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INDUSTRIAL ARCHAEOLOGY NEWS

The Newsletter of The Association for Industrial Archaeology

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Chair's Letter to Members

Dear Members

I am writing this letter to you in December but appreciate that due to the continuing public sector strikes it will arrive along with many delayed cards and other newsletters well into January. My IA life had started to return to something like normal. The AIA held its Zoom AGM back in the Autumn and I was very pleased to see a number of new members appointed to the Board along with Zoe Arthurs being elected to Vice Chair.

At the start of October, I was pleased to represent the Association at an International conference in the World Heritage town of Banska Stiavnica in Slovakia that the AIA were supporting. Local archaeologists had excavated the significant and substantial remains of the 1722 Newcomen Engine house built by the British Engineer Isaac Potter to work the local gold mines that are high in the surrounding mountains. The local mining archives hold a magnificent collection of drawings of the engine and other local mines. The importance of the find was such that local dignitaries attended and the British Ambassador came for a full day from Bratislava. The Slovak Mint have minted an Euro Coin showing the engine. Interest in the AIA was high and all our literature I had been able to take disappeared rapidly. Back home I led a day school on IA including the History of the AIA for the U3A in Surrey. It attracted nearly 100 delegates and once again our literature all disappeared. Unfortunately, two of my following lectures in December had to be cancelled due to rail strikes meaning I could not get to their venues. Sadly, it looks like this situation will continue well into 2023.

I was also to represent the AIA at the opening of Ditherington Flax Mill in Shrewsbury. Having driven from London I arrived to find that the event had been cancelled due to the death of Queen the day before and I had not received an email about the cancellation. Fortunately, the HE representative was still closing the site up and taking away all the uneaten catering so Olwen and I were given a private tour of the superb restoration. Zoe Arthurs represented The AIA at the rescheduled opening in December.

One event that did take place although most of you probably missed it was a radio show on IA. It was transmitted between Midnight and 1am on Colin Murray's BBC Radio 5 Live 'Late Night Conversations' programme on 18th October 2022. Speakers included our IA News editor Mike Nevell and our Vice-Chair Zoe. Unfortunately, it is no longer available on the BBC. Last week Radio 4 broadcast an excellent programme called *Bells that still can ring*. It covered John Taylor & Co's bell foundry in Loughborough, which the AIA's Nottingham conference visited in 2018.

Planning is continuing for our 50th Anniversary event which will take place at the University of Bath in September 2023. I wish you all a happy 2023 and look forward to seeing you at IA events during the year.

Prof David Perrett, AIA Chair

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Cover Story: *The restored Archimedes screw at Crofton Beam Engines. Image courtesy of Crofton Beam Engines.*

Industrial Sites Added to and Removed from Historic England's 2022 'Heritage at Risk Register'



Historic England

In November 2022 Historic England published their annual survey of Heritage at Risk. This year there are 4,919 entries on the Heritage at Risk Register. This identifies the listed or scheduled sites that are most at risk of being lost as a result of neglect, decay, or inappropriate development. Industrial archaeology and industrial heritage sites on this list include museums open to the public as well as privately owned buildings and monuments.

Three industrial sites have been saved from decay in the last 12 months and are no longer on the register: the Carriage Works, Bristol; lock and swingbridge on the Broadwater Estate, Greenwich; and the North Park furnace dam, Chichester. Ten industrial heritage sites were newly added to the register in 2022: Alford Windmill, Lincolnshire; cementation furnace, Sheffield; coal drops, Sheldon; Cross-in-Hand Windmill, Bexhill; Elsecar Ironworks, Barnsley; Heage Windmill, Derbyshire; High Mill cornmill & foundry, Alston, Cumbria; Pakenham Windmill near Bury St Edmunds in Suffolk; Papplewick Pumping Station, Nottinghamshire; and Rockingham Kiln in Rotherham.

Dozens of listed and scheduled industrial archaeology and heritage sites remain on the 'At Risk' register. For further details including an interactive map follow this link: <https://historicengland.org.uk/advice/heritage-at-risk/findings/#4ffdede5>

Crofton Beam Engine Run First E-coal Trial Steaming

Crofton beam engine held a first trial steaming using Homefire Ecoal (comprising 50% olive stones) on 5 July 2022, having warmed the boiler through the previous day. Crofton report on their website (<https://www.croftonbeamengines.org/ecoal-trial/>) that

boiler managers have had to develop a different firing method to control the steam supply to the engines. This "sprinkling" technique meant that the fire burned more evenly over the whole grate area. This had two main consequences:

- cooler firebars, which should lead to longer life; and
- a much hotter working area in front of the boiler, which will need addressing if we are to use this method in future.

It was noted that there appeared to be much less smoke from the chimney and much less ash produced. Further details on the trial and potential future tests will be published later in the year with the aim of being fully operational by June 2023.

National Brewery Centre, Burton, Closes

The National Brewery Centre in Burton-upon-Trent closed at the end of October 2022. The Grade II Listed brewery building is owned by Molson Coors, which is proposing to re-use the museum building as the new headquarters for its 500 staff in Burton. The intention is to switch from their current HQ in High Street to the brewery centre site. The museum is housed in the former Joiner's shop of Bass's Middle Brewery, which was built in 1866.

The Heritage Brewery Trust, which ran the centre, has said that a "selection" of its half-a-million brewing artefacts housed at the museum will be moved to Bass House, on the High Street. Around 5,000 items including machinery were on display at the centre.

Hydro-electric Power Returns to Cromford Mills

The Arkwright Society has secured £330,000 from Severn Trent Water and Derbyshire County Council to install a new green energy system at Cromford Mills, Derbyshire. The original mill, restored and owned by the Society, was built in 1771 by Sir Richard Arkwright and was the world's first successful water-powered cotton spinning mill. It is a key part of the Derwent Valley Mills World Heritage Site. The project will involve reinstating a waterwheel and



The Old Mill at Cromford (Image copyright Dr Michael Nevell).

installing a 20kW hydro-turbine to power the buildings. Water heat pumps will also be installed in the structure and an old turbine in nearby Cromford village will be restored. Work on the new power systems began in September 2022.

AIM Survey Results on the Cost of Living Impact on UK Museums

Nearly a third of AIM members completed last September's survey on the impact of the cost-of-living crisis. It highlighted the difficulties facing independent museums as inflation and energy prices surge whilst visitor numbers continue to lag behind projections. Whilst resilience and reserves are supporting in the short term some museums through the current difficult economic climate, the survey underlines a need by many for medium to long-term support. Key findings included:

- 14 respondents reported being at risk of insolvency, two imminently.
- 70% of organisations reported still having three or more months of unrestricted reserves.
- About half of museums found visitors and income over summer were either similar to projections or up to 29% below. Just under a third had visitor figures and income significantly below projections.
- Half of responding museums believed they can absorb cost-of-living pressures in the short- but not long-term.
- Energy costs were the main pressure (70% of organisations).
- On average, organisations reported that energy bills were just over 20% of income,

with rises of about 45% expected in the next 6-12 months. However, this average masks a massive range, with 34 organisations reporting they expect rises of over 90%. There are also significant differences in cash amounts, which range from the hundreds to high six figures.

- About half of organisations were still in fixed contracts, with around a third of these ending in the next six months.
- 90% of organisations were planning actions to tackle cost pressures, with the most common steps being trying to increase income, using reserves, reducing energy consumption, and reducing costs such as L&D.
- 40% of organisations have or plan to scale down activity including reducing public offer, reducing events, or delaying or cancelling gallery refreshes and capital projects. Just over a third of organisations did not think increasing income would be possible given economy-wide pressures.
- About one in six is planning restructure or redundancies.
- About half of organisations are expecting visitors and income to be below projections to the end of March 2023 (however, a sizeable part of the sample did report regular closure over the winter months).

For the detailed survey results follow this link: <https://aim-museums.co.uk/seeking-certainty/>

Industrial Heritage Sites Amongst National Portfolio Organisations being Supported for 2023-26

In November 2022 Arts Council England (ACE) announced that 990 organisations would receive £446 million each year for the period 2023 to 2026 as National Portfolio Organisations. The National Portfolio is a group of nearly a thousand arts and cultural organisations that get regular funding from ACE and forms the core of ACE's investment of public money to support creativity and culture in England. The organisations underpinned by this funding include arts centres, galleries, libraries, music venues, and museums. The new settlement for the period 2023-26 includes 23 organisations responsible for running industrial sites, with a total of £14.6 million in support allocated to this group for each year. Organisations receiving support to help protect industrial heritage sites include nine local authority or local authority-supported museum

services with industrial heritage museums and sites, including Derby Museums and the Norfolk Museum Service. There are also several arts venues based within historic industrial building which are receiving funding: Farnham Maltings Association, Kendal Brewery Arts Centre, and The Ropewalk in Cleethorpes. For more details follow this link: <https://www.artscouncil.org.uk/investment23>

New Heritage Protection for Edge Hill Engine Station Site, Liverpool

AIA is very pleased to hear that the Edge Hill Engine Station site in Liverpool has been granted scheduled monument status, after a long campaign led by the Liverpool and Manchester Railway Trust. This important site was the original Liverpool terminus for steam locomotives on the Liverpool & Manchester Railway (L&MR), the world's first inter-city passenger railway, which opened in 1830. Locomotives were detached from the trains from Manchester, with ropes then hauling passenger carriages up inclines to the Crown Street passenger terminus and lowering goods down to the docks at Wapping. The site is located in a deep cutting and the new status protects rock-cut chambers, the first 20m of three railway tunnels, and the remains of the engine houses and associated features for the Wapping and Crown Street inclines.

Edge Hill Engine Station site in 2012 (image courtesy Chris Iles, Liverpool and Manchester Railway Trust).



Benthall Tramways & Ash Die-back

Steve Dewhurst writes:

Issue 197 of IA news included a piece on the reinterpretation of the limestone tramways at Benthall, an industrial landscape that had remained substantially undisturbed since the mid 19th century. The area is partly under the stewardship of the Severn Gorge Countryside Trust and the rest is owned by the National Trust. Issue 202 reported on the impact of clearing dead Ash trees on Benthall Edge.

The management of Ash dieback is a major problem throughout the country but it seems that the effect of this on archaeological sites may not have been fully appreciated. In March this year (2022), the National Trust used large machinery to fell a large number of diseased trees along the pathways on Benthall Edge. These pathways were the routes of the tramways which were engineered routes on ledges cut into the hillside and included two shallow cuttings. A JCB was used to widen and partially excavate the paths severely compromising the archaeology. The response from Viviana Caroli shows that the internal systems within the Trust failed to identify the importance of this site and ensure that a proper assessment was made before any work was commenced. A recent article on the BBC website entitled 'Ash dieback: Exploding

diseased trees risk lives - experts' states that forestry organisations have warned that 'Diseased ash trees which "effectively explode" while being cut pose a serious risk to people's safety.' Tree surgeons are said to have been badly injured - some fatally - and are being told to use heavy machinery to bring them down. The work at Benthall and advice on removing trees show that there is a serious threat to archaeological sites within woodland and that national organisations cannot necessarily be relied on to follow the proper procedures to assess and record sites in their care before any work is undertaken.

On the positive side, most of the remains on Benthall Edge are within the area managed by the Countryside Trust and these have not been disturbed. An exploratory dig sponsored by the Broseley Local History Society, Ironbridge Gorge Museum Trust, and the Severn Gorge Countryside Trust took place at the end of April. This was a three-day volunteer dig supervised by the Clwyd Powys Archaeological Trust to investigate some of the undisturbed sites of tramways and inclined planes: More details via this online video: <https://vimeo.com/780665947>

Historic Flour Mill Set to Close

Bruce Hedge writes:

Wessex Flour Mill in Wantage, Oxfordshire, is set to close at the end of this year with the loss of 32 staff. Although the present buildings date from the 19th and early 20th century, milling has been carried out on the site for at least 1,000 years, but almost certainly longer. The earliest recorded watermills in the Vale of White Horse date from the 7th century, and since Wantage was the centre of a large Anglo-Saxon Royal estate, Alfred the Great was born there in AD 849, it is probable that there has been milling at the site since before then. Milling is the last of the traditional country town industries to survive in Wantage. Sitting as it does in a still productive agricultural area, the local industries over time have reflected its geographical position. Those industries have included, hemp and rope marking, sack cloth manufacture for hammocks and foul-weather cloth, and other agricultural based trades. Many tanneries existed over the centuries, the most significant one being Sylvester's described at the beginning of the 19th century as being the largest in the country. The last of the town's tanneries folded in 1825. Brewing in the town ceased in the 1930s on the takeover of Wantage Brewery by Morlands. During the 19th

century there was some 33 breweries, mostly attached to public houses, not bad for a population with an average of just over 3,000 during the century. Not for nothing was Wantage known as Black Wantage in the early 19th century. Wantage has been the home of two important ironworks, The Vale of White Horse Ironworks, later Wantage Engineering, former manufacturers of traction engines, portable and fixed steam engines, colliery plant and mining machinery, along with the expected agricultural implements. The second firm, on the outskirts of the town, was Nalder & Nalder, again manufacturers of agricultural equipment, threshing machines, etc, but better known in later times as manufacturers to the malting industry, producing steeping systems, elevators and conveyors, air conditioning for floor maltings, and as they advertized, *Schemes for New Maltings or Complete Modernization of Existing Buildings*. Both these firms formerly exported widely around the world.

Wessex mill uses a traditional roller milling process as opposed to the modern energy intensive method of debranning the wheat before grinding into flour. When milling slowly the flour doesn't heat up as much thus preventing damage to the protein. Local grains are used to produce its 18 bread flours and four culinary flours, its UK outlets stretch from the Shetlands to the Sicily Isles. The brand name is being acquired by Doves Farm Foods who mill not far away in Hungerford, West Berkshire. The mill is sited in the middle of the town and thus is a prime site for redevelopment: a few years ago the old mill that sits alongside and above the mill stream, was sensitively converted into domestic use, no doubt to be followed by the current mill. Plans for its future will be watched with interest.

The Wessex Flour Mill, Wantage, Oxon. The older mill to the left has already been converted into residential use (photo Bruce Hedge).



Somerset Industrial Archaeological Society Celebrations



The cake (photo Joseph Lewis).

Peter Daniel writes:

A major milestone for SIAS was marked on Saturday 3rd September 2022 when members and invited guests gathered to celebrate our Society's 50th anniversary. The Westonzoyland Pumping Station Museum proved to be a superb venue for the occasion, and members of the Westonzoyland Engine Trust had made their fine new railway engine shed available and had provided indoor seating.

The day dawned if not bright then at least dry. In welcoming those gathered our Chair Mary Miles emphasised the close links enjoyed with the Trust, currently being demonstrated by the joint project to create a shared archive building at the museum for storage and research. Plans and illustrations of the proposed building, and depictions of past SIAS activities, were on display.

In an illustrated talk entitled "Now and Then", our President Peter Daniel reminded the audience of the huge changes that industrial archaeologists have seen during the last half-century. Many industries have changed out of all recognition. Computerisation and the availability of information online have transformed research such that much can now be done at home. Significant developments in Somerset have included the new Heritage centre, and online tools such as the Historic

Environment Record and "Know Your Place". The SIAS Bulletin is now a thrice-yearly colour publication and is accompanied by 22 surveys published by SIAS. Museums have moved on from dusty display cabinets towards more visual experiences, or may be "open-air", and reflect a greater emphasis on preservation in-situ. Attitudes to IA have moved away from "clear the lot", a shift in opinion that was given impetus by such dreadful losses as the Euston Arch. SIAS seeks adaption and conversion of redundant buildings, a position now strengthened by recognition of the embodied carbon they represent.

Peter then made a presentation to David Ayres, the artist who had generously donated the watercolour paintings featured on the notelets that were presented to members and guests on arrival. David Greenfield gave an update on his book on the life and work of John Bowen and his involvement with the Lucknow Bridge and the Bridgwater Union Workhouse. This book is being prepared as an appreciation of SIAS Past-President Sandy Buchanan's contribution to the study of IA. It was Sandy who had first drawn David's attention to the records of John Bowen and his personal account of transporting the components of a huge iron bridge across Northern India in 1815.

In proposing a toast, Industrial Archaeologist Dr Peter Stanier reflected on 50 years of progress and considered what the future might hold for IA. He congratulated SIAS on its achievements and growth, and remarked on how the Society had gone from strength to strength over the half-century since 1972. Peter Stanier had been an Association for Industrial Archaeology Council

The assembled members and guests (photo Joseph Lewis).



member for many years and has written many books on aspects of Industrial Archaeology. As a representative of the wider field of IA across the country it was appropriate for Peter to propose the toast. He reflected on his own personal growth in awareness of industrial heritage in Somerset during journeys across Somerset from childhood onwards.

It only remained for Peter Daniel to cut the birthday cake which was a fine creation in the shape of brick kiln (or was it a lime kiln?). All then adjourned to the splendid new cafe to enjoy the cake which by then had been cut with great precision into 50 slices, and cream tea, prior to exploring the museum, displays and pumping engines. The site of the proposed archive building could also be inspected.

Throughout the day's presentations, and in conversation, three names received frequent mention. The work and support of Sandy Buchanan, Brian Murless and Derrick Warren sustained SIAS over five decades, and they are much missed.

Crofton Beam Engines: Saving the Archimedes Screw

Jo Hutchings writes:

Crofton Pumping Station is one of the most significant industrial heritage sites in the UK. A fascinating attraction that invites visitors to step into our industrial and social history and turn back the clock to a time when steam was king.

The station was built in 1807-9 to supply water to the highest point of the Kennet & Avon Canal which links London and Bristol. It is a rare survivor of the technology which enabled British engineers to drain mines and supply towns and cities with water throughout the world and has recently undergone National Lottery Heritage Fund supported conservation and visitor facility improvement work.

Rebuilt and modernised several times during its long working life, one of the two original engines at Crofton survived and ran until 1958 despite the canal becoming derelict after WWII, as water was still needed for farm and railway locomotive supply. This 1812 Boulton & Watt steam powered beam engine, is the oldest



The Archimedes screw during maintenance at Hungerford Basin, Kennet & Avon Canal (image courtesy of Crofton Beam Engines).

working beam engine in the world that is still in its original location and capable of performing the task for which it was installed.

The survival and subsequent restoration of the canal is one of the triumphs of the Volunteer Preservation movement, spearheaded by the Kennet & Avon Canal Trust. The Trust bought

The Archimedes screw was rediscovered in 1973 during dredging and restoration of the Hungerford Basin (image courtesy of Crofton Beam Engines).



the redundant pumping station for preservation in 1968, at a time when England's Industrial Heritage was fast disappearing, and by 1971 both engines had been restored to full working order. Since then they have been regularly demonstrated to the public by enthusiastic volunteers, as they are to this day.

The Crofton Beam Engines are magnificent examples of technology from the age of steam. There is also an example of an earlier technology, based on theories and practice from the ancient world, on display alongside the early 19th century engine house.

The Archimedes screw pump on display at Crofton was recovered from the Kennet and Avon Canal during dredging of the Hungerford Basin in 1973. The screw pump had been used to drain sections of the canal for maintenance work and was operated by hand. It was probably built at the same time as the canal itself (1800–1812). Refurbishment for exhibition was originally undertaken by Sigmund Pulsometer Pumps Ltd, Reading.

The pump arrived at Crofton during 2010 and was installed in a custom-built shelter to offer protection from the worst of the elements. Despite this shelter, the pump was showing signs of distress and had been used as a home by wildlife. By 2019 there were clear signs of decay, making it a candidate for professional conservation. A conservation report was commissioned by the Kennet and Avon Canal Trust. This confirmed that the screw pump needed treatment to halt further deterioration. The pandemic slowed progress. However, the delay allowed time for fundraising, and the Kennet and Avon Canal Trust gratefully acknowledge the support of grants from the Association of Independent Museums Pilgrim Trust Conservation Grants and Wiltshire Community Foundation.

Thanks to Peter Meehan ACR, and his team from the Historic Metalwork Conservation Company who carried out the conservation work during August and September 2021. Peter also gave advice on future care and fitted fine mesh at both ends of the pump to keep out any further small visitors looking for a home. There were three public viewing sessions during the work. Great opportunities to see conservation of our industrial heritage at first hand, and to talk to the experts. Thus, a rare survivor of the early canal age has been preserved for future visitors



The Archimedes screw after restoration (image courtesy of Crofton Beam Engines).

to Crofton. Crofton Beam Engines are now closed for the winter. The plan is to open again for spring 2023, dates are to be confirmed, so please keep an eye on social media and the website for updates. Address: Crofton Beam Engines, Crofton, Nr Marlborough, Wiltshire SN8 3DW.

The Archimedes screw in its new location (image courtesy of Crofton Beam Engines).



TICCIH National Report for United Kingdom of Great Britain

Mark Watson, TICCIH UK representative writes:

Every congress held by The International Committee for the Industrial Heritage sees published a review of intervening years since the last congress. This report covers 2018-2022 and is longer than this online pdf. <https://ticcih.org/national-reports-published/>

There has been a shift in opinion in the support of industrial heritage in the last four years. Two examples are given: Redcar Steel works, closed in 2015, and the “Historical Railway Estate” of small bridges over lines closed in the 1960s.

At Redcar steelworks in the North East of England campaigns were mounted to retain as monuments a blast furnace that went into operation in 1979 and a reinforced concrete silo of a related coke works built in 1958, Dorman Long incised into the concrete. A programme of historic building recording was carried out in 2021 instead of physical preservation

Heritage railway infrastructure, such as small bridges left behind by railway line closures in the 1960s and often informally adopted as footpaths and cycleways, are mainly the responsibility of the Highways Agency. The National Highways Historical Railways Estate (HRE) inherited from British Railways Residuary Body 3,200 assets that could not encumber the national rail network. Having tackled big viaducts, either demolished or repaired to have a useful purpose carrying active travel routes, like those managed by Sustrans, the Scottish and Anglo-Welsh Viaducts committees were wound up in 2006, but many little bridges are undesignated. A programme to infill former railway bridges, accelerated during the pandemic, sparked a well organised campaign that emergency measures should not be used to block routes appreciated now more than ever as local amenities. This paused some of these highly carbon-intensive infillings.

The management of live railways is changing to unify responsibility between operating



Dorman Long Tower, 1958 cokeworks in Redcar, England, 2017. Image copyright Mark Watson.

companies and infrastructure through Great British Railways. Meanwhile, the Railway Heritage Trust makes incremental improvements to buildings in the working railway and rented estate, like Kilmarnock station.

National Industrial Heritage Groups

The national TICCIH Group does not aim to compete with other groups: it is simply a collection of members of TICCIH with British addresses. It tweets as @TICCIHBrit and has 1,300 followers, far more than the number of members.

The Association for Industrial Archaeology (AIA) has introduced a new ‘Young Member’ category for members under the age of 36. 52 of the 500 members are located outside the United Kingdom and a growing number of articles in *Industrial Archaeology Review* are by international authors. Annual conferences took place online in 2000 and 2021, due to the COVID-19 pandemic, besides East-West online

workshops with China and other countries represented.

The AIA Restoration Grant programme is entirely funded by three anonymous donors. Since 2009 it has awarded more than £1 million to some 80 cranes, railway turntables, canal locks and swing bridges, locomotives, boats and road vehicles, mining structures, stationary steam engines, waterwheels and textile machinery. AIA grants often lever in more money. AIA looks forward to its 50th anniversary in 2023 [see elsewhere in IA News - Editor].

The Newcomen Society, or International Society for the History of Engineering and Technology, was founded in 1920 to promote, encourage and co-ordinate the study of the history of engineering and technology from ancient times to the present day.

Changes to public policies and organisations regarding industrial heritage.

An All-Party Parliamentary Group (APPG) for Industrial Heritage has a new chair, Stephanie Peacock MP. The APPG held a conference in London in 2019 following its *Report on the Challenges facing the Industrial Heritage Sector* in 2018, assisted by AIA and other stakeholders.

Heritage Lottery Fund (HLF) is now National Lottery Heritage Fund (NLHF). Recent large grants were given for further development of the Black Country Living Museum, (“Forging Ahead” into the mid-20th century) and Ironbridge Gorge Museum. Since 1994 HLF / NLHF has

awarded almost £590 million (\$736 million USD or 687 million euro) to 1,400 industrial, maritime, and transport heritage projects in the UK.

The push to make heritage attractions self-supported through visitor income had potential to become a catastrophe for them and their staff when the COVID-19 pandemic required that attractions close. The impact of the pandemic in its first two years was lessened through grants focused on existing attractions, and 10% of Heritage Emergency Funds went to Industrial Transport and Maritime projects.

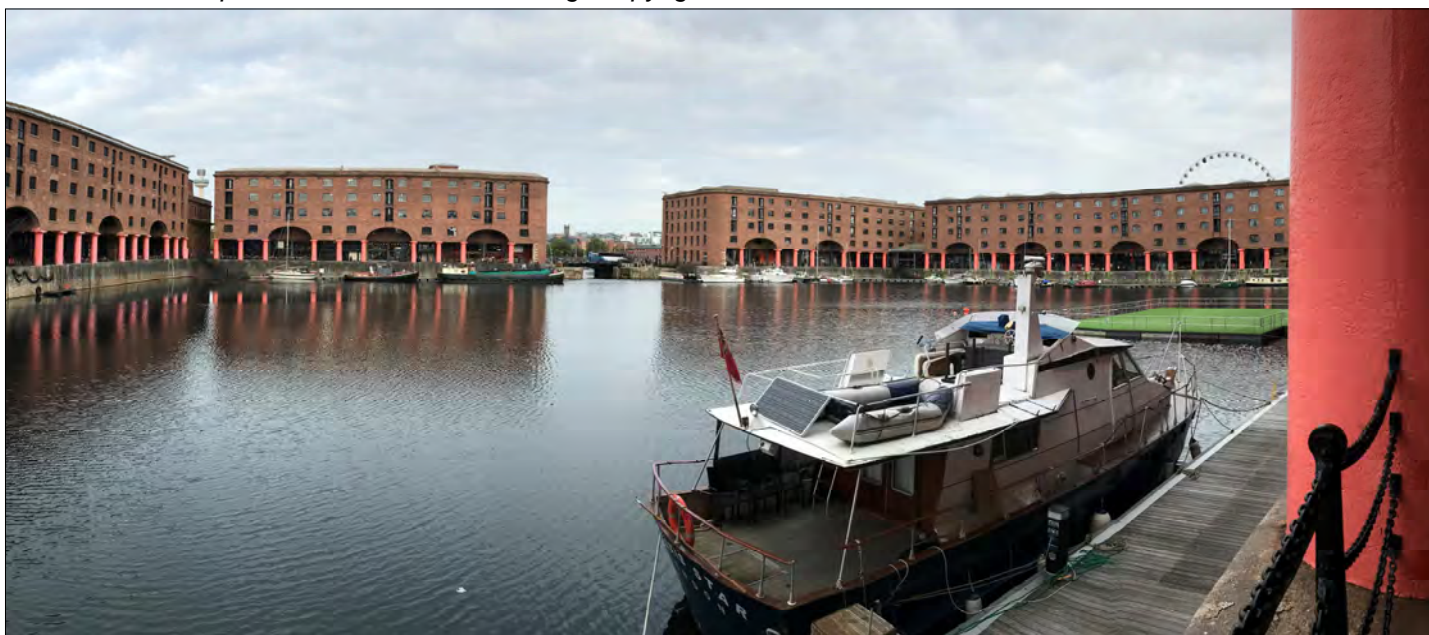
New grants go to Loughborough Bellfoundry (Taylor & Co, a working business continuing the living, and tangible heritage craft skills of bell founding. The rival Whitechapel Bell Foundry has relocated from the East End of London, proposed to become a hotel) and the Newport Transporter Bridge (Wales, 1906, by designer Ferdinand Arnodin, like his bridge in Rochefort, France).

World Heritage Sites

In 2019 the Jodrell Bank space telescopes pushed further the final frontiers of World Heritage, to connect with outer space, when it was inscribed by UNESCO as a world heritage site (WHS).

World Heritage achieved some notoriety thanks to the delisting of Maritime Liverpool in 2021. ‘Maritime Mercantile Liverpool’ had been inscribed as a world heritage site in 2004, but “had lost all the attributes that had given it

Albert Dock, Liverpool, former WHS, 2019. Image copyright Mark Watson.



UK Industrial Property on World Heritage list	Date UNESCO inscribed (and criteria)
Ironbridge Gorge	1986 (i) (ii) (iv) (vi)
Blaenavon	2000 (iii, iv)
New Lanark	2001 (ii, iv, vi)
Derwent Valley Mills	2001 (ii, iv)
Saltaire	2001 (ii, iv)
Cornwall and West Devon Mining	2006 (ii, iii, iv)
Pontcysyllte Aqueduct and Canal	2009 (i, ii, iv)
The Forth Bridge	2015 (i, iv)
Jodrell Bank Observatory	2019 (i) (ii) (iv) (vi)
The Slate Landscape of Northwest Wales	2021 (ii) (iv)

outstanding universal value” according to experts. The 2003 UK Nomination had used the term Urban Landscape and Historic Urban Landscape but inscription by UNESCO - criteria (ii) (iii) and (iv) - excluded those terms and focussed future management on the technical interest of dock buildings and urban architecture. In 2012 a development was approved by Liverpool City Council called Liverpool Waters. Little of it is implemented due to low development pressures in a city that has

seen considerable economic decline. A visualisation of its intended appearance was shown to every subsequent World Heritage Committee meeting that considered the property “at risk.”

Planning approval in 2021 for a football stadium in Bramley-Moore Dock triggered deletion by UNESCO. It is one of 43 wet docks in Liverpool, ten of them within the WHS. Used for shipping coal it had no warehouses characteristic of

Nantlle Valley Slate Quarry Landscape - 'Blondin' ropeway, Pen yr Orsedd Slate Quarry. Image copyright Dave Hopewell, Gwynedd Archaeological Trust.





Port Sunlight, Wirral, England. View looking north towards the Lady Lever Art Gallery. © Photograph by Jose Fotography, 2016.

other Liverpool Docks (such as Albert Dock). World Heritage listing was hoped to support the conversion of large warehouses around Stanley Dock, one now the Titanic Hotel, and Bramley Moore Dock is just to the north of its entrance.

The buffer zone had 750 hectares around the 136 hectares (comprising six linked components) of the World Heritage property. World Heritage nominations made by the UK were all then contiguous properties, such as Derwent Valley Mills, linked by narrow canal or railway heritage corridors. The concept of a scattered 'serial' site notionally avoiding nearby development sites has not taken root here. To the industrial heritage community these events setback our contention that heritage and development are complimentary.

Also in July 2021 the Slate Landscape of Northwest Wales' was inscribed by UNESCO as a World Heritage Site. The six component parts in and around Snowdonia reflect an industrial landscape shaped by the quarrying and mining of slate, and its transportation to domestic and global markets. Listing celebrates the global impact of the Welsh slate industry during its 'golden age', 1780 -1940, when a third of the world's slate output came from Wales. The workforce was almost entirely Welsh-speaking, and today 70% of local people speak Welsh.

The slate quarries and mines comprise stepped workings, deep pits, underground chambers, cascading tips, water-systems, and narrow-gauge railways, two still in operation, which carried slate for export. The industry pioneered technological innovations used in other parts of the world. These attributes define the Outstanding Universal Value of the Slate Landscape of Northwest Wales WHS.

Conservation actions are set out in a Management Plan.

Today ten of the 33 World Heritage Properties in the UK relate to industry, science, and technology. The 1999 UK tentative list had defined several themes. Of these the most hits on target were the industrial sites: six out of nine are now inscribed by UNESCO. The call is current for a revised Tentative List, which might include Chatham Dockyard and Port Sunlight model village.



Marshalls Mill E and Temple Works, Leeds, Yorkshire, England, set to become a part of the British Library/ Image copyright Mark Watson, 2017

Outstanding projects in the re-use of Industrial Heritage

Union Chain Bridge (1820) across the Tweed between England and Scotland is being refurbished, the oldest suspension bridge still to carry road traffic. Temple Works, Leeds, will become an outstation of the British Library. Oldham, in historic Lancashire, at its peak had more cotton spindles than any country in the world outside Britain. A Mills Strategy was launched in 2022 jointly by Historic England and Oldham Council. Only a few mills are listed but their high landscape value is now a material consideration. In central Manchester, Brownsfield Mill (1816) has been converted into the 'Avro' loft apartments by Urban Splash.

Industrial museums and exhibitions

Reduced hours and fewer professional curators are a concern at Gladstone Pottery, the Potteries Museum and Art Gallery owned by Stoke-on-Trent City Council.

North Mill Belper, (Derwent Valley Mills WHS), an 1804 cotton mill, will close as a visitor centre due to a rent rise. In 2020 Masson Mill (1783) closed as a shopping complex with machinery

but its museum was open again in 2022 for pre-booked tours.

Events around inventor James Watt culminated in Birmingham and Scotland in 2019, 250th anniversary of his separate condenser patent. STICK, the Scottish Transport & Industry Collections Knowledge network, has resources about keeping industrial heritage in steam.

The International Early Engines Conference presented the latest research on early steam engines, at Elsecar in 2017, and at the Black Country Living Museum in Dudley in 2021. Proceedings are published by the Newcomen Society.

John Rennie designed many bridges, canals and harbours. The 2021 bicentenary of his death saw a website launched by Rochester Bridge Trust.

Significant publications

Casella, E, Nevell, M, Steyne, H., *The Oxford Handbook of Industrial Archaeology*, Oxford University Press (oup.com) (2022).

Cross-Rudkin, P., *John Rennie – 'Engineer of many splendid and useful works'*, The Railway & Canal Historical Society (rchs.org.uk) (2021).

Cossons, N (ed), *Chatham Historic Dockyard, World Power to Resurgence* (2021) Historic England. <https://www.liverpooluniversitypress.co.uk/books/id/54480/>

Dick, M; Archer-Parré, C., *James Watt (1736-1819) Culture, Innovation and Enlightenment* (2020) <https://www.liverpooluniversitypress.co.uk/books/id/51539/>

Okada, M., *Fascinating Industrial Landscape in Britain* (2018), free downloadable PDF: https://www.academia.edu/38201726/Fascinating_Industrial_Landscape_in_Britain

Mark Watson (with thanks to Keith Falconer, Osian Prys Elis, Heather McGrath-Alcock, and Robert Carr).

The Old Glove Factory, Whites Lane, Torrington

Moira Brewer writes:

This building is a Grade II listed Victorian former glove factory built in 1884. It is constructed from



The Glove factory in 1904. Image courtesy of Moira Brewer.

local cream-coloured Marland brick with a slate roof. From the top floor there are views to Westward Ho! in one direction and Dartmoor in the other. Clues to its former use can be seen in the pair of stone hands at the top of each column flanking the entrance doors and the designs in stone relief of a cutting press above the door on the left and a pair of crossed gauntlets on the right, as well as the sign on the door 'VAUGHAN TAPSCOTT GLOVES LTD'.

The factory was built by William Vaughan, a wealthy and influential glove maker, when his business outgrew its original premises in New Street. He was a staunch Methodist and believed that people worked better in pleasant surroundings and he had the factory built in the style of a grand chapel – 'a chapel to industry' – with an impressive decorated frontage. His philosophy was successful for his workers were soon producing 36,000 pairs of gloves a week and his factory was considered to be one of the most efficient in the country. Vaughan employed some 600-700 workers (machine hands, cutters, 'punchers', 'pointers', 'toppers', boxers, box-makers and outdoor hands who worked in their own homes). The gloves were packed in huge wooden cases and sent by rail to London and from there to outlets overseas.

Gloves had been made in Torrington since the 16th century with up to three-quarters of the town's population involved in the industry. Gloving was carried out in various premises throughout the town and much of the work was done by outworkers within a radius of 30 miles. By 1850 13 glovers were listed in White's Gazetteer including Thomas Vaughan, William's father and founder of Vaughan & Co. It was at about this time the trade organised itself into factories. There was a 'boom' in glove making during the First World War but by the early

1920s there was competition from foreign glovemakers. However, things picked up during the 1920s and from then until the mid-1950s was something of a peak period. There had been a great revival of fashion gloves in the 1920s and a demand for pure silk linings for airmen's gloves during the Second World War.

New, more streamlined machinery was introduced in the 1950s and five women with their miniature sewing machines were able to do the work that previously required many machinists to carry out. At the end of the 1950s gloving started to decline again because of competition from Asia and Vaughan's were unable to compete. Under poor management the factory became really depressed and in 1989 there were fewer than 12 people working there. Tapscott's closed its glove factory in New Street and amalgamated with Vaughan's in 1989 and the factory was sold to Bennett Safetywear of Crosby in Lancashire. The company was built up again and Roger Davey, who had worked at Vaughan's for over 30 years, became factory manager and, within 6 or 7 years, the number of workers had increased to well over 50.

The top floor of the building was where patterns were produced and the laying of fabric and cutting out of gloves was done. Silk was lined up in rows of 20 in preparation for making the linings of horse riding gloves and fabric was cut into the hands of gloves with fingers while the thumb was cut separately. On the first floor was the making room where the fabric shapes were trimmed up and made tidy to be made up into gloves, some by hand on a sewing machine, others automatically using a jig, a kind of press with glove-shaped patterns through which a

Thomas Quick, a cutter, working in 1953. Image courtesy of Moira Brewer.



machine would sew the gloves. Then they were turned inside out to take downstairs to the finishing room on the ground floor. Here each glove was put on an iron model hand in front of a mirror and was checked for any holes, in which case it would be marked with a red spot to be repaired. The gloves were packed into boxes to be sent off to the customer. In later years, the company diversified into hats, scarves, bags, jumpers, trousers and balaclavas using both man-made and natural fabrics. They also produced a lot of industrial products and fashion items were made for high street stores. In the 1920s nearly all Vaughan's production was fashion, in the 1980s it was nearly all industrial, and by 2002 it was about 50/50.

The three surviving glove factories in Torrington were Vaughan's, Tapscott's and Sudbury's and they played an important role in providing employment for women in the town and the local district, both working in the factories and in their own homes as outworkers. Roger Davey said girls who worked as glovemakers in the early days could earn more than in service or agriculture, which were the only other options at that time, but in more recent years their wages fell behind in comparison with workers at Dartington Glass and other employers in the town. He felt they deserved more pay for what was, after all, very skilful work.

Vaughan-Tapscott were bought by Bennett Safetywear and continued in operation until September 2002 when they were bought by Sudbury's and the Whites Lane factory closed for good. Sudbury's, the last remaining glove factory in Torrington, had left its premises behind Vaughan's in around 1980 and moved up to Greenbank in the 1990s but it also closed in 2006.

Encouraging Youngsters into Museums

Rob Jones, Secretary and Trustee, Wirral Transport Museum and Heritage Tramway, Birkenhead, writes:

Here is an extract from an e-mail from one of our young Wirral Transport Museum volunteers:

'I think everything has been going well, especially now that group visits have re-started and the trams are running again, even if we are

only running only two third's of the route as far as Angelina's Cafe (The Police Hut) in Shore Road.

My main roles in the museum are conducting on the trams which I enjoy, shed-man (control of the radio!) and looking after the kiosk which takes card payments for tram tickets. We have a voucher system which is proving popular and one day I hope to see it working on the trams. I really enjoy working as a volunteer at the museum and being a part of the team. What I do gives me great satisfaction."

As Chairman, here are my five pointers for retaining youngsters:-

- Play to their strengths. If media savvy ask them to post nice things on Facebook, and make them feel valued when they do so.
- Get them to copy more experienced people especially in dealing with the public, for example with a "Good Morning" and a smile. Many youngsters are not used to this type of face to face communication.
- Don't give them a job that has no end in sight, like painting a long fence. Set a target in time or distance, for example painting up to a certain point. Always thank them for efforts made even if the result looks terrible and paint has gone everywhere. Everyone has to start somewhere. Never criticise work done in good faith.
- Keep in touch, ask them how they are doing, change the job at the first sign of boredom. Treat them like an adult. Always take safety and PPE seriously.
- Find some old uniform, or go mad, buy a new uniform for them to make them feel part of the team. Give them a name badge!

When a youngster comes into the Museum we have one opportunity to interest and grab them. If we don't they will go elsewhere. From experience I know that I must capture them on their first visit to the Museum or I will lose them. Finally, we have a half-price membership fee for youngsters. This is very good value as they get all the perks for only £7.50, and it is a good way of engaging the parents when they pay the subscription!

An Ancient Pump of Unknown Origin

Dr Stephen Mills, Chairman GSIA, writes:

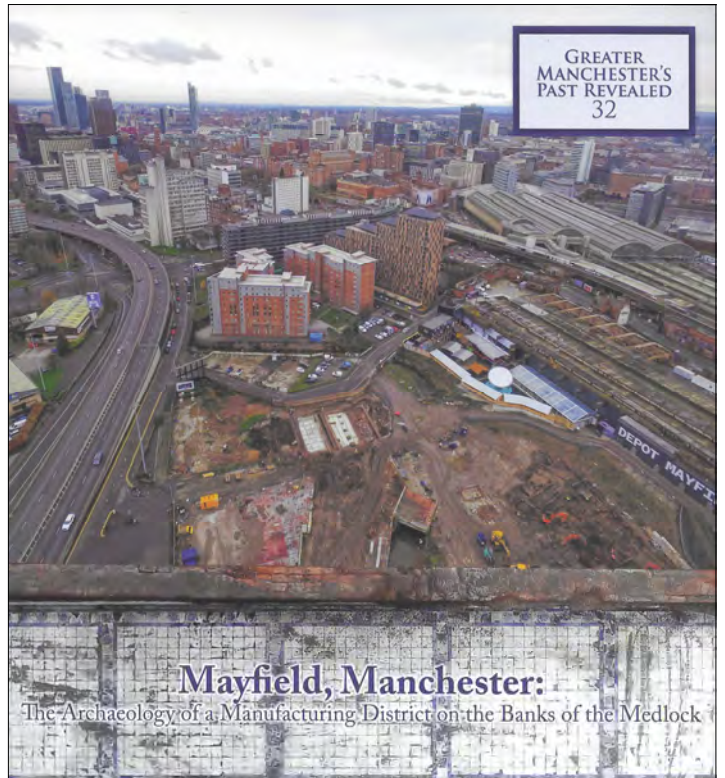
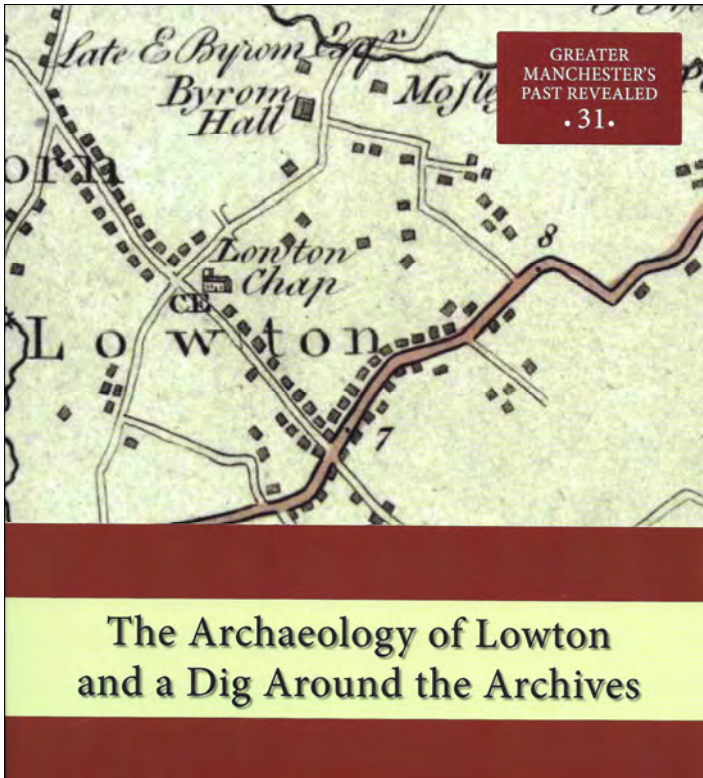
The Gloucestershire Society for Industrial Archaeology was recently contacted by David

Allen, a Senior Lecturer of maritime history at the State University of New York's Maritime College in the Bronx. He and his students are looking for information on a mysterious artefact, namely a hand-cranked bilge pump found in an old wooden lifeboat (possibly pre-1912). They are trying to unravel who may have originally manufactured the pump. The only clue is the logo cast into its side – this looks like two letters, namely an H, and possibly a Z or an N? The lifeboat was reputedly acquired from the Lane Lifeboat Company in Brooklyn, New York, sometime after 1912.

It was suggested that the letters could refer to Newman, Hender and Co (from before 1938). In its final form, the company was based at Woodchester, just outside Stroud. They manufactured bronze, iron and steel valves, cocks, and general fittings for steam, air, water, oil and gas services. At its peak, it had no less than 1800 employees. Several society members have looked on line and in Gloucestershire Archives but have been unable to confirm that the logo refers to Newman Hender. David and his colleagues would greatly appreciate and thoughts or suggestions as to the origin of their mysterious pump. Has anyone come across this logo?

The ancient pump with its logo on the right. Image courtesy of Stephen Mills.

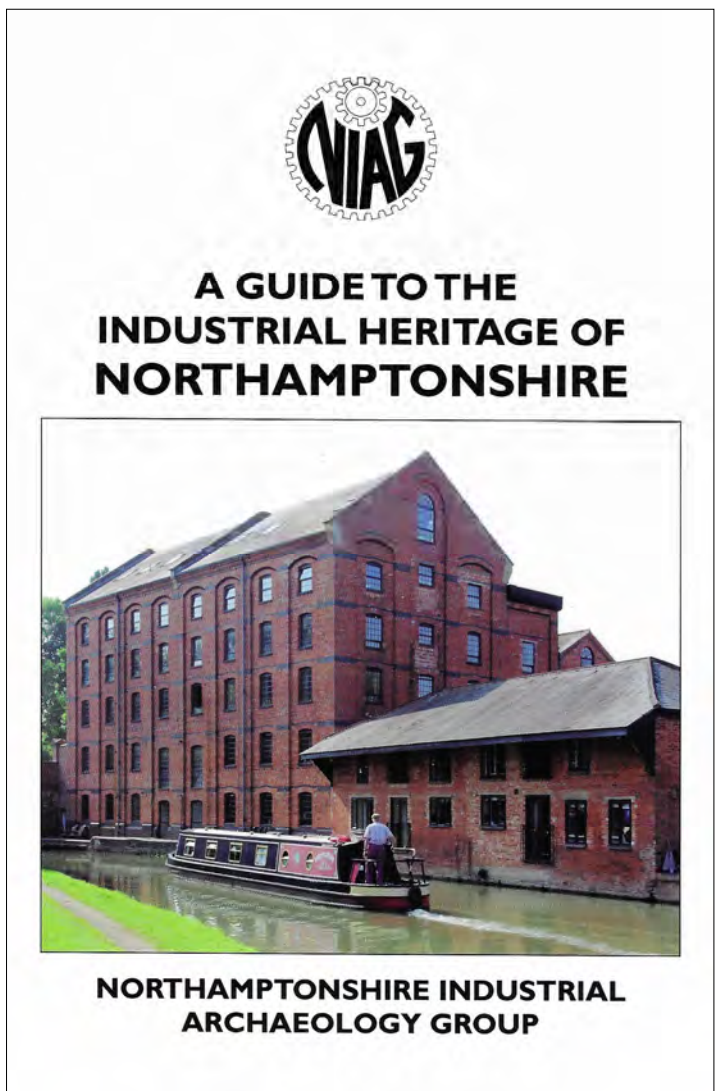




Amongst the latest industrial archaeology and heritage books to come to the attention of the editor are the following three volumes:

- Kate Higgs, 2022, *Greater Manchester's Past Revealed 31: The Archaeology of Lowton and a Dig Around the Archives*. Bury St Edmunds: Kingfisher Press. Wardell Armstrong LLP.
- Salford Archaeology, 2022, *Greater Manchester's Past Revealed 32: Mayfield Manchester: The Archaeology of a Manufacturing District on the Banks of the Medlock*. Leicester: Flexpress, Centre for Applied Archaeology, University of Salford.
- Peter Perkins, Ron Whittaker & Adrian Denton, 2022, *A Guide to the Industrial Heritage of Northamptonshire. Third Edition*. Northamptonshire Industrial Archaeology Group.

The *Greater Manchester's Past Revealed* series continues to go from strength to strength with two new editions focussing on developer-funded industrial archaeology work in Wigan and central Manchester, both featuring fieldwork undertaken during lockdown. The Northamptonshire Industrial Archaeology Group's third edition of their Guide updates the 2001 and 2011 publications. It's a reminder that sites change or are lost, and new examples or new types of industrial site are recognised.



AIA Restoration Grants Top Almost £1.2million

Keith Falconer, restoration grant co-ordinator, writes:

This year, the Association for Industrial Archaeology's Restoration Grants scheme received 13 applications for funding. As in most previous years, transport-related projects predominated. Recipients of major grants were:

- Kent and Sussex Railway: 1930s GWR railcar
- Mountsorrel and Rothley Community Heritage Centre (Leicestershire): 1834 Robert Stephenson lifting railway bridge
- Canal and River Trust: Butter Brothers derrick crane, Worcester
- Black Country Living Museum: steam-powered narrowboat President
- Worcester Locomotive Society: Kitson saddle tank locomotive, Carnarvon

In addition, small grants were made for restoration at Wingfield Station, Derbyshire and the lifeboats on the Dundee lightship North Carr.

The £116,000 distributed this year brings the total amount of grants made since the scheme started in 2009 to almost £1.2 million. The AIA is incredibly proud to be able to support the preservation and promotion of industrial heritage in this way.

The GWR 1897 Pattern Store, Swindon Railway Works

Rebecca Cross writes:

The Pattern Store is a Grade II listed building built in the 1897 as a warehouse. It housed patterns for the railways and is a key part of Swindon's rich railway heritage. The building was also used as canteen for WW1 troops on their way to the front. The works finally closed in 1986 and the lower floors were converted into a bar and restaurant. The upper floors remained unchanged during this time.

When the restaurant closed the Diocese of Bristol purchased the building to house the



The restored northern elevation of the Pattern Store. Image courtesy of Diocese of Bristol.

Pattern Church as a hub serving the town. With many of Swindon's heritage buildings falling into disrepair the Diocese made a long term commitment to the people of Swindon by renovating a much loved building that resonates with many local people's family history of working on the railways and in this particular building. The renovation has meant that it is back in use for generations to come.

The second phase of refurbishment in 2022 involved renovating the north elevation overlooking Rodbourne Road and undertaking some work on the roof which houses the historic watertank.

Enabling the opening of the windows on the north elevation means that more people are able to use the building which is now used by local people not just as a church but for youth activities, support for families, debt advice and as a weekly hub for Ukrainians.

The building is now in the Swindon Railway Conservation Area and many people visit the



The Pattern Store, Swindon, with the listed railway turntable in the foreground. Image courtesy of Historic England.

building on Swindon Heritage Open Days to hear about the history of the building and how it is now back into use.

Sudbury Gasworks Restoration Trust - Progress Update

Lucy Godfrey writes:

Conservation Contractors, H. A. Briddon Ltd, who are Derbyshire based, commenced work at Sudbury Gasworks on the 7th March 2022. On the 14th March, the ironwork of the retort house roof was taken down and collected for transportation to a specialist cast iron welding business in Leicestershire (Cast Iron Welding Services Ltd - CIWS). Between March and July 2022, CIWS have or are in the process of undertaking the following:

- Inspected all roof components.
- Blasted clean and identified all components with a unique ID number; crack tested all items and logged any defects found.
- Prepared all highlighted defects for gas fusion welding (preheating to 600degC and gas fusion weld all prepared areas, leaving

slightly proud for final finishing).

- Once cooled down, over a minimum period of 12 hours, grind down all welded areas to original profile. If any bolts have been fired during welding, they are reinstated as required.
- All repaired areas are tested.

Restored elements of the Sudbury Gas Works. Image courtesy of Sudbury Gasworks restoration Trust.





- Confirmation given to the Structural Engineer that the newly cast parts, and the joint between new and existing, will meet or exceed the structural performance of the original part.
- Clean and repaint in red oxide primer ready for dispatch.

The main roof elements were returned to Sudbury on the 21st July 2022. The roof vent is more damaged than first thought, so will need longer at the workshop. This will be returned 3-4 weeks after the main roof structure. The following images show the various components at the CIWS workshop.

Left: Restored elements of the Sudbury Gas Works being lifted into place. Image courtesy of Sudbury Gasworks restoration Trust.

World Wide

European Route of Industrial Heritage wins "Best Practices Award 2022"

In October the European Route of Industrial Heritage (ERIH) received the "Best Practices Award 2022" for its achievements in European industrial heritage. The award, given at the 11th Cultural Routes of the Council of Europe Advisory Forum, was under the section "Protection of Cultural Heritage in Times of Crisis", it was the pan-European dance event WORK it OUT that was particularly convincing for the jury.

"Industrial heritage must appeal to the younger generation and the heirs of our culture," ERIH President Prof Dr Meinrad Maria Grewenig commented at the award ceremony hosted by Julien Vuilleumier from Switzerland, Chairman of the Governing Board of the Enlarged Partial Agreement on Cultural Routes of the Council of Europe. Grewenig continued, "It is not enough for young people to understand the idea of industrial heritage, they have to feel and love it. To make this happen, stakeholders are obliged to do everything they can."

On every European Heritage Day - most recently on 11 September 2022 - the 'WORK it OUT' dance event gathers young people at industrial heritage sites across Europe and

makes them dance a pre-rehearsed choreography to hip-hop music composed specifically for this occasion. Livestream and social media provide real-time coverage of each dance performance. A competition features monetary awards for the dance groups achieving the highest number of likes. Crucial for the "Best Practices Award 2022" was, among other things, that the dance event has been held annually since 2018 - even under the Covid 19 pandemic - and generated considerable response. Each year, participants included up to 40 industrial heritage sites from 9 to 15 European countries.



Dawe's Twineworks wins AIA's Community Engagement Award 2022

Vanessa Ruhlig writes:

The AIA is delighted to announce that the winner of our Community Engagement Award for 2022 is the Dawe's Twineworks in West Coker, Somerset. The Award is overseen by the AIA Young Members Board.

The making of twine was an integral part of sail-making, and production on or near the present site can be traced back to the around 1830 and Israa 'sail-cloth manufacturer'. John Dawe took over the business from Rendell in 1877, almost certainly using the existing facilities until he built his own works. The new buildings were completed in 1899 when William Sibley & Son, of the Parrett Works, Martock, built and installed the machinery for the sum of £990 12s.

The 'mechanised' process of twine manufacture needed more cover than the traditional ways; but still required airy conditions, hence the open-sided walk, which would also have allowed work to continue during inclement weather. Although the works ceased operating in 1968, it retained all of its original 19th-century machinery, which led to it being granted heritage protection through Grade II* listing. Following compulsory purchase by the local council in 2005, local residents set up the Coker

Rope and Sail Trust to conserve the site and create a visitor centre with the aid of an HLF grant. The Trust also received a restoration grant from the AIA in 2015.

On 6 August 2022 the Chair of the AIA Young Members Board, Vanessa Ruhlig, had the privilege of visiting Dawe's Twineworks to present them with the AIA's Community Engagement Award for 2022. Commenting on the reasons for giving the award to the works, Vanessa Ruhlig explained: 'Volunteers have worked hard to share their passion for the site with others across their community through open days, hands-on school visits, the village magazine, and on social media. It has become a valued space for the local community to meet, which was particularly important during the Covid pandemic, and continues to host events including a local Arts Festival.' Ross Aitken, Chris Barker, and several volunteers then demonstrated their passion for the site's history and revival as they explained the workings of the machinery.

It continues to be that for the village, hosting events including the local Od Arts Festival which holds great promise for continued community engagement for the future. The Young Members Board is delighted to award Dawe's Twineworks with a £500 follow-up award to contribute towards their creative plans for broadening their engagement with new audiences and volunteers.

The interior of Dawe's Twine works. Image courtesy of Andreas Hofmeyr.



Rise in AIA Subscription Rates

John Jones, AIA Treasurer, writes:

We last increased membership subscriptions four years ago, at the start of 2019. Since then, we have experienced gradually rising costs but managed to hold subscriptions at the same level thanks to some savings achieved during the pandemic. We now face some significant increases in our operating expenses and in order to maintain the standard of our publications and other services, we have reluctantly decided to increase subscriptions by £4, for all membership categories except Young Members. This will take effect, for renewals and new members, from January 2023. Subscriptions would have to be significantly higher if we were not able to recover Gift Aid tax in respect of those members who have signed a declaration. A large number of members have done so, but there are still many who have not. If you haven't given us a Gift Aid declaration, or are uncertain whether or not you have, just email me at treasurer@industrial-archaeology.org I will check for you and if necessary provide a form.

AIA Young Members Board Looking for Next Round of Recruits

In July 2020, the Association for Industrial Archaeology (AIA) established a Young Members Board (YMB) as a sub-committee of the Association, composed of early or mid-career people with an interest in industrial archaeology and heritage. The AIA recognize that the current demographic of both the membership and Council needs refreshing, and believe that by engaging with younger and more diverse people the Association can together better deliver the aim of the AIA to 'give our past a future'. The YMB provides an exciting new opportunity for you to work with like-minded people to influence the direction of the Association and industrial archaeology generally, raise your own profile, develop your personal skills and knowledge, build your CV, network with interesting and knowledgeable people, and take on real responsibility. They are now seeking the next round of new members to join the Board and fill vacancies in the YMB. This is a great way to take the Association and

Industrial Archaeology forward. To apply, please submit your CV and a short description of why you would like to join to: ymbcontact@industrial-archaeology.org

AIA New Website Launched

If you've visited our website recently you will have noticed that it's looking a bit sleeker! The old website was beginning to get a bit tired and maintenance was becoming difficult, so the Association commissioned a complete re-design. The new site allows us to highlight the work of the Association and makes it easier to find existing features, as well as sharing new information as it arrives. One feature where we always welcome new items is the Events Calendar, which should be your go-to location for upcoming Industrial Archaeology events! Have a look and let us know what you think.

Free Back Issues of IA Review Available

AIA member Graham Vincent is offering free back issues of IA News from 1984 to 2022. Anyone wanting to complete their collection or start a new one can contact Graham via his email grathetrain@gmail.com or write to his address at 52 Langdon Road, Bath, BA2 1LS.

Newsletters / Bulletins Received

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

Newsletters and Bulletins

- Freshspring Magazine No. 31, Summer 2022.
- Freshspring Magazine No. 32, Autumn 2022.
- Greater London Industrial Archaeology Society, No 320, May 2022.
- Greater London Industrial Archaeology Society, No 321, August 2022.
- Histelec News. Newsletter of the Western Power Electricity Historical Society, No. 81, August 2002.

- Historic Gas Times, Issue 112, September 2022.
- Midlands Wind & Water Mills Groups Newsletter 133, August 2022.
- Northamptonshire Industrial Archaeology Group Newsletter 164, October 2022.
- Somerset Industrial Archaeology Society Bulletin No. 149, April 2022.
- Surrey Industrial History No. 52, 2022.
- Sussex Industrial Archaeology Society Newsletter, Number 195, July 2022.
- Sussex Industrial Archaeology Society Newsletter, Number 196, October 2022.
- Sussex Mills Group Newsletter 195, July 2022.
- Sussex Mills Group Newsletter 196, October 2022.
- TICCIH Bulletin No 96, 2nd Quarter 2022.
- TICCIH Bulletin No 97, 3rd Quarter 2022.
- The Trow (Cotswold Canal Trust) No. 196, Summer 2022.
- The Trow (Cotswold Canal Trust) No 197, Autumn 2022.
- Welsh Mines Society Newsletter No 87, Hydref/Autumn 2022.
- Yorkshire Archaeological & Historical Society Industrial History Section Newsletter 115, Summer 2022.
- Archaeological & Historical Society Industrial History Section Newsletter 116, Autumn 2022.

Journals

- Irish Railway Record Society, Vol 30, October 2022, No 209.
- Merseyside Industrial Heritage Society Journal 7, 2022.

Please send future Journals, Newsletters, and Bulletins to Dr M Nevell, 3, Baxter Road, Sale Cheshire M33 3 AJ, or electronic copies to ianews@industrial-archaeology.org

A Warm Welcome to the Following New Members

- Kelly Griffiths, Winsford, Cheshire
- Rupert Lotherington, East Bolton, Monkwearmouth
- Janet Woodward of Locks Heath, Southampton
- Stan Lawler of Hereford
- Ray Shill of Stechford, Birmingham.

But we were saddened to hear of the recent death of Garry Bisshopp of Seaford.

Industrial Archaeology News

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Editor: Dr Michael Nevell

Email: ianews@industrial-archaeology.org

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.

Find the AIA Online & on Social Media

Website:

www.industrial-archaeology.org

Facebook:

www.facebook.com/groups/wearetheaia

Twitter:

twitter.com/industrialarch

Shrewsbury Flaxmill Maltings Opens to the Public



The interior of the kiln at Shrewsbury Flaxmill Maltings showing the roof structure and the newly inserted lift shaft.

On 10 September 2022, 225 years after originally opening, Shrewsbury Flaxmill Maltings opened to the public. This is an internationally important structure as its Main Mill is the world's first iron-framed building (built 1796-1797) and thus the forerunner to the modern-day skyscraper. Following the site's use as a flax mill, it was repurposed into a maltings, which operated from 1897 to 1987. The complex, consisting of eight listed buildings, has been closed for the past 35 years. Following redevelopment under Historic England's ownership with the help of architects Feilden Clegg Bradley Studios, four of the listed buildings (the Grade I listed Main Mill, the Grade II listed Kiln, and the Grade II listed

Smithy and Stables) have been restored. £20.7 million of funding for the restoration of the Main Mill and Kiln has come from The National Lottery Heritage Fund. The remaining funding for the restoration has come from Historic England, Shropshire Council, philanthropic donations, and additional monies from the Marches Local Enterprise Partnership via its Growth Deal with Government. The site is now open for visitors to learn more about its role in the Industrial Revolution, the great contribution Shrewsbury and the Midlands have made to the world as manufacturers and innovators, and the role of the restored mill in promoting the next energy revolution through the use of ground heat pumps and other energy saving features.