Hampshire Industrial Archaeology Society

Focus

on Industrial Archaeology

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Southampton's "Spitfire Sheds"

This heading in the January *Focus* was followed by "to be demolished". Sadly these historic sheds met their end in March, with campaigners wanting the buildings retained slamming the "flawed" planning process that has allowed the demolition of the former Spitfire tests sheds in Swaythling to commence. The buildings were once used in the manufacturing of more than 8,000 aircraft during the Second World War. A late application for listing was not successful as Historic England had advised that the buildings were likely to have been too altered to satisfy the listing criteria. The Spitfire Makers Charitable Trust is asking for members of the public to send in any photos they may have of the sheds.

The Northam gasholders

These two landmarks are following the Spitfire sheds into oblivion. While other places, including in London, have come up with buildings erected within the shells of gasholders, the Southampton planners seem to have a wish to rid the city of its Culture ... or should I say Heritage. It's no wonder that it was unsuccessful with the City of Culture bid.

In June the plans were revealed for what is to replace the holders .... guess what, yes, huge apartment blocks! Developer Hawkestone Properties Ltd wants to demolish the two landmark structures in Britannia Road to make way for 403 flats. The plans propose 166 one-bed flats and 237 two-bed flats, with shared spaces such as a library, a gym, a work/study place and rooftop gardens spread between a 21-storey tower and three smaller blocks. All the flats would be for rental and would not be available to buy. Southampton Itchen MP Royston Smith said it was a very good use of a redundant site and the site is within easy walking distance of town and it has excellent transport links. It will also help make the case for re-using the Northam railway station for passengers.

Tug Tender Calshot

It is after midday on Monday July 4th, the HIAS meeting is tonight where the printed copies of *Focus* are due to be delivered, and the *Southern Daily Echo* has arrived with the front page headline "D-Day ship set for scrapyard". The Page 5 article is not quite so dramatic, saying "D-Day vessel at risk of scrapping".

Scrap the planned front page of *Focus*, this won't wait until the December edition. Admittedly your editor has some "insider" information on what has been happening to the *Calshot* recently, but the project manager of the vessel, Glen Read, has now said that he may have taken on too much. You may remember that in the January newsletter were photos of the *Calshot* being towed to a berth on the Itchen frontage on May 25th last year where a full restoration was planned.

Chris Yandell reports in the *Echo* "The Tug Tender Calshot has spent more than a year at a shipyard overlooking the River Itchen after being moved from Southampton Docks.

"Project manager Glen Read said: 'Calshot was acquired for a nominal sum from the TT Calshot Trust, who had tried to preserve her, with very limited access to funds, for more than 20 years. Her condition was known to be extremely fragile but the sale offered a chance to renovate and repurpose her.'"

Mr Read said that a "substantial" amount of money had been spent over the past 14 months on stripping down the vessel and making a full survey of her condition. The widespread extent of her deterioration meant she needed a total rebuild.

He continued by saying that "changes in world events" had resulted in substantial cost inflation and disruption to supply lines, making the scheme economically unviable. "The painful decision has therefore been made to recommend cessation of the project." Information has been sent to the Isle of Man company that owned *Calshot*. A decision would be made on whether to fully dismantle the vessel and send the steel to be repurposed.

Mr Read commented that many items of importance to the original ship have been saved and restored.

Reacting to the revelation that *Calshot* could be scrapped, Southampton Itchen MP Royston Smith said: "This is such sad news. The council's recent bid for City of Culture 2025 highlights perfectly the need to preserve our cultural heritage in addition to celebrating our creative industries."

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

Meetings – August to December 2022

August 8	**Members' Evening**
September 5	**RAF Middle Wallop** – *Paul Beaver*
October 3	**Brunel's Timber Viaducts: Masterpieces or Aberrations?** –*Roger Davies*
November 7	**Annual General Meeting**
December 5	**An evening with the President** – *Bill White*

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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Southampton heritage mentioned in the Southern Daily Echo

The Southern Daily Echo provides readers with excellent 'heritage' content, with local reporter Chris Yandell sniffing out news and a number of writers offering all sorts of historical information. Your editor has a huge pile of cuttings from over the years. Definitely a fire hazard! In recent months there have been references to heritage aspects with which HIAS is associated. Let me quote several in order of date.

March 5th, Letters page ..... Early April Fool's joke

You probably know about the steamship Shieldhall, based in Southampton, once a sewage sludge ship used to take effluent out past the Isle of Wight, and now wonderfully preserved as a pleasure steamer. I was once an engineer on her when she was operational. How about this as an April Fool's joke, to publish that due to the present problems with sewage contamination of the coastline, that Southern Water has decided to recommission the Shieldhall to ease the situation. *(Keith Gulliford, North Baddesley)*

March 10th .... Museum's £5m expansion plan set for take off *(Echo reporter Chris Yandell)*

Plans to build a £5m extension to an aviation museum in the centre of Southampton have been cleared for take off. The City Council has approved an application to create an extra £10,000 sq ft of exhibition space at the Solent Sky complex in Albert Road South. The extension will house three complete aircraft – a Supermarine Swift, a Britten-Norman Trislander and a Supermarine Walrus.

March 29th .... Grant aid for ship *(Chris Yandell)*

Shieldhall has been awarded nearly £200,000 by the Cultural Assets Fund which will finance 77% of the work that needs doing before Shieldhall embarks on her summer season. Chief engineer Graham Mackenzie said: "Shieldhall's hull has been damaged by excessive bio-fouling – barnacles and mussels – which formed because the ship was stationary between October 2019 and April 2021. In any normal year bio-fouling would be minimised by the self-polishing action of the anti-fouling coating as the ship moves through the water. Because the ship has been laid-up extensive accretion has compromised the hull's protective coating, exposing steel to seawater corrosion. The only remedy is to dry-dock the ship in Falmouth, replace or repair corroded hull plates and apply a modern anti-fouling system."

June 11th .... Mill group member plea *(Hannah De Bolz)*

Hampshire Mills Group (HMG) was created to preserve and restore mills as well as educating the public about mill history. Originally set up 40 years ago, the current Chairman of the group, Dr Ashok Vaidya, said that current members are ageing out of the roles. "Everyone is getting older. In the next ten years, may will leave, and eventually the group will stop." Ashok now hopes to bring in young people to "rejuvenate" the charity. HMG does not require experience working at mills but does ask for an interest in the "historical value" of the buildings. (*The article was accompanied by a photograph, taken by your editor a good many years ago, of group members lowering a weed hatch at a watermill - John Silman and Nigel Smith in the water with Ruth and Keith Andrews standing on the ground, plus 3 other members. Those were the days!).*

Heritage of Industry tours in 2022

The planned May tour to Poland had to be cancelled ... for obvious reasons while the Telford weekend in June was fully booked

The **AIA City Safari to Hamburg** (September 1 to 4) is still going ahead and can be found on the website at https://www.heritageofindustry.co.uk/citysafaris/2022/Hamburg/Hamburg2.html

Staying at the Ibis Hotel in the city centre and using public transport between sites, the civic and commercial aspects will be explored, the Reeperbahn walked (mentioning the Beatles!), a walk around the main railway station and a day spent at the port area of Hafen City and the Speicherstadt. Transport to Hamburg is by own arrangements. Cost of the actual tour is £580pp.

For information on Heritage of Industry tours for 2023, keep an eye on the website at https://www.heritageofindustry.co.uk

Reports on Meetings, January to June 2022

Carol Burdekin

January 2022: Our first talk of the New Year was slightly later than usual owing to the Bank Holidays, and a smaller turnout than normal, probably due to the Omicon variant of Covid which is still rife, but hopefully will change over the coming months. Nonetheless, we were very pleased to welcome one of our own members, **Jim Beckett**, to talk to us on the ***"Chandlers Ford Brick Industry".***

Jim's first caption was *"35,000,000? Chandler's Ford Brickworks"*. This was to do with the "myth" that the 35,000,000 bricks used in building the Royal Courts of Justice all came from Chandler's Ford. It is not clear where this information originated from, but *"initially Chandler's Ford was not named as the location of the brickworks being used"*. It could be that it referred to the facing bricks used, which were made in Chandler's Ford, rather than the total bricks used. Jim gave us some background on the building of the Royal Courts of Justice including the architect [George Edmund Street (1824-1881)], and built in the 1870s. It was opened by Queen Victoria in 1882, is a Grade I Listed Building, and one of the largest Courts of Justice in Europe.

Jim said that the Chandler's Ford Brickworks was not a single works, but the name often used to describe the seven or eight different yards situated on land now occupied by the Industrial Estate. The site was ideal as it had an excellent quality of the basic raw material, which was clay, and being close to the railway. It was in the 1870s that the manufacture of bricks began here, and were subsequently sent far and wide by train, as well as being used locally. Residents living in a house in Chandler's Ford which was built before WW1 would probably be surprised that their house was built with bricks originating just down the road.

Jim went on to talk about the seven or eight different yards that were situated on the Industrial Estate and, in particular, J T Wren [1830-1908] and Hooper & Ashby established around 1864. Wren was a builder who acquired clay works near Romsey and moved to Chandlers Ford in the 1870s, while Hooper and Ashby were major suppliers of materials to the building trade. Wren owned a brickyard at Michelmersh together with sand pits and chalk pits, plus a house-building business. Hooper & Ashby manufactured Portland cement, and bricks, the white bricks coming from the Exbury Brickworks in the New Forest and, later, red bricks from Chandler's Ford. They emerged as very important contributors to brick making in Chandler's Ford. Wren also employed tradesmen to build houses using bricks made in Chandler's Ford, including Westwood Road, Winn Road, Southampton Road and Bournemouth Road, with distinguishing marks "W", or with initials "J.T.W". Eventually, the London Brick Company took over the majority of the smaller brick making companies.

A good talk to start the New Year. Jim gave an interesting and well-researched presentation, and those who want to learn more and have not yet read Jim's article in the HIAS Journal No 28, are recommended to do so.

The HIAS Chairman, **Howard Sprenger**, was our speaker for our **February** meeting on ***"The Didcot, Newbury, & Southampton Railway at Southampton"***. Before Howard began, Andy [Fish] informed the meeting that our Honorary President, Bill White, had been poorly before Christmas and had been in hospital, but was now back home, and Andy was going to see him in the next couple of days. The members sent their best wishes to Bill for a speedy recovery. Rob [Fish] then asked the meeting if they would like him to bring the DVDs along to the next meeting, and the answer was yes.

Howard's talk was based on his article written for the **2018 Journal No 26**, and an addendum to this article appeared in the **2020 Journal No 28**. I am sure most of you have read Howard's article and found it very interesting and, at the same time, illuminating on the trials and tribulations of the DN&SR attempt to continue from Winchester to Southampton, and then possibly beyond, using its own tracks but, of course, like a lot of these schemes, the money ran out.

Briefly, the DN&SR started as a cross-country railway running north to south between Didcot, Newbury and Winchester, and then intended as an independent route to Southampton but, as mentioned, they ran out of money. They thought an independent route to Southampton would generate heavy traffic from the north of England and the Midlands to Southampton Docks. They were dependent on the Great Western Railway to work the new line and provide the rolling stock, and the crews to work the trains but, as the line got nearer to Southampton, the GWR felt compelled to distance itself because of agreements made with the LSWR not to encroach on each other's territory.
The line opened in two stages in 1882 and 1885. At this time there was intense competition between the Great Western Railway, and the London & South Western Railway. The DN&SR was absorbed by the Great Western in 1923 [following the Railway Act of 1921] becoming very important during WW2 because of the huge amount of munitions and, of course, troops being transported to the south coast in readiness for the Normandy landings. Unfortunately, the line never really carried a huge amount of passengers, which led to its closure from 1960 to 1964.

The land for the Southampton route that had already been purchased by the DN&SR [see Howard's Journal article] were sold off when the link across Hockley Viaduct was completed in 1891, and services from Didcot to Southampton began shortly after. Fortunately, the viaduct still stands as there had been plans to demolish it. A few years ago it had been taken over by "The Friends of Hockley Viaduct", and with help from the local authority

transformed it from its then sorry state [Howard showed us before and after photographs] to an excellent footpath for walkers, and cycle track.

Although Howard's talk mostly followed his article written for the Journal, he did add some additional useful information including saying that *"particularly with regard to Shirley, where a later company [the Southampton & Winchester Great Western Junction Railway] proposed a route that would have passed through St James' Park. Some additional details about the junction with the LSWR at Shawford were also included, the connecting line being built and worked by the LSWR but at the Didcot line's expense".*

For those who have not read Howard's article in the Journal, I would recommend that you do, as together with his maps for clarification, it gives the reader a full and comprehensive summary of the DN&SR quest to extend its line from Winchester to Southampton.

Our **March** talk was given by **Nick Braddock**, whose background is in Naval Architecture. Nick came along to talk to us about ***"Red, Buff and Other Funnels: Bournemouth and Boscombe Paddle Steamers".*** At the time of Queen Victoria's Diamond Jubilee in 1887, paddle steamers were at their most popular. Paddle Steamers had a big influence on seaside culture, as well as the development of the piers we still see today at Bournemouth and Swanage. It was also an escape for the average person, who most probably had had a hard working week in a factory or similar working environment.

Nick mainly based his talk on one particular Paddle Steamer Company, Cosens, from about 1855 to 1927, and most of Nick's illustrations were from the Cosens Archive, plus the routes they took around the "Jurassic" coastline. One of most interesting Paddle Steamers was the *"Princess Elizabeth"*, originally built for the Southampton, Isle of Wight & South of England Royal Mail Steam Packet Company, operating mainly from Southampton to the Isle of Wight. During WW2 she made four trips to Dunkirk, subsequently saving many lives. After a bit of a torrid time, she is now used as a conference centre in Dunkirk Harbour. Another interesting Paddle Steamer was the 200ft *"Bournemouth Queen"* which entered service during the glorious summer of 1908, as part of the Bournemouth-Swanage Service. With its lavish interior of mahogany furniture, and sumptuous facilities, it raised travelling by paddle steamer to a new level and was eventually decommissioned in 1957, towed to Ghent, and broken up.

The design of a Paddle Steamer evolved over many years, and earlier ones were rarely more than 100ft long, and built of wood, and had attractive "clipper" style bows. The later steamers had iron hulls, a conventional bow, and were twice as long, and a lot wider. One of the reasons the Red Funnel Steamers were successful was the quality of food, served by smart waiters using fine china etc., in elegant dining rooms. By 1927 the Paddle Steamer had an open foredeck, and a main deck saloon for first class passengers, and a dining room on the lower deck, and a bar for second class travellers. Later came a hot water pipe, heating, and electric light in the saloons, and an imitation log fire [illustrated by one of Nick's slides]. The top of the deck saloon was fitted out as a promenade for passengers and, on some ships, it was extended to the sides offering some weather protection to second class passengers using the open alleyway seats. Not just a favourite mode of transport for tourists, they were iconic and grand, "a beacon of ornate extravagance and mechanics".

Paddle Steamer engines used coal-fired boilers, which provided heat to boil the water, and then subsequent steam piped to the cylinders, so the movement of the steam entering and exiting the cylinders exerts pressure on the pistons, creating motion. The first steamers had just a single engine 32hp or less but, as the ships got larger and speed became important, more power was needed. There was a difference between the steamers used for excursions, and the ones used for the "Packet Services", and the last Paddle Steamer built in 1936 had a raised forecastle deck to give shelter to cars from the sea spray on a choppy crossing.

By the end of the 1950s, Paddle Steamers were in decline, as this was the beginning of the era of the motor car, which enabled people to travel more freely. Fortunately, the *"Waverley"* is still operating today, offering cruises along the South's Jurassic Coast, just like it used to do in its heyday.

For various reasons, including Covid, we have been unable to arrange for **Terri Robinson** to come along to HIAS to talk to us about ***"Canal History, including its people and their art".*** Fortunately, she was able to come to our **April** meeting to talk about her subject but ,firstly, we had a presentation to make. Alison [Stott] has been the HIAS Treasurer for about 38 years and, last November, she finally decided that she really couldn't do it anymore. The Society is so grateful to Alison for doing the job all these years and, to show our appreciation, the Chairman presented her, on behalf of HIAS, with a small "thankyou" gift. We are very fortunate, though, that Clare [Sprenger] has offered to take over the Treasurer's position, and has now been doing it since last November. It was also Alison's birthday, so we embarrassed her by singing "Happy Birthday" as well.

We then proceeded with Terri's talk which began by her showing us some of her other artwork, before going on to what she mostly does now, which is decorating a variety of objects in the traditional canal style of Roses and Castles. The sort of objects she decorates include milk churns, jugs, flowerpots, coat hangers, bird feeders etc. She is also quite happy to take commissions for individual choices of decorations, and if anyone would like to contact Terri in this respect, her website address is www.terricanalart.co.uk

After her introduction, Terri gave us a brief history of how canals came into existence. The 18th century saw a surge in canal building, as Britain became an industrial powerhouse owing to the Industrial Revolution. The United Kingdom was the first country to develop a nationwide canal network which, at its peak, covered nearly 4,000 miles. The canals allowed raw material to be transported to a place where it was manufactured, and then transported via a canal to the consumer. In the mid-18th century the Duke of Bridgewater built the Bridgewater Canal to transport coal from his mines to Manchester commissioning the engineer, James Brindley, to build it. Funded by the Duke, it opened in 1761, and was an engineering wonder and, at the time, the longest canal constructed in Britain, which attracted many tourists. Each canal boat was capable of carrying thirty tons, far more than by traditional horse and cart, which reduced the price of coal and enabled the cost of the canal to be repaid within a few years. This canal also included a magnificent aqueduct carrying the canal over the River Irwell, which also became a tourist attraction.

Terri went onto tell us about the men who in the 18th century and early 19th century dug out the canals by hand, and were known as Navvies from the word navigation. Navvies would travel around the country looking for work. Some of them came from Ireland, and all would camp in temporary huts or tents close to the canal. Some built houses along the canal banks recognisable now by their distinctive rounded roofs. They often had a reputation for drunkenness and violence, which made local people wary of them. Saying that, they worked long hours in difficult conditions including bad weather, and paid very little.

With the advent of the railways, canals went into disrepair, but have since had a renaissance thanks to ever expanding leisure industry. A lot of work has been put into restoring these canals, and a consequence of this is more canal museums opening, and an extensive network of navigable canals, and re-built lock systems around the country. Terri finished her talk by showing us some pictures of feats of engineering which was another consequence of canals, including the "Anderton Boat Lift", the "Manchester Ship Canal", the "Worsley Navigable Levels", and one of the most famous, the "Pontcysyllte Aqueduct". All sorts of boats now use the canals, but it is the traditional narrowboat painted in the traditional Roses and Castles designs, which are the most attractive, and popular with holiday makers. The evening turned out to be a good excuse for all of us to start regaling our canal boat holidays and experiences during the tea/coffee break.

Before we proceeded with our **May's** talk, which was given by **Dave Key**, the Chairman said that Bill [White] had asked him to say a few words about one of our members, Rodney Todd, who had died recently. Unfortunately, Bill wasn't able to come to the meeting to talk about Rodney himself, as he is getting over a recent cataract operation. Martin [Gregory] said that Twyford Waterworks had had a very successful two days over the previous Bank Holiday weekend attracting over 1,100 visitors.

We then proceeded with Dave's talk which was entitled ***"Vickers-Supermarine at Hursley Park"***. An interesting story of how a Georgian/Edwardian stately home became home to a bombed-out Southampton company designing and making aircraft including the "legendary Spitfire" and the people who worked there during WW2. Together with a photographic record of events, Dave pieced together a history of what happened from 1940, until 1958, when Hursley Park was taken over by IBM, which is still there today, having first leased the house, and since purchased the freehold.

The Supermarine Works in Woolston, Southampton, were put out of action in late September 1940, and dispersed to various locations in the town. Although a massive "Shadow Factory" had been built before the war at Castle Bromwich to mass-produce Spitfires, and was further away from attack by enemy aircraft, it failed to produce a single aircraft. Having narrowly missed both the Supermarine Hangar, where the "Spitfire Final Assembly" was being completed and the "Flight Shed", and Southampton continuing to be bombed, it was time to move to a safer location.

Dave said it was not clear how or why Hursley Park was chosen, but at the beginning they requisitioned a small part of the estate, moving the production team, and senior management there. Dave then showed us various maps including one of the 1940 drawing office, and the west wing of the house. Not all the of the house was used at this time as the occupant of the house, Lady Cooper, still lived there. Her husband Sir George Cooper had recently died, and their son and heir lived in nearby Merdon Manor. Lady Cooper was an American by birth, and had intended to offer her home as a hospital for wounded officers, as she had done during WW1. Dave went onto explain how the house was turned upside down with the ballroom being crammed with drawing boards, and bedrooms and dressing rooms became meeting rooms and offices. The servants' dining room became the workers' canteen, and the stables were converted into a temporary test laboratory for prototype designs.

A bus service was provided for the Supermarine workers, but some chose more local accommodation for themselves and their families away from the bombing which was intensifying in nearby Southampton. A hut used by the Design Office was destroyed by an incendiary bomb during the one of the "Southampton Blitz's" nights. Some of the accommodation was not ideal, as they were lodged in fairly basic cottages which lacked basic amenities, and some had to share cramped accommodation, but better than being bombed out of their houses in Woolston, Bitterne and surrounding areas.

In 1942 Lady Cooper and her staff moved out of Hursley Park into Jermyns House [now owned by Sir Howard Hillier], at Ampfield, and she never returned.

Supermarine had now outgrown the space allocated to them originally. Along with the importance of the "Spitfire" needing a bigger Drawing Office, and other departments getting bigger, another hanger was erected at the Southampton entrance to the estate housing a new "Experimental Department" that could undertake the construction of a new "Prototype" design on site, before testing. Other aircraft on site were in the experimental stage, together with aircraft ejector seats. A 1946 photograph of the Hursley site illustrated how the house and grounds were being used. The workers on site also enjoyed the benefits of a social club and in-house magazine.

Not all towns wanted such a major player in aircraft design and production such as Vickers on their doorstep for fear of bombing raids, so Hursley Park was an ideal compromise. Vickers moved to Swindon in 1958, and IBM moved in. Obviously Dave has done a lot of research on "Supermarine at Hursley Park", and we were grateful that he came along to one of our HIAS meetings to share his findings with us.

Our **June** meeting was on ***"Royal Navy Salvage & Secrecy in WW1"*** presented by **Tony Babb**. Tony's twenty-three years in the Royal Navy included the Falklands conflict and service on HMS Sheffield. He was Senior Chief Petty Officer and Weapons System Engineer and was awarded the South Atlantic Medal for his work in 1982, and later the British Empire Medal in the 1988 New Year's Honours List for services to the Royal Navy. Now that he is retired, he lectures and writes books on naval history.

The German U-boats wreaked havoc on Britain's merchant ships after the "inconclusive Battle of Jutland in WW1", and salvage of both ships and cargoes became imperative, as it was said that at one time the country only had "two weeks supply of food left". Fortunately, the RFA [Royal Fleet Auxiliary] *Racer* and her riggers recovered U-boat 44 together with many documents, including a crucial and secret radio codebook. There were only three survivors from the UC-44 including the Captain, who were all rescued by local fisherman. Tony's research has now established that this codebook was used by Bletchley Park's predecessor, Room 40, to decode their messages and hence able to inform the Admiralty of German submarine movements, which "changed the course of the war". Apparently, until recently, the National Archive at Kew said they were not aware of the existence of the German radio signal codebook on their files. This was because no-one, up until now, linked the work of Room 40 with the salvage of the UC-44 and the recovery of its documents and codebook, as most of their records had been destroyed. For your information, there are also other items from UC-44 recovered which are in the Imperial War Museum.

As an island, the UK has always been dependent on its Merchant Fleet and, as it takes about two years to build a ship, salvaging ships and U-boats was the only option. Boat salvage during WW1 was a very dangerous occupation, and Tony set about telling us about how it started, and about the recovery of many ships, and their cargoes including one ship that went down loaded with gold bars, all recovered except about 12. Tony included photographs of some of the salvage teams, plus a glimpse at the life of one man in particular, Able Seaman John Robert Foulkes, who served at the Battle of Jutland, and later in *RFA Racer*. The stories of the men who worked on the salvage operations was extremely arduous, often in hazardous conditions with the divers in particular taking great risks working under the hulls etc. Plus they had the gruesome task of removing the corpses from enemy submarines who had perished when their vessels sank. Alongside the salvages, there were a good number of motor engineers who had to maintain the equipment required, as well as a general support staff.

Tony finished by saying that the work of the Royal Naval Salvage Section operating under the flag of the Royal Fleet Auxiliary has been relatively unknown for many years, and does deserve wider public recognition, as very few people are aware that there was a U-boat threat in WW1, or how severe that threat was, Included in the tally of what was salvaged by the RFA between 1915-1919 were 90 Royal Navy Ships, 10 Royal Navy Submarines, 20 foreign vessels and 11 U-boats including, of course, the UC-44, with its critical signal codebooks, 2 Zeppelins, and 730 merchant vessels. Other figures Tony produced were Merchant Fleet losses which included in 1914 – 3, 1915 – 396, 1916 – 1157 [32 sunk by ship, 161 sunk by mines, 964 sunk by U-boat]. In February 1917, Germany declared unrestricted U-boat warfare again. In April 1917, 1 in 4 ships sailing from UK waters were being sunk [that is 373 in one month alone]. The Germans called this period "The Killing Time", and 40% of our Merchant Fleet was lost.

Rodney Todd

Rodney Todd was born in Portsmouth in 1926, the fifteenth of sixteen children. His father was a dockyard driller and a part-time unlicensed bookie. Rod grew up running errands, reading comics and building a soap box cart, catching diphtheria and dodging German bombs. When he left school he eventually followed his father into the dockyard before being called up for National Service in the army and being posted to Palestine. He married Joan in 1957 and shared a lifelong love of cinema, swing music and Lambretta scooters and, with the arrival of two children admitted that 4 wheels were more practical than his BSA 650cc combination motor bike. They joined the IA Group in the 1970s and became regulars at the events that were arranged through the years. Meetings, talks and the IA Study Tours each year – not holidays! They finally moved to a care home in Fareham but, with the passing of Joan and having a stroke, his family supported him in his changing times. He passed away on a Sunday morning. His funeral was in Portchester on Tuesday May 3rd and family and friends said goodbye . He was a good friend but told the corniest of jokes! ***Bill White***

Twyford Waterworks Trust

www.twyfordwaterworks.co.uk

Registered Charity No. 291720

Ian Harden

This year, due to the Queen's Platinum Jubilee celebrations, the decision was taken not to hold an Open Day in June due to potential clashes with numerous other commemorative events. In some ways this was something of a relief as the season-opening double header in May proved exceptionally busy with over 400 visitors on the Sunday and 700 the following day in conjunction with the Friends of King Alfred Buses running day.

Amongst the hordes of visitors was a Hampshire Chronicle reporter who did the Trust proud in an article published shortly afterwards. All other open days are scheduled as usual for the first Sundays of July through to October.

On the all-important Health and Safety front, a significant development occurred in June with the installation of a new defibrillator outside the Kiosk, courtesy of grants from Twyford Parish Council, Hampshire County Council and Southern Water. This will be ready for the July Open Day when a short ceremony will take place to acknowledge the contribution of these organisations. Training for the equipment's use is being coordinated with that for another machine in Twyford village.

In the winter closure period, added to the regular maintenance tasks involving the steam and diesel engines, was a detailed examination of all electrical equipment in anticipation of the five yearly external site inspection which was passed without any issues arising.

The steam engineers have been gainfully employed dealing with a 'knock' that had developed last year in one of the crankshaft main bearings. Dismantling and removal of the affected sections was a slow process but fortunately was achieved in time for the annual hydraulic testing to be carried out.

Not to be outdone, the Internal Combustion Team have been busy preparing the diesel engine air start receivers for their periodic insurance inspection. This completed, the safety valves were dismantled for inspection, cleaning and recalibration.

Allied to the ongoing New Building project to provide upgraded refreshment, volunteer and archive facilities, a more general building inspection has been made by consultants as the water softening buildings in particular have begun to suffer from the ravages of recent storms. A surveyor's report is awaited.

The planned laying of a new hedge in the meadow parallel to the railway mentioned in the last *Focus* was duly completed in January and, soon afterwards, a new footpath was created nearby linking the Lime Kilns to the eastern end of the running line and the wildlife trail, thereby eliminating the need to negotiate several flights of steps.

Nearer four decades than three after it was first laid, the railway incline track has been replaced during the winter, after which the associated hydraulic winding engine received attention in time for the open day season.

A personal message from Roger Hedge

Hi Keith, and all at HIAS,

I'm 83 now and housebound, leaving only by ambulance or ambulance car with suitable ramps for a wheelchair. I have two carers morning and evening for which I pay the county the princely sum of £1800 per fiscal month (13 x 4 weeks). Subscriptions such as HIAS and King Alfred Buses are indeed a trifle, but they all add up. On the merely mundane, giving up "memberships" cuts the work for my probate, whenever that may be.

I have enjoyed the company, for decades, of the members of both organisations, along with their skills and knowledge. However, I no longer glance, even cursorily, at such as *Focus* and the *Journal*, nor those of other bodies of which I have been a member such as the Hampshire Field Club to Woodland Trust.

Although I believe I paid for HIAS this year, but thereafter please record my resignation from both HIAS and King Alfred Buses.

Good fortune to all,

Roger

❖ ❖

Association for Industrial Archaeology ..... change of *IA News* editor

Patricia Bracegirdle has edited five editions of *IA News* but has sadly had to hang up her pencil due to health reasons. Her last edition was No. 200, Spring 2022

Taking over from Patricia, with his first edition being No. 201, Summer 2022, is Mike Nevell who is very well known in IA circles, including occasional TV appearances imparting his knowledge on archaeological programmes, as well as being an author. Please send future Newsletters, Bulletins and news items to Dr M Nevell, 3 Baxter Road, Sale, Cheshire, M33 3AJ or electronic copies to ianews@industrial-archaeology.org

Chairman's notes from here and there

Howard Sprenger

Historic steamer *TS Queen Mary* to sail on River Clyde again

https://www.bbc.co.uk/news/uk-scotland-glasgow-west-60715967

An historic steam ship which is berthed in Glasgow is to sail on the River Clyde again. The *TS Queen Mary*, which is undergoing a multi-million pound refurbishment, returned to the city for the first time since 1977 in November 2016. During a visit to the ship, the Princess Royal confirmed it would sail again to boost post-pandemic recovery and tourism. The steamer was named after her great-grandmother Queen Mary.

Originally, it was planned for the ship to be permanently berthed at Pacific Quay, next to the city's Science Centre, where the focus would have been on heritage and maritime training. The Friends of TS Queen Mary charity, which is carrying out the restoration, said it had been *"overwhelmed by the generosity of corporate donors and individuals"*. Since work began, the group has raised and invested £3.8m of cash and in-kind support.

Chairman Iain Sim said it was fitting for Princess Anne to make the announcement given the strong connection to her wider family. He said: *"TS Queen Mary has a special place in the hearts and minds of those in Britain and beyond who recall this iconic ship and its unrivalled place in the life of the River Clyde. While her incredible history can only be understood looking backwards, her legacy must be lived looking forward."*

Belper World Heritage site mill museum to close

https://www.bbc.co.uk/news/uk-england-derbyshire-61240867

A museum at the heart of a World Heritage site is set to close after losing council funding. Strutt's North Mill Museum in Belper, Derbyshire, has celebrated the area's industrial heritage for 25 years, but Amber Valley Borough Council has withdrawn a grant worth almost £50,000 and the museum will close in September. John Layton, chair of Belper North Mill Trust, said they were disappointed but hoped something might be salvaged for the future. The space will instead be let out for commercial use from October.

The Grade I listed mill building, mostly dating from 1804, is described as one of the most important at the World Heritage site. The museum contains machinery and memorabilia relating to textile production and the Strutt family, who built a manufacturing complex there. Mr Layton said keeping the museum running was not financially viable without outside help.

Old pier at Brodick Terminal to be removed over next six months https://tinyurl.com/y5bloxzf

Work to remove the old pier at Brodick Ferry Terminal began this week. Caledonian Maritime Assets Limited, which owns the port, has said that the port has reached the end of its serviceable life and is no longer safe to use. The removal of the pier is expected to last for six months, with workers working from a barge in the water to remove the structure. The old pier store building, pier deck, support structures and all deck furniture, such as bollards and handrails, will be removed. John Quinn, senior civil engineer, at CMAL, said, *"The old Brodick pier and associated infrastructure is life expired. When the ferry terminal was relocated, the old structure was decommissioned and has not been used, or maintained, since then."*

***Maid of the Loch*: Crowdfunder smashes £40,000 target to fund vital repairs**

https://tinyurl.com/yaw6mhwn

£43,000 has been raised through a crowdfunder aimed to help restore the paddles of Loch Lomond's most famous pleasure steamer. Last month, the charity which owns the *Maid of the Loch* was looking for backing from the public to raise £25,000 to purchase essential equipment required to restore both port and starboard paddles. The Maid of the Loch was hauled out of the water last summer for essential repairs, which the Loch Lomond Steamship Company hopes will eventually lead to the ship being able to carry passengers on cruises on the loch for the first time in more than 40 years, and the Loch Lomond Steamship Company now says it hopes to use the success of the crowdfunder to bring the ship back into service on the loch by 2025.

All the money raised will help with the cost of buying and fitting new paddle floats, bearings and bushes as well as overhaul of the 'jenny nettles' structure and painting of the interior of the paddle boxes. The 'jenny nettles' is the arrangement that makes the paddles feather, resulting in more efficient propulsion. On the port side, this is misaligned and requires significant refurbishment. However, the generosity of individual donors and a grant of £15,000 from the Paddle Steamer Preservation Society (PSPS), mean that both the port and starboard paddles can be restored.

Jim Mitchell, the charity's industrial heritage director, said: "We are delighted that PSPS has granted us £15,000. This will allow us to finish restoration of the paddles this year and means that when the ship is returned to the loch in 2023, all the below-waterline work will be completed, including paddles, hull repairs and rudder work, up to the standard required for passenger certification in due course. We are hoping this will give funders the confidence to invest in the Maid so that we can be sailing by 2025. Sir Boyd Tunnock, a patron of the Loch Lomond Steamship Company, also generously donated to the appeal as well as sending lots of caramel wafer biscuits to our hard-working volunteers. These will be much appreciated at tea-time. The charity would like to take the opportunity to thank everyone who pledged funds to the campaign."

Winchester Buses Running Day, May Bank Holiday

Keith Andrews

After an enforced break of 2 years the first full Winchester Bus Running Day organised by Friends of King Alfred Buses (FoKAB) returned to the Broadway on Bank Holiday Monday, 2nd May. Twelve of the restored King Alfred buses operated over the former King Alfred routes around the town, while about 18 visiting vehicles operated the traditional Hants & Dorset and Aldershot & District routes to Hursley, Otterbourne, Fair Oak, Cheriton, and Alresford.

They also ran a frequent park & ride service and trips to Twyford Waterworks which was open for the day. The Transport Bazaar, always an essential feature of the event, was relocated from the Guildhall (now unavailable) to the new piazza behind the Bus Station. The day went very well, with lots and lots of people enjoying the buses – both bus enthusiasts and local families, and the mayor of Winchester, Vivian Achwal, went around the Broadway, speaking to everyone. The weather was fine but a bit overcast, although photographers prefer that to bright sunshine.



Mayor Vivian Achwal with Dan Finnegan (*Pete Staples)*



Broadway *(Michael Andrews)*



Southampton feeder service *(Stephen Bigley)*



Broadway *(Michael Andrews)*



Fair Oak *(Stephen Bigley)*



Wavell Way *(Stephen Bigley)*

Obituary for Hampshire transport enthusiast and author

Robert E Jowitt 1942 -2022 *by James Freeman*

The author and enthusiast Robert Jowitt, famous for his idiosyncratic writing, remarkable photographs, Paris buses, all things King Alfred and so much more, died on Saturday 8th January, peacefully but unexpectedly at home in Ventnor, Isle of Wight. He would have been 80 this year. Robert was born in Wantage but the family moved to Winchester shortly after the War where he formed an early connection with King Alfred Motor Services and, although in later life he moved around the country a bit, he never lost his close appreciation of the firm. He was a founder-member and continuing supporter of Friends of King Alfred Buses.

But he was equally well-known for his characteristic (and in the bus world, unique) writing style and for amassing a remarkable fleet of pre-war Paris buses. He married Margaret in 1984 and they had four children, Kathleen, John, Robin and David, all of whom survive him.

His writing took many forms but what interests us is the transport books, all of which were different from the norm. His first published work was *A Desire of Tramcars*, published in 1969. This was followed by the mould-breaking *Paris vaut bien un Autobus/Paris is well worth a Bus* in 1970. This book, bi-lingual and written with his first wife Pat, contained a mass of beautifully-composed pictures of Paris, all of which featured the famous and antique pre-war open-back Paris buses, not always in the middle of the picture! In 1971 this was followed by *A Silence of Trolleybuses.*

Robert then worked with fellow King Alfred enthusiast James Freeman to research and produce the definitive history of King Alfred Motor Services. With support from Richard Murphy in the earlier stages, Robert and James worked together on the project from 1979 through to the publication in 1984 of *King Alfred Motor Services – the Story of a Winchester Family Business*. Later books included *The Girl in the Street or The Bedside Bus Book* (1991) and *Buses on the Old Fairground* (1993). He was also famous for writing unusual articles for *Buses Annual*, starting in 1972 and continuing right up to the *2022 Buses Yearbook.* More recently he had become a regular contributor to *Classic Bus* magazine.

His many visits to Paris during the 1960s caused him to fall in love with the amazing pre-war Renaults that were still plying the streets of the French capital. He managed to persuade the RATP to sell him a 1935 Renault TN4F, No. 3267 (he was later to realise that this was the first Paris bus that he ever photographed). When, in January 1971, the very last open-backers were withdrawn from route 21, he was able to buy TN4F number 3380 and bring it, too, across to England. Later, he was offered and purchased another, 2679, an older (1933) TN6A Renault. So he had three!

Not content with just owning these unusual buses, Robert wanted to use them. How many people remember visiting the Grand Transport Extravaganzas set up by the legendary Prince Marshall at Crich through the 1970s and taking a ride on one of the three buses, as they plied their way through the Quarry, throwing up a huge amount of dust but full of delighted visitors?! Robert's approach to bus ownership was unusual but enduring, and he referred to his fleet as the CAAA, *Compagnie des Anciens Autobus en Angleterre.* A fourth bus, a TN4F, was added from another English collection and all four vehicles still exist. 3267, his first and always his favourite, featured in his funeral, which took place in Southampton, on 2nd February.

He lived a good deal of his life in Hampshire, but moved to Herefordshire for a period (when he worked for Teme Valley Motors and Primrose Motors as a driver) before, in 1999, moving with his family to the Isle of Wight and he had lived the last eight years in Ventnor. Throughout that time, from 1985 when it was formed, Robert was a constant and wonderful supporter of FoKAB's events, bringing his Paris bus to participate in Running Days and regularly writing pieces for FoKAB's Running Day programmes - the last of which (sadly) will appear in the May 2022 Running Day book.

His death now is as unexpected as it is sad and we join Margaret and their four children, Kathleen, John, Robin and David (as well as Robert's first grandson Nathan, just four months old!) in mourning the loss of this very special and inspirational man. May he rest in peace.





Above: Funeral procession with 1935 Renault TN4F No. 3267 *(Keith Andrews)*

Left: Robert Jowett with Keith Andrews on 3267 *(Ruth Andrews)*

The Association for Industrial Archaeology

From *IA News, No. 201, Summer 2022*

Industrial Sites receive UK Government support from Cultural Recovery Fund

From 2020 to 2022 the Arts Council, National Heritage Lottery Fund, and the Welsh, Scottish, Northern Ireland, and English heritage agencies were given Cultural Recovery Fund monies from the devolved parliaments/assemblies. There are details on the Historic Environment Scotland and CADW websites about the COVID support for heritage over the last two years.

In March it was announced that more than 60 galleries, museums, libraries and cultural venues across England – including nationally important industrial heritage sites – will receive financial support from the Government's Cultural Investment Fund (CIF) delivered by Arts Council England. Almost £50 million is being given to projects that help to improve people's access to the arts, safeguard cultural assets for future generations and support economic growth and recovery through culture in the wake of the coronavirus pandemic.

Elsecar Heritage Centre in South Yorkshire (managed by Barnsley Museums) will receive a grant of £3.93million to create new creative studios in derelict historic spaces, maker and museum galleries and new indoor and outdoor areas for events and cultural activity, helping Elsecar to become an internationally recognised visitor attraction.

Ironbridge Gorge Museums Trust (IGMT) will receive a grant of £1million to fund urgent infrastructure and maintenance work at Blists Hill Victorian Town. This will include repairs to the Hay Incline Plane – used to raise and lower tub boats on the Shropshire Canal between Blists Hill and Coalport, installation of new perimeter fencing around the site, and improved energy efficiency throughout. The IGMT will also receive a further £9.9million from the National Heritage Memorial Fund (NHMF)'s Cultural Assets Fund to support essential repairs to 35 industrial monuments and listed buildings within the gorge. Visitor numbers in Ironbridge, which has also recently experienced devastating floods, dropped by almost 75% in 2020 due to the pandemic (compared to 2019) with volunteers also unable to provide their usual support with regular maintenance work.

Closure of FLAME Gasworks Museum, Carrickfergus

AIA was saddened to learn of the recent closure of FLAME Gasworks Museum in Carrickfergus. The coal-gas works at Carrickfergus ceased operation in 1967 but survived remarkably intact. In 1991 it was leased by the Northern Ireland government to an independent trust, to operate as a museum called FLAME, and underwent a major restoration, with the help of a £1m grant from the Heritage Lottery Fund. It remains one of the largest and best-preserved examples of a coal-gas plant in Europe. Sadly the museum closed at the end of March and the lease handed back to the Northern Ireland government's Historic Environment Division. Discussions are ongoing about the museum's collections and the hope is that the site may reopen as a museum once vital improvements have been made to the infrastructure.

(Note from editor: Members may remember that Nigel and I visited this excellent museum in 2017 as part of the AIA's "Heritage of Industry" tour of Northern Ireland, with Bill Barksfield and Prof Marilyn Palmer as tour leaders. This report can be found in "Focus" No. 90, June 2018)

More Mill Fires

AIA is also sad to report another mill fire, this time at the Hermitage Mill, a Grade II listed building in Mansfield, Nottinghamshire. The mill dates from the late 18th century and has housed both textile and hosiery manufacture. It is regarded as a significant part of the town's industrial heritage. From the 1950s it was used as a builders' merchants but has remained vacant for many years, with several potential redevelopment schemes failing to get off the ground. In a repeat of an all-too-common story, the building was severely damaged by an arson attack at the end of March, leaving its future even more uncertain. A recent article in the Yorkshire Post draws attention to the large number of fires at iconic textile mills in West Yorkshire in recent years.

From the *AIA e-news bulletin, April 2022*

Bath Stone Quarry Museum Trust call for help

The Bath Stone Quarry Museum Trust is looking for help with cataloguing and safeguarding their collection. The museum is a charity set up by the late David Pollard 30 years ago. Until his untimely death in September 2017 he collected a huge number of items, documents and photographs relating to the quarrying and transport of Bath Stone, with the eventual intention of opening a museum. The collection is safely housed in an industrial unit at Corsham and a distillation of David's labours was published last year. The trustees recently commissioned Dr Peter Stanier to assess the collection. He reported that it was the most complete collection of its kind, and of national importance. It is unique in including tools that would have been recognised by Roman quarrymen right through to massive machines in operation into the 21st century. Work has started on cataloguing the collection but the Trustees are looking for help to support this important work, as well additional trustees who could take forward the vision of a museum.

Miscellaneous news items from around Hampshire

Bid to preserve waterfront mill *(Chris Yandell, Southern Daily Echo, 19 February 2022)*

Planning chiefs have received an application which aims to preserve a listed Southampton building that has overlooked the waterfront for more than 200 years. Chapel Mills at American Wharf, Elm Street, was used to store ships' biscuits for the Royal Navy during the Napoleonic Wars and the American War of Independence. Now Itchen Marine Towage has applied for permission to repair the roof of the former steam mill and bakehouse. It comes three months after Historic England released a map showing sites across the city that are deemed to be "at risk" – including Chapel Mills. Historic England has described the condition of the building as "very poor".

In 2011 it was announced that plans were being drawn up to restore the site and convert it into homes and offices. Speaking at the time Kevin White, historic environment team leader at Southampton City Council, said: "Chapel Mills is an outstanding building which reflects the importance of Itchen waterfront to the city". The new application says: "The building is owned and used by Itchen Marine Towage as a workshop and storage facility. Water ingress through the flat roof and box gutters has caused damage to many of the structural timbers." The applicant is planning to repair the roof and its supporting structure as well as taking action to prevent further leaks. The original mill was built in 1781 and extended 20 years later to include a further bakehouse and a grain store.

Proposals to restore building at Haslar Gunboat yard *(Chris Yandell, Southern Daily Echo, 18 June 2022)*

Former police barracks at a Victorian gunboat yard could be restored and given a new lease of life. Planning chiefs have received an application to convert the Grade II-listed building into offices and classrooms for the Army Sailing Association.

The application describes the former Haslar Gunboat Yard at Gosport as a "unique" site that was built for the Royal Navy in the 1850s. It adds: "The police barracks is located within the Haslar Conservation Area. The guardrooms, gatehouses and walls are leased by Hornet Services Sailing Club from the Defence Infrastructure Organisation. The importance of these structures is recognised by their inclusion on the National List of Buildings of Architectural and Historic Interest. The proposals will conserve and enhance this heritage asset."

Referring to work already carried out the application adds: "Following the recent repairs, which secured the external shell, the building is no longer considered to be 'at risk'. The speedy identification of a suitable proposed user will ensure ongoing maintenance. The refurbishment work will secure the building's future and maintenance for a most compatible use by the Army Sailing Association."

Summing up, the application adds: "The historic building will be enhanced by removal of later inappropriate alterations and will continue to form an important part of the Victorian gunboat yard."

Rebuild the bridge! *(Alton Herald, 10 February 2022 – thanks to Barry Duke for spotting this)*

The Friends of Alton Station are reviving their bid to bring back its historic footbridge. Built in 1892 and believed to be one of just three entirely wooden Victorian station footbridges left in the world, until 2014 it was also the only one over a public railway line still in use – but a new bridge with lifts left it facing demolition. The Friends were about to complete its safe removal and start refurbishment when double disaster struck.

By early 2020 an agreement had been reached with Network Rail that the bridge would be removed from the station and taken away to be refurbished, in the hope it could then be brought back to be sited again at the station. The agreement with Network Rail was that the bridge would not be demolished but would be removed with care so that as much of the old structure as possible could be re-used. The Friends made a payment of £35,000 to Network Rail to cover the extra cost.

Committee member Pat Lerew said: "The team employed by Network Rail to remove the bridge did not appear to know the difference and smashed everything but the main span to pieces despite the remonstrations of onlookers. Even the main span was cut too short on one side, which means additional expense. All this happened on March 7, 2020. Before we could pressurise Network Rail to return the wasted £35,000 to cope with increased costs of refurbishment, the pandemic took over the news and no-one wanted to hear about preserving historic monuments".

The Friends are now looking forward to resuming contact with all the people who helped during the campaign to save the bridge. They will be starting fundraising again and hope to attract more volunteers to help rebuild the bridge, hoping to eventually restore Alton's footbridge to its 1894 covered state.

Floating crane causes motorway closure *(from Hampshire Live, 2 March 2022)*

The former Southampton Docks floating crane, *Canute*, broke free from its mooring at Pound's Yard, Tipnor in Portsmouth harbour during Storm Eunice on 18th February and beached alongside the M275, where it was securely moored by a salvage company the next day. Portsmouth City Council decided to wait until the spring high tide on 2nd March to return it to its rightful place. The M275 northbound was closed as a precaution at 9.30am while work was underway in case it edged too close to the road: the Council said trying to refloat and move a structure of this size could be "unpredictable". The operation was carried out without a hitch and traffic resumed just before midday. A Facebook follower commented on 19th March: "The large crane broke her mooring in yesterday's storm taking the *Carmel* and *Agwi* with her, stopped in her tracks by the wreck of the old concrete MFV".

Southampton Tram Project

Text and photographs by Angela Smith

In January's *Focus* I was relating the saga of Car 57 and its threatened demise until Alan Jones, Director of Solent Sky aviation museum, said the museum would take ownership of the body from Hampshire Cultural Trust and find somewhere to store it until its future could be decided. An offsite location was offered.

For HIAS members unfamiliar with the early preservation history of Southampton 57, which was built by Southampton Corporation Tramways at its Portswood depot in 1910 as only the second canopied open-top knifeboard car in the fleet. Southampton Museums had acquired it from a site near Romsey and it was brought into the city in 1975 with a full professional restoration scheme planned before being put on display. Soon afterwards this promised finance was re-allocated by the Council and 57 stayed in its garage at the City Engineer's depot at Kent Road, Portswood, until a new Senior Museum Keeper, Adrian Rance, was appointed in 1976. He 'discovered' Car 57 languishing in its garage and contacted the Southampton University Industrial Archaeology Group (SUIAG), asking if there were any volunteers who could "do something". Thus the first working party took place on January 9th 1977 ... and Tram 57 Project was formed.

However, after the discovery of two more Southampton trams – 11 and 38 – in far better condition, it was eventually decided to turn attention to those two and Car 57 remained in store until being donated to Hampshire County Council Museums in 2000, and moved to their Chilcomb site in Winchester.

45 years later it has returned, and some of us are still here to tell the tale! On January 11th this year a small team visited Chilcomb to ensure the body was made safe for a road trip, and cars were loaded with 'odds and ends' for later delivery to the Solent Sky tram store or into 57. The move, carried out by Williams Shipping, was on the 17th which <u>almost</u> went without a hitch (least said about that the better, but a possible embarrassing incident on the road at Ampfield was averted by Martin Petch, who was following the vehicle!). A loading bay area at a former quarry site was cleared by Ricky and Tim who work for Solent Sky's Chairman, John Clark's, building company, and do a great amount of 'ground works' at Solent Sky. Their help over the past 2 years to the tram project has been much appreciated. Car 57 has subsequently been protected from the elements.





Two new volunteers resulted from last October's Model Tram Event at the museum and have fitted in well. One was an Ordnance Survey draughtsman, bringing the total of former OS employees to 5 out of the 7 volunteers.

In the meantime, various jobs have been continuing on Car 11 and Lisbon 715. Ian Harden has taken 715 under his wing, carrying out work on cleaning, painting and making repairs so that it is now looking really smart.

Replica destination blinds for 11s upper deck end boxes were delivered in February from a manufacturer in France and one was fitted the following day into its box by Martin and Ian. These cost nearly £200 each and we are grateful to two people at the Model Tram event for their donations to cover this necessary expense. Replica wooden stair flaps, which folded down over the top of the stairs, are currently being made – the originals didn't fit properly and were not in a good condition anyway. Ten rough brass castings for the lower saloon lamp holders have taken countless hours being 'fettled': only one of the originals survived. Chris, one of the new volunteers, has been spending months cleaning up one of the trolley bases which were purchased from Blackpool decades ago.

Early in May scaffolding was erected all around Car 11 to enable the old roof canvas, which was fitted in the 1980s and was definitely past its best, to be removed and the curved wooden roof sanded and hoovered, with a coat of wood preservative currently being applied before the complicated and messy task of fitting new canvas. This was bought from a firm in Bristol, Traditional Boat Supplies Ltd, owned by Mark Rolt at Rolt's Boat Yard.

Solent Sky Model Tram Event 2022

Visit Solent Sky Museum and
Southampton Tram Project
Saturday & Sunday 8th & 9th October
Opening Times 10.00 to 17.00
Museum Admission Charge
Adults £10, Children £6, Family Ticket £20
Albert Road South, Southampton, SO14 3FR



Beaulieu Ice House

Angela Smith

BEAULIEU BEAULIEU PALACE, Beaulieu SU 386 027

The brick built icehouse stands on the edge of the tidal pond surrounded by trees and laurels. The dome is covered with ivy. There are indications of at least two inner doors and one half of an arched door stands against the passage wall. The pit contains much rubbish.

Thus reads the entry in *Ice and Icehouses through the ages with a Gazetteer for Hampshire*, edited by Monica Ellis and produced by Southampton University Industrial Archaeology Group in 1982. Come forward 40 years and this ice house has won an award in the New Forest Building Design Awards for 2022. The annual awards celebrate high-quality design and the best new developments across the National Park, with residential and other buildings eligible for an award as well as conservation projects.

*"The **Best Conservation Project** went to the Ice House at Beaulieu Palace, a structure dating back to 1870 which had fallen into disrepair. Conservation works by Andrew Waring Associates involved stabilising the Ice House (which was also used as an apple store in the Second World War), re-forming the arch between the entrance and the dome, and adding a door and interpretation boards.*

David Illsley, NPA Policy and Conservation Manager, said: 'The Beaulieu Ice House Scheme has restored a listed structure that was on the buildings-at-risk register. The conservation project helps to raise the profile of important heritage assets such as these.'" (Press Release, 25 March 2022)

The interpretation board opposite the entrance was written by Ralph, Lord Montagu and gives the history:-

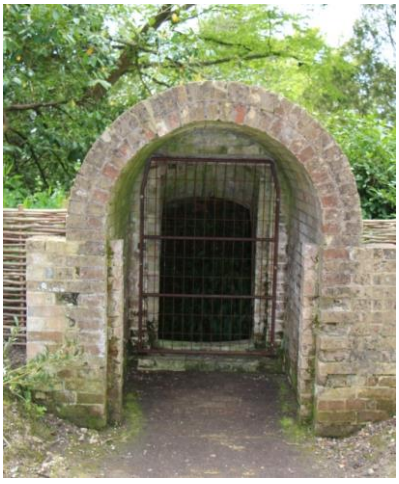
Before domestic refrigerators were introduced in the 1920s, many country estates used ice houses to preserve meat and dairy produce, cool wine and make and chill desserts. If the cook needed ice, someone would have been sent from the kitchen to collect it, involving a ten-minute round-trip walk!

This ice house was built in 1870-71, just as my great-grandfather was establishing Palace House as his family home. The entrance faces north-east (the coldest side) where it is well-shaded. Inside the doorway is a pit about 12 feet deep, the bottom of which drains into the adjacent Mill Pond.

During the winter, ice would be cut from nearby Hatchett Pond and transported here using horse-drawn wagons. Traditionally, this was all done on one day by all available hands under the direction of the Head Gardener, this kept the number of times the ice was exposed to the air to a minimum. The chamber would be insulated with straw or sawdust, ensuring that the ice remained frozen for many months, often until the following winter, and could be used during the hot summer. The two ventilation holes in the dome date from the Second World War when the ice house was used to store apples.

With thanks to the New Forest National Park Authority who helped with the restoration of the structure in 2018.

It just so happened that Nigel and I had booked tickets for the *Gardeners' World Spring Fair* at Beaulieu on April 29th, with a 9.30am arrival entitling us to visit all of the estate, so we decided we would see the ice house. On the previous evening we had attended the AGM of *Waterside Heritage* in Hythe, the President of which is Lord Montagu who usually attends. So I spoke to him about the ice house and also mentioned the SUIAG book, which he expressed an interest in. I took my copy to the event, but was unable to see him in the initial surge of visitors when he opened the Fair, so Eleanor has given me a copy to pass on to him when I can make contact.







(Photos by Angela Smith)

Left to right:
The north-east facing entrance

Looking down into the pit

Looking up into the roof – note the two ventilation holes

Hampshire Industrial Archaeology Society

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

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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

Saltburn's funicular tramway reopens after two years *(BBC News Tees, 3 June 2022)*
Saltburn's Victorian funicular, which carries visitors up the steep incline from beach to town, was closed for repairs in 2019 and kept shut by the first lockdown in March 2020. The lift, which was built in 1884, is the oldest of its kind in Britain. Trevor Russell, who works on it, said they had tried to get it ready in time to open at Easter. "But we still had ongoing work and ongoing tests and we still had insurance testing to do before we could allow the public on," he said. The railway is one of the seaside town's most popular tourist attractions. It moves up and down the cliff, linking the town with the beach 120ft (37m) below using water as a counter-weight. Visitors to the newly refurbished funicular said it was "crucial" that small towns preserved their history and said the "old-fashioned English seaside town" was "brought back to life again" when it was working.

Huge fire at historic Dalton Mills in Keighley *(an 'on-the-spot' report, 3rd March, Planet Radio)*
There are more than 100 firefighters on the scene in Keighley after the Dalton Mills building caught fire. Crews from West Yorkshire Fire and Rescue and North Yorkshire Fire and Rescue are attempting to tackle the blaze. Smoke has been billowing from the historic building, which was erected in 1869, since the fire started at around midday. There is a lot of smoke in the area and West Yorkshire Fire and Rescue are advising residents to keep doors and windows closed and to avoid travelling through the area. Parents of children at the nearby Strong Close Nursery are being asked to come and collect their children as they have made the decision to close the site. What was once the largest textile mill in the Worth Valley, employing around 2,000 people, it more recently had been used as the setting for dramas like Peaky Blinders and Downton Abbey.

Infilling of Cumbria's Great Musgrave railway bridge *(AIA News No. 200, Spring 2022)*
National Highways is preparing to apply for retrospective planning permission for infilling the bridge at Great Musgrave, which was described as 'cultural vandalism' during a House of Lords debate. If it is refused the concrete will have to be removed. Campaigners, however, fear that National Highways is pushing ahead to destroy or fill more than a dozen more bridges.
(This item was brought to AIA's editor's attention by a Trowbridge AIA member who spotted it in the Guardian)

Tail-enders . . . . . .

Bridge works on the A35 at Holmsley: The continuing story of the delays to replace this bridge hit an unforeseen snag this spring. The *Southern Daily Echo* of May 3rd reported "The completion of the multi-million-pound A35 Holmsley bridge project could be delayed for at least another month due to nesting birds. Motorists and road users were recently left confused when Google Maps showed no closure on Station Road passing under the new bridge at Holmsley only for the closure alert to return with the indication it will be in place until July 22." The C10 Station Road has remained shut underneath the main road, which was reopened on April 11. It has been established the reopening has been delayed due to recently hatched chicks nesting beneath a bridge support. However, coming right up to date (July 4th) the good news is that works on Station Road are due to finish on July 8th, with resurfacing work due to take place ahead of the original reopening date. That was £5.5m of work for replacement of an old railway bridge.

Suffolk – thieves steal seven Royal Mail heritage postboxes: In January it was reported that seven heritage-style Royal Mail postboxes were stolen from several villages in Suffolk between 7 and 18 January, believed to be linked. This follows the theft of three historical postboxes from Norfolk. It is thought the boxes were cut from their mounting metal or wood post, possibly using angle grinders and chain saws. The police said they are quite valuable for their resale value but they could be going for their scrap metal value as well. Two that had been stolen in Norfolk featured the royal cipher "GR" which indicates they date from the reign of George V. Royal Mail said they are using preventative measures and technologies to deter theft by using forensic tags, permanent metal marking systems and electronic tracking. A police spokesman added that the thefts caused disruption "to individuals who have posted important letters and documents and that, as a consequence, are then sadly lost".

Historical bell foundry gets further funding *(BBC News Leicester 25 January 2022)*: John Taylor & Co of Loughborough, the last traditional bell foundry in the UK, has received £835,000 from government funding to help restore the Grade II* listed buildings. The project had already secured £3.5m of National Lottery funding. In June 2021 the foundry had successfully secured an offer of £16.9m to be spent on a variety of projects such as helping to improve visitor access and the on-site museum.

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 December, so the deadline will be the AGM meeting in November, please.

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Angela Smith