

Issue 48: March 2016

Newsletter



The Vinegar Express by John Mason (p22)

**WORCESTERSHIRE
INDUSTRIAL ARCHAEOLOGY
& LOCAL HISTORY SOCIETY**

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MEMBERSHIP NEWS

We extend a warm welcome to the following new members:

Cyrus and Angela Baria,
Shyrah Barnes
Dennis Chamberlain
Michael and Elizabeth Howard
Richard Lane
Ray Sturdy

It is with great sadness that we inform you that one of our longstanding members, Frank Brown, passed away in December aged 94. Frank had been an active member since the early days of our society and had served on the committee. He was a great train enthusiast and enjoyed outings by rail well into his later years.

Sue McCurdy

REMAINING MEETINGS

11 MARCH 2016 - A.G.M. and appointment of officers. Followed by a short talk on Stourbridge Glass by Charles Hajdamach

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.

**BOTH WILL BE HELD IN THE LECTURE THEATRE RGS
WORCESTER AT 7.30 pm.**

Peter Wheatley is standing down from the committee at the AGM in March 2016. We thank him for his years of dedication as committee member and for documenting so many of the Society's activities on film, an activity we hope he will continue. We wish Peter and Janine well.

John Beale also stands down as Chairman, having served his maximum term of three years. He hopes to continue to serve on the Committee to produce the Newsletter, with Michael McCurdy and Roger Tapping.

Other committee appointments will depend on the elections at the AGM. Contact details of the current committee are on the back page. (Ed.)

SUMMER PROGRAMME DATES 2016

Enclosed with this newsletter are details and booking forms for this year's summer programme. A calendar of events and other important dates is reproduced below.

Non-members are welcome to join us (subject to availability) as day members for £2 (cash on the day or a premium on advance payments, except for the Severn boat trip). This provides cover under our insurance through BALH. But why not join us and avoid this

charge by completing a membership form (included in the pack)?

For coach trips we use one of two pick up points. The New Inn, Ombersley Road Worcester WR3 7DH does not permit us to use the pub car park! There is plenty of roadside parking around Colin Rd, opposite, or behind on Cornmeadow Road. The other location is on Northwick Road just north of Seymour Avenue where there is ample on-street parking on those days.

APRIL

- Saturday 16 April IA Conference, Dursley

MAY

- Monday 2 May MAY DAY
- Friday 6 May eve WIA&LHS Spring Dinner
- Friday 20 May am 1 – Coach The upper Thames, Kemble to Oxford, with Brian Draper
- Monday 30 May SPRING BANK HOLIDAY

JUNE

- Wednesday 1 June pm 2 – Visit Tour around Abberley Hall and Clock Tower, with Jo Roche
- Friday 17 June pm 3 – Walk along canal at Salwarpe & tour of village, with Roger Tapping
- Wednesday 29 June pm 4 – Tour Hard hat tour of Croome, Red Wing and upper floors of house.

JULY

- Tuesday 12 July am 5 – Walk Abberley Village walkabout, with Katherine Andrews of EHT
- Saturday 23 July am 6 – Coach Tour of Stroud Valley textile mills with local society guides.
- Friday 29 July pm 7 – Visit Berkley Almshouses, Worcester

AUGUST

- Thursday 4 August am 8 – Boat Upton to Tewkesbury and back, with Captain Len Holder
- Thursday 11 August pm 9a – Visit Follow-up tour of two Angel Place buildings [FULLY BOOKED]
- Friday 12 August pm 9 – Visit Tour of Angel Place and local area [FULLY BOOKED]
- Thursday 18 August am 10 – Coach To Nottingham, castle & caves then Papplewick.
- Monday 29 August AUGUST BANK HOLIDAY

WINTER PROGRAMME 2016/17

16 SEPTEMBER 2016 - JOHN MASON

Jet Flight Part 2, from 1945 onwards. John is a long time member and artist who illustrated our journal for many years.

7th OCTOBER 2016 - PAMELA HURLE

Stanbrook Abbey. Mrs Hurle is a local historian and has spoken to us previously on Malvern Women of Note and James Ballard, civil engineer, of Colwall.

11th NOVEMBER 2016 – JO ROCHE

Abberley Hall and clock-tower. Jo led a summer visit to the school and clock-tower in 2016.

9th DECEMBER 2016 – MIKE JACKSON

Wizard Prangs - the Ups and Downs of Military Flying in World War II.

Mike is a member of our society; a former BBC and ITV programme maker and author of the Motorway Sights guides. Mulled wine, mince pies and stollen will be served on that evening.

6th JANUARY 2017 – PETER GOGGS

Worcester Trams and Liberalism. The title is rather enigmatic, but you will be interested.

17th FEBRUARY 2017 – MALCOLM ATKIN

The Home Guard in WWI. Malcolm is a military historian and you may remember him as the County Archaeology Officer, until his retirement in 2009.

17th MARCH 2017 – AGM

Followed by a talk given by Caragh Merrick on her visit to the 100th anniversary of the Battle of the Somme.

28th APRIL 2017 – NEIL WEDGBURY

Underground Austin.

A surprising lecture on what went on under the Austin works in World War II.

*All meetings are held in the lecture theatre, RGS Worcester and will start at 7.30pm.
Any queries please telephone Christine Sylvester 01905 354679*

SUMMER PROGRAMME 2015 REPORT

National Tramway Museum, Crich & Denby Pottery

18th August 2015

We assembled, very conveniently for me (and the organiser), by the recreation ground on Northwick Road at the unearthly time of 7.45am. However I guess those travelling further to reach the start point must have been on the road much earlier.

The weather was a little dull but undeterred we set off up the motorway to our first stop at Denby Pottery. This site has developed splendidly over the years, production of high quality pottery starting here in 1809, and now has excellent parking facilities. I had opted not

to take the factory tour as I had been only a few years earlier but spent my time in the café and various shopping outlets. The tour of the working factory floor lasts about 90 minutes and can also include a session on plate painting.

Our members who had opted for the tour were split into two groups and each had their own special visit.

Lunch was taken in the excellent café and after spending a little further time in the retail outlets our party boarded the coach again and set off for the Tramway Museum at Crich.

Prior to the details for this trip being finalised I had asked Mike if there was a chance to visit a very special railway



National Tramway Museum, Crich, Derbyshire

SUMMER PROGRAMME 2015 REPORT

viaduct at Bennerley as it was loosely en-route. After checking the location details we set off to find it and it is most impressive. It is the longest surviving wrought iron viaduct in the country, spanning the River Erewash, the Nottingham Canal and the Midland Railway line. It is now maintained by Sustrans and is intended to become part of a national cycleway. Most unusually it survived a German Airship raid on 31st January 1916, seven bombs being dropped nearby but no damage being caused. Thanks Mike, well worth the diversion to see it.

By the time we arrived at Crich the weather had worsened and we were now getting wet. There is so much to see here and the whole site has improved greatly since the last visit by our Society (1974). As I was on my own I could browse and linger wherever I liked, exploring all the exhibits, queuing for and riding on several trams and having a thoroughly good time. Of course refreshments came along and very conveniently there is a nice little pub on site.

Congratulations must go to those enthusiasts all those years ago that set up a track in a dis-used quarry to play trams. They could not have foreseen how successful their venture would become.

Roger Tapping

Grey skies and a steady drizzle greeted us on our arrival at the tramway museum and Crich (pronounced Cry-ch)

Tramway Village in Derbyshire, but we enjoyed our visit none the less.

Our first port of call was the Great Exhibition Hall, displaying a "century of trams". Vehicles from all over the British Isles, and as far away as South Africa and Australia, were on show. These ranged from 1860s horse drawn trams, through the age of steam trams, to the electric trams and trolley buses, which finally ceased to run around 1960.

My grandfather drove electric trams in Barrow in Furness before world war II, so I was disappointed not to see at least one vehicle in the cream and dark blue livery of Barrow Corporation transport familiar in my childhood, although buses had replaced the trams some years before I was born.

I was living in Sheffield at the time the city's tram service was withdrawn. I would ride a tram to go and visit a school friend who lived on one of the few remaining tram routes in the city. To an 11 year old it seemed much more exciting than going by bus. So I was pleased to see a number of trams from Sheffield, including number 74. Only the lower half of this tram is original. It had been converted into a chicken shed, but was rescued and restored (see photo). There was a prominent display of "Sheffield's Last Tram" with photos of the occasion, giving the sense of loss felt by many of the city's inhabitants.

Modernisation is a mixed blessing as we mourn the passing of familiar things while embracing the greater convenience of the new. So it was in Sheffield

SUMMER PROGRAMME 2015 REPORT



Sheffield tram found used as chicken shed

when the corporation announced that trams were to be withdrawn. In recognition of the contribution they had made to transport around the city, three trams were spruced up and decorated for the final week in October 1960. There was the sense of a gala occasion, as enthusiasts from all over the country, and many from abroad, stood in the pouring rain to watch the last tram, splendidly illuminated, make her final journey. But the following day felt almost as though the city was in mourning for her beloved trams.

Some of the trams in the museum have been brought back into service to

transport visitors up and down the village street and a mile out into the countryside. On the day of our visit electric trams were running, although on other days visitors might be lucky enough to see a horse drawn, or a steam-powered tram. At the termini the cars do not turn around. There are driver's cabs at each end of the car. The driver reverses the pantograph, which connects the overhead power to the vehicle and the backs of the hard wooden seats move to allow passengers to face the direction of travel.

Crich Tramway Village is an old world street with a pub, tearoom, ice cream parlour and bandstand. It is also home to the Eagle Press, a small museum dedicated to letterpress printing. In the main square is the facade of the Derby Assembly Rooms which was rescued, following a fire in 1963.

Riding a tram out into the countryside one can visit the picnic and play areas, the Bowes-Lyon bridge, a Woodland Walk and Sculpture Park, Peak Mines Display and the Forge Gift Shop. Unfortunately it was too wet to make the most of those.

There was plenty to interest us and the time passed very quickly. All too soon we headed back to the coach, with its comfortable upholstered seats and heating. It had been a nostalgic visit, but I'm not really too sorry to have left behind the days of wooden seats in draughty tramcars.

Sue McCurdy

WINTER PROGRAMME 2015/2016 REPORTS

The History and Archaeology of Defford Airfield

Dennis Williams – 18th Sept. 2015

Our first speaker of the Autumn Season was to have been Dr. Bob Shaw, who was to have spoken on the Subject of 'The Women of RAF Defford. Unfortunately, Dr. Shaw was suffering from Pneumonia and unable to give us the lecture. At short notice Dr. Dennis Williams agreed to give us a talk on the Industrial Archaeology of RAF Defford. This talk proved to be very interesting as many of the buildings and installations are still in place, but many are now hidden by dense undergrowth. Others are now re-used but still recognisable. South Worcestershire Archaeology Group have done a great deal of work on the Archaeology of Croome and Defford and have identified most of the Structures. Some were more puzzling - but their purpose will probably eventually be discovered. There were air raid shelters and munition stores and even a sewerage system. Dr. Williams is an excellent speaker and very knowledgeable on the subject of Croome and the Defford area.

Christine Silvester

Slide Presentation of Worcester in 1960's and present day.

Mick Pugh – 9th October 2015

Mick Pugh was our speaker for this evening - over the years he has taken thousands of photographs of Worcester and this evening he gave us a 'Then and

Now' show. I was personally surprised at just how scruffy many parts of Worcester looked 50 years ago and how much of the re-development was really needed. There were places that I had forgotten, the 'cafe' on the corner of Infirmary Walk - near the Paul Pry that looked totally horrible but many others that were remembered very fondly. The buildings in Lich Street and College Street that were lost on the Lichgate redevelopment—remember that near the Lichgate there was a pet Shop with a Macaw that sat outside in his cage and wolf whistled the girls as they passed - we enjoyed that. Nearby was Hobdays a saddler who was still trading in the 1960s. We lost many of the timber framed buildings in the Lich Street area that would have had great historical interest if they were still standing - we would have had more timber framed buildings than Chester. (Probably today the buildings would have been dismantled and rebuilt).

There were many small shops that we remembered and also many sub-standards houses, the demolition of these meant that the residents of the town centre dropped dramatically and the rehoused people needed to travel farther to work. We agreed that it was an interesting and thought provoking evening and members who did not know Worcester 50 years ago were interested in both the improvements and losses.

Christine Silvester

WINTER PROGRAMME 2015/2016 REPORTS

Worcestershire Yeomanry in WWI

Col. Stamford Cartwright – 13th November 2015

Our Speaker was Col. Stamford Cartwright on the Subject of the Worcestershire Yeomanry in WWI. (This was the talk that was cancelled on 17 April 2015 because Col. Cartwright's wife suffered a stroke on that morning - she has since made an excellent recovery). Formed in 1794, Col. Cartwright explained exactly how the Yeomanry Regiments were set up. Initially as a sort of private army by the wealthy landowners to protect the land, not to travel overseas, similar to the way the TA operated. There was great rivalry between the regiments especially in the wonderful uniforms - especially the dress uniforms, with elaborate silver braid decorations. The headquarters was in Silver Street - the depot that became the TA Depot. All the men were required to be horsemen and trained on Pitchcroft and Barbourne Riding School. Many took their own horses to war. David Hallmarks Grandfather not only took his horse to war but also brought him home afterwards. The Yeomanry was first employed overseas in the Boer War, by WWI The Yeomanry was needed at the front and three days after the declaration of war volunteers from the territorial army were enlisted and soon found themselves shipped with their horses to Alexandria in Egypt and Palestine. The method of fighting was more industrial and a man on horseback with a sabre was no match for a machine gun or a

tank. The Yeomanry however fought gallantly and won many honours. We all learned something of the Yeomanry and enjoyed a very interesting speaker.

A Thousand Years of Building in Stone

Kate Andrew - 11th December 2015

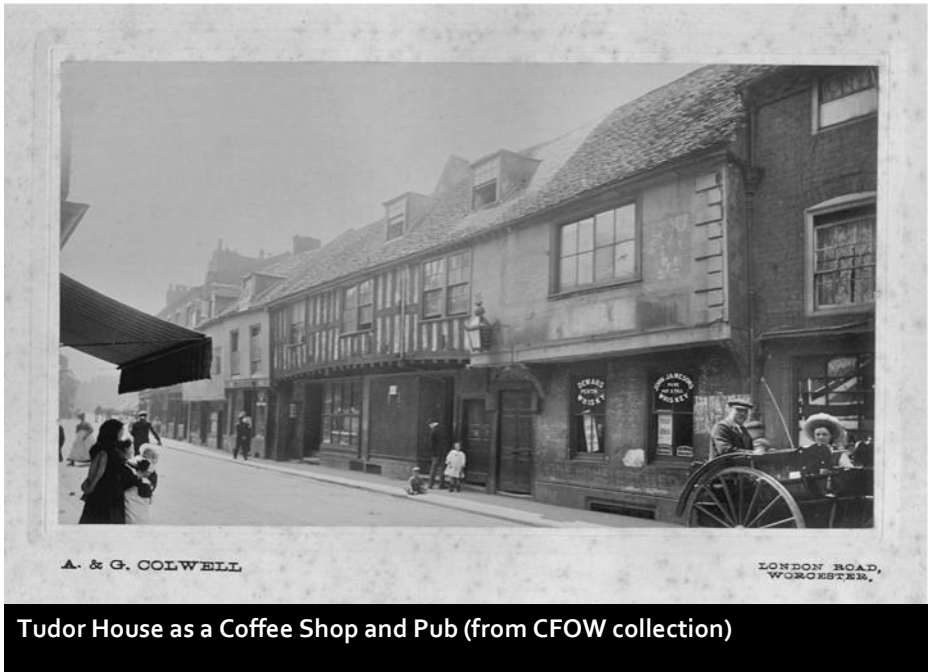
Our Speaker should have been Eliot Carter on the Subject of 1,000 years of building in Stone. Eliot was unable to come and Kate Andrew, the Project Manager of Earth Heritage Trust based at Henwick Grove, came in his place. Worcestershire is particularly interesting as it has such a wide diversity of rock types - the greatest in the British Isles. When we travel to other parts of the county we probably notice the types of stone the buildings are made of; limestone around Herefordshire. Malvern stone in the Malvern area, even Tufa at Great Witley and Basalt at Clee Hill. The type of rock determines what the landscape looks like, determines what will grow, where settlements may be established and what we are able to build. The talk made us more aware of how the stone was used and also where it came from. In the past much of the stone must have been transported by river - the stone for the Technical College and the Cathedral came from Highley. The stone for St. Stephen's Church in Droitwich Road came from Ombersley Quarry - (we visited it a couple of years ago). The subject is so interesting the more one looks around and wonders just where the building material

WINTER PROGRAMME 2015/2016 REPORTS

came from. Kate's talk was very interesting and I believe we are to have a field visit this Summer

Christine Silvester

around the house to see the updated displays and exhibits. Roy Fidoe gave a brief talk on the history of the building. Roy is a member of WIA&LHS and board member of Tudor House Muse-



Tudor House at Night - Christmas Event

Roy Fidoe – 17th December 2015

49 members and guests attended a Christmas social evening at Tudor House Museum. The cost of £4 per ticket included mulled wine, mince pies and stollen.

There was an opportunity to look

um, which has recently been granted accredited museum status.

Tea, coffee and cake were available to purchase in the tearoom, with all profits going to Tudor House. Thanks for Christine and other members for providing the refreshments and stewarding.

Editor's note: we hope to publish a full history of Tudor House, based on Roy's talk in a future edition of the newsletter.

WINTER PROGRAMME 2015/2016 REPORTS

Sentenced to Beyond the Seas

David Clark – January 8th 2016

Our speaker this evening was David Clark who, when he was Mayor of Worcester, had researched the subject of people transported to Australia. The title of the talk was 'Sentenced to beyond the Seas'. We were given a brief outline of the possible lives of the prisoners leading to the sentence of deportation. In the early 19th. Century we could no longer deport prisoners to the Americas as they had their independence. Australia was a new colony and needed inhabitants. The prisoners sent there were hardly what one would call hardened criminals - deportation for stealing a few garments or handkerchiefs was quite common. Probably because they were needed to populate the country, deportation seemed expedient.

The talk followed the lives of eight women convicts sentenced to death or transportation in the courtroom of Worcester Guildhall. The ship, the Lady Penrhyn departed from Portsmouth on Sunday 13 May 1787 and eventually arrived in Botany Bay on Friday 18 January 1788. The most prominent prisoner was Olivia Gascoigne who has 42,000 direct descendants and possibly 34,978 could well be living today. The eight women prisoners from Worcester made the second largest contingent from the whole of England. (152 came from London). There were many coincidences: The ship was called the Lady Penrhyn - the current Baron Penrhyn lives at Castlemorton. Ann Ineff was another prisoner - David Clark re-

searched her history and she lived for some time in Parramatta and later moved to Burwood, David Clark had also lived in Australia, his second home was in Parramatta and he later moved to Burwood with his job. The coincidences went on and Roger Tapping had even more coincidences - when they were on holiday in Canada they met a couple who were related to Olivia Gascoigne and sent them a copy of David's book. Do buy the book (Roger has contributed a review to this newsletter – Ed.). We all thoroughly enjoyed a really interesting and informative evening.

Christine Silvester

The Story of Jet Flight, Part 1

John Mason - February 12th 2016

Our speaker this evening was John Mason and the talk was on the subject of Jet Flight - This was part I - part II is on 18 September 2016. John is a truly inspirational speaker who is capable of talking on a difficult and technical subject and not only make it understandable but interesting. Frank Whittle worked at his father's engineering works in Coventry but was keen to make a faster and more efficient aero engine. He studied and experimented - not without the odd singeing and explosion and eventually developed a practical jet engine. John's diagrams explaining how the turbo worked clarified what makes our car engines more efficient.

Whittle took out a patent on the jet engine but was unable to afford to re-

new it after 5 years and it was then available to the world. The Germans who now had the drawings and were also working on the same lines were building jet planes in their factory in France. Fortuitously the RAF bombed the factory, therefore slowing the German production of Jet Fighters. They already had Messerschmitts and Heinkels that were both fast and efficient and if they had the jet engine the out-

come of WWII may have been quite different. Wait for the next thrilling instalment on 18/9/2016. Thank you John for a very good evening.

(John has promised an article based on both talks for the edition of after his Part II talk – Ed.)

Christine Silvester

47th SOUTH WALES & WEST OF ENGLAND REGIONAL IA CON- FERENCE

Saturday April 16th 2016

Rednock School, Kingshill Road, Dursley, Gloucestershire

Booking forms for the Conference can be obtained from Christine or John and also on line from: www.gsia.org.uk/conference

This is a good day out and is hosted this year by our neighbours from Gloucester.

Subject covered in the talks will include the following:

- The restoration of the Cotswold Canals
- Cast Iron Lamp Posts in Clifton

and Hotwells, Bristol

- Watkins George and the Pontypool Aqueduct
- Scout Motors of Salisbury
- Listers of Dursley: History and the GSIA Project
- Worlds apart, the West Country stone quarries of George Harris in 1893 and 2015.

Cost is £18 pp and includes morning coffee, buffet lunch and afternoon tea.

Following the end of the conference (approx. 4.30pm) there are a number of visits available:

- Cotswold Canals at Stroud
- Dursley Town Walk
- Halmore and Coaley Mills
- Sharpness Old Dock

Further details can be obtained from Ray Wilson - 01453 860595

Roger Tapping

THE END OF AN ERA

A significant chapter in the history of Worcester came to an end recently with the closure of the last glove factory in the city. At its height between the 1790s and 1820s the gloving industry around Worcester employed in the region of 30,000 people as outworkers and in the numerous factories.

Alwyn's, the last remaining glove factory in the city, closed in December 2015 on the death, at the age of 94, of the owner Les Winfield. The company was formed by Mr Winfield in 1963 and at its peak employed a workforce of 50. Due to international competition the workforce gradually reduced over the years until only Les and one employee, Brian Fincher, remained.



Les Winfield - 1997 *Worcester News*

Members may recall that, back in 2011, WIA&LHS applied, unsuccessfully, for a Heritage Lottery Grant to make a study of the gloving industry in Worcester, with particular reference to Alwyn's. By 2011 the factory was a shadow of its former self, the site being an amazing time warp. Some of the equipment still in use was over 100 years old. Nevertheless high quality gloves continued to be produced. Among their notable clients was Prince Philip, who was supplied with gloves for carriage driving.

This society was fortunate in that, as part of the preparation for the lottery bid, we were able to produce a short video and a number of still photographs of the factory in operation.

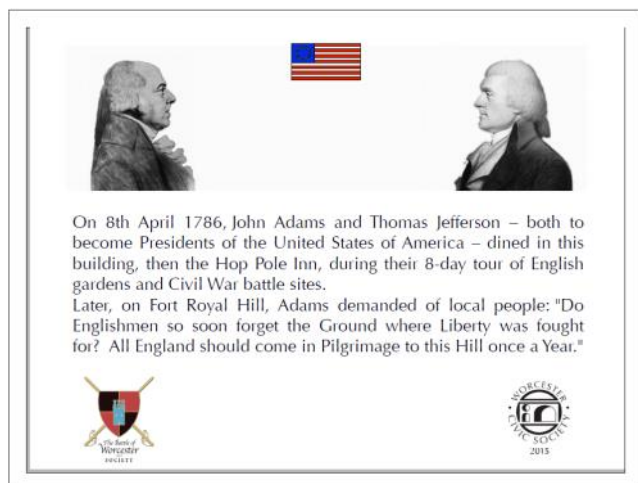
At the time of writing there is some uncertainty as to the future of the equipment still on site at the former Crown East village school. It is hoped that some of the equipment may be salvaged and donated to the City Museum.

Michael McCurdy



Brian Fincher at Work in 2011 (*M McCurdy*)

WORCESTER CITY PLAQUES



being made by Leander of Buxton. The society visited their factory in June 2012.

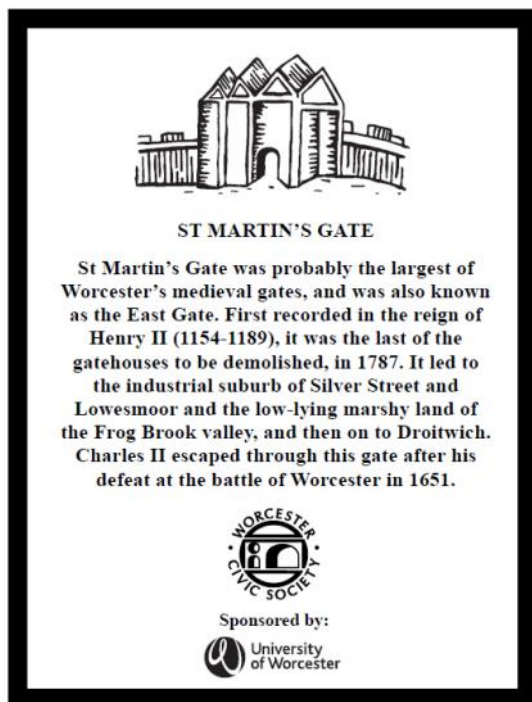
The illustration on the left is of a plaque unveiled by the Mayor on 18th February 2016 at the White House Hotel. It recalls the visit to the city, in 1786, of John Adams and Thomas Jefferson, both of whom were later to become President of the United States.

Several years ago Worcester Civic Society launched a programme to identify existing blue plaques and install a number of new ones. At the same time the plan was to replace the plaques marking the positions of the gates on the old city walls.

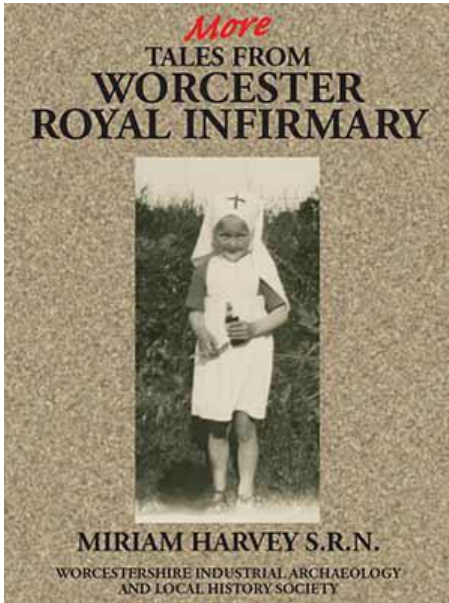
The programme is now well underway and we have six additional blue plaques around the city. Five of them commemorate notable Worcester people, artist Benjamin Williams Leader; headmistress Alice Ottley; double Olympic gold medalist Godfrey Brown; Rev Geoffrey Studdert Kennedy and Tip Foster, the only man to captain England at cricket and football. The sixth new plaque commemorated the 150th anniversary of the founding of Worcestershire County Cricket Club.

Six of the eight city gate plaques have been fitted, with the remaining two in the process of

Below is an example of one of the eight City Gate plaques. *Michael McCurdy*



BOOK REVIEWS



More Tales from Worcester Royal Infirmary

Miriam Harvey (published by WIALHS)

Soon after publishing my first book, "Tales from Worcester Royal Infirmary", I realised that there were other tales to tell which should have been included, so I had to write a second book.

I have included some tales of individuals, living eventful and interesting lives, in an era where the way of life was completely different. I interviewed past colleagues who had worked at the hospital and discovered more information about The Eye Hospital, South Bank and some of the Alms Houses.

Looking back over the centuries I realise

how much the various hospitals and alms houses have depended on the goodwill and boundless generosity of many ordinary people, as well as wealthy citizens.

These reminiscences form a part of the social history of Worcester and as such I felt it important to record this vanished way of life for future generations of nurses and other hospital staff.

Putting it all together was quite daunting as I am completely computer illiterate. Thankfully my husband Godfrey typed it all out and friends, including Roger Tapping kindly proof read the text. Finally I want to thank John Beale who came to my aid to do the layout and get it to the printers in Malvern in time to get it published by Christmas.

The book is on sale at Waterstones and the T.I.C. for £10 but members of WIA&LHS may purchase it directly from me at a discount price of £8.

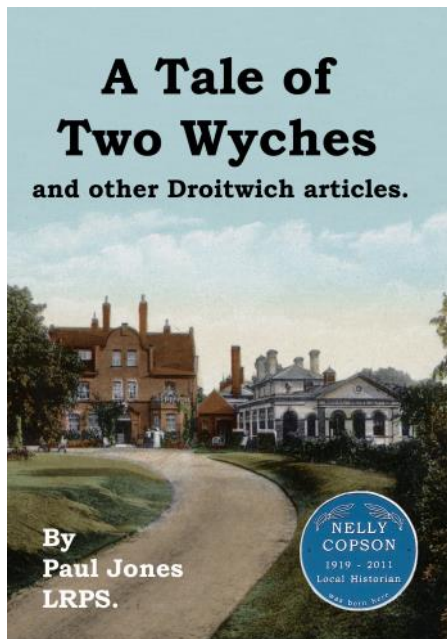
Miriam Harvey

A Tale of Two Wyches and other Droitwich articles

Paul Jones LRPS

The article from which the title is derived has already been printed in the WIALHS Newsletter earlier in the year, and other articles in the book include a look at the Droitwich Town Mill site lock, a report on the Raven Hotel, and the history of Chapel Bridge. The book is A5, contains 105 pages with many

BOOK REVIEWS



colour illustrations, and is be priced at £8. It is available from local shops in Droitwich only , or directly from myself by calling 01905 770088. *Paul Jones*

Sentenced to Beyond the Seas

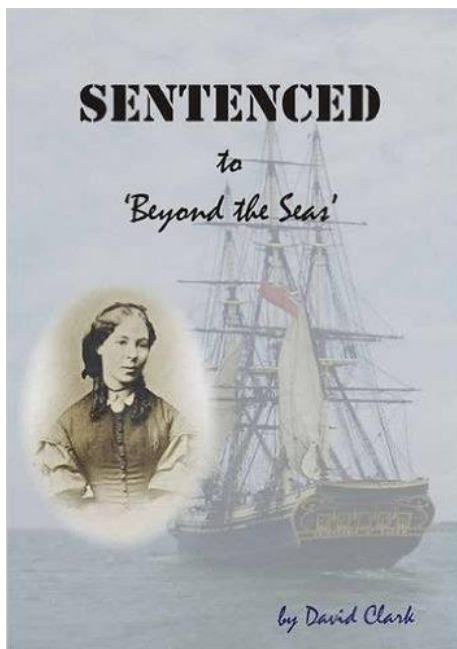
David Clark

This fascinating book was born out of a realisation the author had when he became Mayor of Worcester in the year 2001. Up to that time he has been a councillor and deputy Mayor and used the Guildhall regularly but had never explored the basement area where the cells are. It was here in these cells that prisoners were held prior to trial in the court room above. Once he had negotiated a route past piles of old desks/

chairs etc., David found the 3 cells largely intact as they would have been since construction possibly in 1751.

This discovery sent David away on a fascinating journey as he wondered what had happened to the poor miserable felons that has been locked up there, bearing in mind that the most common punishment for even minor crimes was execution or deportation.

Amongst David's most interesting subjects were a group of 8 young women who it seems had been hand-picked for transportation on the first all-female ship, the Lady Penrhyn. He began to wonder why these 8, all from Worcestershire, had been selected, the good news for them of course was that the alternative was death.



BOOK REVIEWS

The book then tells the stories of each of the girls, their journey on board to the final destination of Botany Bay and their lives in the new territory of Australia.

It is a fascinating read, the story should be made into a film, but for me there was a special interest as I have a friend in Perth, Western Australia, who has discovered in the last few years that he is a direct descendant of one of the 8 girls, Olivia Gascoigne. Olivia was in service in Severn Stoke and became one of the first to marry a fellow deportee. The groom was Nathaniel Lucas and the two of them, with a few others, were sent off to Norfolk Island where growing conditions for crops were better than Botany Bay.

My friend is now President of the Western Australia First Fleeter's Society and gives many illustrated talks in that area. The receipt of David's little book that I sent him has further enhanced his understanding of his ancestry and his talks were modified with the new information. What he can't come to terms with is that Mole Cottage in Severn Stoke and the cells in the Guildhall are still there and can be seen. It is good to have a bit of history!

The final part of the tale is that there is a possibility that there are now in the order of 43,000 direct descendants of Olivia and Nathaniel. The family are now into the 11th generation.

Thank you David for a cracking and fascinating read. ISBN 978 1 909219 10 6

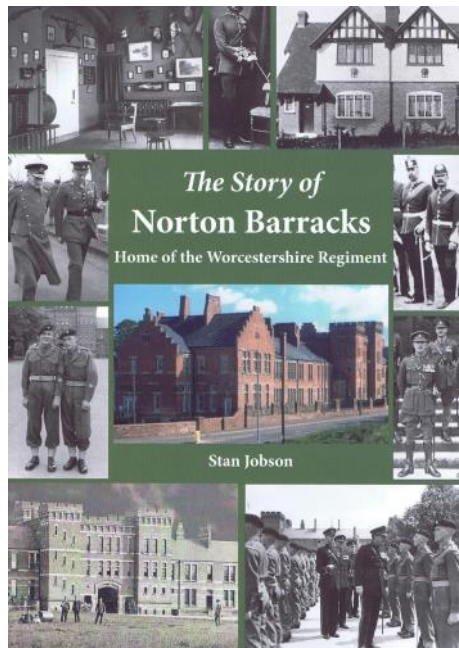
Roger Tapping

The Story of Norton Barracks

Stan Jobson

This book details the history of the barracks from construction in the late 1870s and tells the story of the regiments and their soldiers that were in occupation until the Regimental HQ closed early in 2011.

It is a compelling and factual story, well-illustrated and detailed about a site that played a large part in the history of Worcestershire. Many of the names of former soldiers will be well known to readers as was the layout of the main Keep Building to many of our members went on a visit there before the new housing estate was built. The street names of the estate reflect the names of



BOOK REVIEWS

the battles where the regiments fought. My daughter lives in Corunna Close, A battle which took place in Spain in 1809. Comparing the old site plans with what is on the ground now I think she lives on the site of the former parade ground. ISBN 978 1 906663 92 6

Roger Tapping

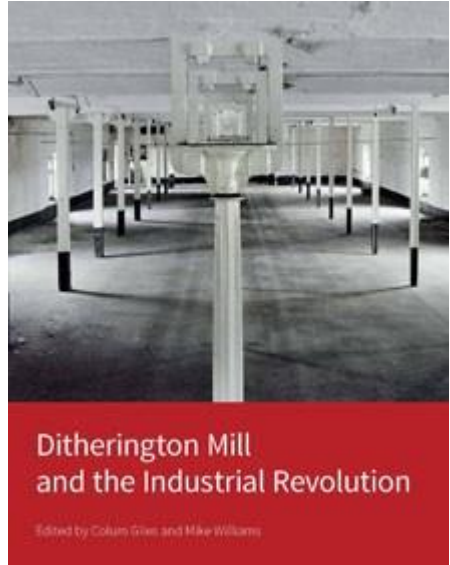
Ditherington Mill and the Industrial Revolution

Colum Giles and Mike Williams

Members with £50 to spare might be interested in this new book on the site we visited last year Abstract:

Ditherington Mill in Shrewsbury is rightly celebrated as having the first iron-framed building in the world. Its highly innovative structure provided a fireproof environment for industrial processes and is a predecessor of the technologies that today pepper our cities with skyscrapers. Around the Spinning Mill other early buildings have also survived, which together make the complex a remarkable example of a textile mill from the new generation of steam-powered factories that were changing the face of Britain at the close of the 18th century.

The conversion to a maltings in 1897 gave the mill a new lease of life and added further significant buildings to the Shrewsbury skyline. When malting ceased in 1987 the future of the site became an issue of great concern, not only to students of industrial architecture but also to local people who had worked in the maltings or for whom the site had become a familiar landmark in their everyday lives.



Historic England believes that a detailed understanding of Ditherington Mill's past should be a cornerstone of its future conservation and adaptation. Since its closure, archaeologists and historians have examined every aspect of this internationally significant industrial site. This research has investigated the innovative technologies employed to create the factory's buildings and has cast light on the people - some of national renown, others now all but forgotten - responsible for the mill's construction and operation. The story which has emerged is a rich one and is summarised in this book, the publication of which is a further demonstration of a collective commitment to securing the site's future.

The book is 172 pages, hardback and may be purchased from the Historic England online bookshop. ISBN: 9781848021181

John Beale

WHO IS SIR EDWARD ELGAR?

A child born today and living in Worcester will, at the age of 16 probably be able to tell you who Elgar was. But how many other famous people, who have made our City great will he or she be able to name? I think very few, maybe two or three more. I would like to change that, and with your help I believe we can.

If we honour twenty or so famous people, with the recognition they deserve, who have been born, lived or worked in Worcester – with a descriptive plaque, which tells the reader a bit about them. These twenty plaques we place on a wall in the City centre, we create a “Wall of Fame”...! (Big Tourist attraction)

Before we wonder if we can afford it, let's see who they are ?

My list of 55 Famous People are here for you to study. They have all done amazing things in the name of Worcester. Are there any you have not heard of? For posterity we should honour and remember them.

- Sir Ivor Atkins – Organist – Worcester Cathedral
- Kenny Ball – Band Leader / Trumpeter.
- Richard W. Binns – Porcelain Company Owner
- Sir Thomas Brock – Victorian Sculptor
- Stephen Bryan – Printer Berrows
- Samuel Butler – Satirist
- John James Cam – Motor – Cars & Cycles
- Robert Chamberlain – Porcelain Company
- John Colley – High-wire Acrobat
- Frederick G. Dancox – V.C. winner
- Harry Davis – Ceramics Painter
- Edward T. Davis – Victorian Painter
- Sir George Dowty – Engineering Genius
- Dud Dudley – Metallurgy / Smelting
- Saint Dunstan – Bishop of Worcester
- Sir Edward Elgar – Classical Composer
- Dr. John Fell (Bishop) – St. Oswald's Hospital
- Thomas Flight – Bought Porcelain Co - £3,000
- William Forsyth – Master Sculptor
- James Hadley – Ceramic Designer
- Percy Huxter – Clown & Music Hall Star
- Rev. G.S. Kennedy – ‘Woodbine Willie’
- Sir Charles Hastings – Doctor Founder B.M.A.
- William Laslett M.P. – Lawyer / Philanthropist
- Benjamin W. Leader – Landscape Painter

FAMOUS WORCESTER PEOPLE

- J.W. Lee & W. Perrins – Worcestershire Sauce
- Henry H. Lines – Gifted Painter
- Isaac Maddox – Bishop of Worcester
- Herbert H. Martyn – Carver / Master Carpenter
- Lord William Morris – Motor cars
- John Nash – Clothier
- John Noake – Newspaperman / Historian
- Saint Oswald – Bishop of Worcester
- Richard Padmore M.P. – Businessman
- Ernest Payne (Cycling) – Olympic Gold 1908
- Sir James Pennethorne – Architect Victorian London
- Charles Dyson Perrins – Porcelain / Sauce Company
- Sheila Scott – Aviator
- Alexander C. Sheriff – Ironmaster / Businessman
- Mary Martha Sherwood – Best selling Author
- Sarah Siddons – Great Tragic Actress
- Hannah Snell – “She – Soldier”
- Baron John Somers – Brilliant Lawyer
- Sir Thomas Street – Distinguished Lawyer
- Doctor John Wall –Scientist / Artist
- Vesta Tilly – Music Hall Star
- Thomas White – Important Architect
- Sir Edward L. Williams – Ship Canal Designer
- George H. Williamson – Industrialist
- Sir Isaac Wolfson – National Benefactor
- Mrs Henry Wood – Author (Ellen)
- Saint Wulfstan II – Last Anglo-Saxon Bishop
- George Wyatt VC – Battle of Mons
- Thomas Wylde M.P. – Commandery
- “Pumpy Thomas” – Climax Wind Pumps
- Reginald E. Foster – Cricket & Football Captain

I have reduced these 55 down to a more realistic 20 or so. Then I took my 20 to Michael Grundy and he offered to write the citations to each name. Here is an example over the page.

Twenty Famous People – Twenty different life stories!

The cost of the 20 or so plaques will be about £15,000, but I don't think that will be a big problem. Famous people have descendants, they will be keen to help.

SIR THOMAS BROCK 1847 – 1922

OCCUPATION – Victorian Sculptor – probably making more statues than others at that time.

ACHIEVEMENT – His masterpiece the iconic Victoria Imperial Memorial in front of Buckingham Palace. Apprenticeship in the art of modelling at Worcester Porcelain, Brock entered the Royal Academy School and rapidly became one of the nation's foremost sculptors, producing the gilded statue of Prince Albert for London's Albert Memorial. Statues all over the world are his work and locally the Queen Victoria memorial outside the Worcester Shirehall. At the unveiling of the Buckingham Palace Victoria Memorial in 1911, King George V was so moved by its excellence that he called for a sword and knighted Brock 'on the spot'. Sir Thomas was made Freeman of Worcester in 1913 – married in 1869 and had 8 children. He was a founder member of the British School of Sculpture.

Where to put our "Wall of Fame"? The best place would be the Cathedral Square although Crowngate would love it.

If you support me in this idea we need a sub-committee of about 10 people to start to sort out the details, and create an overall plan of action.

My name is Godfrey Harvey and 'phone number is 01905 453832

Surely our grandchildren and visitors should be made aware of our leading ancestors. We must present it properly and give our ancestors the praise that they so obviously deserve.

Godfrey Harvey

SPRING DINNER 6th May 2016

Once again our annual dinner will be held at the Worcester Golf and Country Club, Boughton Park: 6:30 for 7pm.

The meal will be 3 courses with choices, followed by coffee or tea and mints for £16. Booking details were circulated to members. If you have not yet reserved your place, please contact Christine Silvester on 01905 354679 as soon as possible. We hope to see you there!

BALH Growing Local History - National Conference

The British Association for Local History in association with University Campus Suffolk invite you to the BALH National Conference Friday 8th April to Sunday 10th April. Come and join us, either for the weekend (Friday 5.30pm to Sunday 1pm) or for the Saturday programme.

- Whole conference - Friday 5.30 to Sunday 1 pm, including Friday dinner - £60
- Whole conference - Friday 5.30 to Sunday 1 pm, excluding Friday dinner - £40
- Saturday only (including coffee, tea and buffet lunch) - £30

BALH's national conference, is a great opportunity to meet and talk with other local historians, hear about how local history is being practised by a range of people in a variety of contexts, and get to know new places - this year UCS's smart, 21st century building in the his-

toric waterfront and town of Ipswich, in Suffolk, one of the most active of local history counties.

The 2016 national conference recognises the uniquely valuable work and fresh ideas that volunteers are bringing to local history. Based throughout on actual projects, the conference will explore varied examples from the rich array of current and recent work in Suffolk – the topics, the activities, the findings and how they are achieved. Using these and other contributions it will consider more generally how grass-roots historians, working with a variety of partners and supporters, can contribute to taking local history forward at a time of change in some familiar formats and resources.

Visit the webpage for more information and booking: <http://www.balh.org.uk/events>

Deadline 1st April

THE VINEGAR EXPRESS

Many thanks are due to our stalwart member and contributor, John Mason, for permission to reproduce one of his paintings on the front cover. This splendidly captures the atmosphere as an ex GWR Pannier Tank takes a train across the road on the Vinegar Works Branch. Hill, Evans and Co extended the existing branch line that had served the Worcester Engine Works, from where it crossed the Virgin's Tavern

Road (now Tolladine Road) by a further 632 yards (578 m) to terminate in St Martin's Street opposite the northern boundary of the vinegar works. This route required a level crossing at Shrub Hill Road, a bridge over the Worcester and Birmingham Canal, and a second level crossing at Pheasant Street. Completed in 1872, the new private branch line became known as the Vinegar Works branch. The last train on the branch ran on 5 June 1964, hauled by GWR Pannier Tank engine No.1639

THE HISTORY OF JAMES ARCHDALE & CO LTD.

MACHINE TOOL MAKERS — By R D Sproat

Many of you will have noticed that Lidl is building a new larger supermarket on Blackpole Road, opposite its current store. The old one is on the site of the Archdale's factory, and the new one is on their former sports field site. We thought it was appropriate to remember Archdales by reproducing this article from the Newsletter, Summer 1997 edition.

Introduction

James Archdale & Co Ltd. In its day was one of the leading machine tool firms in the country and a giant within the engineering world. Its Worcester factory at Blackpole was one of the best equipped and prestigious in the world for the production machine tools and special purpose machines. It joined with the other large engineering companies in Worcester to be known as the 'big six' who counted their workforce in thousands and their factory sites in acres.

However, an unprecedented decline occurred in the 1960's and 70s. Increasing competition from abroad, lack of investment and forward planning, mergers and 'rationalisation' all took their toll which hit engineering hard. Now, Worcester has only pockets of excellence compared to the large pool of skilled labour that had once existed.

Company Records.

The company originated in and around Ledsam Street in west Birmingham and this factory remained as its head office until the late 1950s. The Birmingham Archivist's Department (at the Birming-

ham Public Library was approached. but they had only one reference to the company, viz. 1902 -1956 minute books. memos, sale catalogues, seal books etc. 'held in private hands'. This reference was taken from the National Register of Archives (Royal Commission on Historical Manuscripts), Quality House. 8 Quality Court, Chancery Lane, London, WC2A 1HP. Their records refer survey of the thousand first registered companies. 'Archdales' are not mentioned in this survey, but Staveley Industries, who later bought Archdales are. The Registry's files, however show a discrepancy which could be explained, as to the whereabouts of these company files. Staveley Industries was approached but they appear to have shrunk to the size of a holding company in the accounts of a finance company in Croydon.

Present day companies are notorious for not keeping records further back in time than six years, as required tax purposes. So for the moment, time does not allow further investigation in this direction. Hereford and Worcester Record Office however does hold mention of five deeds purchase of land relating to purchase of land to and from the company of James Archdale & Co Ltd at its site at Bilford Road.

Other Sources.

Apart from the fabric of the remaining factory buildings, many items of literature are still to be found such as catalogues, articles in trade journals, (e.g. Metalworking Production and Practical

Engineering), photographs, exhibition catalogues (e.g. International Machine Tool Exhibition at Olympia in 1964, articles in local newspapers, (e.g. Industry, A Berrow's Survey dated 31st May 1963), company news-sheets and promotional leaflets. The company's machines were so robust and practical that it can be fair to say that even today, twenty years after the company closed, an Archdale radial driller or miller can be found in almost every machine shop in the world.

The last source of information was to contact as many ex-employees as could be found and make a log of their memories. Of these in particular I would like to thank Messrs. Jack Pugh Mick Millington, Brian Breakwell, Bob and Roy Mitchel, Donald Watt, John Stockall, Chris Turner (the latter two had fathers who were employed by the company), members of the 'Archdale 73 Social Club' and many others.

Founder of the Company.

The founder, James Archdale was born in 1839 at the village of Low Goslem, near Thwaite Gate, Hunslett; Leeds. His father was a miner then later a market gardener. James' first job was as a pit boy at the age of nine, but was later brought out of mining and given experience at the following firms:

- Kitson & Co (locomotive manufacturers and iron founders.)
- Benjamin Walker (mechanical engineers.)
- John Foster & Co (road rollers, traction engines etc.)
- Greenwood & Batley Ltd. (machine tool makers.)

It was in the latter that he served his apprenticeship. On completion of his apprenticeship he moved to Manchester and the works of John Hetherington Sons Ltd, machine tool makers. In 1866 at the age of 27 he moved to Birmingham and the employ of Tangyes Ltd as foreman of machine tool building. He stayed for 2 years then started business on his own in 1868. His first workshop was in Oozells Street, Birmingham, where he commenced work as a machinist employing himself and two boys.

He had a strong egotistical personality but a good grasp of general engineering and mechanics. One of his earliest inventions was a quick tool release mechanism for fitting to the cross slides of screw-cutting lathes. This allowed the machine operator to cut screw threads to a much more accurate length than before, and cut square and acme thread forms in a blind hole.

By 1876 his business had expanded and he had moved to new premises at 140 Great Tindall Street and advertised as 'James Archdale, machinist'. Before 1894-95 he employed no salesmen but relied on the reputation of the quality of his machines to gain further orders.

The earliest products of James Archdales were cut-off machines and lathes. His first large order came from Sir Josiah Mason, founder of the firm of pen-makers, Perry Co. The second being from Kynoch & Co., cartridge manufacturers, (now part of Imperial Chemical Industries). From the interviews a copy of a promotional paper came to light showing an extract from a single remaining company day-book dated 1879. At this time the company was still at the Tindall Street works. The first entry in

the day-book is as follows:

27th February 1874
Alterations to three Cutting-off Machines
Making new Lathe screw

Messrs Kynoch Co.
£3. 0s od.
£10s. od.

Typical day-book page for later in 1874:

April 24th
1 1/2 Gross Saws. Two compound Lathes,
Repairing one & machine

Kynoch & Co.
Paid £99. 8s. od.

May 9th.
3 Lapping Machines

Balance 8s. od
£1. 15s. od each
£5. 5s. od.
Paid £3. 10s. od.
Paid £30. 0s. od

Repairing Headstock
One compound Lathe

May 18th
One 5" Lathe with Chucks etc.
Complete
May 22nd
One new lathe screw
One gross 6 3/8" collar headed screws @

Kynoch & Co.
Paid £40. 0s.od.
Kynoch & Co.
£0. 14s. od.
£2. 08s. od.
Paid £2. 10s. od.
Paid £3. 4s. od.

June 13th
One gross 1/2 x 1/32 col. threaded screws
Item one assorted wrought iron spanners viz. 3/4 one 1/2"
One double ended 7/16 x 1/4
One 5/8 turned box spanner

Kynoch & Co.
Paid £2. 10s. od.
Paid £3. 10s. od.
£6. 0s. od

July 3rd
One 5" screw cutting Lathe with gap, overhead motion, sliding steady and boring steady, with complete set of case hardened spanners 22 change wheels complete set

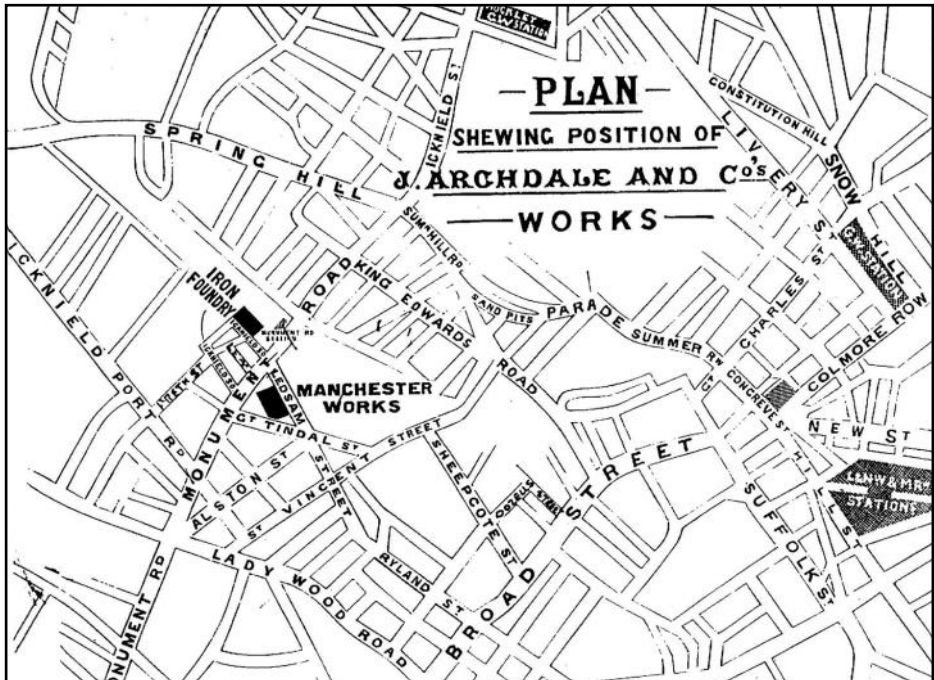
Nickling Richard
Paid £48. 0s. od.

July 7th
Repairing Headstock with new wheels etc.

Kynoch & Co.
Paid £3. 10s. od.

These files show that from February to July 1874, Kynoch & Co. was an important customer, buying four lathes and other equipment, doing repair work, and in those six months spending £194. 15s. 0d. with Archdale. So started

a long association producing machines for the armaments industry and Ministry of Supply. The company set out to build any kind of machine tool that the market required, such as drawing presses, cartridge tapering machines, thread



Ledsam Street Location

milling machines and gun barrel drilling machines, all of which in the late 19th century made the company very prosperous. As the business expanded the company moved to larger premises in Tindall Street, and then to a much larger site at Ledsam Street where building commenced about 1879. This factory remained the Head Office until the 1950's when operations ceased and everything was handled from the Bilford Road, Worcester factory.

With increased orders from Kynoch & Co., James Archdale was able to develop a wide range of rifle and cartridge making machines which became the mainstay of his production into the early 20th century. (See illustrations). Between 1879 and 1908 he supplied machines to all the major small arms manu-

facturers in England and throughout the world. e.g. in Britain:-

- BSA (Birmingham Small Arms)
- Kynoch & Co.
- Royal Arsenal, Woolwich.
- Royal Small Arms Factory, Enfield.

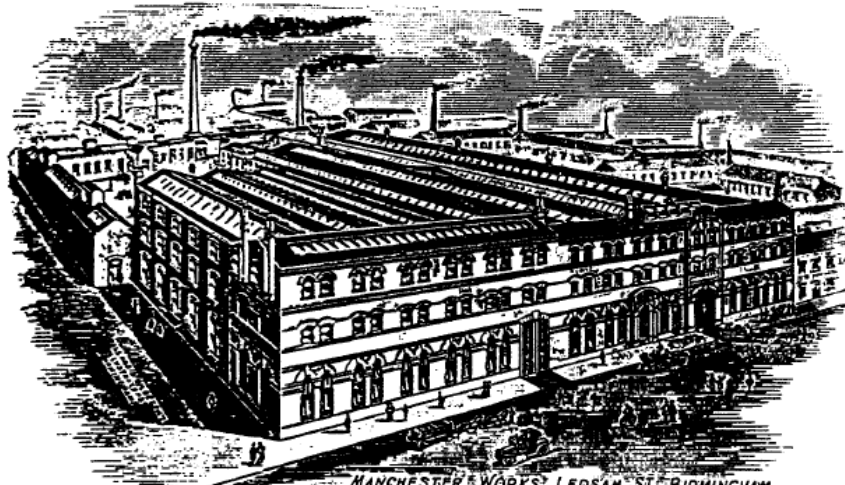
Britain then had an empire which covered a third of the globe and its armies were continually engaged in small wars, the fire-arms industry was then a very profitable affair and no doubt made a tidy profit during this era.

In 1907-1908, he supplied a complete small arms plant to India. To achieve the delivery produced a huge range of machine tools to cut and form metal, everything was made at his factory, i.e. raw material went in, and the finished prod-

TELEGRAMS: "ARCHDALE, BIRMINGHAM." TELEPHONE No. 3658.
CODES USED: A B C FOURTH EDITION, A1 CODE, THE ENGINEERING TELEGRAPH CODE.

TENTH EDITION, 1909.

ILLUSTRATED CATALOGUE OF GENERAL AND SPECIAL MACHINE TOOLS



MADE BY

JAMES ARCHDALE & CO. Ltd.
LEDSAM STREET, BIRMINGHAM.

AGENTS.

AUSTRALASIA ...	MR. J. TODER, PITT STREET, SYDNEY, N.S.W.
BELGIUM ...	MESSRS. JASPER, 4, RUE JONFOSSE, LIEGE.
CHINA ...	MESSRS. SCHULTZ & Co., SHANGHAI.
FRANCE ...	MESSRS. BONVILLAIN & RONGERAY, PARIS (for Drilling Machines).
ITALY ...	SIGNOR EMILIO CLAVARINO, 33, VIA XX SETTEMBRE, GENOA.
JAPAN ...	MESSRS. JARDINE, MATHESON & Co., LD., YOKOHAMA.
NORWAY ...	MR. P. NERGAARD, CHRISTIANIA.
RUSSIA ...	MESSRS. S. G. MARTIN & Co., ST. PETERSBURG AND MOSCOW.
SCOTLAND ...	MESSRS. A. & J. McCULLOCH, 140, WEST GEORGE STREET, GLASGOW.
SOUTH AMERICA ...	MR. STANLEY W. LEWIS, BUENOS AYRES.

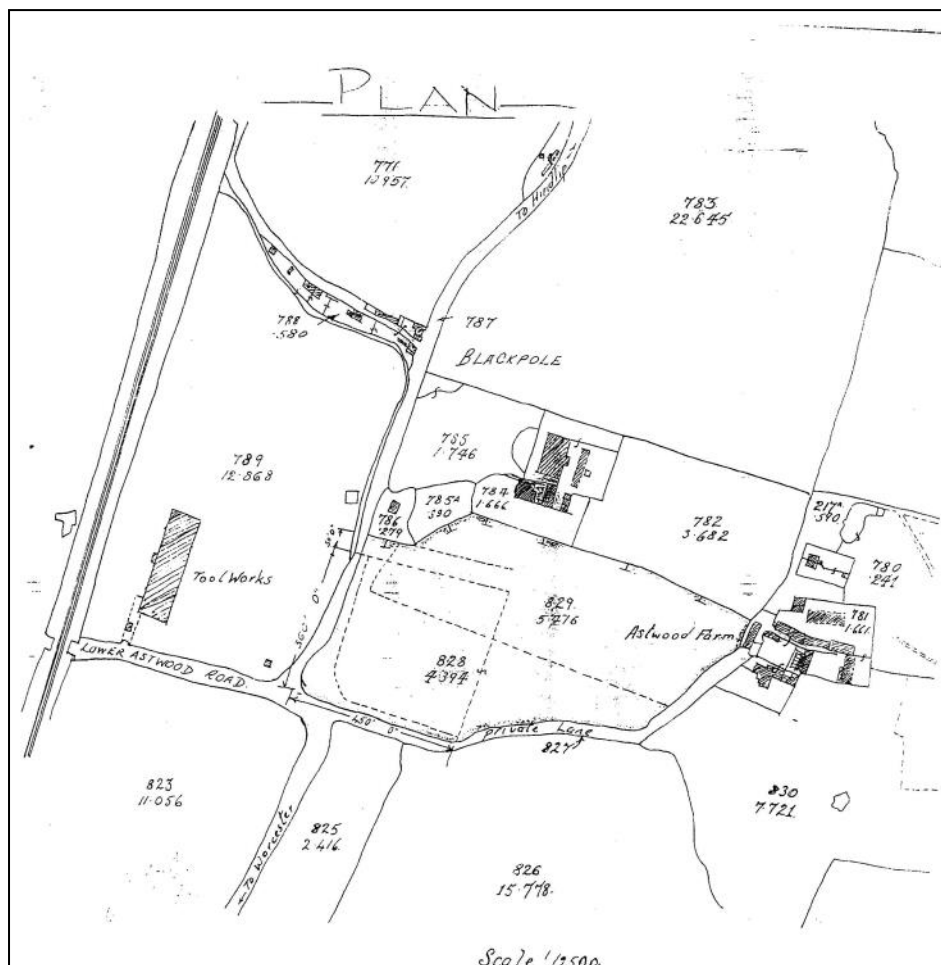
SILK & TERRY. PRINTERS, BIRMINGHAM.

Copyright—Entered at Stationers' Hall.

Catalogue from 1909

uct came out. This was a time when highly skilled craftsmen and engineers were in abundance in Birmingham. The

fabric of machines were made mostly of cheap cast iron which could be easily machined and hand worked with little



Blackpole site plan taken from the Conveyance of 12th January, 1937, Lady Hindlip & others to Jas. Archdale & Co.

effort. With such flexibility of labour and materials and with some stability of the Empire following the Boer War, discontinued making machines for the arms industry (except during both world wars) and concentrated on producing machine tools for the general engineering industry.

Ledsam Street

The move to Ledsam Street provided more space to improve Archdale's but within ten years this also had become too small for his capacity. So in 1889 James had a new building erected on the Ledsam Street site which doubled the size of his workshops, and by 1896 the

Ledsam Street Factory, known as the Manchester Works, employed 450 people. It comprised a drawing office, a smithy, pattern shop and stores, and five machine shops. The machine shops had vertical belts to the common line shafting and lack of guarding to the machines. Nevertheless, it was Archdale's boast that apart from a few very minor exceptions, all his products were machined on machines of his own manufacture.

Archdale also had his own foundry nearby in Icknield Square which could produce castings up to twenty tons. The

foundry, with pride, had electric lighting installed. Sadly, this site was destroyed in an air raid in the autumn of 1940 with the loss of several lives.

Such was the company's diversification that machines such as an armour-plate Shaping Machine, weighing 24 tons for HM Dockyard, Chatham and a locomotive piston-rod grinding machine were built.

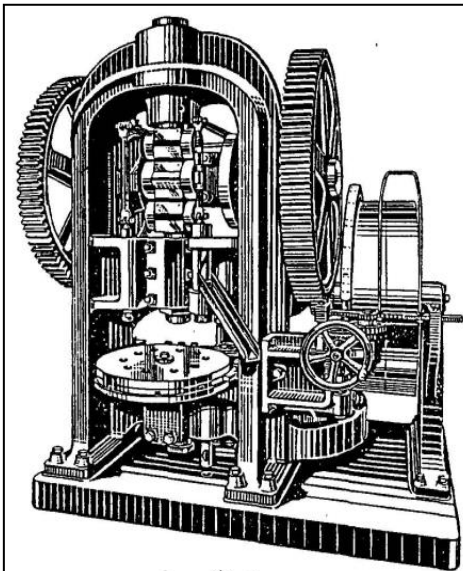
The 1896 picture of the Ledsam Street Works shows the original new building as a quadrangle, with its impressive works entrance and façade into the courtyard, and the side gate where the finished products were driven away to the customers' machine shops.

Expansion continued into the 20th century when the quadrangle was filled in with extra workshops and an extension built to the frontage. By 1910 the site occupied 80,000 sq. ft. and employed 600 people.

Towards the end of 1910 the designs were to take on a modern look. Throughout World War I the company outstripped its previous production levels, again making machines for the small arms industry.

Conclusion

The 1960's was a boom time for engineering. Shipbuilding, construction, aviation and the automobile industries, and many others, spent huge sums on new plant and investment. Britain was engaged in almost half the world's industrial trade. Worcester, close to the West Midland industrial centre was also in the midst of a large agricultural area where wages were cheap, and with good road,



Vertical Heading Machine - Length of stroke 4.25" Weight approx. 4 tons. Originally designed for the firm of Sir W. T. Armstrong-Mitchell & Co. (forerunners of Sir W. G. Armstrong-Whitworth & Co. Ltd. The machine formed cartridge cases for 1 pounder, 2 1/2 pounder, and 3 pounder guns. It had a 2'-6" circular table with 10 dies.

rail and waterway connections, also provided stable labour. The general employment position was good in Worcester. Unemployment was lower than most other cities. For example, in late 1962 had a figure of 0.9% compared with for the midland region, and 2.1% for the national average.

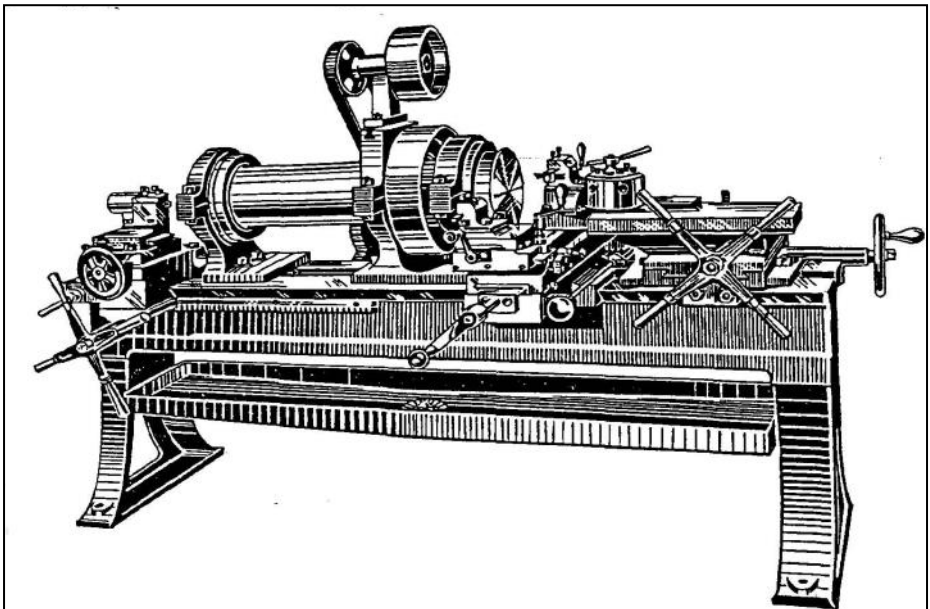
Competition was however beginning to increase, particularly from the Germans, then with the Japanese with cheaper copies of established designs, and new innovations in electronic control from the Americans. Much consternation was brought to the board room of many an old British company.

There was a decline in employment in mechanical engineering with a loss of

13,600 jobs between 1966 and 1973. The major loss was in the machine tool industry with 8,300 job losses well over half the total engineering figure. The machine tool industry suffered very acute difficulties after 1971. Coventry was the worst hit with the decline of major firms such as Alfred Herbert & Co Ltd and Wickman Lathes. Since a machine tool was a high financial investment for a production company, and west midland industry tended to service itself, the cut-backs 'knock-on' effect to the machine tool industry with the west midlands damaged the most.

The Last Years of James Archdale & Co Ltd.

Staveley Industries spent heavily during



Machine for multiple operations — *Lathe to machine cartridge cases, many of these machines were made and supplied to The Royal Arsenal, Woolwich, used for turning the head of the cartridge, drilling and tapping the primer hole and boring the mouth*

the late 1940's and early 1950's. Their top directors gambled that it was to be the machine tool industry that was next to be nationalised by the Labour Government, and engaged on a 'spending spree' to purchase as many machine tool firms that could be bought. James Archdale & Co Ltd was then being run by the third generation of Archdale and their designs for machines were starting to become out-dated, so with the cash incentive, sold out. Staverley Industries however, as a holding company, had little interest in the 'day-to-day' running of the company and in their early days allowed to retain their autonomy.

The following is a list of some of the machine tool firms acquired by Staverley Industries.

- James Archdale & Co Ltd (Radial drills, milling and transfer machines).
- Cunliffe & Croom Ltd (Vertical & horizontal milling machines).
- Kitchen & Wade Ltd (Radial & vertical drilling machines).
- Ormerod Shapers Ltd. (Shaping machines).
- The Lapointe Machine Tool Co (Broaching machines)
- Swift Lathes Ltd. (Large lathes & large horizontal grinders).
- Kendle & Gent Ltd (Large plano and vertical milling machines).
- Craven Bros. Ltd (Large vertical borers, heavy duty (20 ft long) lathes & heavy duty roll grinding machines).
- Shand & Co Ltd (Makers of 'Hyton' hydraulic presses).
- Kerns & Co Ltd (Heavy duty vertical borers).
- Geo. Richards & Co Ltd (Horizontal & vertical boring and turning machines).
- Tilghman & Co Ltd (Makers of 'Wheelabrator' shot blasting machines).

Changes however occurred after Staverley Industries acquired the Drummond-Asquith Ltd Group which had a strong sales force and their own collection of machine tool companies, viz:-

- Drummond-Asquith Ltd ('Asquith' milling, boring radial drilling machines,
- Drummond multi-tool lathes, copy lathes gear shaping machines).
- Lidköping Sweden (Centreless grinding machines).
- Norton-Asquith Ltd (Cylindrical grinding machines).

Drummond-Asquith then took over the selling of all Staverley's products and supplanted Archdale's selling agent Alfred Herbert & Co Ltd (Coventry). Asquith had previously been competitors of Archdale, making their own cheaper version of an Archdale radial driller.

In consequence, there was a conflict of interests, and Drummond-Asquith, with its strong commercial connections, was better favoured within the group.

By the late 1960's to early 1970s, Staverley Holdings were becoming disillusioned that the machine tool industry was not going to be nationalised as pre-

viously thought and embarked on a process of selling off its group assets. Redundancies were commenced at Archdales in 1967, and continued in batches until 1973 when Staverley Industries closed three factories, including Archdales. The site was stripped of its machinery sold to a leasing company.

As a postscript, several engineers and managers from the 'old firm' bought the company's technical drawings and set up in business servicing Archdale machines,

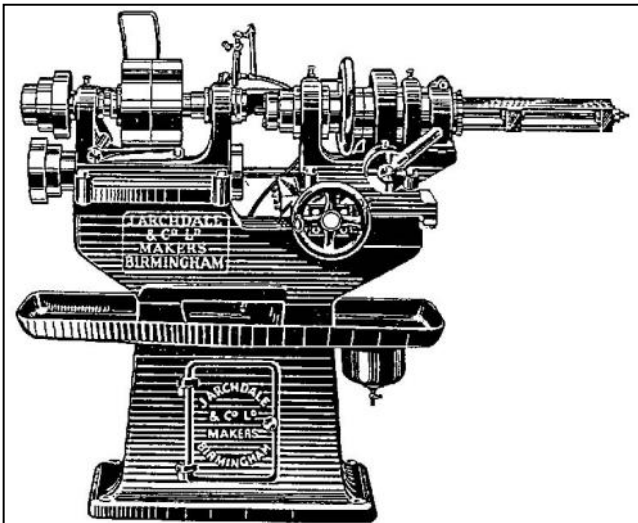
and building machines of their own, and are still in business today trading at the Blackpole Estate in Worcester as Xdale Ltd.

Conclusion. Engineering as a trade has a multiplicity of disciplines. By its nature there are constant innovations and changes in the industry, and today, improvements in technology (particularly in the sphere of machine tools), can make a machine obsolete and unsaleable overnight. The Victorian machine builders worked with a different premise i.e. simple design, cheap materials of construction and reliability over time. As mentioned before the longevity of a design of a machine proved the design was right. It was not unknown for some Victorian machinery, if correctly lubricated and maintained, to last 80 years in continuous production. James Archdale relied upon his reputation as a builder of sound solid

tools to keep his company in the forefront for over one hundred years. Sadly it was not the lack of quality of the firm's products, but politics which finally destroyed the company .

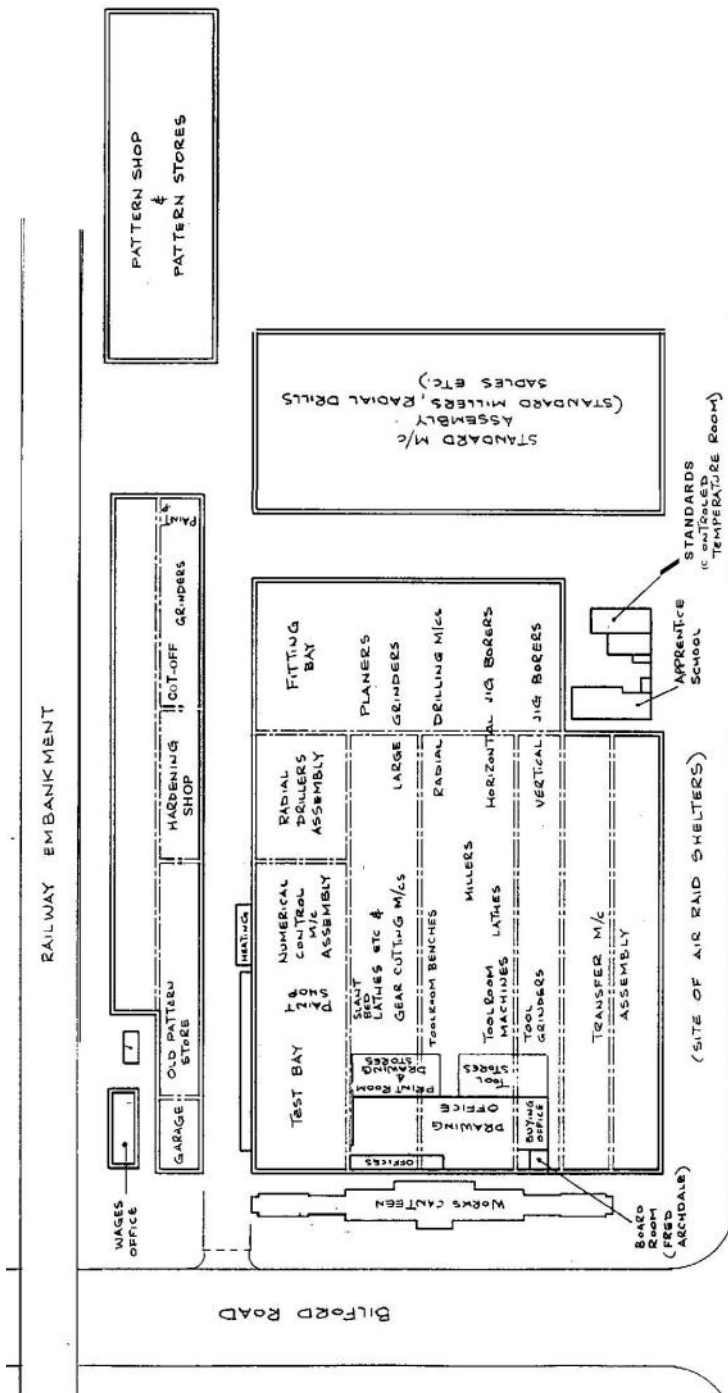
R D Sproat

From Newsletter Spring 1997



Above: Thread Milling Machine—Made to thread small cartridge cases and parts. This machine was made in considerable numbers up to 1940 when the Ministry of Supply under the rational scheme ordered the company to cease the manufacture of this type of machine

Right: Drawing Machine -Used for drawing cartridge cases up from the cup to proper length in successive stages



Blackpole Works—Factory Layout

WLHF EVENTS

The following events are planned by sister societies who are also members of the Worcestershire Local History Forum. A key to the abbreviations and contact details are at the end of this list:

-----March 2016-----

- 15 Mar BMSGH/s *Alfred the Great: a king who rode to good fortune* Max Keen
15 Mar FoWA *Keys to the past: undiscovered manuscripts in the Hurd Library* Christine Penney
16 Mar WLHG *The Abberley Building Survey Project: how Abberley evolved* Duncan James
22 Mar RHHS *Black Country Churches* Tim Bridges
22 Mar WFHRG *The Old Time Music Hall* Mike Wallace
31 Mar VEHS *The Battle of Worcester 1651: the last battle of the English Civil Wars* Bernard Mills

-----April 2016-----

- 1 Apr WHS *Cavalier Dogs and Roundhead Rogues* Mary Bodfish
1 Apr FoMM *More on the History of Barnards Green* Faith Renger, Catherine Banks and Barbara Hartley-Woolley
6 Apr DHAS *The History of Abberley Hall and Clock Tower* Jo Roche
19 Apr BMSGH/s *The Coseley Tragedy* Anne Clarke
16 Apr WFHRG *History Day: Wyre Forest in the 20th century – Corn Exchange, Kidderminster Town Hall 10am-4.45pm*
20 Apr WLHG *St Helen's of Worcester: local history back before the Dark Ages* Heather Rendell
26 Apr RHHS *You Can't Abdicate and Eat It: (Edward and Mrs Simpson)* Mary Bodfish
26 Apr WFHRG *Burne-Jones Stained Glass Windows* Wilden Allsaints Group
28 Apr VEHS *AGM followed by Ancient Greek Olympic Games: Greek and Roman illustrations* Ray Aspden
29 Apr FoMM *Woven in Kidderminster* Melvyn Thompson
29 Apr WHS *Warwickshire/Worcestershire Turnpikes* Julian Hunt

-----May 2016-----

- 17 May BMSGH/s *The Edwardians Discover History*
24 May RHHS *AGM followed by Celebrating 50 years of the RandH History Society*
24 May WFHRG *Great Uncle Jack and his Gallipoli campaign – King Charles Room, Kidderminster Town Hall* Ron Gallivan
26 May VEHS *On a Wing and a Prayer: the cathedral builders* Keith Cattell
27 May WHS *The History of Becketts* Simon Beckett

WLHF EVENTS

-----June 2016-----

- 1 Jun MFHS *Barnards Green Retail Shops: the story* Catherine Banks
 21 Jun BMSGH/s *Visit to Walsall Leather Museum* – booking essential
 24 Jun WHS Tour of Heath Farm followed by refreshments
 26 Jun RHHS Dayhouse Bank Julian Hunt
 28 Jun WFHRG *A Day in Court* David Berry

-----July 2016-----

- 19 Jul BMSGH/s *Visit to Four Ashes Hall* – booking essential - £14 Nikola and Stephen Thompson
 26 Jul WFHRG *Woven in Kidderminster* Melvyn Thompson

-----August 2016-----

- 16 Aug BMSGH/s *Genealogy: more than Ancestry* Richard Lewis

BMSGH/s	Birmingham & Midland Society for Genealogy & Heraldry (Stourbridge)	Carol Moore 01562 885472
DHAS	Droitwich History & Archaeology Society	Roy Murphy 01905 620576
FoMM	Friends of Malvern Museum	Cora Weaver cora@malvernspa.com
FoWA	Friends of Worcestershire Archives	Roger Leake 01386 710382
MFHS	Malvern Family History Society	Mike Speed 01684 567994
RHHS	Romsley & Hunnington History Society	Kev Riley rileyjohn541@aol.com
WFHRG	Wyre Forest Historical Research Group	Maira Brown 01652 756903
WHS	Wythall History Society	Betty Sadler bet.brian@virgin.net
WLHG	Wichenford Local Heritage Group	Eve Fraser e.rfraser@btinternet.com
VEHS	Vale of Evesham Historical Society	Gerry Harte gerryharte@aol.com



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Debbie Morris

* Leaving post at AGM March 2016

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