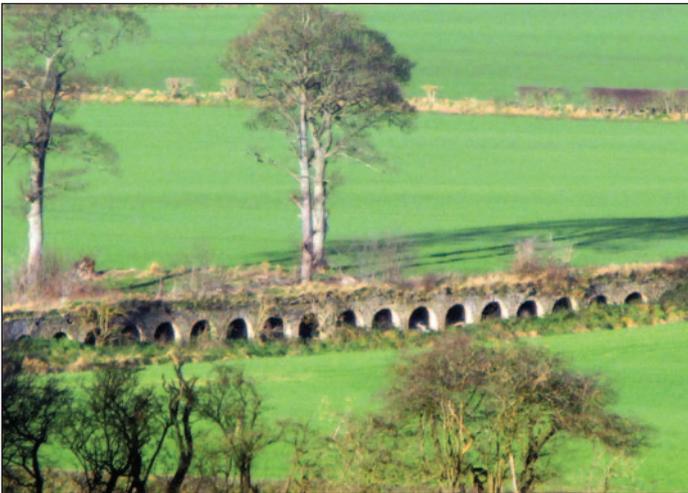
2020 was a bumper year with 46 new members, 15 of them being on the Young Members Board. Since the last issue there has been only one new member:

Michael Arthur from Wishaw, North Lancashire. A warm welcome, Michael.

Is this a first?

Jane Ellis, from the Industrial History Section of the Yorkshire Archaeological & Historical Society, writes:

I have recently photographed what are alleged to be the country's (and possibly the world's) oldest railway viaduct and tunnel, on an 18th century waggonway/tramroad at Flockton near Wakefield, West Yorkshire. The viaduct is located in fields between Flockton Green and New Hall Prison, 180ft long, with 20 arches, showing as extant on both the Ordnance Survey 6 inch maps Yorkshire 261.NE of 1849 (published 1854) and 1891 (published 1894), but shown as abandoned on the 1904 version (published 1907). The tunnel is about 30-50 yards long but only the south-western portal survives. It runs beneath New Hall Approach, a road which was built on the trackbed of a later colliery railway.



Flockton tramroad viaduct

The waggonway ran from Lane End Colliery (known at the time as New Hall Colliery) near Flockton to Horbury coal staithes, originally on wooden rails, but these were later replaced with iron. According to different sources the line was built from either 1772 or 1790.



Flockton tramroad tunnel interior



Flockton tramroad tunnel portal

The tunnel portal is Grade II Listed (1135523) with a Historic England date of 1772-1775, but the late local historian John Goodchild's account in his 1982 book *British Mining, Northern Mining Research Society no 19, Memoirs 1980 -1982, The Old Flockton Collieries c1772 to 1893* would appear to be more reliable, giving a build date for the line of 1790-1793 taken from the diary of Richard Milnes Jnr, son of the mine proprietor, which states that at this time his father and his three brothers "made a contract for the Flockton colliery, laying a Newcastle waggonway with wood (for iron roads were not known at that time)."

**Yorkshire 261 (Includes: Emley; Kirkburton; Skelmanthorpe.)
Surveyed: 1849 to 1850
Published: 1854**

England and Wales, 1842-1952



Flockton 6 inch map 1854

I have applied to Historic England for this very early viaduct to be listed, and hopefully preserved.

All photographs by Jane Ellis

Jane knows that claiming a 'first' is always open to question. Comments please. Ed.

Newsletters / Bulletins received

Berkshire Industrial Archaeology Group (54) *Winter 2020*
Cotswolds Canals Trust (190) *Winter 2020*
Cumbria Industrial History Society (108) *December 2020*
Dorset Industrial Archaeology Society (59/60) *December 2020 January 2021*
Greater London Industrial Archaeology Society (310/311) *November 2020 / December 2020*
Greater Manchester Archaeology Federation (17) *December 2020*
Historic Gas Times (105) *December 2020*
Irish Railway Record Society (203) *October 2020*
Lichfield Waterworks Trust *December 2020*
Manchester Region Industrial Archaeology Society (164) *Winter 2020/21*
Merseyside Industrial Heritage Society (403) *November 2020*
Midland Wind and Watermills Group (128) *December 2020*
National Piers Society (137) *Autumn 2020*
North East Derbyshire Industrial Archaeology Society (80) *November 2020*
North Eastern Locomotive Preservation Group (218) *August 2020*
South West Wales Industrial Archaeology Society (139) *November 2020*
Subterranea Britannica (55) *December 2020*
Suffolk Industrial Archaeology Society (151) *November 2020*
Surrey Industrial History Group (228) *November 2020*
Sussex Industrial Archaeology Society (188) *October 2020*
Sussex Mills Group (188) *October 2020*
Welsh Mines Society (83) *Autumn 2020*
War Memorials Trust (87) *November 2020*
Warrington History Society *December 2020*
Western Power Electrical Historical Society (76) *December 2020*
West Lancashire Light Railway *December 2020*
Yorkshire Archaeology and Historical Society (110) *Autumn 2020*

The AIA's Social Media Sites

Website: www.industrial-archaeology.org

Facebook: www.facebook.com/groups/wearetheaia

Twitter: [twitter.com@aindustrialarch](https://twitter.com/aindustrialarch)

Industrial Archaeology News

(formerly AIA Bulletin, ISSN 0309-0051)
ISSN 1354-1455

Editor: Patricia Bracegirdle

Published by the Association for Industrial Archaeology. Contributions, news and press releases should be sent to Dr Patricia Bracegirdle, 4 Column House Gardens, Preston Street, Shrewsbury, SY2 5GY, Tel 01743 366415 (with voicemail), or by email to ianews@industrial-archaeology.org.

Final Copy dates are as follows:

1 January for February mailing

1 April for May mailing

1 July for August mailing

1 October for November mailing

The AIA was established in 1973 to promote the study of Industrial Archaeology and to encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes a twice yearly Review and quarterly Newsletter.

Further details may be obtained from the AIA Liaison Officer, 7 St Michael's Close, Madeley, Telford, Shropshire, TF7 5SD. Tel 01952 416026 (with voicemail), or by emailing secretary@industrial-archaeology.org.

The views expressed in this newsletter are not necessarily those of the Association for Industrial Archaeology.

STOP PRESS

AIA Annual Conference cancelled

On 4th February Hope University, Liverpool, cancelled all events until at least the end of August, which of course includes our annual conference. At the AIA Council meeting on 6th February it was decided to develop an entirely virtual conference, spread over two Saturdays in August / September.

We will keep you informed and updates will be emailed and posted on the website home page at www.industrial-archaeology.org.

David de Haan

Hon Secretary

The Back Page, *An introduction to workers in the field*

Marilyn Palmer, President of the AIA



This image is of myself when not acting as Hon President of AIA. I am an archaeologist and enthusiastic walker, so I walked Hadrian's Wall from west to east a few years ago! I joined AIA in 1982 as Affiliated Societies Liaison Officer, a role I much enjoyed as I have worked with many voluntary societies in my career and still think they form the backbone of industrial archaeological work on the ground. In 1984, I also took over the Editorship of *Industrial Archaeology Review* jointly with Peter Neaverson, a position we held until 2002 – not quite 20 years! This kept me in touch both with the voluntary societies and with the national bodies dealing with industrial archaeology, something that was aided by my position as a Commissioner with RCHME and with various committees of the National Trust and English Heritage.

I have twice chaired AIA Council and in 2010 succeeded Professor Angus Buchanan as the Hon. President of AIA. However, I still play an active role in AIA, managing several of the awards which deal with publications and dissertations. I ran the AIA Conference at the University of Loughborough in my early days with AIA and so was able to take over at very short notice when we had to organise a conference in the University of Nottingham in 2018. I think that AIA conferences both enable members to understand and explore a new area of the country but also, with the seminar and the Rolt Lecture, enhance people's understanding of the significance of both industrial archaeology and industrial heritage on the national scene. I welcome the recent initiative of the Young Members Board and foresee much greater attention to social media and to virtual meetings, with which we have all become familiar in recent months.

However, I do look forward to the time when old friends in AIA can meet one again in person at conferences and hope we will be able to do this in 2021, and that I may see many of you there.

Bill Barksfield, The AIA Webmaster, or as Dr Johnson said, "a harmless drudge"



In this age, most people's first contact with an organisation is through their website and, as Webmaster, it's my job to make sure that not only is the technology working but also that this very public face of the Association is kept up to date. On about 70 fixed Pages the AIA website lays out what we do as an organisation for our members, our Affiliated Societies and for Industrial Archaeology as a whole. The site includes details of the Awards and Grants we offer and updates on many of our activities both past and future, together with the diary of upcoming events. There are also about 140 News articles about items of IA interest and 30 Feature Articles covering topics in more depth. To keep everything working properly for the 10,000 visits to the website every year is a steady job for me, not only keeping up with the software changes required but also chivvying members of Council and a range of other groups to supply the right information at the right time.

I always welcome input for, and comments about, the website, be it for News, Features or upcoming Events, at webmaster@industrial-archaeology.org