Hampshire Industrial Archaeology Society

Focus

on Industrial Archaeology

No. 95 February 2021

Victorian Society's Top 10 most endangered sites list 2020

There are three industrial sites in the Victorian Society's list of Britain's Top Ten endangered buildings for 2020. The 1864 Grade II-listed Northgate Malt House Building in Newark-on-Trent has been disused since 1964. The condition of Bracebridge Pumping Station in Worksop, also listed Grade II, is deteriorating rapidly pending conversion to apartments. The third industrial site is what is believed to be Britain's first dedicated lager brewery, the Anglo-Bavarian Brewery, in Shepton Mallet, built in 1864 and listed Grade II*, but is now largely vacant.

Griff Rhys Jones, Victorian Society President, says:

"The annual Victorian Society Top 10 lists are both upsetting and enlightening. Look at these fascinating survivors of our history: hospitals and theatres, pumping stations and police stations, insurance offices and glorious pubs. When the Victorians built, they often created lasting adornments to their cities. If they instigated a commercial idea, like a circus theatre in Brighton, they designed it with vim and panache. How does that compare with some of our utilitarian commercial entertainment architecture today? Many of our Victorian gems have a depressing recent story. Often profit takes priority, and buildings are neglected until they have reached a complete state of dereliction. These buildings were built with great skill, and they brighten their urban environment. We know that restoring heritage of this kind adds value to an area. Never has there been a time, with the retail sector dealt another blow and the town centre fading as a business hub, for us to recognise that if we want our city centres to continue to be useful, visited and adored they had better look great. They must reflect their own past achievement and history, and be characterful and interesting. These buildings need to be recycled. Cities are competitive – and the better preserved are doing better. We need to see these historic monuments playing their parts again. There are hundreds of examples of imaginative reuse to go to for inspiration. Let's get on to it, please – the reuse of historic buildings is the sustainable solution to the city centre crisis."

Northgate Malt House Building – Newark-on-Trent, Nottinghamshire – Grade II-listed – 1864

Malt houses soaked cereal grain in water to create malt to brew beer. The traditional malt house was largely phased out during the twentieth century by mechanised production. The former Warwick's & Richardson's Brewery malt house was constructed in 1864 using local bricks from the Cafferata company at Beacon Hill with the ironwork supplied by the Trent Ironworks of W.N. Nicholson & Sons. The malt house has been empty and derelict since its closure in 1964. This unique building stands with a forlorn 'To Let' sign, but with such strong links to the local history of the area, deserves restoration.

Former Anglo-Bavarian Brewery – Shepton Mallet, Somerset – Grade II*-listed – 1864

The imposing former Anglo-Bavarian Brewery, claimed to be the country's first lager brewery, demonstrates the growth of colossal brewery buildings following the 1830 Beerhouse Act, which liberalised the brewing and sale of beer. The building was converted into a trading estate, but only a small portion of the ground floor is currently used. The rest of the building has been vacant for many years. This grand brewery is in a very poor condition and is on Historic England's Heritage at Risk register. Historic England states that a feasibility study has identified a substantial conservation deficit. Owners J H Haskins & Son Ltd need to take action now to ensure that it does not deteriorate past the point of repair.

Bracebridge Pumping Station – Worksop, Nottinghamshire – Grade II-listed – 1881

A Worksop landmark, the former Pumping Station has been abandoned for decades. Although surrounded by an overgrown plot, it is easily accessible by road and is only a mile from Worksop's town centre. In 2018 the auction catalogue noted that the building had had a new roof and planning permission for 23 two bed apartments and one attached house. The condition of the Italian Romanesque style building is rapidly deteriorating and the striking, slender chimney is steadily eroding.

HAMPSHIRE INDUSTRIAL ARCHAEOLOGY SOCIETY

(formerly Southampton University Industrial Archaeology Group)

From Howard Sprenger, Chairman

Welcome to the latest edition of "Focus" and thank you once again to Angela Smith, and all the contributors, for putting it together, As I write this, we are all still in lockdown with no clear idea of when things might ease. Some societies are hoping that with a successful vaccination programme, things might be different after Easter, but we've had false dawns before and I certainly wouldn't put money on any date!

The first "public" event I'm involved in this year is the postponed 180th anniversary celebrations of the opening of the London & Southampton Railway that is due to take place at Micheldever on 9th May (by which time it will have become the 181st anniversary!). Will it take place? We all hope so, but I'm not hugely optimistic. The HIAS Committee continues to monitor the situation, and is scheduled to have another "virtual" meeting by Zoom on 1st March, but I don't believe things will be any clearer by then, so don't expect any significant announcements.

In the meantime our heritage sites (industrial and otherwise) continue to suffer from a lack of visitors, and some are warning that they might not survive the pandemic at all. On 9th October, the Government announced that 445 heritage organisations across the country would receive a potentially life-saving financial boost to help them through the crisis in the shape of a £1.57 billion Culture Recovery Fund. In contrast, one of our local heritage railway lines, the Mid-Hants, came up with a very innovative way to attract passengers by lighting up a train with computer controlled lights. It proved to be a very successful event, attracting over 15,000 visitors before it was cut short just before Christmas.

I do hope all members are coping in these very strange times. One advantage of lockdown is that it has given us an ideal opportunity to catch up with all those things we've been meaning to do for ages, and I know many of my friends have spent the last few months decorating! As I often tell my wife, "If I say I'll do something I'll do it – you don't have to keep reminding me every six months!" One of my activities has been to scan a lot of my old slides, many of which I haven't looked at for 40 or 50 years, and I've also tried to read some of the many books that line my office walls. If any of you have managed to do some online research into a local IA subject, I'm sure Martin Gregory would like to hear from you. It's an ideal opportunity to get an article into our next Journal.... large or small.

Another advantage of lockdown is that we haven't been spending much money, and it will be interesting to see if those heritage sites that have managed to survive see a huge surge of income when the brakes come off! Until that happy day, my best wishes to you all on behalf of the whole Committee, and we all look forward to meeting up again as soon as possible to compare our experiences over the last year!

Howard Sprenger

A request from HIAS Membership Secretary Keith Andrews

To reduce postage costs on "Focus", those members for whom I have email addresses are being sent this edition electronically. If you have received a printed copy and have an email address which you have not registered, please could you let me know at hpdn.ka@ntlworld . HIAS will need to let you know when meetings restart and this will save on postage.

From Angela Smith, Focus editor

I would like to offer my apologies for the delay in putting together this edition. As you will see, there were no Meeting Reports from Carol, no conferences for our regular contributors to write about, or even any articles submitted from members except for the ever-reliable Ian Harden. Instead, all of this has been replaced by news items from around the country on all sorts of subjects, loosely based on Industrial Archaeology in some instances. A number of members have contributed to these by sending me links to various websites, newspapers, BBC news items (an excellent source!) and so on which I have had to download and convert to readable items, which sometimes takes a bit of time. I would like to thank those few members who have sent these links, and I also put in a plea for ready-to-import articles for the next issue, whose date is not yet set.

Association for Industrial Archaeology Annual Conference 2021

We have to report that Hope University, Liverpool, has cancelled all events until at least the end of August, which of course includes our annual conference. At the AIA Council meeting on 5th February it was decided to develop instead an entirely virtual conference, spread over a number of dates in August / September. We will keep you informed and updates will be emailed and posted on the website at www.industrial-archaeology.org.

We regret to have to inform you of the following deaths

HIAS Members

David Ellis

Carol was phoned by David Ellis's son who told her that, sadly, David passed away on the 18th September, aged 93. Apparently he had been getting frail for some time, and his son had been bringing him along to the meetings when he could. David lived in Alresford. I will send a condolence letter from us all. Keith said that David was always good to have a chat with. He had been a member for over 30 years, apart from a brief gap between 2003 and 2007 when he was ill.

Mary Pain

Mary was the widow of long-term member and former Chairman/Committee Member Jeffery Pain who had passed away in December 2013, and she had usually accompanied him to meetings. More recently she was brought occasionally by Andy Fish and Bill White. She passed away at the Southampton General Hospital on January 11th after a short illness, aged 89. Her funeral at Southampton Crematorium was being held on February 12th and Bill said he would be attending on behalf of HIAS.

Kath Mapp *(from Pam Moore via Ian Harden, February 24th)*

We had a call from Pam earlier to say that Kath Mapp had passed away in the last week, one month short of her 101st birthday. She was the surviving wife of Ron Mapp, one time administrator of the Twyford Waterworks Trust. Both were members of SUIAG / HIAS and Pam was looking to pass word around to any who would remember her from the Group.

Former SUIAG Member

Len Tavender *(Information provided by his niece, Sue Humphrey, via Bill White)*

Len may be remembered by only our 'older' members as he stopped attending meetings after moving from Southampton to Ashley. He was born in 1935 and took an interest in archaeology whilst at Yeovil Grammar School. His first job was as an apprentice at Westlands where his father worked. He did his National Service in Norfolk at RAF Marham. Len continued in various engineering jobs and also taught maths for a short time, before retiring from Marconi space development in Portsmouth. He passed away after a heart attack in August 2020 and his funeral was held in Bournemouth on September 16th. His future wife, Daphne, had attended the second 3-year IA evening classes run by Edwin Course at Southampton University from 1969 to 1972 and Len met her after he joined SUIAG. They were regular attendees of the IA 'weeks' and 'weekends'.

Notable other people from the heritage world

Professor Angus Buchanan, OBE

Professor Buchanan passed away at the age of 90 in June 2020, two months after losing his wife. He was a pioneer of industrial archaeology with his interest in IA monuments emerging after WW2 when, as he put it: "the clearing of wartime damage led directly into a craze for 'comprehensive redevelopment' and architectural brutalism that posed a real threat to anything left standing". A critical event was the destruction in 1962 of the Doric Arch that formed the entrance to Euston Station. "Thus was generated the anxiety to preserve the baby from the discarded bath water out of which industrial archaeology was born," Buchanan wrote. In 1964 he set up the Centre for the Study of the History of Technology at Bristol College of Advanced Technology and in 1965, with Neil Cossons, then curator of Technology at Bristol Museum, established an adult evening course which became the Bristol Industrial Archaeology Society in 1968. He organised conferences which led to the founding of the UK Association for Industrial Archaeology (AIA) and, in 1975, became its President. He was appointed an OBE in 1993 and retired from Bath University as a professor in 1995, though was active until recent years with its History of Technology Research Unit.

Dr Robert Pleming

(From Stuart Wilkinson, Chairman, National Transport Trust, 3rd February, to members of the Trust)

I am sorry to advise of the sudden death of NTT trustee, Dr Robert Pleming, on February 2. Robert's vision and determination to restore Vulcan XH558 to flight captured the hearts and minds of millions of people, and brought about the award, amongst many others, of our Preservationist of the Year. In addition to his contribution to the National Transport Trust, he was responsible for raising the profile of Aviation Heritage UK as its chairman for the last 5 years. *[Dr Pleming gave HIAS a talk in 2001 on 'The Return of the Vulcan'. HIAS made a donation which resulted in the society's name being added to the bomb bay doors.]*

Dame Margaret Weston, MBE *(Sir Ian Blatchford, Director and Chief Executive, Science Museum Group)*

Dame Margaret Weston died in January, aged 94. She was an outstanding figure in the history of the Science Museum Group and Director from 1973 to 1986, the first woman to hold the position *and* the first woman ever to run a national museum. It was a directorship marked by ambitious collecting, regional expansion and her great devotion to education. She played a crucial role in shaping the organisation as it is today, being responsible for creating the National Railway Museum (1975); the acquisition of the vast Wroughton site (1979); and the creation of the National Museum of Photography, Film and Television (1983) in Bradford. She became a Dame Commander of the Order of the British Empire in 1979, a Fellow of the Museums Association in 1984 and a Fellow of the Science Museum in 2018.

General Industrial Archaeology

Architects appointed for Marc Brunel Museum revamp *(edited from Heritage Railway July/August 2020)*

A major upgrade and expansion of the Brunel Museum in Rotherhithe will be carried out by architects Tate Harmer. The Brunel Museum Reinvented project will transform the attraction, based around Marc Isambard Brunel's Grade II*-listed Thames Tunnel Old Engine House, above the southern portal, into a 'welcoming and cultural destination'. The museum is currently split between the old Engine House and the original Brunel Sinking Shaft. A new entrance pavilion will be created while work takes place to revamp the Engine House into an interpretation exhibition, research and archive space. The recently acquired collection of Marc Brunel's original Thames Tunnel watercolour designs will be placed on display for the first time. Once the plans are finalised the museum will apply for the £1.4m of grant aid to complete the project by 2024.

The 1300ft Thames Tunnel was built between 1825-43 to link Rotherhithe with Wapping on the north side of the Thames, originally designed for horse-drawn carriages but ended up being used only by pedestrians. The Engine House was built to house machinery for draining the tunnel which was fitted out with lighting, roadways and spiral staircases. Four years ago Tate Harmer created a new performance space inside the Sinking Shaft and, in doing so, reopened the modern world's first tunnel beneath a waterway's entrance hall to the public for the first time in 150 years.

Bristol's historic harbour cranes need 'urgent' attention *(BBC News Bristol, 8 August 2020)*

A set of four historic waterfront cranes, dating from 1950, in Bristol docks need urgent restoration work, according to the charity that runs them. Bristol Museums Development Trust says £35,000 is needed for repainting the structures. Without expert attention, the cranes are in danger of corroding. In Bristol's heyday as a port the steel cranes were used to lift cargo to and from ships. When the docks closed in 1975 they were sold for scrap metal but saved when a pressure group bought two of them, with Bristol City Council buying the other two.

The cranes, the only survivors of 40 that used to operate at the docks, were restored and became fully working exhibits of the nearby M Shed museum in 2011. Operated by electricity, they move along the docks.

Now the cranes' surfaces are beginning to show signs of corrosion. Andy King, curator of social, industrial and maritime history at the M Shed, said the cranes owed their survival to local people. "Ever since they were saved in the 1970s, everything that's been done to bring them back to life again has been a community effort," he said. "But something that is beyond us is painting them. We need to bring in specialist contractors to do that."

If the money is raised, the restoration work will take place in the autumn.

[A later news item in August said that a Crowdfunding exercise had been set up. Checking the current websites, there is no further news of work having taken place].

Oldest Stothert and Pitt crane set to be restored *(BBC News Somerset , 13 August 2020)*

The oldest known crane built by the Bath engineering firm Stothert and Pitt is to be restored after a £4,000 grant. Built in the 1860s, the machine was used for quarrying Bath stone at Clift Quarry near Box, Wiltshire. It was saved from the scrapheap in the 1980s, and now lives in the garden of former Stothert and Pitt engineer Peter Dunn, in Southwick, Wiltshire.

Stothert and Pitt was founded in 1855 and made various cast iron items, including several cranes which survive as listed structures on Bristol's harbour-side. Mr Dunn and a team of volunteers plan to return the crane to the site of Stothert and Pitt's former factory in Bath. The grant has come from various sources, including the widow of the crane's previous owner and the Association for Industrial Archaeology. The team of volunteers has so far refitted the crane's timber frame and wheels, with repairs due to finish next year.

"We want to return it to the yard it was built in, back in 1864," said Mr Dunn. "A lot of people in Bath have connections to Stothert and Pitt. We've not found an older crane yet. I keep looking and I'm happy to see ours is the oldest."

£8.75million boost for Newport Transporter Bridge *(from Heritage Fund Wales, 22 January 2021)*

The world's most complete surviving transporter bridge is set to be repaired thanks to an £8.75m National Lottery grant. Andrew White, Director of The National Lottery Heritage Fund in Wales said: "This investment, the third largest we have ever made in Wales, will create a sense of pride in Newport's unique heritage. We are proud of the investment we have made in Wales – more than £410 million over the past 26 years."

The Grade 1-listed Newport Transporter Bridge in South Wales is one of only eight remaining transporter bridges in the world. Opened in 1906, the aerial ferry transported workers from the west of Newport across the River Usk without disturbing traffic into the town's busy port.

Major repairs will be carried out on the east side approach viaduct, gondola, cross beams and anchorage housing, replacing rotting timbers and worn anchor pins. Lost architectural features will be restored, and the entire bridge will be repainted and treated to prevent corrosion. Once the restoration work is complete, visitors will once again be able to climb to the top of the walkway, 55 metres above the water. The grant will also fund a new visitor centre, where people can learn about the history and heritage of the bridge and its environment.

Elsecar industrial heritage marked by new listings *(BBC News Sheffield & S. Yorkshire, 19 November 2020)*

A former ironworks and colliery are among 16 sites given special status to mark the industrial importance of Elsecar, near Barnsley. Six sites have been listed for the first time and others have gained upgraded protection. Elsecar was originally built by the Earls Fitzwilliam in the 1700s and was turned into a model industrial village. Historic England said it was "remarkable" so much of the village's heritage had survived.

With its mines and ironworks, Elsecar was an internationally important industrial centre in the late 18th and 19th Centuries. Owned entirely by the Earls Fitzwilliam, whose estate was close by at Wentworth Woodhouse, the village was home to collieries, an ironworks and other manufacturing sites that brought in the family's wealth. Historic England said the Earls Fitzwilliam were considered unusual in the way they put their industrial interests front and centre of their public image. It said the 4th Earl, William Fitzwilliam was interested in the welfare of his workers, building good quality houses and giving access to education.

Among the six newly-listed sites are the former ironworks, which produced plating for the Royal Navy's first armour-plated warship, HMS Warrior. Hemingfield colliery, which operated from the 1840s until 1920, a rare surviving mid-1800s pithead and workers' cottages are also newly-listed.

Nine sites have been upgraded from Grade II to Grade II*, putting them in the top 10% of England's most important historic buildings and another site has been expanded to give protection to a greater area. The upgraded sites include the 6th Earl's personal railway station, which now operates as a nursery named Railway Children and was used as a departure point for his trips to the Doncaster races in the 19th Century.

Veronica Fiorato, from Historic England, said: "What is remarkable about Elsecar is that so much of its rich industrial heritage survives today. Not only can we see many of the remains of its collieries and ironworks but also the community that was built around it - the school, the workers' cottages and the church."

…… and from the Elsecar Heritage Centre Facebook posting:-

The sites include the New Yard workshops becoming Grade II* listed (the heritage centre's independent shops, studios and cafes), as do Earl Fitzwilliam's private railway station, the Furnace Yard, the Carpenter's Workshop, the Loco Shed at the heritage railway, and The Ironworks event space.

Elsecar Holy Trinity C.E Primary and more cottages around the village have now been listed, joining Elsecar Holy Trinity Church, the Milton Hall, Elsecar Flour Mill and other rows which were all listed some years ago.

The whole of the Elsecar Ironworks, including the Elsecar Heritage Railway site, our events space and more, is now a Scheduled Ancient Monument, as is Hemingfield Colliery, with pit top buildings there Grade II* listed as well. The whole of the Elsecar New Colliery is now a Scheduled Ancient Monument too.

Govan Dry Dock to re-open as a Working Historic Dock *(21 September 2020)*

Property firm Bishop Loch Developments has announced its intention – as part of a new masterplan for Govan Graving Docks – that Dock 1 is to be restored as a working heritage dock. Constructed between 1869 and 1875, Dock 1 hosted hundreds of ships from across the world, until it closed in 1987. Now, following the completion of an initial feasibility survey, the dock is set to have a new lease of life under the stewardship of a charitable trust. The evolution of the masterplan for the Category A listed site follows a consultation between the site's developers, New City Vision, and local stakeholders. Marine Projects Scotland Limited conducted the feasibility study between 18th and 20th September. A range of on-site survey works were undertaken by marine and civil engineering specialists, including a dive survey and NDT testing of the dock gate.

The famous dock itself was emptied (for the first time since 1987) down to 700mm above the dock bottom, so that the walls could be checked. Harry O'Donnell, Chairman of New City Vision, says: "New City Vision has listened to feedback from stakeholders. Our decision to pursue the reopening of Dock 1 recognises its importance as a heritage asset, not just to the community but also to the whole of Glasgow. This is a hugely exciting part of our plans for the site".

Peter Breslin, Managing Director of Marine Projects Scotland Limited, says: "We were delighted to be instructed to carry out an initial feasibility survey on Dock 1. The survey revealed that the dock gate, culverts and dock walls are all in good condition. A programme can now be developed for the works required to reactivate the dock. I can see a bright future for Dock 1 as a working heritage dock; it will create jobs and skills opportunities in Govan and provide an economic boost for the area".

Tower Bridge stuck open, causing traffic chaos *(BBC News London, 22 August 2020)*

Tower Bridge was stuck open for more than an hour, leaving hundreds of people and vehicles stranded in central London. The famous crossing failed to close after allowing a ship to pass along the River Thames on Saturday afternoon. Pictures show queues of motorists and pedestrians forming on both sides.

City of London Police said engineers rushed to fix the bridge. It has reopened to pedestrians but motorists have been urged to find another route. A witness said they overheard talk of "multiple failures" on security radios. One social media user said: "I've been stuck here for nearly an hour now..." while another wrote: "Yep, Tower Bridge definitely stuck! One side started to come down but the other didn't!"

Old wartime bunkers fall to bulldozers *(Merseyside Tramway Preservation Society, August 2020)*

The Kirkby Industrial Estate near Liverpool was served by trams until November 1956. It has seen many changes over the years, but now half of the World War Two bunkers forming the old Royal Ordnance Factory (ROF) are being demolished. MTPS tram restorer Dave Tyrer and his son Lee were coming home from the council tip in Kirkby at the end of July and spotted five of the wartime bunkers, on one side of Draw Well Road, being broken up. The five others on the other side of the road continue to be used as industrial units.

Built partly underground banked up by earth and with grass on top, the huge complex must have been invisible to enemy aircraft. All were once served by railway lines and some old track is still visible at the site. Says Dave: "The concrete is several feet thick and reinforced with massive steel rods, so it will take some time to clear it away."

Coincidentally, the *Liverpool Echo* of July 30 ran a story about a 98-year-old lady who had recently died. She had lived in Dingle all her life and at the start of WW2 in 1939, aged 17, she would get the tram from Dingle to Kirkby every day to work at the ROF munitions factory. She continued to do the two hour tram journey there and back right up to the end of the war.

Listing for Druridge Bay WW2 pillbox disguised as cottage *(BBC Tyne & Wear, 14 September 2020)*

A World War Two pillbox disguised as a derelict cottage has been given Grade II status. The outpost was built on Hemscott Hill in Northumberland between 1940 and 1941to defend Druridge Bay from invasion. Historic England said it was unusual because, unlike the other bunkers found around the country, this one was disguised as a roofless cottage. It has been listed as part of plans to commemorate the 80th anniversary of the Battle of Britain.

A spokesman said: "This unusual pillbox in Druridge Bay was built in a conspicuous place and has walls of differing heights, creating the impression of a ruined civilian building. While the more standard forms of pillbox are relatively common, individual camouflage designs or those adapted to local circumstances are less so. In this exposed position, a traditional pillbox would not have been successful. It was paramount that the building was convincing so the enemy would not realise it was a defensive structure." The pillbox is "virtually unaltered" and includes original features such as a protective blast wall and shelves that served as elbow rests.

Battle of Britain Essex radar tower protected *(BBC Essex, 14 September 2020)*

The Chain Home Tower at Great Beddow in Essex has been Grade II listed. It is the only complete tower of its kind surviving in the British Isles. A Historic England spokesman said it was "a testament to the men and women who developed the technology" and has been listed to mark the 80th anniversary of the Battle of Britain.

The tower, one of five built, was originally erected at RAF Canewdon in south-east Essex in 1937 and relocated to Great Beddow in 1956. As well as detecting enemy planes, the technology was vital to the defence of London through the tracking of destructive V1 flying bombs and V2 missiles later in WW2. When the 358ft tower was relocated it was used in defence research and communications during the Cold War. It was particularly crucial in the development of the radio guidance system for the "Blue Streak" intercontinental ballistic missile. A campaigner for the tower to be listed said: "This tower represents not only the innovation and brilliance of pre-war engineers and scientists but also the heritage of the local area."

Historic Suffolk lighthouse demolished *(BBC News Online Suffolk, 11 August 2020)*

The demolition of Orfordness Lighthouse, which had stood for more than 200 years, has been completed. It was taken down because the sea is eroding the shingle beach it stands on. Work to remove the Grade II listed structure started in July and now just a pile of rubble remains. Orfordness Lighthouse Trust (OLT) hope to recreate the top third of the 1792 structure as a permanent tribute built at a safe distance from the sea. It will include many of the original features that have been saved during the demolition work including the lantern room, bespoke curved cabinets used to hold the lighthouse bulbs and the Coade stone that was in place above the door. The lighthouse was decommissioned in 2013 and the OLT cared for the structure, welcoming thousands of visitors. But they eventually had to admit defeat and "deconstruct" it. The planned lighthouse tribute will be sited on the River Ore, nearly 1½ miles away on the other side of the spit

Britain's last major bell foundry saved *(adapted from various sources, 10 December 2020)*

The Victorian bell foundry of John Taylor & Co of Loughborough has been on the Heritage at Risk register in recent times and, without urgent repairs, was at serious risk of being lost. Its closure would be a huge loss to the craft of bell founding – currently listed as critically endangered by The Heritage Crafts Association – and have a seismic impact on historic buildings and the art of bell ringing worldwide. Thanks to a £3¾m National Lottery Heritage Fund grant, the Grade II* listed foundry will now be restored. The Chair of the Loughborough Bellfoundry Trust said: "This will ensure that the foundry, its buildings, the museum and rare archive will be protected, and that Loughborough bells are heard and enjoyed by many future generations."

The foundry employs a team of 30 who have a range of highly specialist heritage skills, including bell casting and tuning. It produces all associated parts such as hanging frames, wheels and ropes. The funding will be used to train more bell makers and help the foundry expand production. The onsite archive and bell museum will be

developed into a world-class visitor attraction and a series of community activities and events will be on offer. The foundry has also received funds from The Pilgrim Trust, the Architectural Heritage Fund, Garfield Weston and many other trusts and members of the public. Total project funding is £5m.

Since 1859, Loughborough Bellfoundry has cast more than 25,000 bells hung in the cathedrals, churches, universities and public buildings of over 100 countries. The largest church bell in Britain, Great Paul, hangs in St Paul's Cathedral. The bells of St Thomas's Church New York's Fifth Avenue, which were cast at Loughborough, can be heard in The Pogues and Kirsty McColl's Fairytale of New York.

Focus on new Art Fund partners *(from 'Art Quarterly', the magazine of* Art Fund, *Winter 2020)*

Abbey Pumping Station, Leicester: Constructed in 1891 as a pumping station, this building now hosts a museum of science and technology that tells the story of Leicester's industrial heritage. Visitors can learn how Victorians kept clean water flowing and discover a rare collection of vintage vehicles, along many other objects.

Wheal Martyn Clay Works, St Austell: Based within two Victorian china clay pits, this museum explores the fascinating history of this material from the heart of Cornwall's clay country. Displaying a collection that includes working mining machinery, vintage vehicles and waterwheels, it also shows the huge part china clay plays in our daily lives.

Canal Cuttings

Man arrested after narrow boat stolen in Leicestershire *(BBC News Leicester, 6 September 2020)*

A stolen narrow boat has been returned to its owner after a "career first" 13-mile police "chase" down a canal. Owner Chris Tomlinson said the Elusive No.1 was taken from North Kilworth Marina in Leicestershire at about 06:00 BST on Saturday. It was eventually stopped in Watford, Northamptonshire, after travelling along a stretch of water with a 4mph (6km/h) speed limit. A man has been arrested by Leicestershire Police.

Mr Tomlinson was at home in Lancashire when he received an email notification telling him his boat had been disconnected from the power supply at the marina. He made contact with staff who confirmed it had left the site and a community effort was launched to find it. Marina staff went out on the Grand Union Canal to look for it and volunteers for the Canal and River Trust were alerted not to allow it to pass through Watford Locks. Police eventually caught up with the stolen boat, where the suspect "surrendered on sight", they said. Officers posted on social media: "In a career first and following a 13 mile 'follow' we completed a hard stop on a stolen canal boat. In a landlocked force we have pursued a barge. One in custody."

Storm leaves 30m hole in Scotland's Union Canal *(BBC News Edinburgh Fife and East, 13 August 2020)*

Torrential rain and thunderstorms on Wednesday have created a 30 metre-wide hole in the Union canal. Aerial images show part of the canal's embankment near Polmont was washed away during Wednesday's severe weather. The breach has flooded Scotland's busiest railway line – between Edinburgh and Glasgow – resulting in its closure. Engineers said efforts to stem the flow of water were ongoing, and warned it could take months to fully repair.

Scottish Canals, the body in charge of maintaining the country's canals, said about 40mm of rain fell in the space of one hour at the site – between Polmont and Muiravonside in Falkirk – on Wednesday. They said this led to a significant volume of water flowing into the canal, eventually overtopping and washing away part of the embankment. Water from the canal then spread across neighbouring fields and flooded the Edinburgh to Glasgow line. The Union is a contour canal with no lock gates so engineers had to install sandbags at first and then clay dams to stem the flow of water either side of the breach. Stop planks were also installed at Manse Road Basin in Linlithgow to the east of the site.

Richard Millar, the director of infrastructure at Scottish Canals, said: "We're making significant progress, but it is very challenging. The water is heading across a number of fields and down on to the Edinburgh-Glasgow railway, where there is significant damage. We're getting on top of the situation, but it is going to take us time to get it repaired, it's probably looking at three to four months and a considerable amount of investment."

Sharpness Docks, repairs to pier *(BBC News Gloucester, 12 August 2020)*

Work has begun to repair the 19th Century wooden pier at Sharpness Docks. It was opened in 1874 with the docks, and some of its 36ft wooden legs are original. Engineers from the Canal and River Trust have brought a spider crane to allow huge greenheart oak planks to be lowered on ropes and fixed in place. The pier is exposed to huge tidal pressures and mainly submerged, so regular repairs are needed. Sharpness is one of the most inland ports in Britain and each month the dock welcomes up to 250 ships bringing in supplies from mainland Europe. *[Photos and Google Earth show there are two piers jutting out into the River Severn on the north and south sides of the mouth of the Tidal Basin of Sharpness Docks. The pier under repair is on the north side and is a J-shaped structure. The structure is lattice-shaped with a roadway on top]*

Twyford Waterworks Trust

www.twyfordwaterworks.co.uk

Registered Charity No. 291720

Ian Harden

The uncertainties of six months ago eased briefly in the summer as an interim normality prevailed. As hoped, the certification of the steam equipment was successfully completed in time to allow two events in the autumn. A combined open day and AGM for the Friends of the Trust held on September 20th proved a most useful trial to see how measures to regulate the flow of visitors at a public event would work. For the meeting, online booking and Zoom streaming were employed for the first time.

Suitably encouraged, the sole public open day of the year went ahead on October 4th. Despite being a particularly wet occasion, 140 visitors pre-booked online and generated a four-figure income on the day largely through sales of refreshments. A reduced takeaway-only menu was served by a skeleton Tea Room staff, allowing the necessary social distancing guidelines to be observed. Not surprisingly the number of exhibitors was much reduced and guided tours could not take place. Volunteer guides were located around the site to answer questions.

Covid-related restrictions of some description are almost inevitable in the short term but with close links to the tourism sector we are fortunately well placed to monitor developments and adapt our procedures accordingly. Should circumstances not allow open day tours and private group visits to resume soon, the option of self-guided tours is being considered utilising smartphone apps that might include an audio guide to download for example. Behind the scenes a feasibility study for the expansion of the new facilities project referred to in the June report is likely to receive the go-ahead shortly.

With the imposition of a second lockdown period, the Works has reverted to maintenance and such other work as can be performed by a restricted number of volunteers as before. Following the curtailment of the operating season, the triple expansion engine has been drained down and the boiler drum, tubes and grate cleared of ash etc.

Very creditable publicity has come the way of the Internal Combustion volunteers when the manufacturers of the Bibby coupling fitted in the 3-cylinder engine were contacted for assistance with a new interpretation board. The company responded with a request for them to contribute to an article on the coupling and the Waterworks for publication in the international trade press.

Close to completion, one major improvement for next season that has been funded by some generous donations from the Trusts' Friends is the addition of a set of handrails to the steps in the tunnel up to the Filter House.

The kiosk that was relocated from Jewry Street in Winchester almost fifteen years ago is undergoing its first major refurbishment since the original restoration. The walls and ceiling have been repainted, some shelving replaced and new carpet tiles will be fitted.

Another area where significant progress has been made is around the sides of the quarry where increasingly dense scrub has been selectively cut back. In recent years it had become less clear to visitors how and where the chalk was dug for the lime kilns due to the obscuring nature of the vegetation.

The somewhat complex electrical work on the Funton Brickworks battery locomotive is nearing completion and testing underway with a view to it being available for demonstration in 2021. Its ability to operate by radio control should be of great interest to visitors. Also on the industrial railway front, the team has been gainfully employed with two flat wagons out-shopped recently.

Around and about in Hampshire

Eel House restored *(Southern Daily Echo, 17 August 2020)*

Repairs to Hampshire's unique Alresford Eel House have been completed. Since major restoration in 2006/07 more than 9000 visitors have enjoyed the open days and learned about this unique building in use from Victorian times to the 1970s. Work has been completed to the brick culvert archways upstream of the house and also to the wooden footbridge they support. The project has cost New Alresford Town Trust nearly £25,000, which has been raised from local donations and the Eel House Reserve Account. Hampshire County Council paid for the wooden bridge repairs amounting to £4000.

Burglary at Bursledon Brickworks

A burglary took place at around 8pm to 9pm on Saturday September 5 at Bursledon Brickworks Museum. Hampshire Police reported: "Entry was gained to the site and approximately £100 worth of items were stolen." Site manager Richard Newman said: "I am upset that somebody would break in and I feel for my colleagues because they spend thousands of hours over several years to keep the place going and then somebody comes in and damages it. We are all one big happy family really and there are some who are annoyed at what happened but they will get on and fix it because that's the sort of people they are."

Waterside theatre demolished

Near your editor's home, the Waterside Theatre on the road through Holbury was demolished during January. The brick building was well used by locals as a cinema and theatre and, along with the adjacent Sports and Social Club, had dominated the area for the past 70 years. They were built to serve the workers at the neighbouring Fawley refinery as well as local residents. It was latterly run by a community organisation. Esso still owned the site and, after the theatre was closed in 2016 with the café in the former club following soon after (they cooked superb breakfasts!), proposed to demolish both buildings. Planning permission was granted in December to replace the complex with a sports pavilion (there is a large sports field behind the site) and a community garden.

Three railway-focussed items in our county

Droxford Station for sale: *(from Southern Daily Echo, 22 October 2020)*

The former Meon Valley Railway station at Droxford was put up for sale in the autumn. It was once a top secret temporary base used by Winston Churchill, ministers, military commanders and leaders of allied nations to decide on the D-Day invasion strategy in 1944, using an armoured train parked in sidings. The four-bedroom home and 2 acre garden is for sale at a guide price of £1.5m. The former signal box was converted as an annexe.

(The line had been closed in stages from 1955 (to passengers) and, after a 1962 freight closure which cut off Droxford, the station was purchased by Charles Ashby who experimented with a railbus for a few years).

Former Winchester goods shed to be re-used *(from Southern Daily Echo, 29 October 2020)*

The former Victorian railway goods shed which was part of the sidings near Winchester Chesil Station, on the Didcot, Newbury and Southampton line, may be turned into a business start-up centre by the council. It was in use as a store for the recycling of green waste and glass recycling bins. Housing had been considered but the council felt "increased employment is important and a more appropriate use for the site". A budget of £20,000 was approved by the council to commission architectural drawings and a detailed development appraisal.

Railway bridge at Holmsley in the New Forest *(information from Southern Daily Echo articles)*

This is an update on the £5.5m works to replace the bridge which carries the A35 Lyndhurst to Christchurch road over the former railway line at Holmsley which became a minor road. Major preliminary work was due to start on January 11th and finish on February 5th to prepare the site before replacing the bridge. Drivers using the Holmsley stretch of the A35 will encounter a lane closure during off-peak hours and temporary two-way traffic lights. A council spokesman said that "This work will include clearance of trees and vegetation, followed by the installation of temporary timber fencing at the boundary between the works area and New Forest land". Work to replace the bridge is due to start in the summer. A new bridge will be built alongside the existing one, which will then be removed and a 380-metre stretch of the A35 will be realigned. The work is due to be completed by the end of June 2022. The Old Station Tea Rooms will be open for business as usual throughout the works.

Southampton Heritage News

Save the 'Whale' Roadway Section and Buffer Pontoon *- ePetition September 2020*

The following e-Petition was circulated in September 2020, which was running until 1 March 2021.

"We the undersigned petition the *(Southampton City)* council to ....buy the Grade 2 listed structure from the registered owner, hopefully for a nominal fee, and restore it to Mayflower Park as a permanent memorial to those who left the port during Operation Overlord. The aim is to obtain 1,500 signatures over the next 6 months so that the proposal may be debated by the full council. A contributor to the June 2019 Engineer magazine stated, 'You should see the disrespect Southampton City Council displays to one of the remaining sections (of the Mulberry Harbour) now partially sunk alongside Mayflower Park' and hopefully with the help of this ePetition the present unfortunate situation may be resolved'.

The 'Whale' roadway section and buffer pontoon of the Second World War Mulberry Harbour is protected under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest. However it is presently rusting away partly submerged next to the derelict Royal Pier and there is a possibility it will disappear altogether over the next winter. According to Historic England it is a 'tangible reminder of the part played by the Mulberry Harbour in the success of Operation Overlord' and a 'reminder of the prominent role of the City of Southampton in the preparation and launching of Overlord'. However, because of the secrecy surrounding D-Day, the role of Southampton as the 'springboard' for Operation Overlord is not generally recognised and this ePetition will help to put the historical record straight. Another aim of this project is to regenerate the waterfront after the master plan was scrapped by providing a tourist amenity and new visitor centre with a tourist bus route around the port to include the sites where Patton's Third Army embarked for Normandy and Winston Churchill inspected British assault troops before D-Day. The route could be extended to the SeaCity Museum because it is partly located in the Civic Centre where the US Army headquarters was situated during D-Day. Although Operation Overlord was the greatest period in Southampton's history, currently there is no significant memorial to celebrate this achievement."

Reply from Christopher Hammond, Leader of Southampton City Council, 10th November 2020

Thank you very much for your letter of the 19th October and for bringing the Southampton 'Whale' to my attention, which I am also aware of through the petition that you have raised regarding this matter. Given the breadth and number of heritage assets across Southampton, we are in the process of commissioning a Heritage Strategy so that we better understand our heritage assets and the important stories they tell, as well as how they might be part of future developments. We will ensure that you, along with others have the opportunity to help shape the development of the strategy and will pass on your contact details to the relevant team, with your permission. I note from your letter that the structure in 'owned' by ABP and we certainly see them as a key partner with whom we will consult on this and wider developments.

Buses and trams

Southampton & District Transport Heritage Trust

December 2020 letter to S&DTHT members from David Hutchings, Chairman

It has been a strange year for us all. I thought it would be appropriate to thank you for your continued support. The Trust can only run with the goodwill and voluntary input from its members and friends. This year has seen us attend around 10 events, which for us is very limited compared with a usual year. We have, however, worked safely and continue to enjoy the fruits of improvements to our base at the Bursledon Brickworks Museum.

20th Anniversary of S&DTHT:

Next year, 2021, will mark 20 years of our Trust. The Trust was created from the Solent Transport Trust (STT) which started in 1976 and was used as the practical foundations of the new organisation. The new Trust incorporated "STT" along with former members of the Southampton City Transport Enthusiasts 7164 Group; this had also been formed in 1976 by members of staff from all departments of Southampton City Transport. A great deal has been achieved over the last 20 years and I thank all involved in our journey so far.

We hope to mark this important anniversary in several ways. However, we are not sure what will be possible and which precautions will be needed. Our own events will also need a deal of work to make them safe for members, friends and the public to enjoy.

2021 Calendar:

We have produced a commemorative calendar for 2021. These are available at £10 per calendar including P&P. If you wish to order one or more calendars, please let us know. Website www.sadtht.co.uk

Southampton Tram Project

Relocation of workshop contents to Solent Sky Museum

After the new workshop was constructed in part of Solent Sky's car park in March, Covid lockdown No. 1 delayed any move of items from the docks until May, when volunteers began to slowly clear stores and equipment. The three trams were moved on August 27th, since when it has been a case of a big sort-out!

What has happened to Southampton 57?

Whilst attention has been drawn recently to the relocation of Southampton trams 11 and 38 to Solent Sky Museum in 2020, project members are often asked about the original tram in the collection which was rescued in 1975 by Southampton City Council. The unrestored body has been languishing in a large barn at the Hampshire County Museums site in Chilcomb since October 2000 when it was handed over to HCC by SCC with the intention of part restoring it for display at Milestones Museum. Nothing was ever done and recent years have seen movements of large artefacts and vehicles within the barn. In November, Tram Project leader Nigel Smith received the following email from Ross Turle, Curatorial Liaison Manager of the Hampshire Cultural Trust:-

"Last time we corresponded you found yourselves in an uncertain situation as regards a home for the tram trust. Have you now been able to move into the Solent Sky Aviation site? As I reported to you back in February our transport store has been undergoing a reorganisation and tram 57 has been moved outside under a tarpaulin. Do you think there will any likelihood of you being able to take on tram 57 in the middle to long term future. Sorry to ask at such a time, just the timing of our project progress I am afraid."

Nigel responded with the following message:-

"Thanks for the update about Car 57. We have now completed our relocation of the trams to Solent Sky Museum: however, our accommodation is much smaller than before and the site is quite congested. The museum director, Alan Jones, has plans to expand the museum upwards but, even if these plans are approved, it will depend on access to significant grant funding and take years to complete. Therefore there is no reasonable prospect in the foreseeable future of us being able to accommodate the body of Car 57 on this site.

I will discuss the options for the long term future of 57 with Alan Jones if you cannot find a new home for it within the county. If, as a last resort, it becomes necessary to consider dismantling the body, we may be able to take some components which will be of use to us, including the new parts made by Dorothea Restoration many years ago and original items which had been stored behind the tram. We have a complete inventory of all these items. Please keep us informed of your long term plans."

Old artefacts unearthed at bus depot *(from Southern Daily Echo, 3 November 2020)*

The Xelabus Depot at Barton Park Industrial Estate, Eastleigh, was undergoing a major refurbishment in October which included digging a 14-metre inspection pit in the building. Contractors found some items buried in the ground, including parts of an old railway line, a small coffee cup and a green bottle. Managing Director Gareth Blair cleaned up the bottle which was marked with the maker's name, Aldridges from Bedford Place, Southampton. Gareth researched the company and found there used to be a brewery which is likely where this bottle came from. The company appears to have gone out of business in about 1930, meaning the bottle had possibly survived nearly 100 years buried underneath the depot. The coffee cup is blue and white with the letters GWR and, apart from a broken handle, is said to be in good condition. Staff took a section of the railway track.

[SUIAG published one of its Reports in 1970 on the subject of Hampshire Breweries, edited by Michael Tighe. Of Wm Aldridge & Son's Bedford Brewery it quotes: "A medium size Victorian town brewery complex, with brick and corrugated iron brewhouse and water tower and ranges of ancillary buildings. The company was taken over by Brickwoods and used by them as a bottling plant until 1968, since when it has been derelict.]

Millbrook Station footbridge - *email from Keith Lloyd, 8 September 2020*

I have recently received a letter addressed to "Railway neighbour". It is from Network Rail informing me that the footbridge across the railway at Millbrook Station is to be replaced. The work will start in September and will be strung out over several months involving building a pen and hut, installing a temporary bridge, removing existing bridge, installing new bridge, removing temporary bridge and removing pen and hut. The letter also informs me that the footpath along the port boundary is to be closed. According to Wikipedia, the station opened on 01/11/1861, but I do not know whether the present footbridge is the original one.

I have been thinking about the footpath and why it came to be there as it is not an obvious place for one. It may, of course, predate the New Docks. I used to know someone born in Southampton in 1900 who told me that before the Docks were built, there was a pleasant walk along the shore there. The footpath goes from Millbrook Station to immediately before the road bridge over Central Station. It is at track level and I am not sure how it climbs up to road level. There is another footbridge over the railway from Saxon Road to the footpath and I do not know whether the whole footpath is to be closed or whether just the section from the Millbrook Station footbridge to the Saxon Road footbridge. Certainly a walk along the footpath from Saxon Road to Central Station would be shorter than the alternatives.

Martin Petch (former SUIAG member and volunteer with Southampton Tram Project replied to Keith:-

I got wind of this development a couple of weeks ago from another enthusiast; apparently the footbridge needs rebuilding, and the Council want to close the path as 'undesirables' make use of it. The new bridge will therefore only extend to the island platform. The bridge was unusual in that it catered for cyclists. The AC-Delco factory used to be in the docks just behind the station – in fact an uncle of mine worked there – they used to cycle in and out. My mother used to take me there when I was in a pushchair and I remember this. There is no longer any access to the docks, either at this point or at Millbrook Point Road, where that footbridge has been sealed off. As you know there was a beach along the railway up to 1930 when the land was reclaimed, so I suppose the footpath kept that right-of-way. It used to be very dusty, perhaps made of fly-ash, as my feet were black when I took my sandals off after walking along it, back in the '60s.

Echo Clock Update by Mark Holman of Fork Handle Revival *(Southern Daily Echo, 21 August 2020)*

Who would have believed that a clock could create so much interest?! When the restoration of the Echo Clock, from the old Above Bar offices, was confirmed, Mark Holman of Fork Handle Revival put a short post on his Facebook page to let his followers know what he had been doing that day. 1 week later and that post had been viewed 70,000 times, such is the passion for history in Southampton and for the memories that go with the clock.

The clock has been on display at Robins Nest Antiques Emporium where many people have been coming to see it, have their picture taken next to it and have been left surprised about how big it really is. On Tuesday 18th August Fork Handle Revival and Alexander Blacker Management took the clock down to the first project partner, S.W Asgood in Bevois Valley. S.W Asgood Engineering have been specialising in sheet metalwork in Southampton for over 40 years.

They will be checking the integrity of the clock frame, which is aluminium, preserving its originality and making some modifications to meet with current standards. There will be a new a lid, lifting hooks and a wall bracket which, given the clock's size, must be very well made.

David Malynn, project manager at S.W Asgood, said: "I'm excited to be helping restore the clock. I remember it very well". Mark Holman said: "The project is going very well and ahead of plan. We have some fantastic support from Southampton Businesses but we are also very surprised by the huge amount of interest from people who remember the clock. The news has reached people who have moved to the other end of the country and to the other side of the world. This is an important project, we want to deliver it back to the people of Southampton as they remember it and for many years to come".

The timeline for the history of the clock is still being developed:-
1 – Southern Newspapers building in Above Bar bombed in the blitz 30th November 1940.
2 – New Southern Newspapers and Southern Daily Echo building opened by Earl and Lady Mountbatten, November 21st, 1955, including "Stylish new clock".
3 – 1970/80s, clock replaced due to decay with the version we have today.

Restoration of the Southampton Bargate Lions

This is not industrial archaeology as such, but worth recording in *Focus* as some industrial processes might be of interest. The two lions from the north side of Southampton's Bargate which have suffered from corrosion, cracks and vandalism over the years, were craned off their plinths in November to be taken away for major restoration work. The lead statues have stood on the current site for almost three centuries. The project is expected to take around four months and will involve removal of the internal iron structure which has corroded and expanded. Numerous external cracks will be repaired and a tail which was reputedly accidentally broken off by a student climbing on the western statue in 2018 will be replaced. The many layers of paint will be analysed to restore the colour to the original, as the black is thought to be a fairly recent.

Dr Andy Russel from Southampton City Council said in his conservation report: "Each lion was made by constructing an iron armature, over which a clay core was built up. Once that had dried the lion was then modelled in wax. The wax lion was then encased in a clay outer mould, and the whole was fired in a kiln. The wax melted and ran out, and molten lead was poured into the void between the core and outer mould. The outer mould was then broken away leaving the lion and its clay/iron core. The outer surface was then chased with small chisels to give the appearance of fur, and then the lions were probably painted a buff colour to look as if they had been carved in stone. It is proposed to create an opening in the back of each lion, remove the clay core and iron armatures and provide a stainless steel armature for support."

Maritime Notes

SS Shieldhall

Part of Christmas 2020 message from the Chairman of The Solent Steam Packet Ltd, Captain John Rose, to members of the Society:-

"For Shieldhall and our loyal supporters it has not been a good year with the cancellation of our sailing programme and Covid lockdowns to contend with. Notwithstanding those challenges the Board has been busy transitioning the organisation to full charitable status and creating an operational structure that will enable us to develop our business plans for the future. Work to secure a permanent base for the ship at berth 110 has received positive reaction from ABP setting up new and exciting opportunities to expand our offering both for sailings and functions alongside. Our volunteers have also been busy within the confines of social distancing, repairing, refurbishing and refreshing all parts of the ship to welcome passengers back on board. Such is our determination that Shieldhall will sail again in 2021.

As an absolute minimum, we know that we have to take the ship to dry dock early next year to ensure continuation of our passenger carrying certification. Once that is completed we have the plans in place to ensure the safety of our passengers and crew even if we find ourselves operating under the continuing restrictions of the pandemic.

Like all charities, the lack of income-raising activity has hit us hard this year. Fortunately, we have secured some essential support from the Heritage Emergency Fund, which together with the reserves we have slowly built up over the years and full tanks of fuel mean that we can ride the storm in the short term. However, finding new sources of revenue is of paramount importance to our survival.

However positively we enter 2021, we know that we are faced with the challenges of increased regulation, high fuel costs and maintenance of a 65 year old steamship. Our best estimate is that we need to increase our current earnings capacity by some £50,000 every year."

In other news about SS Shieldhall, in August it was announced that a Heritage Emergency Grant (as mentioned in the Chairman's message above) of £44,500 had been awarded to enable the maintenance programme to continue. A new website was launched in the autumn and details of the planned 2021 sailings announced much earlier than usual, which is reinstating a number of those scheduled for 2020.

One of the sailings is to celebrate the (belated) 200th anniversary of the first steamship voyage from Southampton by the *Prince of Cobourg* which launched a new era in cross-Solent travel by operating between Southampton and Cowes, beginning her first trip on July 24 1820. But by 1840 her engines had been removed and she was being used as a workshop in Woolston. A voyage scheduled in 2020 was cancelled due to Covid, as was a cruise to celebrate Shieldhall's 65th birthday, now due to take place on July 17th (fingers crossed!).

Tug/Tender Calshot

The future of the *T/T Calshot* has been looking rather bleak for a few years but a new Board of Directors was elected at a 'virtual' Annual General Meeting on November 21st. On February 26th Ian Harden forwarded a 'post' from Richard Hellyer saying: "This last week has been a bit of a nightmare, but has ended with a good result. The TT Calshot has today been transferred to a new owner in Southampton for a long term restoration. Plans are being made for her immediate future."

(A website search by your editor revealed that a company called The Woodshack Ltd raised a petition asking that the Directors of the Trust "and 1 other" accept Woodshack's offer of restoration, which was estimated to take four years to complete, at James' Wharf/Ocean Quay on the River Itchen.)

D-Day tank landing craft LCT 7074

In the July 2020 Focus was a report that delays due to the Covid pandemic had added to restoration costs, but the good news is that, on the night of August 23rd, LCT 7074 was towed on a barge from its base at Portsmouth Naval Base to Southsea Common in front of the D-Day Story museum, although high winds postponed the move by a day. After major works to make the vessel accessible to the public, it was officially opened on Saturday 12 December by the Lord Mayor of Portsmouth, Cllr Rob Wood, and is included in admission to The D-Day Story.

Waverley in the wars again

Another vessel which was undergoing refurbishment last summer was the *PS Waverley* on the Clyde, where new boilers were being fitted. This work was completed in time for the vessel to restart excursions on August 22nd, but disaster struck on September 3rd when, approaching the pier at Brodick on the Isle of Arran at around 5.15pm, it appeared not to slow down and the bow collided with the pier. There had been 213 passengers and 26 crew on board, with many suffering bumps and scrapes. A total of 24 passengers were injured seriously enough to be taken to the hospital on Arran or transported by helicopter to the mainland. *Waverley* had been due to return to the Clyde that evening but passengers were later taken back by a chartered CalMac ferry. The paddle steamer returned to the Clyde on September 10th. The Maritime & Coastguard Agency is investigating.

From National Historic Ships UK Christmas 2020 Newsletter

Funding boost for HMS *Unicorn* & other Scottish museums

Following a recent successful crowdfunder, HMS *Unicorn* has been awarded a grant of nearly £20,000 from Historic Environment Scotland's Coast and Waters Heritage Fund. The funding will help towards a larger project aimed at relocating HMS *Unicorn* – Scotland's oldest ship – to Dundee's East Graving Dock to create a maritime heritage centre. Many other Scottish heritage organisations and historic vessels have also received COVID relief grants. Glasgow's Tall Ship *Glenlee* and the Scottish Fisheries Museum in Anstruther received £89,124 and £124,598 respectively from the Recovery and Resilience Fund. *Glenlee*'s grant will allow the historic attraction to deliver educational material to pupils across Scotland, after 7000 school trips were cancelled this year due to coronavirus. HMS *Unicorn* and the Scottish Fisheries Museum also received separate small grants from Museums Galleries Scotland's COVID-19 Adaption Fund, set up to support the costs of making adaptations necessary in order to reopen safely and in accordance with restrictions due to COVID-19. Other museums receiving grants from this fund include the Scottish Maritime Museum and Loch Lomond Steamship Company, owners of *Maid of the Loch*.

Mills around the country

Emergency restoration grant for Yorkshire Dales Georgian Mill

Gayle Mill in Hawes, Wensleydale, which dates back to 1784, is owned by Newcastle-based charity North of England Civic Trust and was leased to Gayle Mill Trust, which ran it as a visitor attraction until they were asked to vacate the site when extensive structural defects, including a leaking roof, forced it to close for remedial work. The National Lottery Heritage Fund made an emergency grant of £59,000 to be spent on repairing the roof, which has been damaged by 'rampant vegetation', ahead of a planned re-opening at Easter 2021.There were rumours that the Grade II-listed building was to be sold for conversion into housing, but the North of England Civic Trust has now stated that this was never the case and that they had been unable to make any public comment on the mill's future until the grant was confirmed and a legal process resolved.

Former Fife Flax Mill to be restored

B-Listed Silverburn Flax Mill in Fife is the subject of an £8m fund-raising scheme to convert the derelict building for community use and includes an exhibition about flax and linen production. It is supported by the National Lottery Heritage Fund, Fife Council and others, with a further £2.5m outstanding. The Fife Historic Building Trust is raising funds with a "Buy a Brick" online campaign to raise a target of £200,000. The building is due to be operational by 2025. Other fundraising is underway.

Railway Lines

Hythe Pier railway carriages being restored *(Southern Daily Echo, August 14 2020)*

Work has started on a £222,000 project to restore an historic train that has been operating on Hampshire's Hythe Pier for almost 100 years, having been opened in 1922. "Hythe Shed" was set up in January 2020 and now has 65 members with a wide variety of skills. The group's prime objective is to assist with the restoration of the historic pier train but they are also a community hub for other activities. The Hythe Pier Heritage Association is planning to restore both the pier and the railway, and Hythe Shed members are restoring the pair of wooden carriages. Copies of the original drawings are being used and, where possible, any original timber and fittings. A consignment of hardwood has been delivered. There were originally three units but one was eventually cannibalised for spares. They had previously been used at Avonmouth Mustard Gas Factory.

The Association has launched a new membership supporter scheme to increase its numbers and expand engagement with the local community. Formed in early 2017 to preserve and protect the pier, it now hopes to increase the available volunteer pool. A donation of £10 per annum will provide access to a private Facebook group to discuss project progress and plans with other members and free 'lectures' throughout the year. More details are available at http://hythepier.co.uk/ *(from Heritage Railway No. 277, February/March 2021)*

Two vintage Wight electric sets are now preserved *(Heritage Railway, January/February 2021)*

Two of the oldest trains in service on the national network – the 82-year-old ex-London Underground Class 483 tube stock of the Isle of Wight's Island Line – have entered the heritage sector. Following their withdrawal from South Western Railway service after running for the final time between Ryde Pier and Shanklin on Sunday, January 3, two-car unit No. 007 is to be preserved at the adjacent Isle of Wight Steam Railway and will become an exhibit in its Train Story Discovery Centre at Havenstreet station. Unit No. 006 has been acquired by the London Transport Traction Group which has been holding talks about moving it to the Epping Ongar Railway and converting it to run on battery power. Both units will be stored at Ryde St Johns depot until transport to their new homes can be arranged.

The replacements for the Class 483s, the Class 484s, have been built from bodyshells and bogies from stock units originally manufactured in the late 1970s by Metro-Cammell for the District Line and have been modified for use on the network and are also capable of passing through Ryde Tunnel. The upgrade of the Island Line, which will close it until March 31, includes a new passing loop at Brading to run regular 30-minute services.

Old tracks found on Weymouth Quay *(BBC News, Dorset, January 31 2021 and Heritage Railway 277)*

Contractors taking up the 1¼ mile Weymouth Quay branch railway line have unearthed another set of rails underneath. The Harbour Tramway linked the town's station and harbour, but has been disused since 1999 and the rails are being removed despite a campaign for it to be kept as a tourist attraction. It is believed that the old track was part of a loop on the branch which was replaced by a larger curve in the late 1930s to allow bigger locomotives for the port's Channel Island ferry terminal. Network Rail and Dorset Council said that the branch could not be reopened because of the state of the track.

Could the Peak District get another railway line? *(BBC News, East Midlands, September 11 2020)*

For many years around 330,000 visitors annually have enjoyed Derbyshire's picturesque 8.5-mile Monsal Trail with its Victorian viaduct and tunnels. But some campaigners are calling for the reinstatement of the route as part of a permanent rail line, linking the Peak District National Park's most cut-off areas with Manchester and Derby, causing consternation and anger among many trail users.

The Manchester and East Midlands Rail Action Partnership (MEMRAP) wants the reopening of a 36-mile stretch of track between Matlock, Bakewell, Buxton and Chinley. The line was opened in the 1860s but was closed in 1968. The campaign group has said reopening the line could benefit the Peak District's tourism trade by giving people across the North West, South Yorkshire and the East Midlands a new rail connection.

The group's chief executive said the 40,000 people who lived in the central area of the national park could not currently "participate in the labour markets properly unless they have a car". The proposal has seen some support online, with more than 16,500 signing a petition for its reinstatement. A spokesman for the Peak District National Park Authority said any proposal would need to ensure that a rail line was "not detrimental to the landscape features of the national park", as well as providing a cycling and walking trail.

One reason the proposal is being discussed is a £500m government fund launched to look at potentially reopening railway lines closed in the 1960s. Roughly 5,000 miles of track were closed and more than 2,300 stations were axed in that decade, mainly in rural areas, following the Beeching report. In January, Transport Secretary Grant Shapps said the money would fund feasibility studies on whether lines that were closed could reopen. But journalist and rail expert Philip Haigh said the likelihood of any of the historical railway lines reopening was "extremely low". He believes upgrading the Peak District's Hope Valley Line would be a cheaper alternative to reopening the Peaks and Dales line between Derby and Manchester. A petition has been set up to oppose the idea of reopening the railway line.

Finishing what Beeching began – Highways Agency eradicating historic bridges

by Robin Jones, editor, "Heritage Railway" magazine, January/February 2021

A new campaign group is fighting plans by Highways England to demolish or infill hundreds of disused railway structures which could potentially be given a second life in generations to come. Following the abolition of BRB (Residuary) Ltd on September 30, 2013, the Government agency became responsible for managing the Department for Transport's Historical Railways Estate (HRE), a collection of around 3200 bridges, tunnels and viaducts. However six years ago, a Highways England report made it clear that it wished to progressively reduce its liabilities to care and maintain the structures by knocking them down or infilling. The HRE's budget is being increased in order to reduce the artefacts in its care by between 320 and 480 over the next decade.

The HRE Group, an alliance of engineers, cycling campaigners and greenway developers, has been formed and claim that no assessment is being made as to the strategic value of the affected structures for future transport provision – including rail revival, heritage railway or cycle path use. The group has said that attempts are being made to infill most of the bridges under permitted development powers to prevent scrutiny through normal planning processes.

Rob Bell, who hosts Channel 5's show *Walking Britain's Lost Railways*, said: "Many of these structures may well belong to big Government agencies but, in truth, they belong to communities around Britain where they have stood for 150 years. The voices and ideas of those communities need to be heard."

A Highways England spokesman said: "To maintain the safety of communities living near to HRE structures, and the drivers who use the roads that cross them, we are planning to infill 115 bridges and remove 15 structures over the next five years. Most of the bridges earmarked for infilling are over 100 years old and were never designed to carry the weight of modern traffic. We've contacted all local authorities affected to advise them of our plans and to see if they have any use for the structures. In addition, we have arranged for seven structures to be transferred to local authorities which aspire to use them for cycle routes. Some of the structures we have infilled retain the possibility of future use as transport routes, including three bridges in the Lake District and one in East Ayrshire. Three of these are included in the list referenced by the HRE group."

The HRE Group has written to the Minister of State for Transport asking for assurances that "no HRE structures will be demolished or infilled without assessments first being undertaken of each scheme's impact on proposed or potential reuses of the relevant disused railway alignment and that Jacobs/Highways England will fully engage with normal planning processes to ensure that all proposals are subject to effective and appropriate scrutiny in relation to local development plans and policies, and through consultation with local rail and active travel groups."

(Update in Heritage Railway 277, February March 2021) Highways England has appointed outside contractor NPX to manage the Department for Transport's HRE collection of around 3800 structures that are no longer part of the operational network. Starting in April, NPX will begin looking at sites in Durham and Yorkshire and down to the East and West Midlands. The contract will see NPX deliver nearly 600 visual and detailed structure examinations annually and also focus on environmental aspects such as ecology studies to safeguard bats.

Return of the All-Party Parliamentary Group for Industrial Heritage *(AIA report)*

After a hiatus due to other Parliamentary business, the All-Party Parliamentary Group for Industrial Heritage (APPG IH) held an Extraordinary General Meeting, via Zoom, in November 2020. The main item on the agenda was the election of a new chair with the previous chair, Nick Thomas-Symonds having to step down due to his new role as Shadow Home Secretary. Nick had been chair since February 2016 and had overseen a programme of work leading to the publication of the 'Report on the Challenges Facing the Industrial Heritage Sector' in May 2018, and a summit held in London in July 2019.

The meeting elected a new chair, Stephanie Peacock, Labour MP for Barnsley (East). Shestudied and then taught History before becoming an MP in 2017. Her constituency includes the historic village of Elsecar, where there has been recent upgrading and listing of 16 historic sites. Following her election as Chair of the APPG IH, Stephanie posted her reaction on her website, saying 'Our industrial heritage should be accessible to everyone. As the MP for Barnsley East, and now as the chair of the APPG on Industrial Heritage, I will continue to work with colleagues across Parliament, heritage organisations and voluntary groups to ensure that this is the case, both now and for future generations.' Stephanie plans to hold her first meeting of the Group in the New Year when top of her agenda will be the impact of Covid-19 on the sector's sites and museums, and how to mitigate the consequences of the pandemic.

Northamptonshire Industrial Archaeology Group's newsletter editor of 17 years, Jane Waterfield, sadly passed away in September whilst awaiting major surgery. HIAS members will have read the quarterly copies displayed at our meetings. The Northants Group is extremely active and supplied Jane with plenty of copy for her excellent publications which she supplemented with other items trawled from "here and there", often with witty or sharp comments. She will be much missed by NIAG's members and a hard act to follow. My sincere condolences to her husband, Terry, who is NIAG's Treasurer. *Angela Smith*

Barracks, Forts and Ramparts: Regeneration Challenges for Portsmouth Harbour's Defence Heritage

By Celia Clark and Martin Marks OBE

450 pages, illustrations, bibliographies, references, index Tricorn Books 2020 ISBN 9781912821648

Portsmouth Harbour has one of the densest concentrations of specialised defence establishments in the UK. Its deep water, narrow entrance from Spithead within the shelter of the Isle of Wight and proximity to our rivals on the high seas made it ideal for the development of the dockyard. For many centuries fleets and armies sailed from the country's premier naval port to fight the French, Spanish, Dutch and latterly Germans and Russians, and to supply and garrison the global British Empire. Military, naval and air force support facilities developed around the harbour: gunwharf, victualling and ordnance yards, airfields, hospitals, barracks for Royal Marines, navy and army, all defended by successive rings of fortifications, which until after WW1 were guarded by a substantial army presence.

As participants and observers inspired by living in Portsmouth and Gosport for fifty years, Celia Clark and Martin Marks document the redundancy of the physical survivors of the harbour's rich military and naval past and the processes by which they move on to different futures. Over the past half-century, many former defence establishments have found new uses – or are in the process of doing so. This book explores this complicated transition – with first-hand accounts by the participants. As the wheel of time turns, it takes with it the living memory of how these extraordinary transformations from military to civilian life were achieved. The book offers a snapshot of the current condition of the dense historic defence properties around the harbour in the second decade of the twenty-first century.

The development of building conservation policy and practice at national level and the 1970 drivers of conservation locally are explored, with a focus on historic Ministry of Defence properties and their exceptional status. Gosport's first Heritage Action focuses on regenerating the town's rich defence legacy. Heritage tourism developed in Portsmouth dockyard and in Gosport as the *Mary Rose*, *HMS Warrior*, *M33* and *HMS Alliance* and historic boats were added to the attractions of the Heritage Area, for which the Naval Base Property Trust was given responsibility. The Royal Naval Museum developed into the National Museum of the Royal Navy. Museums and galleries were developed in formerly military spaces. The differing fortunes of two hospitals, Haslar Naval Hospital and Queen Victoria Hospital, and two ordnance yards, HMS Vernon/Gunwharf are contrasted. A naval airfield, HMS Daedalus is now a civil airport. The harbour's twelve forts and batteries present particular challenges to reuse. Education, research, physical activities and civilian housing now occupy former defence buildings, while fields of fire, military lines and bastions offer welcome public open space.

As Portsmouth Harbour contains in microcosm both the challenges and varied examples of reuse of historic defence sites, the book ends with a research agenda for further disseminations of experience and good practice to other post-defence communities in different parts of the world.

This book is for people who enjoy living or working in or visiting the many historic defence sites around the harbour who wish to find out more about their history and how they came to be preserved and their new uses found for them. Specialist interest groups who will find it useful include geographers, planners and other built environment professionals working on sustainable conversion and adaptation of these complex structures, local authorities responding to defence site disposals, people with interests in local and post-defence history – and those who remember what happened, as well as the participants in the transformation process at the time.

£40 + £4 post and packing.

Orders to 8 Florence Road, Southsea, PO5 2NE or celiadeane.clarke@btopenworld.com

Culture Recovery Fund *(from DCMS press release, 19 February 2021)*

The final awards from the first round of the Government's £1.57bn Culture Recovery Fund have been announced. The latest grants are issued by the National Lottery Heritage Fund (NLHF) and the British Film Institute (BFI) on behalf of the Department for Digital, Culture, Media & Sport, building on over £1bn awarded to a huge range of cultural and heritage organisations last year.

22 heritage organisations will benefit from £13.5m in targeted grants allocated by the NLHF to restart regeneration and maintenance projects that were planned before the pandemic and now face delays or increased costs. 33 cinemas across England will benefit from £5m awarded by the BFI as the final applications for independent cinemas are processed ahead of the second round of the Culture Recovery Fund.

More than 90% of the grants allocated by the NLHF have been awarded to heritage projects outside London including the **Black Country Living Museum** *(£3,740,000)*, **Beamish Museum** *(£975,500)*, **Swanage Pier Regeneration Project** *(£469,800)* and **North York Moors Historic Railway Trust** *(£296,000)*.

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New Exhibition for Solent Sky Museum, Southampton

Plans have been unveiled by the museum to launch an exhibition in May – ***Southampton's Home Front*** – and is seeking wartime artefacts, photographs and documents, uniforms, and any other relevant memorabilia about the Blitz in the town. Please contact on aviation@spitfireonline.co.uk or phone 023 8063 5830 (daytime).

Hampshire Industrial Archaeology Society

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HIAS Insurance terms – Please note:
Members are not covered for Personal Accident but are covered for third party liability

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A Miller & his Mill: The Story of John Else and Warney Mill — Price £15 + £3.50 p&p.

By Judith Cooper 132 pages, 120 illustrations, A4 Softback. ISBN 978 0 95177 946 0.

This new book, published by the Midland Wind & Water Mills Group, describes the life and times of John Else, miller at Darley, near Matlock in Derbyshire, and the mill he rebuilt in 1860. The author is the great-great grand daughter of John Else, and her book draws on the evidence found in the papers left by John Else that have survived through the generations and have passed into her possession. The book paints a picture of the life of a rural miller in the mid-19th century, the people he worked with and his position in the local community. The documents provide details from when the mill was completely rebuilt, giving information about the process of building a mill in Victorian Britain. The documents also illustrate how John Else's milling business expanded to include two other local corn mills, with information about the products he produced and the customers he supplied. The documents show a window onto the miller's social life and give a glimpse into the lives of the workmen who built and operated the mill at a time when the railways were changing all their lives with the introduction of the modern world that we can all recognise today. Although John Else died at the early age of 42 in 1869, the book also covers the Else family's struggle in the last quarter of the 19th century due to the massive changes taking place in the milling industry. Nonetheless, the family continued to successfully operate Warney Mill until after the Second World War. In the late 1950s the mill was fitted with modern roller milling plant but although the mill building still stands today, it is no longer used as a mill.

To Midland Mills Group, 14 Falmouth Road, Congleton, Cheshire, CW12 3BH

Please send me ..... copies of *A Miller and his Mill* including p&p.

I enclose my cheque for £..... made payable to Midland Mills Group

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Museum body warns of government 'interference' in contested heritage

(from BBC News, 25 February 2021)

The Museums Association has voiced concern over what it sees as government 'interference' into how museums present Britain's imperial history. "It is not for ministers to dictate what constitutes a legitimate subject for investigation," the body said. Culture Secretary Oliver Dowden held a meeting on Tuesday with representatives from leading heritage organisations. The government said: "We absolutely support the independence of museums and heritage organisations."

Writing on Twitter after Tuesday's virtual meeting, Mr Dowden described it as a 'very productive conversation about protecting heritage for future generations.' He said a working group would be set up and guidelines published to put the government's *"retain and explain"* policy into practice.

The toppling of slave trader Edward Colston's statue in Bristol last year, along with other campaigns, have led to a heated debate about whether and how historical objects linked to Britain's colonial past should be displayed. In September, culture minister Matt Warman told MPs the UK's heritage should not be removed from view, "however contentious" it might be. He said an effort should be made to "contextualise or reinterpret" memorials and artefacts "in a way that enables the public to learn about them in their entirety".

The National Trust was among the organisations at Tuesday's virtual discussion, and said it had been "helpful and productive". Historic England, which was also represented, said it would work with the government "to help people understand on a deeper level the many layers of our shared past".

Sir Ian Blatchford, head of the Science Museum Group and chair of the National Museum Directors' Council, said: "The meeting was a timely exchange about the importance of telling a balanced and well-researched history of Britain, and a moment to dispel some of the mischief-making around this event. "The independence of museums is not an issue, and UK museums remain as committed as ever to the brilliant and diverse storytelling that our audiences so value".

According to Museums Association director Sharon Heal, however, the government's 'perceived interference' on matters relating to empire and slavery is a subject for concern. "It is both a hallmark of a democratic society and a cornerstone of museum ethics that our sector should operate at arms-length from the government," she said. "It is vital that the government consults widely with the sector – including with the Museums Association – before proceeding with its proposal to produce guidelines on 'contested heritage'. We are particularly concerned that a climate of fear has been created amongst museums and museum staff, especially those working on subjects relating to Britain's imperial past."

In response a spokesperson from the DCMS said: "The meeting this week with Arm's Length Bodies and other stakeholders was the start of a conversation about how we work together to protect our heritage for future generations. Public funded bodies recognise that they have a responsibility to act impartially, in line with their status."