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**Brass Steel Fire Exhibition.** This exhibition was co-ordinated by Anthony Coulls and opened in March of this year at the NRM York. When it closed it was relocated to the Science Museum in London, with the current restrictions this film was made last Thursday and provides a snapshot of exhibits on display. A number of exhibits have been placed on loan from private collections including some from abroad, currently the Exhibition is scheduled to run until 2<sup>nd</sup> May 2021. This short film is an appetiser. Click [here](#) to watch on our films page or [here](#) to visit YouTube. Peter Coulls. 2 November 2020

**Warwickshire Industries.** The latest contribution to our section on Warwickshire Industries is 'Water in Warwickshire'. Compiled by our chairman *Martin Green*, this is very much a provisional document that seeks to introduce the topic of 'Water' as applied to industrial heritage. We hope that publication will promote interest in, and encourage contributions on, water sites throughout Warwickshire, Coventry and Solihull. Click [here](#) to view. 18th November 2020

**WIAS November Zoom Meeting.** This talk was recorded and is now available on our Zoom page, click [here](#). 14th November 2020

**The Story of Leamington's Water Supply.** The Story of Leamington's Water Supply compiled and narrated by Jeffrey Burgess. Jeff describes water supply to the town, the sort that comes out of your taps not the town's famous Spa water. This is history beneath your feet! Click [here](#) to watch this fascinating 40 mins video. 14th November 2020

**Warwickshire Aviation – New Book for Christmas?** If our November Zoom talk on aviation wetted your appetite, why not consider a new book by local author Alf Jenks? A hardcover A4 book printed in black and white published in 2020. It has 534 pages depicting hundreds of photographs many of which have not been seen before. For full details visit our Book page by clicking [here](#). 13th December 2020



**“Retort!” Magazine.** “Retort!” was published by WIAS between Spring 1993 and Summer 2000 and contains numerous fascinating articles. Thanks to the scanning equipment belonging to LNWR archive, a complete set of the 10 magazines is now available on our website. The quality is considerably better than the earlier scans. Each magazine is individually available in a PDF format which can be downloaded to your PC/Mac if you wish to keep a copy. Click [here](#) to visit the page. 5th November 2020

**Traditional Brickmaking in the Rhineland.** *John Brace* recommends this German film from 1963. Whether you speak German or not this film is very watchable and graphically illustrates what can be achieved with the most basic of equipment and manpower. Click [here](#) to visit our films page or [here](#) for a direct link to YouTube. 28th October 2020



**Leamington's Victorian Legacy.** Thanks to Mark Ellis, our speakers and generous sponsors, in spite of the doom and gloom currently surrounding us, Leamington History Group has produced a second Leamington History Video, live from today. Please circulate the links below as widely as you can, – and of course, enjoy it yourselves! Margaret Rushton 23rd October 2020

Leamington's Victorian Legacy



**Armstrong Whitworth Aircraft, Coventry.** The final part of *John Willock's* brilliant and highly detailed articles on this famous Coventry aircraft build is now available. Entitled '*Armstrong Whitworth Aircraft – The Jet Fighter Era*', this is a must! Click [here](#) to visit the page. *13th October 2020*

**ZOOM.** The October WIAS meeting included an excellent presentation by Alain Foote – '*Industrial Archaeology Highlights of a round-the-world trip January and February 2020*'. If you were unable to join the meeting it is now available to watch on our Zoom page [here](#). *13th October 2020*

**Berkswell Windmill.** A new addition to our 'Contributions' section from *Stuart Robertson*. Click [here](#) to view. *3rd October 2020*

**Ian Swankie Lecture 7th October 2020.** A number of members have asked about the Lecture on the 7th. October in the programme offered Royal Leamington Spa Arts Society. I have been in touch with the Chairman and if anybody would like access to the link, would they please let know. Shaun Pitt, the Chairman, has kindly agreed to provide the link to interested WIAS members, so [please let me know if you fall into category.](#)

When we think of St Pancras International or New York Grand Central, we imagine long romantic journeys. They are special places promising excitement and adventure. But there are dozens of other glorious stations in the UK and abroad. In this lecture we will take a journey around some of the most evocative and splendid of them, looking not only at the magnificence of the architecture and the brilliance of the engineering, but discovering numerous artworks within the stations and examining many depictions of stations in art. These include Claude Monet's *Gare St Lazare* and William Powell Frith's *Paddington*.

Ian Swankie is a Londoner with a passion for art and architecture. He is a Freeman of the Worshipful Company of Art Scholars, an official guide to Tate Britain, Tate Modern, Guildhall Art Gallery and St Paul's Cathedral, and an active freelance London guide.

**This lecture will be streamed online on Wednesday 7th October 2020 at 11:00am. TAS RLS members will be invited by email to join the lecture.** Martin Green *2nd October 2020*

**Change of plans!** There has been an alteration to the Zoom programme. On Thursday December 10th. 2020, a talk will be given by Liz Woolley 'The Victorian and Edwardian Industrial Buildings of Oxford'. We hope to follow this with a walk on the same theme in the (hopefully post-virus) summer led by Liz. Incidentally, she has also developed an interest in recording the ironwork of the city as she has walked the city during lockdown and she was delighted to receive examples of GRAFTON OXFORD and CARTER OXFORD from the streets of Leamington which I was able to send to her. I attach a link [here](#), and, yes indeed, it does say dull mens club! Martin Green *2nd October 2020*

**Zoom Recordings.** Commencing in September 2020, WIAS 'ZOOM' meetings are being held at 7.30pm on the second Thursday of the month. Where the speaker has agreed, WIAS will record the main part of the meeting, usually a presentation, and make them available for all to view. A dedicated page for the recordings has been created which you can access by clicking [here](#). *30th September 2020*



**Updates from the Chairman.** Dear all, You may have noticed that yesterday was a day to celebrate new technology on the railways with the running of the hydrogen-powered train – and it happened on a line in Warwickshire! It ran between the depot at Long Marston and Evesham. It is a project developed by the University of Birmingham and Porterbrook, the rolling stock company. Here is a link to the BBC news item: <https://www.bbc.co.uk/news/av/business-54350046>

Those who tuned into the Leamington History Group's Virtual History Day will have seen a presentation by the Arts Society, Royal Leamington Spa. Chris Voss has followed this with a recommendation for one of their lectures with this message from Shaun Pitt, the Chairman.

#### Online lecture on Wednesday 7th October

I am delighted to announce that we will be broadcasting our next online lecture on **Wednesday 7th October at 11.00am**. As with all our previous online lectures, you are very welcome to invite friends and family to watch it with you or, if you prefer, forward them the link to YouTube to enable them to watch it separately.

The lecture is entitled '**Great Railway Stations: Evoking the Spirit of Romance and Adventure**' and it will be presented by Ian Swankie. Ian is a Londoner with a passion for art and architecture. He is a freeman of the Worshipful Company of Art Scholars, is an official guide at Tate Britain, Tate Modern, the Guildhall Art Gallery and St. Paul's Cathedral. He is also an active freelance London guide.

As usual, this lecture will be streamed live via YouTube which will make it easy for you to access as it can be viewed by any standard web browser; there is no need to download or set up any additional software. **A link to enable you to view the broadcast will be emailed to you a few days beforehand.**

More details of this lecture can be obtained by [clicking on this link to our website](#).

For intellectual property reasons, the lecture will only be available live and you will not be able to view it later.

I hope that you will see that, despite the pandemic, we are still active in a number of areas and for those of you who log in, I do hope that you enjoy the lecture.

Best wishes and stay safe and well,

*Shaun Pitt*  
*Chairman*

John Willock continues his TV critic role with the following

"Walking Britain's Roman Roads", Channel 5, 8.00pm, Wednesday, 30th. September

"This series of documentaries continues tonight with a look at Dere Street and Stanegate. Ermine Street, featured last week, was equally watchable. This is a repeated series."

Martin Green *30th September 2020*

**One Brick: Several Stories** – Part 4: Webster Hemming & Sons 1945-Present Day. *Martin Green's* final instalment in his series about Coverley brickmaking is now available in our Warwickshire Industries 'Brickmaking' section. Full of detailed information and photos, including some from the 1993 WIAS tour of the brick works. Click [here](#) to read the article. *29th September 2020*

**AW 650/660 Series Argosy.** The latest in our Warwickshire Industries 'Aviation' section. The AW Argosy series of transport aeroplanes were so reliable aviation work-horses, which did sterling service in both civilian and military roles. In the US the AW 650 Series 100 machines, operating the MATS/LOGAIR operations, earned a particularly good reputation for rugged dependability. Unfortunately, on a wider front the civil aeroplane was not a commercial success and world sales were very disappointing. The Argosy was destined to be the last aeroplane designed and manufactured by a once proud Warwickshire aviation company, Sir WG Armstrong Whitworth Aircraft Limited. Click [here](#) to read the full details, expertly compiled once again, by *John Willock*. *28th September 2020*

**Inside the Spitfire Factory.** Coming to TV channel More4 on Monday 28<sup>th</sup> September 2020, at 9pm. The series has been over a year in the mak and would not have been possible without the time, effort and generosity of so many individuals. If you want any more information about the sei then please visit the website at <http://whitworthmedia.com/shows/inside-the-spitfire-factory/> Alain Foote 25<sup>th</sup> September 2020



**Virtual Leamington History Day.** We are delighted to invite you to what we believe will be an entertaining, informative and exciting **Virt Leamington History Day** on Saturday, 26<sup>th</sup> September 2020 beginning at 9.55 am. This is in place of our annual Leamington History Day at Parish Church.

Please revisit this page from time to time as details are being finalised.

Our offering has three components –

**Part One. Videos.** After an Introduction from our Chairman, Barry Franklin, at 9.55 am, you can watch our diverse range of a dozen Videos on Lc History and Cultural Talks throughout the day; a total of over 200 minutes. We think that there is something for everyone; see the Full Programme this page below.

**Part Two. Family History Advice Session** at 11.15 am led by Jacqui Kirk.

Please see details and [Register in advance HERE](#)

**Part Three. Quiz.** Finally, join us online at 4.00 pm. for our Virtual Leamington History Day **Quiz and Afternoon Tea**.

[Click here for full details.](#) 24<sup>th</sup> September 2020

**WIAS September ZOOM Meeting.** Our first meeting of the autumn season got off to a good start with 37 people logged in of which 3 of the (possibly more), had couples watching. This means at least 40 people hopefully enjoyed the event lasting approximately 1 hour without having struggle to find parking or look over other peoples heads! If you were not able to join us on the night, the main part of the meeting was a talk by Ro Cragg entitled 'The Dale Dyke Dam – the UK's worst dam failure'. Roger's talk was recorded and is available to watch [here](#). 19<sup>th</sup> September 2020

**AW 38 Whitley Bomber.** A further addition to our Warwickshire Industries section on aviation – *John Willock* has prepared a new and detailed pi on the Coventry built Whitley bomber, otherwise known as the "Flying Barn Door". Click [here](#) to read. 19<sup>th</sup> September 2020

**One Brick: Several Stories.** Part III of this fascinating series on one of the Coventry brickmakers is now available. Another very detailed piece research by our Chairman, *Martin Green*. This section covers Webster's Brickworks 1904 – 1945. Click [here](#) to view. 16<sup>th</sup> September 2020

**Coming Soon.** A further addition to our Warwickshire Industries section on aviation – John Willock is preparing a new piece on the Whitley boml otherwise known as the Flying Barn Door. 16<sup>th</sup> September 2020

**Tired of gardening?** Any of our members who are currently hankering after that unusual item/ focal point for their garden or perhaps gate guard for their drive, should perhaps contact the proprietor's of the Fort Paull Museum situated on the river Humber. They have there over a thousand items to dispose of, including the only surviving Blackburn Beverley four- engine transport, a 3.7"Anti-Aircraft Gun, Tank Turrets, shells of all descriptions and a Hawker Hunter fighter. The current bid on the Beverley is a snip at £2000. The only problem is, the buyer collects and it could cost a fortune to get it to your front door! I had never heard of this museum or its location on the Humber, but Fort Paull has been there a very long time, since Henry VIII days in fact! Yet another museum closure! Rather sad. John Willock *16th September 2020*

**2020/2021 Subscriptions.** The WIAS committee has agreed that no subscriptions will be charged for season 2020-2021, and that for any meetings that are, in the end, able to take place in the Halse Pavilion, it will be a case of pay at the door – £2 donation from members; £3 from guests. Margaret Green *11th September 2020*

**Of possible interest to WIAS members** – part of development of a high-speed railway line with modern infrastructure engineering reveals existing infrastructure. **Wednesday 16 September:** 12:30 -13:30 HS2 – Heritage Open Days: Uncovering Mercote Marsh and the Fosse Way  
<https://www.heritageopendays.org.uk/visiting/event/hs2-heritage-open-days-uncovering-mercote-marsh-and-the-fosse-way>

There may be other events of interest some virtual and some as visits at: <https://www.heritageopendays.org.uk>

Also – Upcoming at WGCG – The next evening talk hosted by WGCG will be on Wednesday 16th September at starting at 7.30pm prompt on Zoom. Professor Malcolm Hart will speak on *Jurassic calamari: new research on fossil squid-like cephalopods from the Wessex Basin*. More info and Zoom logon at: Zoom Talk – Life & Death in the Jurassic Sea of Dorset.  
<https://www.wgcg.co.uk/events/event/sept-2020-talk-life-death-in-the-jurassic-sea-of-dorset-malcolm-hart/>

Malcolm Hart *10th September 2020*

**Kempton Steam Museum – Mercury Arc Rectifiers.** Kempton Steam Museum volunteer David Walker describes the history and operation of museum's Mercury Arc Rectifiers in this film discovered by *Alain Foote*. Click [here](#) to visit our films page to watch or [here](#) to go direct to Youtube.  
*September 2020*

**Was seaweed ever imported into Warwickshire?** This may sound like a strange question, but it is perfectly serious. I am a specialist in the study of beetles (the insect, not the car) and for years my fellow coleopterists and I have been puzzled by the occurrence in Warwickshire (and incidentally neighbouring Leicestershire), during the latter part of the 19th century, of some beetle species that are otherwise only known from banks of decayed seaweed at the coast. Specimens still exist in museums and there is no doubt that some of them, at least, are correctly identified. But what on earth are seaweed beetles doing in Warwickshire? We think that mislabelling of specimens or deliberate fraud is very unlikely, especially as three different species in two counties are involved.

My friend Steve Lane (formerly of Coventry Museum) and I have formulated a working hypothesis but it needs some in-depth local historical knowledge to substantiate it. We think that perhaps seaweed could have been loaded onto barges at the coast and transported by canal to Warwickshire, either for use as a fertiliser ("sea-manure") or as a raw material in the production of iodine or agar, or for some other industrial use. I am telling that one of the sites where these beetles occurred, a mossy bank near the village of Knowle, is less than a mile from the Grand Union Canal.

I wonder if your membership might be asked to rack their brains and raid their collective libraries for any reference to the importation of seaweed into Warwickshire. There might be just a passing reference in a history of the canal network, history of farming or industrial history in the county. If we can find that last link in the chain of reasoning then a long-standing zoogeographical puzzle will have been solved at last!

Hoping you can help.

Andrew Duff, Ph.D.  
[andrew.duff.norfolk@gmail.com](mailto:andrew.duff.norfolk@gmail.com) *7th September 2020*

**An Aeroplane Too Far: The Avro-Whitworth AW/HS 681.** *John Willock* has submitted another brilliant article on the aircraft industry as part of 'Warwickshire Industries' section of the website. As always, John's research and presentation is first class and covers the post wars years at AWA and the catastrophic effect that cancellation of the AW/HS 681 had on the Coventry works. Click here to [read](#). 7th September 2020



Mark Barnard

#### Death of WIAS member.

It is my unfortunate responsibility to pass on the very sad news that Mark Barnard has died. He had been a loyal supporter of WIAS over many years, following an outstanding career in the motor industry, particularly remembered for his association with gas turbine powered Rover cars. A fuller appreciation is available now at this link, click [here](#).

Martin Green, 4th September 2020

**Everyone needs a train journey, even in isolation.** In this 8-part video series, Tales from the Tracks, be inspired with the right to relax from pressures of isolation by drinking in the best views of the West Coast Main Line as it takes you up from London Euston to Glasgow Central, through Rugby, Crewe and the Lake District.

With bright fresh sunshine, blue skies and fluffy clouds adorning the best of the British landscape, this series guides you up the Main Line using a front-mounted digital camera from the driver cab giving you uninterrupted views of the route through the country.

Experienced and characterful Avanti West Coast drivers Dave Egerton and Darran Townsend narrate each journey, bringing to life tales of the train line from past decades – describing railway artefacts and potted human stories associated with the train line – as well as highlighting spots of beauty you can enjoy today.

For nature lovers, the routes have a magnificent array of landscapes to enjoy. From train lines closely flanked by steep shrubbery and trees to routes that pass freely through villages and fields that stretch away into the distance, you'll see every hue of the classic British countryside in summer. 2 August 2020

[Click here to watch the eight films!](#)

**Contributions.** A number of contributions from members have arrived recently, and it is a pleasure to receive them. I provide a digest of those messages.

Before that, I formally announce that Newsletter 70 has been published on the website, including the programme of Zoom lectures for September-December 2020. Thanks to *Mike Hurn*, for compiling the Newsletter and to the WIAZ Zoom team for arranging the programme – *Victor Lobb*, *Roger Cragg*, *Alain Foote*. Hard copies are being sent to those without computer access.

The recent article on forges aroused quite a lot of interest, including a good take-up on Facebook. *Gillian Phillips* sent in the two attached photos of Long Itchington forge, and a walk around Combrook/Combroke revealed the village forge, with Forge Cottage next door.

*John Willock* reminds us of the amount of industrial history that is included in the work of Local History Societies in Warwickshire and beyond. He has long been a member and staunch supporter of Broseley Local History Society (incorporating the Wilkinson Society), a Society with strong links to Coalbrookdale and Ironbridge. This link puts visitors in touch with the range of newsletters produced by the Society. [www.broseley.org.uk/news.htm](http://www.broseley.org.uk/news.htm)

John highlighted the 2017 editions and the Brodie stove. Alexander Brodie was a Scot who gravitated to Shropshire and became part of the Iron Industry there at its peak. He is renowned for his Cast Iron Cooking Stoves as used onboard ships of the Royal Navy. He attached the photo of a model of the stove.

For those who missed the talk on mining in North Wales it is available until the end of the month. The details are contained in the following e-mail that I received from *Julie Harrauld*:

*You are receiving this email because you registered to attend the evening talk hosted by Warwickshire Geological Conservation Group (WGCG) on Zoom on Wednesday 19th August given by Rob Vernon on Mining in North Wales. We hope that you were able to watch the talk and enjoyed what*



proved to be an excellent presentation. If for any reason you were unable or chose not to attend after registering, please do let us know why so that we can improve our process for future talks. The good news is that a recording of the talk is available for the next ten days upon request. The talk contained confidential material, so we only have permission to retain the recording until the end of this month and it is password protected. Neither must the link be shared further or any part of the content copied. If you would like to make the most of this opportunity to view (or re-view) the talk, please reply to this email and I will send you the link. If you are not already a Member or Friend of WGCG, and would like to be notified by email of future talks (all will be online until at least the end of this year), then please reply to this email to be added to our Friends list. Please note that you can ask to be removed from the list at any time by emailing WGCG at [WarwickshireGCG@gmail.com](mailto:WarwickshireGCG@gmail.com) Best wishes, Julie, WGCG admin assistant, <http://www.wgcg.co.uk/>

Robert Caldicott continues his eternal quest to find the ironfounders who produced the mileposts so effectively restored and replaced on the Stratford Long Compton route. Any news from anybody? A reminder of their new-found glory is attached. <https://warwickshirewayside.co.uk/the-stratford-six/>

Finally, Stuart Robertson thought that pressures of lock down might result in some interesting examples of ways to cope with difficult engineering tasks. [Preview attachment CreativeEngineering1.mp4](#) [CreativeEngineering1.mp4](#) 10 MB

Hope I have not missed anyone. Thanks to all for the contributions. Martin Green 26th August 2020



**The AWA Prone Pilot Meteor.** Fascinating article by John Willock on the development of this somewhat unusual and unique aircraft which still exists today. Click [here](#) to read the paper. 23rd August 2020

**Newsletter 70.** The latest WIAS Newsletter is now available to read thanks to Mike Hurn, click [here](#). 22nd August 2020

**More from the Chairman.** It was Peter Coulls who first alerted me to the remaining evidence of the Kenilworth horn comb industry in Castle Kenilworth, and yesterday's short piece produced some great responses from members. Thanks to all concerned.

Richard King – always a man to find a gem – referred me to a series of four articles in The Coventry Herald for October 22nd., October 29 November 5th. and November 19th. 1915 on 'AN OLD KENILWORTH INDUSTRY: COMB-MAKING IN BYGONE DAYS'. If you can get a chance to view these online, they really give a lot of detail about the processes involved.

Joanna and George Illingworth added: From "Kenilworth History 2000 – 2001" People of the Past by Irene Potter

During the past year contact has been made with descendants of the Tandys, the Checkleys, the Littletons and the Sturley families, to mention but a few. These particular families were connected with the comb-making industry and were living here in the 18th and 19th centuries. It was very interesting to be able to communicate with their descendants and learn more about the family. For instance, the Littletons had come to Kenilworth in 1727, from Kirby Kendal, Westmoreland, when John Gaunt Littleton, horn comb-makers (born 1707) obtained a Settlement Certificate to settle in Kenilworth. He married a local girl and some years later his sons followed in his footsteps, also becoming combmakers. Francis Littleton went into partnership with his father starting up the business, but it was Joseph, after the deaths of John Gaunt and Francis, who really put Kenilworth on the 'comb-makers' map' and expanded the business.

Records show that the Satterthwaites also came from Kirby Kendal in 1729; they also were comb-makers. The Tandys arrived here around the 1760s. James, William, John and George were all comb-makers, with their sons following in their footsteps or becoming tanners, the other main trade of the town. Marriages of the Tandy boys were often into other comb-making families like the Checkleys, Betts and the Bodingtons.

Many of these comb-making families moved away from Kenilworth around 1859. According to William Sutton in his book 'Mulum in Parvo', the reason was mainly that, although the comb-makers were paid around 30/- to 35/- per week in wages, they were not satisfied and wanted more money. They went on strike to no avail, as the owners simply shut down the factories and moved away.

*The Littletons were one of those owners who moved their business, opening up a cutlery making factory in Sheffield. Several of the Tandys went with them, along with others who needed to find work – still using their skills with the horn but, instead of combs, to make the horn handles for cutlery...*

These and other responses made me realise that this was a serious gap in my knowledge – I will try and put together a short piece for the 'Industry of Warwickshire' section of the website. Plenty to get my teeth into.

*Val Brodie followed up the piece on potteries. Thank you for this email on potteries. I wonder how far 'industrial archaeology' as a discipline form goes back? Pottery, brick making, and other rural crafts are almost time-limitless it seems to me.*

*I am minded to think of a dig that took place in Warwick on the town-side of the race-course-surrounding area before a car park and building were installed. I used to park down there when I was on my way to run a Warwick Uni Open Studies class at the FMH. Each week I watched for a few minutes to see what had come out. Quite a substantial kiln probably over a metre high was revealed. The archaeologists told me it was 11th century – it was excavated, and notated, and then it was bulldozed (to my horror).*

I – and several WIAS members – tuned into the Zoom lecture from WGCG last night on mining in North Wales by *Rob Vernon*, and it very much reminded me of the excellent lecture given by *Brian Ellis* on the geological background to Warwickshire's extractive industries, and the importance of the geological background. During the lecture, my geological understanding was stretched at times, but the maps, photographs and personal experiences of mining activity made it a fascinating presentation. Thanks to *Mike Heath* and *Brian Ellis* for bringing it to our attention.

Best wishes to all. Martin Green 20th August 2020



**BBC Antiques Road Show at Kenilworth Castle.** You may already know that *Antiques Roadshow* is filming Kenilworth Castle this year with an invited audience only. We are asking people to write in with their items and are very keen to make sure that the Roadshow continues to represent all of the communities that we are filming. We're looking for items which are a bit of a mystery to the owners – these may not necessarily be valuable objects but have a real story behind them. We are also looking for WW2 stories for a special programme which we are hoping to film in Coventry early next year. 19th August 2020

Pamela Parkes, UNSCRIPTED PRODUCTIONS,  
B2.4, Broadcasting House, Whiteladies Road,  
BRISTOL BS8 2LR  
Tel 07410 626330, [Pamela.parkes@bbc.co.uk](mailto:Pamela.parkes@bbc.co.uk)

**More from the Chairman.** Dodged the showers for a trip that concentrated on some of the more traditional industries of the county. One of these was the Horn Comb industry of Kenilworth. Sources of information on this are the section in John H. Drew's book on Kenilworth (and his article in the *Transactions of the Birmingham and Warwickshire Archaeological Society*, Volume 82, 1965) and the website [www.grahamgould.org.uk](http://www.grahamgould.org.uk). John Drew's book contains the following extract:

"The horn was obtained from slaughter-houses and then sorted before being soaked in water for two months. The horns were then graded by size and quality and boiled for at least an hour to soften them; the ends (buttons) were cut off; the horn was slit longitudinally and then flattened between two hot iron plates before being smoothed and polished. The tools of the trade carried many exotic names – grail, topper, niggler, vid, quannet, radist, float and stadder. The stadder cut the basic shape of the teeth – it was a double-bladed saw – after which the topper, grail and niggler rounded the sides of the teeth and then a pointing file pointed up the tops of the teeth. The vid removed the step between the last tooth and the end of the comb while the float rounded the end of the comb." I am tempted to ask – are you any the wiser?

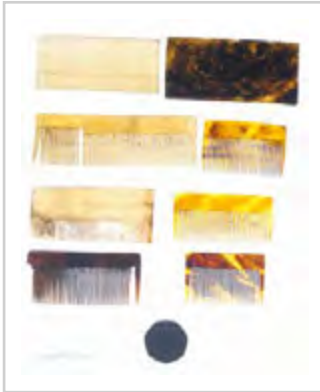
Graham Gould's website concentrates on the premises and people involved in the trade in Kenilworth. An important location was New Row (near Castle Hill) and remnants of the comb industry (photo attached) were discovered on the first floor in No. 36 – now 'Deli on the Hill'. In fact, from the Census of 1841, of the 22 houses in New Row (north side) 15 of them were employed in the horn comb industry. The photo shows New Row, with No. 36 the first house in the foreground.

As luck would have it, on the opposite side of the street another traditional craftsman was at work, Max Grindlay, thatcher of Long Itchington, although I do not think he was using a traditional 'hanging ladder' (a short ladder, with metal spikes at the top, that stick in the thatched roof).



To finish the trip a familiar sight in so many villages – the old forge or blacksmith's shop. A prime example is the one in Stoneleigh, now serving as outlet for wood-burning stoves, but I expect readers can identify many more including Claverdon, Dunchurch, Walton, Halford, Thurlaston.

Keep the contributions coming in! Best wishes to all, Martin Green 19th August 2020



*Selection of Combs*



*Cottages, Castle Hill, Kenilworth*



*Little Virginia, Kenilworth*



*Forge, Stoneleigh Village*

**From the Chairman.** My short piece on traditional crafts prompted many responses, and I thank you for them. Several of your contributions raised many issues over what activities could be included in the industrial heritage of Warwickshire, and I thought this could be a theme for a membership evening when we return to our pattern of meetings. In general terms, Warwickshire Industrial Archaeology Society has long held the view that we should not place too many limits on the topics (and time-periods) to be explored in relation to the county's industrial history, and this will be the subject of a longer piece that I am planning to write, but in the meantime enjoy these wonderful pictures from Derek Billings on a visit to Whichford Pottery made by himself and Peter Chater in 2005.

Martin Green 18th August 2020



*Whichford Pottery*



*Whichford Pottery*



*Whichford Pottery*



*Whichford Pottery*



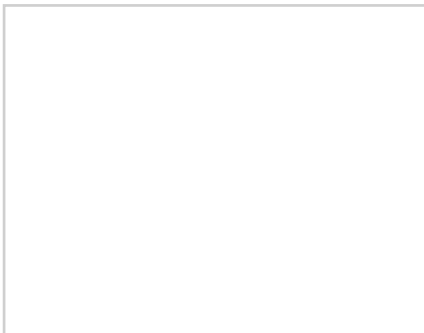
Whichford Pottery



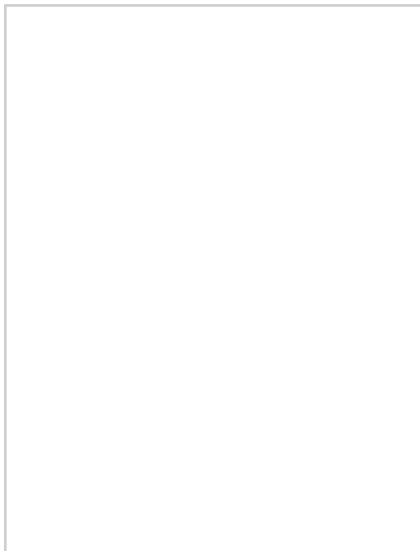
Whichford Pottery

**South Warwickshire.** Time spent last week exploring the south-east of the county concentrated the mind on the extent to which rural crafts might be considered as industrial archaeology. This coincided with a feature in the AIA Newsletter on Curtis Pottery, a country pottery at Littlethorpe in Ripon, North Yorkshire ([www.littlethorpepotteries.co.uk](http://www.littlethorpepotteries.co.uk)). Both this pottery and Whichford Pottery ([www.whichfordpottery.com](http://www.whichfordpottery.com)), a surviving Warwickshire pottery started in 1976, have interesting videos to view on their websites on the traditional methods used. The Whichford Pottery closed at the moment – hopefully opening on August 28th. – so a photograph of the sign had to suffice, but just down the road the Cotswold Distillery was open for business, though tours are fully booked for August. The proliferation of small-scale breweries and distilleries is quite a phenomenon. What role, I wonder, will they play in the industrial heritage of the county in the long run? Some fine old farm buildings at Gallows Hill Farm, a wonderful Warwickshire countryside and Cotswold architecture, make this a fascinating place to visit with or without a face mask. And Hook Norton only just over the border ...

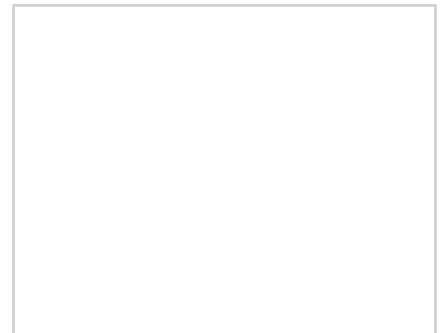
Best wishes to all, Martin Green 16th August 2020



Gallows Hill Farm



Whichford Pottery



Cotswold Distillery

**Warwick (Emscote) Power Station.** My uncle, Jack Peel, drove the steeple-cab overhead electric loco here for many years (end of WW2 through closure?). One thing that he told me that I have not seen mentioned elsewhere is that one of the 3 sidings was unusable due to subsidence – I believe this was from 1948 onwards! He also told me that when the last loco (fairly sure this was the BTH one) was scrapped the brush gear was acquired by 'a museum in Leicestershire' because of its historic significance. I have been unable to pass this on to anyone, perhaps you know someone who might be interested in it. Dave Peel, 7th August 2020

(Does anyone know where in Leicestershire the remains might be?? Please email the webmaster if you know at [enquiries@warwickshireias.org](mailto:enquiries@warwickshireias.org))  
August 2020

**Railways.** *John Brace* writes, whilst being in isolation I have spent a lot of time on You Tube. There are many films on steam railways but I have discovered two that are a bit special for they document the people and settlements on and about the railway. If I tell you that this includes a completely novel use for chopsticks you will guess that it is a Chinese railway. Filmed over at least 10 years these films document the change from being a mineral railway that also carried passengers and, often live, freight to a tourist line that also carries regular passengers.

The titles: **Shibanxi Heaven 1 and 2.** They can be easily found on YouTube. Two hours of very good viewing and I have often viewed parts for a second or third time. There is a third film also worthy of viewing, **Shibanxi Gold.** 6th August 2020

**Narrow Gauge.** Whilst on the subject of railways, narrow gauge fans will love the webcams installed by the Talylyn Railway. They are on 24 hours a day and located at Tywyn (Wharf) Station, Pendre Yard outside the loco shed and Abergynolwyn station. The HD picture quality is superb, even in the dark. Taking a peek at the Abergynolwyn camera late last night revealed a very active Tawny Owl sitting on the station name board and from time to time diving down to collect some small unsuspecting creature on the platform! Click [here](#) to visit the camera page. 6th August 2020



**Daimler, Coventry.** Have been sorting our digital archive out and found the attached photo in our Barry Hickman archive. Barry Franklin, 5th August 2020





**From the Chairman.** A number of issues have come to my notice – thanks to all contributors. First of all, a bonus in today's post. The AIA published 'A Guide to the Industrial Heritage of Merseyside' originally designed for the (postponed) 2020 AIA Conference in Liverpool. It follows usual Gazetteer format, and would be an invaluable asset to anyone visiting the area. In the very unlikely event of someone willing to risk a (socially distanced) trip to the North-West, the guide is available to borrow! However, it does emphasise the wealth of industrial heritage in the area – and remains the venue for the 2021 Conference – so perhaps you will be tempted then. Members of the AIA receive a free copy.



*Richard King* – something of an expert on the Hill Wootton bridge collapse adds this note. "The accident and inquest are reported in great detail in "Leamington Courier" 15 and 22 of June 1861. Two photographs of the accident are known to exist and appear to be by the same unidentified photographer. They show different sides of the bridge. The photograph shown in the article is from Wikipedia and the other is held by the Leamington Museum and Art Gallery. As a result of the accident and the inquest there was public concern over the safety of the type of bridge involved as there were two other examples locally viz. over Rugby Road and the High Street, Leamington. Both bridges were quickly examined and condemned, being replaced with a more conventional design within two years. The two inquest findings that I remember were firstly that the bridge was not designed for the weight of the engines now running over it and secondly the company's Permanent Way department should be kept informed of future developments in engine design. A moving reminder of the accident is the grave of George Rowley, the engine driver, who is buried at Dodford village near Weedon. His grave has a memorial stone with an inscription which mentions the accident. A short account of his funeral can be found in the "Leamington Advertiser" 27 June 1861."

Eagle-eyed *Richard* has also pointed out the Stanton & Staveley Arabic writing can be observed on a cover on the Emscote Road opposite Humpston Street. He also poses a question concerning the Victoria Brickworks, "Your reference to the Victoria Brickworks at Longford reminded me of an advertisement for the 'Victoria Brick & Tile Works' that I came across in the "Warwick Advertiser" of 11 November 1882. No address was given for the works, only chief office: Clarendon Street, Leamington. It is not mentioned in the local directories and I have found no further reference to it. Could this firm be the same as the one you are interested in?" Can anyone help out?

From *Brian Ellis, Mike Heath, Richard Johnson*: Details for registering for the WCGG talk on Mining in North Wales are as follows: You are invited to a Zoom meeting. When: Aug 19, 2020 7:30 PM London time. Register in advance for this meeting by going to this link:

<https://us02web.zoom.us/join/zoom/register/tZwudOCvqDkvGtEXfjdKvFrlgO90U308Nm7>

After registering, you will receive a confirmation email containing information about joining the meeting.

*John Willock* reminds us to keep an eye on Channel 81. "Channel 81, Talking Pictures, on Saturday evening (1st Aug) presented 30 minutes of pop nostalgia with a film entitled, 'A Day Begins in Manchester, 1960s'. Among the items featured were, an early start at the Bus Depot with Daimlers & Leylands abounding, loading of cargo onto ships at Manchester Docks, preparatory work on Steam Locomotives at a Motive Power Depot and some interesting footage of machining work being carried out on a large commutator (actually machining the radial slots using a sizeable Butler Planer possibly at Ferranti or a similar establishment. The 1960s pop music that accompanied the film wasn't too bad either! Do watch if repeated!" Now I would not have placed John Willock as a fan of 1960s pop music but WIAS members never fail to surprise!!

*Richard Johnson* highlights the efforts made for a safe visit to the Welshpool and Llanfair Light Railway

<https://www.youtube.com/watch?v=K4a-Utl6ldk&t=8s>

Just in case you feel moved to deliver a talk on that favourite topic of yours, The WIAZ group is still happy to receive any offers of ZOOM talks.

Thanks to everyone for the above contributions. I hope I have missed no-one. Continue to stay safe. Martin Green *3rd August 2020*

**Ansley Hall Coal and Iron Co.** *Richard Smith* asks if anyone can throw some light on an item fitted to an old car owned by his grandfather. It has the name Ansley and dates from 1898. Click [here](#) for full details and photograph. *29th July 2020*

**Further Contributions.** *Roger Cragg* adds this to the item on the Leek Wootton bridge collapse: "The mention of the railway accident at Leek Wootton reminded me that there is a reference to the accident in 'Railway Reminiscences' by George P. Neele\* who at the time was Superintendent of the Line for the Central Division of the L.N.W.R. The reference on page 67 reads:

Early on the morning of June 11th. (1861) I received a telegram announcing that the bridge carrying the line over the cross roads at Leek Wootton the Coventry, Kenilworth and Leamington Line had fallen in, that the driver and fireman of the goods engine under which the bridge had collapsed were both killed. The line between Kenilworth and Milverton – a single line – was broken through, and the high road underneath quite blocked. Arrangements had to be made to carry on the traffic from Leamington on the one side and from Kenilworth on the other; it was five days before the road [railway] was reinstated for traffic. The inquest was twice adjourned, and was attended by Captain Tyler [*an Inspecting Officer*], Mr. Cawley [*Manager of the L.N.W.R.*] and the legal talent from Euston: the heavy engine had found out a weak place in the bridge, where a crack in the iron plating had been attempted to be strengthened with fish-plates, and the engineers in charge had a very uncomfortable time in prospect of the verdict.

From the photograph it looks as if the engine may have been running tender first and had jack-knifed which presumably accounted for the death of the crew. The fractured cast iron cross members, which presumably supported the bridge deck, can be seen hanging down from the twisted steel member.

It is interesting to note that they had the railway open again in 5 days – how long would it take today I wonder?

\*'Railway Reminiscences' by George P. Neele – McQuorodale & Co. Ltd. London 1904

Tired of steam trains? Perhaps a foolish question, but the TV Channels had had their fair share of such programmes during lock down. Two more tonight and Tuesday BBC4 8pm: 'The Golden Age of Steam Railways: The story of some of those who rescued Britain's steam railways – narrow gauge on Monday; standard gauge on Tuesday.

Hope all have managed to steer clear of the virus and that spirits remain high. Martin Green, *27th July 2020*

**Contributions.** The 'Contributions' page has been re-designed to make the spacing better. It's now in a table format with a search box at the right corner. Contributions are always welcome, please send them direct to the website using the 'Contact' link in the main menu. *25th July 2020*

**Thanks for the various e-mails sent to me recently.** I pass on details to a wider audience ... Mention of the Victoria Colliery, Coventry Port Station and the movement of coal reminded *Stuart Robertson* of the incident involving an LNWR goods train carrying Victoria Colliery coal waggons over the bridge at Hill Wootton 11th June 1861. [https://en.wikipedia.org/wiki/Wootton\\_bridge\\_collapse](https://en.wikipedia.org/wiki/Wootton_bridge_collapse) see also Warwickshire Railways website: [www.warwickshirerailways.com](http://www.warwickshirerailways.com) Robin Leach's book 'Kenilworth's Railway Age'. The implications for the constructional use of iron makes interesting reading.



*Hill Wootton 11th June 1861.*

Following the item on Carbodies, Dennis Crips' son-in-law *Richard Thomasson* writes ... "I seem to remember the Carbodies plant was opposite or at least on the same road as the Alvis factory somewhere Dad would take me during school holiday time audits. A prize possession at one time was a brochure with the mighty Saracen and Stalwart, the latter being rather special as it was a swimming vehicle. Then came the Scorpion – still the world's fastest tank having been clocked at over 50 mph!

A rather successful Coventry product! The Scorpion was or is used by the armed forces of Belgium, Botswana, Brunei, Chile, Honduras, Iran, Indonesia, Ireland, Jordan, Malaysia, New Zealand, Nigeria, Oman, Philippines, Spain, Tanzania, Thailand, Togo, Venezuela and The United Arab Emirates. The Iranian army acquired 250 Scorpions in the late 1970s and a number of them are still in use after being refurbished locally as the Tondok tank. The Scorpion was on occasion deployed to main UK airports as a measure against possible terrorist threats, e.g. Operation Marmion at Heathrow Airport in 1974. Similar operations in 2003 used the then-current Scimitar".

With the easing of lockdown, thoughts might turn to potential trips to the coast and *John Willock* whets our appetite with this photograph, courtesy of *Richard Willock*.



*(Wheal Coates, Towanroath Pumping Shaft (100 fathoms), part of the Chapel Porth Mining Complex on the North Cornish Coast)*

*Richard Johnson's* link to the Ffestiniog Railway prompted Robert Caldicott to suggest options further afield. "I can recommend the offshoot Ffestiniog Travel company. They fixed up a wonderful bespoke trip for us on the Zurich Glacier Express and the Bernina Express a couple of years ago. Good hotels, within walking distance of stop-offs and trains for family to meet up in Zurich."



Hope conditions will improve such that these trips become a possibility once more. I have more modest ambitions in seeking to build up knowledge of Coventry's industrial heritage, some of which I hope to pass on to the members at a future meeting. A reminder that the Committee is always ready to accept potential Zoom lectures from members. These involve having a Powerpoint presentation of say 20-30 minutes and this will run whilst the speaker would provide a commentary. Technical assistance is readily available from the Team at WIAZ (Warwickshire Industrial Archaeology Zoom)!

Best wishes to all. Martin Green, 24th July 2020

**Carbodies – London Taxi Manufacturer.** New page with some information and photos about the this famous company which has now left its home on Holyhead Rd Coventry for pastures new! Click [here](#). Martin Green, 21st July 2020

**One Brick: Several Stories Part II** by Martin Green. '*Little Harry Webster: ever the cheery optimist*'. The story of Wilkins & Webster, brickmakers, venture that brings together two Coventry families. Read this excellent continuation about some of the most well known brickmakers in the Midlands. The article also contains a short video. Click [here](#). 17th July 2020

**Vulcans at Bittewswell.** John Willock's excellent article on the service and maintenance of the aircraft has been reformatted. This should make the page easier to open for some viewers. Click [here](#). 16th July 2020

**WGCG Talk.** The next talk is on Wednesday 19th August when the subject will be 'Mining in North Wales', by Rob Vernon. This might be of interest to many WIAS members. Full details of the event are available to view by clicking [here](#), and the Zoom registration link will be published on or before 12th August. Further information when the link is available. For the *Zoom-shy* the talk will also be live streamed on *YouTube* which needs registration or a webcam. You can watch on any web browser on a PC, Laptop, Mac, Tablet or Smartphone, with speakers, by simply going to the *YouTube* web site. 13th July 2020

From Professor Marilyn Palmer ...

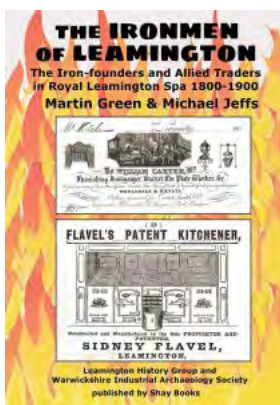
I am very pleased to be able to tell you that the judges of the AIA Publications Awards have agreed that

**Martin Green and Michael Jeffs, *The Ironmen of Leamington: Iron-founders and allied traders in Royal Leamington Spa 1800-1900*, Leamington History Group and Warwickshire Industrial Archaeology Society, published by Shay Books, 2019, £18.**

should be awarded one of the two Publications Awards being made by the AIA this year. The judges were all very impressed by the amount of work that you had all undertaken and the great variety of illustrations which you included. I was very interested myself, of course, having had no idea when I was at school in Leamington that the town was so famous for its ironworking companies, and especially Flavel's. As you know, I have come to appreciate those even more lately with my work on country house technology.

Normally, I would ask if Martin and Michael might be prepared to give a short presentation at the AIA Annual Conference. As you know, this has had to be postponed until August 2021 but I still hope that you may be able to do that in Hope University next year and will keep in touch about this.

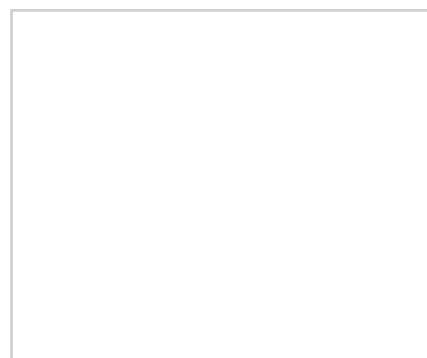
Best wishes, Marilyn Palmer



*Congratulations from WIAS to Martin & Michael and if you haven't got a copy yet it's available through the website – [click here!](#) 6th July 2020*

**From the Chairman.** Dear all, a variety of issues have come to my attention .....*Christine Hodgetts* directed me to a film on the building of Water Bridge in the Second World War. Strongly recommended. <https://www.theladiesbridge.co.uk/watch-the-film/>

*Alwyn Sparrow* shared some memorabilia of a 1912 railway accident at Leamington.



*Roger Cleal* highlights the services provided by Warwickshire Libraries and Harbury Library for Warwickshire Library ticket-holders.

"As we are all aware all libraries are closed and no access can be had other than e books e Magazines and e Newspapers through Warwicks Library services. <https://library.warwickshire.gov.uk/iguana/www.main.cls?url=eBooks>

If you like to feel a book in your hand Harbury Community Library have what they call the Blue Label list <http://www.harburyvillagelibrary.org.uk/>

*The AIA e-News Bulletin* for July is available to read in full [here](#).

Meanwhile a small sub-committee has been working hard on the technical aspects of Zoom meetings, and the provision of 30-minute lectures. C possibility, of course, is that we might also have some combination of short presentations by members along the lines of 'Twenty's Plenty', but las! perhaps 5-10 minutes each. Let me know if you have something that we might be able to include. Technical assistance will be provided!

The current plan for WIAS meetings is to have Zoom lectures until the end of the year, and then to consider starting meetings again in January 21 or later if circumstances do not change. Warwick School have been very understanding in allowing these provisional bookings to be cancell! necessary. It is possible, of course, that we may not be able to meet again until September 2021, but whatever happens, rest assured the commit will be working hard to develop an online programme, to update the Virtual WIAS material on the website, and to maintain contact with those online.

Best wishes, Martin Green, 6th July 2020

**Keep an eye open.** We hope to release details of our Autumn programme in the next few weeks. Keep an eye on the website for further details.  
July 2020

**Wicksteed Park, Kettering.** Across the border in Northamptonshire, I'm sure many of us will have enjoyed a visit at sometime to the famous park with the oldest water slide in the UK. Wicksteed Park is wholly owned by Wicksteed Charitable Trust and is a Grade II English Heritage Listed Park Garden. The park was founded in 1921 as part of the extraordinary legacy of Charles Wicksteed which extends beyond the Recreation Park created. As an entrepreneur and innovator Charles was also an inventor and respected successful engineer.

Wicksteed Park opened in 1921, making it the oldest theme park on UK mainland. Its founder, Charles Wicksteed purchased the land in 1913. His initial goal was to create a model village for the local community, however following World War One and housing reforms, Charles looked to develop the park for people to spend their leisure time. He set up a charitable trust in 1916 and went on to build a number of prefabricated houses – some of which still exist and are within the park grounds.

The large lake, a significant feature of the park, was dug by hand and steam ploughs in 1916-17. The railway, a favourite with visitors, was opened in 1931. As an inventor and engineer Charles designed and built play equipment, often using bits and pieces from his engineering business, creating swings and slides to thrill young and old alike. This business grew, eventually exporting play equipment to over 80 countries around the world.

Wicksteed Park is much more than an amusement park and continues to attract thousands of visitors each year to play and explore in its beautiful grounds.

Wicksteed Park went into administration on 15th June due to the "financial strain" of the coronavirus lockdown. Wicksteed Charitable Trust is raising funds to try and save it and the total so far has reached £350,000. This means the park will be able to re-open when regulations permit and continue their policy of free admission. Full details are available on the park's 'Just Giving' page, available [here](#). To read more about the park and its history visit their website [here](#). 2nd July 2020

**From the Chairman.** Dear all, I forward the latest edition of the [newsletter](#) from the Mills Archive Trust. Thanks also to David Fry for some additional input on Coventry brickmakers, particularly in the Hillfields/Stoke area. I will incorporate this in a revision of the documents already posted. My friend Victor Lobb has written a short piece for the Association for Industrial Archaeology's Newsletter on the experience of WIAS during lockdown, in which we did mention that the release of time had enabled some members to spend more time on research, and Richard Willis confirmed this in a note to me:

*In answer to one of your requests, I have been continuing my research at great pace. I gave an on-line lecture to the Newcomen Society in March which sadly has not been reproduced for further dissemination because there were a few glitches on the night. Nothing to do with my talk of course. My book is coming along nicely and I continue to develop new insights into the way the metallurgy of the industrial revolution developed. My paper on the life and work of John Baidon is being prepared for publication by the Newcomen Society.*

*Then I am partnering with a friend in North Wales to produce a paper on the development of coke iron pots during the 18th and 19th centuries. We are trying to catalogue and describe as many as we can find, looking at microstructures where possible and analysing as many of them as we can. I wonder if any member of WIAS has any in their attic or elsewhere? Useful things during pandemics!*

I sense members are beginning to emerge from lockdown and the committee will of course monitor the situation as it unfolds. Slightly discouraging early signs from Bournemouth and worrying statistics from Leicester.

Best wishes to all, Martin Green, 1st July 2020

**From the Chairman.** Dear all, two very different contributions from Stuart Robertson and Brian Ellis. Brian draws our attention to the following items: *Two bits of information which members might find interesting relate to The 'Earth Heritage' magazine issue 53. Google 'Earth Heritage' or simply 'issue 53' should find it. There are two pieces which link Archaeology and Geology – pp 19-21 and pp 22-28 (but neither are industrial sites) and there is a piece on "A Tale of Two Sandpits" pp 31-34. As you know these are local and fit into your 'plea' that we need to consider appropriate reuse of industrial sites. The leaflet and interpretation board referred to in the article are available to see and download on the WGCG website. Go to the locations to get some exercise.*

Brian has been very supportive of WIAS, utilising his expertise and experience of Warwickshire's geology to great effect, and many will remember recent excellent lecture to the Society.

Stuart provides us with the opportunity to listen to something slightly out of the ordinary to take our minds off the prospect of a 'second spike' in Covid-19 infections, details and link below. Best wishes to all, *Martin Green, 29th June 2020*

### **This week's short play – The Signalman by Charles Dickens**

Here we are approaching another weekend without live theatre so why not take a break, grab a cuppa and settle back to enjoy another short audio play from the Talisman Theatre as part of '*keeping theatre alive*'.

#### **'The Signalman' by Charles Dickens:**

Featuring Michael Barker as The Signalman, Phil Reynolds as The Traveller, and Rod Wilkinson as The Engine Driver. Adaptation, direction and technical production by Phil Reynolds. We hope you enjoy it. And if you do, please feel free to share it with friends and family. We're supporting the work of front-line workers in our amazing NHS. If you'd like to contribute, here's a [link to a JustGiving page](#) we've set up.

With best wishes, Steve Smith, Steve Duckham and Rod Wilkinson – 'Tea With The Tali' Team.

**Brickmakers of Coventry continued.....** The firm with the strongest brickmaking presence in the city is that of Wilkins/Websters/Hemmings Brickworks on the Stoney Stanton Road. In fact the company went through a number of ownership changes, and the detail of all this is a potential topic for further research. Suffice it to say that the company was the last brick producer in the city and – fortunately – a photographic record of the final years is available. The site of the works is currently (2020) being re-developed, with part allocated to public space as Webster's Park. Read more about the family that ran it and their eventual emigration [here](#). *Martin Green, 27th June 2020*

**From the Chairman.** Thanks for all the various comments and contributions in recent e-mails. It is always good to know that the message is getting through. Since my last e-mail lockdown restrictions now destined to be eased, so perhaps life is returning to normal – or the 'new normal' (whatever that will become). Perhaps you will not be tuning in anymore at 7.10 a.m. (yes a.m.) on the Yesterday Channel to watch 'Abandoned Engineering' – This – plus the railways and the Nazis – seem to dominate the Yesterday schedule!

My own activity has been related to – wait for it – brickmakers in Coventry and I have updated the items on C Gray Hill and Victoria Brickworks to appear on the website. I hope to soon publish one on Thomas and Joseph Wilkins on the website, which has a new twist on the concept of the 'Non-conformist brickmaker'.

John Willock has written a detailed piece on Vulcans. The paper briefly explores the design and development of the Avro Vulcan Bomber aircraft and their subsequent servicing maintenance and repair in the 1960s -1980s at Hawker Siddeley Aviation Limited (HSA), situated at Bitteswell Airfield, just over the border in Leicestershire. Part of the paper is based on John's recollections of Bitteswell during that period. It is a characteristically carefully written piece.

I am very grateful to Richard King for drawing my attention to Appendix 8 of Sidney Leleux's book 'Warwickshire Lime and Cement Works Railways'. This appendix looks at the narrow gauge railway that served the Napton brickworks, and much of the article concentrates on that railway (with the usual Leleux eye for detail). I had not realised this appendix existed, but Richard's encyclopaedic knowledge saved the day. Richard also thought that the experience of the brickworks in the Second World War would be of interest.

*Production ceased at the brickworks in 1939, and they were taken over by the Ministry of Aircraft Production in November 1940. It was immediately occupied by Messrs Cornercrofts of Coventry who had been bombed out. As the accommodation was inadequate, Cornercroft moved at the end of 1941 and GEC, Witton moved in, remaining for the rest of the war. They turned out small switchboards, ironclad switchgear, and*

starters and choke coils, to a total value of £250,000. The last traces of GEC occupation were removed in July 1946 and a farewell function was held at the Craven Arms, Southam.

Having missed that, it was a bad week when Peter Bolton sent me a photograph of a Stanton and Staveley cover. How could I politely say that they were quite common without diminishing his enthusiasm? My reply produced a swift response – “look more carefully, Martin”.



*Stanton & Staveley Cover with Arabic Writing at the Bottom*

Turning to WIAS matters, we remain very aware of the importance of taking account of the interests and welfare of all members of the Society. A sub-group is working hard on developing Zoom lectures for the period September – December 2020. Beyond that, we have been in close contact with Warwick School, and they have been very sympathetic to our needs. We hope to make some provisional announcements quite soon. I have been giving a lot of thought to WIAS under lockdown and I wondered if anybody had enjoyed any positive benefits from the experience. Has it enabled anybody to engage more fully with the industrial heritage in any way? Please let me know if it has.

Best wishes to all, *Martin Green, 25th June 2020*

**Heritage Railways.** If you have been missing a day out at one of the numerous preserved railways in the UK, head over to the Rail Advent website. From today a list of the railways that are re-opening with details of the dates is available and constantly being updated. Click [here](#). *24th June 2020*

**HCW News from Sarah Hann.** The latest HCW Newsletter contains lots of information about what is taking place in Warwickshire at the moment. Click here to [open](#). *John Willock, 24th June 2020*

**Aviation.** Two excellent features by *John Willock (WIAS)* are available in our 'Aircraft Industry' section of 'Warwickshire Industries' on the website. The first is a 50 page paper documenting 'The Rise and Fall of Coventry's Airframe Industry' and contains a wealth of expert knowledge. The second is titled 'Vulcans at Bitteswell', (yes, just a few yards over the border into Leics!). This paper briefly explores the design and development of the Avro Vulcan Bomber aircraft and their subsequent servicing maintenance and repair in the 1960s -1980s at Hawker Siddeley Aviation Limited (HSA), situated at Bitteswell Airfield, in Leicestershire. Part of the paper will be based on the author's recollections of Bitteswell during that period. Click [here](#) to visit the 'Warwickshire Industries' section. *20th June 2020*

**Foundry Wood, Leamington Spa.** If you enjoy a stroll around this former industrial site please note it is still closed until at least the end of June. The following update has been received.

ARC and the Friends of Foundry Wood – who co-manage the woodland – have met recently to review when to re-open Foundry Wood. Our main concern is to ensure that members of the public using the wood, and our volunteers who open and close the wood each day, are able to meet current Government guidelines re outdoor spaces and activities, and to keep everyone safe. Foundry Wood will therefore remain closed until at least the end of June. You can read the full statement on the website [here](#). *18th June 2020*

**Victoria Brickworks, Coventry.** Following on from the last piece, Martin Green has now produced another excellent article on the Victoria Brickworks to be added to the 'Warwickshire Industries'. Click [here](#). *M. Green, 16th June 2020*

**C. Gray Hill, Coventry.** New to our 'Warwickshire Industries' section is a piece by Martin Green on this Coventry brick maker. 'One brick – several stories', from London's Theatreland to Foleshill Rd! Click [here](#). *M. Green, 16th June 2020*

**Ufton Fields Nature Reserve.** Well worth a visit as lockdown restrictions ease. Ufton Fields was quarried for limestone in the 1950's and waves of low spoil heaps were dumped forming a series of ridges. Pools have developed in the troughs in between and larger pools in the old quarry pits. Fast growing, non-native trees were planted but most of the site was left to recolonise naturally. There are 32 hectares to explore. Managed by Warwickshire Wildlife Trust, full details and access information is available [here](#). *16th June 2020*

**'Birth of a Spa Town'.** Leamington History Group have released their excellent new film and we are very pleased to display it here. It's a new silent film about Leamington's transformation from a small village to a thriving spa town in the late 18th and early 19th centuries, the origins of Leamington's spa industry, the creation of the Pump Rooms and the demise of the original baths in Old Town. Extremely well made, read more about how it came about on the Leamington History Group website [here](#). *LHG, 15th June 2020*

**Database of Early Steam Engines.** A database recording steam engine construction in the UK up to and including the year 1800. The first erection of each engine is listed. Click [here](#) to visit the website. *Peter Coulls, 11th June 2020*

**More from the BFI.** Another distraction on BFI site is an entry 'Cooke's Explosives Limited – an account of explosives manufactured at Penrhyn-deudraeth', this is a silent film about a little known location in north Wales. The site near Porthmadog has ceased to function as a factory having been decontaminated, it is now operated by the North Wales Wildlife Trust, the bonus being for the industrial archaeologist is that a number of buildings remain, along with evidence of the internal rail system as seen in the later part of the film. It is free access and there are interpretative panels to assist visitors. Visit the BFI website [here](#). *Peter Coulls, 11th June 2020*

**Davenports, Umberslade & Napton.** Davenports clearly stirred many memories, and Liz Sheasby reports ownership of a fine piece of memorabilia – a multi-coloured, liberally illustrated Davenports apron collected by Liz Sheasby's father at a time he was Chairman of the Birmingham Chamber of Commerce and attended many celebratory gatherings for local firms. She has rejected the idea of wearing it at the first WIAS meeting after the ending of lockdown!

The use of Umberslade as a research centre for Wilmot Breeden had a personal connection for John Frearson; *"My uncle – he married my mother's elder sister – was a Breeden – later the family was of Wilmot-Breeden – but the Breeden family were a Birmingham brass-founding family, specialising in chandeliers and gas fittings and many of their registered designs are in The National Archives. They latterly also made taps and valves similar – indeed my uncle obtained the contract for the taps and fittings etc. at the London Barbican, and his bonus that year made him better paid than the Directors!!"*



*There was also a marriage link between the Breedens and the Lucas family. One of the Breedens married a Lucas girl, the sister of the later M.L. the Lucas lamps etc. firm. Charles Breeden and his Lucas brother in law invented and made the first dynamo for motor bikes etc.*

*I also inherited two of my uncle's grandfather, Walter Lawrence Breeden's drawings – he was also an artist, although more a teacher than well known as well as a 'brass-founder'. They are pencil drawings probably of his father and of his sister – so good, that they almost appear like la photographs. They are now in the Birmingham Library and Archive Art Collection.*

*The Wilmot-Breeden group also encompassed all manner of other engineering and fittings for many cars and aircraft – even Concorde I recall – and ran splendidly humorous advertisements."*

John has also been very helpful in building up knowledge of the Napton brickworks once it joined up with the Nelson cement firm to become Wat Nelson. More information has also arrived concerning the latter years and the strike in 1973 over (owner) Len Sheasby's Christmas bonus of £1 which several of the workers regarded as an insult. Brian Skidmore informed Mr. Sheasby of their disquiet and took half the workforce out on strike over the issue. A rather acrimonious dispute ensued. *Martin Green, 10th June 2020*

**Warwickshire Industries.** A new addition to our growing section on Warwickshire Industries is the inclusion of the Brickmaking Industry Warwickshire, Coventry & Solihull. Compiled by Martin Green, there is an introduction and links to further reading, resources and photos. Visit 'Industry' tab on the main menu to see all the contributions. *9th June 2020*

**BTH and Lamp making at Rugby.** The Rugby works of the British Thomson-Houston company started as a small enterprise, but soon grew to colossal proportions as one of the largest industrial sites in the entire British Empire. Lamps, of course, formed just a small part of the comparative success which stretched across the entire spectrum of electrical appliances right up to enormous machines such as steam turbines, the first engines, power generation plant and diesel-electric locomotives. Rugby's heart was deeply entrenched in the heavy electrical business and after decades the small corner involved in lampmaking was relocated to join the company's other lamp factories, thereby allowing Rugby to concentrate on large electrical machines. You can read all about the lamp making activity at Rugby and much more at this [link](#) to the Lamptech Museum of Electrical Lamp Technology website. *8th June 2020*

**BFI Lighthorne Rough.** There is something of a link between Industrial Archaeology and film when it is the media used to record IA of the past. For many years now, the British Film Institute's master archive of highly volatile nitrate and other films has been housed in the former remote nuclear weapons 'clutch' store for V-bombers constructed in 1955 at Lighthorne Rough to serve RAF Gaydon. In recent years the site has undergone much re-development including the demolition of two of the original stores, three remain in place. Before demolition took place Warwickshire County Council completed a detailed archaeological recording complete with diagrams. These stores used massive amounts of concrete, a subject on which the late President of WIAS, Toby Cave, was an expert. A new state of the art store has been constructed alongside the remaining original structures. None of the site is visible or accessible but a short film is available via our web page. The BFI's Head of Collections & Information, Ruth Kelly, showed BBC News around the old and new storage facilities, as well as what happens to film when it is not stored correctly. The Warwickshire CC report is also available. Click [here](#) to visit. *6th June 2020*



*BFI Lighthorne Rough*



**Leamington Bandstand.** If you haven't already seen them, there are two great little films on our page about the bandstand in the Pump Room Gardens. Click [here](#) to visit. *6th June 2020*

**Knowle in the 1960's – More.** The cine film of Dorridge Station has prompted Margaret Rushton to recall the role of the Muntz family in the development of Dorridge. George Frederick Muntz was a Birmingham industrialist of German origin who invented Muntz metal. This was an alloy brass made

of 60% copper, 40% zinc and a trace of iron. It was utilised in situations where resistance to corrosion was important e.g. shipbuilding. Umberslade Hall – probably the first of Francis Smith's Warwickshire country houses – became the seat of the Muntz family in the mid-nineteenth century. The family were instrumental in the development of Dorridge, selling land for the 1852 GWR line from Birmingham Snow Hill to Paddington, and insisting on a station being built at Dorridge, then only a tiny hamlet. In a later life, Umberslade Hall became in 1955 the research centre for Wilmot Breeder (Birmingham car component manufacturer), and in 1967 took on the same role for BSA/Triumph motorcycles. The Hall has now been converted into apartments. The nearby Umberslade Baptist Chapel was built by Muntz – a zealous Baptist convert – and the Chapel is now the responsibility of

Historic Chapels Trust, with our own Peter and Janet Coulls heavily involved in the care of the building. More information can be found at: [www.hct.org.uk](http://www.hct.org.uk) 6th June 2020

**The Politics of Manufacturing.** From the early 18th century to the present day, Stan Neumann traces the history of the European working class in this documentary series in four installments. In this first episode, ARTE looks at 1820s England, when after decades of exploitation, the British working class start fighting back. Most of the examples are drawn from Britain, particularly the industrial north and Scotland, including a visit to Lanark. It explores the plight of the working class and the earliest attempts of the Luddites to stem industrial 'progress'. Click [here](#) to visit the channel and watch. produced in French but with English sub titles. *Martin Green, 5th June 2020*

**Engineers to the World.** Another film from the wonderful BFI archive. This promotional film for the Ruston Group was made at a time when, according to the commentary, almost every family in Lincoln had a working connection with Ruston. From their foundry pounding out the crankshafts for trawler engines to the complex artistry of the gas turbine. Leaving historic Lincoln the film also has time to visit the equally historic Colchester where sister firm Davey Paxman produces the mighty Ventura 2,000 HP diesel engine. The Ruston Group was taken over by English Electric in 1966, which eventually became part of GEC. The Lincoln gas turbine factory was taken over by the German firm of Siemens in 2003. Click [here](#) to watch this film now. *Alain Foot, 5th June 2020*



**Knowle in the 1960's.** This was originally an 8mm film taken by Barry Holland of his parents garage in Knowle and surrounding area in the early 1960's. Good shots of Knowle and Dorridge High Streets and Knowle and Dorridge Station. Plus all the old cars. Available on our 'Members Films' page. Click [here](#) to view or visit YouTube at this link [here](#). *Stuart Robertson 4th June 2020*

**Napton Brickworks.** A comprehensive 15 page article on this once extensive industrial site just outside the village of Napton. Click [here](#) to view or visit the 'Contributions' page at leisure. *Martin Green, 4th June 2020*

**Mills Archive.** From *Paul Waller* comes a link to 'Mills Memories'. Mill Memories is The Mills Archive biannual newsletter. Each issue offers a range of articles, from intriguing recent additions to our collections and themes such as wind engines and water wheels, to events such as garden parties and archive training opportunities. Click [here](#) to view now. *4th June 2020*

**WLLR** The latest newsletter from the railway is available [here](#) thanks to *Richard Johnson, 4th June 2020*

**More Beer at Home!** *Stuart Robertson* has reminded me that Davenports took over Dares (another Birmingham brewery) and the Dares sign used to be quite a landmark on the outside wall of Drum and Monkey in Dorridge before being taken over by Davenports. Stuart also recalls that Davenports took over Thornley Kelsey (Radford Hall) Brewery and its tied houses. The story of Thornley Kelsey has been carefully explored by Allan Jenni and can be found on the Leamington History Group website [www.leamingtonhistory.co.uk](http://www.leamingtonhistory.co.uk)

Stuart has a personal connection with the gentleman in the Davenports adverts. He was Mr. Carl Daniels, Sales Director at Davenports who insisted on being in all the adverts whenever possible. It was he who devised the slogan 'Beer at Home means Davenports'. Stuart's father used to play golf with Mr. Daniels, the latter possessing a very large house backing onto Ladbroke Park Golf Club, Tanworth in Arden. Stuart also still has a small item of Davenports memorabilia, photos attached. It was made by The Norfolk Pottery Company, set up in 1958, not in Norfolk but in Norfolk Street, Shelton, Staffordshire. Thanks to Stuart for his response. *Martin Green*

**Beer at Home means Davenports! Who remembers that?** Turning to lighter topics, the current focus on home deliveries reminded me of the Birmingham firm of Davenports who championed the home delivery of bottled beer, with that familiar slogan of "Beer at Home means Davenports". The original brewery has gone, but the name has been revived in a range of craft beers produced in Birmingham. The website [www.davenports.cc](http://www.davenports.cc) offers some interesting historical material, a number of short adverts and longer films of the Davenports story are available on YouTube. One advert shows a stressed housewife struggling with her duties reaching for a creamy, nourishing bottle of Davenports stout as the ideal answer to her prayers. Interestingly, Davenports supplied beers to many parts of the UK, not just the Midlands, and did also, of course, have their own public houses. Midlands Warwickshire pubs served their beers including the Maid of the Mill in Atherstone, the Woodman in Warwick and the Old Tramway in Stratford upon Avon. One of the films available online is from the 1940s, with stills taken from the 1930s publication 'Fifty Years of Progress', two examples of which are included below – the brewery in Bath Row Birmingham and early delivery lorries. Follow the link [here](#) to go to the Davenports history page where films are displayed. You won't be disappointed. *Martin Green, 3rd June 2020*

*Here is a sample of vintage Davenport's adverts – listen out for the prices  
and the answer to the housewives prayer!!*

**Napton Brick Works.** Head over to our [Facebook](#) page to read an interesting illustrated article on the former brickworks site at Napton. *Martin Green*  
2nd June 2020

**WIAS** Dear all, your WIAS Committee is having a 'Zoom' meeting next Thursday, with the future plans for the Society obviously the main item for discussion. With so much uncertainty it will probably be impossible to take any decisions other than that we will monitor the situation very carefully. We are, of course, very aware of the age-profile of the group and many are regarded as vulnerable under current conditions, so we will be very cautious about launching a series of meetings. Government regulations, Warwick School's policy with regard to such meetings, and the attempt to be fair to all members of the Society points to a considerable delay. It may be that the Society will not be able to meet again until 2021, possibly September 2021. We shall keep everyone fully informed, including a postal note to those not on e-mail.

I received a note from George Illingworth notifying the postponement of today's HS2 webinar until Wednesday June 3rd., and, perhaps inevitably, a note from AIA that this year's Conference in Liverpool is postponed until August 2021. The planned 2021 conference in Dublin is postponed until 2022.

We hope we can continue to keep members and friends informed on IA issues, and welcome contributions from all. Sorry not to bring you any encouraging news. Stay safe. *Martin Green, Chairman, WIAS, 28th May 2020*

### **Event Postponement: Archaeology webinar about exciting discoveries from our Birmingham Curzon Street site rescheduled to 1pm – 2pm Wed 3 June**

Posted on May 27th 2020 by HS2 in Warwickshire. Unfortunately, we have to postpone tomorrow's planned webinar. We are sorry for any inconvenience caused and hope that you are still able to join us next week.

**The Archaeology of HS2 – Uncovering the Curzon Street roundhouse**, will now be broadcast live from 1pm – 2pm on Wednesday 3 June. **All tickets will still be valid for the session on 3 June**, so if you have already registered for the session you do not need to register again.

**If you have not already registered but are keen to attend, you can still [register your interest in attending this online event](#).**

#### **About the event**

Hosted by HS2's Historic Environment team, this webinar will focus on the unearthing of what is thought to be the world's oldest railway roundhouse at our Birmingham Curzon Street construction site earlier this year. The webinar will feature **previously unseen photographs, footage and imagery** captured during archaeological excavations earlier this year. You will be able to ask the team questions via a live Q&A chat option.

We will be publishing video recordings of each webinar online, so if you are not able to listen live you can still learn about our archaeological work through a dedicated playlist on the HS2 YouTube channel.

For more information about this event or any of our forthcoming events please contact our HS2 Helpdesk team on **08081 434 434** or email [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk).

**Annual Conference 2020****The Association for Industrial Archaeology*****Promoting the study, preservation and presentation of Britain's Industrial Heritage***

It will probably come as little surprise that Council have decided we must postpone the Annual Conference this year. The 'good news' is that Ho University Liverpool, the venue for the event, and the local organisers have agreed that we can postpone until the same time next year.

The new dates are:

**19th – 26th August 2021.**

**Booking will open in January 2021 – Those who have already booked for 2020 will be refunded in full as soon as possible. The Conference planned for Dublin in 2021 has been postponed until 2022.**

**Welshpool & Llanfair Light Railway.** Follow the work that is going on during the enforced closure by visiting the 'News' page, click [here](#), or why have a look at their very active Facebook page, [here](#). Enjoy the latest edition of 'The Earl' newsletter for supporters and volunteers [here](#). *Rich Johnson, 23rd May 2020*

**The Rowland Emmett Society.** The society was founded in 2012 and welcome new members. Read all about it at this link by clicking [here](#). *Rich Johnson, 23rd May 2020*

**A Picture Paints a Thousand Words.** The latest newsletter, full of interesting topics, from the Mills Archive Trust is available to read [here](#). *Ma Green, 21st May 2020*

**Book your free tickets** for our archaeology webinar to find out about exciting discoveries from our Birmingham Curzon Street site. Tickets for latest event in our free 'Meet the Expert' webinar series are now available to book. Posted by HS2.

**The Archaeology of HS2 – Uncovering the Curzon Street roundhouse, will be broadcast live from 1pm – 2pm on Thursday 28 May.**

Hosted by HS2's Historic Environment team, this webinar will focus on the unearthing of what is thought to be the world's oldest railway roundhouse at our Birmingham Curzon Street construction site earlier this year. The webinar will feature **previously unseen photographs, footage and imagery** captured during archaeological excavations earlier this year. You will be able to ask the team questions via a live Q&A chat option.

**Tickets for this event are now open. Register your interest in attending this online event.** *Alain Foote, 21st May 2020*

**Saltisford Arm Warwick.** Martin Green has supplied details and photos of the canal basin at Saltisford, before and after it was saved from destruction. Additional press cuttings from Richard Sanders. Click [here](#) or visit the 'CONTRIBUTIONS' page. *19th May 2020*



**The Railway Vicar from Leamington Spa.** Does anyone remember the Rev. Andrew Dow from St. Pauls Church, Leamington Spa? have never heard of him! In 1978 John Swallow from ATV Today paid a visit to St Pauls to meet the vicar and find out about his rare unusual talent. Courtesy of the BFI web site, click [here](#) to watch this short film. You won't be disappointed!! *16th May 2020*

**British Film Institute.** Dear all, caught a reference to the free options on BFI Player <https://player.bfi.org.uk/free> Hours of watching of films/clips of industrial theme, with a huge range of topics This morning took in the 1980s striking miners of Keresley (several of whom seemed to have accents) to the qualities of Black Country Food! All for free. The 1937 film of a trip along the Grand Union Canal from London to Birmingham shows much IA. They also have an excellent film featuring AP Leamington Spa 'Wartime Factory' which you will also find a link to on our 'CONTRIBUTIONS' page. *Martin Green, 16th May 2020*



Mention of Leamington Spa Water Toffee prompted *Peter Bolton* to recall another famous local producer of the delicacy. "Perhaps it would be wrong to leave toffee without a mention of Chadband of Warwick which also had branches in Leamington and Wellesbourne. As well as being makers of toffee they were remarkable for their catchy advertisements, which flooded local papers like 'Tc Taffy, Toffy. The best is Chadband's home-made butter toffee, the real old-fashioned sort,' and 'WI everything seems wrong try Chadband's butter toffee, 6d per quarter.' They also specialised in pies which their surviving shop in Warwick sold until relatively recent times. 'The Best Pigs in the world go into Chadband's Pies and Sausages.' They emphasised as a selling point ingredients and quality at a time when this was going out of the window and many people would be eating pies filled with ground meat and gristle and mystery flavouring. Seems quite an interesting product combination – pork pies and toffee

The Chadbands link is maintained via the wonderful restoration of Hill Close Gardens in Warwick explained by this extract from the Hill Close Gardens website. 'Central Warwick was typical of many nineteenth century towns where a tradesman owned or rented premises and his family lived above the shop. His backyard was filled with a workshop, wash-house, privy and stable, leaving room for a kitchen garden. If he wanted to cultivate fruit, vegetables and flowers, he looked for a plot to rent outside the town. Such plots were commonly found on the edges of crowded towns, before suburban development covered them.'

In 1845, Hill Close pasture land began to be divided into garden plots which Warwick tradesmen rented. They planted apple trees and soft fruit, grew vegetables and flowers and kept pigs and poultry. They built summerhouses of brick or wood in order to shelter from rain or to sit and enjoy the view across the Common. At a later date, the freeholds of these plots were purchased individually, though some were then sub-let. In the early twentieth century, part of Hill Close Gardens was sold off for housing in Linen Street and St Paul's Close. Fortunately the remainder has been saved and restored.

One such tradesman was Benjamin Chadband, confectioner of 12 Swan Street, who lived above the shop with his wife, Sarah, and his children. The family business had been established in 1828. The Chadbands appear in various Trade Directories as poulterers, grocers, confectioners and makers of pork pies and sausages.



*Eagle Engineering's 'Warwick Patent Spira  
Tiller'*

Benjamin leased Plot 24 in 1870 and purchased the freehold in 1874. He built more pig sties on nearby Bread and Meat Close, presumably produce pork for his shop. He was succeeded in the business by his son, Henry, who raised 11 of his 13 children over the shop and by his grand: Charles Dudley. The business was sold, but 12 Swan Street remained a pork shop until 2006.



### Chadband Premises

The name 'Chadband' was noted by Charles Dickens on a visit to Warwick and used for the unctuous F Chadband in his novel, Bleak House.' I believe that Hill Close Gardens is closed at present, but definitely worth a visit when it re-opens. You might also spot the Eagle Engineering's 'Warwick Patent Spiral Tile' on view.

*Alwyn Sparrow* has also sent this newspaper cutting of 1945 with the note: 'Seeing your contribution C.D.Chadband has prompted me to give you some more information.I have a few pieces of paperwork my father worked there for approximately 40 years until about 1960.This press cutting also ties in with 75th Anniversary year, no doubt because of food rationing.' Mind you it was not always plain sai running a butchers shop in Warwick. The Leamington Courier in April 1849 followed a case concern Mrs. Chadband:

WARWICK PETTY SESSIONS, MONDAY, April 2<sup>nd</sup>. 1849 (Before the Mayor, H. Blenkinsop, Esq., J. Goodhall, W. Walker, E. Greaves, and J. Wilmshurst, Esqs.) Mr. W. W. Thompson, Inspector of Nuisances, appeared on behalf of the Town Council, under the Nuisances Removal and Diseases Prevention Act. 1848.

The next case was that of Mrs. Chadband, of Swan Street, for keeping swine; the complainants were Messrs. Whittell, owners and occupiers of the adjoining premises. Mr. Thompson stated the premises were in a very offensive state. The piggery and manure were very injurious to the health of persons in the neighbourhood. The complainants would depose to this fact. Mr. H. Enock, Watchmaker, of Warwick, said he would, with the permission of the Bench, appear for Mrs. Chatband. The piggery complained of existed for many years, and had



never been attended with inconvenience to any one; if Mrs. Chatband had been applied to, she would have been willing to have abated the nuisance, so far as she could; but she had never been applied to. There followed a heated exchange over whether the case needed to be heard, with Mr. Thompson repeating that this was "one of the greatest nuisances in Warwick", and eventually Mrs. Chadband was required to remove the nuisance.



*Clyde Higgs Milk*

The lockdown has caused many of us to turn to the delivery man for our fresh products and this reminded Peter Bolton of another producer with a fame for advertising slogans. This was Clyde Higgs, a farmer near Stratford upon Avon. "Perhaps the last of the great local pieces of advertising came from Clyde Higgs Milk whose ever-changing bottle slogans were a joy for many years. – 'Cleopatra should have had her bath in best Clyde Higgs – a hundred litres for the bath and extra for her wigs'. Others were ... 'The cows that graze round Snitterfield – give a most delicious yield' 'Higgs milk, Higgs heggs – keep the workers on their legs'.

I have to confess to a guilty pleasure of having collected these bottles for a while .. sad or what? I believe became quite a craze and an article in The Independent of 1993 reported that husband and wife Naomi & Michael Hull had spent 16 years on the quest to collect milk bottles carrying advertising, and their efforts yielded 1,300 milk bottles, occupying 60sq ft of shelves at their Gloucestershire home!



*The Chadbands of Warwick, Leamington & Wellesbourne*

The Clyde Higgs posting also attracted comments from *Alwyn Sparrow*

"Clyde Higgs was a pioneer of Milking Bales in this country, which basically involved taking the milking plant to the cows in the field thereby making the milking process fully mobile'. Peter Stocker remembers that "one of Clyde Higgs advertising features was that their herd was the first TB attested herd in Warwickshire". For John Willock it was the slogan "You can whip our cream but you can't beat our milk" that lingers in the memory.



*Clyde Higgs Milk*

*Derek Billings* also remembers several dairies in Leamington Spa, including Shepherd's on the Tachbrook Road where the sign is still visible. Billings wishes to all, *Martin Green, 15th May 2020*



*Shepherd's Dairy on Tachbrook Rd, Leamington Spa in 1983 – Photo D. Billings*

**A 102-year-old steam engine** has made an unlikely appearance to save the day for winching duties at a Leicestershire quarry. AR Demolition deployed the old 1918 J&H McLaren engine to pull out sections of a decommissioned conveyor belt from the bottom of Croft Quarry. Click [here to view](#)



the Construction Index web site to read the full story. Don't miss the great video of 'Alvis' in action at the bottom of the page. *Peter Coulls, 15th May 2020*

**Water Mills.** Sit back and relax for about 4 minutes to the sound of the master of English light music, Ronald Binge. The IA interest is the collection of beautiful paintings of water mills! The music is, of course, 'The Watermill.' Turn up the volume on your PC / tablet or put on the headphones. *14th May 2020*



Ronald Binge : The Watermill. Paintings.

**Free 4 Week On Line Course.** The National Railway Museum, in conjunction with the University of Strathclyde Glasgow, is promoting a free 4 week course called '*Working Lives on Britain's Railways: Railway History and Heritage*'. Discover Britain's industrial heritage and learn about the lives of British railway workers from 1840-1914.

*On this course, you will investigate the professional lives of the men and women working on the British railways from the 1840s until the First World War. Using archival materials from the National Railway Museum, you will learn about the mental and physical hardship endured by railway workers as well as the risks and pleasures that came with working in this new industry. From Irish Catholic navvies to female office clerks based in industrial cities, you will discover the surprising diversity and complexity of the railway workforce.*

This course is designed for anyone with an interest in railway history and heritage, working-class history and culture, industrial heritage, the Victorian period, or museums and their holdings. For full details of this interesting opportunity and how to enrol follow this link [here](#). *13th May 2020*

**The Rise and Fall of Coventry's Machine Tool Industry.** This 40 page booklet, by the late Arthur Astropp, was first published in 2000 and then revised by Arthur in 2003 to include some photographs of the various personalities and their companies. The additional pages of photos have now been found and added to the pdf edition on the website. *12th May 2020*

**The Brown Betty Tea Pot.** A short film, (brought to our attention by Marianne Pitts), from the V&A on our 'FILMS' page showing how this classic pot is made. The red clay used was first mined near Stoke on Trent in the 1600's. Click [here](#) to visit now. *12th May 2020*

**The Iron Pillar of Delhi – Ancient & Foreign** Industrial archaeology. A new illustrated contribution from Stuart Robertson which takes an interesting look at how iron can survive without corrosion and be extremely durable. Available to read on the 'CONTRIBUTIONS' page or click [here](#). *12th May 2020*

**The April 2020 edition of The Railway Magazine** has an article on the Nuneaton to Leamington line and its various connections. In 'A Line of Two Halves' it tries to contrast the northern section with all its industrial links, and the southern section passing through Warwickshire countryside. *Maureen Green 11th May 2020*



**A request from Peter Stanworth** – I wonder if the society might be able to help with identification. I am attaching photographs of two items that appeared when the foundations for the water tower were excavated. One is a hollow copper ring with a much smaller ring riveted to circumference near the join. It is 5" in diameter. The other is a plastic (?Bakelite) disc with a face embossed on one side. On the underside it has a moulded centre which looks as though it took a dowel for mounting. It is 3 1/2" diameter. I have asked many people and none has any idea about them.



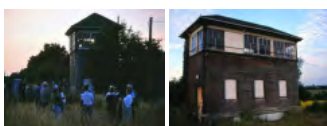
**VE Day** – Several may have enjoyed a cup of tea, with scones and jam, for VE Day, perhaps served on 1940s crockery. Marianne Pitts draws attention to the story of the 'Brown Betty' [Read the Brown Betty story](#)

**John Berkeley reminds us** – that (as well as Kidderminster Carpet Museum) there are many independent museums that will be hard pressed to survive. In a cause close to his heart he provides this link to the Birmingham Pen Museum. <https://jewelleryquarter.net/urgent-appeal-to-save-birmingham-pen-museum/>

**Television tonight** – 'How to build British: the London cab'. I assume this will be about the Coventry-based firm and their re-location to Ansty to produce the electric cab. The publicity reads: "The classic black cab goes green as we see how a 21st-century electric London taxi is made, from aluminium chassis to the all-electric £60,000 eco-cab"

**Another helping of pie information** – Trevor Daw writes, "The information on Fleur-de-Lys pies was most interesting. I have personal memories of the company in the late sixties to seventies. R.F. (Roland) Brookes used to be a tenant of the Flowers pub at Lowsonford. I understand this was where the pie production commenced, eventually to outstrip the kitchen facilities at the public house. At the time I was employed by Watney Man (Brewers) selling beer and Wines and Spirits to the West Midlands trade. I used to meet Roland and his Senior staff in a pub almost opposite the factory, at the time renamed the Simple Simon. Also present would be his senior Sales Manager Alec Stewart." We believe Alec Stewart left Fleur-de-Lys to start Shire pies. The Simple Simon was so called in 1970 after a previous life as the 'Elephant & Castle'. There is a suggestion in the Leamington Courier of 15<sup>th</sup> February 2013 that Roland Brookes actually owned the pub.

**1990's WIAS Trip** – Trawling through old slides, I came across this visit to the Greaves Sidings signal box in the 1990s led by Peter Chater. Derek Billings confirmed the location together with these links to the Warwickshire railways website. (*Not a HiVis vest in sight in those days!*).



<https://www.warwickshirerailways.com/gwr/gwrgs2255.htm>

<https://www.warwickshirerailways.com/gwr/gwrgs3908.htm>

Hope I have not missed anybody's contribution. Let me know if I have! Stay safe and treat any Boris-induced relaxation with caution!! Many of us are in a vulnerable group, and this has not changed. *Martin Green 11th May 2020*

**'Send more toffee!'** A fascinating piece of research with illustrations by WIAS Chairman, Martin Green. Moore Toffee was a confectionery business with several outlets in Leamington Spa specialising in 'saline toffee'. Available to read on the 'CONTRIBUTIONS' page or click [here](#). *11th May 2020*



**USA to Radford Semele Film.** A lot more information about this great little film is now available. Derek Billings, who provided the film, has now supplied his original notes made when he obtained the film from Bill Gibbons of Leamington Spa back in 2008. You will find the notes on the 'MEMBERS FILMS' page or click [here](#). *10th May 2020*

**Southam (Kaye's) Cement Works.** Today we have added a new page on the Southam Cement Works, written by Martin Green. There is also interesting collection of photos, some were taken on a WIAS trip to the site on their open day way back in 1993. Updated photos from 2015 show changes time makes. Available to read on the 'CONTRIBUTIONS' page or click [here](#). 8th May 2020

**Seven Springs.** Water Supplies to the Warwickshire villages of Knightcote, Northend, Fenny Compton, Avon Dassett and Burton Dassett by John Brace. This booklet of 28 pages was published by WIAS in May 1997 being Number 1 in a series of Occasional Papers. Apologies again for the quality, it will be improved once access to equipment is restored. Available to read on the 'CONTRIBUTIONS' page or click [here](#). 4th May 2020

**Emscote Mill, Warwick.** A short history and photographs of the final days of Emscote Mill by WIAS Chairman, Martin Green. Find it in the 'CONTRIBUTIONS' page or [click here](#). 2nd May 2020

**The Rise and Fall of Coventry's Airframe Industry.** A profile of Sir W. G. Armstrong Whitworth Aircraft Ltd with personal reminiscence. Researched and prepared by John Willock of WIAS in 2001. This splendid publication is quite a large pdf, (53 pages), so keep the file size manageable the quality has been reduced. This will be improved when the Lock Down is over. Available to read on the 'CONTRIBUTIONS' page or [Click here to visit now](#). 1st May 2020



Heritage & Culture  
Warwickshire

## Volunteer with Mining The Seams

- Help us transcribe the mining records from the Warwickshire coalfields.
- Work from home using digitised documents and online spreadsheet.
- Our project team provides guidance and help.

Find out more  
Email: [miningtheseams@warwickshire.gov.uk](mailto:miningtheseams@warwickshire.gov.uk)  
Visit: [tinyurl.com/miningtheseams](http://tinyurl.com/miningtheseams)

This Warwickshire County Record Office project is supported by The Wellcome Trust to enable research into health and wellbeing of coal miners from the 18th to the 21st centuries.

Photo Credits:  
Left: Daw Mill 64s, September 1974  
Right: Newdigate Colliery, c. 1980s  
National Coal Board - GFS418

MINING THE SEAMS

Warwickshire County Council

**Mining the Seams at Warwickshire County Record Office – Can you help?** Mining the Seams, our remote volunteering project, is still very active and we are looking for new people to join us. We're transcribing compensation ledgers from the Midlands Colliery Owners' Mutual Indemnity Company to create a searchable database of information from compensation claims from 1899 – 1940. Everything is done remotely with documents shared via the internet. If anyone is interested in joining us, then they would need to do is email us at [miningtheseams@warwickshire.gov.uk](mailto:miningtheseams@warwickshire.gov.uk) and we will be able to tell them more and sign them up fully from there. Click [here](#) for a profile of this role.

(You can see an example of some of the maps we are also working with on the staff YouTube video [Hall End Colliery map](#)). This is also available on the WIAS 'FILES' page.

Sarah Hann,  
Volunteer Coordinator, Heritage & Culture Warwickshire,  
Warwickshire County Council,  
Resources Directorate,  
St John's House,  
Warwick, CV34 4NF.

Email: [sarahhann@warwickshire.gov.uk](mailto:sarahhann@warwickshire.gov.uk) Tel: 01926 736422

**Stationary Engines.** <https://album.net/en/search/albums/user:ellisdesign/stationary> A contribution from Peter Coulls 30th April 2020

**The Warwick Improvement Works.** This publication by WIAS member John Brace documents the story of Warwick's water supply and drainage between 1848 and 1877. Over 30 pages with drawings. You will find it listed in our 'CONTRIBUTIONS' page or you can read it now. [Click here to visit](#) 30th April 2020

**Warwickshire County Records Office.** 12th April marks the anniversary of the first ground test of the jet engine in Rugby, Warwickshire in 1949. Therefore, April's Document of the Month showcases documents we hold at the record office in relation to Sir Frank Whittle. [Click here to visit](#). John Willock 30th April 2020

**The Stone Pipe Company of Guiting Power, 1805-1815.** Now available to read here, this is WIAS Occasional Paper No. 6, published in February 2013. Written by John Willock of WIAS in July 2012 with photos by Derek Billings & Peter Coulls. Other credits are to well known members, Ma Green, Mike Hurn, the late Arthur Astrop and the late Peter Chater who initiated this adventure into the history of The Stone Pipe Company of Guiting Power. You will find it on our 'CONTRIBUTIONS' page or [click here to visit](#) now. *29th April 2020*

**Graces' Guide to British Industrial History.** Grace's Guide is the leading source of historical information on industry and manufacturing in Britain. This web publication contains **139,348 pages** of information and **226,307 images** on early companies, their products and the people who designed and built them. [Click here to visit.](#)

**Thames Water Archive.** This address has just been posted on a stationary steam group that I follow. There looks to be hours of entertainment, I've yet to explore but initial reaction suggests a good deal of material. Best Wishes and stay safe. <https://archive.thameswater.co.uk/> *Peter Coulls 29th April 2020*

**Statfold Barn Railway.** Filmed by Derek Billings in 2017 this 30 minutes film of the Statfold Barn Railway in Staffordshire is a 1A/Railway buffs delight. There are numerous attractions including steam, a railcar and towards the end a tram. If ever you wanted a 'garden railway' this is what to aim for. Available now on the 'FILMS' page. *28th April 2020*

**Canals & Standedge Tunnel.** The series by Robbie Cumming is very good – he shows it as it is. Jackie and I particularly enjoyed the trip through Standedge Tunnel as it enabled us to see much more of the internal structure than when we did it in 2009 and 2011. We had similar difficulties with the water supply on both flights of the locks on either side of tunnel. Inside the tunnel there are connections through to the railway tunnels which is why one gets a CRT chaperone to make sure you don't stop off on the way and explore. He does not explain that one has to book a passage as they only allow three boats a day in either direction and only three days a week – west bound in the morning and east bound in the afternoon. Because of the profile of the tunnel, we had to load the bow of our boat with boxes full of water to give more clearance – this gave us 2 inches more which made all the difference. We are looking forward to the next episode on the Rochdale canal. This will be over a summit rather than a tunnel, again water shortage can be a problem, particularly as BW sold the main reservoir to United Utilities and so CRT often have to buy water back during a dry spell. *Richard Sanders, 28th April 2020*

**'Mail Rail' – Royal Mail Underground Railway.** Many thanks to *Robert Caldicott* and his daughter for sending this brilliant link to the restoration railway, formerly used to carry the mail under the streets of London. Well worth watching, approximately 10mins long. You can watch it here at this or on our FILMS page. <https://www.postalmuseum.org/make-a-connection/mail-rail-from-home/#> *28th April 2020*

**TV Topics.** Thanks to several members who have pointed me to the Midlands Today piece on Charlecote Mill. <https://www.bbc.co.uk/news/av/england-coventry-warwickshire-52447409/charlecote-mill-has-a-seven-week-backlog-of-flour-order>

Derek Billings was one of those members, and he also selected [Thursday evening's](#) More4 9pm 'Hunt for Arctic Ghost Ship: HMS Erebus', having read Michael Palin's book on the subject.

Robert Caldicott recommended Abandoned Engineering <https://yesterday.uktv.co.uk/shows/abandoned-engineering/>

Hope you have enjoyed some of the programmes that members have recommended. What an asset drone photography has become in illustrating these engineering structures. The canal programme left me no happier about facing a trip through Standedge Tunnel! Stay safe, *Martin Green 28th April 2020*

**TV Tonight.** This is quite interesting – <https://yesterday.uktv.co.uk/shows/abandoned-engineering/> *Robert Caldicott 27th April 2020*

**AP.** There has been an exchange on the website amongst former AP employees and it has revealed to us all the technical expertise that exists within WIAS. Stuart Robertson sets out his career path at AP ...

"I joined in 1973 as a Senior Process Engineer in Central Process Industrial Engineering. Working for John Squires. Transferred to Central Process Supervisory Staff in 1976. Firstly on Quality Control then on to Production. This was following a campaign by C.P. Management to increase the level of Technology directly on the Shop Floor in an effort to increase Quality Levels. The incentive to us to take up these positions was that our salary was greatly increased by Shift and Overtime payments. This was attractive to me as I had just bought a house in Lodge Crescent, Warwick with a large mortgage. By the mid eighties the future of AP and Central Process in particular looked gloomy. Plant was getting in a poor state of repair and was being subcontracted out rather than furnaces being replaced. In 1986 I accepted voluntary redundancy (AP had an attractive scheme in place

the time) and went to Hammond Heat Treatment, Darlaston as Chief Metallurgist. Hammonds were Heat Treating a lot of Lockheed's components sub contract and suppliers basis. Also they were case hardening clutch Adaptor and Retainer plates in Sealed Quench furnaces for Rear Automotive who were making Valeo Clutches on Licence. I worked with old AP colleagues on treating samples of Borg and Beck Plates us Hammonds Techniques as an alternative to cyanide/press quench process. These were successful but the job was eventually awarded to TTI H Treatment (Now Hauck) probably on price.

#### Surface Colours on Steel

This is an interesting subject which could be described as a black art. This requires further investigation. These are mainly produced by oxides on surface and/or staining by burnt on oils etc. On a commercial basis I have been concerned with the blue/black finish on High Tensile Bolts (Bl Bolts). At Hammonds we used to have continuous hardening and tempering lines for fastener heat treatment. These were big furnaces which treat 1 ton per hour. In the line there was a Soluble Oil Tank (Suds) into which the bolts were transferred into after Tempering whilst still hot. The component of the suds were burnt on to the surface to give the black finish required. This only worked if the tempering was within a certain temperature range (400oC-500oC). Hence only on High Tensile Bolts. The tools which have a coloured/mottled appearance would have probably been treated in a small tool room heat treatment area. Case hardening Techniques such as pack carburising and Kasenit compounds could well have been used with re-heating in neutral salt which resulted in these attractive colours. A subject for further research I think." *Stuart Robertson 26/04/2020*

**TV Tonight.** "One for tonight's viewing BBC 4 @ 7.00pm "Pubs,Ponds and Power: The Story of a Village. Ben Robinson explores the history of Cromford in Derbyshire, which was at the heart of Richard Arkwright's mechanised cotton mills and a textile revolution." Followed at 7.30pm by *Cromford Boat Diaries: across the Pennines. I cannot vouch for the quality or content."* *Peter Coulls 26th April 2020*

**Rock Mill Leamington Spa.** A new page added with information on Rock Mill and photos by Martin Green. You will find it under 'CONTRIBUTIONS' or go direct [here](#). The photos will also be added to our gallery. *Martin Green 26th April 2020*

**Photos.** New photos from Derek Billings added to his album in our gallery including Warwick Cold Store in 1991. *24th April 2020.*

**Narrow Gauge.** For all enthusiasts of the narrow gauge you will enjoy 'Railway with a Heart of Gold' on the 'FILMS' page today. *24th April 2020*

**USA to Radford Semele Film.** Have you see this little gem on our 'FILMS' page? We have received the following message; *At 3.17 minutes there is a very brief shot of the Radford Semele shop at the corner of Lewis Road & Southam Road. My grandma, Jane Whitlock and her husband Alfred owned the shop for decades. It was my Dads home. I think it was filmed in 1934, so all three would have been living there then. Stayed there countless times in the 1950's & 1960's. Fantastic bit of film for me. Thanks for posting. Happy Days....* *David Whitlock 24th April 2020*

**Warwickshire Bridges.** Roger Cragg has sent us a splendid collection of photos of some 46 bridges around the county. Some are well known and others are in lesser known locations. You will find the photos in our gallery at the link above or click [here](#) to go there directly. *24th April 2020*

**Borg & Beck.** This is a really excellent response and I think it should be incorporated into the WIAS website if possible. The cyanide hardening response is obviously written by a person with a great deal of knowledge. I do remember all the flatness problems we had with disc-adaptors and retainer plates. I don't think I actually know Stuart Robertson, which is rather strange. One slight byproduct of cyanide hardening, not mentioned in the article and not seen on automotive components, is the wonderful range of colours (browns, blues, purples, etc. ) that manifests itself on high quality tools, locks, barrels, and similar components hardened by this method. I have several scribbing blocks in the workshop with these features; wonderful to look at and handle! As a Toolmaker, I expect Peter's Dad felt the same. No doubt Stuart could explain how this phenomena occurs or is obtained in the hardening process? It may be down to the steel spec. and initial surface finish. I would really like to know! Please pass this on to Stuart. Best Wishes, Keep Safe, *John Willock 23rd April 2020*

I was delighted to read John Willock's paper on Borg and Beck clutches. I have revived and reviewed my own article on the Cyanide Hardening of Clutch Plates at AP and attached for your review and possible inclusion. This was originally written for inclusion in the WIAS newsletter but was not used probably because of its size. I have also found a couple of photos taken at the time of the Cyanide Section in Central Process and some technical pictures of Borg and Beck Clutches which are relevant. You can see the article by Stuart [here](#). ATB, *Stuart Robertson, 23rd April 2020*

**MF.** Thank you for passing on the many interesting snippets. With regard to Ferguson Tractors or the "Little Grey Fergie" in particular one trial prior to mass production was at Ufton adjacent to the A425. By sheer chance that land is now occupied by Lister-Wilder, Agricultural Engineers & Engineers.



Massey Ferguson agents! The tractors were I believe originally made at Standard Motors, the same engine being fitted to Standard Vanguards. John Black, who owned Standard Motors at that time lived at the property that is now Mallory Court. According to Wikipedia Reginald Wa Maudslay founded the Standard Motor company in 1903.

One of his relatives, Henry Eric Maudslay DFC was a Dam Buster pilot who did not survive the raid. He lived in Cubbington. Whilst visiting G Gibson's grave in Steenberg, Holland on Liberation day some years ago a local lady informed me that she came to England in her youth to improve her English and was employed at a South Coast plant nursery owned by Henry Maudslay's elder brother, who always drove Standard cars. What a coincidence!

Best wishes to all, *Bernard Alsop, Regular visitor from Napton on the Hill. 23rd April 2020*

**Talking Pictures TV (Channel 81)** On a lighter note, I am sure many WIAS members will be aware of the joys of TV Freeview Channel 81 Talking Pictures, and the many films of interest that are shown almost every day. However, some members may not. Anyone interested in Railways, Ships, Aircraft, or period films not generally considered pc these days will be delighted with the offerings on this channel. For example, yesterday afternoon there was a short IWM film on Shipbuilding on the Tyne (1943) at the height of the war effort and last Saturday David Lean's film entitled, "The Sea Barrier", featuring the prototype and very troubled Supermarine Swift. Also in this film were shots of De Havilland Comet 1s under construction at Hatfield and Hawker Sea Fury's at Langley, I think. This is a great channel for nostalgia, which I am sure some of us are embracing (or perhaps wallowing in) wholeheartedly at the moment! Best Wishes and Keep Safe.

And a reference to last night's Repair Shop for all those who have never understood the Ferguson Tractor 3-point linkage ... One of the objects in refurbishing on "The Repair Shop" programme last night was a very interesting salesman's demonstration model of the Ferguson System. The spr driven model tractor featured the famed Ferguson three-point linkage, complete with matching plough. A simple plough, also part of the model, was presumably used to show the tractor tipping up when meeting an underground obstacle. I think I have previously seen photographs of the demonstration models. Altogether a very nice programme with a good mix of restoration projects. It may be a good idea to keep a date with BBC 1 Wednesday evenings. It is Episode 30 – Catch it on iPlayer! *John Willock 23rd April 2020*

Another programme of interest, perhaps, is 'Will He Ever Do It?', a fine example of perils of procrastination. I am about to embark on a project to diminish my collection of IA slides by some unknown percentage, and to identify those that might be of interest to members. I hope to publish the on the website at some stage. By writing this I feel I am committing myself to doing it, a long-overdue task! Only time will tell ..... Keep sending material and, of course, stay safe. *Martin Green 23rd April 2020*

**BTH Coton House – Apprentices Hostel.** Can this link be added to the website or otherwise circulated to raise interest? Another part of the B.T story. The site is maintained by John Richards, who has personally borne the running costs, but has now decided to give it up. The whole site is less than 33 Mbytes, but there are several Gbytes of scanned material on the DVD Rom archive being offered for £3.50. Regards, *Paul Waller* [pj@yaho.com](mailto:pj@yaho.com), 22nd April 2020

[To visit the site before it closes and order a copy of the DVD click on this link – Coton House](#)

**Cast Iron Cooking Pot.** 'The immense historical significance of the cast iron cooking pot' was a talk presented to WIAS in 2017 by Richard William. We have added a video of a talk by Richard which takes this subject to a higher level! Click [here](#) to visit the 'FILMS' page. 22nd April 2020

**Thank You!** From a very embarrassed Webmaster! 21st April 2020

**Thank You!** "We have received a number of e-mails thanking us for keeping WIAS in the public eye, combined with the desire to pass on good wishes to all members of the Society. To illustrate this, we attach a message from Peter Stocker via Martin Green 21st April 2020

*To all members, I would like to add my sincere thanks to our Webmaster, who has done – and I am sure will continue to do – a magnificent job of keeping me at any rate sane. I try and ration myself to a set number of articles each day and all of them are brilliant. It was wonderful to see Peter Chater's name linked to so many articles – he was a wonderful person and reading his articles is one way of remembering*



*him. Also many thanks to the Chairman for what he is doing during these dreadful times. Take care everyone, better times are just around the corner as one half wit American president once said!"*

**The USA to Radford Semele Film.** When the American family visited London I see that the Houses of Parliament was covered in scaffolding. 1 points. Could this help date the film? Was Big Ben stopped while the work was done? Further to my comment about dates, I see that in April 1929 scaffolders wages were withheld. Keep safe and smiling. *Chris Purvis 19th April 2020*

**Shipston on Stour.** I have been looking for any information on the Shipston-on-Stour Power Station. This seems to have opened in, or about, 191 and to have lasted into the 1930's. *John Brace, jj.brace40@gmail.com, 19th April 2020*

**Warwick Banking Engines.** Reading the article by Peter Chater on the Warwick banking engine, and having lived in Cape Road as a lad, I was of down at Warwick Station, taking engine numbers and talking to the engine banking drivers. Eventually I managed to hitch a ride on the bank engine behind a Banbury iron ore train up to Hatton and back. While going under the Cape Road bridge I made sure that all of my mates, who were collecting engine numbers saw that I was riding the banker, which made them extremely jealous and at the same time upped my street cred. On way back, we stopped at Budbrook signal box, where a quantity of engine coal was exchanged for a number of rabbits that the signalman I ensared earlier in the day. Upon arrival back at Warwick, the fireman filled up the side tanks, while the driver was preparing the coal shovel cooking the crews supper. This consisted of some bacon, sausage and the odd egg. The fire box was duly opened and the shovel placed there. What happened next was a total disaster – one of the station staff crept unseen and flicked the blower lever on the loco. The result that the contents of the shovel went straight through the boiler tubes, up the chimney and out on to the platform. Bearing in mind that that sort of food was hard come by at that time the engine crew were less than amused with the result that the offender was duly caught and dealt with in customary fashion!

But it was quite incredible how old loyalties die hard. When I worked at AP Lockheed in the brakes division on production control, there was a inspector, who had a number of LMS/LNWR locos. on the wall of his cubbyhole and I got talking to him and remarked that one of the pictures was a Super D the like of which used to be at the head of a daily brick train that came down the old Rugby to Leamington line. Yes he said, I used to drive them. Well, as I expect you know, this train crossed over to the old GWR metals via the old Leamington Spa South junction with its signal box. This train used to then wend its ponderous way via Leamington station up towards Hatton. I then ( like the fool that I am ) said, so you must have picked up the Warwick banker. There then followed a deafening silence followed by a withering look and an even more withering statement to the effect that no self respecting LMS driver would use a GWR banking engine! Apparently what the crew would do was to shovel as much coal in the fire box as the regulator as wide as it would go and head for Hatton bank and just hoped that they would make it. Apparently they always made it – just! *Peter Stocker, 19th April 2020*

**Various.** A series on More4 starting next Monday 20th. 9pm is on the Building of famous British cars, starting with the Bentley. Aston Martin on 27th., and Morgan included in the series. My newspaper suggested it was for 'petrol-heads' but the journalist could easily have meant members of WIAS!

Following the Chesterton Windmill in Blue piece, Chris Barney has managed to get hold of the image and will be using it as the next cover photograph of IA News, the Newsletter of the Association for Industrial Archaeology. The floodlit mill is all part of an attempt to raise money for the Air Ambulance.

A note from Tim Clark on his recent acquisition of a 1955 'Official Guide to Warwick'. Amongst the adverts he noticed the attached enticement to ride the Peter Pan Railway manufactured by Supercars of Guntery Terrace, Leamington Spa, a firm we have encountered at WIAS Meetings. *(Not remember riding on this as a child in the 1950's – still running today but without the 'Supercar' built locos. Very much modernised but the track layout is still the same! Webmaster).*



On a distinctly more sombre note, John Willock writes: This is merely an advisory e-mail to say that Ivor Jones' Funeral will take place at Oak Wood Crematorium on Monday, April 27th at 2.30 pm. Due to Covid 19 restrictions, this will be a VERY STRICTLY LIMITED FAMILY ATTENDANCE SERVICE ONLY. I am sure we all will have Ivor in our thoughts at the time of the service and indeed for many years to come.

And finally, the WIAS Committee meets in early June – hopefully via Zoom – and I wanted to assure members that we will take any decision about future of WIAS next season and beyond extremely seriously and with the greatest caution. We are fully aware of the age-profile of the members and the potential reluctance to attend meetings until the all-clear signal is delivered.

Best wishes to all, *Martin Green, Chairman WIAS 18th April 2020*

Thanks for all the-mail responses. I heard from **Pete Grenfell** and **Stuart Robertson** about comparisons of the Le Creuset Foundry with the F foundry. Pete wrote: "Ref the Le Creuset foundry programme, if anyone has any queries, I can probably answer them. The Disamatic mould machine shown is very similar to the Ford ones, casting two pots at a time, and the charge makeup, melt and pouring unit also very similar. F furnaces were bigger, but the essentials of the operation are identical. I have been to many foundries around the world very similar to this one." He on [rpgrenfell@ntlworld.com](mailto:rpgrenfell@ntlworld.com) if you fancy clarification or a foundry chat.

#### **Kevin Haito also drew my attention to various links with regard to mills:**

"Here are a few Facebook groups to while away the hours. First two are Watermill Hoppers & Windmill Hoppers. Third is the Facebook page I run as Miller in Charge of the mill. (You need a Facebook account).

<https://www.facebook.com/groups/427712580580461/?ref=share>

<https://www.facebook.com/groups/windmillhoppers/?ref=share>

<https://www.facebook.com/chestertonwindmill/>

Anyone can publish to this account and the purpose is to produce a timeline of history for it. I also give open weekend dates and details.

I also run a Chesterton Windmill Twitter account **@ChestertonMill** (You need a Twitter account). Do a search when in Twitter."

Thanks to all who have shown an interest. Stay safe. *Martin Green 16th April 2020*

I expect we have all been thinking about the post-Corona world, and the ways in which it could alter our behaviour. John Berkeley sent in the photos of the ~~Rush~~ Hush Hour on the M40 on Bank Holiday Monday with an invitation to other WIAS members to send in photos of how the current situation has altered familiar sites. How our attitudes to travel and transport may change is a very interesting issue – might we stay more local, might we appreciate our local environment more fully, might we wish to explore local history more enthusiastically? Could WIAS embrace some of the possibilities with new initiatives?



Talking of transport, Marianne Pitts sent in this extract from an article by transport historian and commentator Christian Wolmar which she thought might be of interest. The views are, of course, those of Wolmar and not necessarily those of the Society. He also refers to some of his books, which were generally well-received on publication. *Martin Green 16th April 2020*

#### **Christian Wolmar April newsletter – and books for the lockdown!**

Who would have expected that we would live in a time when it was illegal to play cricket in the park or even sunbathe? That we would all be queuing with masks on outside shops? That millions would be out of work and a magic money tree would have sprouted up?

In transport terms, it is very difficult to predict how this will pan out. In the short term the railways have been nationalised, hundreds of millions have been provided to retain bus services and virtually the whole airline fleet in the UK has been grounded. The interesting question is what happens when the lockdown starts to be relaxed.. My view is that this will happen in stages and is likely to be partial – both geographically and over time, ;

possibly demographically. Will the vulnerable and the people with underlying health conditions have to stay in longer? Will some shops and cater establishments be allowed to open before others? Will some regions be freed first? And so on.

Then, most important, will any lessons have been learnt from the biggest change in the way we live our lives since the Second World War. Clearly amazing improvement in air quality, the readiness of people to forego travel, the readiness to adapt to major changes and the restructuring of the industry will have lasting impacts. A return to the normal of congested roads, unbreathable air and a transport policy that takes no account of needs of pedestrians and cyclists cannot be the height of our politicians' ambitions. Surely even the Tories will have realised that the lockdown highlighted some of the maddest aspects of the society that we allowed neo-liberal economics to have created?

Maybe not. There is a real possibility that not only will things quickly return to the way they were, but actually the future will be worse than past. Say, for example, that people will decide that public transport is too risky and they will prefer resorting to using their car through fear of catch disease from fellow passengers? Or that the economic damage to many public transport organisations, both public and private, has been so profound that they cannot recover? Or that the government will prioritise boosting the car industry over supporting public transport and possibly even cut tax on car use?

### Books Book Books

*I dug up a whole batch of my book Fire & Steam in my attic during lockdown and flogged off a bunch via Twitter. If you want one, send me a fiver p £3 p and p via [Christian.wolmar@gmail.com](mailto:Christian.wolmar@gmail.com).*

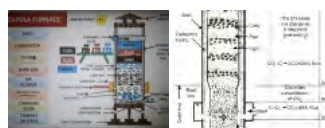
*I also found stocks of other books there – Great Railway Revolution and Blood Iron and Gold but these are a bit pricier because I paid more for them – a tenner each plus p and p, while my new books Railways and the Raj, The Crossrail Story and Railways are all £15 each but I will let you off them & P*

Our mailing address is: *Christian Wolmar, 48 Crayford Road, Islington, London N7 0ND*

I forward an e-mail from **Stuart Robertson** to help us through the trials of self-isolation. Many thanks to him for putting it together. *Martin Green 1 April 2020*

### Cupola Furnace

As WIAS has been looking at the Iron founders of Leamington in meetings and publications. I thought that they might like a bit more information about Cupola Furnaces with diagrams & videos about operating one.



Very much associated with W. Wilkinson, a Shropshire ironmaster in 1795

It a small blast furnace for melting metal

Mainly used for the re-melting and refining of Pig Iron for Quality Castings

15-20 feet High and 4-6 feet in Diameter

Charged with Coke, Limestone and Pig/Scrap Iron

Temperatures of around 1500oC obtained which is enough to melt cast iron but not wrought iron

Attached is a modern day video of a small Cupola in use by Thai Students

Notice the lack of Health and Safety!

Firstly they rake out the slag hole and run off some of the slag

Then start tapping the molten iron into a ladle (Fishing out more slag from the surface)

The ladle is carried over to Sand Moulding boxes and items are cast

Finally the bottom door is opened and ash etc. are deposited spectacularly on the sand floor

The Cupola furnace is usually used as a batch furnace and is shutdown at night

<https://youtu.be/q4TOiJgdS4E>

Attached is a second Video of a Cupola in production in an Asian Country ( India or Pakistan ?). Again lack of H & S

This is probably similar to 19th Century Leamington Foundries with the exception of the electric blast generation

Not many Cupolas are used in the Western World today due to environmental issues

The air quality around the Ford Foundry in Leamington was very poor in the 60's/70's due to them using Cupolas and was of great local concern

Cast Iron is now melted in Electric Induction Furnaces which mechanically tilt and tip the iron into ladles which are automatically transported to the moulds

Ford Foundry switched to Induction Furnaces long before they closed

<https://youtu.be/7zgFW62en0o>

Finally a Video by Pathe' Film of a "modern "1940's Foundry showing casting operations for gas cookers

<https://youtu.be/EbZ9VnaZ-X>

[Edit](#)

## WIAS Meetings

Meetings in person are currently suspended due to Covid-19 restrictions. ZOOM meetings are being held at 7.30pm on the 2nd Thursday of the month.

## Next Meeting

January 14th: David Skillen – 'The Bentley Boys'.  
PLEASE NOTE this is a ZOOM meeting. Please contact us for more information.

## Visitors

WIAS actively encourages visitors who are welcome at all ZOOM meetings. Use our 'CONTACT' page to get in touch and receive your invite link.

## Membership 2020/21

Membership fees for the 2020/2021 season are: £0 (individuals), £0 (joint). No members are very welcome at all WIAS meetings.

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