



THE WIAS MOLE MONTHLY ONLINE EDITION

Number 1: August 2021

During Lockdown 2020-2021, regular e-mail contact was the essential medium through which contact with members and supporters could be maintained. The return to some degree of normality has reduced the need for such regular contact, but this first edition of THE WIAS MOLE seeks to provide a link into which the contributions of members and others can be easily fed and distributed. If you feel you have something that might be of interest to a wider audience, feel free to submit it to wiaschairman@gmail.com and we will do our best to include it. Publication date is the start of each month.

WIAS MEETINGS and SUBSCRIPTIONS

The new WIAS season begins on the 16th. September 2021 – please note that this is the third Thursday of the month, a break from our usual pattern of second Thursdays. The meeting will be held in the Halse Pavilion, Warwick School at 7.30pm, with any necessary Covid regulations in place. We would anticipate that all those attending would have been ‘double vaccinated’. At the present time, a small group is exploring the option of having the live meeting but also Zooming it to members who are unable to attend the meeting.

The meeting on September 16th. will begin with the Society’s Annual General Meeting, followed by a talk by our Chairman, Martin Green. He will seek to demonstrate that there is still much to be learned about the diverse industrial heritage of our county by exploring aspects of three industries.

**Thursday September 16th. 7.30pm The Halse Pavilion, Warwick School
THE DIVERSITY OF WARWICKSHIRE’S INDUSTRIAL HERITAGE:
CHAINS, CARAVANS AND CORSETS**

Subscriptions 2021-2022

Following a season in which the Society did not need to charge a membership subscription, thanks largely to generous donations and some judicious husbandry, we are pleased to confirm that membership fees for 2021-2022 will remain at prevailing levels from 2019-2020. The membership fee for 2021-2022 will be £20 per individual or £26 per couple at the same address. Membership runs from 1st September each year for 12 months.

The suggested donation for visitors to meetings is £3.

Subscriptions can be paid in cash or by cheque at any of the meetings, and a card reader will be available at meetings for payment by debit or credit card. Cheques can be sent by post to the Membership Secretary at the address below. Cheques are payable to “Warwickshire IAS”.

Payment by Bank Transfer is also available.

Account name: Warwickshire Industrial Archaeology Society

Sort code: 40-42-15 Account number: 01138804

Please could anybody paying by bank transfer remember to include his or her name as the payment reference, otherwise it appears on our bank statement as an anonymous donation!

For new members, Application Forms will be available at meetings, or can be downloaded from the website. A Gift Aid Declaration is also available. Please complete the application form and forward with your payment to

WIAS Membership Secretary
17 Knightcote Drive, Leamington Spa, CV32 5FA

AIA

The (online) AIA Annual Conference of the Association for Industrial Archaeology gets under way next week-end.

Saturday August 7th 10:30am London time. Merseyside Industrial Heritage Society presents two talks:

"The Industrial Heritage of Merseyside" by Maurice Handley

"Wirral's Industrial Heritage" by Rob Jones

You will be pleased to know that the talks and Q & A will be recorded and made available via the AIA YouTube channel later.

WORLD HERITAGE SITES: One In - One Out

Industrial heritage has been very much in the national news of late, with the decision of the UNESCO committee to remove Liverpool from the list, whilst this was countered by the announcement that the North Wales Slate Landscape had been added.

The Liverpool debate is a tricky one - potential developments permanently altering the unique environment of the Liverpool Waterfront versus the need to find productive uses for large areas of redundant dockside space. Of the latter, a new Everton Football Club Stadium on the Grade-II listed Bramley-Moore Dock raised the most controversy, with supporters of the scheme (and probably the Club as well) emphasising the need to bring life to the area that is already well served with dockside and riverside space.



Meanwhile there was much singing in Welsh hills as the World Heritage Status was awarded to the North Wales Slate landscape, after a long campaign.



For an additional treat, enjoy this ride on the Talylyn Railway, and take note of the driver!

<https://youtu.be/yT4UgwgR0xs>

KEEPING LAWNS IN ORDER

Peter Bolton contacted me with a local link to the history of the lawn-mower.

"Connoisseurs of obituaries will assuredly already have noticed the death of Doreen Pugh, Churchill's last private secretary. Born in Leamington in 1925 she was the grand-daughter of Charles H Pugh, the Montgomeryshire-born manufacturer who moved from bedsteads to chains for ships and on to start Atco (derived from Atlas Chain Company) lawn mowers."

Following this up, I noted that 2021 is the centenary of the Atco lawn-mower, and the company has produced a 9-minute youtube video to celebrate. Atco, of course, was a Birmingham-based firm.

ATCO centenary - 100 year history through the decades

By coincidence I was at the MUSEUM OF MAKING IN DERBY and there were several references to Qualcast – founded in 1801 – and the development of the Qualcast models of lawn-mower. The Museum of Making is well worth a visit. It houses Derby's Industrial Collection as well as the Midland Railway Society Collection. It has adopted the unusual stance of having everything on view, with items arranged by theme, on labelled racks, with pull-out display boards and drawers for all to examine. Whilst I was there staff were seeking to identify and label items from the drawers at the same time as visitors explored the racks.



In addition, the Rolls Royce Trent 1000 engine suspended from the ceiling is an eye-catcher, as is the Rolls Royce Eagle VIII, one of a pair that powered the Vickers Vimy of Captain Alcock and Lieutenant Brown on the first non-stop transatlantic flight in 1919.



REVISITING OLD HAUNTS

The Museum is housed in the former Derby silk mill, and the textile heritage of the Derwent Valley is duly acknowledged, with a very tempting collection of books for sale. It demanded a revisiting of Cromford, one of my earliest connections with industrial archaeology. The factory site in Cromford has re-invented itself with a range of shops and cafes as well as holding on to the industrial heritage, whilst the workers' cottages in North Street (with the top windows providing light for weaving) remain largely unchanged.



Perhaps 2021-2022 will be the time for each of us to revisit some of those industrial sites in desperate need of financial support after the Covid experience?

Jaguar Cars 1957

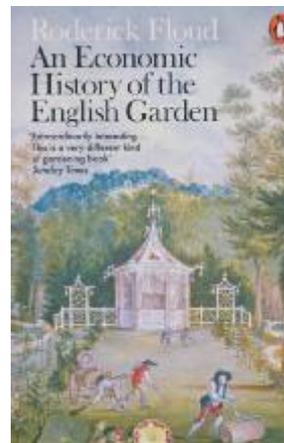
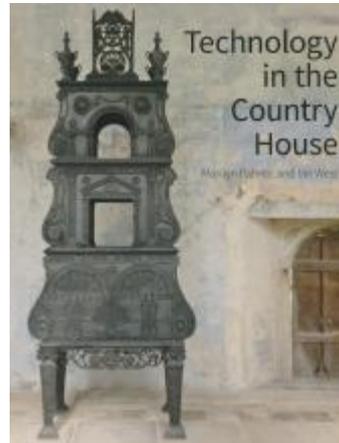
Before going in for his knee operation, Stuart Robertson sent me this link to a Pathe Film of Jaguar's factory recovery after their fire in 1957. Let's hope Stuart's recovery matches that of Jaguar in the 1970s!

<https://youtu.be/JpMth90eAw8>

Complementary interests

I expect many will have had the experience of seeking to persuade a colleague or partner that there is much to enjoy about industrial heritage. In fact, there are many occasions where a visit geared to something other than industrial heritage may yet reveal unexpected pleasures for both parties. One thrust of recent years has been the work, particularly of

Marilyn Palmer and Ian West, on the Technology of the Country House, and, in a similar vein, a book by eminent academic Roderick Floud, provides a fascinating insight to the history of the garden from the perspective of an economic historian. Both make a visit to an English Country House a more rewarding experience.



The Coulls family discover a Glover connection

Peter Coulls has alerted me to an interesting piece about W. Glover & Sons, ironfounders of Warwick, via his son Anthony who discovered this on the 'Aerial Ropeways and Inclined Planes' facebook page

"In November 1898 William Glover & Sons Ltd of Warwick installed a steam powered aerial ropeway from Burton Hill ironstone quarry to Burton Dassett Platform on the Stratford and Midland Junction railway. This replaced an earlier ropeway that had been dismantled in the 1880s. The line was 1¼ miles long and capable of handling 200 tons of ironstone per day. This image shows the crossing of the High Road in Little Dassett with a guard against falling material as required by the County Council. It is not known which company supplied the ropeway equipment for this mono-cable line."



We hope in the course of next season to have a presentation on the Glover firm, and this was, indeed, a new angle. Much appreciated by those carrying out the research.

If you have any news or comment that you feel would be enjoyed by others, do send in details to wiaschairman@gmail.com

THE WIAS MOLE: "Digging out material of interest to all"



THE WIAS MOLE MONTHLY ONLINE EDITION

Number 2: September 2021

I believe that DSAS (Difficult Second Album Syndrome) is a familiar phenomenon in the world of popular music and it is with this very much in mind that I prepare this second edition of THE WIAS MOLE – “Digging out material of interest to all”.

The first edition was generally well-received, and thanks for the various comments made, with a specific request for larger font size met by taking us from 11pt to the dizzy heights of 12pt!

AIA

The (online) AIA Annual Conference of the Association for Industrial Archaeology enters its second series of talks

Saturday September 4th

10:30am – The Merseyside Industrial Heritage Society presents two talks:

- *“Recent Excavations at Princes Dock”* by Mark Adams
- *“The Restoration of Albert Dock”* by Anthony Clarke

Jesse Hartley and Philip Hardwick’s Albert Dock (opened 1846) is, of course, the iconic hub of the Waterfront in Liverpool



Register now via Eventbrite AIA Conference 2021

All the sessions will be recorded and made available afterwards via the AIA YouTube channel https://www.youtube.com/channel/UCILr2TkRAOIfk_NKchshwZQ

As a follow-up to the first lectures, the loss of Unesco World Heritage status for the Liverpool Waterfront caused much dismay, but an interesting article by Professor Michael Parkinson (written before the Unesco decision was announced) gives greater context to the controversy.

<https://news.liverpool.ac.uk/2021/06/21/liverpool-unesco-world-heritage-site-what-next/>

Also, AIA Conference organiser John McGuiness is hoping to arrange a week-end tour of sites in Merseyside for the spring of 2022. Details will be circulated when available.

BOOKS

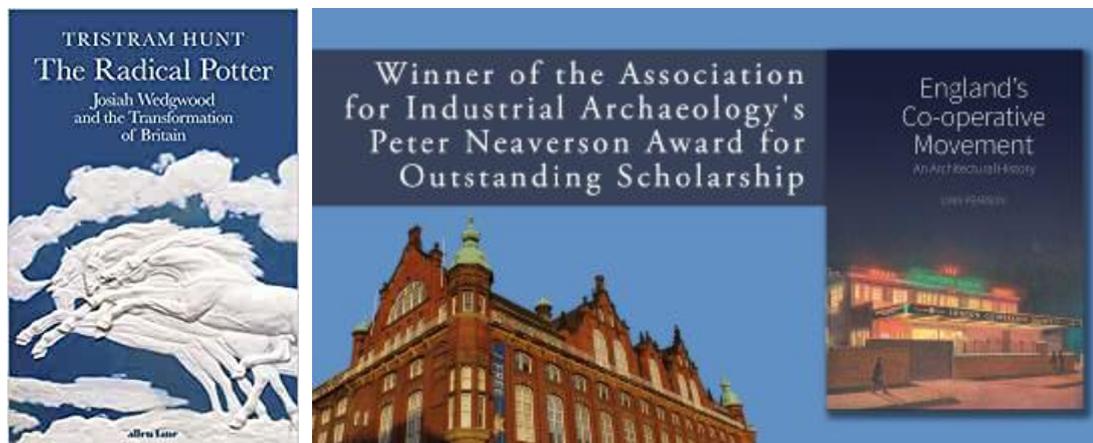
One of the intended goals of THE MOLE is to identify resources that may not be specifically related to industrial archaeology but are of interest nevertheless to those with a general interest in industrial heritage. Two recently published books fall into this category.

The first is 'The Radical Potter: Josiah Wedgwood and the Transformation of Britain' by Tristram Hunt. The author is Director of the Victoria and Albert Museum in London, and he describes how Wedgwood took English pottery from rough and ready earthenware to high quality porcelain to rival Chinese production through ceaseless innovation, with "a host of micro-inventions and skilled alterations that characterised England's industrial revolution".

In support of the publication of the book, the newly-formed Potteries Lunar Society is hosting a talk by Tristram Hunt. Register via Eventbrite

[Potteries Lunar Society invite you to an evening With Tristram ...](https://www.eventbrite.co.uk)

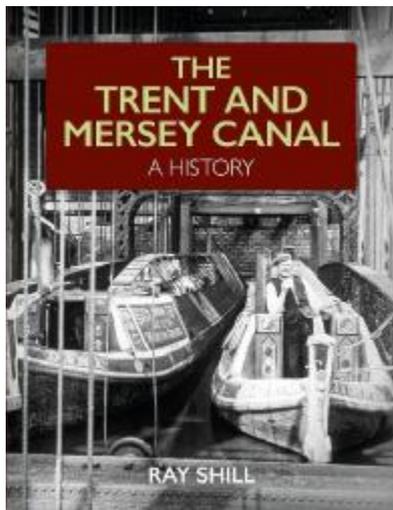
<https://www.eventbrite.co.uk> > potteries-lunar-society-i...



The second book relates to the Co-operative Movement in England, an organisation initially devoted to retailing, but later taking on wholesaling, and then into

production of various foodstuffs and other goods, such as footwear. The Co-operative Movement also played an important role in the social and educational life of many communities. The author is Lynn Pearson and she concentrates on the architectural heritage of the Movement. Many will know Lynn Pearson's work, particularly on the brewing industry and seaside architecture, and the Co-operative Movement received the AIA's Peter Neaverson Award for Outstanding Scholarship.

Sadly, neither book is at the lower end of the price range ... perhaps on the Christmas List? Liverpool University is offering 30% discount to members of the AIA for Lynn Pearson's book - £28 rather than £40. Search for the book on the LUP website <https://www.liverpooluniversitypress.co.uk> and use discount code AIA30.



In more traditional IA territory, prolific author Ray Shill has written a book on the Trent and Mersey Canal. Canal enthusiasts will be familiar with Ray Shill's books, many with a focus on canals in the Midlands. A useful website for books on Birmingham canals is that of the Birmingham Canal Navigations Society <https://bcnsociety.com/bcn-resources/>

NOT SWINGING IN NEWCASTLE



Newcastle's famous bridges across the Tyne are probably known to us all, but William Armstrong's 1876 hydraulic swing bridge has struck a problem. It has not opened for 18 months and an attempt made on 15th. August ended in failure as the mechanism failed to operate.

'Unforeseen problems'' according to the Port of Tyne Authority, but a spokesman for Historic England commented "The ability of the bridge to move as intended is a key part of its significance as a scheduled monument and Grade II* listed building".

Connoisseurs of British gangster movies will be familiar with these bridges as locational shots for Michael Caine's 'Get Carter', together with reminders of the

north-east's coal mining heritage, including the memorable closing sequence on Blackhall Colliery beach, complete with conveyor and concrete tower.

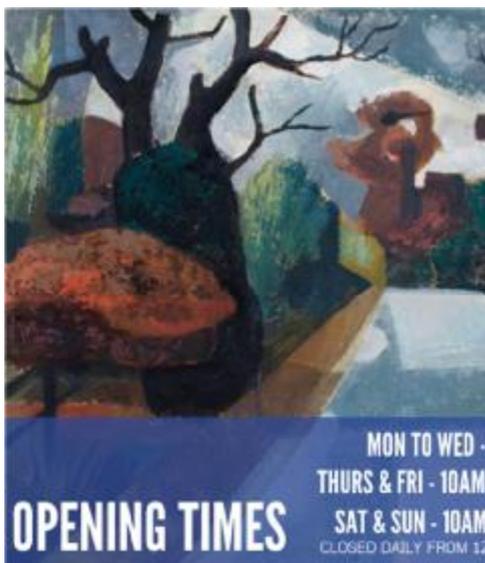


This week-end also saw the demolition of the Ferrybridge power station in West Yorkshire, another reminder of our once heavy reliance on coal as a source of power.



Talking of British gangster movies, Bob Hoskins' 'The Long Good Friday' (shot in 1979) has some excellent views of the London Docks prior to demolition, conversion and re-birth as London Docklands financial and commercial hub.

ART and Tibor Reich at Leamington Spa Art Gallery



One of my first WIAS facebook posts concerned the two mills at Clifford Chambers and the use of one of them by Tibor Reich for the development of his innovative textiles. The small 'Modern Mercia: Post-war art in Coventry and Warwickshire 1945-1970' exhibition at Leamington Art Gallery includes some of Tibor Reich's work (and a great deal more besides on the brave new post-war world of art and architecture in our area). Full details of the Exhibition can be found on the Warwick District Council website <https://www.warwickdc.gov.uk>

The Exhibition closes on Sep. 21st, and be aware there are limited opening hours.

CHESTERTON WINDMILL

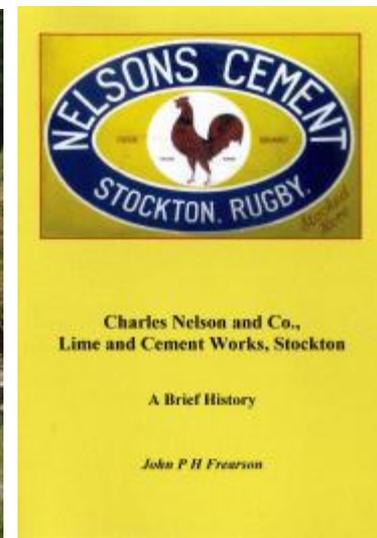
Kevin Haito writes in the Midland Wind and Water Mills Group August Newsletter that after a series of remote meetings with Warwickshire County Council, it has been decided not to open the windmill in September this year for Open Weekend due to the close proximity of people inside the tower. Hopefully it will be possible to open again in 2022.



Internal shots of Chesterton from earlier Open Days

NELSON'S WHARF

Many will remember the 2016 WIAS visit to Nelson's Wharf near Stockton on the old Warwick and Napton Canal, and Stuart Robertson draws attention to an article in the April 2021 edition of *Waterways World* where Steve Vaughan describes the transformation of the previously neglected site into a vibrant home for Willow Training. Not without some serious challenges, the process revealed important relics of the wharf's former activity, making it a more permanent reminder of the wharf's previous life. Nelson's built the canal arm in the 1870s both to service boats and to take the canal deep into the works. In the 1890s the Leamington to Weedon line arrived to give another option for transport, with sidings into the works, and the company supplemented this with a 2ft. gauge railway for movement within the works. Nelsons were able to boast that they could move cement by canal, railway or road! Incidentally, the best source of material on Nelson's is the book by WIAS member John Frearson *'Charles Nelson & Co., Lime and Cement Works, Stockton'*



Guided by Steve Vaughan, a WIAS group is shown round Nelson's Wharf, the new home of Willow Wren Training

NEXT WIAS MEETING

The new WIAS season begins on the 16th. September 2021 – please note that this is the third Thursday of the month, a break from our usual pattern of second Thursdays. The meeting will begin with the Society's Annual General Meeting, followed by a talk by our Chairman, Martin Green.

**'THE DIVERSITY OF WARWICKSHIRE'S INDUSTRIAL HERITAGE:
CHAINS, CARAVANS AND CORSETS'**

**Precise arrangements for this meeting will be distributed after the
WIAS Committee Meeting on Thursday 2nd. September.**

*If you have any news or comment that you feel would be enjoyed by others,
do send in details to wiaschairman@gmail.com*

THE WIAS MOLE: "Digging out material of interest to all"



THE WIAS MOLE MONTHLY ONLINE EDITION

Number 3: October 2021

The third issue of THE WIAS MOLE arrives after the start of the new season of meetings, with the September meeting conducted via Zoom alone. The next meeting on Thursday October 14th. at 7.30pm will be a presentation by Roger Cragg on 'The Oxford, Wolverhampton and Worcester Railway' and this will again be Zoom only. We plan to return to 'in-person' meetings in January 2022, when most of our members and supporters will have been offered the 'booster jab', and the school will have been in session for four months. We also feel that our caution will mean that we can return to the familiar style of WIAS meetings in January, rather than a socially-distanced intermediate stage, perhaps with much lower audiences.

Incidentally, we will be following the pattern adopted by many similar societies in our position, with only a few returning to the in-person format. For example, Worcestershire Industrial Archaeology and Local History Society are having Zoom meetings for the rest of the year, with in-person meetings starting in January at The Lecture Theatre, Royal Grammar School, Worcester.

The Zoom option is an enormous benefit in accessing talks on IA subjects. I joined both the Leicestershire Industrial History Society (LIHS) and the Gloucestershire Society for Industrial Archaeology (GSIA) during Lockdown, and have greatly enjoyed their Zoom presentations. The latest one from GSIA was a talk on September 28th. on one of Gloucester's most eminent engineering firms, Fielding & Platt.

For those really interested in an in-person meeting (and sufficient steam enthusiasts to travel to Leicester!) I was alerted by LIHS to a meeting of the VICTORIAN SOCIETY LEICESTER BRANCH on Tuesday 2 November 2021 'Treatment of Leicester's Sewage and the four Gimson Engines': Tony Kendall and Paul Sole

It is intended to hold the lecture at Bishop Street Methodist Church, Town Hall Square, Leicester, LE1 6AF, but please check for confirmation nearer the dates. Meetings are open to all for a contribution of £2.50 per person towards the cost of accommodation.

AIA Conference 2021

All the sessions have been recorded and are now available via the AIA YouTube channel https://www.youtube.com/channel/UCILr2TkRAOIfk_NKchshwZQ

A look inside Streatham Pumping Station

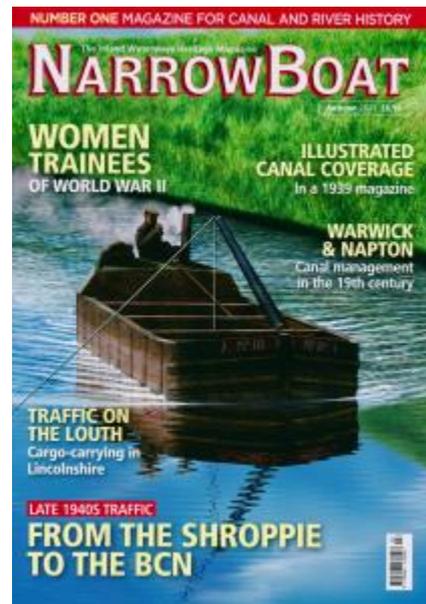
Gloucestershire Society for Industrial Archaeology sent on this link for general interest. The pumping Station has recently opened to the public for the first time in 12 years

<https://lookup.london/streatham-pumping-station/>

"Owned and used by Thames Water, the building cuts an impressive shape beside Streatham Common Station and at first glance you may think it's a church or mosque rather than a water pumping station".

Despite all this Zoom talk, it is good to hear that more traditional forms of communication still have their place. Utilising the old-fashioned technology of the telephone, one of our non-internet members Keith Rogers has pointed out an article in the Autumn issue of 'the excellent) Narrowboat' magazine on 'Warwick & Napton: Canal Management in the 19th. Century.

The story originates with the clearing out of the few remaining items from the Braunston Toll House, and Canal and River Trust staff discovered an old leather-bound copy letter book (listing 1614 letters). Originally part of the records of the Warwick and Napton Canal Co. dated between 1st. November 1839 and 13th. June 1844, they provide a fascinating insight into the end of the canal era in the Midlands. Some excellent photographs included of the Warwick Canals in their 'narrow days' as well, including Kench's Navigation Mill and Hatton Locks.



Black day for coal (and deep trouble for cheese)

Two reports in The Times of September 18th. made references to the coal industry. The first of these was the demolition of the Dorman Long Tower on the former Redcar steelworks site. This caught the headlines particularly as it was the first decision of newly-appointed Culture Secretary Nadine Dorries. She overturned the (hastily-arranged) Grade II listing by Historic England, paving the way for the demolition. The concrete tower certainly divided opinion - from iconic remains of the town's industrial heritage to "rotting coal bunker" (according to the Tees Valley Mayor Ben Houchen). Dorries judged the building "not of sufficient interest to merit listing" and deemed it "essentially a functional structure".



Meanwhile down in South Wales, the manufacturing processes of a Welsh cheese company was put in doubt by the decision to ban its practice of maturing cheddar down a disused mine. Blaenafon Cheddar has buried its cheese down a shaft of the 'Big Pit' for the past fifteen years. Indeed, their award-winning cheddar is named Pwll Mawr (Big Pit). Health and Safety issues lay behind the decision, and the company now plan to age its cheese below the Blaenafonb Lion Hotel, in tunnels used by the Chartists in 1868.

At least the Big pit agreed that Blaenafon could continue to use the trademark Pwll Mawr and associated images



Loss of Baginton Alvis test-beds

Many will know the former Alvis site at Baginton, and any recent visitor will be surprised perhaps by the transformation taking place. A few photographs from 2018 and 2021 illustrate that change. Thanks to John Willock for drawing our attention to this. Fortunate that we managed to secure some photographs for the record.

The WIAS database for this site reads:

"Buildings formerly owned by Alvis Company comprising workshops, offices and engine test beds. Probably constructed prior to W.W.II. Alvis Leonides engines tested here. Test track at rear used for testing Alvis military vehicles. See Flight Magazine 15.2.1957." This entry will need to be revised.



2018 compared with 2021



Demolition of the Stewartby Brickworks Chimney

Further afield, John Willock - via his son, Richard - passes on news of the loss of a familiar landmark to brickmaking enthusiasts

<https://www.bbc.co.uk/news/uk-england-beds-bucks-herts-58665319>

Talking of Jon Willock, I would like to thank him for the (apparently endless) supply of articles he has contributed to the WIAS website. John has fully embraced the opportunities offered by Lockdown to allocate time to writing up a variety of topics, ably supported by Peter Riley in making these accessible on the website. This is an example that might be taken up by others. Perhaps you have a story to tell - or some reflections on a working life - or a particular site that interests you. We would be delighted to hear from you. John has also sent in this photograph and text.

“Please find attached a photograph of a very rare Swift-Radford single cylinder automobile engine, made in Coventry, circa 1910. This engine was restored to full working order by the volunteers of the Twyford Waterworks Trust, Hampshire, where it is now resides as an exhibit. At some point in its history this engine was coupled to a pump and placed on a mobile trolley.



For members not acquainted with the Twyford Waterworks Trust, it is a splendid place to visit with many attractions, least of all its total completeness as an operational waterworks. The star exhibit is the large Hathorn-Davey Triple Expansion Steam Pumping Engine of 1914 vintage, which is operated several times during the year. Also of interest are a number of very early Babcock and Wilcox water tube boilers; two of them remaining operational, perhaps the last of their type in this country to do so".

Getting out and about

The world seems to be opening up gradually and there are plenty of opportunities to seek out old haunts or sample new territory. National Trust properties – which often have industrial heritage connections – will be familiar to many us, and, although most of the Houses themselves are closed, the grounds offer splendid walking opportunities. One such opportunity is Charlecote Park, and apart from visiting the Brewhouse plus reminding oneself of the G.W.Grove range in the kitchen, the stone bridges over the river Dene are now more accessible with the opening of walks to the west of the House. These are two fine examples of civil engineering.



Time Out in Sheerness and Birmingham

Looking further afield, I managed to arrange a trip to Kent and ventured onto the Isle of Sheppey to be greeted by the impending removal and renovation of the clock tower in the centre of Sheerness. It was being restored by Smiths of Derby and chief renovator Kevin Allen mentioned the recent make-over achieved by Smiths for the Chamberlain Clock in Birmingham's Jewellery Quarter. The Sheerness clock was painted red white and blue in 2002 to celebrate the Queen's Golden Jubilee. The plans for restoration involve a return to its original colours of green and gold, similar to the Chamberlain Clock. Incidentally, the Chamberlain Clock was built in 1903 to commemorate nothing more than the visit to South Africa by Joseph Chamberlain, Secretary of State for the Colonies, a reflection, perhaps, of the esteem and affection Birmingham folk felt for "our Joe", an undoubtedly controversial figure at national level. A return visit to the Jewellery Quarter to see the Clock in all its glory was well worth the effort.



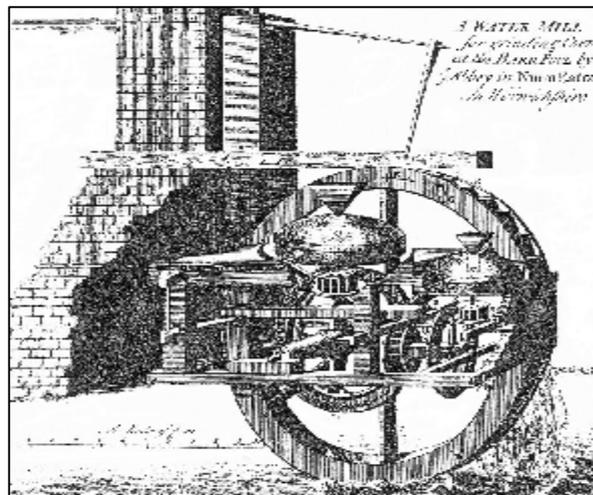
Mystery object

Peter Bolton has unearthed the following item in his garden. Any chance someone might be able to identify it?



John Frearson highlights the work performed by the Mills Archive Trust and the interest contained on their website. This includes a very early illustration depicting a water mill at Nuneaton.

<https://new.millsarchive.org>



Caravans still running

Following the September talk on Chains, Caravans and Corsets, new WIAS member Patrick Fitzgerald reminded us of the firm of B & B Trailers of Leamington Spa. The 2 'Bs' refer to Messrs Bird and Billington, both former employees of Automotive Products, who started the business in 1946, originally in Park Street and later Wood Street, Leamington Spa. It would be good to build up knowledge of this company.

Meanwhile long-standing member Richard King – whilst browsing through a directory of UK Manufacturers for 1946 - unearthed the name of Pullman Super Caravans (Coventry) Ltd, Royalty Works, Pritchard's Yard, Warwick Road, Kenilworth, but so far has been unable to discover any further details. Any information would be very welcome.

Fancy a ride?

Mainstream TV channels occasionally touch on industrial heritage topics and the latest episode of the (rather lightweight) series on the Cotswolds presented by Pam Ayres included a short piece on 'The Gloucestershire and Warwickshire Steam Railway'. This railway is really very close at hand, and is a delightful experience, with services running until the end of October. Full details of services can be found on their website

<https://www.gwsr.com>

A chance for some real nostalgia!



'Gloucestershire & Warwickshire Steam Railway'

Sorry to have to end with this – and I know you have received it before – but I think it is important information worth repeating.

WIAS SUBSCRIPTIONS AND DONATIONS 2021-2022

It is at this time of the year that, as members, we renew our subscriptions, and most of us used to do so at our in-person meetings at the beginning of the season. As we shall not be meeting in-person until January 2022, I hope that you will find it appropriate to use one of the payment methods outlined below to now renew your membership subscription. It will be reassuring to know that we have obtained our subscription income before we commit to our largest item of annual expenditure, the hire of the facilities at Warwick School.

METHODS OF PAYMENT

1. Use the PayPal button on the 'Donate' page of our website at this secure link:
<https://www.warwickshireias.org/donate>

OR

2. Bank Transfer to Sort Code: 40-42-15 Account Number: 01138804
Account name: Warwickshire Industrial Archaeology Society

OR

3. By cheque to: WIAS Membership Secretary, 17 Knightcote Drive, Leamington Spa, CV32 5FA

Membership is £20 for individuals (providing free access to all meetings); £26 for two living at the same address (providing free access to all meetings). For non-members wishing to attend individual Zoom meetings, the suggested donation is £3. There would be no pre-registration and no 'ticket' would be required for the Zoom meeting..

Members would be free to click on the Zoom link; non-members would be invited to make the £3 donation in order to access the link. This can also be done by any one of the three methods outlined above. If you do make a PayPal payment or a Bank Transfer, please include a short reference, including your name, for identification purposes.

For new members, Application Forms will be available at meetings once these have started again; or they can be downloaded from the website. A Gift Aid Declaration is also available.

Visit <https://www.warwickshireias.org/membership>

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