



## ***In this 200th issue:***

50th Anniversary articles by Marilyn Palmer, Neil Cossons, John Hume, Keith Falconer, Michael Messenger, John McGuinness and Geoff Wallis; Photographing IA sites; Historic England's draft Industrial Heritage Strategy; AIA goes international; Restoration Grant reports: Sea Lock, Smith Rodley steam crane, Stothert & Pitt crane, Stumbles steamroller, Derek Crouch locomotive and Bristol Freighter; Lightship Spurn; Fawley power station; Invisible cranes; Obituaries for Alan Stoyel, Denis Baker, Chris Lester and Rodney Law; Digitally archiving; The power of social media; New Editor for next issue of IA News.

**INDUSTRIAL ARCHAEOLOGY NEWS**

***The Newsletter of The Association for Industrial Archaeology***

# AIA Officers and Council

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**Honorary Vice Presidents:** Sir Neil Cossons OBE,  
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*Bill Barksfield:* Website Manager, Overseas Visits, YMB  
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*Chris Barney:* Communications Team

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*Dr Patricia Bracegirdle:* Outgoing IA News Editor,  
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*Dr Robert Carr:* Restoration Grant panel

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*Steve Miles:* Retoration Grant panel

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*Dr Michael Nevell:* Incoming IA News Editor, Industrial Heritage  
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*Dr Juan Cano Sanchiz:* YMB

*Geoff Wallis:* Restoration Grant panel, YMB Triumvirate

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# Chair's Note to Members

Dear Members

Welcome to the 200th issue of *IA News*. I am sure that, like me, you will be glad to leave 2021 behind. Covid-19 made it a difficult year for IA with both direct difficulties and indirect ones. The Association found it necessary to cancel or postpone most of our planned activities, but we hope to run some events during 2022. John McGuinness and the MIHS have worked hard to assemble a weekend of visits in Liverpool in June, so watch out for more details and the booking form. Once again though, our AGM in September will be virtual.

2023 will be the AIA's 50th anniversary and we hope to return to something like 'normal'. However, after that we are planning a fresh format for our events and your thoughts on this would be very welcome. Following their success with a Chinese IA conference in 2021, I am pleased to report that our very active Young Members Board are keen to play a fuller part in the annual conference. Other aspects of our activities, such our restoration awards, publication activities and monitoring of planning applications, have continued and I thank those Council members involved. I must not forget to thank our very generous donors, who continue to support our grants and awards. Over £1 million has been awarded to restoration projects over the last few years.

The national picture for IA has been variable. Some local societies have found it necessary to suspend their meetings, visits and recording work. National museums and archives have been closed for most of the lockdowns thus limiting research. Government support for recovery has been received by many major museums such as the National Railway Museum. Smaller IA sites found it necessary to close for long periods with major effects on their income, volunteer activities and recruitment and the maintenance of their exhibits. In recent weeks the closure of the major pottery museums in Stoke by the local authority has been signalled. There has been continuing loss of sites with just a few (e.g. Dorman Long tower destroyed after its listing was revoked and power stations including Ironbridge, have gone) receiving only local publicity. However, the biggest 'loss' was the decision of UNESCO to remove world heritage status from Liverpool's waterfront, that was for some extent balanced by the designation of The Slate Landscape of Northwest Wales. The Association has become aware of how few industrial sites are WHS designated around the world and is seeking to publicise this. There are also other changes appearing in society, groups outside of IA are linking textile mills to slavery and exploitation of women and children in mines and mills. Statues to shipowners and dock builders have been threatened. Who and what might come next?

I must, though, finish this brief overview of last year's IA with a thank you to Pat Bracegirdle, who took on the editorship of *IA News* fifteen months ago. She has improved the style of the News considerably and had plans to do much more but serious health matters means that she must step down after this issue. I wish her all the best.

Hoping to see you this year.

David Perrett

## Professor Marilyn Palmer, MBE, Hon. President of AIA writes, as the Association approaches its 50th anniversary

I cannot claim quite the longevity within AIA as some of the other contributors to the 200th issue of *IA News*, having joined AIA Council in 1982, nine years after its formation as an organisation. I have, though, played an active role since then, largely as an academic although I have run a couple of conferences in that time! My main concern has been to ensure that AIA is recognised nationally – and internationally – as an organisation promoting not just the conservation and restoration of our industrial heritage, but also promoting the study of the discipline of industrial archaeology itself. As our objectives state, our shared interests unite academics, field professionals, individuals and local societies, a wide-ranging remit which the Council of AIA has done its best to fulfil over the last fifty years.

Among the major changes that have taken place since 1973 are, firstly, that we no longer must fight so hard for the recognition that archaeological work on industrial sites can add value to their interpretation, and secondly that a considerable proportion of the practical work is now undertaken by professional archaeologists. Most of these would not describe themselves as 'industrial archaeologists' and they did not know the giants of the earlier days of industrial archaeology. I think I was the first of the AIA's Rolt Memorial Lecturers who did not know Tom Rolt in person, nor did I ever meet Michael Rix, whose use of the term 'industrial archaeology' in *The Local Historian* in 1955 first popularised the name, however much we might debate the 19th century origins of the discipline. Yet I am, too, probably now among the doyennes of the discipline, difficult although that is for me to accept, and there is a new generation coming along with very different ideas from those of us who were there, if not at the beginning, at least comparatively early on. This is making an important difference to the study of the archaeology of industrialisation, and I wish the YMB every success in their endeavours.

Back in 1998, Peter Neaverson and I argued in our book, *Industrial Archaeology: Principles and Practice*, that industrial buildings and artefacts were not just objects to be considered in themselves, but as expressions of human endeavour. Industrial archaeology is concerned with the evidence of people at work, and so defines a type of human activity rather than just a type of site, since 'work' could be based in domestic as well as non-domestic locations. Although the industrial heritage aspect of industrial archaeology tends to catch the public eye, AIA has not been backward in contributing to national debates about the meaning and value of industrial archaeology as a discipline. Our first public statement of research priorities, *Industrial Archaeology: Working for the Future*, was published in 1991 after extensive consultation with many other organisations, and since I subsequently sat on various national committees, I was pleased to note how often our suggested priorities figured in national statements about our heritage. This was followed in 2005 by *Understanding the Workplace: a Research Framework for Industrial Archaeology in Britain*, emanating from a hotly debated conference and published as a special issue of *Industrial Archaeology Review*. This considered a range of approaches to the study of industrial sites and structures and proposed a list of questions, including social significance, which might be considered when such sites are treated archaeologically to help further our understanding of the process of industrialisation.

Following this publication, AIA sought to become one of the national societies consulted about threatened sites when substantial alteration or demolition was proposed, such as the Twentieth Century Society. This was not forthcoming, although AIA, in the person of Amber Patrick, is still consulted about such sites, but we did obtain funding from English Heritage's National Capacity Building Programme to run day schools in all the English Heritage regions in order to train volunteers in the identification of significant features of industrial buildings and to make informed comments on them in the planning context. This was a massive undertaking for a voluntary society, but was generally successful, thanks to the cooperation of both the Council for British Archaeology (CBA) and the University of Salford, where Michael Nevell was teaching at the time. The fact sheets used in those day schools were the foundation for the CBA's *Industrial Archaeology: a Handbook* (2012), put together by myself with Michael Nevell and the late Mark Sissons. As can be seen from Keith Falconer's contribution to this issue of *IA News*, the CBA had promoted the importance of industrial archaeology from the late 1950s and it was very fitting to consolidate the partnership with this book.



Mike Nevell, Mark Sissons, Catrina Appleby (from the CBA), Keith Falconer and Marilyn Palmer, with the CBA's 'Industrial Archaeology Handbook'.

The AIA's role in promoting the restoration of industrial artefacts rightly attracts national attention. But there is the other side to AIA activities over the past fifty years, both in seeking to influence national policy towards industrial sites by setting out research priorities and in publishing research carried out by both professionals and volunteers in what has become an international journal. I was very proud to be involved in the editing of this for nearly 20 years, and it has since gone from strength to strength, particularly in the international coverage it now has. Industrial archaeology has always had a dual meaning – it is both an archaeological study of the ways people lived and worked in the past through the physical remains which survive into the present, and at the same time a conservation movement to protect and interpret those remains. I feel that, throughout its half-century, AIA has generally been very successful in bringing those two aspects together and we can celebrate our fiftieth anniversary with some pride.

Marilyn joined AIA in 1982 as Affiliated Societies' Liaison Officer. In 1984 she also took over the editorship of 'Industrial Archaeology Review' jointly with Peter Neaverson, a position they held until 2020. This kept her in touch with both the voluntary societies and with the national bodies dealing with industrial archaeology and with various committees of the National Trust and English Heritage.

Marilyn has twice chaired AIA Council and, in 2010, succeeded Professor Angus Buchanan as the Hon. President of AIA. She still plays an active role in AIA, managing several of the award panels that deal with publications and dissertations. Ed.

## Sir Neil Cossons, Hon. Vice President of AIA traces the early origins of the Association

Serendipity played an extraordinary, improbable but significant role in the origins of the Association for Industrial Archaeology. Many of the events and influences that gave rise to its emergence emanated from the west of England, most notably the Bristol and Bath area, Gloucestershire and Somerset, a fortuitous convergence of people and circumstances that led to the formal inauguration of the Association in 1973.

First, there were the people: Kenneth Hudson, Angus Buchanan, Sir Arthur Elton, Tom Rolt, George Watkins, Neil Cossons and others, all in and around Bristol. It was the geographical congregation of these people who, each in his own way, made the relevant and individualistic contributions that provided the impetus and ultimately the gravitational pull that drew in others to form a group who took it upon themselves to form the Association of Industrial Archaeology.

Kenneth Hudson was West of England Industrial Correspondent for the BBC, based at Whiteladies Road, Bristol. He had written the first general text on industrial archaeology, *Industrial Archaeology: An Introduction* (John Baker, 1963). He was also a member of the Council for British Archaeology's Industrial Archaeology Research Committee, set up under the chairmanship of Professor W F Grimes. Hudson's book was itself the product of a 1958 proposal to publish a 'Handbook of Industrial Archaeology', which had been commissioned by the CBA under the editorship of Dr Peter Eden of the Royal Commission on Ancient and Historical Monuments of England. After some two years, Eden felt compelled to give up this work and a publisher with a strong interest in history and archaeology, John Baker, then of Phoenix House and subsequently John Baker Ltd, invited Hudson to write the book, based in part on the work already accumulated by the CBA.

Meanwhile, Angus Buchanan, of what was then the Bristol College of Science & Technology (later the University of Bath) and Neil Cossons, recently appointed Curator of Technology at Bristol City Museum, launched a series of evening classes on industrial archaeology in the Folk House, Bristol. This grew in size and stature over the years, but not before Angus Buchanan had launched a conference in 1964 which later matured to be the annual 'Bath Conference'. These expanded in scale and prominence to become the embryonic national association of industrial archaeologists with attendance not only from Britain but also from overseas. Notable regulars were Marie Nisser, the distinguished historian from the University of Stockholm, and Robert Vogel, Curator of Mechanical Engineering at the Smithsonian Institution in Washington. The then Director of the Science Museum, Sir David Follett, and Margaret Weston, who was to be his successor, were regulars, affording further gravitas to the conferences. So too did Michael Rix and Professor John Harris, both from the University of Birmingham, and Frank Atkinson, Director of Beamish. Loyal practitioners included Douglas Hague of the Welsh Royal Commission and Geoffrey Hay, his equivalent in Scotland, and George Watkins, the notable Bristol-based historian and photographer of stationary steam engines. Upon his death in 1989 the extraordinary



*Bath AIA Conference, 1968. Neil Cossons, Michael Rix, Angus Buchanan, Frank Atkinson, Robert Vogel and Marie Nisser examine the Griffin gas engine from Bowler's workshop in Bath.*

corpus of some ten thousand images went to the National Monuments Record in Swindon and was later published in ten volumes by Landmark Publishing.

By the late sixties the conference was outgrowing the geographical confines of Bath and Bristol. It needed to spread its wings. So, in 1971 it moved to Bradford, and a year later to Glasgow. Curiously, despite lengthy discussion on the future, the idea of an Association did not materialise until 1972 when Sir Arthur Elton formally proposed the formation of the Association for Industrial Archaeology. This was formalised in 1973 at Port Erin in the Isle of Man but, sadly, without Arthur who had died on 1 January of that year. The question of who might be the founder President of the AIA led without hesitation to Tom Rolt, the nation's most distinguished historian and biographer of engineers and engineering. But, again, this was to be short-lived as he died in the following year, to be succeeded by Angus Buchanan.

A more detailed exposition on these early events can be found in Neil Cossons (ed) *Perspectives on Industrial Archaeology* published by the Science Museum, London to coincide with the International Congress on Industrial Heritage (TICCIH), held in Britain in 2000 [ISBN 1 900747 31 6]

## Professor John R Hume, Hon. Vice President of AIA, looks back

In 1958, as a student of Applied Chemistry attending the University of Glasgow, I joined a student archaeological society run by a member of the staff of the University's Hunterian Museum, Robin Livens. I recall missing a meeting of this group so that a friend and I could visit Provan Gas Works to see its fleet of steam locomotives. Explaining this to Robin, I said that I was going to pursue 'industrial archaeology'. This was in 1959, six years before I encountered the term in its more developed sense.

After I graduated, in 1961, I undertook three years of research in organic chemistry. During the last of these years I attended a course of lunch-time lectures on the history of science and technology, intended to broaden the education of first-year students of science and engineering. At the time I approached the head of department, Professor SGE Lythe, to see if it might be possible for me, with my broadly-based technical education, to take a shortened degree in industrial history. A few months later he got in touch, not with an answer to my initial enquiry, but to ask if I would be interested in an

Assistant Lectureship (initially a three-year post) to teach the lunch-time course which I had been attending. As I thought that I could handle the task, I applied, was interviewed, and was offered the position. As a sign of commitment I took to the interview a set of photographs I had just taken of the Laxey Wheel.



*The former Bishop Garden Weaving Factory, Anderson, Glasgow, immediately prior to demolition, 1966*

Once I had been appointed, Professor Lythe suggested that I might adopt as my research interest the 'new subject of industrial archaeology', and directed me to Kenneth Hudson's pioneering book, and to other volumes which he thought might be of use to me. It was only recently that I learned from David Walker (later my 'boss') that Edgar Lythe and his daughter Charlotte had already developed an interest in what I might term 'proto-industrial archeology' while in the University of Dundee. So, too, had my new colleague John Butt, who had recently completed a doctorate in the history of the Scottish Shale Oil Industry.

During my first year in the department I spent much of my time learning, by 'apprenticeship' how to be a lecturer in an 'Arts' subject. John Butt taught me how to write an academic paper, and also organised (with Ian Donnachie and myself) an extra-mural evening class on the Industrial Archaeology of Scotland. This attracted many people who had already developed interests in parts of the subject, notably in transport. With members of that class I began a survey of Glasgow's industrial archaeology, which I progressed over the next ten years, culminating in the publication of *The Industrial Archaeology of Glasgow*. More immediately, John, Ian and I collaborated on two books published by David & Charles, in 1967-68, *The Industrial Archaeology of Scotland and Industrial History in Pictures: Scotland*, building on our preparation for the extra-mural course, and both largely illustrated by my photographs. I also began contributing to the Council of British Archaeology's National Survey of Industrial Monuments, a card-index organised by Angus Buchanan at the University of Bath (like Strathclyde a 'new' university).

I have written much of the above as though industrial archaeology in Scotland was all happening at Strathclyde. But that was far from the case. The Royal Commission on the Ancient & Historical Monuments of Scotland (RCAHMS) had, following expansion of its time remit, begun recording industrial monuments and including them in their series of county inventories of Ancient Monuments. The first of these was *Stirlingshire*, published in 1963. This pair of volumes was superbly illustrated by Geoffrey Hay, whose draughtsmanship is unparalleled, and Geoffrey Quick, a photographer of comparable quality. David Walker, at first based in Dundee, began including industrial buildings in his work in preparing a Lists of Buildings of Architectural or Historic Interest for the



*Douglas Hague and LTC Rolt at Bingley Five-Rise on the Leeds and Liverpool Canal in 1973 – two of the giants of early industrial archaeology.*

Scottish Development Department. It was as if a light-bulb had been switched on just in time for the identification of buildings and structures of real importance, allowing informed decisions to be made about the recording, protection and preservation of some, at least, of the best of them, at a time when the de-industrialisation of Britain was gaining a frightening momentum. As an aside the Cop26 meeting was recently held in Glasgow, and the meeting's campus is dominated physically by the Finnieston Giant Cantilever Crane, there because of the intervention of people who were influenced by the early development of industrial archaeology.

Alongside 'official' industrial archaeology in the second half of the 1960s, a small but committed body of amateurs emerged. During that time I was involved in the formation of the Scottish Industrial Archaeology Society, and a little later the Scottish Society of the Preservation of Historical Machinery. It was my experience of these bodies that led me to support warmly the establishment of the Association for Industrial Archaeology, a support symbolised by my being one of the keynote speakers at its inaugural meeting.

I am delighted to see that the Association is still flourishing, and am honoured to have been asked to write this piece for the Newsletter, especially by Pat Bracegirdle. The book *The Archaeology of the Industrial Revolution* in which there are so many of the photographs which the 'Bracegirdle Team' produced, is still inspirational.

*John said "Edit as you wish, but please leave in the last paragraph". Thank you John. Ed.*

## 50 years ago... Keith Falconer OBE, looks back

1971 was a very significant year in my own involvement with industrial archaeology! Having flirted with the subject through the late 1960s as an undergraduate and postgraduate researching abandoned canals and taking students to relic industrial landscapes, I landed the full-time job of Survey Officer for the Council for British Archaeology's Industrial Monument Survey.

The role of the CBA in the formative years of industrial archaeology and the subsequent wider development of the subject is admirably covered in Prof. Marilyn Palmer's Overview chapter in *Industrial Archaeology: A Handbook* published in 2012 to mark more than 50 years' work of the CBA's Research Committee on Industrial Archaeology and the introduction of the CBA field record card.

In 1963, in response to representations from the CBA, the Inspectorate of Ancient Monuments agreed to part-fund a national survey of so called 'industrial monuments' and Rex Wailes, a retired engineer and international expert on wind and watermills, was appointed to undertake the survey a part-time consultant. In 1967 the CBA convened an Advisory Panel to advise on whether the sites identified by Rex should be recommended for protection, museum preservation or recording. [The majority of these sites were wind and water mills and others such sites with which Rex was personally familiar. In contrast, my quarterly list of sites reflected local, regional or thematic expertise and I was merely to be a conduit to the Panel following my field verification of the suggested sites. Over its 13 years the IA Advisory Panel was to consider more than 2,200 historic industrial sites identified by the IMS throughout mainland Britain.]

From 1963 onwards, local groups encouraged by the CBA and Rex Wailes, were formalising their activities into local, regional or county societies typified by the Gloucestershire Society for Industrial Archaeology (1965), the Sussex Industrial Archaeology Group (1967), and the Bristol Industrial Archaeological Society (1967). By 1969 there were so many such societies actively concerned with industrial archaeology, allied to the series of successful conferences had been run at Bath, that the CBA reckoned that the time had come for a national umbrella society to be formed. Accordingly, it convened a conference with that express aim. However it was to be rudely snubbed! In a somewhat acrimonious atmosphere many of the local society delegates, and national figures amongst them, declined to support the National Monuments Record Office resolution. Beatrice de Cardi, the CBA Secretary, was considerably nonplussed! This then was the situation by the beginning of 1971.

In February 1971 the CBA announced that Rex Wailes was retiring as Consultant to the CBA IMS Survey and the Government was renewing its grant for a further two years (with a possible extension for a further three years) to enable a full-time Survey Officer to be appointed. As noted above, despite my relative inexperience, I was fortunate to be offered the job and took up the post hosted at the University of Bath as of 1st September – in time to settle in before attending the first British Conference on Industrial Archaeology 17th-19th September in Bradford.

The Bradford conference, organised by John Diaper of the Bradford Industrial Archaeology Unit, was a direct descendent of the series of Bath Conferences organised by Angus Buchanan from 1964-1970 and acknowledged as such, with its programme

following those precedents with Friday night after-dinner introductory talks by Angus Buchanan and John Butt, a Saturday morning of three main lectures Chaired by Arthur Raistrick, followed by an afternoon excursion to local sites and four shorter after-dinner talks. The substantive lectures on Saturday morning were delivered by Tom Rolt on Early Canal Engineering, Dr Ronnie Tylecote on Fieldwork in Industrial Archaeology and by J Reynolds on Salts of Saltaire. The excursion looked at Moorside Mill which had been bought by Bradford City Council the previous year to house the Bradford Industrial Museum which opened in 1974. The conference was attended by some 60 residential delegates and 30 local participants and closed after lunch on Sunday following a morning session devoted to general matters and discussion. This first conference had delegates from all over Britain and was to set a pattern for futures conferences for many years to come.



*Keith Falconer, flanked by Angus Buchanan and Sir Neil Cossons, on the occasion of Keith's retirement in 2021 from the post of Head of Industrial Archaeology at English Heritage.*

Crucially, the delegates agreed to hold another conference the next year to be organised by John Butt and John Hume of Strathclyde University. It was at that conference in Glasgow that Sir Arthur Elton proposed, and seconded by Tom Rolt, that a national Association should be formed at the following year's conference to be held on the Isle of Man. Thus the conception of the AIA!

### Personal Postscript

When the AIA was formed in 1973 I held the post on the AIA Council of Threatened Sites Officer, and now, in retirement, nearly 50 years later I am AIA Restoration Grants Co-ordinator and a judge on the AIA's Best Adaptive Re-use of an Industrial Building Award. I even have my own blue plaque!



*Cake made by the National Monuments Record Staff in 2012.*

*Keith is the AIA Restoration Grant coordinator.*

## Michael Messenger recalls the ups and downs of AIA Conferences...

I had been involved with Cornish industrial archaeology for about ten years before I heard about the forthcoming conference in Keele in 1974. John Stengelhofen and I went and found it so refreshing to find an organisation of people of, roughly, our own age and with the same aims and objectives. We joined the AIA on the spot and have attended nearly all conferences since then. I have very much enjoyed my membership, visiting places and meeting people I would not otherwise have done, and learning about industries very different from my own area of interest. One of the joys of AIA and its conferences is that participants are from a broad spectrum made up of amateurs, professionals and academics. The academics and archaeologists are balanced by practical people who have erected and operated ancient machinery. It is one of our strengths and long may it continue.

Conference agendas have always been interesting and the visits valuable. We have been privileged to visit many sites, both historic and technically unique, which are now no longer available. We have seen such awesome sights as the mechanised casting floor at Coalbrookdale (sadly now closed) contrasting with the peace of the book-cum-coffee shop at Weedon. The depths of Edge Hill cutting, where we had people posted above to stop the locals throwing bricks at us, contrasted with the spectacular heights of the upper levels of Dinorwic Quarry. We have met many wonderful people practising their craft and skills.



*The down side of climbing to the upper levels of Dinorwic Quarry, to the derelict Australia level, is one has to go down again. Peter Stanier leads the way. 1996*

Health and safety has had a role to play in limiting some of our activities, although not always. When I was trying to arrange a visit to Cardiff Docks we were welcomed but then told we could not get off our bus in the Docks. I protested that all our members were mature sensible adults (well, most are) but the response was that their drivers were not! In the end I was told nothing could be done and that I was to be handed over to their H&S manager. My heart sank but in fact he was great, was looking forward to our visit and could show us all sorts of things, which he did. I do recall being underground at Snailbeach with Douglas Hague and being led in the dark across a narrow rock bridge with enormous chasms on either side. Douglas's partner, Rosemary Christie, was understandably nervous and with hindsight she was probably right to be.

Food at conferences has varied, and has often been very good. We have long thought agricultural colleges had the best catering. At Penzance in 1978 a Japanese professor attended,

bringing one of his students with him. The hierarchy looked after the professor and we took care of the student. We introduced him to Cornish pasties and I cherish a memory of him sitting on the steps of St Johns Hall, large pasty in hand, contemplating this strange western object. I think he enjoyed it. At Glasgow we found malt whisky in the bar was cheaper than beer!

Many excellent speakers have addressed conference but some have had timekeeping problems. I tried to close down a loquacious one in Douglas only for him to tell me that it was impossible to stop an academic in full flow, and he carried on regardless. Liverpool had an excellent answer to this problem. Shortly before time was up a hooter sounded and five minutes later Wagner at full blast concluded the talk. With dinner as a deadline most visits run close to time although one in Ireland did not get back in time, not only after the dining room had closed but also after the meals had been passed to the homeless of Cork. It was a good trip though!

Much as I have enjoyed most AIA activities, the conferences do stand out and, dare I say, are much better than some others that I have attended. This is mainly down to the people who come to them as well as the organisation. I have made many good friends through the years with AIA and I hope to continue doing so.

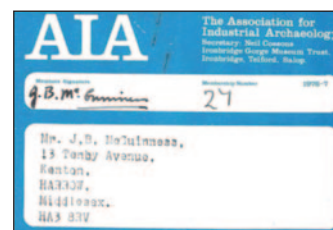
## John McGuinness – reminiscences of an AIA Conference Secretary

From an early age, I had an interest in history and later an introduction to transport history. My parents came from the Prenton district of Birkenhead. When we stayed there as children we often had picnics in the Storeton Wood quarries, where there were the remains of the tramway to take stone to the river. These rails, I was told, had been some of the original rails of the Liverpool & Manchester Railway.

In 1967 I started to take the monthly magazine History Today, which I still take. I think it was through this magazine that the next year, I started to take Industrial Archaeology published by David & Charles. That year I attended the Bath conference, which was on the lead industry. We had an afternoon visit to the lead workings on Mendip, when I was introduced to 'Buddles' and 'Lead Condensing Flues'. I attended every Bath conference, culminating in the Isle of Man in 1973. There must be some doubt as to whether the AIA was in fact founded then. My recollection is that a 'steering committee' was set up, which led to the 'Inaugural Public Meeting' on 23rd March 1974.

It was at this meeting that members were signed up and I became member 27, of which I am very proud. I wonder how many of the first 26 are still members? I have attended nearly every conference since then, except when I was in the Falklands. In 2006, again in the Isle of Man, I took over as Conference Secretary. As a result, I have been in this role for 15 years, just over a quarter of the existence of the Association. Probably, as a result, my memories relate mainly to this role.

Every conference has had its own problems. One of my first tasks was to arrange for the loan or hire of disabled equipment for a long-standing member and then on the final morning I had to return it before joining the rest of the conference. Settling final accounts can be difficult. Sometimes the account needs to



be challenged as being too high. On one occasion we believed we had been grossly under-charged. It is surprising how often the person I have carried out initial negotiations with has left before the conference. On one occasion this was changed twice in the last month before the conference, which required additional visits to ensure our needs were fully understood.

The same can apply to the accommodation. For one conference an entirely new block was available, while on another the promised new accommodation had been given to another organisation. This same situation has applied to the provision of other facilities. At one venue we found that prior to the end of the conference the bar was in the process of being gutted, for reconstruction. While on another occasion the facility for the conference dinner was no longer available and I had, at very short notice, to find an alternative.

The law which governs our conferences is far from straightforward. The requirement or not to pay VAT when using university facilities is subject to interpretation and even VAT officials have admitted, privately, that the law is unclear. The requirement to protect the payments of delegates for conference were debated extensively in Council, leading to the decision that all payments were to be held in a secure account, until an independent person became satisfied that what was promised had been provided.

Being Conference Secretary has been both an interesting and challenging appointment. I hope sharing some of the challenges, it has produced, has been of interest.

## Geoff Wallis reminisces, mostly about conferences

Happy memories – Attending our first conference with two small children nearly forty years ago. I then attended alone for many years, but we again enjoyed sharing conferences together after the children left home. Sleeping in narrow student-sized beds was a new, not entirely pleasurable experience.

- Manning the Dorothea Restorations display stand and learning about the industrial history of so many regions from well-informed people, particularly those who were also capable communicators.
- Sharing with characterful people like the Yowards in their camper van, John Powell, Sonia Rolt, and so many others. Common interests created long-lasting friendships.
- Sharing time with friendly, dedicated and hardworking folk like Professor Marilyn Palmer, and David and Anne Alderton and enjoying conference dinners, sometimes in a grand venue.
- The pleasure of congratulating Dorothea Award winners and handing over their certificates. Recognizing the work of volunteers is important.
- Perusing the late Chris Irwin's book-stall. I greatly value the books I bought from him, although I still haven't read them all.
- Exploring places that one can't normally go to, especially underground, particularly the dark and dangerous sites! Regrettably now no longer allowed.

**Not so happy memories** – An ageing, arrogant academic sitting behind me in a lecture muttering criticisms of a young person nervously presenting the results of their research.

**Hope for the future?** I am encouraged that there is a growing, healthy acceptance that the local and national IA organisations that we have enjoyed over the past decades will die with us if we don't plan otherwise. We must inspire the

interest of younger people, give them responsibility to run these organizations, and allow them space to do so in their own way. Above all, we must encourage them.

*Geoff Wallis, whose Company sponsors the AIA Dorothea Award, is a member of Council, a Restoration Grant Panel member and one of the YMB triumvirate. Ed.*

## Photographing IA sites – Then and Now

*Pat Bracegirdle writes:*

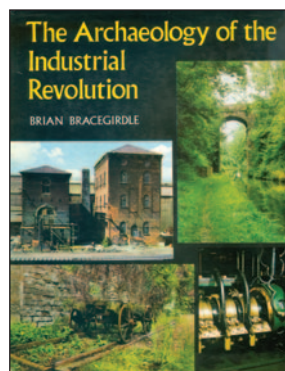
**Then** was the 1970s, when my late husband, Brian, and I began to photograph key sites which told the story of the Industrial Revolution in Britain. Our aim was to share our enthusiasm with others and enable them to visit these places with some background knowledge.

**Then**, before the digital age, our equipment for any visit included a sturdy, infinitely adjustable tripod, a large camera which took both sheet and roll film, a second camera and an assortment of lenses, a light meter, cable release and lots of film. We also carried such essentials as cotton, string and a small trowel to deal with vegetation or debris which may be obscuring detail.

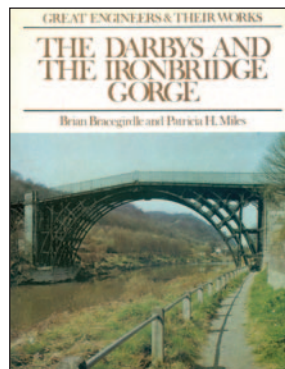
**Then** cost was also a factor. Our colour film was commercially processed, while black and white film we developed and printed ourselves. It was important to make one exposure and to get it right!

**Then** there was no *Photoshop* to enhance images. What you saw was what you got.

**Then** little was left to chance. All sites were researched to decide the best time of day and the best location from which to make an exposure. We needed to get permission to go on private land and to ensure ease of access. Only then did we plan an expedition.



*Published by Heinemann Educational Books, 1973*



a photographic record with details of key sites, exact locations and descriptions of both the technological significance and the

We didn't claim any expert knowledge of Industrial Archaeology and so, for the first book, key people in the field, Neil Cossons, Tom Rolt, Jennifer Tann and Rex Wailes, amongst others, were invited to contribute chapters on their particular field of knowledge. Colour photographs were interleaved in groups, with black and white images printed in the letterpress text.

From the late 1960s to the mid 1980s we visited the Ironbridge Gorge regularly with students and kept a record of the progress of the various sites being developed by the Ironbridge Gorge Museum Trust (IGMT), providing images for some of their site guides.

Together, with me using my maiden name, Miles, we produced other books, one of which was on *The Darbys and the Ironbridge Gorge*, published by David & Charles in 1974. This is essentially a



relevant social and economic history of the time. Again our aim was to share knowledge and enable others to make informed visits to the various sites.

When both Brian and I moved on from the college where we worked, all the images, hundreds of them, were donated to the IGMT and were available to anyone who was prepared to look through the boxes.

When Brian died in 2015 I returned to Shropshire and to the Ironbridge Gorge.

**Now** I undertook the huge task of cataloguing this collection of Industrial Archaeology images, now in the IGMT archive at Coalbrookdale. This catalogue will, once again, include details of the significance of the image featured in both technological and economic and social history terms. It will be available to download by anyone with an interest in the subject.

**Now** I have revisited a number of sites, with a very small digital camera and my telephone.....

**Now** I can click as many times as I like, select the best image, store it, modify it, copy it, print it, share it.....

**Now** we can follow half a century of progress in excavation and interpretation by IGMT

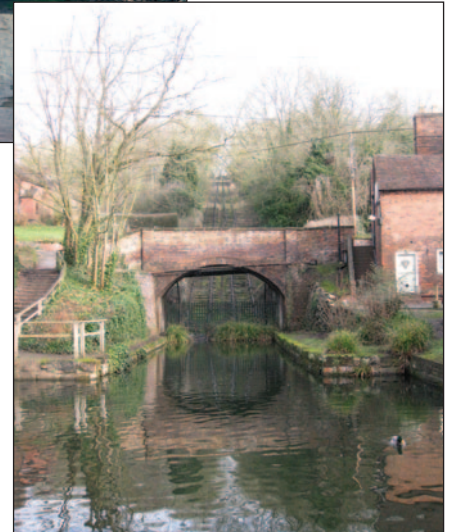
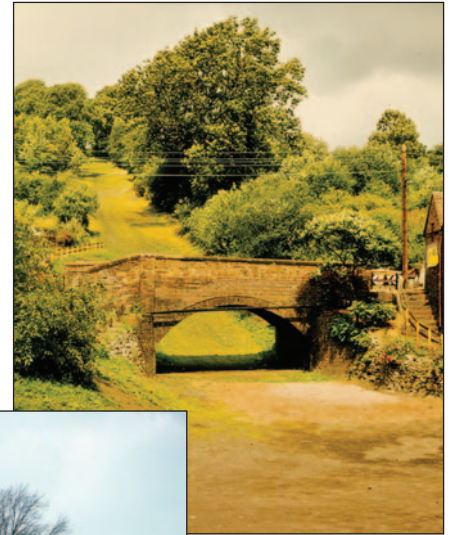


*Bedlam furnace in 1969, before excavation.*



*The furnace in 2018 after excavation, restoration and interpretation and now protected from the elements.*

Bedlam is on the banks of the River Severn a mile downstream of Ironbridge, Shropshire. The significance of Bedlam is that it was here that the great ribs of the Iron Bridge were cast in 1778 before being taken upstream to be fitted together to form, the following summer, the unique Iron Bridge, which gave the town its name.



*The Hay inclined plane, photographed in various stages of excavation and reconstruction between 1971 and 2019.*

The Hay incline at Coalport links the Shropshire Canal to the River Severn. On the incline coal tub boats could be lowered a vertical distance of 207ft, equivalent to over 25 ordinary locks, saving time and manpower. Each boat weighed up to 6 tons and was passed in 3 minutes by only 4 men, before being transferred by other smaller inclines into the waiting boats on the Severn.

#### **Why bother to revisit the archive?**

There are two main reasons for making these records of what it was like then and what it's like now more widely available.

Firstly, it enables historians and others to add to the history of the unique industrial landscape of the Ironbridge Gorge and then to recreate the past for both teaching and recreational purposes.

Secondly, it illustrates just what, given time, funding, enthusiasm and vision, can be achieved by a group of people, working together, both employed and as volunteers. IGMT has been blessed with all of these.

*Archive photographs courtesy of IGMT, modern ones by the author.*

# Historic England's draft Industrial Heritage Strategy

*A report by Shane Gould, Head of Industrial Heritage Strategy, Historic England.*

In March 2021 Historic England undertook a three-month consultation on its recently completed draft Industrial Heritage Strategy, which continues its strong record and that of its predecessor organisations in this field. Much previous work at home and abroad helped shape and inform the draft Strategy, including the All Party Parliamentary Group on Industrial Heritage's 2018 report on the *Challenges Facing the Industrial Heritage Sector*. A number of discussions, presentations and webinars were held during its preparation and responses to the consultation, including those from the Association for Industrial Archaeology, are now being carefully considered. In the majority of cases, respondents very much welcomed the draft Strategy with offers to help in its delivery.

For ease of handling and to make it manageable the draft Strategy, which focusses on England only, is divided into four themes and nine issues. The themes include the extractive industries, processing and manufacture, public utilities and telecommunications, and transport. The supporting issues cover protection, planning and conservation, sustainable reuse, charitable trusts and social enterprises, industrial sites preserved as heritage attractions, industrial heritage at risk, knowledge and skills, research, and engagement, participation and promotion. It focuses on the period 1750 to date with an emphasis from the 'Industrial Revolution' to the onset of W.W.I, but this should be regarded as general guidelines only.

Each issue and theme contains a vision statement, an outline of its scope, and current challenges, followed by a list of priority activities to be delivered by Historic England often in partnership with others. In some cases, discussions have already been held with key stakeholders and delivery is underway, in others discussions are currently taking place, whereas some activities have yet to begin. Given its scope, scale, ambition and the finite resources within Historic England partnership working will be key to the Strategy's success.

What follows is a brief description of some of the work currently underway.

## Planning and Conservation

Historic England is seeking to mainstream existing good practice in the way industrial sites are dealt with in the planning process through the provision of advice and other work, including its programme of Heritage Action Zones; these showcase how the historic environment can be used to underpin successful place-shaping by involving the public, and private and third sector organisations. A number have a strong industrial heritage component such as Elsecar (with its important remains of the coal and iron industries), Stockton & Darlington Railway, Greater Grimsby (once the world's busiest fishing port), Stoke-on-Trent Ceramic (home of the pottery industry) and the railway town of Swindon.

## Sustainable Reuse

A growing number of historic industrial buildings have been successfully repurposed to a variety of new uses and to meet the nation's target of being carbon neutral by 2050, existing buildings need to be adapted and reused first, rather than demolished and replaced. Historic England's 'Mills of the North' project covering Greater Manchester, Pennine Lancashire and West Yorkshire sits under this heading, and aims to raise awareness of mill reuse, promote strategic

engagement and target priority mills. Recent work includes publishing *Driving Northern Growth through Repurposing Historic Mills*, working with Oldham Borough Council in preparing a pilot mills strategy and looking at the potential transformational reuse of Temple Mill, Leeds, as the location of the British Library of the North.

## Industrial Sites Preserved as Heritage Attractions

Recent issues of *Industrial Archaeology News* have highlighted the work of the Industrial Heritage Support Officer (IHSO) for England - Dr Michael Nevell. Funded by Historic England with the generous support of the Association for Industrial Archaeology, the post is hosted by the Ironbridge Gorge Museum Trust. Focussing on nationally designated, publicly accessible and interpreted industrial heritage sites, including museums and monuments, the post has become vitally important in helping them recover from the Covid-19 pandemic. The IHSO provides direct face-to-face support, promotes resources such as advice and grants through two websites, Facebook and Twitter accounts, and manages the ten Industrial Heritage Support Networks that cover England. Research is also underway to provide a better understanding of the sites and the challenges they face to guide future action, whilst a number have benefitted from the Government's Cultural Recovery Fund created to offset the impacts of the pandemic – Cromford Mill (Derwent Valley Mills World Heritage Site), Geevor Mine (Cornwall and West Devon Mining World Heritage Site), Crossness Engines (London) and a number of heritage railways.



*Remains of the gas holder tank at Dolphinhholme Worsted Mill © Matt Bristow, Historic England.*

The earliest known surviving gas works remains in the world were scheduled in 2020 on the advice of Historic England. Built in 1811, for the Dolphinhholme Worsted Mill in Lancashire, this was one of the earliest mills in England to be lit by gas and the remains include the gas holder tank, counter-weight, buried remains of the retort house, chimney and water management features associated with the mill, including the wheel pit.

## Industrial Heritage at Risk

Large and/or complex industrial sites – especially those that survive as monuments, engineering structures or retain machinery – can present difficult and on-going conservation challenges and, for some, reuse options may be limited. These issues were flagged in the then English Heritage 2011 Industrial Heritage at Risk project and tackling heritage at risk remains a priority for Historic England. Significant progress has been made at a number of the ten key sites highlighted in 2011: the Elsecar engine is no longer on the Heritage at Risk Register, Battersea Power Station was removed from the Register in 2021 and Historic England has acquired

Shrewsbury Flaxmill Maltings – the first building in the world to have a fireproof internal iron frame. A grant of £20.7 million from the National Lottery Heritage Fund, combined with funding from Historic England, the Friends of the Flaxmill Maltings and Shropshire Council, is enabling the second stage of this £28.4 million flagship project to progress. The revitalised site will result in high quality office space on the top four floors of the Main Mill and is due to open in Spring 2022. There will also be a new visitor experience and café, both open to the public on the ground floor.

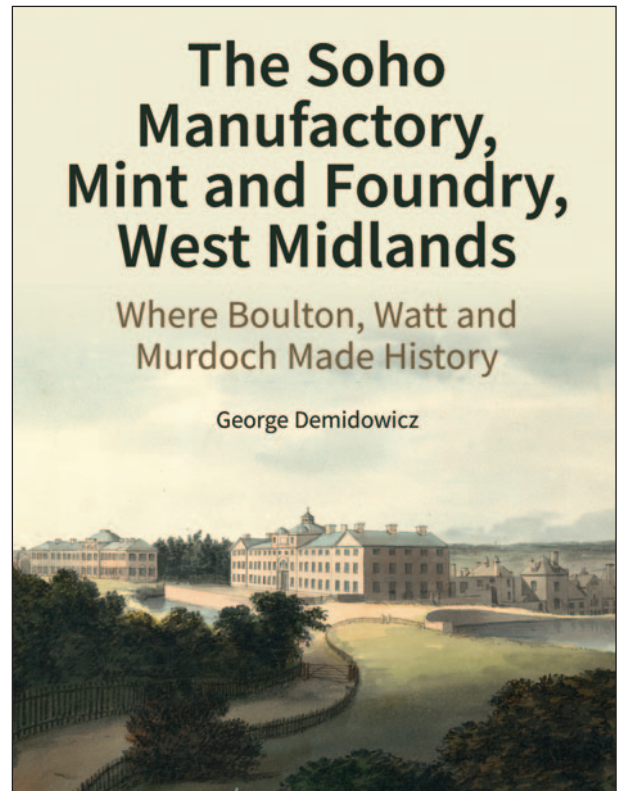


*Shrewsbury Flaxmill Maltings is one of the most important buildings of the Industrial Revolution. The site contains eight listed buildings, including the Main Mill, which when built in 1797, was the world's first iron-framed building. Historic England and its partners are delivering a flagship project which will result in the reuse of this internationally significant industrial heritage site and act as the lynch pin to the regeneration of the wider area. Photograph © Historic England.*

## Research

Historic England continues to maintain the high standard of research (both internally and commissioned), advice, guidance and publications of its predecessor organisations on England's industrial heritage. Examples include The Village of Elsecar, South Yorkshire, Historic Area Assessment for the Elsecar Heritage Action Zone (2019), Russell Thomas' five volume series on The Manufactured Gas Industry (2020) and various outputs from the 'Mills of the North' project. Historic England publications have received the Association for Industrial Archaeology's prestigious Peter Neaverson Award for Outstanding Scholarship in 2019 (Barnatt. J, The Archaeology of Underground Mines and Quarries in England) and 2021 (Pearson. L, 2020. England's Co-operative Movement: An Architectural History), whilst David Dungworth's (2019) Glassworking in England from the 14th to the 20th Century was joint winner of the 2020 Publication Award. Having gone into partnership with Liverpool University Press further Historic England titles are in preparation.

Due to be published in early 2022, *The Soho Manufactory, Mint and Foundry, West Midlands: Where Boulton, Watt and Murdoch made History* by George Demidowicz, focuses on one of the key sites of the Industrial Revolution. The book provides a detailed analysis of this ground-breaking historic industrial complex, which includes the first purpose-built steam engine manufactory in the world – the Soho Foundry.



*The Soho Manufactory, Mint and Foundry*

## Knowledge and Skills

To help address the lack of opportunities to develop and improve knowledge and skills in the industrial heritage, Historic England is delivering a series of free webinars. These have considered the investigation, assessment and recording of industrial sites through the planning process, the role of enforcement powers in tackling industrial listed buildings at risk, textile mill reuse, the work of the Industrial Heritage Support Officer and Historic England's developing Industrial Heritage Strategy. The webinars are proving extremely popular with over 6,000 views, including on-line views of the available recordings, and the training programme will be expanded in 2022.

It has only been possible to provide a brief overview in this article of some of the work currently being delivered as part of Historic England's draft Industrial Heritage Strategy. A number of other projects are underway, whilst further strands are in development and my LinkedIn posts give regular updates – the 46 posts to date receiving over 45,000 views.

As the world's first industrial nation the UK's industrial heritage offers huge potential underpinning the distinctive character of many of our urban and rural communities with its strong regional and local identity, providing much needed accommodation for new homes and businesses, and unique attractions that are a major educational, leisure and tourism asset. Public attitudes surveys have demonstrated considerable interest as evidenced by the many thousands directly involved in the conservation, management, display and running of industrial heritage sites. The potential has yet perhaps to be fully realised, whilst our industrial heritage also provides a tangible link to the lives and history of ordinary working people who may not normally engage with heritage and the historic environment. This is possibly the greatest challenge and opportunity for the Strategy, but with the help of bodies like the Association for Industrial Archaeology we hope to drive it forward.

Further information on the projects described in this article can be found on the Historic England website <https://historicengland.org.uk>

## AIA goes international...

*A report by Juan M Cano Sanchiz, University of Science & Technology, Beijing, and International Officer for the AIA's Young Members Board, on the latest international developments.*

In 2005, our colleague Keith Falconer published an article in *Industrial Archaeology Review* entitled 'Industrial Archaeology Goes Universal'. In his paper, Keith shared his thoughts and perspectives on the international development of industrial archaeology after four decades of existence. In this short piece, I humbly borrow his title to share some thoughts and perspectives on the latest international developments of the AIA as we celebrate 200 issues of *IA News* and are warming up for the incoming 50th anniversary of the Association.

The AIA was created in 1973 in the Isle of Man as a national association to provide support and a common framework to the many associations, institutions, groups and individuals that were working professionally or voluntarily with the material remains of industry in the United Kingdom. For almost half a century, the AIA devoted itself to "promoting the study, preservation and presentation of Britain's industrial heritage". This is, of course, still a major goal of the AIA. However, since the turn of the century the scope and field of interest of the association has become more and more international. This has been a natural consequence of the theoretical turn and research frameworks of the 1990s, which demanded an international approach to a subject (the industrial past and its material remains) that cannot be isolated from its global context. But also of the expansion of the archaeology of industrialisation to other regions of the world, such as Latin America and Asia. In this new background, the AIA aims today to "bring together groups and individuals with an interest and expertise in identifying, recording, preserving and presenting the remains of our industrial past", wherever in the world they are located.

Currently the AIA has about 500 members who are distributed across 21 countries. Most of them are based in Britain, but 52 are located in other parts of the world: 12 in the USA; 7 in Canada; 6 in Australia; 5 in China; 3 in Portugal; 2 respectively in France, Ireland, Italy, and Norway; and 1 in each of Belgium, Czech Republic, Denmark, Germany, India, Japan, Netherlands, Poland, Spain, Sweden, and Switzerland. Moreover, for the first time in 2021 an institution from outside the British Isles joined the AIA as an Affiliated Overseas Society: the Institute for Cultural Heritage and History of Science & Technology (ICHHST), University of Science & Technology Beijing, China. Internationalisation is also well represented in the new Young Members Board (YMB) of the AIA, which counts on fellows from Britain and South Africa (our brilliant Chair, Vanessa Ruhlig), India (Shekhar Krishnan), Portugal (Leonor Medeiros), and Spain (myself, currently living and working in China).

*Industrial Archaeology Review*, the journal edited by the AIA and published by Taylor & Francis, has also experienced this international broadening. The journal appeared in 1976 aiming, among other goals, to salvage, share and discuss the data and interpretations produced by the recording campaigns and researches then going on in the UK. Since then, *Industrial Archaeology Review* has evolved into a fully global publication. For example, the last four issues (2020 and 2021) include original research from Australia, Britain, Chile, China, Croatia, Israel, Portugal, Romania, Russia, Spain, and the USA. This internationalisation of the authorship is also to be seen in the readership, with institutional and individual subscribers

distributed all over the world. The same can be said about the international impact of the AIA's website. In the first half of the year our site received more than 979 visits from the USA, 492 from China, 461 from Germany, 326 from Lithuania, 253 from Philippines, 189 from Turkey, 127 from Spain, 89 from France, 81 from India, 78 from Italy, 68 from South Korea, 45 from Netherlands, 37 from Canada, 24 from Ireland, 22 from Portugal, 21 from Brazil, 18 from Australia, and 13 from Peru.

As the International Officer of the YMB of the AIA, my role in the Association is to help to reach wider audiences and to support international cooperation activities that promote the construction of a more global and diverse discipline. In this sense, our most successful project to date has been the creation of a new series of online workshops jointly organised by the ICHHST and the AIA-YMB: the *East-West Workshops on Industrial Archaeology*, which seek to discuss how industrial archaeology is understood and practiced in different parts of the world.

The first workshop was held in May 2021 with the theme 'Introducing the Archaeology of the Industrial Society' and was led by Professor M Palmer and Dr M Nevell from Britain, and Professor W Qian and myself from China. The event, already reported in Issue 198 of *IA News*, gathered more than 100 participants from Brazil, Britain, China, Germany, Greece, India, Italy, Japan, Portugal, Romania, and Spain, and illustrated the diversity of practices, chronologies and theories that converge in industrial archaeology. Motivated by the excellent results of this first experience, we have been working on the organisation of the following workshops with the hope of this becoming a regular forum that can involve more countries from the East, the West and beyond. From 2022 onwards, there will be two meetings a year, one in May and another in November.

The May 2022 workshop, 'Industrial Archaeology: the New Generation', will follow the spirit behind the creation of the YMB to bring together the work in industrial archaeology of young and talented fellows from Britain, China, India and Portugal. In November, a workshop on 'Industrial Archaeology: the Materiality of Diversity' will promote a gender approach that seeks to support the work of non-male researchers in industrial archaeology, and to give more visibility to the role played by non-male people in the past industrial society. As for 2023, the May workshop will revisit the technological approach that characterised the first decades of industrial archaeology under the title 'The Archaeology of Technology'. Suggestions for themes and speakers are very welcome and can be sent to [jmsanchiz@hotmail.com](mailto:jmsanchiz@hotmail.com).

*My thanks to David de Haan and Bill Barksfield for the provision of data.*

### AIA's Website, Facebook and Twitter Sites

**Website:**

[www.industrial-archaeology.org](http://www.industrial-archaeology.org)

**Facebook:**

[www.facebook.com/groups/wearetheaia](https://www.facebook.com/groups/wearetheaia)

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

## Restoration Grant – progress on the middle wharf at Sea Lock on Lord Rolle’s Canal

*Adrian Wills, Project Manager, reports:*

Towards the end of November 2021, thanks to grant-funding from AIA, I bought 2,000kg of grit-sand, 5 x 25kg of hydraulic lime, 5 x 25kg of ordinary cement and approximately 2,000kg of good facing stone to replenish my rapidly diminishing stock-pile of materials required for the rebuilding of the middle section of the wharf wall at the Sea Lock basin of Lord Rolle’s Canal.

The good news is that great progress has been made on the reconstruction of the wall and is plain to see. This is especially pleasing when taking into account the small group of volunteers involved, rarely more than five including myself, and the limited amount of time actually spent on site by us. The gabion baskets have been filled with broken stone and the gaps into which they were installed are rapidly disappearing under the new build.



*Working in the wet!*

More coping ‘stones’ have been cast and set in place on top of the wall as the rebuild works its way along.

Unfortunately a considerable amount of demolition of old, loose masonry still has to be undertaken in order to get down to a stable base upon which to rebuild. However, everything is going as planned although progress at times may seem to be slow. Due to the thickness of the wall a great deal of time and materials are consumed in filling the void between the front and rear wall faces.

I have been very fortunate to recently have been joined by two new volunteers who are proving to be very competent with the skills required for this type of project. One of them is especially good at stone-wall building! Hopefully, now we are past the shortest day, once materials are restocked we can continue with a vengeance!

## Restoration Grant – the Smith Rodley steam crane

*Richard Vernon, Chairman, Amberley Museum reports:*

Amberley Museum exhibits southern industrial history, transport, communications and traditional crafts in some 36 acres of former chalk pits in the South Downs National Park

in West Sussex. Several buildings and lime kilns are Scheduled Monuments and the c50,000 items in the collection are restored, maintained and demonstrated by over 350 volunteers, who are supported a small staff.

Included in the collection is a steam crane that was made by Thomas Smith & Co. Ltd., from Rodley, Leeds in 1952. Production ceased in the late 1950s.



*The current state of the crane*

Steam powered lifting cranes were an integral part of Britain's industrial, commercial, construction and transport industries at home and abroad from the mid-Victorian era until the mid-twentieth century. Smiths was one of the most significant makers, particularly in the later years. In design, the Amberley crane is typical of those used on wharfage, construction sites and in industrial facilities, so is an important historical and technical industrial artefact.

Of many steam cranes built over nearly a century by a variety of manufacturers, remarkably few have survived. When restored, it is believed that the Amberley steam crane would be the only one of its type operational in the country.

The Amberley steam crane was first used by Thomas Ward Ltd., contractors and plant engineers. In 1963 it moved to the Charlton Sawmills near Chichester, Sussex to handle trees and wood at the mill. We have some relevant archive material covering this period. Retired in 1986, it was donated to Amberley Museum and after a servicing overhaul was demonstrated there until 2014. A need to recondition the steam boiler, overhaul the mechanical parts and restore the track on which it operates was identified but restoration has awaited financial resources.



*The boiler being lifted off – October 2021*

Amberley Museum is extremely grateful to the AIA for the award of a Restoration Grant earlier this year of £18,000, which should allow it to return it to operation.

Amberley Museum undertakes a wide range of activities on its site (including a steam hauled narrow gauge railway, vintage buses, steam rollers and a machine shop) with associated workshops and volunteer technicians, whose skills can assist in the restoration of the crane. Volunteers from these and other Groups are working under the supervision of Dave Ballantyne, the Steam Crane Project Leader.

Early visits by the Boiler Engineering Inspector were delayed by Covid and finding suitably qualified engineering contractors to undertake the required repairs was time consuming. Eventually agreement was reached between Amberley Museum, Rushmere Engineering and the Inspector and a contract was signed in early October. The boiler was lifted off at the end of October and transported to Rushmere at

Leighton Buzzard. Progress there is reported to be good and the restored boiler is expected to be returned to Amberley late in the first quarter.



Actual physical progress with the restoration has been somewhat limited during this year but is expected to pick up substantially next year. This is because autumn and winter wet weather and temperatures inhibit progress on parts removal and painting work as the work is predominately outside. In the meantime, preparations for a suitable working space are underway and the Machine Shop is currently fabricating new boiler holding down bolts. Amberley is extremely lucky to have many of the skills necessary to undertake the restoration available on site!

## Restoration Grant – the Stothert & Pitt crane at Box stone quarry

*Varian Tye, Crane Project Team Member reports:*

The Stothert & Pitt stone quarry crane was acquired by The Bath Stone Quarry Museum Trust in 1983 as it was in poor condition. No precise date for the crane's manufacture has been found but it is believed to be in or close to 1864 and the oldest surviving quarry crane of its type.

A small team of people led by Peter Dunn and Arthur Feltham former apprentices, Commissioning and Service Engineers for S&P, prepared a plan to restore so that it could be put on display in the City of Bath on the former S&P Newark works site where the crane was made. Historic buildings still survive on the site, the former offices, workshops, and parts of the Smithy, now protected by listing Grade II. The site has been redeveloped with the retention of the above buildings by Bath and North East Somerset Council.

The crane worked in Box in Wiltshire, which lies within the Cotswolds Natural landscape, and was used to lift block stone from quarry trolleys into main line railway wagons on Brunel's Great Western Railway. The trolleys ran on a tramway from the wharf up to Clift Quarry on Box Hill where the crane was later used. A Bath Stone Quarry it opened in 1865 and closed in 1968. High quality Box Ground Stone was extracted from the underground workings.

The crane is manually operated and lifted 6 tons at a fixed radius of about 15 feet. It was rail mounted. The king post, slewing frame and jib are supported in a large timber frame with four wheels sitting on broad gauge track, although the gauge is wider at nine.



*The crane in very poor condition*

The principle of minimum intervention to historic fabric was adopted in its restoration, however, as a result of the poor condition of the frame a new oak truck frame had to be purchased and constructed and a new timber jib and deck. The cast iron components have been shot blasted and a long life paint finish applied. Originally the loading hoist was by chain replaced at some time by a wire rope, this was in very poor condition and replaced with a salvaged chain.

Thanks to the funding from the Association for Industrial Archaeology and other parties including BSQMT, who have donated the restored crane to the City of Bath, The Bristol Industrial Archaeological Society, Cotswold's National Landscape and Hawker Joinery of Bath the project team has been able to restore the crane to its former glory.



*Restoration in progress*

**Stop Press.** On 2nd January Peter Dunn reported that restoration work was complete and full assembly of the crane will take place this year.

## Restoration Grant – *Stumbles the steamroller*

*Jack Ayland, Robey Trust Company Secretary, reports on progress made:*

Progress in the last few months has been slow due to the ongoing volatile markets for both steel prices and delivery times. Nevertheless, progress has been made.

The boiler slab is now completely finished. All datum aids and jigs have been made, including a rotating dolly frame so the boiler can be revolved to ease assembly.

The complex steam-jacketed cylinder block has been completely re-machined and honed, following the weld repairs earlier in 2021. We can now focus attention on making new pistons, and bronze sleeves for the piston valves prior to reassembly. Hopefully, historical issues of steam bypassing on this block have been mitigated.



*A new barrel and set of 55 seamless and swaged combustion gas boiler tubes.*

A brand new rolled outer-wrapper and fire-hole door ring have been ordered to replace the original, worn out, components. Both items are conical.

To conclude this phase of the project we commissioned a brass plaque with the name 'Stumbles', this is to raise awareness of the engine affectionately named Stumbles by the locals, and to support how we convey the history of the engine to visitors and the heritage sector.

## Restoration Grant – *Derek Crouch*

*Nathan Wilson reports on progress:*

Hudswell Clarke no.1539 is an 0-6-0 saddle tank locomotive of the 'Countess of Warwick' class locomotive. The locomotive was delivered new to McAlpine & Sons on the 23rd July 1924, and worked for them on a variety of different contracts across the country including Tilbury and Southampton dock extensions and at Cheddar reservoir.

No 1539 was originally named 'Hayle' and underwent a number of changes of ownership until, in April 1972, now named Derek Crouch the loco was given to the Peterborough Railway Society, which would soon become the Nene Valley Railway.

In 2012, and looking for a project, I began a cosmetic restoration on the loco, which very quickly became evident it needed much more than just a needle gun and repaint. The restoration took

two years, and I was joined by two other members, Jake (17) and Joe (19), and myself being 22 when the project started. We formed The Small Loco Group, and learnt a variety of skills, such as machining, welding, plate forming and the use of power tools amongst other things. Joe and I have both trained and qualified as boiler-smiths through the BESTT (Boiler Engineering Skills Training Trust) and Jake is a qualified machinist, so between us we have acquired the skills and knowledge over time to be able to bring skills in house to the group to be able to restore the engines to operational condition. The group has since expanded and now as around 15 members, all predominantly aged between 18-30, which is brilliant for keeping the heritage skills alive in the younger generation, and for the future.



*The boiler lift.*

The strip down for the locomotive began in August 2020, with the boiler removed after just two weeks of work. The chassis then went into our running shed for further dismantling over a pit to give better access, while the boiler was de-tubed ready for inspection. With the motion removed the frames were taken back outside to be pressure washed. It was at this point a crack was discovered on the back of the left hand cylinder casting. The back cover was removed, and as the nuts were loosened the casting started to move slightly. With the cover removed, it soon became evident it was a fairly serious crack running from the top of the back face, down to the bore and then approximately 2/3rds the length of the bore itself. At this point a repair procedure was thought up, with metal stitching and cylinder liners a good option. However as the block was cleaned up it soon became evident it was at the end of its life, the structural webs showing severe corrosion, and the top of the block thinning in places, so much so a hole appeared behind the steam inlet flange. The plan changed at this point from repair to replace.

This is where the AIA grant has been a major award for the project, as this will see the cost of the replacement block cast and machined ready for the loco to re-enter service. It is also able to support the cost of other works needed, such as tyre turning and journal work on the wheelsets, making of new parts for the new chimney, material for replacement sections of the back of the frames and doubling plates, and will also go towards the cost of new material for new bearings. Without the awarding of the grant the project would definitely not be in such a good position as it is now, and has played a massive part in providing a bright future for 'Derek Crouch'. The locomotive is currently in the Heavy Overhaul Workshop at Wansford, and is able to be viewed from our public viewing gallery, where a display board can also be found about the locomotive and with the AIA credit panel proudly displayed alongside.

## Restoration Grant – the Bristol Freighter

*In the Summer Issue of IA News we reported on the transit of the Bristol Freighter to its new hanger ready for restoration. Lucy Spicer, Trust Fundraiser at Aerospace, Bristol, now reports on progress:*

The AIA Restoration Grant has enabled the purchase of new tools and necessary protective workwear, together with aircraft stands in which to store components in readiness for restoration and conservation. Currently our team of volunteers is undertaking a condition study to establish priorities.

The new Conservation in Action hangar has allowed us to engage the public with the story of Bristol's aviation heritage.



*The newly restored hangar with the freighter in the background and new tools displayed.*

We have met with local engineering companies and colleges to discuss supporting work experience, apprenticeships and T-levels in engineering and museum conservation. We hope that this will open opportunities for intergenerational work, passing on the skills of our knowledgeable volunteers and inspiring future generations.

## Lightship Spurn restoration

*Dr Tegwen Roberts, Yorkshire-based industrial archaeologist (and former Hull resident), reports:*

Readers may remember our article about the Arctic Corsair, Hull's last side-winder trawler, being moved from her berth on the River Hull in 2019. In October 2021, the historic Spurn Lightship was also moved from her berth in the Hull Marina in front of a waiting crowd. Both vessels have now been taken to the nearby Dunston Ship Repairs Ltd. shipyard for essential maintenance and repairs, as part of the £30million Hull Maritime regeneration project funded by the National Lottery Heritage Fund. Both vessels are part of the National Historic Fleet.

The Spurn Lightship was built in Goole in 1927. Her official name is 'Goole Shipbuilding Light Vessel No 12, Spurn'. She got her better-known nick name from her main mooring point off Spurn Point – a sand bar at the mouth of the Humber Estuary – from where she helped vessels to navigate their approach to the estuary, regarded as one of the most treacherous waterways in the world. Lightships were used in locations where a lighthouse was not practical, although in recent years they have become largely obsolete, with only a

handful of unmanned ships now remaining in service. As with many lightships, the Spurn didn't have her own engine, but was moored in place, with her crew (and supplies) ferried on and off.

The Spurn lightship was decommissioned in 1975. She was bought by Hull Museums in 1983, and moved to the new Hull Marina in 1987 where she has been used as a floating museum ever since. The move in October is the first time the Lightship has left the Marina in 34 years. The vessel was expertly manoeuvred out of the lock gate by two tugboats, aptly named 'Shovette' and 'Lashette', and towed a short way along the Humber Estuary to the shipyard at Hull's William Wright Dock (see photograph below).

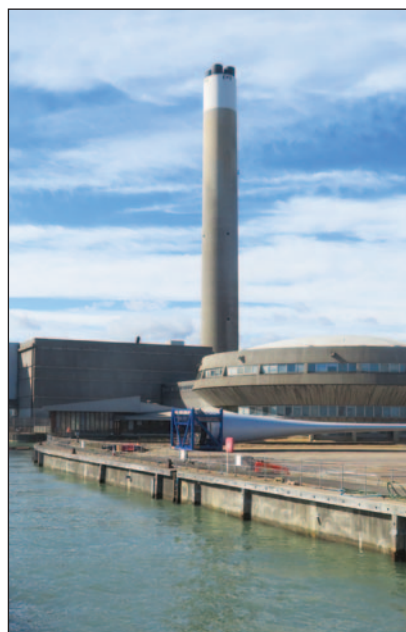


Underwater inspections have now been completed on the Arctic Corsair, and are underway on the Spurn Lightship, with the restoration work due to be completed in 2022. Both vessels will be returned to new berths in the Marina and will reopen to visitors in 2023.

## The fate of Fawley Power Station

*Robert Carr reports*

A prominent landmark over a wide area, the 650 feet high chimney at Fawley Power Station, was destroyed by explosives at 7am on 31st October 2021. In the half-light there



*Photograph by Peter Hall, early October 2021.*

were few spectators. Built 1965-69 by Mitchel Construction, Fawley was the fifth of 13 large power stations commissioned by the Central Electricity Generating Board in the late 1960s. The station was oil-fired using heavy fuel oil from the adjacent Fawley oil refinery. Oil is more expensive than coal or natural gas and so the power station did not generate continuously; it was only brought on line at peak periods. A small dock was built close by to allow for the delivery of oil by sea, but this was almost never used.



Commissioned in 1971, it had a nominal power of 2,000 megawatts with four 500 MW generating sets, and there were also four auxiliary gas turbine generators with a combined output of 70 MW. In 1973 it was claimed to be the UK's most efficient power station; by 1992 it ranked as one of the dirtiest.

The main control room at Fawley was a remarkable building quite unlike the turbine hall behind it. For obvious reasons the newspapers referred to it as The Flying Saucer. It was an aluminium-domed concrete drum connected by a bridge to the turbine hall. Some commentators thought it appeared to be hovering – Fawley power station was popular as a film set.

Following the demolition, the site is to be redeveloped for housing. There had been some hope that the control room might be retained as a central feature, giving the new residents a sense of place. It could perhaps have been reused as a restaurant or café and bears comparison with The Drum at Coventry, which is listed. The English Heritage report remarked on the completeness of the control room's interior, little changed since 1965, but the building was given exemption from listing in 2013 and the redevelopment at Fawley will be completely tabula rasa.

## Invisible cranes

*Jur Kingma, Chair of NedSEK, the Netherland Foundation for the heritage of cranes, looks at cranes hidden in industrial buildings.*

For most people cranes are large structures on docks, shipyards and building sites. But there is a world of hidden cranes, and they are at risk. Many old industrial buildings have cranes inside them. In the Netherlands the cranes in listed industrial building are not included in the document describing the monument. So the cranes are not protected. NedSEK, the Dutch society for the heritage of cranes, did a study on the history of cranes attached to buildings. The study was completed with a survey of the building-related cranes in industrial monuments in the Netherlands.

The oldest buildings-related cranes are the hoists in windmills and the large treadwheel cranes in churches and town gates. Sometimes foundries had large wooden cranes. With the transition from timber to iron as a construction material came new types of buildings, larger and higher. Internal and vertical transport became a bottleneck. The rise of the steam engine and ever larger factory machines demanded specialized buildings to construct them.

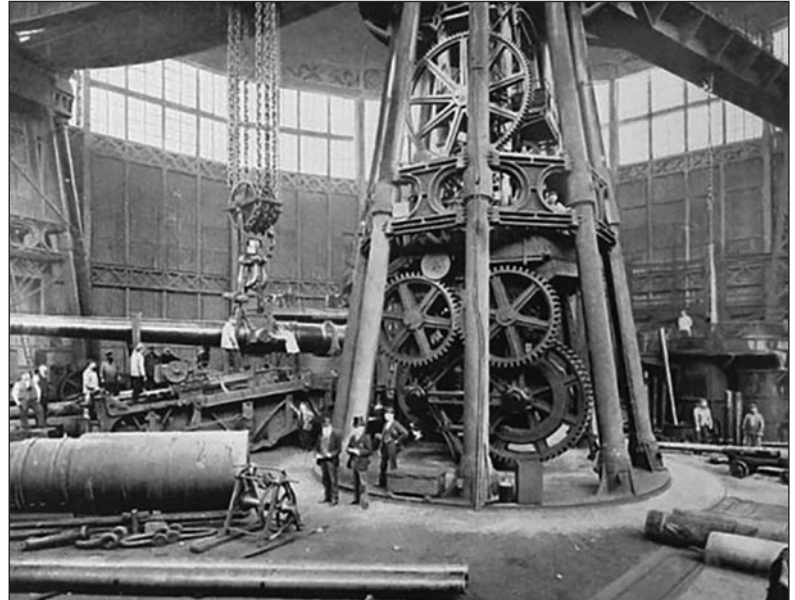
For a long time, internal transport in machine shops was a matter of muscle power, ropes and block-and-tackle. The journeyman Ludwig Stuckenholz started a boiler shop in 1830 in the Wetter castle in the German Ruhr area. He was the first to use an overhead crane and he became an important manufacturer of overhead cranes.

In the beginning the overhead crane was an improvement on muscle power and the block-and tackle means of transport. But soon steam power was used. In 1861 John Ramsbottom at the Crewe Great Western Railway workshop used a complicated transmission system with endless cotton rope and a stationary steam engine. Later complicated gearing systems came into use. The overhead crane was further improved by the introduction of electric power later in the 19th century.

The improvement of the dynamo in 1869 by the Belgian Zénobe Théophile Gramme and the discovery of the ability to

transport electricity over longer distances by his partner, the French engineer Hippolyte Fontaine, was shown at the great exhibition in Vienna in 1873.

In 1876 the engineer Sampson Moore designed and supplied the first overhead electric crane ever for the Royal Arsenal in Woolwich. Boiler shops, foundries and locomotive workshops could grow in size, like their products. The first civil use of an electric overhead crane was in Paris in 1884, at the La Chapelle railway goods yard.



*The 'great crane' of 1876, photographed c1888; part of the Royal Gun Factory at Woolwich. (National Archive of North Holland).*

In the Netherlands the first overhead cranes using steam power were constructed by the contractor of the Amsterdam Ship canal, Henry Lee and Sons from Westminster. The overhead cranes were part of the workshop where they made large concrete blocks for the piers of IJmuiden port.

NedSEK, the Dutch society for the heritage of cranes, made a typology of cranes with a subsection of buildings-related cranes. There are two types of overhead cranes. Overhead cranes are sometimes called bridge cranes – a type running on rails attached to the walls or columns of a building. The other type is fixed to two or more legs running on rails at ground level. In the typology, there are 12 more types. In the preliminary investigation in the Netherlands, about 80 building-related cranes were found in monuments that were not included in the monument description. There are certainly more overhead cranes industrial monuments, such as in steam pumping stations.

The reason that the cranes are not included in the monument's description, and in the monument protection, is that the buildings were designed by architects. The owner of the building ordered the cranes separately from a construction company. The Dutch monument description and listing rules are about the architectural and historical importance of buildings. The cranes are part of the interior and play no role. Without the building-related cranes, however, the development of many large industrial buildings would not have been useful. Crane and building belong together.

Because cranes are a neglected part of the industrial archeology and industrial heritage, it would be interesting to know how the monument practice according building-related cranes in industrial and other monuments is in other countries.

## Obituary for Alan Stoyel MBE, 1939-2021

*Bruce Hedge, AIA Archivist and personal friend of Alan, writes:*



A native of Kent, Alan's life was shaped for him from birth. His father was an authority on road locomotives, and Alan was to later remark that he had first ridden on the footplate at the age of four. Always fascinated by machinery, he was recording watermills by the time he was 13, and that interest was to become a lifelong pursuit. One of

the results was his *Memories of Kentish Watermills*, published by Landmark in 2008.

In 1957 Alan was an undergraduate in the Geology Department of University College London. Fellow student Richard Crockett describes the Department at the time as being quite small with only a limited First Year entry. "As a consequence, one got to know one's 8 or 10 fellow students pretty well and this was strengthened by frequent fieldwork". One such trip took him to St. Kilda, 80km off the Outer Hebrides. A professional geologist for 17 years, his work took him to Newfoundland working in copper and gold mines, prospecting in Scotland, and searching for coal in Spain.

It was whilst he was working in Cornwall during 1967 that Michael Messenger first met him. Along with his mining work, Alan was busy setting up the Cornish Waterwheel Preservation Society, later merged with the Cornish Engines Preservation Society to form the Trevithick Society. Michael relates a tale that perfectly illustrates Alan's enthusiasm for everything he was involved in. One evening, as a young man, Michael was at a railway society dinner along with Alan. "After the dinner Alan asked if we would like to see Pendarves Mine, so at 11pm we set off down the mine in our best dinner clothes, getting home at some unearthly hour".

When in Cornwall Alan had been instrumental in saving a number of waterwheels there, including those at the Tregargus china stone mills and the magnificent 50 foot diameter Gawns Wheel on Bodmin Moor, now re-erected on the Isle of Man.

After Cornwall Alan's work took him to Scotland and much of the impetus for the saving of waterwheels in Cornwall was lost. From Scotland he went to Spain for four years, returning to England with his wife Vivien and two daughters, Anne and Sarah, settling in the Wantage area at Venn Mill and the adjacent mill house. The mill had been used as a woodworking shop for many years. Martin Watts writes "Alan worked on the repair and restoration of Venn Mill over some twelve years. He saved it from demolition for road widening and also managed to wear down the opposition of the local river authority and restore the waterwheel and mill to working order. The dedication and energy he put into what some thought a lost cause was mind-boggling. At the same time, he was salvaging machinery from threatened mills, fighting planning and listed building cases for the Mills Section of the SPAB, of which he was chairman for three years."

Learning that a party from the local Vale of White Horse Industrial Archaeology Group was restoring the watermill at Charney Bassett, a nearby village, he became a member of the Group. Charney mill was without a waterwheel at the time and Alan was

instrumental in obtaining a waterwheel and donating it to the Group. The gift was conditional on the Group assisting with the extraction of the wheel from another local mill being converted into domestic use, and its reinstatement at Charney mill.

Keith Falconer writes that he knew Alan as a watermill expert in his days as Survey Officer for the Industrial Survey in the 1970's. The Survey was transferred to the RCHME and located in the Ordnance Survey office in Southampton during 1981. Keith was involved in Alan's appointment to a fairly routine role there in 1985. "His work there did not reflect his wide industrial archaeology knowledge that went far beyond his watermill expertise and when we closed that office and moved to Swindon in 1994, I took the opportunity to transfer him to the RCHME field recording unit". Alan retired from English Heritage in 2005.

Alan was firstly a mining engineer and geologist, and his authorship of *Images of Cornish Tin* along with photographer Peter Williams, published by Landmark Press for English Heritage in 2001, is a magnificent testimony to Alan's mining expertise.

Mildred Cookson recalls his passion for National Mills Weekend and how with his gentle approach he managed to persuade mill owners in both Oxfordshire and Herefordshire of the importance of their mills and to open them once a year. Alan and his partner, Critchell, later his wife, had moved to Herefordshire in 2004.

Over 30 years ago, Alan also took over the maintenance and running of Mortimer's Cross watermill for English Heritage, continuing there until very recently, training the new miller before giving up.

Alan was also responsible in 1986 for saving for the milling world the Rex Wailes collection, many hundreds of documents, photographs and drawings. It took him several years to conserve them before their transfer to the Science Museum and National Monuments Record. His book on Thomas Hennell's mill drawings, Landmark Publishing, underlined his connection with Rex Wailes, the pre-eminent mill expert of the 20th century.

Mildred Cookson had this to say on the subject of his MBE awarded in the New Year's Honours List for 2019, "(it) was so well deserved, and confirmed the high regard the mill world had of him. As a trustee of SPAB and a personal friend for more than 40 years, I shall miss him but never forget him for the support he gave and the advice he offered to so many."

Critchell predeceased him in 2020, he leaves behind two daughters, Anne and Sarah, and their families. I must thank Anne and Sarah for their help in preparing this.

## Obituary for Denis Baker, 1930-2021

*Denis's son, Ian, writes:*

Denis Baker, well known to many as a local historian, passed away in June of 2021. He was a founder member of the Leicestershire Industrial History Society, the Coalville Historical Society and the Swannington Heritage Trust.

His wider family and local community were involved in mining; and some were locomotive drivers on the Leicester main line. His childhood experience started a lifelong interest.

In 1948 he secured a Student Traineeship as a research chemist at Fisons of Loughborough. During his time there he studied part-time for a degree in Chemistry. As a chemistry graduate, he was asked to do National Service at the Atomic

Weapons Research Establishment at Aldermaston. His research involved developing new high explosives needed to initiate an atomic blast. He continued to work at Aldermaston until March 1957.

Denis then took a job with Precision Rubbers at Bagworth, working in a new developing field of polyurethane elastomers. Following a company takeover by Dunlop Polymer Engineering, Denis was involved in exploring applications for this new technology, working with the Ministry of Defence on military applications and down coal mines around the country for conveyor systems and other mining applications. He finished his career as a Tyre Technical Sales Manager with Dunlop in 1972.

A more specific interest in industrial history began in his latter years at Dunlop, with his friend Dick Thompson. This friendship and meeting others with similar interests led to the founding of the Leicestershire Industrial History Society (LIHS). He was an active member and Treasurer for many years. One of the society's first projects was the excavation of Swannington's Califat Newcomen Boiler, found by Denis during one of his 'let's go exploring' expeditions in 1969. Excavation and interpretation of the site is something that the society is still involved with today.

His interest in local history grew along with involvement in many LIHS projects. He had continued interest in the Swannington excavations at Califat. He was also particularly involved with their work on the Leicester Swannington Railway; the field research in Calke Park at Ticknall where he demonstrated his ability to find tramway blocks by divining with coat hangers; and at Moira Furnace. After LIHS had helped to ensure it was not demolished, Denis became one of the original members of the Management Committee.

In Swannington, a group of keen villagers formed around him to organise a festival to celebrate 150 years of the opening of the railway. This led to the formation of the Swannington Heritage Trust and the purchase of the nationally-famous Swannington Incline. The Trust, led by Denis, restored a path and bridges on the Incline so that it could be visited and enjoyed. Later came the acquisition of the Gorse Field; the Califat Spinney where the old mine workings are still being investigated and interpreted; and Hough Mill, which has been restored to the point that today it now has sails.

He was able to communicate and promote his knowledge and passion for local history to all, be they other experts in the field or the generally interested, and to school children of all ages. To the end he was the 'go-to' person for local history information. His knowledge and enthusiasm will be missed by many, from the various areas in which he showed interest.

## Obituary for Chris Lester, 1945-2021

*Amber Patrick, AIA Planning Casework Officer, gives a personal view:*

I was both surprised and saddened when I saw the notice in IA News that Chris Lester had died. I had been providing him with malthouse information in April 2020 for the book he was editing: *Stamford's Industrial Past* and now published by the Society for Lincolnshire History & Archaeology. In our email exchanges we had commented on the difficulties of doing research during lockdown and the hope of freedom when it ended.

I first came across Chris when I was working in Nottingham and went on site visits organised by the various East Midlands industrial archaeology societies. (They formed a group, organising the twice-yearly East Midlands Industrial

Archaeology Conferences.) Chris was interested in all aspects of industrial archaeology and was very much involved in the practical side. However, two particular sites stand out because of Chris's association with them: Dogdyke Pumping Station and, most importantly, the Grimsby Ice Factory.

The wide range of Chris's IA interests is perhaps best demonstrated by the photographic (and other) contributions he made to *Lincolnshire's Industrial Heritage, A Guide*, edited by Neil Wright, which formed part of the AIA's annual conference documents when it was held in Lincoln in 2009. For example, his photographs included Stenigot Radar Tower and the Beam Station at Tetney, although these were perhaps due to his employment by GEC. Others were of the pumping stations including Dirtness and Owston Ferry, and other traditional industries included the Flax Mill at Pinchbeck as well as windmills, and warehouses, and the more traditional forms of transport of bridges and railway stations including at Cowbit and Spalding, but also the more modern form of transport, the Humberside International Airport.

These wide-ranging industrial archaeology interests inevitably included, as already indicated, malting and brewing. Chris lived in a malthouse, or rather a unit within the malthouse of the Trent Brewery on Millgate, Newark, which later became the premises of the millwrights, Wakes and Lamb, which was of course of interest to Chris, although sadly I could not provide much information.

A more detailed obituary can be found on the Society for Lincolnshire History and Archaeology's website:  
[http://www.slha.org.uk/news/#apm1\\_13](http://www.slha.org.uk/news/#apm1_13)

## Memories of Rodney Law, 1925-2021

*Michael Messenger remembers:*

I knew Rodney Law in the late 1960s and 1970s when we were both involved with the Trevithick Society and its constituents. Rodney was Chairman of the Society from 1977 to 1994. He wore his extensive knowledge very lightly and was always willing to share it. He always wore a three piece suit no matter what the activity, be it scrabbling across mine sites or going to a restaurant, and was often accompanied by a rolled umbrella. The latter came in useful on a trip up the river Tamar when Rodney sat in the bows with his umbrella up to protect himself from the spray. When in Cornwall he stayed in Redruth and on a Sunday morning he would often walk the four miles or so to my parents' cottage, ostensibly to be sociable, but we always thought it was an excuse to examine our Georgian grandfather clock. Eventually he would say "Do you mind ..." and head for the clock which he would lovingly correct and adjust, sometimes taking parts to repair in the Science Museum workshop. He was very fond of old clocks. Sadly we lost touch as my interests diverged and family matters took precedence, but I remember him with great fondness.

*A full obituary for Rodney can be found in Newcomen Links 257, Autumn 2021.*

## Memories of Andy King

*Dieter Hopkins writes:*

Andy was one of the remarkable figures from that period of local authority industrial museum expansion and optimism and a remarkable survivor in the ever-changing world of museums. He played a key role in developing Bristol Industrial Museum from the foundations laid by Neil Cossons and Paul Elkin. Andy died in 2021.

# Digitally archiving a Society's assets

Alan Clarke, Chairman of the South Wiltshire IA Society, continues his series:

## Part Two – Metadata

Societies used to number their slides and then keep a card index; one card for each slide. Then digital computers meant that instead of a card index, a spreadsheet could be used. This proved a significant improvement. Searching was far quicker and could be carried out by anyone with access to the spreadsheet. Now the slides themselves can be digitised (scanned) and stored on the computer. Problems have arisen that with the change over of society committee members, the spreadsheet computer files tended to get separated from the slide image files and lost. However, much of the information about a slide can be put into its digitised filename rather than using a spreadsheet. This works fine until there is too much information to fit into the filename – say over 100 characters.

An example of an information-crammed filename: 'Fisherton town mill summer 1975 during drought.jpeg'. The solution is called jpeg metadata. Metadata is information hidden within a computer file. For example, when you take a photograph with your smart mobile phone you might have become aware that the jpeg image file has embedded within it much information such as camera make, camera settings, GPS latitude and longitude, creation time and date and much, much more. A whole set of data is stored within the single computer photographic jpeg file. There are many apps which will show you this metadata.

Here is a list of just a few of the hundreds of metadata values encoded within every photograph from an iPhone:

Focal Length in 35mm Format:	33 mm
Scene Capture Type:	Standard
Lens Info:	4.119999886mm f/2.4
Lens Make:	Apple
Lens Model: iPhone	5c back camera 4.12mm f/2.4
GPS Latitude Ref:	North
GPS Latitude:	51 deg 4' 14.40"
GPS Longitude Ref:	West
GPS Longitude:	1°47' 17.84"
GPS Altitude Ref:	Above Sea Level
GPS Altitude:	13.91052196 m
GPS Time Stamp:	10:07:44
GPS Speed Ref:	km/h
GPS Speed:	0
GPS Img Direction Ref:	True North
GPS Img Direction:	14.62183236
GPS Dest Bearing Ref:	True North
GPS Dest Bearing:	14.62183236
GPS Date Stamp:	2021:08:18
GPS Horizontal Positioning Error:	10 m

There are apps which simplify adding metadata to a jpeg image file. Thus, it is easy to add extensive comments to a jpeg's metadata. One can even add audio! One no longer needs to keep any other associated spreadsheet or such to go with the scanned images. The scanned images themselves can contain all the other information. No need for an associated database or spreadsheet. Apps will list off the file names and all the corresponding metadata to save you mastering the operating system commands. One app I use is called 'Nifty File Lists'.

This means that as the information about an image is contained within the image. It doesn't become lost, the problem with a card index, separate spreadsheet or database. A great step forward!

The metadata field that the Society currently makes most use of, is called 'description'. An app called 'MetaGear' can help with this, although the field 'comments' is growing in popularity and you can change it in the Apple Mac 'get info' window.

A member goes through a set of jpeg images, opening each one in turn via MetaGear and writes as much as they like about each image in the box labelled Description. Then the image is saved (overwritten) and the next image looked at. The set of images is given back to the Society Archivist who checks them before making them the masters in the archive. Maybe someone else will take the same series of images and add their descriptions to the descriptions already there. Now having digitised all the slides and included all the information about each slide, how does one find what one wants?

## Part Three – Searching

Modern computer operating systems have a search facility which will search not only the filenames but also the metadata. To achieve this at great speed first 'index' your disk or memory stick. You need to give your computer permission to do this. This indexing is carried out as a background task and can take several days for a million images. The indexing not only reads all the filenames but all their metadata as well and makes an extremely comprehensive dictionary of all that it finds. This is all part of the computer operating system. If you have an Apple Mac, you need to read all about 'Spotlight'. It will even tell you how to search using AND, OR and NOT. Spotlight is part of the Apple Mac operating system. Google and Microsoft have similar facilities. Spotlight is immensely powerful. Read for example here: <https://osxdaily.com/2010/01/06/improve-your-spotlight-searches-with-search-operators/>.

Also read <https://support.apple.com/en-gb/guide/mac-help/mh15155/11.0/mac/11.0>

I have concluded that the latest computer operating systems now have all the facilities required for a society or museum. The computer operating system will suffice with tremendous advantages in cost, speed, ease of use, portability, ease of teaching, and range of features.

Some properties of the latest computer operating systems:

- Extremely long file names are allowed.
- Files can be locked, encrypted, made invisible.
- Spaces are allowed in all filenames and folder names.
- An extremely large number of files are allowed in one folder.
- Nesting of folders is allowed to a very deep level.
- Extremely fast Operating-System complex searching is available which searches filenames and metadata. They can even find misspelt names.
- Almost all file types can have metadata.
- One can list all selected filenames, indented for folders, to a text file.

One can list all metadata fields for a given set of files. Metadata can include audio. (I have seen an example jpeg where one can activate the old lady describing the hay-making scene.)

The advantage of using the computer operating system:

One does not depend upon a database supplier or specialist training.

It is much cheaper than a conventional database. Just a few small apps such as 'Exiftool' and 'Metagear' or detailed knowledge of the operating system via 'youtube'.

It is far easier than a database, for any volunteer to use.

Automatic backups via the operating system are easy and well tried.

The whole archive is easily portable via an external HD or via the 'cloud'.

For those wishing to migrate from an old fashion database, map each database record to a jpeg file. The jpeg file can contain all the fields of the database record as metadata fields.

*To be continued..... Ed*

## The power of social media

*Report from David de Haan and Paul Collins*

Enquiries often come to the Association, some of which I can answer easily, but for others I seek the assistance of the Council who frequently know of someone better informed. On the rare occasions when that fails we open up the question via social media.

www.facebook.com/groups/wearetheaia, our Facebook site, was set up by Dr Paul Collins with a core aim of signalling our existence to a wider audience, to promote our conferences and awards, and to extend our reach beyond the membership. In 2021 1,346 people posted (including those from the UK, USA, Australia, India, Italy, Spain, Ireland, Greece, Canada and Mexico), 1,832 people commented, 17,827 reacted and 220,371 viewed. The power of social media was ably demonstrated in early November, when, within three days of posting a plea on 31st October (see below), it received 14,447 views!

In it the AIA was asked for help from Charles Dickerson and Peter Lucas seeking a new owner for an old hand-operated travelling crane from a boatyard on the river Dart in Devon. Dating from the late 1890s it had initially been used in the GWR terminus at Kingswear, Dartmouth, then on the nearby embankment where the Harbour Commission had used it to raise and lower buoys. Later it was relocated a short distance away to the Old Mill Quay Boatyard and finally to the nearby Creekside Boatyard, both on the Dart. The gearing not only raised and lowered the hook, but could also slew the crane and allow the unit to be moved along on its rails. Now surplus to requirements, the Creekside Boatyard had considered scrapping the crane but instead offered it for nothing, as long as the new owner covered the costs of its removal.



*The crane at Dartmouth. Photo Charles Dickerson.*

Among the replies were expressions of interest from the heritage railway sector, one of them being from George Balsdon, a fireman on the Dartmouth Steam Railway, who restores locomotives at his engineering works based 45 miles away at Poltimore near Exeter. He has become the new owner and successfully dismantled the crane prior to its restoration and giving it a home outside their new locomotive works, a shed full of GWR locos.

## Post Script

### Monorails

In the last issue of IA News, Linda and Stewart Shuttleworth saw a collection of industrial monorail items and asked for information on their original use.

There has been such a good response, giving details of both museum examples and of those still in use in the UK and in Europe, that a larger article is called for in a later issue this year. For now though



suffice to say that an important use was in sewage works to take sludge away from settling tanks.

Many thanks to Michael Messenger, Richard Vernon of Amberley Museum, Douglas Jackson of South Wiltshire IA Society and Huw Williams of the Industrial Railway Society.

*Photograph of a monorail system in Amberley Museum, courtesy of Douglas Jackson*

### Infilling of Cumbria's Great Musgrave railway bridge

National Highways is preparing to apply for retrospective planning permission for infilling the bridge at Great Musgrave, which was described as 'cultural vandalism' during a House of Lords debate. If it is refused the concrete will have to be removed. Campaigners, however, fear that National Highways is pushing ahead to destroy or fill more than a dozen more bridges. See also AIA e-News Bulletin, January 2022.

*Many thanks to Neil Preston of Trowbridge for bringing the article in the Guardian, Monday 13th December, to my attention. Ed.*

### Snapshot in time

Two of our members entered photographs for the Scottish Transport & Industry Collections and Knowledge (STICK) network competition 'Snapshot in Time'.



Jane Ellis's photograph (above) of the remains of the water tower on the Rosedale Railway track, was chosen as runner up to the overall and popular vote winners.

Ian Mitchell's photograph of the interior of the salt graduation tower (see page 3 of IA News Issue 199) was short listed.

## A new Editor for IA News

*Pat Bracegirdle writes*

This, my fifth Issue as Editor of *IA News*, will, sadly, be my last. It has been a privilege and a pleasure to have got to know so many members over this short period. My hope was to meet you and put names to faces at our Annual Conference, but Covid has prevented that.

I was all set to edit *IA News* for a number of years, when fate, in the form of a stroke early last year and another a few weeks ago has made it very difficult for me to carry on. I owe a debt of gratitude to David de Haan for all the help he has given me over these last few months.

The good news is that Mike Nevell is taking over and I'm more than grateful for his willingness to step in at such short notice.

Mike will make a brilliant editor, He has a wealth of contacts, knowledge and energy. *IA News* will shortly be in very good hands.

## Dr Michael Nevell, FSA, MCIfA

*Mike Nevell writes*



This photo of myself by the wonderful sequence of late Georgian and Victorian viaducts in Castlefield, Manchester, is an attempt to get a serious image to use on my blog – although I suspect I just look grumpy and in need of tea and cake! By training a late prehistoric and Roman landscape specialist (which is what my PhD was on), my professional background is in developer-funded and community archaeology. In the early 1990s I began working on a series of archaeology and history books for Tameside Council in Greater Manchester, and industrial archaeology was the dominant feature of this largely urban landscape. Wandering around textile mills, hat factories, engineering works, and colliery pumping engine sites in the mid-1990s I caught the industrial archaeology bug. In 1997 I joined the AIA and have been actively involved with Council since 1999.

My interest in both industrial buildings and the causes and impact of industrialisation developed out of this work, and I was deeply honoured to receive, jointly, the AIA's Industrial

Archaeology Research Award in 2000. I developed these interests further as both an archaeology unit director and a senior lecturer at first Manchester University and then latterly at Salford University, writing and publishing extensively. The important role of volunteers, local groups, and societies in exploring the past was one of the great features that attracted me to industrial archaeology (I have run three major community archaeology projects) and to support the work of both the AIA and the Council for British Archaeology (as Chair of my local CBA regional group and as a national CBA Trustee). I was editor of the Associations' journal, *Industrial Archaeology Review*, from 2009 to 2017, and was fortunate enough to be Chair of the Association from 2017 to 2020. I'm currently coordinator of the Association's Research Grants Awards, designed to actively encourage industrial archaeology by supporting new fieldwork. I've also helped organise and run three AIA annual conferences: Manchester, Preston and Chester – the latter where our hosts, the University of Chester, memorably demolished the bar and lounge we had been using for the weekend events during the rest of the conference! These conferences involved lots of liaison with local groups and local industrial archaeology volunteers, and plenty of industrial archaeology fieldwork.

The opportunity to be the Industrial Heritage Support Officer for England, based at the Ironbridge Gorge Museum Trust, came up at the end of 2019, and with great timing I arrived at Ironbridge between floods and the start of the Covid pandemic in March 2020. In the last two years, although working mainly online, I've been able to expand the Industrial Heritage Networks and to promote volunteer involvement in industrial heritage. I've remained an Honorary Research Fellow in Industrial Archaeology at the University of Salford, and am actively involved with the Manchester Regional Industrial Archaeology Society. I've also continued to teach on adult education courses, and to research and write about industrial archaeology, since there's no point in doing research or fieldwork without the widest possible communication. Thus, taking over as Editor of *IA News* will be a privilege.

## Cover Story

The cover reflects some of the articles which appear in this issue, which looks forward to our 50th anniversary in 2023. It shows some of the books mentioned by contributors.

*Industrial Archaeology an Introduction* by Kenneth Hudson. John Baker 1963;

*The Archaeology of the Industrial Revolution* by Brian Bracegirdle. Heinemann Educational Books 1973;

*Perspectives on Industrial Archaeology* edited by Neil Cossons, Science Museum 2000;

*Industrial Archaeology A Handbook* by Marilyn Palmer, Michael Nevell and Mark Sissons, CBA 2012.

The group photograph was taken in 2017 at our Annual Conference in Northampton of those members attending who had been present at the first AIA Conference: (from left to right) John McGuinness, David Alderton, Fred Brook, Peter Stanier, Roger Holden, Michael Messenger, John Stengelhofen, and Keith Falconer.

The background image is a front wheel of a traction engine being restored by George Balsdon Engineering Works, Poltimore, new owners of the hand-operated crane described on page 21.

## Newsletters / Bulletins received

Many thanks to our Affiliated Societies and other Industrial Heritage Groups who continue to send us copies of their Newsletters, Bulletins and Journals. They are much appreciated and are kept in the Ironbridge Library. Extracts from them are published in *Industrial Archaeology Review*.

### Newsletters and Bulletins

Cotswolds Canals Trust, No 194, December 2021  
Berkshire IA Group, No 57, Autumn 2021  
Greater London IA Society, No 317, December 2021  
Historic Gas Times, Issue 109, December 2021  
Lancashire Local History Federation, Issue 37, Nov 2021  
Leicestershire Ind. History Soc, Vol 8, No2, Autumn 2021  
Lichfield Waterworks Trust, November 2021  
Midland Wind & Water Mills Group, No 131, December 2021  
Newport Transporter Bridge Friends, Winter 2021  
N E Derbyshire IA Soc, No 83 August, No 84 Nov 2021  
Somerset IA Society, No 148, December 2021  
South West Wales IA Society, No 142, Oct 2021  
Suffolk IA Society, No 155, December 2021  
Sussex IA Society, No 192 Oct 2021, No 193 Jan 2022  
Sussex Mills Group, No192 Oct 2021, No 193 Jan 2022  
TICCHI Bulletin, No 94 October 2021  
Welsh Mines Society, No 85, Autumn 2021  
Western Power Electricity Historical Society, No 78, August 2021

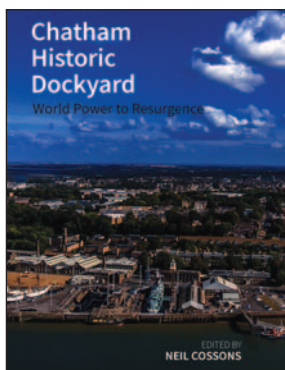
### Journals

Irish Railway Record Society, Vol 29, Oct 2021, No 206

### Please send future Newsletters and Bulletins to

Dr M Nevell, 3, Baxter Road, Sale Cheshire M33 3 AJ, or to [ianews@industrial-archaeology.org](mailto:ianews@industrial-archaeology.org)

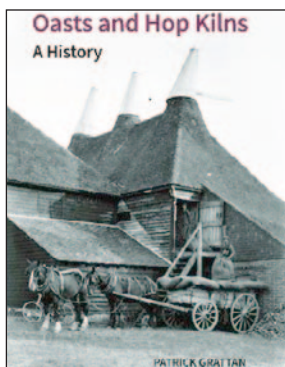
## New books published



### Chatham Historic Dockyard

Edited by Neil Cossons, Jonathan Coad, Andrew Lambert, Paul Hudson and Paul Jardine. Published by Historic England / Liverpool University Press July, 2021, £19.95

This tells the story from Elizabethan origins to fleet base and shipping yard, from sail to submarines.



**Oasts and Hop Kilns** by Patrick Grattan. Published by Historic England / Liverpool University Press. £40

A comprehensive account of the 400 year history of hop drying buildings, oasts and hop kilns, found in three regions of England.

## A warm welcome to the following new members

In 2021 we had 51 new members, who were reported in the newsletter as the year progressed. Welcome to the following members who have joined the Association since the last issue:

Mike and Karen Berry from Oldham  
Karl Taylor from Chorley, Lancs.

## Industrial Archaeology News

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Outgoing Editor: Patricia Bracegirdle.  
Incoming Editor: Dr Michael Nevell  
[ianews@industrial-archaeology.org](mailto:ianews@industrial-archaeology.org)

Published by the Association for Industrial Archaeology contributions, news and press releases should be sent to Published by the Association for Industrial Archaeology, contributions, news and press releases should be sent to Dr Michael Nevell, 3, Baxter Road, Sale, Cheshire M33 3AJ. Tel 01952 435 970.

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

*Final Copy Dates are:*

*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.*

## Notes for Contributors

*IA News*, being the main paper communication organ for the AIA, is issued quarterly. It covers the Association's activities, including the work of AIA Council and the Young Members Board and that of our Affiliated Societies, together with both regional and international news.

Items for inclusion should be emailed as attached Word documents. The number of words will naturally depend on the nature of the report. Typically, a short news item could be up to 250 words. A large report could be up to 1,500 words.

If necessary a report will be edited to fit the space available. If an author feels that editing may detract from the substance of the report, please include a note to this effect.

Photographs accompanying a report should be sent as separate jpg files (for best quality printing). Please do not embed them in the text. Short captions should be provided.

For copyright reasons the origin of all reports must be credited and, where appropriate, the author's name and position included. Photographs, too, should indicate to whom credit should be given.

# The Back Page

*an introduction to workers in the field*

David Perrett, AIA Chair



I was raised in the Yorkshire town of Pontefract where everyone worked in the 'black stuff' – men down t'pit at the Prince of Wales colliery and women made liquorice allsorts at Ewbank's. The Swinton & Knottingley Railway was just 100 yards away so trainspotting was de rigour. History was my best subject at Pontefract Grammar but my wish to study archaeology was dashed when told that I couldn't take 6th-form history having failed O-level Latin! Chemistry was my next highest mark so into the Science 6th and then on to read Chemistry at Exeter University.

After graduating I joined the Department of Medicine in St Bartholomew's Hospital Medical College, London University, as a Research Assistant working on in-born errors of metabolism. A couple of years in London would be good I thought – still there 55 years later!

I was appointed Senior Lecturer, then Reader and in 1996 the country's first Professor of BioAnalytical Science. I've published over 200 full papers, 3 books along with 2 patents, and 21 students have received their PhDs under my supervision. I have held many roles in the Royal Society of Chemistry. I retired in 2013 becoming Emeritus.

Having attended a short summer course on something called industrial archaeology in Croydon, which included a trip to Addington where two beam engines were pumping Croydon's water, I discovered that IA nicely merged my interest in history with industrial Yorkshire. That autumn I joined an IA class taught by Denis Smith at Goldsmiths College. Denis persuaded most of the class to join GLIAS, the Newcomen Society and the new Association for Industrial Archaeology. Ollie, who I married, joined the class a year later. I was soon on the GLIAS committee, becoming Chair in 2011 and I am now GLIAS President.

I was President of the Newcomen Society in 2007. In 1982 I helped organise the largest AIA summer meeting based in Imperial College. I was on the AIA Council from 1986 to 1998 and again from 2018 to the present, being elected your Chair in 2020.

Jo Alexander-Jones, the BIAG Webmaster



If you asked me how I ended up in the IA world I would have to honestly say 'by accident'. A few years ago, I attended an excellent talk at The Berkshire Industrial Archaeology Group (BIAG) as a one-off, but it was the AGM and when the call came for volunteers to join the committee, I put up my hand. However, I have never regretted that choice and have since been honoured to work alongside a group of enthusiastic and knowledgeable people. Having spent most of my working life on new developments in engineering it is nice to have the time to look back and appreciate the foundations that allowed us to plan the future.

Being tasked with building up BIAG's website and social media presence, it has given me great pleasure to research and then share with others the industrial heritage of our county. For a few years I also ran BIAG's newsletter and event programme, but am pleased to have handed this over for 2022 to others who have new ideas and fresh contacts. Now I can really focus on building up the website content and publishing a lot of material that our members and others in the county have kindly passed across to me.

Not content with the BIAG role, I have expanded to become the Secretary of the Berkshire Local History Association and to sit on the committee for the History of Reading Society. Hopefully in 2022, I can help to improve the understanding and value of IA within these groups, as the most common question I am asked is: 'What is industrial archaeology?' and I believe once people understand they will want to know more and maybe even join up.

## AIA Sales

You can order many of our Gazetteers and back issues of Industrial Archaeology Review on line, at <https://industrial-archaeology.org/Sales/OrderForm.html>  
The Merseyside Gazetteer (2020) is £7, but all other gazetteers are £2 each plus postage.  
IA Review from 2015 onwards are £7 each plus postage.  
IA Review from 1976 to 2014 are £4 each plus postage.