

THE JOURNAL

OF THE
WORCESTERSHIRE INDUSTRIAL ARCHAEOLOGY
AND LOCAL HISTORY SOCIETY



ISSUE No. 38 – SPRING 2010

WIALHS JOURNAL
(ISSUE 38 - SPRING 2010)

CONTENTS	PAGE
EDITORIAL	1
PRESIDENT'S PIECE	1
CHAIRMAN'S NOTES	2
WINTER PROGRAMME 2009110 – REPORTS	3
DON HAYNES	10
SAVING THE PAST	10
MORE THOUGHTS ON HDA – PLUS AERIAL VISITATIONS	12
41ST REGIONAL I.A. CONFERENCE	14
THE EARLY DAYS OF CYCLING IN WORCESTER	15
AN EXTRAORDINARY TRIP	16
JOTTINGS OF THE EARLY DAYS OF TENBURY FIRE BRIGADE	19
WORCESTER AT WORK – THE ROYAL GRAMMAR SCHOOL	23
THE GREATEST OF BLESSINGS	26
BOOK REVIEWS, WEBSITES ETC.	29
LETTERS AND ENQUIRIES	31
AGM REPORT	32
PHOTO SECTION – more from Max Sinclair	37
AND FINALLY -	40
WIALHS COMMITTEE – CONTACT DETAILS	Inside back cover

*Front cover illustration “**Marl Bank House**” by kind permission of John Mason*

NOTE: The ~~material~~ material contained in the Journal does not necessarily reflect the opinions or policy of the Society. **Articles**, letters, book reviews, photographs or questions for publication are always welcomed by the Editor.

EDITORIAL

I must apologise for the late arrival of the Journal, due to my decision to delay issue so that the Spring edition could include all reports from the Winter Programme talks - the last of which was not until 23rd April.

My thanks again to those who have contributed to the steady stream (I hesitate to use the word "flood") of bits and pieces which have helped to fill the pages of yet another edition. **I**f your item has not been included this time then don't worry - it is on file and will feature next time.

My thanks also to John **Beale**, who has volunteered to act as Joint Editor, as well as being elected Vice Chairman. John has been involved with WIALHS for many years and I am looking forward to having his contributions and viewpoint in future editions. This also means that you will now have two people pestering you for articles and contributions. **THERE IS NO ESCAPE!**

Yet again we have an excellent Summer Programme in prospect. Can I again plead for members who go on these trips to contribute something on their visit - even a few lines will be helpful in giving an impression for those who were unable to attend.

Please try to write something - don't wait to be asked.

On a final note, the WIALHS website is becoming a useful tool for letting people know if meetings or events are cancelled. Such information can be "posted" there quite quickly (with Pete Wheatley's help) - so if you are in any doubt, e.g in bad weather, check the site notice board first.

Glyn Thomas

PRESIDENT'S PIECE

This is Roger's "Presidents Report" from the AGM - Ed

Our major event of the past year was to host the 40th South Wales and West of England I.A. Regional Conference. This event was a huge success with about 140 delegates attending, including no less than 50 from our own Society. The event was held again at the Charles Hastings Medical Centre and as before we had a good range of topics from various speakers around the region.

Following the formal conference field trips were arranged to the Droitwich Canal, a walk around Victorian Worcester and the Shrub Hill Engineering Works. Perhaps most pleasing was that despite a very modest entry fee we managed to make a surplus of £276.

Well done to you all and thanks for your help and support.

Our Summer Programme was developed under the stewardship of Christine Silvester and proved to be very varied and well attended. **A** problem that did prove to be difficult was the amount of cheques that had to be paid into the bank by our treasurer David. As I mentioned in the last copy of the Journal during the last financial year he had to deal with around 600 cheque payments, each individually recorded and presented to the bank. A cause for concern was the number of booked members that failed to turn up for the final trip to Purton. We ended up making a heavy loss on this trip, mainly down to the cost of the coach. Had we known earlier about falling numbers we would have cancelled the trip.

In the light of this experience your committee have reviewed the process of

payment and refunds and will explain this in the new summer programme.

This year we have a number of changes taking place on the committee. Christine is stepping down after her marathon stint as Chairman, Len is calling time after a 4 year term as Winter Programme Secretary during which he has attended numerous conferences and shows on our behalf, represented our Society by giving talks to many organisations as well as writing a short book on the River Severn Steamers. Finally John Belt who sits quietly taking notes during the winter meetings and then produces wonderful reports for the Journal.

To all of them we give a very big thank you. You have helped keep the Society alive and vibrant, ready to continue for the next 40 years.

You will have seen the improvements that have been made by the school to the lecture theatre equipment. It is great to have such good facilities, apart from the flickering lights at the front. The audio system we bought seems to work very well and our speakers can now be heard at any point in the theatre. The aisle sidelights have been reinstated after we pointed out to the caretakers that they used to work and probably needed new bulbs and indeed that was the case. We have always been reluctant to report minor faults, as we do not pay to use the facilities, however we have been urged to do so as the teachers never do. Mindful of the fact that we do not pay we took the opportunity when hearing of the school's recent fundraising week in support of the Haiti earthquake to make a £250 donation to that fund on behalf of members of our Society. To date the school have raised in excess of £23,000.

Finally we are going to spend a little more of our reserves by purchasing two benches at a

total cost of £500 for installation by the side of the Droitwich Canals, one on the Junction Canal near to the Droitwich Rugby Club and the second on the Barge Canal near Ladywood. So in the future when you take a stroll along this beautiful waterway you can rest a while on your bench.

Thank you all once again for your continued support.

Roger Tapping

CHAIRMAN'S NOTES

This is my first "Chairman's Notes" after having been elected at the recent AGM and I am still not sure what I am letting myself in for. I look forward, with a mixture of hope and trepidation, to the next three years as your Chairman.

The Society is extremely lucky in that we have an enthusiastic committee supported by a solid core of members which, in these uncertain times, is a very firm base from which to continue to build on past successes. I look forward to continuing working with you all.

As a lot of you are aware I have made no secret of the fact that I would like the Society to become actively involved in identifying, recording and publishing what remains of our industrial and local historical heritage and will encourage such activities. I am of the view that the society should consist of not just winter talks and summer visits but also be enriched by members getting involved in looking in detail at aspects of local history. The research need not be academic. If you have memories of school, work or other places of interest, jot them down or let us know, we may be able

to include them in future publications.

Some of you may have been confused by our new style summer programme lists. It has been designed to make it easier for you in that, rather than cutting off a slip of paper for each trip you want to go on, all that is required is to cut off the right hand side of each sheet and return it, with any cheques, retaining the left hand side to remind you of the details. It may well be because of the recession but bookings for our summer programme outings are slightly down on last year so, if you haven't booked yet, there is still time. We, as always, have a very interesting and varied programme.

Included in the summer programme details was an invitation to join the Friday Walking Group "Jenkins Jollys". We have a gentle stroll around a local town or village to explore its hidden side, usually ending up somewhere for a coffee or bite to eat. No need to book, just turn up, we would be delighted to see you.

Michael McCurdy.

**WINTER PROGRAMME
2009/10
EVENING TALKS**

**MOTHER OF PEARL
George Hook (1119109)**

The evening's talk was billed as a brief introduction to the story of one family's involvement in the "Mother of Pearl" industry.

There was no mention of the hilarious talk that would follow from the survivor of the former very big industry, George Hook.

The Hook family business was formed in 1824 in the famous Jewellery Quarter of Birmingham, at that time an area noted for thousands of small businesses associated with metal works and fine craftsmanship with gold and silver.

Mother of Pearl was a material used extensively in the manufacture of fine buttons, brooches and handles, long before the invention of plastics.

The family business and the skill of the work has passed down the from father to son, through many changes of address and now with last family member at the helm is situated in an obscure industrial estate in the Black Country town of Smethwick. George has a son but he has no interest in pursuing the business to another generation.

Mother of Pearl is the inner lining of shellfish, created as a mucous deposit, which coats the inside of the shell. The best shells are exotic from distant shores such as abalone, conch and oyster, imported from far away places like Australia, New Zealand, Polynesia, Mexico & Japan.

From the outside the shells look very uninteresting but once opened the spectacular variety of colours can be seen, the most prized being the black oysters from Thailand. At the height of the trade some 2,000 tons a year were imported to Birmingham with as many as 3,000 people employed in the work.

George's skill is to check the quality of the shell to determine whether there are many "worm holes" and then to mark and cut the material to make the optimum use of the available lining.

The material is very hard and can be sawn, drilled, polished and shaped, formally all done by hand but now with help of die

cutting machines. The businesses were all small, comprising of the family and at most one or two apprentices.

George now makes only to order and perhaps his most important client was Lord Lindley for whom he did inlay work on a four-poster bed. He tells the story of his venture into the craft market arena and his production of a egg spoon at a cost of £15. It did not sell well until someone asked if he had a caviar spoon. The egg spoon was relabelled and sold for £24. From that time on the spoon can be called whatever the customer asks for and the price is adjusted to suit the class of the customer.

George's sister has written a book of the family industry, which can be obtained directly from George at the factory in Smethwick.

During the evening George passed around samples of his wares and the shells from which they were produced. The end products really are spectacular. For a fuller display of the available products have a look at the [website](http://www.hook-motherofpearl.co.uk) - www.hook-motherofpearl.co.uk

My favourites are the silver mounted buckles.

George also offers the opportunity of a factory tour to see his little workshop, hopefully we will be able to arrange a visit in the near future.

Altogether it was a fabulous, entertaining and informative evening, very much enjoyed by all.

Roger Tapping

PUB SIGNS AND THEIR ORIGINS

Alan Rose (9110109)

Talk not reported

WHISTLES THROUGH THE AGES

Simon Topman (6111/09)

This was one of the most entertaining and amusing talks I have heard in a long while – and we learned a few things along the way as well!

Simon Topman took over the company almost on a whim and has turned its fortunes around – but it is sadly the last survivor amongst a large number of similar companies which originally carried out this trade in Birmingham

The origins of the company lie with Joseph Hudson a farm worker from Derbyshire who moved to the city of Birmingham, like so many during the Industrial Revolution, and trained as a toolmaker.

He converted the wash house at the side of his end of terrace “back to back” home in St Marks Street into a workshop where he made many things to help increase his family's income. His early products were snuff boxes, cork screws and whistles.

His whistle business was very small until in 1883 when the London Metropolitan Police advertised for an idea to replace the policeman's rattle - a cumbersome means of communication for the bobby on his "beat" (the name given to his patrol).

Joseph Hudson invented a novel whistle for the purpose. It could be held in the mouth, leaving the hands free - a clear advantage

over the rattle. Joseph Hudson's dilemma was in finding a distinctive and far-carrying sound. Pondering on this problem as he played his violin he failed to place his instrument down firmly on the table when he had finished playing and it fell to the ground and broke.

He noticed what a jarring and discordant sound it made as it broke and sensed that this was the type of sound he needed for his new whistle.

The police tested his whistle on Clapham Common and were delighted when it was clearly heard just over a mile (1.6Km) distance. A huge order followed and Joseph Hudson was on his way to a fortune! The firm expanded rapidly as more and more orders for whistles began to arrive.

Over the next 135 years Acme (as the company was named) developed and patented over **40** different whistle designs. Amongst a few of these world firsts:

- The Metropolitan Police Whistle
- The Acme Thunderer – as used by football referees everywhere
- The Acme Siren
- *Silent Dog Whistle
- *Scout Whistle
- Life Jacket Watersafe Whistle
- The Tornado

By the year 2000 sales had reached big numbers. The Acme Thunderer alone had sold over **200** million with the many other whistles of the range adding dramatically to its total. One of the most successful was a reproduction of the original whistle made by the company for use by crew on the Titanic. This was reproduced, from the original tooling, just after the "blockbuster" film came out and it sold in thousands.

Mr Topman's talk was littered with amusing anecdotes – among my favourite being the one about the "Loch Ness Monster Call". The company make a range of animal and bird call whistles (mostly used for hunting) and on a visit to Loch Ness Mr T thought it would be amusing to make a Monster Call whistle. This was produced with a special warning notice on the packet saying "Stand well back from loch shore when using".

To his surprise he was interviewed on the local radio about this and was asked how the company had established what the monster would sound like. He gave a completely fabricated account of how they had engaged the services of top universities in the Midlands to research the archaeological remains of similar reptiles and to scientifically model the sound which their vocal chords might have produced. The final stage was the testing programme – for which a team from the whistle works was, allegedly, sent out onto the foggy loch in a rowing boat.

"And was it a success?" asked the interviewer. "We don't know ... they never came back", came Mr T's perfectly judged reply!

Although the company is the last of its type in Birmingham it seems to be thriving under the leadership of Mr Topman – who gives these talks to raise money for charity.

Long may he continue!

Glyn Thomas

**LADBROOK GROVE
CAUSES AND CONSEQUENCES**

Andrew Weyman (1112109)

Talk not reported

**BOUNDARIES, HEDGES
AND WALLS**

Richard Churchley (811110)

Talk cancelled due to weather

WHAT IS A RIMER

Brian Draper (1212110)

This presentation was given by Brian Draper and based in part on his experience working on the waterways.

First he described types of rivers from small shallow streams to deep, wide navigations. He explained that snow was much better as a water supply for infant rivers than rain as it fed over a longer period. He then compared our local rivers, the slow meandering Avon, the fast flowing deep Severn and the Wye, often fast, furious and treacherous. He then went on to look at river behaviour, they do not "burst their banks", they simply overflow them, having done so for thousands of years. If we experience trouble with flooding it is our own fault - building on flood plains. He then pondered the question why do people still buy property that is liable to flood, to this there is no apparent answer. He questioned the value of the various flood defence and alleviation schemes being carried out by the Department of the Environment, pointing out they can frequently be over-topped, this water is then trapped and not able to escape as the flood subsides.

A river is a moving body of water; a living world in which we could not survive any more than those that live in it could survive in ours. It contains all manner of living things including fish, crustaceans and of course plants. It is a corridor for wildlife both birds and mammals, frequently through urban areas. It is many things to many people; an amenity providing a place to swim, go fishing or boating; it is a place of work providing a living in many ways, from dredging to water bailiffs; for centuries it has been a highway for traffic; it is a source of water for irrigation, industry and domestic consumption; it is a source of power, in the past for mills but now hydroelectric power; it is a place of worship, baptisms by total immersion being practiced over the years; it has been used for garden enhancement to great effect; it has been used as an effective form of defence.

Unfortunately it has also been used as a place to dump rubbish; from supermarket trolleys and bicycles to cars. It has been used as a place to dispose of toxic waste which results in the destruction of most forms of life. Though such action is now illegal it still occurs as a result of carelessness or accidents. Never a month goes by without hearing about some dangerous pollution of our rivers, it can occur in minutes but takes months to repair. The speaker covered a range of subjects, not only was this interesting but it was also made with humour. A very enjoyable presentation.

John Belt

**AGM AND MEMBERS'
EVENING
(12/3/10)**

This is a brief report on the 39th Annual General Meeting, more details will appear in Secretary David Attwood's Minutes.

[Minutes and Treasurer's Report are included later in the Journal – Ed]

Chairman Christine Silvester started the meeting promptly, commenting on the good turnout for an AGM! Apologies were taken, the minutes of the 38th AGM had been had been circulated and were agreed, There were no matters arising so Christine was able to proceed to her Chairman's Report. This was her last, having been in office for four years she was standing down; also standing down was Len Holder as Winter Programme Secretary, though he was willing to remain on the Committee, the writer, John Belt was also standing down from the Committee as was John Beal, he had agreed to stand as Vice-Chairman. Christine thanked everyone on the Committee for their work on behalf of the Society and the support given to her whilst Chairman. She reported that as the Society had the free use of the meeting room for the Winter Programme meetings, £250 had been donated to the School's Haiti appeal, which incidentally raised over £23,000. Two benches have been provided for the Droitwich Canal at a cost of £500, it is hoped that they will be used by members. Christine then went on to make an appeal to everyone to help the Society by assisting our hard pressed Editor by providing suitable material for publication in the Journal, and finally thanking everyone for attending the 39th AGM.

There was no Secretary's Report so the meeting moved on to the Treasurer's Report; first, David Sharman thanked members for

paying their subscriptions by standing orders, now in excess of 100. The balance sheets were projected onto a screen, and explained succinctly. The report was agreed by the meeting and the Examiner of Accounts, Mr J E Merrick was re-appointed.

Next item on the agenda was the President's Address; Roger Tapping reported that the major event for the Society during the year was the Regional Conference, this was very successful and he thanked all those who had worked hard both before and on the day. He also thanked those Society members who supported the Conference on the day. During the year the Summer Visit Programme was excellent and very popular, being well supported. Roger then presented Christine with a hydrangea plant in recognition of her four years as Chairman.

The meeting then proceeded to the election of Officers and Committee Members. The proposals were as follows; Chairman- Michael McCurdy, Vice-Chairman- John Beal, Secretary- David Atwood, Treasurer- David Sharman, Summer Programme Secretary- Michael Hayzelden, Winter Programme Secretary- Christine Silvester, Committee Members- Susan Bradley, Len Holder and Malcolm Nixon. These proposals were accepted and voted en block.

Any Other Business followed first with Roy Fidoe extending thanks to everyone for their work on behalf of the Society, second Malcolm Nixon reporting that work on the restoration of the canal in Droitwich has been delayed due to problems in land purchase. The President was able to report that progress has been made with regard to the problem. This brought this successful meeting to a close.

Peter Wheatley then presented some DVDs featuring recordings made on Summer Programme events. First up was the river

trip on the Thames on a vintage craft dating from 1922/23. Starting from Henley the river meanders east to Marlow then turns south passing Cookham and continuing onto Maidenhead. The low banks lined with some of the most expensive real estate in the UK not to mention some superb boats, many being excellent examples of vintage boat building. I was fortunate in sitting just behind Len Holder who is a qualified riverboat skipper, who made some interesting comments. He pointed out that the Thames has a history of being a pleasure river unlike our Severn whose origins are as a commercial waterway. The Thames has been subjected to improvements to enhance its use for leisure, "gentrified" as Len put it. Unlike the Severn, the Thames is not a free river, funds from licences appear to have been ploughed back, if that is the right expression, into the river. Continuing with the pleasure aspect, Len told me that many wealthy people had steam launches on the river from Victorian times, including Edward VII. The weather on the occasion of this trip appeared to be good judging from the short sleeves and sun hats, but not a boater to be seen! The trip came to an end at Boulton's Lock, Maidenhead as the boat had to return to Henley, unfortunately this meant that they were deprived of being able to pass beneath Isambard Brunel's world famous bridge a short distance down river. This for me would have been the best part of the trip!

This DVD was followed by one made from the visit to the Morgan Motor Company in Malvern Link. This is not only one of the oldest car manufacturers in the UK but also now the only one which is British owned. These superb sports cars are all hand built, using traditional crafts, and incorporating ash wood frames beneath the aluminium skin. Walking around a working factory presents problems given the Health & Safety dictatorship in which we live and work. This is overcome to some extent by visitors being

restricted to paths painted red on the factory floors; sections visited were the woodworking and trimming shops and the final assembly line, but meant that some parts of the factory were off limits to the visitors, including the paint shop. Included in the visit are examples of Morgan heritage, and of course a shop.

Peter then followed this with a DVD about apple crushing to make cider, followed by one about horrendous parking in Paris. Peter was then thanked for his excellent contribution to the meeting.

John Belt

WATER MILLS OF THE WEST MIDLANDS Tim Booth (2314110)

In this presentation Tim Booth gave us the benefit of the forty years of research he has carried out into the history of water mills.

The Romans introduced water mills into this country, though sites have been identified, none are in the local area. During the period following the Roman Occupation the use of powered mills ceased for many years, with a mill using a horizontal water wheel is known to have existed in Tamworth in the 8th century. There were three types of water wheels used; the horizontal one mentioned, the wheel in effect lying on its side and powered by water flowing past its edge; a vertical wheel with the water dropping onto the top and driving the wheel round - overshot; a vertical wheel with the water flowing past its lower edge - undershot.

The Norman Domesday survey recorded 6,000 water mills in the country with one hundred in Worcestershire, rents varied from thirty shillings to a few pence per annum.

Tim then showed a 14th century picture of a timber framed mill with an overshot wheel, the mill pond clearly seen. These ponds not only provide the power for the mill but were also a source of food in the form of fish and eels. Timber was important in the development of water mills; first, the mills were timber framed, being subject to flooding they could easily be rebuilt, second, for centuries the wheels, shafts and gearing were all made of wood, millwrights being more carpenter than engineer. As the population increased so did the need for mills to provide essential food in the form of flour.

Milling required two stones; the lower one which was stationary was called the bed stone, the upper one being driven was called the runner stone. A feature at the time was tenant farmers were tied to the land owner's mill, not being given any choice, but as demand for flour increased so did competition amongst millers. Iron and steel began to replace wood for the waterwheels, shafts and gearing, millwrights becoming engineers at last. A drawing of 1723 was displayed, this showed the principle of gearing up, doubling the speed of the grindstones with consequential increase in output.

During the 18th century a vertical shaft was introduced into mills, driven by the waterwheel it extended upwards through the building first driving the grindstones, then powering dressing machines which cleaned up the product, white flour was becoming fashionable.

Two local mills were mentioned; the first in the Wyre Forrest on Dowles Brook, the second on the river Teme near Shelsley Walsh, this being fitted with a wheel made by Turtons of Kidderminster.

The speaker then turned to the subject of grindstones; during the 19th century many of these were made in Birmingham by R G Handley whose factory was situated in Lower Pershore Street, the stone used being imported from just outside Paris. Mention was made of millstone grit which came from Derbyshire, this being used for the milling of animal feed only, and granite wheels made from boulders left by the ice age in the Wye valley. The growth of the milling industry was marked by the introduction of the first trade magazine The Miller in 1875, but changes were afoot, Fladbury Mill having a turbine replacing the waterwheel, whilst steam powered mills had been making inroads into the industry for many years, replacing many country mills. The introduction of the steam powered roller mill in the late 19th century totally eclipsed the waterwheel powered millstone mills.

Tim then turned to the subject of industrial mills as distinct from grain milling. First up were fulling mills used in cloth manufacture, non of these have survived locally; next water power used in iron making, power being provided for furnace bellows, then forges making tools, one factory using four waterwheels in Belbroughton driving presses and tilt hammers.

Finally, Tim spoke about Forge Mill in Redditch, waterwheel powered making needles, this is now a museum. One point of local interest; the river Severn being a navigation, it was illegal for millers to obstruct the river to create a millstream, so all our local mills were on its tributaries, the Avon and Teme in particular.

John Belt

DON HAYNES

Sadly I have to report the death of one of our members, Don Haynes, the much-loved husband of Jean. Don suffered a short illness and died peacefully at home.

He and Jean had been members for several years after moving to Worcestershire from Leicestershire on Don's retirement. He was an expert in the metal finishing and coating trade. For 3 years he opened and ran a company office in Paris.

Don enlisted in the Royal Navy in 1942 and trained as a radio/radar mechanic, being responsible for the onboard repair and maintenance of that equipment. He served in the Frigate Group in the North Atlantic on convoy and patrol duties and achieved the rating of Petty Officer. I recall him telling of his involvement in the delivery of the "Liberty" boats from the USA and the problems associated in converting the American standards and voltages to our standards.

He was a quiet family man with a very keen sense of humour and also a very keen gardener.

Thanks to Gordon Gwilliam for helping me with the naval background.

Roger Tapping

SAVING THE PAST

Mike Wall

One of the facets of our organisation is an interest, active or passive, in the preservation of old buildings or sites, once busy and productive, now disused. One of the organisations of which I am a member and active in a small way is the Churches Conservation Trust, formerly known as the Redundant Churches Fund. The Trust has just celebrated its 40th anniversary [2009] with a service at Westminster Abbey. Set up in 1969, it received its first two churches in 1971 with St Peter's, Edlington, Yorkshire and St Werburgh's, Warburton, Greater Manchester [or Lancashire if you prefer!] In 2009 it acquitted St Margaret of Antioch at Knotting, Bedfordshire. There are now 342 of them. The aim of the Trust is to look after churches which, in simple terms, have lost their congregations for one reason or another.

The loss of congregation and therefore support and money is no new thing, but 40 years ago there really was no alternative to demolition, ruination or use for another purpose. Shops or housing were the normal modifications but covenants prevent unsuitable uses - I'm sure you could name some! The eventual outcome is for the Trust to return the church to the parish but without the parish needing to fund repairs. They try, and mostly succeed, to preserve the building in the same state as when the last parishioner left the last service - but in a far healthier state. The money for this project is obtained from the Church Commissioners and the Department of Culture, Media and Sport [what an awful title!] augmented by Lottery grants, bequests etc.

These formerly lost and forgotten buildings now make up a formidable list and, being

readily open, an additional place for tourists to visit as thousands do annually. They are often used by the local communities for concerts, art clubs, school activities, museum extensions etc but are still consecrated and mostly have one or two services a year with the permission of the local clergy. They are not 'dead' buildings. The keyholders and others love their old churches as if they were still in full use. Flowers are often placed on the altar, the floors cleaned and the cobwebs removed. They exude an air of peace and stillness, an air of history, timelessness and perhaps nostalgia.

St Swithun's, Worcester is one such and has a thriving Friends organisation which deals with fund raising, polishing the woodwork, organising events and creating enjoyment for the public and themselves! It is open and with a steward several days a week during the summer. Other Worcestershire churches under the Trust's care are as follows -

Pendock [no dedication] - easily visible from the M50 and perhaps one of the loneliest churches in the county, it has a tranquil interior with old benches etc, and a wild looking churchyard backing on to the Motorway with important botanist associations.

St Lawrence, Evesham - large and stately, it lies near All Saints' and is always open, It is like a giant greenhouse - all windows - with the rare fan-vaulted chapel on the south side.

Spetchley, All Saints' - the nearest to Worcester. It boasts a fine collection of monuments to the Berkeley family - a great collection and just the thing for a disused hurch to have; not quite disused though, there is an annual service, well attended when I went there and seems to be mostly open when the nearby gardens are.

Croome d' Abitot, St Mary Magdalene - built as an eye-catcher for the Earl of Coventry. Open when the National Trust gardens are - mostly all the time. It, like Spetchley, houses a brilliant set of tombs to the Coventrys. You do not need to guess why it is disused as there are no houses nearby at all.

Lower Sapey - disused for over 100 years and so ruinous as to be unfitted as a henhouse in the end. Rescued by Pat Prosser and now water-tight but with very few fittings it hosts an annual service with picnic every August. Enchanting.

Strensham, St John the Baptist - almost perversely lonely, about a mile from the main road and visible from the M5 [take care here, it is on top the hill coming from Gloucester just as the Services come into view!] It has atmosphere in bucket-loads. It seems to have never been restored since about 1730 but bits of earlier work abound. Again, tombs dominate, this time the Russells. A gem.

Churchill, St Michael [the one between Upton Snodsbury and Spetchley, not near the spade mill in the north of the county] is small and almost invisible until you are almost upon it. I particularly love this one as I was privileged to write its guide book. With cobwebs, parish clutter, bats and great charm, it was doomed as a place of regular worship in 1926 [!] but hung on until 10 years ago. Quietness and contemplation are the order here, few cars come along and the churchyard is usually rather wild and romantic.

But - come and see for yourselves and enjoy!

Mike Wall

MORE THOUGHTS ON HDA - PLUS SOME AERIAL VISITATIONS

Ian Hayes

Reading the account of the HDA (High Duty Alloys) archives in WIA Journal No 37, put me in mind of events some seventy years ago.

The shallow valley on which the factory was built had been drained by the Cistercian monks of Bordesley Abbey, and the stream diverted to serve Redditch Old Mill. The ground was still quite soft and it was thought that this might muffle the noise of the plant at the factory. Old Mill went out of use in 1936; but its pond system, which still partially exists, was retained for cooling purposes at the factory.

A shed, the size of a small cathedral, was erected to house the heart of the factory - the big hammer. The anvil for the hammer, weighing 90 tons, arrived in May 1939. It was conveyed on a 32 wheel trailer hauled by two traction engines. Around the factory site was erected a high brick wall topped with broken glass.

At that time I lived some 400 yards from the factory and we soon knew when the hammer was in operation. Day and night cups rattled in the cupboard, the sound and vibration coming up through the floor. In due course the contrivance commenced to sink into the soft ground, and it was eventually transferred to another factory, built on granite. Its function was taken over by a huge hydraulic press - just as effective and much less noisy.

The Fairey Battle was a single engined bomber which was not in the same league as German aircraft. After severe losses in France it was modified with a strengthened spar and tried out as a dive bomber. It was rebuilt at the Austin Works and every day the test pilot, Cap'n Stack would bring one over to try it out, using the gas works or H.D.A. as a target. Years later I met a man who had been a rigger at the Austin, and who one day managed to cadge a lift on one of the trial runs. The procedure was that the Battle was turned on its back and then come down in a near vertical dive, before pulling out not that high above the target. On this occasion there was a loud crack as Cap'n Stack pulled out of the dive. Cap'n Stack is reputed to have said "That's the main spar - Don't worry, a lot of them go like that".

Watching the antics of the Battles one day - late 1940 I think - another plane came over. I fished out the cop sheet but could not immediately recognise it. Then the confounded thing started shooting up the gas works. I was under the stairs in seconds. That was the first of several encounters with a Heinkel. It appears that this machine may have been on photo reconnaissance as some nights later a parachute flare appeared over the "Alloys". Dad's comment "We're in for it now". In fact the bomb aiming appeared to be fairly inaccurate as a lot of the incendiaries fell on surrounding land.

The local air raid alarm was a steam hooter at the gas works. This could not produce a wail so we were treated to intermittent blasts, which was worse, if anything, than the orthodox siren.

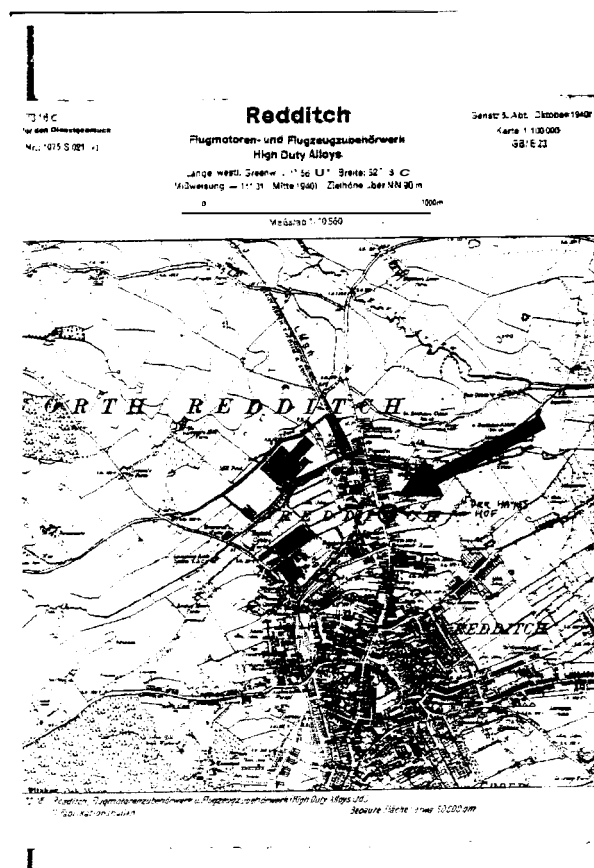
The "Alloys" works was surrounded by a ring of low hills, on top of some were perched 40mm Bofors AA guns. Very noisy. In 1941 we were getting nuisance raids, generally from lone Heinkels. On one occasion a bomber, making a rapid exit from

Birmingham came down the Arrow Valley at roof top height. The lads manning the Bofors on Butlers Hill depressed the gun lower and lower, eventually demolishing a bedroom in a house along the Birmingham Road.

After the War a copy of a map of the factory, made by the Germans, became available. A copy is attached showing the close proximity of the Hayes domicile. The map is reputedly an exact copy of one in the A.R.P. headquarters ~ Redditch, leading to the rumour that we had a local spy.

In the 12th century the Cistercians started making hardware, including daggers at their water powered metal working mill down valley. After the Dissolution there was a short gap before the needle industry became established. Now the Mettis factory is carrying on the almost continuous tradition of metal working in Redditch which started some 850 years ago.

Ian Hayes



German map from 1940 showing HDA location

Apologies to Ian that, at this scale, the illustration does not clearly show his own addition of an arrow showing the location of his house (Der Hayes Hof).

For the benefit of readers (not the German bombers) I have indicated it -Ed

**41st SOUTH WALES &
WEST OF ENGLAND
REGIONAL I.A.
CONFERENCE**

Dr Malcolm Nixon

The 41st regional conference was held in Cheltenham on Saturday April 17th, an event hosted by the Gloucestershire Society for Industrial Archaeology at Pate's Grammar School, Cheltenham.

As ever with these gatherings the event was an eclectic mix of speakers (myself included), society stalls (ours selling Worcester Walk leaflets, Journal back issues and Len Holder's excellent book on Severn steamers) and delegates from across the south-west. Friendships were renewed and new ones formed – all fuelled by tea, coffee and a buffet lunch and of course some stalls sold industrial archaeology related books and ephemera which became equally attractive for delegates.

The speakers ranged across a host of topics, including one familiar to our society members from our recent winter and summer programmes – Paul Barnett on the Purton hulks. Less familiar were speakers talking about South Gloucestershire Newcomen pumping engines (Ken Kemp and Steve Grudgings of BIAS), David Greenfield on PHEW (a recording system for civil engineering monuments), Penny Fernando of GSIA on unrecorded early coal mining sites in the Forest of Dean and David Woodliffe of OHIHS on the wealth of memorials erected (mainly) after the First World War, which so poignantly record the thousands who died in that conflict.

My own contribution and representing WIA & LHS, was on the Bromsgrove nailers.

Each 40 minute contribution expanded delegates' horizons and interests, and offered a personal glimpse into the work of societies in the south-west. Of particular note was the talk on the recording of past mining activity in the Forest of Dean, where GSIA have patiently merged field work with L.I.D.A.R. investigations to plot hitherto unsuspected shallow coal pits. The breadth of detail possible when a multi-disciplinary approach is taken was remarkable and offers clues as to what we could embark on in our locality – for example in the Shrawley Woods where coppicing once supported the Yarranton furnace and has left a distinctive but barely understood landscape.

The conference closed with the customary walks organised in the venue locality by GSIA members. The visits to Saul Junction on the Gloucester – Sharpness Canal, the Leckhampton stone quarries and inclined planes were particularly well supported, but my own choice – the walk round Cheltenham to view the decorative ironwork (some made by Bradley of Worcester) – was less popular and all the more enjoyable as a result! Our guides, Geoff and Elaine North, had an intimate knowledge of both Cheltenham, its development in the early decades of the 19th century as a spa and of its decorative ironwork, and the small party gained the most of their enthusiasm and expertise. This is a must for a return visit by our members!

The day was entertaining, stimulating, educational, inspiring – in short something that all our members should consider attending next year, when the event will be hosted by OHIHS in Risca.

Dr. Malcolm Nixon

THE EARLY DAYS OF CYCLING IN WORCESTER 1870-1914

Judd Doughty

Judd Doughty, a new member of WZALHS, recently contacted me as follows –

I recently wrote a dissertation as part of a Masters Degree with the title 'Sport and Space and Place for Sport, Leisure and Recreation in Worcester 1880-1914' and feel that some of the content may be of interest to members. As the title suggests my primary interest was sport, leisure and recreation but the urbanisation of the city as well as the economics and politics during the latter part of the 1800's also were of interest.

My thanks to Judd for this and a couple of other extracts, which will appear in the next edition – Ed.

The personal freedom afforded by the newly fashionable sport of cycling was keenly pursued across the city of Worcester from as early as the 1870s. The first formal club dedicated to the sport was the Worcester Bicycle Club, founded in 1877, followed later by Worcester Tricycle Club (1881), the YMCA club (1884), and the Royal Worcester Porcelain Club (1887). Worcester Bicycle Club purchased a plot of land on Hylton Road alongside Tybridge Street and the railway embankment (behind the modern-day car showroom and BBC studios), and laid a racing track some 350 yards long and three yards wide, on which race meets were held in the late 1870s.

The St. John's Cycling Club was founded in 1888, and other clubs were formed in Worcester in the next decade, but only the St John's Club, which quickly changed its name

to Worcester St. John's Cycling Club (Worcester St. John's C.C.), survived.

In keeping with other clubs nationally, whilst out on club rides strict rules had to be adhered to and these included: wearing a uniform, often military in origin or formal attire including a top hat or deer-stalker style headwear; all communications should be through the 'captain' who led the procession; a no overtaking policy and the party's arrival at a destination should be announced by the sounding of a bugle or a whistle. By 1890, the club members rode safety-bicycles with pneumatic tyres to soften the ride on the compacted earth roads which led through the city and surrounding countryside.

These bicycles and their associated products were available from the 12 manufacturers and retailers based in the city at the time. One of the better known retailers was F. Sanders Cycle's and Motor's who operated out of a shop on Barbourne Road, next to the Talbot Inn. A newspaper advertisement from the late 1890s shows that a 'Humber' cycle cost £10.10s for a 'standard' model whereas a 'Beeston's'⁷ model cost the princely sum of £23, nearly the national average weekly wage, and was described as being, 'better than the best!'

Among distinguished Worcester cyclists in the Victorian period, although not members of the St. John's Club, were W. G. George and H. Laurie. George was one of the most famous sportsmen of the time whose world mile running record set in 1886 was unbeaten until 1915, whilst Laurie, who set the world one hour record of 21 miles 125 yards on a safety cycle in 1888, and was, in 1890, selected to be the first Worcester rider to ride on Dunlop's revolutionary pneumatic tyres.

According to Richard Holt, a leading sports historian, Worcester St. John's C.C. was typical of other cycling clubs of the time having a predominately middle-class and suburban membership base. Although Worcester St. John's C.C. was a racing club, unlike some other clubs, it was still part of the boom in the sport which saw membership of the nationally run Cyclist's Touring Club (C.T.C.) rise to nearly 60,000 in the 1890s.

Worcester St. John's C.C.'s most distinguished racing cyclist of the period was Ernie Payne, who became a member in 1903. Among many track victories, including several national championships, he won an Olympic gold medal in the team pursuit in the London Olympics of 1908. He also played football for Worcester City, and had two matches with Manchester United as an amateur.

The period just before the Great War saw the end for many of the nation's cycling clubs as the popularity for cycling as a social and sporting activity waned. As a result, membership of the C.T.C. declined to around 15,000 by 1914. Due to the war and the subsequent outbreaks of Spanish Influenza which followed, Worcester St. John's C.C. suspended operations until 1922, when H. H. Brittlebank and J. Dinley held a meeting to restart the club. Mr. A. Isaac, of Boughton House, the president in 1914 had been killed in action during the war, and the ever willing Lord Beauchamp accepted an invitation from the club, remaining president until his death in 1938, when his son assumed the office.

Judd Doughty



From left to right - Leonard Meredith, Ernest Payne (Worcester Cyclist), Charles Kingsbury, and Benjamin Jones, gold medal winners in the Team Pursuit in the London Olympics of 1908.

AN EXTRAORDINARY TRIP Arthur Page

INTRODUCTION - Roger Tapping

The following article has been produced by one of our members, Arthur Page who has spent many hours cruising Britain's Waterways, and since the sad loss of his wife Audrey some ten years ago, Arthur has taken to crewing with other boating friends thus managing to maintain his activities on the water.

Arthur is one of those folks who just loves adventure and is determined not to grow old. I clearly recall that when he came with us on the Camden Weekend a few years ago, he spent his "free time" travelling as many of the London Underground lines as he could in one afternoon. Something he had done in younger years and wanted to do again.

Arthur is a member of the Staffs and Worcester Canal Society (SWCS) and has

written many articles and logs over the last few years and this article covers one of his journeys last year.

He generally only wrote about visits to far off places, which are not so frequently visited by boaters based in our area. He has, however, met many adventurous SWCS members more than once in such places, and vividly remembers passing a member of Stourport Yacht Club way up on the Lancaster canal.

All this has been made possible by the kindness of his extensive group of cruising companions, almost exclusively solo boaters, of both sexes. Of course, this has been a "two way" benefit. His older friends are beginning to find that they need a bit of help on the more demanding lengths of the system. Their sons and daughters, together with grandchildren, are not always available due to the demands of work or education so that is where a friend with time on his hands becomes a useful asset.

His friends are members of one or more of the waterway societies and organisations, and his thanks are given to all those members of SWCS, IWA, the Boaters Christian Fellowship, and Stourport Yacht Club who made so many wonderful cruises possible.

AN EXTRAORDINARY TRIP

As a teenager in the south-east of London I sometimes used to spend most of a Saturday or Sunday travelling by a 124 bus from Grove Park to Eltham, and then taking a tram down to Beresford Square, Greenwich, and walking along Woolwich High Street to get on board the Woolwich Free Ferry. The aim was to get to the other side of the river, but - schoolboy-like - it was not always achieved in one trip. It was possible to stay

on the boat and go backwards and forwards all day if one had a mind to!

In those days the ferries were paddle steamers and it was sheer joy to look through the open engine room windows and see the huge crankshafts going round and round - often in opposite directions - as the Captain carefully manoeuvred the boat up to the landing stage. I can hear the "ding-ding" of the engine room telegraph now. It was heaven, for a boy interested in all forms of engineering.

As there were often three ferry boats running at the same time, it was possible, just for fun, to travel on all three of them before continuing one's journey on the other side of the river! This was my first introduction to the great river Thames, and I suppose I sometimes wondered about where all the water came from. Years later I was to find out.

From North Woolwich I would get a bus, or even better, a trolley bus, to Canning Town, or Silver Town. There was even an electric train on the old LMS North-London line as an alternative. (This line from Richmond now terminates at Stratford and no longer reaches North Woolwich.) From Silver Town I would get a bus (108?) through the Blackwall Tunnel to Catford, and then a 124 back to Grove Park.

Round about 1950, just after I had finished my National Service, I went down the river on a steamer trip from Westminster Pier to Margate. These were regular sailings in the 1930's and I remember, as a small boy, seeing these boats steaming past Whitstable, and calling at Herne Bay Pier on their way to Margate and Ramsgate. At least one of these boats was sunk at Dunkerque, I think, but the trips resumed for some years after the war. One of them was still a paddle steamer.

(I am open to correction by the expert maritime historians. It was a long time ago.)

On the 15th October 2009 I visited the East London area again and made my way to Limehouse Basin (as I knew it - it has now gone "up-market" and is called "Limehouse Marina".) Gone are the ocean-going cargo ships, and gone is the huge entrance lock into which on one occasion we put 35 narrowboats all together to go out on to the river and continue the "TWA London Ring Cruise"! A much smaller lock is now in place, but one that will still take broad-beam boats and large cruisers.

At the Marina I joined the owners of a beautiful Dutch Barge, bearing the unlikely name of "Baglady"! Anything less like a "Baglady" is difficult to imagine. After a good night's sleep in a fully en-suite cabin aboard, and an excellent breakfast, we started the engine and got ready to go out through the lock on to the Thames. It was going to be a long day.

We turned downstream into the already rising tide and made our way towards the Thames Barrier, noticing familiar landmarks on the way - the Old Royal Naval College at Greenwich and the sheeted-up "CuttySark" under repair. One of my distant ancestors was First Mate on that famous ship. I remember being shown his badge of office, which had been proudly retained by the family. We were soon nearing the Barrier and requested permission by radiotelephone to pass through. We were told to go for "foxtrot" span (they are lettered alphabetically from port to starboard) and the green lights were on for us. I was now steering the biggest boat I have ever handled, and did my best to go right through the middle - successfully!

After this, we turned round and asked permission to come back through! Trip-boats

often do this when going to see the Barrier. Baglady's owner has been on the Thames for 30 years. He is on first-name terms with the PLA controllers, and they probably knew what he was going to do.



After this we were cruising upstream on the tide and things began to get really scary - but my host still insisted that I carried on steering! There were "trains" of barges, packed with containers full of London's rubbish, going downstream towed by a tug, and the empties coming back. They are very heavy and take a long distance to stop, especially when fully loaded and going downstream, so are best avoided at all cost! My skipper was constantly advising me on the course to set, and what to aim for on the skyline.

Eventually, as we got nearer central London I had to "chicken-out" - and the skipper took over. I could not stand the tension any longer! It was really scary. The number of moving craft around us steadily increased. The "water-buses" were the most frightening: They are big, powerful catamarans, and seem to go at the speed of road buses. They passed us like cars overtaking lorries on a motorway and turned at speed into the many landing stages - just like bus stops - dropping off a few passengers, picking up others, and roaring

off again. There were so many of them! I was most impressed by, and very envious of, the skill and experience of their steersmen.

Once we had passed Westminster Bridge things quietened down, and by the time we reached the Oxford and Cambridge Boat Race course I was steering again quite confidently. We then went through Teddington tidal lock and cruised peacefully on to Hampton Court where, after tea, I was to leave "Baglady" and catch a train home.

"What made this trip so extraordinary?" you may ask. Many people have done this cruise. It is open to all. Well, in 1950 I made my first trip down the Thames from Westminster to Margate. Over the years I have cruised on various lengths of the river, on trip-boats, Hotel Narrowboats, a sailing boat, and as a crewmember on private narrowboats - but most of my trip on "Baglady" was on the remaining length of water I had never cruised before.

So I have now COMPLETED my navigation of the Thames - and it has taken me 59 years to do it! Thank you, to all who made it possible.



If you want to know more about "Baglady" visit www.hotelboatbaglady.co.uk

Arthur Page

JOTTINGS OF THE EARLY DAYS OF TENBURY FIRE BRIGADE

Another result of internet trawling!

I am grateful to the Tenbury Wells Fire Station website www.tenburyfire.co.uk for permission to use this part of their site content -Ed



It is ironic that the early records of the Tenbury Fire Brigade along with many of the Parish and Rural district Council records, were destroyed in a fire that occurred in the Council Boardroom, situated in Teme Street in the late 1920's. What is known is that a Fire Station was erected in Church Street adjoining St. Mary's Church in 1858. This was a substantial single storey brick building, with slated roof, having only the one room used as the Appliance Room. This was fronted by a pair of heavy doors, arched at the top, similar to Church Doors. In the one door a window was situated to give light, in the other was a very small pane of glass which could be smashed to give access to the door key.

This building still exists. After its closure as a Fire Station it was for many years the town mortuary, but has now become a Meeting

Room. Tenbury's first appliance, as far as is known was a horse-drawn Shand Mason manual of the 'London Brigade' type. It is possible that Tenbury may have previously had a small hand-drawn manual, perhaps situated in the Church, but nothing is known about this



The only other small manual engines known in the District were situated at Burford House, there was also one at Eardiston belonging to the Eardiston Farming Co.

The Tenbury manual was probably a 22 man type with 11 men working the levers either side, this was done with the aid of helpers at the fire-ground, who were later paid a fee.

The machine carried a pair of scaling ladders, one each side, and had a large box at the rear to accommodate the canvas hose. Suction hose, standpipes, branches, etc. were carried either side in two long lockers.



(c) D James

The long levers or pumping handles folded inwards when not in use.

The second piece of equipment that Tenbury had at this time was a hand-drawn hose-cart fitted with solid rubber tyred wheels. This carried eight lengths of canvas hose, standpipes, keys and two branches and a dividing breeching, it carried two oil-lamps, fixed to the front.

With this hose-cart a fire could be quickly tackled using water under pressure from the water mains. In addition, the Brigade possessed a hand-pump, this was a metal bucket like container with a hand-pump fixed in the centre, with a short length of small bore canvas hose attached with nozzle, the whole pump transported by means of a brass rail affixed around the top.

The reservoir was filled with the canvas buckets provided from a suitable water supply. This pump was useful for small fires, such as timber under hearth, etc.

The horsing of the manual engine was usually by standing arrangement with the Swan Hotel, Burford. The Swan Hotel had a number of horses in their stables to cater for their coaches, etc. and an alarm bell was fitted to their stables, there was also one in the Coachman's cottage nearby, for night calls. In the event of a fire a pair of horses could be quickly galloped up Teme Street, Market Street and into Church Street and be harnessed up.

The call-out system was by electric bell in the Firemen's houses, this was operated by the local Police, and maintained by the General Post Office.

All fire-calls were accepted at the Police Station, which was then in the middle of Teme Street, as the Police Office was

manned night and day. Outside the Police Station stood a big red alarm box, with brass alarm point inserted, this was removed in later years and the alarm point put inside the Police Office to prevent false alarms. In addition, over the Police Station door was a gas lamp with the words 'Fire Alarm' in white on a red glass background. There was also a large board in the wall nearby on which the inscription, 'In case of fire inform the Police' was printed.

Another feature of the call out arrangements was that all firemen at Tenbury had an enamelled metal plate over their doorway inscribed 'Fireman', this was to facilitate them being called out in the event of a failure of the bells.

The usual compliment of the Brigade consisted of twelve men, the Officer in Charge, and his Deputy, known as the Captain and Deputy Captain, and ten Firemen.

The uniform was the usual blue melton double-breasted fire tunic and trousers, the latter with thin red stripes down the outside seams, except for the Captain who had black braid on his trousers and also black interwoven cord on his tunic cuffs. The Deputy Captain had red interwoven cord on his cuffs. The Captain and Deputy Captain had double brass epaulettes on each shoulder. All Firemen had single brass epaulettes on each shoulder. They wore leather belts and pouches, carrying wooden handled axes, some Firemen carried hose or nozzle spanners and belt lines.

The Captain and Deputy Captain carried whistles on chains. Captains wore blue peaked caps, all Brigade members wore the cap badge of National Fire Brigade Association, and all wore smaller badge of the NFBA on a red background on the tunic collar. In addition to the cap-badge all

Tenbury Firemen wore a brass monogram badge on the peak of the cap.

The helmets worn by the Captain and Deputy Captain were the standard brass helmet with the standard badge, crossed axes with torch. The Firemen wore black leather helmets with a brass rim fitted all around the peak and neck piece, two brass rosettes one each side at the top of the leather chin strap, with a brass chain over the front of the peak between the rosettes, the letters TFB in brass on the front of the helmet and a small brass number, between 1 and 10. In addition, a brass lion badge was on the front end of the squared leather comb. White woolen gloves were issued for ceremonial parades. Brass buttons on fire tunics were of the crossed axes and helmet variety. Calf length leather fire boots were worn.

As was stated earlier the very early days of the Tenbury Fire Brigade are lost in the mists of time. But, in October 1978 celebrations were held in Tenbury and a parade and display took place, and a small plaque unveiled by the Mayor in honour of one hundred years of the Tenbury Fire Brigade.

The Tenbury Advertiser mentions the Volunteer Fire Brigade in 1878. A Mr.W.J.Heming appears to be in charge and the Brigade was congratulated for their work at a fire at Wolferlow Park. Nothing is known of the Tenbury Fire Brigade from then on until the turn of the century, presumably they carried on serving the Tenbury District with their usual efficiency. Records are to hand of fires that occurred from January 1906 until November 1912.

The Tenbury Fire Brigade was at this time headed by Captain R.W.Jarvis, the local Surveyor to the RDC, Deputy Captain was S. Dadge, the local Blacksmith.

Sample of a Fire Report**Saturday November 6 1910****Fire at Eastham Grange 5 Miles from Tenbury**

At 4.30pm. alarm was received and upon arriving at the Fire Station the Brigade were informed that a large fire was raging at Eastham Grange.

There was a slight delay in getting horses through only one man being at the stables, a messenger was despatched to enquire cause and with his assistance the Engine was quickly horsed, the leader being ridden by Fireman W. Hartland Junior.

It was very dark and the weather extremely bad, a violent snowstorm raging, which completely obscured the roadway and made it most difficult to drive distances, the horses who were unable to travel rapidly getting continually balled with snow and making the journey most dangerous.

Upon arrival at the fire, found the farm buildings forming three sides of a square in flames. Water was most difficult to get although plentiful. Pipers brook running in a deep ravine close by. The Engine had to be taken back into the roadway and got down to the watercourse the opposite side of the stream where 30' of suction was required and 750' of delivery hose used. The water was immediately directed to the building almost adjoining the house, and with great difficulty, fire there extinguished.

Owing to the scarcity of helpers, instead of having 25 to 30 pumpers, only such members of the Brigade who were not laying hose with the assistance of Inspector Lane, a man and a boy, were available at the pump and it was surprising they were able to pump water up such a precipitous place and onto the fire.

A steam engine was greatly needed.

Before the fire was safely extinguished I was informed the pumpers were exhausted, but I

begged of them to continue for short time.

About 6.00am. a few helpers began to arrive and better progress was made, and after pulling down dangerous gables the Brigade was able to leave. Arriving at the Fire Station at 1.00pm.

The damage done was very extensive, a three stall stable and a two box hacking stable, coach house, four stall cart horse stable, harness rooms and cleaning rooms with lofts and Grooms' rooms over.

Large three bay barn, including a quantity of implements. Three hop kilns and cooling rooms, shed, cowhouse, grannary were burnt out, only the walls being left. Unfortunately a fine yearling cart colt and two farm pigs perished.

It was not possible to give a cause for the outbreak, all was supposed to be safe at 10.00pm. Friday night, and about 3.30am. Pearson the Groom was aroused by screams which was doubtless from the horse and pigs in the barn, and on looking out for the cause saw the barn inflames.

The buildings were insured by the Law Fire Offices.

I estimate the damage to be about £800.

R.W. Jarvis - Captain

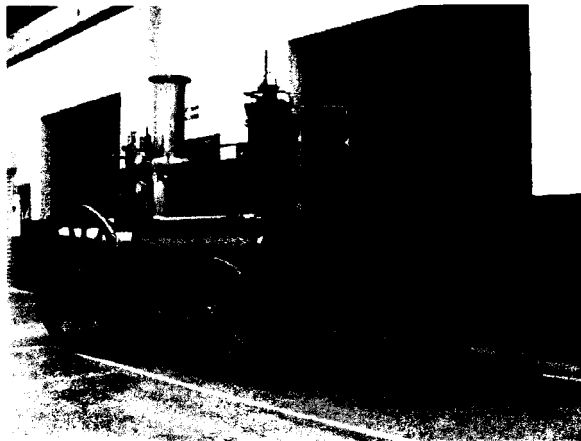
The Brigade consisted of –

R.W. Jarvis Captain
 S Dadge Deputy Captain
 W Hartland Sen Fireman
 J Turford Fireman
 E Mills Fireman
 W Hartland Jnr Fireman
 G Tyler Fireman
 R Parker Fireman
 H Turner Fireman
 A Dancer Fireman
 R Palmer Fireman

Also followed the names of eighteen helpers.

Captain Jarvis and his Brigade carried on with their efforts until 1911 when the Fire Brigade Committee met under Tenbury RDC after taking over from the Parish Council.

Evidently the provision of a new Fire Engine was mooted.



More in the next edition! - Ed

**WORCESTER AT WORK
THE ROYAL GRAMMAR
SCHOOL**

INTRODUCTION - Roger Tapping

This is another article from the wonderful publication dating from 1903 which spread the word of the City's industry, commerce and education etc. Please excuse the sometimes "wobbly" pictures but it is not easy to scan a larger than A3 document still in book form. Further articles will follow.

**THE WORCESTER DAILY TIMES
TRADE AND INDUSTRIAL EDITION,
1903.**

Educational Institutions

THE ROYAL GRAMMAR SCHOOL
One of the best Educational Institutions in
the Midlands.

Those who follow the progress made in educational life in recent years will be interested in the history of the Royal Grammar School, situated in the Tything. This remarkable institution is deserving of more than passing mention, as after an existence of over five hundred years, it is still thriving and progressive.

The Royal Grammar School was established in 1372 by the Guild Merchants of Worcester. It was established as a "free" school - that is, as not, being under the jurisdiction of the monastic orders. It is one of the oldest existing free schools, in the kingdom, and from the date of its origin has never been closed for a single session.

In 1561 the institution obtained its first charter receiving at the same time, a grant of money, which still yields an income. In 1843 the charter was renewed, and again in 1868, when it first obtained the title of Royal. The original school buildings were close to St. Swithin's, Church, where they may still be seen. In 1868 what is, known as the Big School, or the main building, was built; in 1895 a new chemical and physical laboratory was added, and in 1900 a gymnasium and workshop; whilst at the present, time extensive enlargements are being made to the "Whiteladies," the Headmaster's boarding-house.

The improvements and additions now under way involve, the expenditure of £5,000, and will provide for the accommodation of 30 to 40 boarding pupils. The fact that it has been found necessary to provide for more pupils is in itself a favourable comment on the condition of the school. Although the buildings of the Royal Grammar School have at different times been greatly enlarged, the equipment has been added to and improved much more frequently. The blackboards, desks, and furnishings are all of the most modern and approved design, and the rooms, without exception, have been provided with complete installations of electric light. The gymnasium, manual training shop, and chemical and physical laboratories are provided with every essential, the laboratories being provided with exceptionally thorough apparatus. It is not going too far to say that no school in the Midlands is more thoroughly equipped, a statement, which is borne out in a report included in the Government Board of Education "Blue Book" in 1901.

In the construction of the modern buildings the greatest care was given to sanitation, a most important consideration. The arrangements of the windows and doors with the view to securing perfect ventilation and lighting; the heating of the class and work-rooms with hot water pipes and radiators; the construction of the flooring, which is of hard wood laid on a concrete base; all contribute to the comfort and healthiness of the rooms. The use of glazed brick as an interior finish is a, unique, and most valuable improvement in the construction of school buildings. The glazed surface prevents the absorption of atmospheric germs, while the bricks may be thoroughly washed at convenient intervals. To this feature is doubtless largely to be attributed the salubrity of the school. It is a gratifying fact that for many years there has been no epidemic of any kind in the school. Apart from the manual training department

and the gymnasium, both of which afford ample opportunity for healthful recreation, the Royal Grammar School possess an adjoining playground comprising five acres diversified with walks, trees, and well kept lawns, and separate cricket grounds of eight acres. Physical development is strongly encouraged.

During the past few years both the studies taught and the manner of teaching them have undergone a marked and gratifying change. The present Principal has the distinction of being the first Headmaster the Royal Grammar School has had for five hundred years, and from this statement it may readily be inferred that the curriculum has been materially altered. In a word the old scheme of instruction was purely classical, while today it is largely scientific, although the classical element has by no means been wholly discarded. Mathematics, the Sciences and Modern Languages have special attention given them. A special feature is the well-equipped and well-managed manual training department, added in 1900. The establishment of this department is recognition of the growing idea that education is the best, which trains both the head and the hand.

The staff of the school comprises ten masters, several of whom are specialists. Most of the instructors are graduates of one of the English Universities, and the Foreign Language Master studied at Leipzig and Göttingen. The preparatory department is under the supervision of a lady.

The entire school course comprises Religious Knowledge, English, Latin, Greek, French, and German, History and Geography, Arithmetic and Mathematics, Natural Science, Drawing, and Vocal Music. Boys may also take up shorthand, mechanical drawing, and practical instruction in the workshop. In the

preparatory department, and in the junior school, especial attention is paid to the groundwork of a good English education.

The Upper School is divided in to Modern and Classical sides, and arrangements are made for giving any special instruction likely to bear directly a boy's future career. The standard teaching is the same as in the larger public schools, and the school is so organized as to afford a thorough preparation for professional or commercial life.

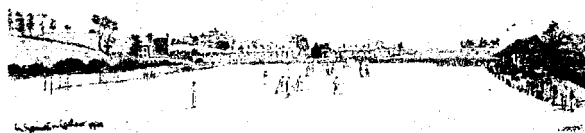
The thoroughness of the teaching is apparent from the success achieved by the pupils in gaining scholarships at the Universities and from their subsequent career at those institutions, where a considerable proportion of Royal Grammar School pupils have gained honours in various subjects. It is gratifying to add that a still larger proportion have throughout active and useful lives reflected credit upon the school in which they received so much of their training.

Mr. Frederick A. Hillard. M.A. Merton College, Oxford, the Headmaster of the Royal Grammar School, assumed charge in **1898**. It is but just to say that the great improvement made in the school buildings and equipment, and in the present curriculum and methods of teaching, are very largely due to his great energy and his sympathy with modern educational ideas. Mr. Hillard appears to us to possess just those personal characteristics, which are essential to a good teacher. He is filled with enthusiasm for the work in which he is engaged, and it is evident that he has the rare faculty of inspiring both his assistants and his pupils with the same spirit. He has a strong and vigorous personality, which must be unconsciously imitated by those under his charge.

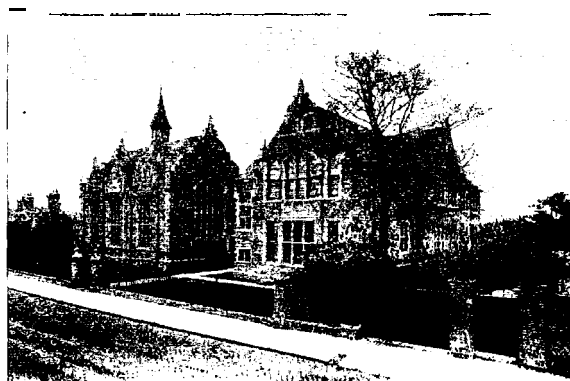
Since he assumed charge four years: ago the number of pupils has almost exactly

doubled. The, total number in attendance is now two hundred and twelve. This number includes pupils from London, Bristol, Leicester, and other places throughout the kingdom, and several from abroad, including South Africa.

We take this opportunity of acknowledging the Headmaster's courtesy in permitting us to inspect the buildings and equipment of the school



Cricket Grounds, Royal Grammar School.



The Royal Grammar School, South-west Front



Physical Laboratory, Royal Grammar School.



Whiteladies' Boarding House, Royal Grammar School

**THE GREATEST OF
BLESSINGS
A History of Worcester's
Water Supply**

Joan Harris

This article appeared on a local history website and I have made every effort to seek the author's permission to reproduce it. I am given to understand that Joan no longer lives in the area, but would almost certainly welcome its publication here – Ed

On the evening of April 15 1994 I arrived back in Worcester from working in Birmingham, to be told that the City water supply was contaminated. The initial advice was that it should not be used for drinking, cooking or washing. The following day, instructions were that it could be used for washing and washing dishes, and by 17 April it could be used normally. Browsers were brought into the city on the evening of 15 April, and people queued for water. Others, co-ordinated by local radio, ferried water to the aged and infirm.

The cause was a quantity of chemicals which had entered the river at Wem in Shropshire, and had only been detected when a number of users at Worcester complained of the taste and smell.

All this brought the water supply (so often taken for granted) very much into people's minds. It gave me the incentive to write up what follows, based on earlier research. Subsequently Severn Trent Water gave each household a cheque for £25 for the inconvenience caused.

I think that under the code of practice laid down in April 1636, there would have been no compensation, as this would have come into the category of "ill accident which the undertakers cannot prevent"

Earliest Times and Issues Raised

From early times, the people of Worcester obtained their water from wells which were common in what is now the High Street area. The Blackfriars excavations revealed wells of many periods, including Roman. The first piped supply is said to have been to the monastery from Prior's Park in Battenhall, using wood and lead pipes, during the 1400's. The knowledge and effort needed for this kind of operation must have been backed by strong motivation. The monastery then tried a similar operation from a spring called Swanpool in St John's, and then from another spring known as Holy Well, also in St John's. The latter was to be the most lasting arrangement. The water was piped across the old Worcester bridge to the monastery. In return the St John's tolls made to the Cathedral were given to the city. The pipes across the bridge remained until the civil wars, when they were believed to have been used to cast bullets. The bathing troughs in the Cathedral cloisters, into which this water ran, may be seen today. Four

hundred years after the monks began to use the Holy Well Spring, water from it was being sold to the public at 0.5d a bottle, as it was thought superior for making tea. In 1847 surveyor Henry Austin had the water from this spring tested, believing that monks always knew a good thing. He found it preferable to city well water, but "for domestic and lavatory purposes" not as good as the more readily obtained river water.

There had, however, been many developments during these four hundred years. The river itself, with its varying influence on the siting, development and life of the city, is one factor which remains constant throughout the period covered in this study, from early times to the present day. Another factor running through the whole period is the community's need for water to enable life. Around this second factor cluster many issues; advances in technical knowledge, awareness of health issues in relation to water, growth in social understanding and in municipal readiness to identify, fund and supply needs, the development of local government and the changing definition of what constituted an acceptable standard of life for society generally.

The situation in the sixteenth and seventeenth centuries

In the 1500's we know of three communal wells in Central Worcester: by All Saints Church, in Pump Street and in what is now the Shambles. In 1591/1600 there were moves to encourage a project for piping water from the countryside to four points within the city, but the scheme was dropped, probably because of cost. It is probable that pollution in the central area of the City was already causing problems, also that demand was increasing. The river continued to be a source, and in 1608 the Chamber Order Book of the City recorded £5 given to the

parishioners of St Peter's for making a causeway and quay near the castle "to have passage for water and other necessary uses". In 1612 we read in the Chamber Order Book that two wells in St Martin's ward were to be made into pumps, "and that the whole ward shall be assessed therefore". Shared amenities under municipal responsibility meant shared payment. We are at this period seeing early development of this, and of repeated evidence of concern about the water situation.

Out of this concern came the first scheme for a "water works" in Worcester. The year was 1619. In a Chamber meeting on 2nd July, the scheme was under discussion. Water was to be conveyed from the river at the bridge to a cistern at the "Grass Cross" and another at the Tolley. Those undertaking this work were to receive £200. Worcester's senior "local government", the Company of the Twenty-four, would lend £100 on security, and their less senior colleagues, the Company of the Forty-eight, would lend another £100, on security, both until the feast of All Saints in 1620.

On 22nd October 1619 it was agreed that Mr John Huntley of Gloucester was to lease a plot of ground at the quay to build a water works, to convey river water "into the severall streets of the said cittie".. After two years of the lease, there would be 40 shillings per annum rent payable.

The scheme appears to have been completed by 1623, when it was said that larger cisterns were needed, and in 1623 also there was concern over pollution of the river from the work of dyers.

In 1635 the lease changed hands. A new lease was made to Mr Morton and Mr Trotman for a hundred years at 40/- per annum. The arrears of Mr Huntley's rent and the several sums of £100 to become due

were to be remitted. (Clearly the operation had not paid its way: the works were ruinous.) The Town Clerk was to prepare an act for the next chamber, for the "ordering and better governing" of the waterworks.

The act submitted to the Chamber in 1636

This appears to be important as it demonstrates (at least) what the municipal authorities intended and desired. The main points mentioned in it were:

1. *The waterworks were in "greate decaie".*

2. *Nobody without a current agreement to do so should, after the next St John the Baptist's day, take water into his house, court or garden without a licence, and everyone was to pay rent: penalty for contravention - 20 shillings.*

3. *Every water user should have a pipe fitted by which he obtained water to his own premises. The diameter of this pipe should be measured by certain named members of the Council. Rent would be assessed in relation to the size, which could not subsequently be altered without the agreement of the "undertakers" of the waterworks. Penalty for contravention - 10 shillings.*

4. *Nobody taking in water was to permit it to be wasted. Penalty for contravention - 5 shillings.*

5. *Nobody receiving the water was to sell or dispose of it to another citizen unless it was to someone who paid rent for a supply to their own house and who was hindered by the undertakers from receiving it. Otherwise - penalty of 5 shillings.*

All fines were to be paid as half the amount to the poor of the parish in which the offence was committed and the other half to the undertakers and their assignees.

6. *In the event of the supply failing, named members of the Council should apportion the rent of users for such time as the supply failed if it was by "defect of the work" and not through frost, drought or any other ill accident which the undertakers could not prevent, and not through any fault of the user. The Mayor and Aldermen were to arbitrate in disputes.*

This act seems to show a high degree of organisation and social responsibility, but it seems not to have worked quite like this in actuality. By 1637 the new lessees had again

failed to pay their rent (December 1637), and between June 1637 and April 1638 plague raged in Worcester, and 1551 out of a population of 7000 - 8000 are said to have died.

This article will be continued in the next edition - Ed

**BOOK REVIEWS
WEBSITES ETC**


Chateau Impney, The Story of a Victorian Country House, *John Richard Hodges*.

Soft-back, 390 pp, 20 colour photographs, about 700 monochrome photographs. ISBN 978-0-9554057-2-3. Price £19.99.

Privately published, obtainable from the author at 7 Amber Reach, Spring Lane, Worcester **WR5 1AU**, Tel **07970770144**. email **richardhodges@yahoo.co.uk**.

I have known John Hodges for a number of years and am aware of his dedication to details and accuracy, especially where Cathedral information is concerned. I was not disappointed. This smart volume is packed with information from cover to cover - the cover itself features an impressive watercolour of the building by John Fisher. John Hodges gives a Forward of some length, then follows with nine chapters terminating with Acknowledgements.

The chapters begin with the life of John Corbett with reference to his philanthropic work in the county. It always seems sad that he and his wife Anna parted company; he does not appear to have been a harsh man but she was forbidden to come within a certain distance of Impney Manor - she resided at their house near Towyn in Wales. His endeavours with the most efficient method of transportation of his goods, mainly salt, are explored.

The next chapter, over 100 pages, is devoted to the design and construction of the house, the choice of architect [Auguste Tronquois, a Frenchman, familiar with the chateau style] and his building supervisor Richard Phene Spiers, an Englishman. The choice of

location and various neo-French chateaux in England is explored. I could really only name one - Waddeston - but know better now! The interior design is illustrated thoroughly including the excellent stained glass.

Next the gardens and park for about 80 pages. Choice of designer and head gardener are detailed. Find out what style gardenesque is! The water-tank-cum-folly, the underground fern house and the icehouse all described.

Then comes a welcome surprise. Most books would tail off somewhat with the demise of their founder and subsequent owners, if known, would be relegated to short notes. Not so here! The Impney Manor in the early 20th century was let to the Mitchells, pen-nib manufacturers from Birmingham, then bought by James Ward who converted it into an hotel of high quality. During World War II it housed prisoners of war in Nissan huts. Thereafter it became one of Ralph Edwards's enterprises. I did not know that he had so many pubs under his control! In the 1960s it passed into the guardianship of Eric Pillon [who, as I remember, ran a touring coach firm]. It was part of the 'swinging 60s' scene, but that passed me by! The names of Joynes and Jackson now appear - they refurbished and upgraded the hotel, increasing the number of rooms; finally Stephen Raguz who still owns [January 2010] the Chateau Impney Hotel and is the longest incumbent there.

All these aspects are dealt with in great detail - too great at times perhaps, but this book, large but modestly priced, is intended, I think, for the general reader with limited knowledge of local history and/or architectural terminology. [K you do not know what a porte-cochere is, you soon will.] It is a marvel of research, and I could find little to fault the text except occasional

repetition. My only real criticism is that of the photographs. The central colour plates are superb, but some of the monochrome pictures are un-necessary and tend to clog up the pleasure of the actual text.

Value for money – yes – plenty to read here thanks to John Hodges.

Mike Wall

Edward Walter Locke: Master Potter
1829-1909, *Tom & Lillian Willis*

Brewin Books

ISBN 978-1-85858-458-4 £14.95

Also available from Bygones, College Precincts, Worcester

I met Mr and Mrs Willis some time ago when I was purchasing a small Locke vase at an Antiques Fair. I wasn't too bothered about its design or history, I just wanted an example of Locke to complete the representation of the other Worcester China manufacturers, namely Hadley, Grainger and Royal Worcester (excluding the early Flight and Barr periods).

We corresponded occasionally about shapes I later bought and we both drew a blank on the origins and employment of one of the decorators – H. Wall, who specialised in peacocks! So I was very pleased to find that they have at last published the results of their long research.

Although the buildings, miraculously, still survive near Shrub Hill railway bridge, factory records do not – they were probably destroyed when the factory was sold in 1915 and was purchased by E. Baylis of Worcester, printers. Neither are there any photos of the factory whilst in production.

The opening chapter deals with the origins and genealogy of the family – a co-operation with Len Harris – which lays to rest the myths surrounding their background. The

researchers have provided a list of shape numbers where they exist and descriptions of those that are not numbered, together with some excellent colour photos of as many pieces as they have been able to record.

Edward Locke strove to provide good quality pieces which were accessible, in terms of price, for the general market. His work should not be dismissed as inferior to the other Worcester factories and this book is a very welcome addition to the history of one of Worcester's industries.

Betty Wright

<http://www.derelectplaces.co.uk/>

Rather odd – but fascinating nevertheless.

This is more of a forum than a website, but subscribers post details and photographs of old industrial sites and other "abandoned locations around the UK which they have visited (sometimes not entirely legally I suspect).

If you like the idea of nosing around such places but don't have the time, or the nerve, then have a look and see what others have found!

WZALHS WEBSZTE –

<http://www.worcester-wia.co.uk/>

David Attwood has asked me to advise you that members can now log onto the site, click on the Bulletin Board link and view a selection of the photographs taken at recent events such as the Thames Trip.

LETTERS AND ENQUIRIES

Editor's Note: In addition to members' letters, we now receive occasional email enquiries from people all over the world who have discovered WIALHS through our website and are trying to find out about some aspect of Worcestershire history – perhaps for family history research or more general interest.

In the hope that members may be able to help with such enquiries I will publish them here. If you have any information which may be of relevance to the enquiry please contact me.

If you have enquiries of your own, why not put them here too – another member may know the answer !

**NO LETTERS OR ENQUIRIES THIS
EDITION**

WIALHS AGM REPORT

**Held 7.30pm. on Friday 12th March 2010
At the Royal Grammar School, Upper Tything, Worcester**

1. Apologies.

Apologies were received from; Michael & Lynda Niccolls; Arthur Page; Roger & Helen Peberdy; Henry Powe; Mavis Slaughter; Beatrice Wall; Katherine Ward.

2. Minutes of last meeting.

The minutes of the 2009 AGM had been circulated to members by post prior to the Meeting and the Chairman suggested that they should be taken as read as in previous years to save time. The Minutes were accepted as a true record. Proposed. Roy Fidoe. Seconded. Susan Bradley.

3. Matter Arising.

No issues were raised.

4. Chairman's Report.

The Chairman welcomed Henry Sandon, Patron of the Society to the meeting. A written copy of the Chairman's Report is attached to the original Minutes.

5. Secretary's Report.

The Secretary had nothing specific to report.

6. Treasurer's Report.

The Treasurer reported that the finances of the Society were in a healthy state, and went through the Balance Sheet step by step explaining the figures. Roy Fidoe questioned the merger of the two Alliance & Leicester Accounts, David Sharman replied that the Bill Gwilliam Fund was still in being. The Treasurer's Report was accepted as a true record. Proposed: Rosemarie Powe, seconded: Roger Tapping. The proposal to re-appoint Mr. J. E. Merrick as Examiner of Accounts was formally proposed by Roy Fidoe and seconded by Ann Stallard.

7. President's Address.

A written copy of the President's Address is attached to the original minutes.

The President made a presentation gift of flowers to Christine Silvester in appreciation for her commitment and dedication as Chairman over the past four years.

8. Election of Officers and Committee Members.

The Chairman said that there was one vacancy on the Committee, the rest of the Committee agreed to stand again, although a re-shuffle had resulted. Vice Chairman Michael McCurdy was nominated for the position of Chairman by Christine Silvester, seconded by Susan Bradley. John Beale, who had been co-opted onto the Committee during 2009, was nominated for the position of Vice Chairman by Roger Tapping,

seconded by David Sharman. Christine Silvester was nominated for the position of Winter Programme Secretary by Len Holder, seconded by Michael Hayzelden. Len Holder had been nominated by David Attwood and seconded by Jacky Hollis as an ordinary member. These nominations were elected en bloc and proposed by Alison Jackson, seconded by Patricia Needham. One nomination had been received for the vacancy of Committee Member. Malcolm Nixon, had been nominated by Christine Silvester, seconded by Michael McCurdy. This election was proposed by Henry Sandon, seconded by Michael Wall.

These changes to the Committee were voted en bloc by the Members and agreed unanimously.

The Members of the new Committee and Officers are as follows:

Chairman	Michael McCurdy
Vice Chairman	John Beale
Secretary	David Attwood
Treasurer	David Sharman
Membership Secretary	Jacky Hollis
Summer Programme Secretary	Michael Hayzelden
Winter Programme Secretary	Christine Silvester
Committee Members	Len Holder Susan Bradley Malcolm Nixon
Non Committee Officers	
President	Roger Tapping
Website	Peter Wheatley
Journal Editor	Glyn Thomas

9. Any Other Business.

1. The Summer Programme had been posted to Members on Friday 12th March.
2. The new Chairman commented that the new Committee included four previous Chairmen.
3. Roy Fidoe then gave his thanks to the Committee for doing a hard job.
4. Malcolm Nixon expressed concern for the future of the Droitwich Junction Canal due to certain legal issues Roger Tapping gave assurances that the problem would be resolved and everything would be OK.

The Chairman Michael McCurdy gave thanks to the Members and Committee, and the AGM Meeting was closed at 20:10. There then followed a showing of Society event videos, principally the River Thames River Trip, and finished with members giving thanks to Peter Wheatley for producing and showing them.

Worcestershire Industrial Archaeology and Local History Society

Treasurer's Annual Report and Accounts for the year
ended 31 December 2009

The Headlines

- The Treasurer thanks all those members who pay by Standing Order.
- Membership numbers have fallen slightly but this fall does not cause the committee any significant concern.
- Receipts from Day Visitors numbers have risen this year.
- Winter and Summer Programmes were well supported and we had an extremely successful trip on the River Thames.
- The Society's reserves remain more than adequate to meet any unforeseen commitments.

David Sharman

16 February 2010

Independents examiner's report

We have examined the Accounts set out in pages 3 and 4 and confirm that they agree with the books and vouchers submitted by the Treasurer for the year ended 31st December 2009. We have not carried out an audit.

Merrick & Co (Accountants) Ltd
Chartered Certified Accountants

Worcester
16 February 2010

Worcestershire Industrial Archaeology and Local History Society

Accounts for the year ended 31 December 2009

Income and Expenditure Account	2009 £	2008 £	Notes
Income			
Annual membership Income	1,835	1,798	2
Day membership	40	5	
Building Society Interest	4	98	
Net Surplus on other activities	138	59	
Income for Bill Gwilliam Fund	44	316	5
Surplus on Regional Conference	276		
Total	2,337	2,276	
Expenditure			
Newsletter including postage	603	491	
Refund of committee expenses	511	342	
Speaker fees and expenses	362	397	
Affiliation fees inc Insurance	104	126	
Miscellaneous	0	59	
Purchase of Amplifier	148	0	
Representation at Conferences	25	13	
Domain name registration (for 2 years)	16	0	
Donation to Macmillan Nurses viz Examiner's fee	60	50	
Expenditure for Bill Gwilliam Fund	150	1,041	5
Total	1,979	2,519	
(Deficit)/Surplus	358	(243)	
Total funds brought forward	4,305	4,548	
Total funds carried forward 31 December	4,663	4,305	
Balance Sheet	2009	2008	
Current assets			
Lloyds TSB Treasurer's Account	894	440	
Alliance and Leicester General Deposit Account	2,951	2,949	
Alliance and Leicester Bill Gwilliam Fund Account	918	916	
Debtors	0	0	3
	4,763	4,305	
Current liabilities			
Creditors: amounts falling due within one year	100	0	4
Net assets	4,663	4,305	
Bill Gwilliam Fund	812	916	5
General Funds	3,851	3,389	
Total Funds	4,663	4,305	

NOTES TO THE ACCOUNTS

Note 1 - Accounting policies

These accounts have been prepared under the historical cost convention

Note 2 - Membership	Dec 2009	Dec 2008
Total Numbers	194	206
Recently joined members whose M/ship is c/forward	3	2

Note 3 - Debtors	Dec 2009	Dec 2008
	0	0
Total Debtors	0	0

Note 4 - Creditors	Dec 2009	Dec 2008
Accrued expenses	100	0
Total Creditors	100	0

Note 5 - Bill Gwilliam Fund		
	2009	2008
Sales of Metal Box Book	0	243
Sales of IA Trail Leaflet (inc book in 2009)	44	73
Total Income	44	316
Costs of Metal Box Book sold in 2008	0	192
Financial support for Ian Hayes's Book	150	0
Costs of printing IA Trail Leaflets sold in 2008	0	25
Stock in hand Written off at end of 2008		
Metal Box books valued at £4 each	0	404
Leaflets	0	420
Total Expenditure	150	1,041

PHOTO SECTION – SEND ME ANYTHING INTERESTING!

I am, as usual, grateful for this press cutting from Max Sinclair (via Roger)

The attached extract from Narrow Gauge World magazine might amuse the members -

There are few in the world of preserved steam who can be credited with saving a dozen locomotives from the scrapman's torch, but one such is Max Sinclair. He had the foresight to step in and buy, or assist others in purchasing, around a dozen locos (in several cases for the sum of £2 each) at the end of their days in industrial service. Each was subsequently passed on to new owners for restoration and a new life in preservation.

Exmoor Transport's completion of the major overhaul of Andrew Barclay 0-6-OT Gertrude meant that at least seven of the locos which owe their continued existence to Max have returned to steam. With Gertrude's public debut in operation taking place at the Leighton Buzzard Railway, and with the LBR's September 5-6 Steam Up weekend featuring two of the other locos Max saved, the perfect opportunity arose to recognise his contribution to narrow gauge preservation.

Noted railway artist Jonathan Clay was asked to prepare a special framed picture incorporating his portrayals of the seven locos and this was presented to Max on September 5th by LBR Vice President Tony Tomkins accompanied by Graham Morris (owner of Peter Pan) in front of Doll, Peter Pan and Gertrude.



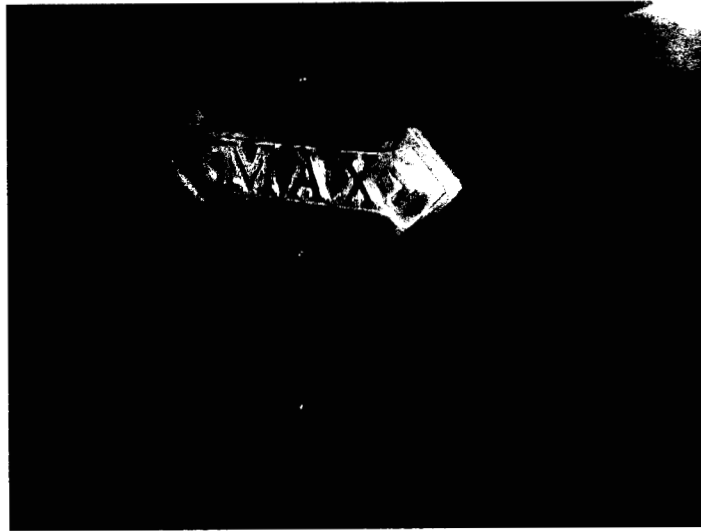
Saviour Max honoured

Footnote from Max:

In the 1950's I discovered a very derelict Edward Sholto in a North Wales quarry and persuaded a Canadian friend who already had two of my Kerr Stuart Locos to give it a home.

He eventually sold it to the USA but little restoration took place. Eventually three years ago it returned to Staffordshire. A group of young enthusiasts have beautifully restored it and two weeks ago Ian and I were invited to the incredible Statfold Barns Railway, Tarnworth. Andrew Neale, Leeds Bookshop owner, with the daughter of the American owner celebrated its first public steaming. A Welsh Vicar, with Welsh water consecrated the loco before a large crowd. Then Andrew's dog drank the water.





AND FINALLY

Just in case you need a handy reminder of the dates for the Summer Programme.

CALENDAR 2010

- | | |
|--------------|---|
| April 9th | Walking group at Ledbury |
| April 11th | Spring Lunch @ Royal Oak Broadwas |
| April 17th | 41st AIA Conference, Oldbury Rd, Cheltenham |
| May 8th | Forest Of Dean: Hopewell Colliery + Clearwell Caves |
| May 14th | Walking group at Tewkesbury |
| May 17th | Henwick Grove, University of Worcester Visit |
| May 22nd | Visit to Bath by train |
| June 1st | Lunch @ Holland House, Cropthorne |
| June 11th | Walking group at Pershore |
| June 19th | R.A.F. Museum Cosford & Weston Park |
| June 23rd | Shrub Hill Engineering Works - walkabout |
| June 30th | Madresfield Court Visit |
| July 8th | Jewellery Quarter Museums, Birmingham |
| July 9th | Walking group at Bromyard |
| August 5th | Laycock Abbey & Fox Talbot Museum |
| August 13th | Walking group at Alcester |
| Sept 3rd-5th | Cardiff & Flat Holm Weekend |
| Sept 10th | Walking group at Great Malvern |
| Sept 17th | Visit To Hindlip Hall |
| Sept 18th | Gloucestershire & Warwickshire Railway & Hailes Abbey |

WIALHS Committee Members & Officers 2010-11

President	Roger Tapping	155 Northwick Road Worcester WR3 7EQ roger@rogertapp.co.uk	455597
Chairman	Michael McCurdy	56 Camp Hill Road Worcester WR5 2EG mmccurdv56@vahoo.com	353438
Vice Chairman	John Beale	5 Engadine Close Malvern WR14 3QD jebeale@btinternet.com	01684 560496
Secretary	David Attwood	North Wing, Himbleton Manor Himbleton Droitwich WR9 7LE davidattwoodbluebottle.com	391590
Treasurer	David Sharman	TBC	
Membership Secretary	Jacky Hollis	57 Sandys Road Barbourne Worcester WR1 3HE jacquelinehollis194@btinternet.com	20868
Summer Programme Secretary	Michael Hayzelden	38 Beckett Road Northwick Worcester WR3 7NH mike@adrianhuttarchitects.co.uk	456439
Winter Programme Secretary	Christine Silvester	12 Upper Park Street Worcester WR5 1EX	354679
Committee Members	Len Holder	31 Bramley Avenue St John's Worcester WR2 6DQ blackstone@talk21.com	427200
	Susan Bradley	20 Southall Avenue Worcester WR3 7LR suebradley3000@skv.com	455145
	Malcolm Nixon	Byeways, Claines Lane Worcester WR3 7SS malcolm.nixon@gloscat.ac.uk	453426
Website	Peter Wheatley	peteworcester1@tiscali.co.uk	359333
Journal Editor	Glyn Thomas	99 Feckenham Road Headless Cross Redditch B97 5AH gmt@gmthomas.co.uk	01527 541715

NOTE: The material contained in the Journal does not necessarily reflect the opinions or policy of the Society. Articles, letters, book reviews, photographs or questions for publication are always welcomed by the Editor.

