

Restoration Grants 2022 Web Report

Somewhat surprisingly, for whatever reasons, the easing of Coronavirus restrictions has not led to a surge in applications; quite the opposite. By the end of March 2022, we had received only 13 applications, including just two for Small Grants.

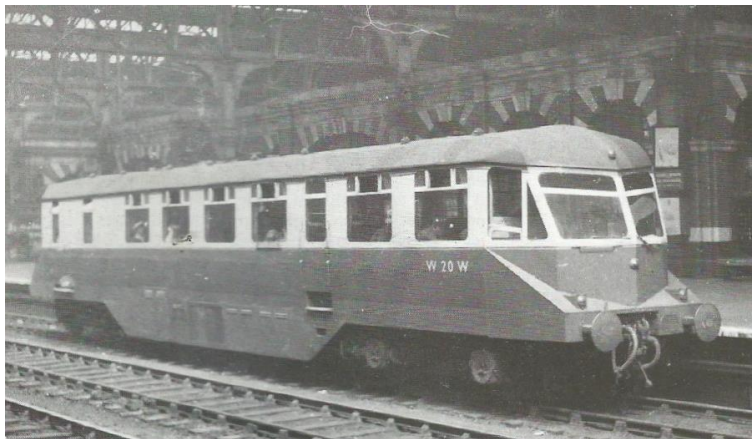
Once again, there were applications for a wide range of structures, and machinery and, once again, transport related applications dominated the crop:

- Railways contributed a 19303 Railcar, a Kitson saddle-tank locomotive, fittings to an early station building, a turntable and a lifting bridge;
- Waterways featured with a narrowboat, a crane and two lifeboats from a Lightship;
- There was only one vehicle – an outside broadcast generating truck;
- As regards buildings we had applications for a mill chimney, an engine floor, a quarry weighbridge hut and watermill waterwheel.

The applications themselves did not have quite the national significance of those of some previous years and the AIA Council agreed that we should fund only seven of the applications with offer of grants totalling some £116,000.

Major Projects

GWR 1930s Railcar, Kent & E Sussex Railway



GWR W20W in original service, late 1950s, photo R.H.G. Simpson

Great Western Railcar W20W is a unique example of these early diesel-powered vehicles which came into service in the 1930s and 1940s when steam was powering the UK rail network. The innovation provided alternative motive power for lightly loaded rural railways and pioneered designs that would form the basis of the diesel-powered multiple units (DMU) that became the future approach to rail passenger travel. Only three such vehicles remain in preservation, of which one, an earlier variant of a different design, is a static exhibit.

W20W entered service in 1940 and is unique in that it is the only remaining example fitted with a dual range gear box. This feature was added to Nos 19 and 20 and provided for a designed top speed increase from the standard 40 mph to an approximate 60 mph for express services over longer routes. The restoration of this vehicle is therefore vital,

returning to operation its unique mechanical design and demonstrating to the public how diesel-powered rail vehicles evolved and started to replace steam locomotion, thus laying the foundations of modern rail travel.

The Railcar has special relevance for the Kent & East Sussex Railway. Firstly, as the first Light Railway approved under the Light Railways Act of 1896, the K&ESR provides an appropriate context to demonstrate the vehicle and the use for which it was designed. Colonel Stephens, the line's entrepreneurial promoter and manager in its earliest days, was a proponent of railcar technology and well known for trialling and using various early makes of internal-combustion railcars on this line and other Light Railway in his empire. Secondly, Railcar W20W conveyed the first fare-paying passengers on the K&ESR when it opened in preservation in 1974. Since the vehicle was withdrawn from service in the 1980s, a dedicated group of volunteers has been working on its restoration.

1834 Stephenson Lifting Bridge, Mountsorrel



The Lift bridge at its early site at West Bridge, Leicester

Mountsorrel and Rothley Community Heritage Centre has been awarded a grant to restore Stephenson's Lift bridge which Leicester City Council have donated to the Centre. The very significant bridge has gone through several vicissitudes including a brief life at the ill-fated Snibston Discovery Park and now lies dismantled at the Centre.

In 1830 George Stephenson won the contract to build the Leicester & Swannington Railway, which was built primarily to allow the easier movement of coal from the west Leicestershire coal fields. George was still working on the Liverpool & Manchester Railway at the time so sent his son Robert to Leicestershire to oversee the project. One of Robert's early challenges when building the Leicester & Swannington Railway was to design and build a timber lifting bridge, which would carry the railway over the Grand Union Canal, but still be able to rise to allow the passage of barges underneath. Although simple and small by the standards of his later engineering marvels, this pre-Victorian bridge is an important example of his early work.

As the aims of the Heritage Centre is to raise awareness and understanding of their local heritage and the wildlife around, Stephenson's Lift Bridge will be a superb historical addition for the local community to see and learn about.

Butter Brothers Derrick Crane, Diglis Island, Worcester, Canal and River Trust



A 'Scotch Derrick' is a type of crane that was frequently used in docks for lifting and moving heavy loads. This project involves the conservation of a historic 15-ton Scotch Derrick crane (owned by the Canal & River Trust) located on Diglis Lock Island in Worcester. Our project is not aiming to restore the crane to full working condition, but just to preserve this important and now rare structure which is locally listed by Worcester City Council. Given its large size it has been a local landmark for over 60 years on the River Severn. It is thought that the 70-year-old electric crane was built by Butter Brothers of Glasgow around the late 1940s / early 1950s. Butter Brothers were one of the biggest crane manufacturers in Glasgow and famous for their derrick construction cranes of which very few survive today in such complete condition. The crane was actively used until the 1990s for moving river lock gates until it was finally retired from service and CRT would now like to conserve it for future generations as an example of a scotch derrick crane which was used at its current location for 40 years.

Steam narrowboat *President*, Black Country Living Museum



Steam Boat *President* at the BCLM

Steam narrowboat *President* is a boat of immense significance to the UK's industrial heritage as one of the world's only surviving boats of its kind (listed as *National Historic Fleet* on the National Register of Historic Vessels). The thrilling spectacle of *President* in steam is an engaging learning tool, celebrating the industrial might of the Black Country.

President was built in 1909 by Fellows, Morton & Clayton Ltd and is the only existing restored ex-Fellows Morton & Clayton steam-powered narrowboat. She could carry 18 tons of cargo such as tea, spices, beer and bicycles, and was powerful enough to tow several unpowered boats, known as butty boats. They worked 'fly', that is day and night, between London, Birmingham, Coventry, Derby, Leicester and Nottingham. Unfortunately, the compound steam engine and coke-fired boiler took up valuable cargo space. To solve the issue, the steam engine and boiler was replaced with a 15 horsepower Bolinder in 1925, increasing carrying capacity by nearly 8 tonnes. She spent the remainder of her working life as a motor boat.

President was purchased by a private owner in 1973 as a derelict hull, and restored to her original appearance complete with working steam Scotch return boiler. The Museum took ownership of *President* in 1983 where she remains a much-loved part of our Designated Collection. The Museum is assisted in maintaining and operating the boat by volunteer group 'Friends of President' (FoP).

After more than 30 years of service with Black Country Living Museum on the UK's waterways, a considerable amount of restoration work is needed to the woodwork of the vessel, notably the hull bottom boards, keelson, cabin frames and back deck. A new boiler is also being sourced which will further enhance *President's* lifetime. A much-loved and regular sight on the UK's waterways, *President*, towing unpowered butty boat *Kildare* (also on the National Historic Ships register) accurately depict how these two heritage boats would have worked together in their industrial past. This restoration work will not only save an irreplaceable steam narrowboat which brings a unique example of canal history to life, but will bolster an invaluable group of volunteers who will be able to recruit further members and pass on key heritage and boating skills and inspire communities as they man this well-loved narrowboat on the canal network.

Kitson 0-6-0 Saddle Tank steam locomotive, No 5474, *Carnarvon*



The Worcester Locomotive Society Limited has been awarded a grant to restore the Kitson locomotive *Carnarvon* which is based at the South Devon Railway. The steam locomotive was built in 1934 by Kitson & Co of Leeds, to a design by Manning Wardle. The design dates from around 1917 when Manning Wardle built six locomotives for Stewarts & Lloyds to work at the quarry at Corby. When Kitson & Co stopped building locomotives in 1937, the design passed to Robert Stephenson Hawthorn which built five further locomotives. With a weight of 38 tons, it was easily transported, and one of its special features is that all axles are independently sprung, to allow for poor track work such as quarries and the like. It was supplied new to Stewarts & Lloyds Ltd steelworks in Corby for work in the ironstone quarries, where it spent its working life of 35 years hauling iron ore from the quarries to the blast furnaces.

The Worcester Locomotive Society acquired it, and it spent the winter of 1969/70 on the embryonic Severn Valley Railway hauling works trains. It was then moved to the Bulmers Cider Railway Centre and during the oil crisis of 1973, was used to shunt trains of cider apples, in place of the normal diesel locomotives. This prompted its appearance on national TV under the story, '*Steam to the rescue*'. It last steamed in 1989, and, following closure of the Bulmer's Centre, it was moved to the South Devon Railway at Buckfastleigh in 1993. The locomotive was cosmetically restored in 2010, and put on display at Totnes station on the SDR, before being towed to Buckfastleigh in 2015 for dismantling, and the first stages of its restoration. It is one of only three surviving examples, none of which are in working order.

The restoration of the locomotive will show to the public an example of our industrial railway heritage, which has sadly all but disappeared. The major item of the restoration is the boiler, which for safety reasons has to be out-sourced, and is currently being totally stripped down by South Devon Railway Engineering. This will then need to be refitted to the frames, wheels and motion attached, and final painting and preparation.

Small Grants

Lifeboats on the *North Carr* Lightship, Dundee



The grant is to restore the two lifeboats on the *North Carr* Lightship which is owned by the charity Taymara which is based in Dundee. The *North Carr*, built in Glasgow between 1932 and 1933, is the last Scottish lightship and is Listed as a National Historic Ship – this of

course includes the lifeboats. It is now moored at West Victoria Dock, Dundee, and the restoration of the lifeboats is being carried out by a team of volunteers from all walks of life.

Original fittings to Wingfield Station Derbyshire



Wingfield Station (Grade II*) is the only surviving original station building on the North Midland Railway line between Derby and Leeds. The line was constructed between 1836 and 1840, forming part of the first boom in railway investment. It forms part of the well-preserved early railway landscape developed by George and Robert Stephenson. Robert Stephenson commissioned Francis Thompson to design a sequence of picturesque station buildings, including Wingfield, which dates from 1840. Whilst the Station is not the earliest pioneer railway station to survive, it is one of the least altered examples worldwide. The original floor plan is complete and there has been minimal alteration and no extension. The fact that it wasn't significantly altered after it closed in 1967 has provided much information about its appearance, despite its poor condition. It holds exceptional aesthetic value. In Barman's 1950 publication, *'An introduction to railway architecture'* it was described as, "the most perfect of all station houses".

Wingfield Station was obtained through Compulsory Purchase Order by Amber Valley Borough Council, with Derbyshire Historic Buildings Trust as the back-to-back partner. The ownership of the site was fully transferred to DHBT on December 10th 2019. With this grant they intend to restore three of the original internal fittings and fixtures – the heavily damaged hearth stone, the stove and a safe, and the only carved armorial crest of the 'Tri-Junct Station', which will be positioned externally.

Keith Falconer