

Twyford Waterworks Trust
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291720

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From the Chairman

Our first open day of 2016 is fast approaching for the 1st May. My thanks to all the teams who have braved the winter weather to undertake essential maintenance work. However, we need more volunteers in every area. Understandably, many of our original volunteers are pulling back and without new people and ideas we may 'run out of steam' in key back office areas. So please try and make this the year you think of volunteering a few hours, days or whatever you can do. Every little bit will help.

For this year we have decided to stick with the same successful themes as last year, I just hope the weather will be as kind to us.

As reported elsewhere we still await a firm date for return to steam. It is inching ever closer and my thanks to Graham and his team for their enthusiasm and efforts. We need to remember that much has changed in

the world of health, safety and environment since we were last in steam. We are based at a working water site and need to ensure we have no impact on that. Martin and Red Kite have also been doing a great job with the interpretation and website.

Gift Aid and ticket prices - this year we aim to fall in line with many other heritage sites and offer the option of paying a bit more for entrance in return for gift aiding the entrance fee. This gives us a 25% benefit and may also benefit the donor.

Finally, we have started work on two new inter linked projects. The first relates to the site and how we use it going forwards, secondly the next stage of our water story 'The Lime Kilns'.

Hopefully see you soon at one or more of our open days. Any thoughts always welcome please e mail me at mikesouthgate58@gmail.com.

Mike Southgate



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Return to Steam – our Heritage Lottery Project

I expect, like me, you are looking forward to the day when our long-running HLF project is at last completed! As projects go this one is definitely of marathon proportions, and isn't finished yet. But when you consider the enormity of the task we took on then it's not surprising that we've still got a little way to go – but we will get there!

During the winter the work has gone on, and I thought you might like a summary of all the recent events.

Building work - all building work by Gregory Havant has been completed, apart from a few minor items identified in our snagging reviews. We've also got the area behind the Boiler House back for our own use!

Boiler work - the schedule for this



work has been revised and agreed by both McEwens and TWT, and we envisage completion by mid-year. McEwens visited the Works for 2 days in January and a meeting was held to review the work to date and identify additional unforeseen works required. The joys of restoration! Various new parts are ready to be brought on site, including the impressive new blow-down vessel illustrated.

Interpretation - Red Kite are making a fantastic job of the new interpretation material, which we feel will both complement and bring to life all the different aspects of the Waterworks. The material for the Discovery Zone and the main display panels are now finalised. The new guide book and children's trail is well advanced, and work has commenced on the new website. We are also working with Southern Water to



ensure that our story of water pumping ends by being right up to date with how it's done now. You'll be seeing the fruits of all this when you visit the Works this year.

Southern Water - in 'The Works' for November 2015 I reported that our Trust was working with Southern Water to identify any aspects of our Return to Steam, and indeed our activities generally, that may present a risk to the water pumping operation on site, including a comprehensive study which has now been completed. From this our Trust and Southern Water are looking at any potential issues highlighted, including:

- Use of oils and fuels: agreement has been reached that all oils, fuels and solvents will be kept in bunded areas, and that strict guidelines will be drawn up and followed regarding the handling and transport of these materials on site.

- Boiler water: TWT intends to treat its boiler water so there is a need to ensure that nothing can leak. The external water supply tank by the chimney is to have a bund under it, and the hotwells require a double skin.

- Vibration: there is a concern that the steam engine may cause vibration, which could result in water turbidity due to crumbling of the unlined chalk wells and adits. It has been agreed to obtain initial vibration measurements from the engines preserved at Brede (another Southern Water site



with a museum), measure vibration caused by road vehicles on Hazeley Road, and then measure the Hathorn Davey on a test steaming. TWT is not aware of significant vibration from previous steamings, and Southern Water's turbidity measurements from that period show that it did not pose an issue then.

- Exhibitors will be made more aware that Twyford Waterworks is an operating pumping station with strict control of oils and fuels when they request to exhibit, exhibits will be more rigorously assessed when coming on site, and visitors' cars in the car park will be monitored more closely for oil or fuel leakage, all to reduce any risk on Open Days.

Away from the HLF Project I'm pleased to report that Southern Water has taken the car park field from the farm lease of the surrounding land, and a new agreement between Southern Water and TWT is in the process of being finalised. This should give TWT a

significantly improved tenure of the car park which up to now was renewable only on an annual basis.

Finally - and most importantly - TWT and Southern Water are moving rapidly towards working as a partnership to manage the Twyford Waterworks site to ensure that we can fulfil the aims of our Trust through the restoration, operation and presentation of the heritage and natural areas without risk of

inadvertently affecting water production, to work together on all future works, and to jointly present the Waterworks and production of water to the public. This is great news for the Trust, and essential for our long-term plans, and I look forward to providing further updates during the year.

Graham
HLF Project Director & Southern
Water Liaison

The Enigma of "PIP, SQUEAK & WILFRED"

Visitors looking into the Chalk Quarry will notice three HUGE lumps of concrete, with the middle one having slid down the chalk face from its original position. These I have dubbed "Pip, Squeak and Wilfred". This phrase entered our language on 12th May 1919, and referred to cartoon characters featured in the Daily Mirror. Pip was a dog, Squeak a penguin who were joined later by Wilfred a rabbit, with Pip and Squeak portraying Wilfred's "parents". This phrase was an affectionate term applied to any groups of three - in particular Campaign Medals issued to members of British and Empire Forces who took part in the Great War. Two million men were awarded the 1914/5 Mons Star, British War Medal and the Victory Campaign medals, which were very quickly christened "Pip, Squeak and Wilfred".

Three million men not entitled to the

1914/15 Mons Star, having only the



latter two medals were said to have "Mutt and Jeff". This started in 1907 as an American cartoon featuring a "Mr Muff" shortly to be joined by a diminutive "Mr Jeff". By 1915 "Mutt and Jeff" became a national phenomenon across the USA. In Britain this term became Cockney Rhyming Slang for Deaf.

Many theories have been advanced regarding the purpose for these huge blocks. The most common one being that it was for an anti-aircraft gun in WW2. As one of the youngest and

nearly the last National Serviceman, I served with 22 Light Anti Aircraft Regiment Royal Artillery. I speak with some knowledge to say that I think this is highly unlikely as the location would only have an extremely limited field of fire - even without any trees.

My theory is that during The Great War it housed a very large Braithwaite (or similar) Water Tank. There is a Great War photograph taken from a location close to our excellent Hide looking towards Owslebury. Every field is covered with neat lines of British Army white Bell Tents, and I understand there may also have been a large "Remount Depot" supplying horses and mules to the Western Front. Men and beasts would require a very large reliable supply of water, unaffected by any vagaries of supply from the local Twyford Reservoir.

Recently I have uncovered two more much smaller concrete pads, and with Matthew's strength we found these are only some 6 to 9 inches thick, but rest onto bedrock chalk.

During WW2 if there was any type of tall structure in the Quarry, the Waterworks Home Guard Platoon Commander would very likely position one or more machine guns (such a Lewis, Vickers, Browning or similar) on top of this structure. When "The Blitz" had finished, the Luftwaffe turned their attention to Operation Barbarossa on the Eastern Front, but they also continued to harass British population with frequent "Tip and Run" raids.

A small number of aircraft would

cross the Channel at wave-top height avoiding the radar, then continue at chimney pot level to bomb and/or strafe specific targets. They did a lot of damage appearing from nowhere without warning, departing again all at chimney pot level.

These raids had a big affect on public moral as there was no time for any warning. Further enquiries continue, so we hope we may one day find just why three such huge blocks of concrete were dug and poured at the edge of the quarry so many years ago. If you have any local WW1 or WW2 memories, details, photos, cuttings, especially regarding the Twyford Waterworks Home Guard Platoon do please let me know. It might be these three blocks will remain an Enigma for future enthusiasts to resolve in the years ahead.

Dale Johnson

Photographs Courtesy of Alan "The Camera" Tearle. For further details of "Pip, Squeak and Wilfred" and "Mutt and Jeff" use any "Search Engine". Reference: More Interesting Facts, Pip, Squeak and Wilfred Medals, Fact Sheet; 10-506-02



Obituary - Dr Edwin Course

Edwin Course was born on 15 December 1922 (as he always pointed out "pre grouping" of the railways), the son of Captain Alfred Course, a Master Mariner, who later became a Dockmaster and author on maritime topics. Edwin's mother was Alice, and he had one sister, Pamela, some years his junior.

Edwin grew up in Tilbury, Essex and London. During his childhood, his interest in transport developed, encouraged by his father's career, and this and industrial heritage in general, was to be a central focus of his life.

In the Second World War, he served as a Petty officer in the Royal Navy, primarily on Corvettes like HMS Kingcup, in the North Atlantic. It has to be said that this was not a time Edwin recalled with affection, both because of the privations, but also because he did not find the Navy to his taste.

After the war, Edwin undertook various day jobs, including teaching, whilst studying in the evening. He gained a PhD from the London School of Economics. Some of the extra jobs Edwin took brought him into contact with the greatest passion of his life – the railways. In 1956, Edwin's life changed dramatically

when he was appointed to the staff of the University of Southampton. Here he spent the rest of his career. His subjects were Transport Studies and Industrial Archaeology.

In the 1960s, Edwin's evening classes in Industrial Archaeology began. These soon gained almost cult status, and led to the establishment of the Southampton University Industrial Archaeology Group, the forerunner of HIAS (Hampshire IA Society). At the same time, the Department of Extra Mural Studies (later the Department of Adult Education) started to run annual weekend and week-long residential courses. These "field trips" were to run for almost 40 years, and covered most of the United Kingdom. Literally hundreds of people went on the trips over the years, and they even attracted students from other parts of England and Belgium. At their peak, more than 50 would take part – as many as could fit on a coach.

Meanwhile, SUIAG met monthly, published many books and a Newsletter and a Journal, and undertook surveys of everything from breweries and brickworks in Hampshire to farmsteads. SUIAG's practical work was also pioneering.

It can be argued that, but for Edwin, Twyford Waterworks would not be standing today. Becoming aware that water supply was changing radically,

and that the old engines and lime kilns were no longer required, he approached the Historic Buildings and Monuments Commission (now Historic England) and argued for Twyford to be protected. It was Scheduled, a rare situation for a comparatively modern site.

Edwin was instrumental in the setting up of the Twyford Waterworks Trust and served for many years as its first Chairman. He later became its President. Until his health started to decline, he was to be seen at the works regularly; on Open days often on the gate in his distinctive lab coat! He was hugely proud when the Hathorn Davey engine was back in steam and it is sad that he did not survive to see the return to steam this year.

Edwin continued to work at the University until his retirement, not just in Adult Education but also in the Departments of Archaeology, Civil Engineering and Mechanical Engineering. He had been active in IA at Regional level through the Council for British Archaeology, and nationally, through the Association for Industrial Archaeology, and transport related bodies like the Railway and Canal Historical Society. He also maintained an interest in local transport related societies, such as the Society for Nautical Research (South) and the Gosport Railway



Society. He was also a Fellow of the Chartered Institute of Transport.

However, Edwin's interests were wider than IA and transport, and he served as President of the Hampshire Field Club and Archaeological Society, and as Editor of the Portsmouth Papers. He was also writing numerous articles and a number of books, and was involved in media work – TV, Radio, and films.

Until recent years, when ill health has prevented him doing so, Edwin continued to be active, lecturing and writing long after his retirement. He found great personal happiness with his wife, Catherine, and his children from his previous marriages – Martin, Rosalind and Magnus. He had four grandchildren. After many years of declining health, he passed away on 16th February 2016 at the age of 93. Pam Moore

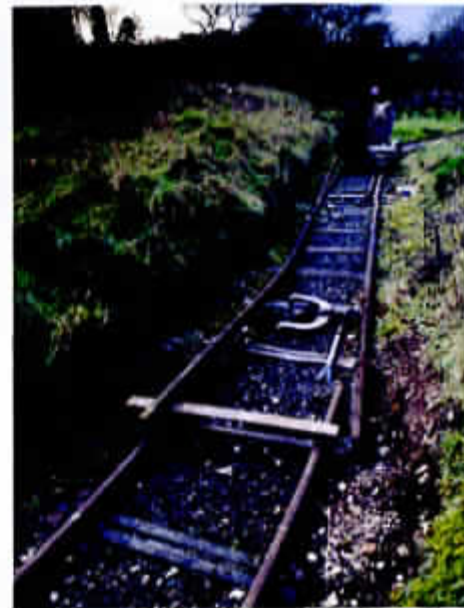
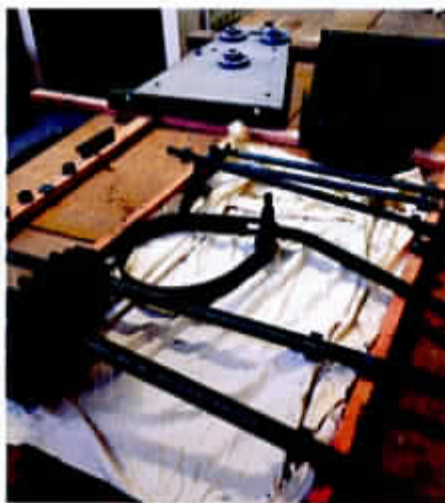
Railway update

Eagle eyed visitors with a penchant for scrap may have noticed a small winch behind the chimney which has resided there for at least the past twenty years. Despite several bids to send it on a permanent holiday with the scrap man I have always fought shy knowing that one day, it might, perhaps, come in useful. Somewhat amazingly that day has now arrived and it is currently in the process of being refurbished for use at the head of the railway line that leads down the sharp gradient to the top gate. This is the track we laid last winter to facilitate the arrival and departure of locomotives and stock rather than something that would be used on a regular basis. It was a key component in allowing the three Lister locomotives to leave the site for 'Listermainia' at Amberley Museum last year and will be very useful for when we welcome visiting locomotives. Because of the steepness of the line it is not desirable to drive



locomotives down and the winch will provide a safer method by which to gently lower them.

Once the winch was moved into the workshop disassembly was swift. Bitter experience has taught me that if an item of machinery, with no paint, has been left outside for a couple of decades then it might not be in a restorable condition nor is it likely to come apart without a struggle. Careful examination revealed that it is undeniably serviceable and it dismantled with minimal effort. At the time of writing the winch, which was probably constructed around a century ago by Buck & Hickman, just requires completion of the new paintwork and



reassembly.

Work has continued relaying worn out track and replacing life-expired sleepers. Several more of the latter have been identified for replacement within the next year which will be undertaken using sleepers reclaimed from the Gosport branch. Further

levelling and preparation has been completed for the small wagon shed opposite the Lime Kilns. The next job for this long-running project is to cast concrete foundations for the walls and formwork for this is in preparation as we await the warmer weather.

Late night visitors to the Waterworks caught on camera



Hawthorn Davey Engine Work

As the return to steam comes ever closer at Twyford Waterworks, we have been turning our attention to the Hawthorn Davey steam engine. When last steamed there was a persistent slow leak from the boiler feed pump despite having renewed its sealing gland, so we decided now was the time to investigate further. The pump plunger was removed along with all its sealing gland rings. Once cleaned of its 100 year accumulated rust and dirt the problem became obvious, there was a badly pitted area where the engine had remained stationary after decommissioning by the water company, and this was allowing water to leak past the gland seals. We investigated having the

shaft metal sprayed to build it back up to as new condition but this would have been more expensive than having a new shaft made, so we had a local engineering company go ahead and make a new one. While the pump was apart we removed the suction and feed clack valves for examination and these were as good as the day they were installed. These valves are important as they only allow the pump to feed toward the boiler, and help prevent any back flow. The new shaft has now been installed along with modern low friction PTFE gland sealing rings in time for its trial steaming in the near future.



Alan Down



The Interpretation of Twyford

Sarah, Alan and their team at Red Kite have made great progress with the material for the interpretation of the site.

We are on track to have this complete and in place for the May Open Day. Here is our new logo which will appear on all the new materials; the large descriptive panels around the site, the 'Souvenir

guide' and a new larger guide book, all of which will be available soon.

The Media Wall alongside boiler three will have a large video screen on which we can show 'The Water Bearer' by Kim Noce and other video material related to the site.

There will also be three other touch screens in strategic locations so we will have a much improved 'visitor experience' in terms of information!

Martin Gregory



Friends of Twyford Waterworks

Spring is finally making an appearance, we're looking forward to a new season of Open Days at the Works, and Friends' membership renewals are here again.

Subscriptions remain at a suggested donation of £15 per person, or £25 for two people at the same address. Your membership still gives you free admission on all Open Days, three printed newsletters a year, and email updates if you've provided your email address.

Thank you to everyone who has already renewed – either by cheque, bank transfer or standing order. Thank you especially to our monthly supporters and those who have been able to make an extra donation. Your support and continued commitment



to Twyford Waterworks is greatly appreciated.

If you have already renewed, or joined us later in 2015, your new membership card is enclosed.

If you've not yet renewed for this year, you'll find a reminder and spare renewal form in this newsletter. I do hope you will wish to continue for another year.

If you are able to make it to any of our Open Days this year, please do find me and say hello.

Lesley
01929 552973

Friends@twyfordwaterworks.co.uk



Volunteer Vacancies

Kiosk Coordinator

Open Day Assistant

Company Secretary

Webmaster

Archivist

We are always looking for extra Volunteers If you find that any of these Volunteer vacancies are of interest to you, please contact me for more information and to arrange an informal chat.

Terry Forder-Stent,
forderstent@talktalk.net

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