

Issue 47: September 2015

Newsletter



First Light Patrol by John Mason

WORCESTERSHIRE
INDUSTRIAL ARCHAEOLOGY
& LOCAL HISTORY SOCIETY

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MEMBERSHIP NEWS

Membership of the Society currently stands at 218.

We would like to extend a warm welcome to the following new members:

- Catherine Broad
- John Copping
- Chris Emery
- Jill Jones
- Peter & Debbie Morris
- Valery Nicolson
- Anthony & Sue Russell-Jones

Roger Tapping was elected Honorary Vice President at the AGM in March. He will also be an Honorary Life Member, together with Sheila Tapping and John and Ros Mason

COMMITTEE MOVES

We welcome the following new members to the Committee following the last AGM:

- Vice Chairman: Hugh Field
- Member: Debbie Morris

Michael McCurdy has now stood down from the committee but will remain **active in furthering the Society's objectives**. We thank him for his years of dedication as committee member and previous Chairman, and wish him well.

Mike Hayzelden has now taken over the role of Occasional Paper Editor. The full details and contact details of this current committee are on the back page.

Hal & Pauline Arksey are now residing at 61, Eastbank Court, Eastbank Drive, Northwick, Worcester ER3 7EW. Telephone number and e-mail address as before.

Sue McCurdy

ALL WINTER PROGRAMME MEETINGS (SEE OPPOSITE) ARE HELD IN THE LECTURE THEATRE RGS WORCESTER AND WILL START AT 7.30 pm.

WINTER PROGRAMME 2015/2016

18 SEPTEMBER 2015

Dennis Williams, Defford Heritage Group, will give us a talk focusing on the history and archaeology of Defford airfield and setting up the museum at Croome Court .

9 OCTOBER 2015

Mick Pugh - A Talk and Slide Presentation of Worcester in 1960's and present day. It should be interesting to see how many places you recognise

13 NOVEMBER 2015

Col. Stamford Cartwright- **'Worcestershire Yeomanry in WWI'. This is the talk** that was cancelled in April 2015.

11 DECEMBER 2015

Eliot Carter - Earth Heritage Trust. 'A Thousand Years of Building in Stone'. Have you ever thought of where the stone came from for buildings in Worcester or how it got here?

17 DECEMBER 2015 - TUDOR HOUSE AT NIGHT (See next page...)

8 JANUARY 2016

David Clark – **'Sentenced to Beyond the Seas'. The Story of Worcester women** who were kept for months in the cells below the Guildhall before being transported to Australia.

12 FEBRUARY 2016

John Mason – **'The Story of Jet Flight, Part 1'.** This will clarify what we learned from Dr. Williams last year. Part 2 will be next season.

11 MARCH 2016 - A.G.M. and appointment of officers

Followed by a short talk: Mrs. Jo Roche - Abberley School and Clocktower. Some of us visited the school last year and were taken on an interesting tour of the building and up the clocktower – with amazing views

15 APRIL 2016

Mr. Julian Hunt - 'William Shenstone, the Leasowes and Hagley Park'. William Shenstone was an essayist, poet and gardener and designed the Leasowes at Halesowen and Hagley Park.

TUDOR HOUSE AT NIGHT - Christmas Event



THURSDAY 17th DECEMBER

6:30pm to 9pm

To kick off the Xmas spirit, we thought it appropriate that the society arrange a social event to end our year. This is a chance to visit Tudor House, which I am sure you are familiar with, but (probably for most of us) we rarely take time out to visit it again. This will also be a chance to bring along partners/non-members - no surcharge. This is also **one of Worcester's Late-Night-Thursdays** so the events can be combined, and means, if Worcester retains its generous attitude of previous years, that late night parking will be free from 6pm in its car parks (CrownGate also has a reduced evening fee).

Tudor House Museum and the WIA & LHS welcome non-members, but to limit numbers, just one non-member per member. Tickets will be £8 for one

member plus one guest. A single member's only ticket will be **£4**.

This is a ticket only event, to be presented at the entry gate to Friar Street, limited to 40-45 persons. Profits to Tudor House Museum.

Entry will be from 6:30pm and the entry gate will close at 7:30pm. The museum will close at 9pm.

Ticket includes a glass of mulled wine (or fruit juice) and a mince pie on entry. You then have time to look around the exhibition rooms, but at 7:30pm, when Roy has locked the gate, he will give a short 15 – 20 min talk on the history of the museum and its buildings, after which you will have more time to look around and purchase coffee/tea & cake in the tea room (available soon after Roy's talk).

Worcester's shops remain open till about 10pm, so there will be plenty of shopping time left, or a late night meal! You may leave at any time and can return (to collect partners) up till 9pm, but you **will have to 'ring-the-bell'** to gain entry.

Mike Hayzelden



More information and a booking form are enclosed with this newsletter.

WINTER PROGRAMME 2014/2015 REPORTS

The Shazam Show

Robert Hemming – 3rd October 2014

His talk was about the Regal Cinema in Evesham, how it operated and affected a small town. Rather surprisingly it has always been privately owned and originally had no less than 500 seats with the original screens silver coated and perforated to allow sound through.

Robert explained the renovation process, telling how the number of seats have been cut by about half and the whole structure thoroughly modernised. The ladies cloakroom is a fantastic Art Deco room worthy of the West End. The seats are like armchairs with a huge amount of legroom and side tables, where you are able to order food and drinks to be served at your seat. Downstairs there are tables for four where you may eat and turn the seats round to see the film, there is also a separate café.

If you have not visited it yet you really must, it is a little gem.

Christine Silvester

The History of Defford and Pershore Airfields

Dr Dennis Williams – 14th Nov. 2014

Dennis gave us a lecture on the importance of Pershore airfield in the development of Jet Aircraft, Radar and many other innovations that helped put Great Britain in the forefront of aviation development. This was at a time when,

because of wartime conditions, the site was top secret and local people, unless they worked there, probably considered it just another local airfield. Pershore was where some of the first jet flights took place and there were hundreds of people employed there.

Dr Williams gave us a clear and understandable insight into aviation research, accompanied by many photographs of both aircraft and personnel.

Christine Silvester

Metal Box Film Evening

Peter Wheatley, Roger Tapping

12th December 2014

Roger Tapping, via the services of a former Metal Box employee, Cyrus Baria, was able to arrange a visit to the Metal Box factory when he heard that it was to cease production at Worcester. We were allowed to take both moving and still pictures so Peter Wheatley and Mike Hayzelden were called upon for their expertise. A full day was spent filming during production and Peter was able to return after production ceased to film the plant being stripped out. Peter then spent many hours editing the film, adding sub-titles and sound to produce the finished product. This combined film was to form the backbone of the evening but Roger was able to find the early black & white film that our was produced by Dennis Walker and obtain, from Metal Box, a training film they had professionally produced showing in close up detail and graphics, the

WINTER PROGRAMME 2014/2015 REPORTS

production process.

The show ran for about 50 minutes and started with the black & white film which included the opening of the Perry Wood factory, followed by the Metal Box film and finally by the new production.

Roger Tapping

George's Yard

Anna Frankel – January 9th 2015

Anna gave us a interesting and informative talk about the history of George's Yard. The houses were built in a courtyard where the garden of Greyfriars is today. The houses were built without indoor facilities and outside taps, but the people who lived there were very respected tradespeople who were happy to live in a very quiet location in the centre of town. There were at least 10 other courts in Friar Street in the early 20th century and similar courts all over the town.

The population in the town centre was much higher in those days with most shopkeepers living over the shop. The population dropped dramatically when these were demolished and has only recently started to rise again with upper floors being converted into flats. In **1937 10 families were living in George's Court** and we were shown photographs of several happy groups and family functions. **In the early 1960's it was decided** the houses were uninhabitable and were demolished, which was when Greyfriars acquired its garden.

Christine Silvester

Malvern Women of Note

Pamela Hurle – February 14th 2015

Her talk was an interesting, illustrated lecture of the cultural, social and economic achievements of some very interesting women.

Some of the women were only known locally but the significance of others was much more far reaching. Jenny Lind, Elizabeth Barrett Browning, Mrs Henry Wood, Margaret Radcliffe Hall and Dame Laura Knight were all discussed.

One interesting point was that the **majority of the women "of note" were** independently wealthy or had become wealthy on the death of their husbands, which gave them greater independence. Lady Harcourt had paths constructed in the hills and Lady Lyttleton founded a school.

Lady Foley, best known now for the station tea rooms at Great Malvern station, was also a great local benefactor. Lady de Walden, who lived at what was to become St. James School spent enormous amount of money improving the estate and its mock timber framed **buildings. In the 1809's she also donated** £10,000 to erect the National Dental Hospital and college in London. Mrs Hurle also mentioned several more humble ladies, for example a Miss Caley who kept her pony in the house, and Betty Snowball, a renowned lady cricketer, who played for England between 1934 and 1949.

Christine Silvester

WINTER PROGRAMME 2014/2015 REPORTS

Post AGM Events - 13th March 2015

M5 Sights - Mike Jackson

Mike used to commute up and down the M5 to work at the BBC in Bristol, when he had the idea of a guide book that would tell the passenger what they could see from the motorway. This would include landmarks, major roads, railways and canals. Mike told us the story of how he privately published the first M5 Sights Guide, how he researched and produced it, and how it led to a series of books based on other motorway journeys. It was a thoroughly entertaining story.

Driving London Buses - John Mason

Some time ago, John fulfilled an ambition to drive a Routemaster London double-decker bus as a birthday present. John showed us a short video of him driving the bus, as well as one of the more modern and infamous bendy buses, John was clearly enjoying the experience and looked very professional and confident. Many of us were quite envious!

John Beale

IA Film Show

17 April 2015

The advertised programme, Worcestershire Yeomanry, had to be cancelled at **the very last minute as the speaker's** wife was unfortunately taken ill.

Plan B swung into action, although that itself was far from easy. Christine had a DVD we could play of the Cleve Hill

Quarries and I had the DVD of the Drakelow Tunnel complex. Peter Wheatley had the DVD player but we needed to be sure that his player was compatible with the projection equipment at the school and so I shot off to the school, on the bus, to pick up the necessary adapter from the IT technician. Job done I thought as I made my way home.

However, Peter's DVD player was no longer available as his wife, Jan, was not too well and so he would not be at the meeting. So now we banked on Plan C.

Plan C involved my trusty old lap top, taking it down to the school very early so that we could check that it would play the two DVDs on the projector and with sound hooked up as there was commentary on both films. By now chief engineer, John Beale had arrived and he swiftly set about plugging in cables all over the place, set the projector rolling and eureka we had sound and pictures!

Both films were very interesting, Drakelow showed footage of the tunnels complex not long after it had ceased to be a seat of Regional Government. So all the furniture and equipment of the 1980s refurbishment was intact. The narrator guided us through the complex giving a brief description of what had gone on during WW2 and later. For those of **you who visited the site at last year's** conference, I hope this film filled in gaps in your information.

The Cleve Hill film was produced and

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narrated by Alf Jenkins, a gentleman who has given a talk at our winter meeting and who has led us on two guided walks around the area. He was born on the hills and has an intimate knowledge of the people and industries that thrived there. We cut the presentation short before its end as the last several **minutes are a dialogue from the 'Clee Hill Poet', another gentlemen who used to appear regularly on BBC Hereford and Worcester, Dennis Crowther.**

Overall the evening was a great success and drew many admiring comments. We all owe a big thank you to the team that managed to put on a good show at the very last minute.

Roger Tapping

PS The advertised event will now be take place early in November this year.

SPRING DINNER

8th May 2015

Once again our annual dinner was held at the Worcester Golf and Country Club, Boughton Park.

The evening comprised a good social gathering before moving into the dining room to be seated at our named places. The meal was 3 course, followed by coffee or tea.

At the end of the meal our guest, Henry Sandon gave us a short talk about his reminisces of VE day when he was a

very young man in London. He recalled the dancing in the streets and the attendance of the two young princesses who had slipped out of Buckingham Palace.

We were slightly down on numbers this year but once again our thanks go to Christine for organising the event, especially as we were faced with a last minute change of caterers.

Roger Tapping

AIA S.WALES & WEST REGIONAL CONFERENCE

Petroc College, Tiverton, Devon

Saturday April 18th

This year, after a break of many years, the annual conference was hosted by the Industrial Archaeology Section of the Devonshire Association (IASDA) at Tiverton, near Exeter. This was very welcome news for the all the other Societies within the South West and Wales Region as the period between hosting was extended by another year.

Last year we hosted the event at Kidderminster, the venue being the furthest north in the region, now we were at Tiverton which is probably the furthest south we could go.

The format of the Conference followed that of previous years in that there were six speakers giving a short presentation about IA subjects in their local

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area. After the official conference there was an opportunity to visit a site of local interest.

1. New work on the Haytor Granite Tramway and the Stover Canal by Dr. Phil Newman.

The Haytor Granite Tramway was a tramway built to convey granite from Haytor Down, Dartmoor, Devon to the Stover Canal. It was very unusual in that the track was formed of granite sections, shaped to guide the wheels of horse-drawn wagons. It was built in 1820; the granite was in demand in the developing cities of England as masonry to construct public buildings and bridges. In 1850 the quarries employed about 100 men but by 1858 they had closed due to the availability of cheaper Cornish granite.

For the next 40 years, the traffic in granite supplemented the ball clay trade. The canal was sold in 1829 by George Templer, along with the Stover estate and the quarries and tramway, to the 11th Duke of Somerset. When plans to build the Moretonhampstead and South Devon Railway were proposed, the 12th Duke of Somerset, who by then had inherited the Stover estate, sought to sell both the canal and the track bed of the derelict Granite Tramway to the fledgling railway company. It was duly sold for £8,000 on 4 June 1862, by which time the section above Teignbridge was effectively redundant, and so the railway company was not required to maintain it. However, the section up

to Graving Dock lock was retained, so that users of the canal could still repair their barges, and it was at this point that the new dock was constructed which gave the Graving Dock lock its name. The canal was almost immediately leased to Watts, Blake and Co., a company who sank clay-pits.

The canal passed into the ownership of the Great Western Railway in 1877, but continued to be leased to Watts, Blake and Co., who paid a fixed price for its use, and were also required to maintain it. Traffic dwindled and finally ceased in 1937, but Watts, Blake and Company's latest 14-year lease did not end until 1942,[12] and so it was not formally abandoned until March 1943.[13] It remained in water until 1951, when one of the banks was breached, flooding a clay pit.

The talk was illustrated with some very interesting photographs showing recent discoveries in the area. I found the talk interesting but had difficulty picking up the speaker who had a strong Devon accent.

2. The Gunpowder Industry in Devon and Cornwall by Dr. Bob Ashford.

The talk centred on the Gunpowder Mills that were built around the Dartmoor area in order to supply the many mining and quarrying activities that supplied stone for to the rest of the country. Due to the very nature of the product the mills were located in very re-

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mote areas where an accidental explosion would cause little damage to the surrounding area.

Building work for the mill started in 1844 at a cost of £12,000 and **production of the “black Powder” continued** until 1897. The raw materials needed to make the powder came mainly from India and Italy. The site was later used by American Forces as a training camp for the D-Day landings.

3. The History of Mineral Exploitation on Exmoor by Dr. Lee Bray.

This talk was similar in many ways to the previous ones in that again we were dealing with the mineral exploitation in Devon, this time however we were on Exmoor. In particular the talk centred on mining in antiquity and iron production in the Roman and prehistoric periods.

4. Touching History – The Inspection of hard-to-reach Industrial Structures.

This was a very good and different lecture, given by a man at the top of his profession.

The speaker was Kimble West who is currently Technical Director of a company called XEAD, which specialise in the inspection and installation of a range of engineering projects which have difficult access. He is a Level 3 Rope Access Supervisor and spends many hours of his working day suspended on ropes

inspecting high level complex aerial rigging on major structures both in the UK and abroad. The inspection are not just above ground as many are underground and below water. Kimble described the safety techniques and methods that are required to carry out these inspections in a safe manner. The talk was illustrated with many spectacular photographs.

Following an excellent lunch and time to browse around the many book stall and society stands we returned the theatre for the second half.

5. Welsh Iron and South-West Iron Ore by Dr. Mick Atkinson.

As you can tell from the title the subject material was again similar to talks 1 and 3, but this time in areas of South Wales. The talk had a limited number of slides and did appear to be somewhat of a repeat performance.

6. Saving Brunel’s Other Bristol Bridge by Dr. David Greenfield and Geoff Wallis

This was a fascinating story of the efforts being made to restore the Brunel swing bridge which is placed at the entrance to the Bristol Harbour at the Clifton end. The bridge has been threatened with demolition and slowly left to rust and decay in situ. New roads have been built around it and it lies neglected and unloved at the side of the first lock.

The aim is to restore it to working condition for occasional use by pedestrians

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and cyclists.

For a full description of the project and the work done to date along with a very good selection of photographs have a look at the website on www.brunelsotherbridge.org.uk

The conference finished at about 16.00 and delegates were segregated for their choice of visit to a site of local interest. The four visits were: Coldharbour Spinning Mill, Tiverton Museum, Tiverton Town Walk and Nynghed Boat Lift site. As we had opted to stay overnight at Taunton we opted for the visit to Nynghed, fairly close to the hotel, where the remains of a tub boat canal lift scheme was explored. This was a great visit, well explained by our guide and one of those hidden little gems that are so worth exploring.

All in all a good conference if the subject matter was little repetitive. Well organised and a good location. The conference in 2016 will be hosted by the Gloucester Society at Dursley on Saturday 16th April.

Roger Tapping

CIVIC SERVICE

The society was invited, as in previous years, to send a representative to the Civic Service, usually held in May at the start of the Mayoral year. This year I accepted the invitation to attend the service at 3 pm on 14th June.

Usually held in the morning, this year was different. Before the service a "LiberTea" was held at 2pm in the Guildhall in common with many such events being held all over the country, to commemorate the 800th anniversary of the sealing of Magna Carta. The steps of the Guildhall were lined by the mace bearer and uniformed attendants as guests arrived to partake of wine, or tea, and cake.

Most ticket holders were asked to be in their seats in the Cathedral by 2.35, to be followed by a procession of Worcester councillors and civic dignitaries from nearby towns, the Deputy Lieutenant of Worcestershire, Professor Michael Clarke and High Sheriff of Worcestershire, Sir Anthony Winnington.

The theme, not surprisingly, was freedom and justice. At the beginning of each section of the service words from the book of Amos were read - "Let justice roll on like a river" with the response from the congregation "and righteousness like a never failing stream." Sir Anthony Winnington gave a brief overview of those points of Magna Carta still on our statute books.

In his address the Dean commented that many people would be looking backwards, as this mayoral year sees many significant anniversaries - the Battle of Agincourt, 600 years; the death of Shakespeare, 400 years; the 1st Jacobite Rebellion, 300 years and the Battle of Waterloo, 200 years. However the Mayor, Councillor Roger Knight, is a forward looking man, interested in the environment and his chosen charities Sight Concern, Daisy Chain Benevolent

Fund and Acorns Children's Hospice.

The service ended with the Mayor's reception at the guildhall, where he personally greeted everyone with a handshake. More tea was drunk, but sadly the delicious little cakes had all gone.

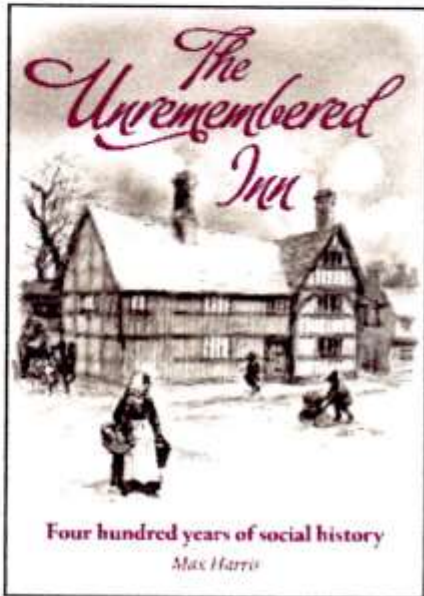
It was an honour to represent WIA&LHS alongside members of many other worthy local organisations.

Sue McCurdy

BOOK REVIEWS

The Unremembered Inn

Max Harris



The author, contacted me recently to ask if Henry Sandon, our patron, would be prepared to write a forward to his book.

The book is quite amazing. Max bought **the chemist's shop in Upton and was** given a box of papers and deeds by John Talbot Cooper, the previous pharmacist. Max then started looking through the documents and researching the history. The result is a very interesting read which gives a good insight into life over the last 400 years and makes one think of how many other local buildings would benefit from such in depth research.

I highly recommend it as a good read.

Christine Silvester

Worcester Pubs Then and Now.

Volumes 1 and 2

Bob Blandford

The first volume gives details of nearly seven hundred Worcester public houses and makes fascinating reading. It is quite a weighty book but, once you start reading, it invokes images of **Worcester's past. The book is well illustrated**, in many cases with then and now pictures. Many pubs have changed their names or disappeared, and some had **curious names like "The Lambe Dog"**. There must be a few interesting stories behind such names. You do not need to be a big drinker to be interested in this book but casts a light on the social history of local pubs. The second volume **"The early Victorian years 1837-73"** delves much more deeply into some of the pubs and their history.

Both books are published by the Whole Picture Publishing Co Ltd and are on sale at Waterstones at £17.99 each.

Christine Silvester

SUMMER PROGRAMME REPORTS

Worcester Fire Station 8th and 14th March 2015

A new Fire Station is now open at the Great Western Business Park, but at the time of our visit was still under construction and the existing premises, home to the Worcester Fire Brigade and for much of its life the headquarters of the Worcestershire Fire Service. Although the business end of the show, on the ground floor was still active on our visit, the upper floors had all been vacated for some while, with the new headquarters relocated, centralised emergency call centres and the cessation of permanent staff accommodation.

It was built 1939-41 (hopper heads have 1939 date!) to a design by Percy Thomas of Cardiff, or rather his office of Ivor Jones & Thomas (he was busy as president of the RIBA 1937-1939), in Neo-Georgian style in brick with Portland stone detailing, together with the former Police Station alongside, on an awkward sloping site. This allowed a greater ground floor clearance for the five fire engine bays on Copenhagen Street. With modern engines the clearance and turning movements restrict its use and, as we saw, the hydraulic ladder vehicle (with front & rear steering) only just scraped inside. Its distinctive features are the curved corner, round windows and bow end with the ornamental gate piers to the rear entrance onto Fish Street. I hope these survive its transformation into whatever new use is envisaged.



Our visit, in two groups, ranged over the whole building, except for the practice tower, deemed out-of-bounds for Health & Safety reasons. The top floor of the Deansway wing had been overnight accommodation, hence the glazed in external access balconies, but latterly for storage, while that on Copenhagen St part of the headquarters offices. Both presented dispiriting evidence of the previous displacement and imminent moves: Old and obsolete equipment stacked for disposal, more modern equipment, stored, boxed or bagged for removal. Some rooms were in the process of being stripped of fittings, lights and cabling and it was obvious a visit any later would see just a shell.

The floor below was latterly staff facilities, kitchen, gym, recreation room and

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dormitory for rest/late shifts, and was largely unused other than the kitchen.

The 'pole' was still evident into the garage, though rarely used, but the officers seemed to enjoy the opportunity to demonstrate its operation!

The ground floor of the Deansway wing was the unit office, stores and external equipment stores, which were accessed from the yard, with all the water rescue equipment. It was worrying to see a number of plaques and memorials still attached to walls and we hoped they would be rescued and relocated before the new builders arrived to dump everything left into skips.

Our group had fun negotiating the training building with hazards to step over or duck under. For us, it was in daylight, but training is done under blackout and/or smoke filled conditions, with full equipment on.

The basement also proved tricky, with-out lighting on the stairs, and for those that managed it was the back-up power generator and the central heating boilers, still going full blast, being either on for the autumn, winter and spring or off only in mid-summer. Temperature control seemed to be by leaving doors open!

We would wish to thank the officers of White Watch for allowing us to visit, Officer Nathan for organising the guides and displays and Dave Brinton & Dave Haines for guiding us around the buildings and former facilities.

Mike Hayzelden

Coach Trip to Kew

Sunday 31st May 2015

This coach trip visited two locations near Kew, the Kew Bridge Pumping Station (now a steam museum) and the world famous Kew Gardens. It was rather a wet day, nevertheless some of the group spent the whole day at Kew Gardens and some just the afternoon. The following report is the work of several members. (*John Beale*)

KEW BRIDGE PUMPING STATION

Kew Bridge Pumping Station was originally opened in 1838 by the Grand Junction Waterworks Company, following a decision to close an earlier pumping station at Chelsea due to poor water quality. In the years up to 1944 the site expanded, ultimately housing six steam



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Controls for the 100 inch engine (MH)

pumping engines as well as four Allen diesel pumps and four electric pump sets. The steam engines were retired from service in 1944, although two were kept on standby until 1958, when a demonstration run of the Harvey & Co. 100 inch engine marked the final time steam power would pump drinking water at the site.

The heart of the museum is its collection of magnificent steam pumping engines. These comprise the Cornish engines, which are in their original engine houses, and the rotating engines, which have been collected by the museum trust from pumping stations across the country. Together the collection demonstrates the major developments

in steam engine technology. In addition to these engines, we have also collected examples of diesel, electric, water and animal powered pumping engines.

The Museum site contains a number of Grade I and Grade II listed buildings. The original engine house, home of the Bull, Boulton & Watt and Maudslay engines, was built in 1837 and is Grade I listed, as is the Great Engine House, housing the 90 inch and 100 inch engines, which was constructed in two parts in 1845 and 1869.

The Boiler House, which now houses the rotating steam engines, was built in 1837, and along with the ancillary buildings and Gatehouse and Boundary Wall, is Grade II listed.

The ancillary buildings, which include a fully working forge and belt driven workshop, are used by a number of independent artists and creatives.

Mike Hayzelden



John and Ros Mason with John Beale on the narrow gauge railway (S. Southwick)

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KEW GARDENS and PALACE

It was pouring with rain when we left Northwick Road at 7.15am and it was still raining when we arrived at Kew at approximately 11.00am. In fact it poured all day until 5.00pm when we departed for home, and then the sun came out! This meant that few people spent the day at Kew, so we were able to enjoy a fantastic leisurely visit.

We made a bee-line for the Palm House, probably the most well known part of the garden, which covers some 326 acres and is over a mile across. We were pleased to find we were amongst the first visitors. The spectacular display of tropical rainforest plants and

trees was breath-taking. Everything was dripping with condensation in the humid atmosphere. Giant ferns and plants reaching up to the roof can be viewed from a wrought-iron walkway curving around 30 feet high up in the roof.

Just near the entrance to the Palm House are ten stone figures “**The Queen’s Beasts**”. These are ten mythical figures, 8 feet tall, holding the ten **Heraldic Coats of Arms of the Queen’s Royal Bloodline**. They were originally designed by James Woodford to be placed at Westminster Abbey for the **Queen’s Coronation in 1953**. The original figures were modelled in plaster of Paris and are now in the Canadian Museum of History.

We next visited the Water-lily House, which is much smaller but very beautiful, with very colourful water-lilies, purple, pink and cream, but completely dominating the central pond were the giant water-lily pads of the Victoria Lilies, which were several feet across but in their natural habitat can reach 3 metres across, growing on 8 metre stalks. To enhance the appearance of the plants, the staff dye the water – black, with a none-toxic dye..

After a quick cup of coffee we made our way to Kew Palace, the much loved home of King George III his wife Queen Charlotte and their 15 children. Many of the rooms have been untouched for almost two centuries, abandoned by the Royal Family following the death of



Water Lily House (MH)

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Queen Charlotte in 1818. The Palace was built in 1631 by a City of London Merchant called Samuel Fortrey on the South bank of the River Thames. King George II and his heir Frederick Prince of Wales employed William Kent to remodel the Palace in 1729 and to lay the foundations of the botanic gardens of Kew between 1757 to 1763. Adding features including the Pagoda. In the 1770s the Observatory was also added.

The exterior of the Palace has been painted with a red ochre colour wash, a practice that has recently been revived. Quite modest in size it is Dutch in style. The modesty of the house and its rural situation were what recommended it to king George III and his Queen, who like other 18th Century Monarchs liked to play at being simple people who found the unpretentiousness of Kew an ideal setting. He spent many weeks at Kew while suffering his **bouts of 'madness' in 1788, 1801 and 1804.**

Only the Ground and First Floor have been fully restored, using colours and fabrics authentic to the late 18th Century, but quite garish and harsh to our eyes. After ten years restoration the Official Opening of the Palace took place on 5th May 2006 by HRH the Prince of Wales.

The “bedroom” floor in contrast has been left – a remarkable survival which provides a rich ‘source of information’

about how the palace was built in 1631. The reuse of wooden panelling in some of the rooms have traces of 18th century wallpaper on them. **“Papering over the cracks” disguises many faults in the structure.** We found this floor much more interesting than the restored part.

The Palace herb garden was absolutely lovely with every kind of herb grown in a large sunken rectangular area, so picturesque. Then into the Palace Kitchen,



Kew Palace (MH)

ens, in a separate building, where surprisingly 20 men and boys worked producing food for the Royal family. The great Kitchen is dominated by a large range for spit-roasting meat. The original smoke-jack survives with its spit-rests, while the long elm table has never been moved. Rich sauces and soups were prepared in brick built charcoal stoves. Pewter and Copper pans were washed with a mixture of sand and lye, a harsh liquid soap.

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There was a bake-house and larder and the clerks office where ledgers recorded details of food purchased for each meal and each class of resident, Royal or servant.

We had to drag ourselves away as we needed some lunch. There was a choice of places to eat and we chose the Orangery, where we enjoyed a snack. We then decided to go on the Kew Explorer, a land-train which travels around the gardens, stopping at seven stops. You can hop on and off wherever you choose.

The most remarkable and memorable items at Kew must be the Trees. There are over three thousand trees, many of which are absolutely huge, some of which date from the early years of the garden, which are held together with iron bands. Most are unusual and come from many parts of the world, like giant Redwoods and the Weeping Beech.

Our last visit was to the Princess of Wales Conservatory, which has ten climatic zones, showing a huge variety of plants including Cacti, Ferns, amazing Orchids and carnivorous plants. There was also another lily pond here with more giant Victoria lilies, but here there were large poisonous biting fish swimming around.

We managed a little shopping at the Kew Shop before it was time to go **home. We didn't buy any plants as they** seemed rather expensive, but I did buy a lovely book.

We had a wonderful day but didn't manage to see half of what we could, so we will be back another day. Thanks to Mike for all the arrangements.

Miriam Harvey

I would like to add a little more to Miriam's excellent report on the visit. As she said there was so much to see that one can hardly do justice to all of it in one day.

We arrived at lunchtime having first visited the pumping station. The heavens opened and we headed straight for a cafe, along with many others, fortunately we were served quickly. After lunch the rain had eased a little and we managed to see some areas which Miriam has not mentioned.

The Rhododendron Dell

The western half of Kew was originally part of the Richmond Estate where a sunken garden was created around 1734. Capability Brown was probably responsible for extending this and planting mountain laurels in the 1770s. It was replanted as a shrubbery in 1847 shortly before Sir Joseph Hooker returned from the Himalayas with specimens of Indian orchids and new species of rhododendrons, which are recorded in the Kew annual report of 1850.

April and May are the best times to see the rhododendrons in flower so we were pleased to see many of the plants still resplendent. Hundreds of speci-

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mens grow in the dell, including some hybrids not found anywhere else in the world. On a hot day it would be a pleasant place to meander along the wood-chip paths with maturing hollies and oaks providing shade.

The Minka House and Bamboo Garden

Next to the Rhododendron Dell is the Bamboo Garden which hides the Minka House. The traditional Japanese farmhouse was rebuilt in the Bamboo Garden in the 1990s. The bamboo garden was planted in the 1790s with about 40 species of bamboo but now contains over 1000. Bamboos are grasses, some of which never grow more than half a metre while others can grow up to 35 metres and are strong enough to be used as scaffolding all over Asia.

The Lake and Sackler Crossing

In 1865, following the excavation of gravel for new terracing, the gravel pit was transformed into a lake, with excess gravel being used to form 4 islands. A bridge was installed in 2006, forming a new route around the garden, to take visitors into areas which were seldom visited. Named after the couple who donated the money, the Sackler cross-

ing is a striking black, curving granite walkway, which mimics the rounded banks of the lake. From one angle the bridge appears to have solid walls, but viewed from another they are almost invisible. This was inspired by the appearance of water, which is sometimes solid and at others fluid.

THE RHIZOTRON AND TREE-TOP WALKWAY

The sun came out as we headed towards the treetop walkway, which was a bonus after the drizzle which had persisted from our arrival. Opened in 2008 the walkway is 18 metres high reached by 118 steps - a lift is available and the walkway is wheelchair friendly, although children's buggies are



Sackler Crossing (MH)

not permitted.

200 metres in length the walkway curves around the tops of limes, sweet chestnuts and oaks, giving a different view of the trees and vistas across the gardens. It is also an opportunity to see birds, insects, lichen and fungi at close quarters.

Underground at the bottom of the steps is the Rhizotron, approached by a gentle slope, lined with examples of a number

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The Tree Top Walk (SMCC)

of timbers. Sculptures formed from tree trunks explain how trees grow. Once inside the display shows the relationships between tree roots, soil, and various insects and organisms, e.g. beetles, woodlice and bacteria. The floor is a mosaic inspired by the relationships between plant roots and fungi.

From there it was a quick dash to our meeting point, with a cursory glance at the Mediterranean Garden, wishing we had more time to do it justice.

Sue McCurdy

Coach Trip to Shrewsbury
25th June 2015

This coach trip visited two locations in Shrewsbury, the Ditherington Mill (in the process of being rescued) and the library—formerly Shrewsbury School. The coach took the scenic route via Kidderminster, Bridgnorth and Much Wenlock - where a morning stop was taken. It's an interesting town worthy of another visit sometime. On arrival in

Shrewsbury we went first to Ditherington Mill for guided tours, then free time in the town centre before visiting the library. The following report is the work of several members. (*John Beale*)

Ditherington Mill

A revolutionary, but redundant flax mill of 1796-7, constructed alongside the newly built canal at Ditherington, Shrewsbury, awakened public interest and awareness and led to the formation of the Friends of Flax Mill Maltings. The Friends have flourished and conduct guided tours, open days, lectures and now have EH funding for their restoration.

A Brief History: In 1796 Shrewsbury entrepreneurs Thomas and Benjamin Benyon joined forces with John Marshall of Leeds (who purchased the rights to the flax-spinning machine – a new invention at the time) to construct Ditherington Flax Mill on a well chosen site. At this time the woollen industry in Shrewsbury was declining and the town offered skilled workers, good transport **links and a ready market for its products**, e.g. carpet weaving in Kidderminster and Bridgnorth.

Charles Bage: He designed the new mill. He carried out the first ever tests on the structural properties and strength of iron and built not only the first, but the third and eight oldest iron-framed buildings in the world: all here at Ditherington Flax Mill. He is known to be **one of the “true pioneers of structural**

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engineering". Bage later became Mayor of Shrewsbury.

Typical mills at the time were five or six stories high and built of brick, stone and wooden floors. The dust created by the spinning process and candlelight often resulted in fires and many mills burnt down. In Leeds during 1791, for example, 5 mills burnt down. Ditherington was built entirely of brick and iron and was the first fireproof mill.

Flax Production : Flax is known to be the earliest fibre grown by man for textile use. It is a pretty blue or white flowered plant, brought to England by the Romans. In the 18th Century, Ireland had become the largest producer of linen in the world and was the main supplier to the flax to Ditherington Flax Mill.

The crop was dried in bundles across the mill floor, then the dried stalks were deseeded by threshing, combing or beating the tops of the bundles. The deseeded straw was then left to partly rot, so after 7-21 days the bark of the stems could be peeled off to expose the useful fibres. These were then dried, separated and combed by machinery to leave long straight fibres (which look

like long straight blond hair) these were then twisted into fibres on the spinning machine.

The Flax Mill factory was employing apprentices from as early as 1802. It is thought that there were 800 employees in the early 1840s. The census of 1851 shows that 55% of the 377 workers in that year were aged 20 or younger, 33% were under the age of 16. The present Apprentice House was built in 1812 to house workers. Inside male and female apprentices were kept segregated. The

Benyons took seriously the welfare and moral upbringing of their younger employees. John Marshall who owned the mills, in Leeds as well as Ditherington is known to have treated his workers better than most factory workers, forbidding

corporal punishment and installing fans to regulate the temperature. Ditherington Flax Mill ceased production due to the competition from mills in Leeds. The mill was sold to William Jones Maltsters (Ltd) who adapted the building for use as a Maltings factory in 1897

Adaptation of the Mill : There is much evidence, both inside and outside of the buildings, showing how they were adapted for Malt production. For exam-



Inside, members looking at structure (D Attwood)

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Jubilee Crown, Ditherington Mill (MH)

ple, holes were cut in the floor to hold cone shaped hoppers, concrete floors **were laid, large tanks to 'steep' or wet** the barley were installed, the prominent timber hoist tower, with its ornamental **capping to celebrate Queen Victoria's** Diamond Jubilee, was constructed. The malting process demanded controlled daylight and ventilation so that two thirds of the windows were blocked off and smaller windows with shutters were inserted. A Malt Kiln was also constructed on the site in 1898.

Making malt from barley corns is the first stage of the brewing process. Barleycorns are left in cold water, usually for two days before being moved and spread in thin layer across germination

floors. Each batch would be periodically tuned by hand, using a wooden malt shovel. After sufficient germination, when the starch within the barleycorn has been partially converted to malt sugars, the barley is dried and cured by heat treatment in the Malt Kiln stopping the process.

Life after the Maltings : William Jones Maltsters (Ltd) went bankrupt in 1934. Since then the site has been used as a Light Infantry Barracks during the Second World War, and again for malting production (Ansells) from 1948 until closure in 1987. The site has remained vacant since.

Mike Hayzelden

During our visit to the Ditherington Flax Mill, my attention was drawn to the pile of cylindrical core samples taken from the infill within the floors of the Flax Mill. I assume this material was used to make up the floors supporting the Flax/linin machinery when the mill was built at the end of the 18th century.

What I found interesting was the regular size and variety of the aggregate within the core samples; subsequently, having asked, I removed one for examination and later consideration. The mixture seemed to be coal, stone and broken brick held together with a concrete probably of a lime base.

The point of interest to me was the regular size of the aggregate, this triggered the view that the material may have come from the activities of the

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Workhouse or prison where inmates were made to break stone and pass it through a riddle. This material would then be used as road stone or in my suggested hypothesis, aggregate for infill within the floors of the Flax mill.

If this was the case, I cannot help but have that creepy feeling of a small historical and unpleasant part of our past being associated with this building.

With archaeology, the small but almost overlooked items can have a story to tell but this observation is only a hypothesis and open for discussion.

Steve Southwick

Shrewsbury Library

Formerly Shrewsbury School, which used to occupy these premises till 1882. The Shrewsbury Corporation opened a free public library and museum, when it subsequently took over some of the buildings. In 1974 the County Library service took over the whole site for the library service and undertook its restoration. It is Caroline Buckley and her library staff we have to thank for the thorough tour around these historic buildings.

The foundation charter is dated 1552, (King Edward VI) the school being endowed with property from the suppressed (by Henry VIII) colleges of St Chad and St Mary in the town. Buildings were bought & rented from 1551, but the only earlier building which remains is the timber-

framed hall built, before 1450, upon the town wall known as Rigg's Hall.

Assembling outside the main South Wing beside the statue of Darwin, in Darwin Gardens, named after one of the most illustrious of former pupils, we turned our attention to the former **headmaster's house to the south (no longer part of the library)**. Passing through the archway in the South wing into the courtyard, we were impressed with the quality of restoration of this Grade I listed, 1627-30 stone (Grinshill stone) wing. The inner courtyard was once the playground, but a modern link between the buildings forms the new heart of the library. This took us through to the main West Wing (1594-1612) the first purpose building for the school. To the east is the only original **building on the site, known as Rigg's Hall**, timber framed from the C15 & C16th. This is expressed internally with a screen wall formed of the skeletal frame, dividing up parts of the lending library, but we ventured out the back onto the terrace outside, to view the



Shrewsbury Library (MH)

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exterior. This sits directly on top of the medieval city wall, just as Rigg had sited it, with impressive views over the R. Severn Valley to the west. Towering above is the 2-storey timber frame of **the Hall. Its 1980's repair involved a complete dismantling and repair, before re-erecting on modern foundations!**

Internally, we were taken via a number of converted and re-used former schoolrooms, before rising to the original schoolroom, in the South Wing, under the timber beamed roof, now housing the non-fiction library book stacks. With its impressive south window and fascinating carved graffiti in the oak window cheeks and sloping cill (for propping up books to read in the light)



Carved Graffiti in South Wing (MH)

it gave a strong evocation of Victorian and Georgian school life. Seen in 1880 the south window was partly screened against the light.

The public stair and lift are in the west tower, which leads into the West Wing **(it's the way the end window faces as the wing is on the north boundary!)**,

which had the school chapel on the ground floor and their library on the top floor, the books originally being chained to the shelves with their spines to the back of the shelves. The bookcases projected from the walls between the windows on both sides of the room forming alcoves for study, an arrangement which may still be seen in Duke Humphrey's Library in the Bodleian Library in Oxford. The impressive Regency Gothic ceiling and library was refitted in 1815, complete with the gothic windows at each end.

Mike Hayzelden

Colwall's Past (Walk)

3rd July 2015

Colwall is a large village situated on the western slopes of the Malvern Hills and until recently was the home of Schweppes Malvern Water bottling plant, also it was the childhood home of my brother and I, so this organised walkabout was for us a trip down memory lane.

Gathering in the village hall car park we were introduced to our guide for the day, James Ferguson, a member of the Colwall Village Society and co-author of some of the local guides. In his briefing it was explained how the village has had four centres in its past, finally settling around the railway station near Colwall Stone. This walk would be centred on two local families, those of the Brights, who owned land to the South and the Ballards who owned land to the North. (It is worth noting that the Bright family

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were the main benefactor's in the building of the Village Hall and St Crispin's Chapel). In order to visit many of the sites associated with these families it would entail road and field walking (rambling). Unfortunately the majority of the group were not dressed for such a walk but everyone seemed game for such a venture.

The walk began by making our way to Colwall Station where we were to meet the remainder of the group who came by train. As we walked we past the first property of any note that was a Thai restaurant. It was originally an Inn with rooms and stabling called The Horse and Groom then renamed The Horse and Jockey. It was built in association with the racecourse in about 1905 in a mock Georgian country style by a Victorian entrepreneur, Roland Cave-Brown-Cave who had married into the Bright family. He had great visions for Colwall and was responsible for building the Park Hotel, the racecourse, stables and golf course.

A few yards beyond the restaurant we cross over the Cradley Brook which flows from the hills above and provided **power for Colwall's four water mills** downstream. Upper Mill, Luggs Mill, an unnamed mill situated near Park Farm (mentioned in the Domesday Book) and finally Mill Farm. James pointed out a sluice gate in the garden of Brookside House which may have been used in conjunction with another mill opposite.

Further up the road a fairly insignificant

wall is all that remains of what was once a large industrial area built in 1939 by the Dowsett McKay Engineering Co. who were government contractors for assembling machinery, it later became a military vehicle park and much later a wonderful play area for the local children.

Near the village centre we past the village clock, fondly known by the locals as **"Aunty Alice", this was given by Tom Pedlingham** in memory of his wife Alice. **It's a good time keeper and its chimes can be heard at a distance, very good when you're a young lad with no watch** and have to be home by a certain time.

Before we reached the station we took a detour under the railway to see the sight of the racecourse. It was completed in 1900, however there is nothing left to see apart from a few gaps in the hedgerows where the track ran. From here it was also possible to see the site of the golf course just above Evendine, a few of the bunkers and tees are still visible. Under Cave-Brown-Cave racing continued until 1915 when he ran into financial trouble, he even disposed all of **his wife's money, which meant he had** to sell up. The new owners were glad for racing to continue and let the racecourse to Colwall Park Race Company. With government approval racing continued through the Great War. The racecourse had it heyday between the wars and closed in 1939. It was revived after the war but only as a point to **point until the 1950's.**

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Making our way to the railway station we stopped on the rail footbridge to view the next part of our walkabout, Colwall Station. Looking down from the footbridge we could see the now single line disappearing on a steep incline towards the tunnel entrance. The original tunnel was built by the engineer Stephen Ballard in 1861, however it suffered with many problems, poor ventilation and falling brickwork so in 1926 a new tunnel was built parallel to the first. The original tunnel being used during the war for storing ammunition. A few years ago this society organised a walk through this tunnel.

All the buildings around the station **went long ago only the stationmaster's** house remains. There was a goods yard and sidings, a weighbridge, office, warehouse and engine shed for a shunting engine. Schweppes whose factory backed onto the sidings had their own loading bay. The coming of the railway transformed Colwall, produce could get to the market quicker, people could commute farther to work, more houses were built and property prices rose.

Leaving the station with a full complement of members we reached Colwall Stone by the Park Hotel built by Cave-Brown-Cave in the same style as the Horse and Groom we saw earlier.

Opposite the Stone is probably one of the earliest concrete builds, the Temperance Hotel built in 1880 by Stephen Ballard, a pioneer in concrete buildings. Beyond, down Stone Drive was the site

of Ballard's Vinegar Works started in 1880. When that ceased in 1912 it became a cannery for Grovesend Fruit Farm which eventually closed down in 1961. Other enterprises started by the Ballard family were the original water supply, The Brick and Tile Works, the Gas Company, the model piggeries, Ice Works and many other buildings within the village.



Course of Ballard Tramway (MH)

Moving away from the village centre we crossed a field and entered a lane. The brick building on the left was all that remains of the Ice Works. As children we often visited these deserted buildings, it had several water tanks inside and a large deep sump outside with a central gantry, a dangerous area for children. On the opposite side of the lane was a raised tump which was once the end of a tramway. This ran for half a mile through the piggery up to the Vinegar Works. It was used to convey the waste grain produced in the brewing process to feed the 500 pigs in the piggery and to take the pig waste to this end of the tramway.

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At the top of the lane we passed a bungalow which was our family home. All the fields around, when we lived here, were filled with fruit trees, apples, pears, plums, damsons and cherries, all part of Grovesend Fruit Farm, heaven for young boys with a liking for fruit. It was also useful during school holidays as money could be made picking fruit legally.

A little amount of road and lane walking brought us near to the site of the Brickworks. Here near the end of the lane was a house built with local bricks and was the brick workers boarding house, Labour Rest, the decorative brickwork was designed by Ada Ballard. Now began the rambling part of this walkabout as we made our way between overgrow hedges to a space opposite where the Brickworks and the marl pit were built. However there were no buildings left to see and the pit was obscured by undergrowth. The brickworks were started in 1890 and relied heavily on Colwall station over a mile away: all the coal used in the process came by rail which also carried away the finished product. The brickworks closed in 1900 due to cheap competition.

Our route now took us West along an overgrown headland footpath that apparently was the old right of way to Mill Farm. Turning off by The Reddings (an isolated but occupied house) we made our way across a field of rape reaching the fish pools and Park Farm. This half-timbered farmhouse was once the hunt-

ing lodge for the Bishop of Hereford who would have built the original fish pools, here was also the site of the fourth mill stated earlier.

The 13th C church of St James beyond provided shade and rest for the weary and a chance see inside this lovely building. The 16th C Ale House nearby has recently been refurbished and is now used as a meeting room.

Leaving the church we now had a choice, walk back to the cars by road or across fields on what was the Church Walk back to the village hall, most however chose the road.



Church and Ale House (MH)

Our thanks to James, his wife and Mike for organising this walkabout and hope that everyone enjoyed it as much as my brother and I did, and well done to all the elderly members who completed this testing walk.

Robert Arrowsmith.

Mike Hayzelden can still order the Water/History Maps [A2 folded] @ £2 each from Colwall Village Society.

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There is also a booklet or two, Discover Colwall is good @ £4, does a trawl around most of the extant buildings of note; Bygone Colwall @ £4 is a collection of old postcards, photos and a few post war ones, mainly for people who know the area well. Each of these is £1 less than the shop price.

Mike Hayzelden

Angel (Place) Walkabout

17th July 2015

Fortuitously a fine, dry day, but we met in the cafe above the corner bakery, on **Angel Place, with its collection of 1960's** photos on its walls. From its top floor we matched the 1886 OS maps (supplied by our guide, Carl Jukes, former local Conservation Officer) with the remaining buildings we could see.

Angel Place was created in the 1920's. The former Little Angel St, shown on our maps, by the removal of all of the east side of the street, including the old Bell coaching inn. Public transport remained when this became the town's bus station (its former ticket office is indicated by the original Kays clock), **later moving to the Blackfriar's development**, which removed most of the remaining property on the west side. Angel Place thus lacks listed buildings, though the former Dolphin pub **('Boston Tea Party') is listed (II), but as 18 Broad St.** In 1930s it was Charles Edwards wine and spirit merchants.

Broad St. has always been an important route, to the old bridge via Newport St.

and since 1781, to John Gwynn's new bridge via Bridge St. Much of the street is listed and most of this is Georgian. It had numerous hostleries (possibly 33) including three important coaching inns, The Bell (lost), then opposite our venue The Unicorn (II) (it struggled after the railways and is now the entry to Chapel Walk) and The Crown (II) (then the most important and still remaining) to which we then made our way.

The Crown partly retains its coaching yard, still with the route through to Angel St. however we stopped to regard the retained ticket window (now the side of Laura Ashley) and for parcels to be sent by coach. The reason for its survival after the coaching era was as the train ticket office for the line to London. When the Oxford, Worcester & Wolverhampton Railway first opened it came only as far as Spetchley, so your ticket included the coach journey from the Crown to Spetchley Station. The Crown was also a popular venue in Georgian times as it held, upstairs, an Assembly Room, which, as it still exists we headed there. Miriam Harvey (also a town guide) then gave us an impromptu talk on its history, its development into a Glee Club in Victorian times and its association with Elgar (now the Elgar Room).

The HSBC building (1960s) replaced an early Worcester bank of 1864, the Stourbridge & Kidderminster Bank, and a couple of adjacent buildings, including the former Angel Passage, which ran through to Angel Street. In addition to

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Little Angel St. there were two other, equally narrow, lanes between Broad St. and Angel St. plus the yards of the Bell and Crown, which connected both roads.

Opposite is the narrowest building in Worcester, the Cupola House (II*), with heads over each of its single windows on each of its three upper floors and topped by a rooftop cupola. Amongst the listed buildings between this and the corner of The Cross, one (Patisserie Valerie) has the plaque recording it as the original site of the chemists that were to develop Worcestershire Sauce (II). Opposite this, hidden by nondescript shops, is another of the alleyways leading to Angel St. We entered it via an anonymous door from The Cross, through a former pub passageway, onto a stone flagged pavement, with late Georgian or early Victorian doorways and shop windows, all now blocked-in.

Returning to the Cross, the site of the medieval Grace Cross, we visited the **original manager's office in Lloyds** (thanks go to Lloyds for evicting their mortgage advisor for the afternoon!), originally Worcester City and County Bank of 1861 (II). The name remains over the doorway, with associated carving by the local monumental sculptor, William Forsyth. The site was previously the rectory for the adjacent church of St. Nicholas (II* with fine retained interiors) and sold for profit, to the bank, in 1855. To its right, right of the Avenue was once the Golden Cross Inn, rebuilt

in 1900 as a bank (II), latterly Halifax before becoming Costa Coffee. The former Farley, Lavender, Owen and Gutch's Bank (II*), stands to its right, beside the Trinity Passage. This had a chequered history, built prior to 1850 as a house it became a bank in 1812 (which has a connection to our subsequent visit to **St. Stephen's Church** – see that report), then The Union Club (1878) and now the Skipton Building Society. The Nat West bank of 1890, was, before the widening of the St. **Swithan's St. another inn, The White Hart** (1714), becoming a provision store (1828, the intriguingly named "**The Civet Cat**"). The land was owned by Richard Inglethorpe bequeathed in 1618 as funding for the almshouse charity in his name, later subsumed into the Worcester Municipal Charities, run now from the Berkeley Almshouse office.

In Angel St. another innocuous doorway led us to a dour back alley facing the rear of the HSBC building which was the former Angel Passage. Beside it were the stone walls of an ancient inn, probably early C15th and possibly an



Stone Walls (MH)

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alehouse associated with the Blackfriars, before their dissolution. Fronting this lane it became the Ewe & Lamb (II). There is a convoluted story of its becoming the Horn & Trumpet before it relocated when the Corn Exchange of 1848 (II) blocked this end of the alley and its regular trade from the sheep and produce market in Angel St. It became a hop warehouse and is now part of the Crown Inn. The Scala cinema (1922) was built on the rear yard and stables of the Crown Inn.

Shakespeare Inn (II) (house of 1800s fronting C17th building) opposite and the Horn & Trumpet (II) (house of 1646 with C19th frontage) bookending a set-back (1960s road widening scheme) and non-descript Co-op supermarket. This was the site of the Theatre Royal (1870, rebuilt 1875 and 1884) demolished in 1955 (within the memory of some!) for the Colemore car show room with its private multi-storey car park, which overshadows the Berkeley Almshouses! The once flourishing sheep market is now occupied by the market building (1920s again). Opposite was Lewis **Clarke's brewery, of which the rear industrial buildings (II) have been converted to a nightclub** and the Little Angel St frontage buildings swept away bar one of 1836 (II) beside the Congregational Church(II) of 1858 (also a nightclub). Its Sunday School (II) (now offices) of 1887, by the Butts, is by the renowned architect Aston Webb, architect of the Victorian frontage of Buckingham Palace.

On Shaw St. (formerly Gardiner's Lane) there is a run of listed buildings from Farrier St. to The Foregate, with the Berkeley Almshouse (I) wall on the south side. Opposite this and set back is another Assembly Room (II*) of 1755, formerly part of the Hope Pole Inn (1749) on Foregate St., having a large carriage house below. This has been extensively and sensitively restored for an open plan private office, to which we had privileged access. We then resorted to the Paul Pry for refreshments and to admire the mahogany & glazed tiled pub, as good as, in its small way, those renowned examples in Birmingham,

Mike Hayzelden

St. Stephens Church
7th August 2015

The Rev. Canon Dr. Stuart Currie welcomed everyone to **St. Stephen's** and started his talk at the main gate in **St. Stephen's Street. This was formerly** approached from the Ombersley Road through an avenue of trees, some of which are still standing. He also pointed out where **St. Stephen's School** used to be – where Noele Court now stands.

He outlined the reason for the Church being built – increase in population and lack of a locally based Church - and the financing of it. The latter being Jane Lavender wishing to make some amends for the demise of the Farley, Lavender and Owen Bank in the centre of Worcester (which we as a society had visited the previous Friday as Part of a tour of Conservation buildings) and to

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provide a better memorial for her father.

Jane was encouraged to build the Church by Thomas Curtler, whose son became the first and longest serving Incumbent. Jane died whilst the Church was being built and the East Window contains a memorial to her.



Gathering Outside St Stephens (D Attwood)

Frederick Preedy was commissioned to design the Church and the stained glass windows. It was originally designed to have a spire, but money became tight and this became the tower as in the present building. As with a lot of Victorian buildings there were no foundations and the structure rested on the ground, gradually settling in place. It is deemed to be safe, but some settlement can be seen in the chancel, where there is a dip to the one side.

The stone for the Church came from the quarry at Hadley, which the Society visited in recent years. It has weathered badly in places and constant maintenance is a continuing issue.

On entering the building Stuart drew attention first to the stained glass windows and described them in detail. The walls have had most of the plaster stripped from them because it was **found to be “powdery” and unsafe**. This was discovered during roof repairs due to water penetration. The walls had been painted white, covering the original very ornate decoration, which included paintings of St. Michael and the Arch-Angel Gabriel either side of the east window.

There is new digital organ in place in the south aisle, which was paid for by donations from parishioners and fund raising events. The old Nicholson organ [the renowned Nicholson firm had their **organ works in St. John’s**], which was not part of the original building, will stay in situ. It requires a major refit, estimated to cost £250,000.

We proceeded to the Lady Chapel, which was built in 1916. The wooden screen across its entrance was put in place in 1947 to celebrate Fr. Ford and Fr. Morris, who, like changing cars, had swapped parishes and had both been very popular incumbents. There is some wonderful blue stained glass in the Chapel windows as well as lovely lilies and Our Lady. The Sacrament is reserved here. A recent addition is the Candle Stand presented to the Church in memory of a young girl killed in a skiing accident. It is unique and contains a metal lily based on those in the windows. The Chapel is a much loved and much used part of the Church.

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Moving into the Chancel and the Choir stalls, Stuart produced the Spreckley Chalice and Patten [the Spreckley family, local brewers with their brewery in Barbourne Road, opposite Shrubbery Avenue] for us to handle and admire. It was donated by the Spreckley family in memory of three sons (out of four) killed in the First World War – a marvellous opportunity to handle a sacred and beautiful work of art and a very moving memento of terrible times.

Gordon Gething

The Tower Bells:

After a talk about the history of the church, and the acquisition of the bells, those members who wished were offered the chance to climb the tower to the ringing chamber, on up to see the bells, and even higher to the roof.

In the ringing chamber - all very neat



Bell Rining Stephens (MH)

and tidy as the bells have only been rung for about two years - the visitors were able to watch ringing taking place, and have a short talk on how full circle ringing works, enabling the bells to be rung in set patterns rather than just swinging as on the continent. Luckily we managed to recruit 8 ringers so we could ring all 8 bells, treble - the highest note, to tenor - the lowest note and largest bell. The 'music' is changed by moving bells up and down in the order of ringing - 'call changes', or by the ringers memorising a pattern - method ringing. There are hundreds of different methods, on various numbers of bells. On this occasion we rang Grandsire Doubles, a comparatively simple method, with five bells changing and the tenor ringing last always. We had to finish by ringing the bells 'down' to leave them in the safe mouth downwards position. But before that we thought Mike should have a go at pulling a rope, which he managed without harm to either him or the bell!

Helen Peberdy

The tower roof:

After the introduction and demonstration of bell ringing by our members, Helen Peberdy, Jennifer Walton with **the church's tower captain, Beryl Thorp**, we continued up the tower, stopping to look down on the new bells from the new steel grid-decked floor above (formerly the clock room with original chiming bell still awaiting the refurbished clock). The ventilation louvers, which let the bells ring out over the district (I recall its chiming through

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sleepless nights in my flat 50yds away), have now been deadened with thick, acoustic-lined, wooden shutters, which considerably dampen the noise externally. I hope these are occasionally opened for some events to allow the bells to ring out loud and clear.

Continuing up again to the tower roof gave splendid (if temporary) views over the town, the cathedral and out to the Malvern Hills, which rapidly disappeared behind a wall of rain as it approached, though it still gave us time to take in the other views. Gorse Hill with the houses on Tunnel hill prominent in the east, but most dramatic (and new) was the scar **of Barker's Brickworks. As clear as** when it used to be the brickworks, the recent housing development on the **subsequent industrial estate (Gregory's Bank)** has obviously cleared back and recut the embankment face. To the west the University campus with shiny new roofing was evident with the Abberley Hills beyond and around to the north west behind Hallow church spire. Becoming suddenly gusty with more than a hint of rain with it, we rapidly descended for a welcome tea and cake in the church hall.

I would wish to thank, on your behalf and mine, Gordon & Sue Gething, who took on the responsibility for organising the day, with Sue roping in several of our members

belonging to this church to arrange for the ample supply of cakes to go with our tea: Also Helen Peberdy for arranging some of her bell-ringing colleagues together with Beryl Thorp, the tower captain, John Slater, the font of all knowledge on bells and not least to Rev. Canon Dr. Stuart Currie for an entertaining, informative and engrossing talk and tour of the church.

Mike Hayzelden

BERKELEY'S ALMSHOUSES

7th August 2015

On Friday 7th August 2015 a group of 20 members of the WIA&LHS gathered together at 3.00pm at the entrance to Berkeley's Hospital. It is a place hundreds of people pass by every day and never give it a glance. Mike introduced Paul Saunders and Dave Uren, who were to give us a guided tour of the Almshouses.



Berkeley's Almshouses, Foregate Street Elevation (MH)

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The attractive quadrangle of buildings looked lovely in the sunshine, enhanced by tubs of petunias and geraniums. At the far end, the Chapel, quite Dutch in style, bears a full length figure of Robert Berkeley Esquire, the founder, and on each side a row of small terraced single story houses, with the Berkeley coat of Arms over each door. Handsome iron gates guard the entrance from the Foregate, with quite large two story residences one on each side. One for the Priest and one for the Steward or Ma-

tron. Robert Berkeley Esquire was the grandson of Judge Berkeley, a prominent member of the third richest family in the land, owning Berkeley Castle, Berkeley Square in London and many other estates including Spetchley near Worcester where he lived.

In 1692 Robert Berkeley Esquire died and in his will, dated 13th December directed his trustees to raise by annual sums of £400 out of rents of his manor, lands and premises, the sum of **£6,000**. He directed "the said £6,000" to be laid out by his trustees in erecting a Hospital in or near the City of Worcester - to consist of twelve poor men and one poor woman, to be all of the City of Worcester. To be 60 years of age when admitted, and to each of them £10 per annum to be paid quarter-

ly, and £20 per annum to a Chaplain to say prayers morning and evening and also to administer to the sick. Plus £20 per annum for the Steward.

The "inmates" were in fact paid weekly and received 2s 6d until 1799, when it was increased to 3 shillings, in August 1801 to 4 shillings a week and then in 1817 to 5 shillings. £2,000 was to be spent on the building and £4,000 on investing in land and property to pay for the upkeep in perpetuity, and still does provide income.



Members in courtyard (MH)

The site chosen for the Hospital was the site of the former City "Foregate" on the corner of Shaw Street and the Foregate, and cost £322. The building was complete by 1710.

The Almshouses were very small, each one containing a range, a table & chair and a shelf with a bed in a cupboard. There was no water supply and no light, but candles and coal were supplied. In

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1965 each house was given a new kitchenette, bathroom and toilet. They managed to do this by knocking two rooms into one, but that meant they could **house fewer “inmates”**.

Now there are only seven inmates, the oldest of whom is 92 year old Cyrus Pope a hero of the Royal Navy. Many inmates came from the local industries, for example - gloving, canals and porcelain making.

The administration of the Trust was found to be corrupt as it comprised of self-appointed Freeman and Aldermen. After many enquiries, the Municipal Corporation Reform Act was passed in 1836, whereby all the charity monies were transferred to new independent bodies of Charity Trustees appointed by the Lord Chancellor. Since that date the charities were handed over to the Worcester Municipal Charity Trustees, and they were consolidated into one holding charity in 1899.

We were then taken into the chapel where we were offered tea and cake - very welcome. Paul explained what had happened to the property since 1986 when the chapel fell into disuse, as the residents attended the services very infrequently and there was no longer a resident chaplain.

A reassessment of investments resulted in moving the endowment funds out of agriculture into commercial properties with much better financial returns, so by 1994 conversion plans were agreed,

although there was much opposition in trying to modernise such an important historic building. Eventually plans were approved to convert one end of the chapel into a kitchen and toilets, so that the building could be used as a meeting place for the use of City charities and organizations. The work was estimated to cost £150,000 and a full refurbishment and repair programme was carried out over the next ten years.

In 1999 the trustees welcomed Juliet Berkeley, a direct descendant of the founder, to the Christmas Lunch with the residents, and in 2013 she officially opened the new charity office on the premises.

Robert Berkeley's family still live in Spetchley Court near Worcester.

Miriam Harvey

Snibston Discovery Museum, Leics

We made a visit to this industrial museum in 2006. It seems that it is scheduled to close as the County Council has to make cuts of £120m by 2018. This is a cracking little museum and you may recall we also had a follow up talk in 2007 by Bryan Hallum, a former miner at the site. The Museum did in fact close on 31 July 2015, there are hopes it will re-open in a smaller version.

Roger Tapping

THE SPITFIRE STORY - John Mason

In the post WW1 period of the 20s; aviation took on a role of slow development for civil use with designs based upon tried and trusted bi-plane formats for both military and civil types. Even large long distance four engine airliners were still using the bi-plane configuration.

By 1930 high speed was now the vogue for all transport with the development of air- smooth streamlined shapes appearing on rail and road transport, and it was in motor racing and motorcycle racing that engine developments progressed. In aviation the major civil operators were looking at seaplanes as the aircraft of the future.

In 1913 in Southampton where the flying boat international aviation hub was situated for the U.K., a new company was formed by the name of Pemberton-Billing. The name of the company derived from the surnames of the two joint managing directors and their telegraphic address was 'Supermarine' a name that would become forever linked with the Spitfire.

In 1895 in the village of Talke in Staffordshire, a baby was born who we would come to know as Reginald J. Mitchell and when leaving school he started an apprenticeship as an engineering draughtsman with a Stoke

-o-Trent company named Kyle Stewart who were heavily engaged in the design and building of steam locomotives. It **was during those years that Mitchell's** interest in aviation blossomed and he designed and built many very successful flying models, giving him first hand knowledge of the new science of aeronautical design.

Upon completion of his apprenticeship at Kyle Stewart, Mitchell secured a position as design engineer with Pemberton-Billing in Southampton who by now were engaged on a contract to build seaplanes for the Royal Navy

In 1913 just prior to the outbreak of WW1 the French Under Secretary for Air; Jacques Schneider, announced a new air race to be undertaken for the first time in 1913. The races were discontinued following the start of WW1 and did not start again until 1920 and in **1922 'Supermarine' won with the Sea Lion 11**, a biplane floatplane. The races then continued annually and the compe-



Spitfire by John Mason

THE SPITFIRE STORY - John Mason

tion would develop between France, Italy,USA and England as the main contenders.

The culmination of these races came in 1931 when Supermarine won the Schneider Trophy outright after three wins with the S6B at an average speed of 407mph. This was the final development of Mitchell's three previous and successful monoplane floatplanes but in the S6B he incorporated a new engine currently under development by Rolls Royce at Derby, a V format 12 cylinder liquid cooled engine but of limited endurance.

It was in the years that followed in the early 30s that the political scene in Europe began to change with the rise of the NAZI party in Germany. When in 1934 Hitler renounced the Treaty of Versailles and declared Germany re-arming, warning signals flashed throughout the War Office and our own armed forces set upon a course of re-evaluation and equipping with the latest technology.

The RAF like the other services had fallen behind since WW1 and steps were now taken to upgrade our capability with Hugh Dowding head of Fighter Command responsible for the defence of U.K. in the air.

Supermarine who by 1934 had been taken over by the Vickers Aircraft Company of Weybridge in Surrey submitted a monoplane design based on the governments issued specification at that

time and using a RR Goshawk engine. This was the Supermarine type 224 but Mitchell had never been happy with the design concept and was not surprised that it was lacking in performance and was rejected, resulting in an order being placed with the Gloucester Aircraft Company for Gauntlet biplanes as an alternative.

In Germany the Nazi government were proud of their new developments in aviation and were happy to show off their new Messerschmitt Bf109 high-speed monoplane fighter that at the time completely outperformed all existing RAF biplane types.

A new specification was now drawn up and tenders invited from manufacturers with three notable companies submitting designs.

At Vickers-Supermarine; Mitchell had been working on his own design for a perfect aeroplane for some time even before the rejection of the 224, but his work was seriously retarded by the news that he had been diagnosed with rectal cancer and was not given very long to live. This had the effect of spurring him on and he worked tirelessly with his team for two years to get his new aeroplane named the Type 300: completed for trials by the RAF and once again his design would incorporate the new Roll Royce engine being developed from the Schneider Trophy winner.

THE SPITFIRE STORY - John Mason

At the same time that Mitchell and his team were trying to produce their prototype type 300, Boulton Paul Aircraft at Wolverhampton and Hawker Aircraft at Kingston were about to submit their own entries both also using the new Rolls Royce Engine.

At Wolverhampton Boulton Paul Aircraft Ltd had come up with a monoplane fighter incorporating a rotating gun turret amidships and this was the Defiant while at Hawkers, a modified single wing variant of the famous Hawker Hart and Demon biplanes was under development to be known ultimately as the Hurricane.

Trial orders were placed for all three types but the BP Defiant was completely outclassed and out performed and would come to be used only as a night fighter.

Facing the now clear threat of Nazi confrontation, an urgent order was placed for Hurricanes following their successful trial (and relative ease of manufacture on existing rigs) and brought them into squadron service by 1938 with 111 Squadron at Northholt.

The Vickers Supermarine Type 300 that **very nearly became 'The Shrew' was now labelled the 'Spitfire'** (although R.J. Mitchell thought it a stupid name) was named by the chairman of Vickers and was destined to become a legend. There were many problems to solve however

and the complicated design of Mitchell's beautiful wing shape made manufacture slow and expensive leaving the factory at Woolstone in Eastleigh unable to cope with mass production and the eventual introduction to squadron service would be delayed until 1939.

Sadly R. J. Mitchell only lived to see his beloved creation flown by Mutt Summers in prototype in the form of No.5054. The difficulties in building the Spitfire were shown by the cost per aeroplane £5000 for a Hurricane against £13,800 for the Spitfire.

The order placed on 3rd June 1936 for 310 Spitfires was now well behind schedule and complicated by the all-metal construction of the Spitfire and **it's elliptical wing shape. This compared** with the straightforward construction of the Hurricane using a lot of wood and wire bracing and much of the aeroplane covered in fabric.

At the outbreak of war in 1939 Hurricanes outnumbered Spitfires in service two to one and during the famous Battle of Britain it was the Hurricane that claimed the highest number of kills by quite a large margin.

The Hurricane was slower and less agile than the Spitfire but was a better and more stable gun platform so it was intended to use the Hurricane to attack the slower bomber formations and leave the Spitfire to take care of the

THE SPITFIRE STORY - John Mason

covering high speed German fighters, but it did not always work out like that. In combat the damage inflicted on the Hurricane could often be patched up quickly with a bit of canvas and some dope but with the all metal Spitfire any damage usually meant a spell in the hangar for more complicated remedies.

As the issue of production became more acute and after regular bombing of the Eastleigh factory, Lord Beaverbrook the Canadian newspaper magnate who had been appointed by Churchill; took over the control of all aircraft production. A new factory was built near Birmingham on the site of Castle Bromwich aerodrome and this would be responsible for the final assembly of Spitfires and some Lancasters. Today this same factory produces the famous Jaguar motorcar.

Component parts for the Spitfire would be manufactured around the country at numerous smaller units and delivered to Castle Bromwich for final assembly and ultimate delivery.

General Aircraft Ltd. at Hanworth aerodrome adjacent to where I was born produced thousands of Spitfire wings and I would see the large trailers leaving for Birmingham on my daily walk to and from school.

In all; between 1937 and 1946 a total of 23,000 Spitfires were produced in various marks and a quarter of them financed by the 'Spitfire Fund'.

In the early engagements of the Battle of Britain the Spitfire Mk1 and 2 were a reasonable match for the Me109 and Me 110 but as the Germans improved the performance of the Me109 particularly at higher altitude there was a need to constantly upgrade the capabilities of the Spitfire to keep abreast and the Mk1 and 2 developed with more power into the Mk5.

One major problem encountered by our pilots was when trying to pursue a 109 into a steep dive, the engine would splutter and lose power at that critical moment. The problem was caused by our fighter using a carburettor as opposed to the German fuel injection system, the G force imposed in the steep dive impaired the float chamber in the carburettor and cut the fuel supply for a few moments.

To overcome the problem pilots developed a manoeuvre of a steep bank and dive and this usually brought them back behind their quarry at the lower altitude but the problem had to be solved and boffins were put to the task. It was a young lady named Natalie Shilling however who came up with a short term solution and that was to place a small washer on top of the carburettor float chamber and this was enough to prevent the fuel cut off. The modification **was affectionately known as 'Miss Shilling's Halfpenny'**. Subsequently a redesigned carburettor was introduced capable of coping with the high G forces imposed on dives and very tight turns in combat.

THE SPITFIRE STORY - John Mason

The improved performance and armament of the Mk 5 was to be a short lived asset in 1942 when the Luftwaffe introduced the Fw190 fighter into the arena. The Fw190 was a smaller very agile and fast fighter with a powerful radial air cooled engine and completely outclassed the Mk5 Spitfire despite its improved performance.

The next development came with the introduction of a larger and more powerful RR Merlin engine fitted into the Spitfire airframe but with a longer front section and slightly bigger rudder surfaces but in all other aspects the aeroplane appeared to be virtually unchanged from the Mk5. The RR PV12 extended engine and turbocharger the Merlin 60 (2 stage 2 speed) was produced at Derby and other subsidiary factories around UK but the demand would outstrip supply. This wonderful and reliable engine was selected for the Spitfire, Hurricane, Mosquito, most Lancasters and the Mustang that entered service in late 1943. In order to be able to meet the demand many engines were built in the USA by Packard Motors and these would power the Mustangs and later variants of the Lancaster.

The new development of the Spitfire fitted with the uprated Merlin engine bore no comparison in performance or striking power with the previous marks and with improved cannon armament, this would be the famous Mk9.

From now on, the pilots of the German Fw190s who unwittingly engaged a Spit-

fire Mk9 expecting an easy time; were in for a big shock and from that moment onwards; treated all Spitfires as Mk 9s and with great respect. On the ground the Mk9 was easily identified by the four bladed propeller as opposed to the three blades on earlier marks. It was a general consensus among pilots that the Mk 9 was the best of all Spitfires to fly in combat.

Many variants of the Spitfire were introduced with some made in small numbers for specialised jobs, probably the most notable being aerial photography over occupied territory. Always a high-risk occupation for pilots and to give them high flying ability and extra speed to escape from possible pursuers, they had no armament and some were fitted with pressurised cockpits to enable high altitude and heating for the camera systems. Very little glamour was ever attributed to the PRU of the RAF but their contribution throughout the war was invaluable and many brave pilots died in the pursuit of this lonely and hazardous job.

During the years when the Spitfire was in active service with the RAF and many other air forces throughout the world it served in just about every theatre of war. With modifications to air filters in the sandy desert to special heating equipment in extreme cold areas of the planet and for long distance flights such as escorting bombers long range, jettisonable fuel tanks were fitted and these

THE SPITFIRE STORY - John Mason

were made from papier- mache. To accommodate the defence of isolated island communities such as in the Pacific, even floatplane versions were tried in limited numbers.

As WW2 progressed into 1944 the German air attacks on our country now limited to hit and run raids by fast smaller numbers of low flying aircraft aimed at specific targets. The emphasis was now the invasion of Nazi Fortress Europe and the Spitfire was equipped with 500lb bombs to make attacks on tactical ground targets but a new development based upon the new RR engine named the Griffon would become the ultimate development of the Spitfire.

To accommodate the new and more powerful engine many alterations were made to the basic airframe the most noticeable being a five bladed propeller to cope with the enormous amount of extra power and larger and more responsive control surfaces to the wings and tail plane assembly.

Like all previous marks of Spitfire the new generation would develop through many variants, some with clipped wings for better roll rates and others with extended wings for high altitude with the most striking change in appearance being a cut down profile to the rear **fuselage and 'Tear Drop' shaped canopy** to give the pilot even better visibility. This development coming from the successful introduction of the new canopy on the Mustang and Tempest 5.

These new marks would be from mark 14 up to eventually mark 24 and in the summer and autumn of 1944, 41 and 91 Squadrons did grand service in the south of England intercepting V1 Flying Bombs.

The Royal Navy had been supplied with Spitfires for use on aircraft carriers towards the end of the war following their successful launches from carriers during Operation Pedestal; (the relief convoy to Malta in August 1942). The Spitfire was never the best aeroplane for carrier use due to the narrow track of the undercarriage but the performance offered by the fighter outweighed the risks involved in landing accidents.

Like all aeroplanes designed for carrier use they must be able to negotiate the delivery lift from hangar to flight deck and as a consequence must be able to fold up the wings and fit into the confined space. In the final faze of the war and in the immediate post war years, the latest marks of Spitfire powered by the Griffon engine were adopted by the navy and apart from the normal addition of the arrestor hook, the Griffon Spitfires were fitted with contra-rotating airscrews each with three bladed propellers to help alleviate the massive torque on take off that caused all spitfires to try and swing to the side. The total number of Spitfires produced would exceed 23,000 and would represent the greatest production of an aeroplane type in history.

The Final development of this wonderful

THE SPITFIRE STORY

aeroplane would have a new name and **it's profile would be less beautiful but** perhaps more practical than the Spitfire. It would seem to be an amalgam of the best of the Spitfire and the Mustang in appearance and bearing the name of **'Spiteful' would never get beyond the** development stage however as the introduction of jet power would make it obsolete.

Vickers Supermarine would continue to develop the new age of jet fighters for both the navy and the RAF with such **names as the 'Attacker' for RN and the 'Swift' for RAF until the British Aero** Industry was forced to retract and combine into British Aerospace and in so doing cast the names we new and loved so much into history.

A FEW FACTS

Marks 1 and 2 top speed level flight 350 mph

Mark 5	Merlin 12	380 mph
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Mark 9	(Merlin 60)	402 mph
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5,609 built

Mark 14	Griffon	493mph
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Mark 22 to 24	Griffon	520 mph
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23,000 Spitfires built between 1937 and 1946

This summary of the history of the Supermarine Spitfire was compiled to recognise the 75th anniversary of The Battle of Britain in September 2015.

John R. Mason

NELLY COPSON PLAQUES UNVEILED

By Paul Jones LRPS.

Droitwich has several famous sons, but on Monday the 20th of April at 2.00pm, an interior plaque paying homage to one of its famous daughters – Droitwich Historian Nelly Copson – was unveiled by Royal Worcester expert Henry Sandon, and the Mayor of Droitwich Councillor Bob Brookes. Both the Mayor and Henry Sandon paid tribute to Nelly in their speeches, prior **to the plaque's unveiling. A book signing** of Nelly Copson, a Tribute also took place, and among those present at the **unveiling were two of Nelly's relatives –** Mabel Duggan and June Rattlidge.

The brass plaque has been placed on a column inside Nelly's old shop at 40-42 High Street Droitwich – now the Button Tree Café, which was filled to capacity for the unveiling. There is also an exterior circular blue plaque placed above the doorway to 42 High Street Droitwich, which was viewed by those gathered on this wonderfully sunny day, prior to stepping into the café. Nelly was born in a first floor back room of this property on the 16th January 1919, and the ground floor was once the **home of the Copsons' family boot repairing, leather and grindery business,** which was established by Nelly's mother (not her father) in 1904.

BBC Midlands Today, Free Radio, and the Droitwich Advertiser were invited to cover the event, but were unable to do so; though the unveiling was covered

NELLY COPSON PLAQUES UNVEILED



by the Droitwich Standard, the Worcester News, and BBC Radio Hereford and Worcester. Posters were also put up in the town centre by myself, and advertisements were placed on Facebook by Hannah Bloor of the Button Tree Café, and Darryl Bradford. Ray Barber's excellent footage of the event can be seen on Youtube.

The idea for the plaques was formed by Councillor John Cook, and Tom Lymer and I collected donations to fund the project, which came largely from Droitwich High Street traders. The text for the plaques was written

by myself and approved by Tom Lymer and Councillor John Cook. Tom Lymer then chose the rather striking leaf motif which appears at the top of the exterior plaque.

The brass interior plaque was ordered through the shoe repairer's and key cutter's on Droitwich High Street, and the exterior blue plaque was manufactured by J. R. C. Contracts Ltd of Leicester. Emm's, who are located at 6-8 High Street Droitwich, very kindly supplied the plaque's unveiling cloth and ribbon.



MAGNA CARTA AND THE DE MONTFORT PARLIAMENT 1265

David Carpenter, Prof of Medieval history at Kings College London, came to St Lawrence's Church in Evesham on 4 August 2015, the 750th anniversary of the Battle of Evesham, in which Simon de Montfort was defeated and killed. Prof Carpenter is an expert on the reign of Henry III, and the topic for his lecture was Magna Carta and the de Montfort parliament of January to March 1265.

The term "parliament", based on the French word *parlement*, only emerged in the 13th century. The earliest reference relates to the barons meeting as a parliament at Staines during the negotiations with King John, which preceded Magna Carta. By the 1240s, the great assembly of the realm was commonly known as a parliament. The de Montfort parliament is significant, because it was the first occasion on which knights and burgesses were summoned – an embryonic House of Commons.

Prof Carpenter argued that Magna Carta was significant in the emergence of the 1265 parliament, for three reasons. Firstly, Magna Carta established the principle that "no taxation could be levied except by the common consent of the kingdom". Although this clause does not appear in the definitive version of Magna Carta issued by Henry III in 1225, it was still considered valid by the barons during Henry's reign. The original charter had been sent to cathedrals, and further copies made and circulated, so its contents were well-known. Several

times between 1225 and 1260, the barons denied taxation to the king, unless he granted reform.

Secondly, Magna Carta removed several sources of royal revenue, in particular the king's ability to make arbitrary demands for money from his subjects. Hence, increasingly the king had to seek agreement to taxation from Parliament.

Thirdly, Magna Carta empowered the towns and the knights in the countryside, which led ultimately to knights and burgesses emerging as the elected representatives of the people. Two knights from every county had been summoned to a great assembly in 1254, in the absence of most of the great barons on campaign. The Provisions of Oxford (1258), in which Henry agreed to summon three parliaments per annum, make no reference to knights and burgesses. De Montfort summoned knights to a baronial assembly in 1261, and following his victory over Henry at the Battle of Lewes, he summoned the knights and burgesses to the 1265 parliament.

Prof Carpenter suggests that de Montfort's motives were twofold. Firstly, he had very little baronial support, so needed to reach out to new allies. Secondly he was passionate about reform of the realm, and wanted to bring the knights and burgesses on board with this enterprise. Magna Carta was proclaimed at the 1265 parliament, but de

MAGNA CARTA

Montfort made two significant changes. He reduced the threshold for the amount a baron had to pay to enter into his inheritance from £100 to £66, and clarified that an earl succeeded to a full earldom, not to the barony of an earldom; both these measures were of course designed to appeal to the great barons. At the parliament, which was held in the chapter house of Westminster Abbey, Henry III also proclaimed his allegiance to the new Montfortian constitution, and Prof Carpenter believes that this took place in the presence of the knights and burgesses, in order to achieve maximum effect.

The Montfortian reforms were of course short lived, as Simon was defeated at the battle of Evesham only six months later, but the precedent of summoning knights and burgesses was followed with increasing frequency during the reign of Henry's son, Edward I, so that by Edward's death in 1307, their place in what later became known as the House of Commons was secure.

Richard Carter

Avoncroft Museum of Buildings

The post mill that was severely damaged in the high winds of January 2012, has now been restored and is back in service. Thanks must go to the AIA for a grant of nearly £7,000 to help with the repairs.

Roger Tapping

THE FLEET CHARITY

The Fleet/Waldegrave Almshouses of Worcester

I had been intrigued by the design of four houses in Northfield Street in the Arboretum since I have taken an interest in the development of housing in the Arboretum. These four houses are a cut-down version of Prince Albert Model Dwellings re-designed to fit into a terrace of houses, and their history goes back to 1851.



The design of these houses originated when architect and reformer Henry Roberts, in collaboration with Prince Albert, designed these Model Dwellings **below, which 'contributed to growing efforts to place the mid-century crisis in housing of the poor at the forefront of public attention'**

These buildings were erected in 1851 at a cost of £458 14s 7d on land adjoining the Great Exhibition in Hyde Park. The land was acquired by the Society for Improving the Condition of the Labouring Classes (SICLC) with the influence

THE FLEET CHARITY



of their president, the Prince Consort. The two-storey Lodge was designed by Henry Roberts to provide four homes. Each home comprised a living room, three bedrooms, a lavatory and scullery fitted with a sink, coal bin, plate rack, dust shaft and meat safe. There was a heated airing cupboard in the living room. In 1852 the building was removed and rebuilt in Kennington Park by William Higgs to house two park attendants and a cottage museum. The inscription under the balcony reads **'Model houses for families erected by HRH Prince Albert.**

Model dwellings to this design were later built in a number of towns over England, for example at Cowbridge in



Model Houses in CowBridge, Hertford

Hertford below, but they probably go unrecognised for what they represent and their history.

These four houses in Northfield Street are unlike any other in the Aboretum, or indeed Worcester City, and were among the very first to be built on the Worcester Pleasure Grounds site, which had been developed on an area known as Sansome Fields. In the 1750s the owner, Sir Charles Trubshaw Withers, created a park and walk for the use of the people of Worcester, and upon his death in 1804 the land passed to Rev. Robert Blayney and Thomas Blayney who auctioned the site in nine Lots in 1811, and in 1815 Thomas donated Sansome Walk to the City of Worcester. On 8th May 1857 the Worcester Public Pleasure Grounds Company Ltd. issued a prospectus to raise capital to purchase the Fields from the Bishop of Worcester the then owner for £3,500. William Barrow was employed to landscape and layout gardens etc. and the Pleasure Gardens opened on 30th July 1859 for the use of the citizens of Worcester.

Unfortunately the Pleasure Grounds had a short troubled existence, and went into liquidation and by 11th. March 1865 the land was up for sale and was bought by W D Adcock for £8,500. Mr. Adcock on hearing from Martin Abell that Worcester Porcelain were looking for a site for their proposed new factory, said he was willing to transfer his purchase to the Company, which was authorised on 1st. May 1865.

THE FLEET CHARITY

The Directors of Worcester Porcelain were unfortunately having a change of heart, the costs to build the new factory curtailed the development, foundation problems and escalating material costs were cited as reasons. Meanwhile an attempt by Earl of Dudley in February 1866 to purchase the Grounds for Worcester was turned down by the ratepayers, and the Grounds were transferred back to Mr Adcock who on 14th April put up the Pleasure Gardens for auction in 100 Lots.

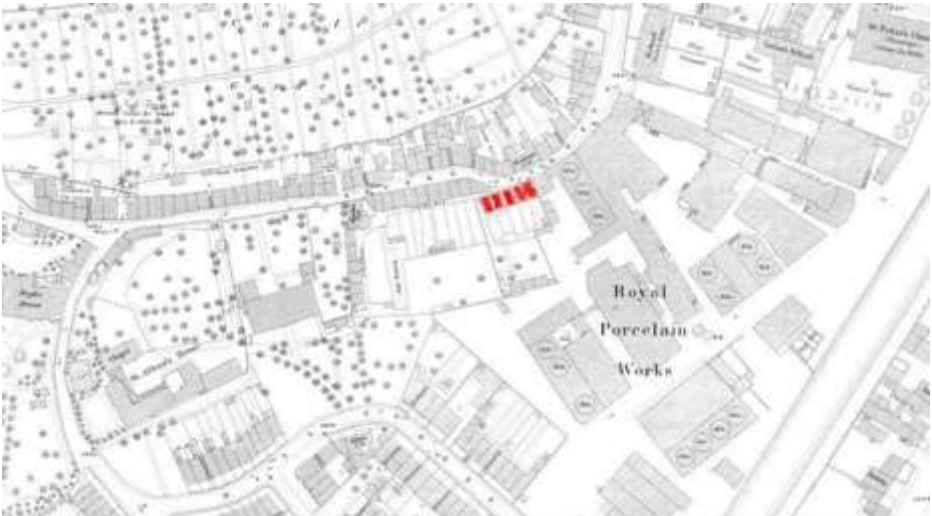
Due to this change of plan Worcester Porcelain were seeking to expand their existing premises by purchasing adjacent land on Severn Street, see the Plans next page. Part of this plot of land had five houses and gardens, four of which were Almshouses owned by the Six Masters Charity, a search of the internet for this Charity found:

Charities under the administration of the Six Masters:—

2. *The almshouses founded in 1613 by will of Thomas Fleet alias Waldegrave, consisting of four almshouses in Northfield Street, one of which is let at £13 7s. 9d. a year, and an annuity of £16s. 8d. issuing out of premises in Frog Lane, otherwise Severn Street. The twenty inmates receive 5s. a week each, nursing and an allowance for coal, and a sum of £2 10s. a year in respect of 'Steward's Gift,' and £34 a year is paid to the clerk.*

An extract from the 1613 will of Thomas Waldegrave states:

Also I give and bequeath unto the Corporation of the Six Masters being the six Supervisors and Governors of the Freeschool and Almshouses within the said City of Worcester and to their Successors for ever, four



The site of the Royal Porcelain Works and the original almshouses in O.S. 1886

THE FLEET CHARITY

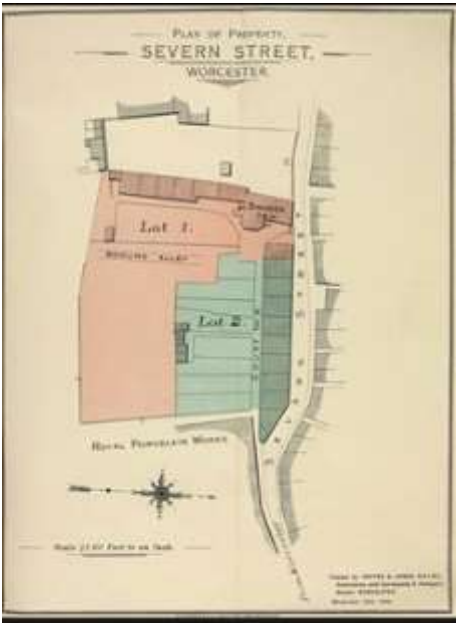
tenements newly built with the gardens thereunto belonging, being all together lying and being between Frog-gate and Frogmill in the parish of Saint Peters and within the Liberties of the City of Worcester. Which four Tenements and Gardens I do ordain and appoint for ever hereafter to be Almshouses for poor people to dwell in. And that the said Governors and Supervisors or



Site of Six Masters Almshouses and Gardens on the left between the compass arrow and main plot 1769

honest and well disposed persons fit to be Almspeople.

Being a Charity the Almshouses, could not be sold, an approach was made on 7th January 1867 to the Six Masters by Martin Abell on behalf of Worcester Royal Porcelain (he being either a Director or shareholder) to exchange two of his recently purchased Plots, for the four cottages in Severn Street, paying £140 for the Land and to build four new Almshouses for £468. Martin Abell had personally purchased 36 out of the 100 Lots put up for auction in 1866 for the sum of £2,967, which is approximately £249,000 today.



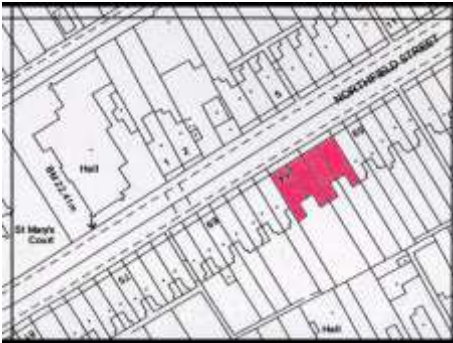
Site for sale in 1900

the greater number of them shall from time to time and for ever dispose thereof and place in them such poor people as are

These new Almshouses were built post January 28th 1867, the date when plans were approved by the Streets Committee for the Six Masters Charity, and are as stated a version originally built for the 1851 Exhibition, based upon an almshouse designed by Henry Roberts and financed by Prince Albert, and were modified in size to fit the scale of ter-

THE FLEET CHARITY

raced housing. The four original almshouses, founded in 1613, were still in existence prior to 1884 as shown on the OS map above in Severn Street or Frog Lane, they may have been used by workers of the Porcelain Factory until such time they were demolished, as the previous occupants would have been moved to the new built almshouses when they were erected in 1867 in Northfield Street, Arboretum.



The new Almshouses in Northfield Street 2015

They consist of two pairs of houses each with an arched central porch, with the front entrance doors either side. They consist of a parlour and kitchen and two bedrooms above, and originally a privy and coal store shared between two houses, and modernised in the 20th century. Unfortunately No.61 as seen below, has marred the appearance of the decorative brickwork. Numbers 63 and 64 are hidden behind a high hedge and still show the original yellow brick decoration around the porch and windows, see the detail in Plan 50 below.

It can be assumed that either the Six

Masters and/or the architects Mackenzie and Abell were aware of the Prince Albert design, and modified it to suit their needs and make a statement. Henry Roberts, a reformer, was the honorary architect of the SICLC and had written a pamphlet, a how-to guide of sorts, on the Exhibition Model Dwellings as well as a book on model dwellings in general, *The Dwellings of the Labouring Classes*, that went into four editions.



The original Model Dwelling

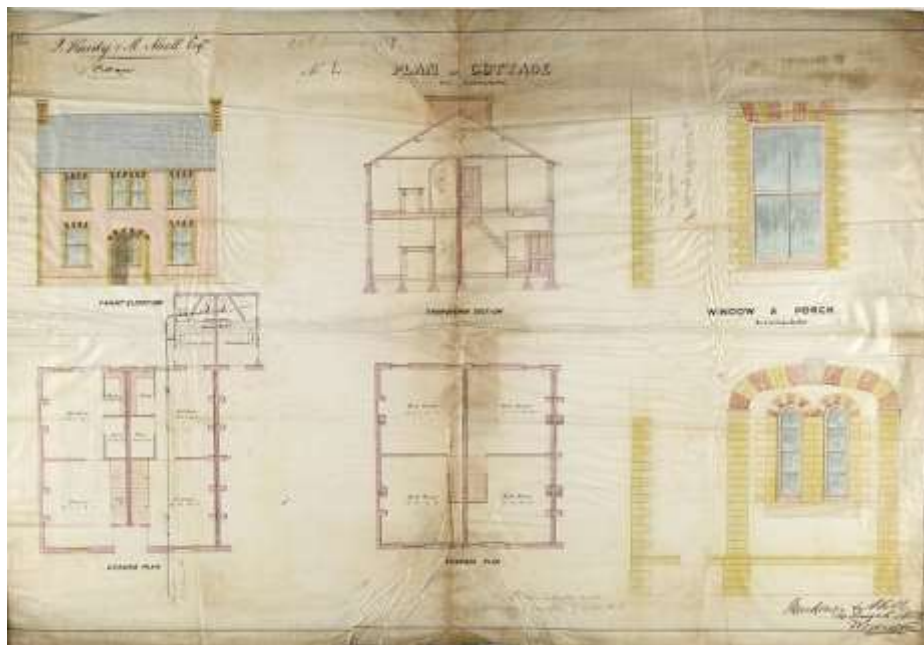


1989, before the scourge of wheelybins and parked cars. (F. Covins)

New Model Dwelling Houses 1855

An earlier attempt had been made to

THE FLEET CHARITY



Worcester City Planning Applications Plan 50. 1867

alleviate the conditions of the poorer classes when, on Monday 18th June 1855, the laying of the first stone by John Dent, a leading figure in the city, of the New Model Dwelling Houses for the Industrial Classes, about to be erected in Copenhagen Street took place. Messrs. Reeve & Butcher, were the architects, and Mr. Charles Newport, son of Mr. Newport, Chemist of **St. John's** was elected Superintendent.

And on 8th March 1856.:

'The Governors give notice they are ready

to receive applications from persons desirous to become tenants in their Copenhagen Street Model Dwellings - nine in number- which will be ready for occupation by Lady Day next, 25th March.'

It was incorporated at its first meeting of 4th September 1854, and its First Annual Report of the City of Worcester Association for Building Dwellings for the Labouring Classes was published July 12th 1855. Worcester Berrows Journal noted that:

'Everyone who makes himself acquainted

THE FLEET CHARITY

with the localities and houses inhabited by the poorer classes must be at once convinced that the present movement is absolutely necessary to effect permanent results, sanitary and moral.'

265 Shares at £25 were issued, but the high aspirations and moral tone of the Association did not stand the test of time, and it was wound up on 17th June 1878. With places for only nine families it did not make a significant impact on the re-housing of the poor in Worcester City. The Model Dwellings were demolished in 1953 and is now the site of Worcester Technical College.

David A Attwood
BA(Hons) Urban History
August 2015

*List of sources and references supplied—
available on request to newsletter editor or
the author.*

St Aidan's Dragline, Leeds

In 2001 we had a visit to this site near Leeds as part of the Leeds/Bradford weekend. There is now a permanent **electricity supply laid on to 'Oddball'**, thus finally eliminating the need to hump generators, fuel and cables around on open days.

Roger Tapping

BRITISH BRICK SOC.

The British Brick Society review of their visit to Worcester on 26th July 2014:

Twelve members and guests met at the entrance to Worcester Foregate Street Station for a tour of the central part of the city led by David Kennett. The first building seen was the Guildhall (1721-24: Thomas White), red brick with stone dressings and host to statues of Charles I, Charles II, and Queen Anne. Behind the Guildhall is the City Police Station (1862: Henry Rowe) in an orange red brick laid in Flemish Bond, with an addition of 1900 by A.B. Rowe in glazed orange-coloured brick. We next examined a pair of late 1930s buildings by the Cardiff-based practice of Ivor Jones and Thomas, at that time led by Sir Percy Thomas (1880-1966): the Fire Station and the former County Police **Headquarters, now the St Andrew's** Building of Worcester College of Technology. These are actually very different buildings in how they were conceived: the Fire Station tall and imposing and taking advantage of a sloping site, whilst the Police Station is low and almost domestic: ironically, it was the Fire Station which housed living quarters for its staff. Both are in the neo-Georgian idiom favoured for public buildings at the time.

On the spine road of High Street, The Cross, and The Foregate, the party examined a number of commercial and retail premises of dates ranging between the eighteenth and the early twentieth centuries within the area of the former

BRITISH BRICK SOCIETY VISIT TO WORCESTER

city walls. Several of those erected in the quarter century before the Great War incorporate much terracotta in their frontages.

On The Foregate, literally beside the point where the former City Walls of sandstone were interrupted by the **Foregate, is Berkeley's Hospital, endowed in 1692 by Robert Berkeley (d.1694) of Spetchley and erected in the first decade of the eighteenth century.** It has a chapel at the end of a garden flanked by two rows of six single-storey almshouses, with the street facade formed by a pair of larger houses, for the warden and the chaplain, linked by an elaborate ironwork screen. All were built in red brick using Flemish Bond. In total Worcester accrued thirteen **charitable almshouse foundations; Berkeley's Hospital** is the only one in its original buildings.

North of the railway station, in Foregate Street, The Tything and Upper Tything, we saw eighteenth-century brick frontages, some to earlier timber-framed buildings, erected after the devastation of this long-standing Worcester suburb in the two sieges during the English Civil War. The area has a number of public buildings. The Museum and Art Gallery (1894-96: John W. Simpson and E. Milner Allen) was erected as the Victoria Institute. At the same time, the same architects did the School of Art and Science at the other end of Sansome Walk. Both are in red brick with orange/buff terracotta fittings. The former **Girls' Secondary School (1909-10: Alfred G. Parker)** was built between

them in a similar style to satisfy the demands of the Balfour Education Act of **1902. Boys' secondary education** was already catered for by two historic foundations: Worcester Royal Grammar **School on Upper Tything, and King's School** on College Green, south of Worcester Cathedral. The former incorporated two brick eighteenth-century houses, Priory House of circa 1720 and Whiteladies House of about the same date, in its extensive brick buildings of various dates from the 1868 onwards; it has now amalgamated with the Alice Ottley School for Girls, established in 1883 in Britannia House, built in orange brick in about 1730, perhaps designed by Thomas White, who was a stone carver rather than a mason or bricklayer or architect.

West of Upper Tything is Castle Street, named after the now demolished castellated county prison. Here are modern brick buildings for policing and justice: the Magistrates Courts and the Police Station (both 2000-01: Architects of Worcestershire County Council). The former County Police Station is opposite (1902-03: A.B. Rowe) in dark red brick. Justice from the nineteenth century onwards has been administered from Shire Hall (1834-38: Charles Day), a stone front and visible north side but the addition of 1898 by Henry Rowe was red brick in Flemish Bond. Charles **Day also did the Judges' Lodging in Sansome Walk**, in red brick in Flemish Bond; it housed the assize court judges when on circuit.

South of Castle Street is the former

BRITISH BRICK SOCIETY VISIT TO WORCESTER

Worcester Royal Infirmary (1766-70: Anthony Keck), a big, red brick building to which various additions have been made; most of these are sympathetic. It is in the process of conversion to become part of the City Campus of the University of Worcester.

Worcester had to rebuild several of its parish churches during the eighteenth century. **Only one is brick: St Martin's, Cornmarket** (1768-72: Anthony Keck). The dark blue bricks are from Bewdley, and are laid in Flemish Bond. Outside the line of the then demolished city walls, Henry Rowe built a Georgian preaching box in red brick for the Roman Catholics in 1828-29 two centuries after the Jesuit Mission of St George arrived in the city. In 1880, S.J. Nicholl added a short chancel with flanking chapels and then in 1887 gave the building a stone frontage. The red brick presbytery on the north side of the front was designed by J.A. Hansom in 1851 and in 2006 KKE Architects provided a social space separated from the church by a south cloister.

David Kennett prepared 'Buildings Notes' for the day, available via the society's website, <http://britishbricksoc.co.uk>, and two articles arising from the visit are in preparation for future issues of British Brick Society Information.

One will examine 'Building Types and Materials Choice: Buildings in Worcester 1651-1850' and the other will consider 'Worcester Brick Buildings 1918-1942'. It is hoped that one of these will be available

for publication in 2016.'

Note: They are also planning to visit Worcester in either 2016 or 2017 to look at Brick Buildings for Industry and Transport, around and beyond Shrub Hill Station.

The Building Notes for the above Brick Society visit to Worcester in 2014 are at:

<http://britishbricksoc.co.uk/wp-content/uploads/2014/08/Worcester-visit.pdf>

Their articles are searchable at:

<http://britishbricksoc.co.uk/information-2/information/#120-139>



Glasgow open top tram at Crich (Nat. Tramway Mus.) during the last WIALHS coach trip of the summer season. Report in next edition! (MH)

IAN ALLAN - OBITUARY

Ian Allan, born June 29, 1922,
died June 28, 2015

Railway magazine publisher who drove
the postwar schoolboy craze for train-
spotting.

His wife and their two sons survive him

IAN ALLAN, who died the day before
his 93rd birthday, triggered the post-
war explosion of trainspotting as a Brit-
ish pastime by publishing the first book-
let of engine numbers in 1942 and start-
ing a club, which had 230,000 members
by the time steam gave way to diesel.

Allan was 20, and a 15s-a-week clerk
with the Southern Railway, when he
published the ABC of Southern Railway
Locomotives. Management declined to
publish it, but allowed Allan to do so at
his own risk. The first 2,000 copies of
the shilling booklet sold out in days.
Further ABCs on the Great Western,
LNER and LMS railways,
and London buses, trams
and trolleybuses, went like
hot cakes.

It had not occurred to
Allan that "bagging" the
locomotives would take off
as a hobby. But within
weeks, knots of school-

boys armed with his booklet appeared
at the end of station platforms and in
1943 he and his colleague Mollie Frank-
lin (he married Mollie in 1947) launched
the Ian Allan Loco-sporters' Club. By
1951 it had 150,000 members. In 1962
he formed the Ian Allan group with its
headquarters beside the terminus of the
Shepperton branch line with the board-
room a Pullman car once used by King
George VI.

In 1946 he had founded *Trains Illustrat-*
ed (today the industry "bible" *Modern*
Railways). He became a large-scale pub-
lisher of railway books and launched
numerous other magazines, among
them *Buses Illustrated*, *Tramways and*
Urban Transit, *Model Railway Con-*
structor, *Aircraft Illustrated*, *Combat*
Aircraft and *Homlty Magazine*. He went
on to acquire the Oxford Publishing
Company (1998), Midland Publishing



IAN ALLAN - OBITUARY

and Midland Counties Publications (1999) and, in 2002, Classic Publications, selling out in 2012.

Ian Allan was born on June 29, 1922, at Christ's Hospital, Horsham. He would become a governor of the Hospital in 1944 and an almoner there from 1960-

89. He was educated at St Paul's. At 15

Ian lost a leg in a camping accident with the OTC, which limited his career opportunities. A railway enthusiast, when war broke out he left school to join the Southern's staff at Waterloo. He helped to produce the company's magazine and handle enquiries from the public and enthusiasts. When the war ended, he left the Southern (then at £3 a week) and founded Ian Allan Ltd, taking over a bomb-damaged office in Vauxhall Bridge Road with a colleague and a typist; his father soon joined as financial director.

Allan bought the Hastings Miniature Railway with friends in 1948, going there whenever he felt the "need for steam". In the 1960s he acquired the Great Cockcrow miniature railway near Chertsey. When British Rail at the end of steam banned steam-hauled excursions using privately owned locomotives, he led an ultimately successful campaign for their return.

Allan took an active part in the railway preservation movement. He became president of the Main Line Steam Trust (Great Central Railway), vice-president of the Transport Trust and the Heritage Railways Association, chairman of the Association of Independent Railways and the Dart Valley Railway, and patron of the Mid-Hants Railway. From 1982 to 1984 he served on the Transport Users' Consultative Committee for London.

Had Ian Allan not fallen into publishing, he had thought of becoming a hotelier and in 1969 he purchased the picturesque Broadway Hotel in Worcestershire, followed by the Mansion House Hotel in Evesham. He chaired the governors of King Edward's School, Witley, and was treasurer of Bridewell Royal Hospital. He was appointed OBE in 1995.

Adapted from ObitsTelegraph 1 July 2015

Mike Hayzelden

Matthew Boulton

A memorial plaque, dedicated to Matthew Boulton, was placed against his partner James Watt in Westminster Abbey on 17 October 2014. The plaque is appropriately made of cast iron.

Roger Tapping



WIA&LHS ROLES

2015/2016

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