

Twyford Waterworks Trust

Company limited by guarantee Registered Number 1904919.
Registered Charity No. 291720
President: Dr Edwin Course



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Board of Management

Alan Meikle	Twyford Parish Council representative
Richard Izard	Winchester City Council representative
Cecily Sutton	Hampshire Buildings Preservation Trust
Peter Mason	Hampshire County Council representative
Nigel Woodham	Winchester Model and Engineering Society

Also Alastair Amott, Colin Billingham, John Bullen, Alan Down, Matthew Feldwick, Martin Gregory, Pam Moore.

HLF Return to Steam Team

Alastair Amott, Geoff Bailey, Colin Billingham, Richard Broadway, Ray Caine, Alan Down, Graham Feldwick, Matthew Feldwick, Terry Forder-Stent, Martin Gregory, Keith Hawkins, Mark Hodgson, Jim Jones, Mike Matthews

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From the Chairman.....

There have been a few milestones passed since the last Newsletter, and none more significant than the completion and submission of our 'Return to Steam' Project application to the Heritage Lottery Fund on March 1st. The last two years have been extremely challenging to the Trust as we've decided exactly what we want from the project and I am most grateful especially to Ray as Project Manager, and also to everyone who has been involved in any way. So now we must wait for the outcome, ready to give further information should it be required as HLF carry out their evaluation process. We know that we will be compared against other equally good projects, but we've given it our best shot and feel that we have presented the project to the highest standard we can. We will know the outcome in mid June.

My thanks to those who have now formed our HLF Project Team; this made a big difference to putting the application together and the team will play a crucial role should we be successful. There is room for more to join to spread the workload. If you want to know who we all are please see page 2.

The Works is likely to appear extremely busy later in the year – if we are suc-



cessful then our work will be underway by August. Coupled to this are the major essential roof repairs to the main buildings which are being carried out by Southern Water, and they also have an important new water treatment project to fit in too. A steering group has been set up to ensure that all these activities can be carried out effectively and safely at the correct time and we are most grateful to Southern Water for our full inclusion in all the planning.

Alongside the Project there has been much activity on many other fronts. Restoration achievements during the winter have been high and it is pleasing to see real progress in several areas. Some of this is recorded elsewhere in this edition, but better than reading about it please do come to the Works where you can actually see what is going on

and have a chat with those who are making it happen!

Now, then is the time to redouble our effort and push on with everything. HLF

funding for our initial 'development phase' has given the Trust a tremendous boost, on which we can now build. I know I have something of a reputation for continually asking for help and support but I make no apologies for this. Never before has our Trust had such opportunities, and these now need to be supported by all of us in any way we

can. As a Friend of the Waterworks I sincerely thank you for your support but also ask please that you carefully consider how you may be able to become involved further. As chairman for the last 6 years I am acutely aware of how so much has often been completed by so few. We are past that stage. We are no longer a small group who volunteer at Twyford when we can. Twyford has grown, and with it has come responsibilities. In the heritage world we are regarded these days as a main player so part of our return to steam must be to

ensure that we have enough volunteers, suitably trained and committed, to both sustain and develop now and in the future.

A really pleasing event was an invitation to the Mayor of Winchester's Community Awards evening on March 20th. Here we were presented with a certificate in appreciation to our service to the local community. Martin, Matthew and I were happy to accept this on behalf of us all. A real boost and well done!

Finally, all work and no play... Noel Meeke and his volunteer team at Hereford Waterworks Museum have given our Trust excellent support and advice for our HLF project. As a bit of light relief we've recently agreed a two year loan of their narrow gauge Lister diesel loco. We moved it to Twyford in February where it now enjoys the company of our Listers up on the kiln railway. Do come and have a look next time you are at the Works.

Onward and upward! Graham

Farewell...

to David and Anne as they set up home in Portugal. Thank you for all that you've done over the years - we'll miss you both and look forward to seeing you on your visits back to the UK.

Jim Harling has also bid us farewell. We are most grateful for your dedication and enthusiasm especially with the Filter House Project and hope that you'll be back from time to time when we are back in steam.

New pond



been recognised and the benefits to the local wildlife and, ultimately, to the education and understanding of our visitors meant that the building of a substantial pond was the ideal way forward.

The project, led and managed by Terry Forder-Stent, with Richard Stobart and Mike Matthews, and calling upon at least fifteen other volunteers, started at the end of last year when a mini-digger was employed to cut and grade the internal dimensions of the pond to include shallow areas and an island in the middle. However, since the beginning of March, once we knew when the specially made liner was due to be delivered, work has progressed apace.

The sight of twenty tons of sand delivered at the top gate was a sight to fill even the hardest barrow-pusher with dread. This was the closest the delivery could be made without damaging either the meadow or the lorry on which it arrived. Thankfully the decision had been made at an early stage to hire in a power barrow and this made life considerably easier. With the sand in place next came the first layer of fleece to protect the rubber liner. Then came the liner itself...

Sitting, as it were, rolled up on the back of the delivery van it didn't look that big or that heavy. The driver remarked that it weighed around half a ton and as we tried to roll it on the front lawn it soon became apparent how weighty it was. Fifty feet long and sixty three wide makes for a lot of rubber.

Delivery had to take place 'down the bottom' for several good reasons. Not least

In the last edition brief mention was made of the impending construction of a new wildlife pond at the very top end of the meadow; the highest and furthest point away from the buildings with views over the Lime Kilns and the Hazley valley. The need for a water source to improve the habitat of the site has long



that liner had to be unrolled and refolded for ease of fitting to the pond. Consequently, early one Saturday morning, twelve volunteers were viewing this liner with trepidation and limbering up for the 'great push.' The faithful 'Navy Truck' and tractor mower had been requisitioned for the job but experience had taught that the tractor was not really adequate for

the role: hence the need for the push! Up the bridleway and in through the top gate all went well with many hands making this portion of the journey proceed with comparative ease. The trip across the meadow, baring one incident with a combined ant hill and rabbit hole, was also pretty straightforward: that was until we came to the final steep section just before the pond.

The tractor stopped; the wheels kept spinning. Everyone pushed; nothing moved. We were stuck although not unexpectedly; the plan had taken this into account. A delegation was despatched to collect the required winches, ropes and strops while everyone else had a well earned rest. Twenty minutes later and the tractor and trailer were at the top of the bank and we were starting to lay the liner.

Once in place there then followed another layer of protective fleece and this, in turn, is being covered by ten tons of loam; another chance to use a power barrow!

This project, from start to finish, has been and will be a great team effort drawing on the skills and abilities of lots of different people to create something exceptionally beneficial to the Waterworks.



Tales from the Dark Side (or The Diesel House in the evenings)

Well here we are again, back in the thick of it. Some of you may be aware that I suffered a

stroke in February so thank you all for your best wishes and words of encouragement, rest assured I am fully recovered and back in working order which is more than can be said for the 4-cylinder.

The strip-down and investigation has revealed more problems, not insurmountable but enough to slow us down. Checking the bearings has revealed some serious wear and the centre main bearing has a loose bottom, half of which will have to be attended to. The easiest way is to remove the crankcase top half which will make it simpler to access the crank for working on but entails lifting it off which we are hoping not to do. All strong men - one pace forward - for crane duty!

Young Will has been instructed in the use of Plastigauge although getting it into position on the bearings, putting the caps back on, removing them again and then replacing them has had both of us kn**kered. It's also surprising how far up your arms the black sludge that

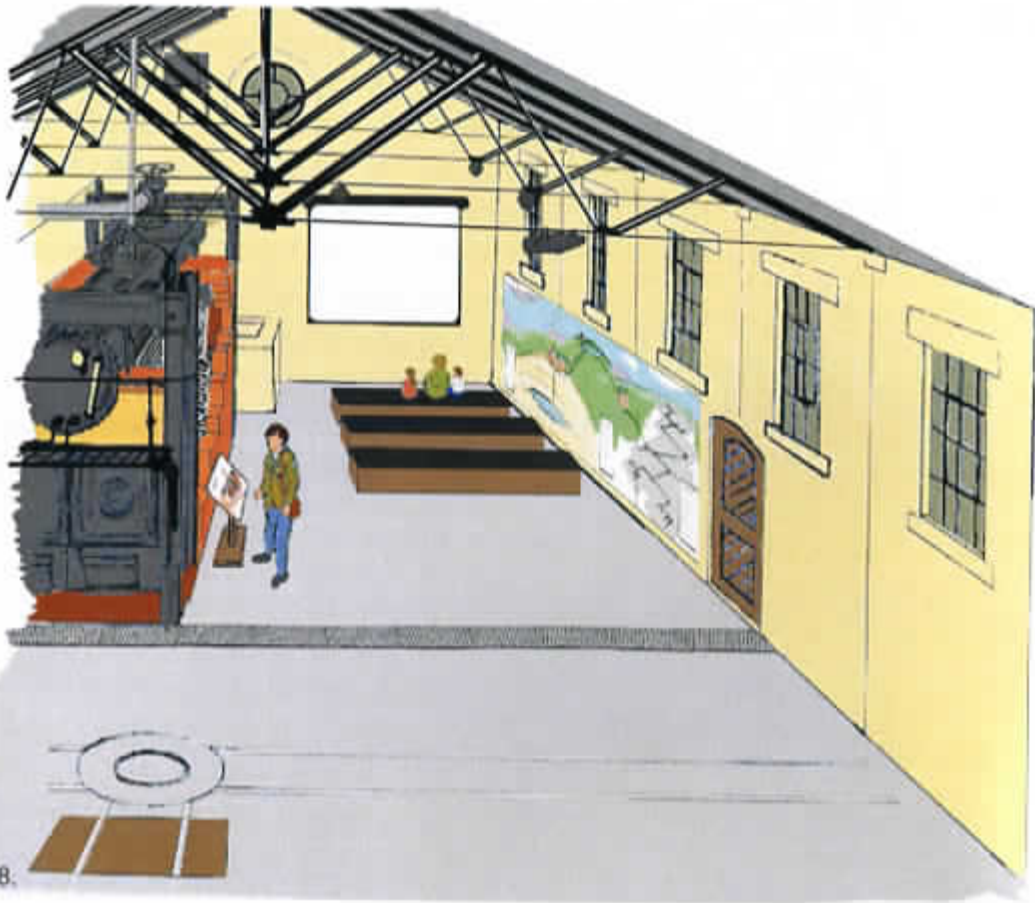
passes for crankcase oil finds its way. On a brighter note we removed



the air tanks for stripping and inspection as it was the year for a full inspection by the insurance man. A quick trip to my works (courtesy of my boss) had them abrasive blast cleaned and then repainted so they were all neat and tidy for the survey. The blasting revealed the original factory stamps for test pressures that of course pleased the man from Zurich and also revealed that the other receiver had been retested at some point, possibly due to a leak around the joint area. Anyway, they are all back in working order having passed their working test with only a couple of niggly leaks to nip up. Oh! And thanks to Allan finding a suitable sized ball bearing we should now be able to hold pressure in the Transfer House!

The 3-cylinder has been put on the back burner with regards the oil leak, ragging out the crankcase has revealed nothing obvious so she remains dormant until we have the big one finished unless someone knows of a way to seal the leak without gumming up the rest of the lub system!

Our Return to Steam Project has been the subject of many articles and appeals in this Newsletter. It started way back in 2006 with discussions with Southern Water, gained momentum in 2007 when the boilers had their asbestos removed, seemingly went quiet while we prepared for a Heritage Lottery Fund (HLF) development grant and then really took shape from 2010 as we worked through the successful development phase. £80,000 well spent! The results of all that work has now been used to formulate the final delivery phase and we are currently waiting to learn whether we will be successful in gaining the support of HLF for this. So what exactly will the project give us?



Boilers! Firstly, of course, it's all about the boiler. With a 'thumbs-up' from our insurers we know that restoration of the 1906 Babcock boiler is totally feasible and we have calculated the costs for doing this. Almost all of the boiler work will be carried out by external companies as we do not have sufficient volunteer expertise to do this ourselves in a realistic timescale. There is, however, much that we have to do in the Boiler House – initial preparative work, keeping a watching brief on the contractors, cleaning and painting doors and other metalwork, sorting out the water source for the steam condenser, working on the steam pumps – the list is a long one. Then there's the 'cosmetic' restoration of the 1903 boiler, the painting of the interior of the building and the cleaning and preparation of the other items present. The restoration of the Russell Newbury and Reeder engines and generators are also volunteer tasks.

The 1916 boiler will become part of our Discovery Zone, where our visitors will come to find out about what they can see and do. This end of the Boiler House will see quite a change, with the Zone fitted out with a new floor, enhanced lighting, displays and chairs and tables. Again, the construction of the Zone will be a mix of external companies and volunteer tasks.

Next, the Hathorn Davey engine. Work on this will be volunteer led. As it worked well in 2003 it should run again once we provide some steam. However, there is a large amount of preparation before this can happen, with the serious task of stripping down the reheater for insurance inspection a major piece of work. We also know that the Corliss valves need attention, and the steam lubrication system needs replacing but these we see as workshop jobs, once we have a workshop! The Engine House itself badly needs redecorating internally, which is also a volunteer task, to be completed once the roof repairs have been finished.

So, to the toilets! These will be extended on the right hand side and remodelled internally to give us overall enhanced facilities together with a disabled toilet and a baby-changing area. Without losing the external ambience we will have modern toilets that our visitors rightly expect to find. This work will be done by contractors, who will also sort the drainage required and attend to the outside surfaces when all the work is completed.



Did someone mention a workshop? The existing cluster of shipping containers will be partly culled and those to be kept will be moved further into the quarry to make way for a modest new metal-clad workshop with suitable lighting, power and heating. The base and building will be built by external contractors, leaving the fitting out to us which also includes sourcing – and paying for - the machines and tools that we want in it.

Anything else? Yes! Southern Water will be starting on much-needed main roof repairs later this year which will ensure that everything we are working on will be kept dry and safe in the future. They have also indicated that they will increase the electrical supply to 'our side' if we are successful with our HLF bid; a further part of the project is to rewire the buildings where the project work is occurring.

And there's more... Participation is a key word for the Trust these days. As we grow we need more active volunteers, and we need them to have the right skills and to stay with us. So there's a significant part of the project devoted to volunteer recruitment and training, and the setting up of defined roles. We'll be putting a proper structure into what we do, so that the load is spread more evenly. The other keyword is Learning, especially for our many visitors so that they go away with a greater understanding of what Twyford Waterworks is all about. Not just steam things either – look around at what we have and you will quickly see that we have the lot! There are so many aspects to the Works – engineering, steam, diesel, electric, the story of water, the need to conserve water, the local social history, the wildlife – all needing clear interpretation that can be understood whatever the interest or age. Intertwined with these is the need to reach out to the local communities, so that the Works is seen and used as an important resource and remains well supported in the future. All this is an area where we need help and guidance, so we plan to attract professionals in these fields to join us.

It's a big task! With HLF funding we can start later this year; without that funding we'll need to follow a Plan B. Not surprisingly the cost is high – over £900,000 of which we plan to contribute £45,000 in cash and the same in volunteer time. And our target? Steaming by September 2013, with a formal dedication in May 2014 and centenary celebrations for the Hathorn Davey during that summer.

This is our project – that's me, you and everyone who is a Friend. It simply will not work if it's all left to someone else. Thank you for the support that you've given so far which has got us to this point. Further donations and offers of volunteering remain crucial to our success.

Graham

The illustrations have been produced by Alastair Arnott for our HLF application.

Advance Notice:

Twyford Waterworks Trust AGM

Sunday July 22nd at 2.00pm

We hope to see you there!

Managing the Trust

We've come a long way in our 20 years as a Trust. Today we operate more as a small business than a group of volunteers. This is essential. In order to grow and develop we need effective management of all our various functions, and having a major project on our hands has focused the need to look carefully at this.

Right at 'the top' Ray is standing down as Vice Chairman so that he can concentrate fully on the project. This gives a great opportunity for someone to join the team and to develop the role to work especially with the Chairman and the Board at this exciting time.

I have also been considering my own position as Chairman very carefully. The role has grown enormously since I took this on in 2006, and I am now very thinly spread! With the project will come the responsibility for managing key external positions and these are currently heading my way. Clearly I can't do it all; the project must take greatest priority and I have indicated to the Board my need to stand down as Chairman.

This situation would undoubtedly be different if a stronger management team was in place, so that less ended up as the Chairman's responsibility, especially with administration. I'm extremely grateful to those who do take the responsibility for the key tasks that keep the Works moving but we need more to join us so that those who work so tirelessly for the Trust can share this work with others and spread the load. Responsibility is the key word and we have too many vital positions that either have no name or the same names against them! I appeal to you as a Friend of the Waterworks, whether active volunteer or not, to consider all this very carefully and to step forward so that we can all work together for our future success. Give me a call or email if you want to be part of the winning team and we'll talk about it further.

Graham



Friends of Twyford Waterworks Trust

When Spring comes again, we start to think about the new season of Open Days at The Works, and annual membership renewals, which are due on 1 April. These have been kept at £10 for another year, and thank you if you have already sent in your subs for 2012 - new membership cards are enclosed. If I've not yet received your renewal, you will find a reminder in this newsletter.

Thank you as well if you have sent an extra donation, or have responded to my request and set up a monthly donation. The support we receive from all our Friends is always really important.

Do you enjoy your membership? Would you like to pass it on? A year's membership of the Friends of Twyford Waterworks for £10 makes a unique gift. Just let me know the recipient's details, the occasion, and the date you would like membership to start from, and I'll send a welcome pack, including any message from you.

It's a long time ago now, but the Wassail

was very well supported. I think we all had a good time, and thanks are due to everyone who did so much to make it happen!



We are planning a Make A Difference day on Saturday 28th April, to get ready for the May Open Day. If you can come along, even for a short while, it really will make a difference to the Works, to make it clean, safe and welcoming for our visitors. Graham will be emailing details nearer the time. If you don't yet receive our e-newsletters, please feel free to email your details to enquiries@twyfordwaterworks.co.uk, or phone for full details.

If you are around at any time during the season, do come along to the Tea Room and say 'hello'!

Finally a very warm welcome to new Friends who have joined since the last newsletter: Jim Jones, Paul Robinson, Graham Softe, and Ralph and Helen Scaiff.

Lesley

Spring Rally!

Come along to our ever popular Spring Rally on 6th May. With over 48 exhibitors booked in already it's going to be a fantastic day!

See you there!

Railway Update...

The big news on the railway system for this edition, and as you will have noted on the front cover, is the arrival of Lister Blackstone 52886 of 1962 from The Waterworks Museum, Hereford. It was supplied for moving materials, mainly elec-



tricity pylon components, around the works of Painter Brothers Ltd of Hereford before being donated to the museum in 1974. It was then used on their short passenger line, being fitted with air brakes during this time. In recent years the locomotive has seen very little use and in February it was moved to Twyford on a two year loan.

To undertake the move we enlisted the help of Brian Faulkner, who owns several Lister locomotives himself, and his specially constructed trailer designed to carry a small locomotive. An early start from Twyford on the 18th February by Colin, Graham and Matthew in a hired Ford Transit van ensured that

loading of the locomotive at Hereford was completed by 11.30am. As part of the loan agreement we were also collecting a small skip wagon and two wagon turntables – one to replace the example that was stolen a couple of years ago and another, very substantial, for use elsewhere on the system – hence the need for the Transit.

The journey back to Hampshire was largely uneventful; being punctuated by the incongruous sight of a locomotive apparently being filled up at the Tesco petrol station, the result of which being a rather long queue of traffic as motorists captured the moment on their mobile phones.

Unloading took place the following Sunday morning when the difficult trip through the top gate and across the meadow was made. After a few false starts and with lots of pushing the Land Rover and trailer completed the journey and within a matter of minutes the locomotive was on Twyford rails. Apart from the air brakes another unusual addition to the Lister is electric start – something of a novelty to us – on the third at-



tempt she started and Brian had the wagon slowly made its way to the rail-dubious honour of running her for the first time.

The next job was to unload the wagon. This proved to be more problematic since it was beyond the capabilities of the van to manage the steep track across the meadow. Utilising a track the van onto short lengths of timber. With several people pushing and and repositioned in front, the skip

wagon slowly made its way to the way, Heavy work but at least it has wheels: the wagon turntables didn't!

So we now have a third locomotive to share the load during open days and to allow us to undertake some much needed work on Lister 42494 which has borne the brunt of the operations since we started the project. We are exceedingly grateful to Hereford for the loan arrangement and to Brian Faulkner for his time, experience and trailer.

Matthew