Hampshire Industrial Archaeology Society

Focus

on Industrial Archaeology

No. 96 January 2022

Southampton's "Spitfire Sheds" to be demolished . . .

At his talk to HIAS in September, Alan Matlock made reference to the Supermarine Flight Shed at the former Ford factory site in Eastleigh, adjacent to the airport where the first Spitfire flew. A Change.org petition had already been launched in August by the Spitfire Makers Charitable Trust to try to save the 1934 building, where Spitfires were first built, after a developer submitted a planning application in July to build four industrial units. The application regarded the hangar as of "lower significance" and it was not listed. Alan said: "It is the only surviving building that has an association with the Spitfire from the very first to the very last – it is unique. It is part of the heritage of this city, the country and indeed the world, and the unsung men and women who worked inside during the dark days of WWII deserve to be commemorated along with the pilots who tested and delivered the plane for the famous Few to fly it in combat".

Sq Ldr Alan Jones, director of the Solent Sky Museum, said losing the flight test sheds would be tragic, adding: "We've lost the Spitfire factory at Woolston. We can't lose this too." Writing on behalf of the museum's trustees he said: "By 1945 and the end of WWII over 8,000 Spitfires were built at the flight test shed by the people of Southampton, whose efforts in the face of great danger contributed greatly to the ending of the war. The flight test sheds are the most important buildings associated with the Spitfire in the world and if Southampton City Council allow these buildings to be demolished it will be a stain on the character of the city".

Heritage England confirmed the sheds were considered for listing in the late 1990s, but not put forward as they "did not meet the criteria for listing" because it had been too altered.

The local daily newspaper, *Southern Daily Echo*, ran a number of articles over the next few months in support of the petition, which eventually reached over 50,000 signatures.

However, the Southampton City Council's Planning and Rights of Way Panel met at their meeting on November 2nd, with a decision in favour of the plans to knock down the sheds. It was agreed that a record of the building is created prior to demolition, so future generations can see what happened there.

. . . also the Northam gasholders

It seems to be the continuing story in Southampton, get rid of what industrial heritage we have left. Even councillors are now questioning the system of local listing, which is aimed at ensuring the historic and architectural interest of buildings is considered during planning applications, and has led to the loss of iconic buildings that told the story of the city's history.

In the *Southern Daily Echo* of 11 November 2021, Cllr Sarah Bogle said: "We are now on the list of cities being considered for City of Culture in 2025. And yet it seems that we are helpless to prevent the gradual removal of all the buildings that tell the story of Southampton's history and culture, particularly its proud industrial heritage. Local listing is toothless, it doesn't protect buildings against the increasingly lax planning laws that allow developers to remove buildings that tell the story of our city."

What has caused this recent outburst? The two prominent gasholders at the junction of Northam and Britannia Roads, which were both locally listed in 1998. The rest of the former large gasworks site had given way to the stadium for Southampton Football Club in 2001. Due to the contaminated ground which would be extremely expensive to clean for some uses, the gasholders remained. But now it is planned to demolish them, with gas company SGN saying they will de-water, de-sludge and ultimately dismantle the 1902 column-guided holder (No. 9) and the 1935 four-lift spiral holder (No. 1), which is the largest remaining in Hampshire. The application states that the holders will be removed to the point of the underlying concrete bases. In December it was announced that the site could have up to 500 flats (available only for private rent), a café, shops and a gym.

Former Southern Gas employee John Horne, who held the roles of SUIAG Secretary and Chairman in the 1970s and now lives in Liverpool, has commented: "This is a disappointment to me as listing seems to be scant protection, with Local Authorities now able to act as both judge and jury. The spiral holder is perhaps no great loss but I would have thought a little imagination might have been applied to the future of the column guided structure. There are plenty of examples elsewhere of what might be achieved. Could you try to find out whether the builders' plates can be salvaged in each case?

MEMBERSHIP RENEWAL NOTICE

Last year was free, but not this year! Subscriptions for the membership year commencing November 2021 are now due.

The rates – which have been increased for the first time in 10 years – are as follows:

- **Ordinary £20 –** *single member*
- **Joint £30** – *two members at the same address, sharing notices and publications*
- **Reduced £15** – *one or more members at the same address, but not normally attending meetings because of infirmity or distance from Hampshire*

Either:

- Pay by bank transfer if you are able to do so. Our account details are:
  - *Name:* **Hampshire Industrial Archaeology Society**
  - *Bank name:* **Lloyds** *Sort code*: **30-90-34** *Account*: **01482051**
  - *Reference:* **SUBS *surname*** (or as much of it as you can fit in the field)
- Send a cheque payable to **HIAS** to me at ***13 Ashley Close, Winchester SO22 6LR*** (enclose an SAE if you require a receipt).
- Or pay them to me at the next meeting.

To those of you who have already paid your subscriptions, many thanks.

GIFT AID

If you have signed a Gift Aid Declaration, HIAS can reclaim the tax you have paid on your subscription, providing you pay enough tax. You must be paying UK income tax or capital gains tax each tax year (6 April to 5 April) at least equal to the tax that all the Charities and Community Amateur Sports Clubs to which you donate will reclaim on your gifts for that tax year. Note that other taxes such as VAT and council tax cannot be counted for Gift Aid purposes. If you no longer pay (enough) tax, please advise me and I will update our records.

EMAIL ADDRESSES

We now have email addresses for about three-quarters of the membership and, following discussion earlier this year, we will by default send *Focus*, the programme card, and other communications by email in future, which saves us a lot of postage. (The *Journal* will still be sent by post). Thank you to all those who have provided your email addresses.

If you received this *Focus* by hand or post it means we do not have your email address. So if you have email, and are willing to receive such things by email, please send me an email from the address you wish to use.

CHANGE of ADDRESS

If you change your address or email, it is important that you let me know as soon as possible. Otherwise you run the risk of missing out on communications.

Keith Andrews, Membership Secretary, hpdn.ka@ntlworld.com

Heritage of Industry tours in 2022

Bill Barksfield

Despite all the Covid news going around at the moment, we are looking on the bright side and assuming that by the Spring/Summer we will be able to run tours, at least in the UK, as we did in September 2021. To that end we are delighted to announce two new tours now open for booking. The first is one of our now traditional City Safaris and the second is the first of a new series of tours exploring the lives and works of our great engineers.

City Safari, Central Birmingham, 21st – 24th April 2022: We will be re-visiting sites we first saw when we last visited Birmingham in 2006 as a lot has changed in the city since then, and also look at some areas we did not visit. As well as the primary trades there were businesses catering to the needs of those trades, making the machinery and the equipment needed.

Telford in England and Wales, 6th – 10th June: Based at the Best Western Valley Hotel on the banks of the River Severn in Ironbridge, the highlights are planned to be visits to Longdon, Chirk and Pontcysyllte Aqueducts, the 'New Main Line' of the Birmingham Canal and Harecastle Tunnel, most of the route of the Holyhead Road including the Menai Bridge and, less well known, three churches he designed.

AIA trip to Poland and City Safari to Hamburg: We are still hoping to run tours to Poland and Hamburg in 2022. Arrangements are proving difficult to make but we promise to bring more information as soon as we have it.

For more information on these tours, keep an eye on the website at https://www.heritageofindustry.co.uk

HAMPSHIRE INDUSTRIAL ARCHAEOLOGY SOCIETY
(formerly Southampton University Industrial Archaeology Group)

Meetings – February to August 2022

February 7	**The Didcot, Newbury and Southampton Railway at Southampton** – *Howard Sprenger*
March 7	**Red, Buff, and Other Funnels: Bournemouth and Boscombe Paddle Steamers** – *Nick Braddock*
April 4	**A look at Canal History: including its people and their art** – *Terri Robinson*
May 9	**Vickers-Supermarine at Hursley Park** – *Dave Key*
June 6	**Royal Navy Salvage and Secrecy in WW1** – *Tony Babb*
July 4	**Bursledon Brickworks** – *Carolyne Haynes*
August 8	**Members' Evening**

Meetings are held monthly on Mondays in the Underhill Centre, St John the Evangelist Church, St John's Road, Hedge End, Southampton, SO30 4AF, commencing at 7.45pm

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Reports on Meetings, September to December 2021

Carol Burdekin

September 2021 was our first face-to-face meeting since March 2020, with about 30-35 members attending. Before the meeting began our Honorary President, Bill White, said a few words. Firstly, welcoming everyone back after such a long time, and then asking us to remember the HIAS members who had passed away since our last meeting. Because of the Covid restrictions, HIAS members were unable to attend the funerals, and Bill offered our apologies to the relatives.

The Chairman then introduced the speaker, **Alan Matlock**, who very kindly agreed to speak at short notice, owing to the original speaker being unavailable due to work commitments. The title of Alan's talk was ***"Building Spitfires without a factory".*** Alan is a member of the Spitfire Makers Charitable Trust, which has set out to tell the story of the men and women who created a legend.

The story really begins when R J Mitchell designed the first Spitfire prototype at the Supermarine factory in Woolston which first took to the air in 1936. With its powerful Rolls Royce Merlin engine, and eight machine guns, it was a formidable fighting aircraft but, sadly, designer R J Mitchell died before he could see it operational. At the beginning of the war, the German Luftwaffe concentrated on bombing aircraft factories including the Supermarine factory in Woolston. Plans had already begun to move production, but now it was imperative to do so quickly. Not only factories, and the docks, were bombed, but Southampton as a whole was devastated, being hit time and time again. Alan pointed out that it was ironic that the maps used by German pilots to navigate the bombing raids accurately were produced by the Ordnance Survey in Southampton. Some of Alan's photographs showing a "before and after" the bombings, clearly shows just how badly Southampton was affected. The situation was extremely bad and Lord Beaverbrook, the then Minister for Aircraft Procurement, insisted that the Spitfire must still be manufactured locally, and using whatever locations could be found.

Over thirty dispersal sites across Southampton and more beyond were found, many of these in the Shirley area of Southampton. In a relatively short time the parts for Spitfires were being produced in all sorts of places including bus stations, garages, laundries etc. Other bigger buildings were also used including Drapers, the tool manufacturers in Chandlers Ford, and IBM out at Hursley, Marwell Zoo and Chisnells [King Alfred Buses]. Within a short period of time, the production of the Spitfire was back in business.

By the end of the war 8,000 Spitfires were built in this manner, having been constructed in pieces and taken to airfields for assembling and test flying. Almost all Southampton residents were affected. Using a lot of unskilled labour, a large part of the workforce were women, and young men who were not eligible to fight. The production of the Spitfire went on throughout the war, and eventually over 22,000 were built. Alan said that the difficulties in building a Spitfire in this way should not be underestimated considering it was done during the height of the Blitz, and the sacrifices made by the people of Southampton. A play written by Howard Brenton on this subject, *"The Shadow Factory"*, has been performed successfully at the Nuffield Theatre.

Alan finished by saying that the Trust was trying to stop the Supermarine Flight Shed at Eastleigh being demolished, and that they are also keen to commemorate the sites where the parts for the Spitfires were made with a Blue Plaque. Our thanks to Alan for coming along and presenting a detailed description, with some surprising insights, into what was an important episode in Southampton's wartime history.

After writing the above, I read in The Hampshire Chronicle [Thursday 9th September 2021] that there is some doubt about the future of the workshop used to build the Spitfire adjacent to the former Ford Factory Site in Wide Lane. Apparently, in July, developers "Tungsten Properties" applied to build four industrial units on land, which according to Council documents is still "owned by Ford, despite the firm having pulled out of the site in 2013" and, as it is not Listed, "it will be up to the owner if the shed is floored, as it is not on Council-owned land".

Cllr Spiros Vassiliou said that "It would be very disappointing to lose buildings connected to such an important period in our history, and linked to Southampton's proud production of the iconic Spitfire". The structure on the site has been described by Alan Jones, Director of Solent Sky Museum, "as the most important buildings associated with the Spitfire in the world".

A further Hampshire Chronicle article on the Spitfire Sheds appeared on the 16th September stating that "tens of thousands of people" have now signed a petition to save the sheds, which were used to build the WW2 Spitfires, from being demolished. "The flight test sheds are the most important buildings associated with the Spitfire in the world, and if Southampton City Council allows these buildings to be demolished, it will be a stain on the character of the City".

Our speaker for **October's** meeting was **Roger Davies**, a retired engineer. Roger's talk was titled ***"The Evolution of Cast iron Bridges in the Severn Valley"***.

The most famous of the iron bridges across the Severn is, of course, Iron Bridge, built in 1779. But Roger said there are a lot more iron bridges to be found across the Severn and its tributaries. Iron Bridge was a pioneering structure which marked a turning point in English design and engineering. After Iron Bridge was built, cast iron became widely used in the construction of bridges, aqueducts, and other buildings. Roger's map showed the Severn from Shrewsbury to Stourport-on-Severn, explaining that the river was the highway. The other iron bridges Roger illustrated included Buildwas Bridge 1796 [Thomas Telford], Cound Arbour Bridge 1797 [Thomas Telford], Coalport Bridge [1799] which had three arches and a timber deck, Meole Bridge [Thomas Telford], Cantloop Bridge 1812 [Thomas Telford], Cound Bridge 1818 [Thomas Telford], Morbrook Bridge 1824 [John Onions], Mytle Bridge 1826 [Thomas Telford] Borle Brook Bridge [1828] and Belvidere Bridge 1849, a railway bridge – apparently Roger said that railway bridges made of cast iron are rare. Victoria Bridge built in 1861 [John Fowler] was able to take bigger locomotives, and finally Albert Edward Bridge [1863] John Fowler.

After the slides of bridges, Roger went on to explain in a lot more detail the construction process of iron bridges including that cast iron is an alloy of iron and carbon, and that cast iron is a brittle material. He also talked about traditional sand casting illustrated by Victoria Bridge which was sand casted and very well done. He also talked about road loading, and railroad loading structures needed to work harder and harder, and that nuts and bolts did not seem to be standardised, and the need for rib strengthening and deck plates. Also, Roger explained, that early bridges had to take into consideration that the river was constantly changing. The majority of the bridges Roger talked about and illustrated have performed very well to this day and, trying to estimate any damage, and looking for current defects, is helped by laser surveys. Apparently one of the biggest threats to the bridge in the future will be from flooding.

Cast iron bridges evolved during a time of immense change in Britain, at the dawn of the Industrial Revolution, and Iron Bridge, a cast iron arched bridge, was the first major bridge in the world to be made of cast iron, and is now, rightly, a World Heritage site. New technologies were being developed, and the rural landscape of Britain was changing. In 2017-2018 English Heritage undertook a £3.6 million conservation project on the Iron Bridge, to help safeguard the future of its historic ironwork.

About 28 HIAS members turned up for **November's AGM**. There was a slight increase in subscription charges, and we had to elect a new Treasurer as, after many years in the job (elected in 1983), Alison [Stott] has decided to stand down. Fortunately, Clare [Sprenger] volunteered to take over as Treasurer on an interim basis, and Ivor [New] kindly volunteered to be our new Examiner. The Secretary and SERIAC representative were up for re-election, and both were willing to stand again, and subsequently re-elected. Our Librarian Andy [Fish] announced that he would be retiring as Librarian at the November 2022 AGM, and said it would be good if a new one was found beforehand so a smooth handover could be achieved. It was then time for tea/coffee accompanied by Eleanor [Yates'] excellent chocolate brownies, which she kindly made for the occasion.

After the break, Rob [Fish] showed us a short film titled *"The Sad Tale of Richard Parker"*. This film was produced by Cheryl Butler [a previous HIAS speaker]. Richard was an orphan who lived in Itchen Ferry Village [Woolston] and wanted to experience an adventure, and went to sea. This he did on the 19th May 1884 with three other men, setting sail from Southampton in a small yacht. The yacht was called the *"Mignonette"* and the men were all experienced sailors. They were sailing the yacht to Australia to hand over to its new owner. Richard was only 17 at the time and did come from a seafaring family, but had only sailed in inshore waters.

Sailing from Madeira to Cape Town, the yacht was sunk by a giant wave but, fortunately, the crew escaped in the yacht's dinghy. Adrift in an open boat in the South Atlantic, they hardly had any provisions, only two 1lb tins of turnips, and no fresh water. Increasingly dehydrated, Richard drank far too much seawater and became very unwell, and this is where the story takes on its grisly aspect. The topic was raised amongst the other three of the "custom of the sea", to draw lots to select one of them, the weakest and the one most likely to die first, to be sacrificed. In other words, to be killed and eaten, so the others would survive, in fact an act of cannibalism. Before another grisly decision had to be made the other three, Tom Dudley, Ned Brooks and Edwin Stephens, were rescued by the *Moctezuma*, a German ship bound for Hamburg, and a month later were back in Falmouth.

No attempt, apparently, was made to hide what had happened to Richard Parker, which was described as a "tragic necessity". However, back in England, opinions differed, and the three sailors were arrested. Ned Brooks was exonerated, as he seemed not to have played an active part in the killing, but Tom Dudley and Edwin Stephens were accused of murder. At this stage it seems that the Home Office saw an opportunity to define the law's stance on this sort of behaviour, as there had been other instances in the past where cannibalism had taken place, but the authorities had failed in their bid to prosecute the perpetrators.

This was a complicated case and, in the end, Tom Dudley and Edwin Stephens were convicted, but were only given six months imprisonment each. What the case did do, however, was to give a definitive ruling on the "custom of the sea" whereby pleading necessity, as a defence for murder, was no excuse.

For our **December** meeting, we were very pleased to welcome back Stephen Hoadley who, when he last came, spoke to us about the *"Queen Mary"*. This time Stephen's subject was ***"Domestic Technology – We had one of those"***. Beginning with the Kenwood Chef Food Mixer, which was marketed in 1947 as "The Kenwood Electric Food Mixer", and was designed by Ken Wood who started off trading as Woodlau Industries Ltd. Originally designed with two beaters, the modern ones now have a number of attachments, which allows it to perform many functions. The company is now owned by DeLonghi. Although more streamlined, the modern ones are not that dissimilar from the early models.

We next looked at an early refrigerator, which has the compressor on top, as the compression domestic refrigerator machine was still in its development stage. In 1915 they were very expensive, and required servicing about every three months. By 1923 there were about 56 companies involved in producing domestic refrigerators, with familiar names such as Kelvinator & Frigidaire. Stephen also showed us a photograph of an early refrigerator in a wooden cabinet. General Motors, who took over Frigidaire in 1919, offered the first refrigerator with an automatic compressor for home use. They had a model called the "Monitor Top" which had a noisy compressor the size of a hatbox built-in on top of the unit. In addition to the development of electric refrigerators, gas fuelled refrigerators were also in development around the 1920s. The advantage of a gas refrigerator was that it was quieter because they didn't have a noisy compressor.

The next photograph was of an early vacuum cleaner, which was a portable device, and easy to use, and which would be recognisable to us today. Built in 1905 by Walter Griffiths, a manufacturer in Birmingham, it sucked up dust through a removable flexible pipe, to which a variety of shaped nozzles could be attached. A design taken up by William Henry Hoover, the 1908 "Model O", sold for 60 dollars with subsequent innovations such as the beater bar in 1919 "it beats as it sweeps, as it cleans" with added disposable filter bags in the 1920s. An upright vacuum cleaner followed in 1926. Stephen also showed us a photograph of the medals a Hoover salesmen could win if he were successful with his door to door selling.

Stephen then went on to talk about a designer called Henry Dreyfus known for designing some of the most iconic devices throughout the 20th Century including telephones, irons – especially one for General Electric in 1948 called "The Streamline" – and the Westclox Alarm Clock, which most of us recognised from our childhood.

On to early electric kettles, and another iconic design was the Russell Hobbs, designed by Mr Russell and Mr Hobbs, which switched itself off when it boiled. This was followed by a photo of an early "New World" gas cooker, an "Ascot" water heater, and an electric razor plugged into an overhead light. Also, we looked at photographs of early washing machines including a "Twin Tub" and an early spin dryer. Next were early Bakelite products including radios, and "Bako" for model building, a Marconi 1953 television set, of which about 2 million were sold in time for the Coronation, and transistor radios circa 1950.

Stephen finished with some photographs taken just after the war of Prefabs [Pre-fabricated Houses] built to help solve the post war housing shortage. About one to two million of this type of house was built between 1945 & 1951. One of the legacies of this scheme saw local authorities develop non-traditional building techniques, which included some prefabrication, notably pre-cast reinforced concrete [PRC] .

The last photograph of the "we had one of those" presentation was of a "Robin Reliant" a small three wheeled car produced by the Reliant Motor Company in Tamworth in 1973, and was offered in several versions including the Mk1, Mk2 and Mk3 over a period of thirty years. Stephen kindly answered questions from the floor and then it was time for a tea/coffee break and, as it was December, accompanied by a mince pie or two.

We regret to have to inform you of the death of Joan Todd

Bill White reported to Carol at the end of May that Joan Todd had died on the 31st March. She was living in a care home with husband Rodney and, after being taken to Portsmouth Hospital following a fall, caught Covid and sadly died. Unfortunately Bill could not attend the funeral, which he would have done to represent the Group, but said he would visit Rodney when things improve.

Bill thought Joan and Rodney have been members since 1990, or may be before. He remembers when he first met them in Ulverston during the 1990 Edwin Course week in Cumbria which included a visit to the Laurel & Hardy Museum. Our thoughts go out to Rodney.

Twyford Waterworks Trust

www.twyfordwaterworks.co.uk

Registered Charity No. 291720

Ian Harden

Thankfully in 2021 the Trust has enjoyed a much more trouble-free period, opening to the public on four occasions from July onwards. Normal volunteer working parties resumed in April enabling work to complete the annual insurance exams etc. to commence earlier than last year. In June, though, the site was still operating within the latter stages of lockdown where visitor numbers and arrival times had to be carefully regulated. Fortunately, all buildings were opened from August. By the October Autumn Rally, approximately 1,000 visitors had come through the gate and the end of season event proved to be one of the largest gatherings for several years with over forty exhibitors attending.

Reassuringly, following an almost inevitable downturn in interest during the lockdowns, The Friends of Twyford Waterworks have seen a resurgence with membership growing by almost 15% and, just as importantly, volunteer numbers have also grown significantly.

Despite the loss of one quarter of the year in working time, a considerable amount has been achieved. In the Filter House a new rear floor at the far end has been created. This has replaced areas of iron gratings installed as a temporary expedient nearly 30 years ago.

Underneath are three deep storage areas, two accessed via trapdoors and fixed steel ladders, whilst the centre one is accessed via a staircase. LED lighting has also been installed in what have affectionately become known as "the dungeons". The intention is to create a woodworking area in one corner of the main level along with a dedicated paint storage area.

Work in the Boiler House this winter is already ongoing, preparing the boiler for its bi-annual thorough inspection. This will involve cleaning all the internal fire side spaces along with the water drum, all the boiler valves stripped, the gauge glass frames removed, and several of the water tubes opened up to allow the insurance inspector full access. Following the visual inspection, the boiler will be reassembled, filled with water completely, and then hydraulically tested to one and a half times its working pressure.

A compressed air supply has been installed in the Diesel House to feed air from a compressor in the quarry workshop to the Diesel and Transfer Houses to supply the air receivers that start the three large diesel engines. A fully automatic control system will monitor and adjust the air pressure in the receivers. The air supply has also been extended through to the Boiler House to facilitate the use of an air lance for cleaning the grate blowers.

When not engaged on this work, the Internal Combustion Team has been occupied on overhauling several of the small portable engines and pumps that are displayed on open days.

On the industrial railway front, the loan of the Lister Blackstone diesel locomotive from the Hereford Waterworks Museum has been extended to 2034. The locomotive initially came to Twyford Waterworks in 2012 on a two-year loan which was then extended to the present time. The new loan agreement will allow for a complete overhaul and it is hoped to have it ready for the 2023 season.

In the spring of this year, three more flat wagons joined the growing rolling stock collection from a site in the New Forest, two of which had seen service at RAF Chilmark ammunition store. Of the four V skip wagons rescued from a brickworks in Essex in 2017, two have now been restored and work on a third is under way. When completed they will form part of a new demonstration train for the 2022 season. Four cast iron wagon turntables have also been acquired which will be utilised as part of the wider-ranging Water Softening project that covers the restoration of the water softening buildings plus associated machinery and the railway incline down to the quarry. One will be installed at the top of the quarry incline.

Wildlife aspects continue to grow in importance and laying of a new hedge in the meadow is being planned. A ranger from the South Downs National Park visited in October to assess this and volunteers should attend in the New Year to carry out the planting. Earlier in the summer representatives of Winchester City Council and the SDNP visited, keen to link the Works with other significant local sites to safeguard the wildlife aspects as a reflection of bygone times.

Our good friends the Wednesday Conservation Volunteers have been busy as always making two working visits, one raking up a considerable volume of cut grass, clearing scrub and brambles below the kilns and opening up an area by the old walnut tree. Another group then came to replace the flight of steps on the wildlife trail that they themselves constructed in 2007.

A Tale of Twyford's leaning chimney

Last April Ian forwarded an interesting item about Twyford Pumping Station's chimney by Matthew Feldwick which he thinks was posted on a Facebook site, and is worth reproducing here.

A question I am often asked concerns the chimney at the Waterworks, what happened to the original flared top and why it leans very slightly to the south west. We knew the top was removed during the war and that there were concerns, proved unfounded, that there would be trouble maintaining suitable draft. It was while trawling through the records when I discovered an amazing document, exactly 80 years old to the day, which explains the whole story.

Apparently, until the introduction of the first Kent chart recorder, there was a real problem with knowing the time in what was then a distinctly rural location. It appears that the workforce, from about 1904, had marked out a rudimentary sundial around the grounds utilising the shadow cast by the chimney.

This system worked tolerably well until the Summer Time Act of 1916 and daylight saving was introduced. Rather than move all the ground mounted numericals, which by then had become large concrete affairs, a plan – in true Twyford style – was devised to jack the north east corner of the chimney by 15 degrees thereby throwing the cast of the shadow ahead an hour. The process was then reversed each autumn.

As a process it was entirely successful until the spring of 1941 when, after a full year of Summer Time (from 28/02/40), the government decided to introduce Double Summer Time, thereby placing the country two hours ahead. Despite by then the introduction of timepieces within the buildings, the ground staff were not allowed inside (by reason of their dirty boots) and the arcane practice remained. The works superintendent considered the problem and decided that the best solution would be to elevate the base of the chimney by a further 15 degrees.

Unfortunately, this tilt proved too much for the masonry and cracks were noticed in the chimney cap. Hastily the chimney was returned to as near a perpendicular position as possible with the flared top dismantled. All traces of the sundial were then obliterated consigning the ingenious solution to a rural problem to memory.

Matthew Feldwick

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Garnier Road pumping station in Winchester sold ……. *Martin Gregory*

The sewerage of Winchester was laid out in 1878 by James Lemon for the City of Winchester. The sump was in Garnier Road on the south side of the City and pumps raised the waste water to a "sewage farm" behind St Catherine's Hill at Chilcomb. All remains the same today save that a 1990s electric pumping station replaces the steam and diesel pumps and the "sewage farm" is now called a "waste water treatment works". I wrote two articles on the old plant in *HIAS Journals* **13** (2005) and **14** (2006).

The old plant was re-purposed by Southern Water as offices and, after initially standing empty, has had a succession of tenants. In 2021 it was announced that the site had been bought by Winchester College. The College does not require the buildings for school purposes and hopes to lease them for uses with a strong local interest.

The land on which the pumping station was built was historically owned by the Bishop of Winchester. He sold it to a William Simonds in 1806 who sold it to a Samuel Beaven in 1859 who, in turn, sold it to the College in 1860. At that time the parcel of land included much of the surrounding water meadows and Barton Mill. The College sold the triangular plot on which the pumping station stands to the Mayor and Aldermen of Winchester in December 1877. One hundred and forty years later, the College has bought it back!

……. and destined to become a shop?

Eleanor forwarded an extract from the Winchester News Chronicle (October) about a Winchester couple, Alex Donnan and Laura Turner, who were going to lease The Pump House and open it to the public as a general store. They are already co-founders of the General Store in The Square in Winchester and wanted an opportunity to run an "edge of town, up-market farm shop". Additionally they submitted a planning application for a premises licence to transform it into a store with café, which sparked criticism from nearby residents fearing that it would become a late-night venue, but the couple said they would still open regardless of the sale of bottled alcohol or playing music being granted.

The senior estates manager at Southern Water said that the applicant should already be aware that Southern Water operates a wastewater pumping station to the rear of the property and the undertaking was concerned there would be an increased risk to the public due to their increased numbers in the area and the need to access the site at all times, with an unacceptable risk of the public and staff getting too close to heavy tankers and other vehicles on the site. Local neighbours pointed out that Garnier Road was a narrow road with pinch points and already caters for overspill parking for the Handlebar Café on St Catherine's Hill.

The Licensing Committee was due to consider this application in November, but your editor has not been able to find anything more on websites, so maybe our Winchester members might pass that way and be able to report back.

The Railway Engine-man

[From *Railways*, seventh edition (1830-42) by Peter Lecount, as an extract from *An Anthology of Pieces from Early Editions of ENCYCLOPÆDIA BRITANNICA, published 1963.*]

The engine-man should always stand by his hand-gear whilst the engine is running, and keep a most vigilant look out before him, passing all out-stations or stopping places slowly, and upon discovering any train at a stand still, he should approach and pass it at no greater speed than three miles an hour. Should any train require the assistance of a ballast-engine, it should be immediately given on an application to that effect from the upper guard, the engine-man first placing his waggons on a siding; but the ballast-engine should not draw the train any farther than is necessary to place it under the charge of a regular passenger or goods' engine; and it should then return to its waggons in such a manner as not to interfere with the next train coming along the line. During a fog the engine should be moved slowly, and the whistle be blown at not greater intervals than a quarter of a mile. Fogs, however, will always be dangerous on railways till two whistles totally different in sound are used, one for each line, blowing by machinery at every eighth part of a mile. When the ballast-engines stop in a fog on the line, the fireman should be sent at least 400 yards ahead to look out.

It is the duty of the engine-man to take care that the engines are in a proper state of cleanliness and efficiency before they quit the engine-house, that every part is in proper and complete working order, and that the regular supply of coke and water is in both the engine and the tender, together with the requisite quantity of oil and waste; and he should personally inspect his tool-box, and ascertain that every thing is in it which by right should be so, and that his shovels, rakes, &c. are in readiness. According to the distance the engine-house is from the point where he hooks on the train, time must be allowed him before the minute of departure sufficient to let him arrive at the required spot about one minute before he is wanted, and no more.

He should be very careful in bringing his engine down to the head of the train, where the connection should be made by a man specially appointed for the purpose. He should leave his condensed steam cock open as long as he can, being very cautious that it is shut just before the time of departure. During the journey he, in conjunction with his fireman, should keep a vigilant look-out for all signals of danger, watching each policeman as he approaches him till he has made his notification that all is in security along his part of the line. He must be attentive to stopping the train at the places ordered, and that he does not exceed the regulated speed, considering correctness of arrival his greatest aim, and consequently making up as far as he can in one part of the journey for any unavoidable detentions which may have arisen in other parts.

He should be constantly alert to the signals from the guard of the train, and ready to stop it in the shortest possible time when ordered to do so. The guard should have a check-string to the arm of the engine-man, and a flexible hollow tube should be fixed from the guard's carriage to the engine, through which the men can converse, which the noise of the engine and train will otherwise render difficult.

Millbrook Station Footbridge, Southampton

In the previous edition of *Focus* (No. 95) Keith Lloyd was commenting on the (now former) footbridge over the railway at Millbrook Station with a reply from Martin Petch. Now Philip Brown, our member from Solihull (who grew up on the Waterside), has written this interesting report:-

The path alongside the railway was a requirement of the Southampton & Dorchester Railway's Act (8 & 9 Vic c.xciii 1845). Clause xxxiv stipulates that *"…the Company shall, at their expence (sic), construct and maintain for the space of two years a public walk on the southern or south-western side of such part of the railway as shall be made on the shore and mudlands of Southampton Water and Millbrook, and for the whole length thereof, and of not less than sixteen feet in width in every part thereof".* It must have replaced an earlier "esplanade". John Cox, in his book *Castleman's Corkscrew* (Southampton Paper No. 10), quotes the following exchange during the committee stage of the Bill between Captain Moorsom, the S&D's engineer, and Mr Mereweather, barrister for Southampton Corporation:

Merewether: Does your line run along the shore of Millbrook bay?
Moorsom: Yes, in part, but it principally runs inland.
Merewether: In laying out your line, did you observe that there was an esplanade for the use of the inhabitants of Southampton?
Moorsom: I saw a rough foot-path, but nothing like an esplanade.
Merewether: Is it not a much frequented walk by the inhabitants of the town?
Moorsom: I met two or three ladies walking there, but I do not know that it is by any means a place of favorite resort. The water is stagnant and generally offensive.
Merewether: Perhaps the reason why there was such a scanty promenade of ladies was because you were engineering at the time?
Moorsom (smiling): I never knew that ladies had any particular objection to engineering (laughter). *However, I may say that we shall preserve the walk in its present state for the convenience of the inhabitants.*

There is an engraving of the railway and the path alongside in Philip Brannon's *Pictures of Southampton*.

Southampton Tram Project

Angela Smith

In last February's *Focus* I was only able to touch very briefly on an update of the tram project, following an equally brief mention the previous July after the erection of the new workshop at Solent Sky in March 2020, accompanied by photographs of the footings and the building itself. As everyone knows, that was when the first Covid lockdown began, so the volunteers had a 6-week break before starting to move smaller items from the docks workshop in our cars. Extra storage space was found when Alan Jones, Director of the museum, extended the old firing range at the back of the car park. The three trams were eventually moved on August 27th using a crane at each end and one low-loader. Lisbon 715, the first to be transported, proved difficult to manoeuvre in to the new workshop and was left at a slight angle at one side and further back than intended, and was eased into position at a later date. Both Southampton trams, 11 and 38, also needed some repositioning. Car 38 does not have its platforms so is crosswise at the back of the workshop, which is going to make eventual restoration something of a problem. The final move of other equipment and stores took place on November 17th 2020.

In addition to relocating the trams, our tram chassis for Car 11, which had been in store nearby since vacating the Millbrook workshop in 2003, was moved into a container in Solent Sky's car park on August 25th, adjacent to the Calshot Spit Light Vessel. It was starting to get a bit congested, especially as the museum had taken delivery, some time earlier, of two 40ft containers to store the Archives, which are now double-stacked.

The highlight of 2021 must be the Model Tram Event held at Solent Sky on the weekend of October 8th and 9th, superbly organised by our member Paul Coles in conjunction with the southern area Tramway and Light Railway Society. Tram layouts and displays were scattered around the aviation museum underneath aircraft and in side rooms while, outside in the museum's empty car park, volunteers from the Hampshire Constabulary and Fire Museums, which have their own excellent permanent display room inside the museum, had a sales stand, and the tram workshop was open for conducted visits. A repeat of the event is planned for October this year, but we won't know the date until the Saints publish their 2022/23 season around June/July as this area is very close to St Mary's and the roads are used for parking. The Police and Fire volunteers have planned their own event for April 23rd/24th when the tram workshop will also be open. The normal entrance fees for Solent Sky apply.



View in the new workshop on 2 September 2020 – left is Lisbon 715, Southampton 11 in centre and Southampton 38 at right (Photo: Angela Smith)



Angela and Nigel Smith with the body of Southampton 57 at HCT site, Chilcomb, Winchester, on 16 December 2021 (Photo taken by Martin Petch, Copyright Angela Smith)

The February 2021 report concentrated on the impending fate of Southampton 57, which had started off the tram project in 1977. In June, Nigel, Martin Petch and I, accompanied by Alan Jones, visited Chilcomb – the Hampshire Cultural Trust's museum store – to view the body which had been moved in the open for at least 18 months. The plastic cover had long since fallen off but, apart from a couple of broken windows and more of the floor having fallen out, overall it wasn't in too bad a condition since our last visit in 2016. There had been a pile of miscellaneous small parts stacked up behind the body when in the building and most of these had already been transferred to inside the body and on the platforms. Alan thought he might be able to find space on his reserve collection site. But the sticking point was, who would pay for the transport costs? After all the expenses of the last year, there was virtually nothing in the kitty for either the museum or the tram project to cover this, and HCT said they would not be able to help financially but offered to put us in touch with the contractor they used.

So there was an impasse and time dragged on until the day before the Model Tram Event at the museum. By chance I had set up a new display panel about Car 57 and an email arrived from HCT on the Friday with the alarming comment that 57 would be destroyed if it was not removed by November 5th. This was added to the display for all the visitors to read and some generously offered donations towards the transport costs if needed.

Alan Jones confirmed a site where it could go, but finding transport was another matter in these difficult times. A temporary reprieve was granted by HCT and on December 16th a small group and a truck moved the top deck railings, the two stairs and a wrought iron understairs gate to Solent Sky for safe storage. At the current time we are still waiting for news of a larger truck with a HIAB loader crane to move the body, but are hopeful that this can take place by mid-January. What its future holds is quite another matter – we just wanted to save it.

Tug/Tender Calshot

(from a Press Release, 21 May 2021, by **Richard Hellyer**, Chairman of the Tug Tender Calshot Trust)

Change in Ownership of the Tug Tender Calshot

After 25 years in the Tug Tender Calshot Trust, which was set up to save her, the *T.T. Calshot* Trustees have accepted an offer, received from a new local Southampton shipyard, to carry out a full restoration of the *T.T. Calshot.*

In 1996, the former Red Funnel tug tender *Calshot* faced an uncertain future following 70 years of historic maritime service. Brought back from Ireland, where she had served as a passenger ferry operating from Galway Bay since 1964, as well as serving significant liners including *S.S. Normandie,* this once grand vessel sat unloved within the council dry dock slowly deteriorating. Her future as the centrepiece for the City's new maritime museum had not come to fruition and the Council now found itself owning a vessel for which they had no purpose. Following a visit by Terry Yarwood and James Delderfield, in addition to support from the Southampton City Council, the Tug Tender Calshot Trust was created. Trustees had one simple goal, to restore *Calshot* to her former glory and share her history and splendour with City visitors.

The Tug Tender Calshot Trust ran for over 20 years during which time the Chairman, Directors and Volunteers have worked tirelessly to maintain *Calshot* with limited funds, whilst searching for investors to secure the vessel's long-term future. Over the past three years Calshot has further deteriorated and the Trust was sadly no longer able to financially support her maintenance.

During this time of uncertainty, a local restoration company 'Woodshack' was founded and now occupies the shipyard at James' Wharf, Ocean Quay, Southampton. Woodshack immediately recognised *Calshot's* maritime significance and contacted the Tug Tender Calshot Trustees. For 14 months there have been discussions between the Calshot Trustees and a team from Woodshack, as well as with other connected parties, to try to find a solution which would achieve the best outcome for the restoration of the ship.

An agreement has been reached between the Calshot Trustees and Woodshack, which has resulted in the transfer of ownership of *TT Calshot* to a new private sector entity, which has resources to commit to the complete restoration of the ship. Woodshack will undertake these works at James' Wharf, Southampton, using the skills and expertise of more than 150 local tradespeople currently employed by the company.

Excitingly, this will be the first restoration project planned at the refurbished James' Wharf facilities, and poignantly just a few hundred yards from where the vessel was first built in 1929 at the Thornycroft yard on the River Itchen. James' Wharf is currently undergoing extensive development to restore 70,000 sq ft of shipyard to create a world class centre for restoration. Facilities include a 60m covered dry dock, clock tower and historic industrial buildings.

The TT Calshot will be sympathetically restored as a repurposed historic ship, which will conform to modern operating standards, whilst maintaining her unique qualities. Works are expected to take at least 36 months.

The move from Berth 50 to James' Wharf, Tuesday May 25th, 2021 *Angela Smith*

It was just like any other Tuesday at the tram workshop at Solent Sky in Albert Road South – until Richard Hellyer parked in the road outside and said that *TT Calshot* was on its way from the docks, having left Berth 50 at 10am. I grabbed my camera and shot up to the nearby Itchen Bridge. Surprisingly, only Richard and I were there to record this momentous occasion from overhead: in fact, very few people were walking across and there were hardly any cars, which made it easier to get from the south side to the north when the *Calshot* went under the bridge. The Tug Tender was being moved by two smaller tugs – the *Wyetow* towing (obviously, as it was the larger one) with the *Wyeknot* bringing up the rear. And, at a short distance behind, Steam Tug *Challenge* was following. Another small boat had photographers on board. These photographs, which I took, show the *Calshot* passing the former site of its birthplace in Woolston, and a soon-to-be historic shot with one of the gasholders at Northam that is due for demolition and 'some sort of sports ground' on the left.





Redevelopment of Thomas Bolton's Works, Froghall, Staffordshire

This item from 'inyourarea.co.uk' on 18th February 202, was forwarded by Howard Sprenger

Plans have been released to redevelop part of Bolton's Copper Works in Froghall Wharf. If approved, the site would be transformed into a residential development of houses, including six 2-bed properties, 20 3-bed and 23 4-beds. There would also be a new access to the development and the listed farmhouse would be redeveloped into a family home.

The site is part of the former Thomas Bolton and Sons copper factory, which employed hundreds of workers in its heyday. It began trading more than 200 years ago and produced the first transatlantic telephone cable but collapsed into administration in 2014. Many of the former buildings have now been demolished. The small village of Froghall, Staffordshire, attracts thousands of visitors each year to the Churnet Valley Railway and the canal basin.

George Meade of Hadleigh Industrial Estates Ltd, said: "Revenue from the new dwellings would be used to fund the restoration of the listed buildings, remediate contaminated ground, deal with on-site flooding issues, and provide a high-quality landscape setting for the development."

A coal-mining report into the site revealed that there is a high potential risk of contaminated land. Specialist advice has been sought and the design has been developed to include a 600mm layer of fill to deal with the contamination.

From Portsmouth News (adapted from an article by Tom Cotterill, Thursday 4 November 2021)

David Cheffy kindly forwarded this email sent to him by John Reynolds

Bursledon Brickworks site is placed on the 2021 Heritage at Risk register

Buildings at the Bursledon Brickworks have been placed on the Heritage at Risk register by Historic England, a new entry. *"The buildings are mainly constructed of red brick with corrugated sheet roofs. At risk due to decay and vulnerability of unsupported walls to roofless drying sheds and leaking roof above the brick kiln. National Lottery Heritage Fund has grant-aided a Development Phase for repairing and converting the drying sheds but funding required to implement the scheme".*

The brick kiln, chimney, drying sheds, boiler and engine house at the brickworks in Swanwick are the latest buildings to be added to the annual study. The register is the yearly health-check of England's most valued historic places and those most at risk of being lost forever as a result of neglect, decay or inappropriate development. The steam-driven brickworks complex was in use from the 19th century until the 1970s, with what is thought to be the earliest surviving Staffordshire-type continuous kiln with ten chambers.

[Note from *Focus* editor, Carolyne Haynes from the Bursledon Brickworks Museum is the scheduled speaker at the HIAS meeting on July 4th]

Priddy's Hard

Historic England has insisted that some 20 other sites have been removed from the at-risk register following extensive work. Among them includes E magazine and enclosing walls at Priddy's Hard in Gosport. The Grade I-listed scheduled monument had been at risk of being lost forever. However, it has since been repaired and converted into a micro-brewery and bar owned by the Monkey Powder Brewing Company. It opened in May.

Reacting to the number of historic sites saved this year, heritage minister Nigel Huddleston said: "I'm delighted that so many famous landmarks have been removed from the Heritage at Risk register in 2021. We've supported the sector throughout the pandemic with our unprecedented culture recovery fund and it is great news to see this investment, along with other financial support, having such a positive impact."

Other Hampshire sites on the Heritage at Risk register

Bursledon Brickworks was the only new site in Hampshire to be added to the register. A good many of the existing entries are true archaeological sites such as barrows and other earthworks, with a smattering of ecclesiastical buildings and – surprisingly – Conservation Areas in towns where listed buildings are not coming up to standard.

The largest site by far is Haslar Gunboat Yard and its associated buildings with the description of some as being "very bad" and others in the complex as "poor". Parts of Fort Fareham which have not been occupied by commercial firms, including the ramparts, are suffering from decay and heritage crime, described as in poor condition.

The two wind tunnels at the former Aircraft Establishment site at Farnborough are listed as "fair" with the future use of both described as "uncertain". A study exploring Farnborough's aviation heritage has been commissioned from consultants.

Chalk Hill Lock on the Andover-Redbridge Canal at Horsebridge, a scheduled monument, is "generally satisfactory but with significant localised problems" from scrub and tree growth. (Anyone up for a spot of gardening?)

An interesting record of an Oldham manufacturing firm *(Angela Smith)*

It was while searching websites for information on gas governors (don't ask!) that I came across the firm of James Stott & Co (Engineers) Ltd on the Oldham Local Studies & Archives site, with the name standing out because of our recently retired Hon Secretary, Alison Stott. She explained that husband John's family were from Scotland, so no relation to this Lancashire undertaking, but the history of it seems worthy of wider circulation, bearing in mind the talk we were given at the December meeting on 'Domestic Technology'.

The records were found in a cellar at the Vernon Works, Royton, by a Stockport estate agent after the premises were vacated. He gave them to Manchester's Museum of Science and Industry who in turn deposited them at the Oldham Local Studies & Archives. The records comprise 15 volumes, 11 of them being photograph albums containing photographs of Stott's products, Stott-designed kitchens and canteens all over the UK, Stott's own premises and Stott stands at exhibitions. The other 4 volumes contain press cuttings and advertisements. There is an unpublished MPhil thesis, Open Univeristy, 'Stott and Sons' by R. Holden, 1992.

History of James Stott & Co (Engineers) Ltd

In 1870 James Stott of Oldham (1845 – 1934), a member of the famous Oldham family of architects, perfected his "Mecurial" gas governor, superior to anything then available. Giving up his dental practice, he set up in business in a tiny lean-to shed in Jackson's Pit, Oldham. Nearly one million governors were to be sold world-wide. As Stott's small enterprise rapidly grew, it moved production to the Vernon Works, Oldham. From there, it further expanded into the manufacture of gas lighting fittings, including theatre lighting equipment. For some years thereafter, the firm was also prominent makers of heating and ventilation equipment.

It diversified into catering equipment from 1906, at first concentrating on the oven and kettle, to produce frugal "brew and pie" snacks for workers in the Lancashire cotton industry and elsewhere. This led to further developments in the new field of industrial catering.

James Stott & Co became a limited company in 1925. Although its founder died in 1934, his descendants retained management of the company until 1974. The greatest spur to expansion was World War Two, when companies were prompted by government to set up works' canteens. Between 1949 and 1953, the company expanded into Rose Mill, Chadderton. It merged with R & A Main (of Glover and Main) in 1960 and later became part of Thorn Industries. Still known as "Stott of Oldham", the new company made its final move in 1962 into Fir Mill, renamed Vernon Works, in High Barn Street, Royton, and extended on that site in 1967. Under their "Quality Built" slogan, the company managed research, design, production and sales for a product range which extended from individual appliances to complete modular catering systems, typically for factories, hospitals, schools, trains and vessels. The largest British manufacturers in their field, the company had some 1000 employees at its peak. It produced up to 20,000 individual items in a year, maintaining a commercial presence throughout Britain and abroad.

In 1979, Stott merged with the London-based catering equipment, Benham and Sons Ltd, who were also part of the Glover and Main Group, now a subsidiary of Thorn-EMI. As Stott Benham Ltd, the company was taken over by the Swedish company Electrolux in 1987. It continued to operate from the Vernon Works until 1994, when manufacturing and supply operations were relocated out of the area and the works closed.

Good news for a canal . . . .

Railway bridge repairs to link Gloucestershire canals

Major railway repair works were carried out between 24 December 2021 and 1 January 2022 to replace a railway bridge in Gloucestershire which crosses the Stroudwater Navigation, to enable 4 miles of the canal to be restored between Stonehouse and Saul Junction on the Gloucester and Sharpness Canal. The new Ocean Bridge in Stonehouse was cast in concrete sections and lifted in by crane during the temporary closure of the railway.

A Network Rail manager said it would allow Stroud and Stonehouse to become canal towns once again. To carry out the work a stretch of the canal close to the bridge was sectioned off with portable dams and drained. It will be refilled when the work is complete. The operation was carried out over seven days during the Christmas break instead of spreading it out over a number of weekends. The project, on behalf of the Cotswold Canals Connected Project, had been in planning for over two years and was completed on time. The new rail bridge is large enough for boats to pass through with a footpath for walkers.

. . . . but two former railway bridges with differing stories

Barcombe: former railway bridge saved from infilling plan *(BBC Sussex, 23 December 2021)*

Proposals to infill a former railway bridge in Sussex with concrete have been halted following a campaign by the community. The National Highways proposal for Barcombe Bridge, on the Lewes to East Grinstead line, has now confirmed the work will not go ahead, along with other proposed demolitions and infills across the Historic Rail Estate it is responsible for. Campaigners said the 1880s bridge had become an important wildlife corridor for animals such as badgers and deer. They also said it could be an asset for future sustainable transport projects. National Highways met with Lewes District Council and East Sussex County Council to discuss the bridge's structural condition. One campaigner said they now need to ensure the bridge is repaired sympathetically.

Great Musgrave bridge, Cumbria: Concrete infill may have to come out

(take from several sources between June and October 2021)

Highways England infilled the 159-year-old arched Great Musgrave railway bridge – a mile west of Brough – with "hundreds of tonnes of concrete" saying it was for "safety reasons" in that it had been deteriorating and, without a weight restriction, could be used by vehicles of any weight with the risk of the bridge deck suddenly failing. But Eden District Council said the concrete needs retrospective planning permission if it is to remain. Critics of the work said it was a "relief" the statutory consultation process would now take place.

The aspiration locally is to re-open the route for use as a heritage railway line, linking two existing railways. However, the River Eden would need to be bridged as well as planning applications. Highways England has submitted a report in support of their decision.

(HIAS members who may be interested in all the comments can just search for Great Musgrave Bridge on the websites. It seems that, in this case, at least the bridge is still there and the infill could be removed – at a cost. But what happens if a bridge is demolished without a planning application, which could be carried out in an overnight operation?)

Hidden London tram station opens to public for first time in 70 years

(Ian Harden forwarded this item which was from The Guardian, 4 July 2021)

A hidden underground tram station in the centre of London is to open to the public for the first time since its closure almost 70 years ago. People will be able to tour the platforms and halls of the Kingsway station, which allowed passengers on double-decker trams to interchange between the once-comprehensive networks north and south of the Thames, which closed after the second world war.

For many Londoners, the purpose of the ramp in the middle of Southampton Row at the intersection of Theobalds Road that leads down into the gloom has long been a mystery. It was the fulcrum of the capital's electric tram network that was built by London County Council and opened in 1906 as part of slum clearance in the Holborn and Aldwych areas. It closed in 1952 and had not been seen by the public ever since.

Over the past 69 years part of the once cutting-edge underground tram interchange was given over to a road tunnel and some o the remaining platforms have been used by Camden Council for storage for old street signs and surplus bins.

Looking at the website for tours, currently (January 8) it shows as sold out (or maybe not running at the moment?), but go to the London Transport Museum website https://www.ltmuseum.co.uk/whats-on/hidden-london/kingsway-tram-tunnel-linking-london and sign up to the e-newsletter to receive information. Tours last approximately an hour, tickets are £45 / £40.

Miscellaneous Local Odds and Ends

Romsey Canal: I was looking at some recent newsletters and noticed on the back page of No. 93 (December 2019) was a reference to a clean-up operation on the canal by carrying out a litter pick and cutting back some of the brambles. It was estimated that half a ton was collected. This rang a bell as I remembered seeing a letter, accompanied by a photograph, last summer in the *Southern Daily Echo* which I had cut out. It was in June, from a local resident, who said *"Recently it is noticeable that the Barge canal between the Plaza and the Fishlake Meadows overbridge has become extremely overgrown with overhanging vegetation. In fact it is very difficult to see that a stream is even present in some places. The watercourse has to some extent become almost blocked in some places with reeds where the flow is greatly reduced. One wonders just how long the present situation will be allowed to prevail before the water flow ceases completely."*
Since the 2019 item seemed to refer to regular clean-ups by volunteers, I can only assume that the Covid situation was preventing these parties from taking place. Has anyone visited this site since last summer?

Horse Sand Fort, the smallest of the three forts in the Solent between Southsea and the Isle of Wight, was sold in October for £715,000. Unlike the other two, this one has never been developed. All three had been owned by an entrepreneur who decided in 2019 to sell them on, and he is still seeking buyers for the other two.

Hythe Pier has appeared in the news with some regularity over the past year. In September it was announced by the Hythe Pier Heritage Association that the 130-year-old pier had been awarded Grade II Listed Building status by Historic England. The railway was introduced in 1922 and volunteers from the Association have been restoring the carriages. Work also took place early in the summer on the south side building at the end of the pier to prevent further deterioration until plans are made and funds raised for a permanent restoration by contractors. Your editor well remembers the aquarium housed in this building when it was used as a café.
But a final news item in August announced that burglars had mounted a seaborne raid on the pier head buildings and stolen cable worth £500 through a hole they made in the floor, and damaged recent work.

An article with an "Aaaaah!" ending, from 28 April 2021 *(BBC Beds, Herts & Bucks)*

Dog rescued after falling 15ft into pit near Luton

The owner of an "old and frail" border collie that fell 15ft down a Victorian ice house pit says the experience left her "horrified". Lisa Collins took Zac, 15, for a walk on the Putteridge Bury estate near Luton, Bedfordshire when he suddenly disappeared. He was eventually spotted down a hole and had to be rescued by firefighters. The University of Bedfordshire, which manages the estate, said it was working with a farmer to secure the entrance. The owner said she thought Zac was stuck in brambles after hearing a horrible "scream", but then saw him "at the bottom of a pit".

"There's a mound with a hidden door that we went past," said Ms Collins, from Luton, who at the time was walking with three other dogs and two nieces. "No-one knew there was a big gap in the doorway, but the door was ajar and he just fell down there," she said. "I thought he had broken his back and legs. I don't know how he's not dead." She called the emergency services to rescue Zac, as there was no way of getting him out, she said.

The rescue operation was "so well co-ordinated" with two firefighters using a very long ladder to get to him, she added. Zac was then "picked up and cuddled and brought up slowly, as he was so scared, it was horrific, it was harrowing". Ms Collins stayed up with him over two nights to check that he "wasn't going into shock", but he "seemed OK" after being checked by his vet. Bedfordshire Fire and Rescue Service said crews from across the county attended the scene at 7pm on Thursday. Zac was eventually brought to the surface later in the evening.

A University of Bedfordshire spokeswoman said the incident at Putteridge Bury woods happened on the border with neighbouring farmland. "Our security team are working with the farmer to ensure the entrance is safely secured as a matter of urgency," she said.

Zac was treated to a trip to the Lincolnshire seaside at the weekend after his ordeal.

Anniversary of the Association for Industrial Archaeology

From *IA News* Winter 2021, No, 199

In our next issue, *IA News 200*, Spring 2022, we look forward to celebrating the establishment of the AIA in 1973.

Keith Falconer, one of the founder members of our Association, has written: **"50 years ago ...**

1971 can be seen as a seminal year in the timeline of industrial archaeology. It was the year when 15 years of pioneer development matured into the sector recognisable today, with the coalescing of several key factors.

- *It witnessed the transition of state involvement from merely providing funds as a retainer for a part-time consultant to funding a full time national survey of historic industrial sites with dedicated secretarial support.*
- *It saw the calling of the first British Conference on Industrial Archaeology, a crucial step taken in the eventual creation of our own Association for Industrial Archaeology.*
- *It was the year when Ironbridge Gorge Museum appointed its Director, Neil Cossons, and crystallised from a union of key sites into the epi-centre for industrial archaeology.*
- *It also, regrettably, recorded in print the acknowledged failure of National Record of Industrial Monument, by then managed by Dr Angus Buchanan, to achieve its original aims."*

Patricia Bracegirdle, Editor of IA News
ianews@industrial-archaeology.org

Patricia emailed Carol:-

There will be a splendid opportunity for all this in the four issues of *IA News* in 2022, as we lead up to the 50th anniversary of the establishment of the Association for Industrial Archaeology in 1973. The Spring Issue, No. 200, will begin this celebratory year. I have invited some of those who were involved at the beginning to send their reminiscences and have also invited some of our Young Members to look ahead into the future of Industrial Archaeology.

Please would you, as an Affiliated Society, send in your memories. How did you get started? What has been achieved? Have you published anything? How have you interested others? What are you aiming for in the future?

Perhaps you could nominate someone to gather material and, if you let me have a contact e-mail, I would help to organise an article. Photographs will, of course, enhance anything you send. Articles can be long or short and we can together edit them as necessary. Please let me know as soon as possible if you intend to contribute in this way at some stage in the year.

I intend to include articles in each of the four issues of 2022, with a *grand finale* in Spring 2023.

As well as this special request, please keep sending reports of news and events. Articles for Issue 200 are most welcome right now! Copy date is 1st January 2022, but material before then would be much appreciated.

Hampshire Industrial Archaeology Society

(formerly Southampton University Industrial Archaeology Group)
(Registered Charity No. 276898)
Web site: www.hias.org.uk

President: Bill White, 98 Forest Hills Drive, Townhill Park, Southampton, SO18 2FY

Officers:
Hon. Chairman: Howard Sprenger, 1 The Bartons, Netley Firs Road, Hedge End, Southampton, SO30 4AZ
Hon. Vice-Chairman: Rob Fish, 14 Wiltshire Road, Chandlers Ford, Eastleigh, SO53 3EZ
Hon. General Secretary: Carol Burdekin, 10 St Michael's Gardens, Winchester, SO23 9JD
e-mail: *hiassec@gmail.com*
Hon. Treasurer: Clare Sprenger, 1 The Bartons, Netley Firs Road, Hedge End, Southampton, SO30 4AZ

Committee:
Keith Andrews *(Membership Secretary)*, 13 Ashley Close, Winchester, Hampshire, SO22 6LR
Barry Duke *(SERIAC representative)* 86A Roman Way, Farnham, Surrey, GU9 9RQ
Andy Fish *(Book Library)* 234 Honeysuckle Road, Southampton, SO16 3BP
Angela Smith *('Focus' newsletter)* 3 Stag Gates, Blackfield, Southampton, SO45 1SR
Eleanor Yates *(Publications/Displays)* Danesacre, Worthy Road, Winchester, Hampshire, SO23 7AD
Co-opted Member: John Jones
Invited Member: Martin Gregory *(Journal)* 20 Christchurch Road, Winchester, Hampshire, SO23 9SS

DVD Library: Rob Fish (details above)

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

CONTACTS FOR ASSOCIATED GROUPS

Hampshire Mills Group: *Secretary:* Currently vacant – see website www.hampshiremills.org
The Solent Steam Packet Ltd (S.S. Shieldhall): membership@ss-shieldhall.co.uk
Membership Secretary: Barry Quest, Feather Tor, 6 Manor Gardens, Horrabridge, Devon, PL20 7UQ
Southampton Tram Project (formerly Tram 57 Project):
Nigel Smith, 3 Stag Gates, Blackfield, Southampton, SO45 1SR *Lnigel.smith@btinternet.com*
Twyford Waterworks Trust: Contact - Ian Harden, 31 Melville Close, Lordswood, Southampton, SO16 8DE

Correction to item in Focus 95

Celia Clark has pointed out that I gave an incorrect email address for her in the book review, so I am repeating the details for anyone who might like to purchase this publication. My apologies to Celia.
Barracks, Forts and Ramparts: Regeneration Challenges for Portsmouth Harbour's Defence Heritage
By Celia Clark and Martin Marks OBE, 450 pages. Tricorn Books 2020 ISBN 9781912821648
£40 + £4 post and packing. Orders to 8 Florence Road, Southsea, PO5 2NE or
celiadeane.clark@btopenworld.com

Association for Industrial Archaeology *(from e-news bulletin just arrived on January 10th)*

The City of Westminster (where gas street lighting was pioneered in the early 19th century) has announced their intention to replace their 1,500 gas lamps with gas-effect LED lights. The plans have attracted protests from some residents and historians but the council's argument – that this move will save money and reduce carbon emissions – is likely to resonate elsewhere. Many of the London gas lamps are listed and so their replacement will require consent, based on advice from Historic England.

This year's list of the ten most endangered buildings in Britain from the Victorian Society includes two industrial buildings. At its peak in 1892, Healings Flour Mill in Tewksbury was considered to be the largest and most advanced flour mill in the country. Operations ceased in 2006, and the Grade II-listed buildings are now derelict and need serious structural work to avoid the possibility of demolition. Plans for conversion to residential use announced in 2017, and a 2019 proposal to demolish the non-listed later structures surrounding the listed buildings, have yet to come to fruition.

The second site on the Victorian Society's list is the Halifax Coal Drops. Listed Grade II, they were built in 1874 for the Ovenden and Halifax Junction Railway Co. They comprise 15 wooden bunkers built into the hillside, supported between stone piers. Trains stopped over the top to unload coal into the bunkers and local traders backed their horse-drawn carts into the spaces beneath to load coal for distribution. Their relatively intact internal machinery makes them a rare, large-scale survival. Now owned by Calderdale Council, the Coal Drops have been fenced off to the public for 15 years after a piece of masonry fell from the roof. They are now in a state of serious decline and, without urgent attention, will soon fall into ruin.

Tail-enders . . . . . .

A Victorian Great Western first class train carriage was uncovered in a New Forest field in June, having been used as a shed since around 1930 and latterly covered in brambles. It had been in the same ownership for over 100 years, originally used for travelling. Once the carriage was cleared, it suffered from vandalism and, although the roof survived, a fair amount of wood was rotten or missing. At an auction on July 9th it sold for £6200.

Bridge works on the A35 at Holmsley: The construction works to replace an old railway bridge at Holmsley on the Lyndhurst to Christchurch road is now nearly a year on. Currently an eight mile stretch of the A35 was closed on January 2nd and major diversions are in place. The minor road under the bridge, which was once the railway line, will also be closed until the end of June as motorists using unofficial diversions have been damaging the verges. The contractor hopes to reopen the A35 in early April, in time for Easter. Problems were encountered with piling for the new bridge, part of which had to be re-done.

Lymington salt works barns at risk: The two Grade II-listed barns on Lymington's salt marshes are reported to be in poor condition and causing "grave concerns". In July the council contacted the owner and the New Forest National Park Authority sent their senior conservation officer who met the owner on site with his builder, a historic buildings specialist, and looked at the barns to inspect their condition. A spokesman from the Lymington Society commented that he hoped these discussions will allow some viable use to come forward for these nationally-important buildings in the future and that the necessary repairs are also agreed as soon as possible.

Historic steamship filming at Lyme Regis: The 91-year-old former steam-powered herring drifter *Lydia Eva* visited Lyme Regis in October, towed in four days by a tug from its home as a floating maritime museum at Great Yarmouth's South Quay. It was acting as a 'prop' in the new Warner Bros *Willy Wonka* prequel, when *Lydia Eva*, covered in fake snow and ice, was playing the part of a Victorian passenger steamer that brings young Willy to England. Warner Bros reportedly made a "very lucrative" donation for the use of the vessel, which more than made up for a year without income due to Covid. SS Shieldhall's Graham Mackenzie told your editor that they were asked to provide a Master and stokers. "The first was easy, but not the second. We don't use shovels!"

My thanks to all the contributors for items used in this issue, in particular Ian Harden and Howard Sprenger. Other articles have been extracted from various websites, magazines and regional newspapers. The next *Focus* I am planning is for July, so the deadline will be the June 4th meeting, please.

You can email me at Lnigel.smith@btinternet.com

Angela Smith