

The foundering on 3 August of the excursion vessel *Prince Ivanhoe* after being holed on a rock off the Gower coast comes as a disappointment to the many well-wishers of the Paddle Steamer Preservation Society, credited with re-opening passenger sailings in the Bristol Channel when P & A Campbell's White Funnel services ceased last year, after more than ninety years. The PSPS saw the *Prince Ivanhoe* as a means to help raise funds for the operation of their principal asset, the Clyde paddle steamer *Waverley*, recently reboilered at a cost well in excess of £100,000. The fact that *Prince Ivanhoe* had served only a few months in that capacity before her sinking means that her contribution to the Society's coffers can hardly have been substantial.

Many will wish to commiserate with the Society's members on this setback. It closely follows previous incidents to the *Prince Ivanhoe*, which touched the bank on her way up the Avon on 1 May and had to be dry-docked at Barry at a reported cost of £10,000 and to the *Waverley* which stranded on the Gantocks in the Firth of Clyde in 1979 and had to land her passengers in small boats. But it is more generous than realistic to murmur 'bad luck'. The safe and responsible operation of a merchant ship is achieved by sheer competence and professionalism, not by 'luck'. An enquiry is likely into how the *Prince Ivanhoe* came to be wrecked in ideal summer conditions in well-charted waters, her engine room having been flooded through a long gash below the waterline. The earlier mishaps that had befallen her (there were reports of a collision with piles off Minehead earlier the same day) suggest that her owners may have put her into passenger service before they were thoroughly familiar with how she handled or that, like the *Waverley* two years previously, the *Prince Ivanhoe* was being navigated with more exuberance than precision. Members of the Paddle Steamer Preservation Society, whose contributions helped to purchase, refit and equip both vessels, will be as interested as anyone in the findings of any such enquiry. It is of some consolation that the name lost from the fleet is that of *Prince Ivanhoe*, a motorship of no great historical significance built in 1951 by Denny of Dumbarton as the *Shanklin* for the Isle of Wight ferry service and neither 'vintage' nor a 'steamer' despite some colourful press reports; the loss of the *Waverley*, unique as the last sea-going paddle steamer, would have been considerably more serious.

If anything positive can be said to have come out of the wreck of the *Prince Ivanhoe*, it is the

reminder to all of us involved in operating historic transport that this privilege carries with it grave responsibilities for the safety of both vehicle and passengers. The law can and should hold us no less responsible for the safety of our visitors merely because we are motivated by enthusiasm rather than by profit. The Railway Inspectorate and similar authorising bodies may occasionally exercise their discretion in favour of preservation societies faced with particular operating difficulties, but we should not interpret this as licence to fall below the highest standards of operating safety and professional competence. This realisation should serve as a stimulus rather than a curb to our enthusiasm. For it is little comfort for someone scalded by a mis-fitted boiler plug or obliged to clamber for his life from a sinking ship to reflect that his predicament is attributable to philanthropic preservations rather than mercenary professionals.

**Suffolk IA Society.** A meeting was held in the Abbot's Hall Museum, Stowmarket, on June 25th to consider the possibility of forming an industrial archaeological society for Suffolk. The combination of a fair turnout plus numerous letters expressing interest from others unable to attend, led to the decision to elect a working party to prepare a constitution and to make arrangements for launching a society formally. Convenor of the working party is John Jones, of Hines Farm, Middlewood Green, Earl Stonham, Stowmarket, Suffolk (Tel Stonham (044 971) 448), and he would be delighted to hear from those interested in joining the group, so that he can notify them of the first meeting.

#### Panel of Lectures in Industrial Archaeology.

The Council of the Association frequently receives requests from interested groups for speakers on industrial archaeological topics. Council therefore wishes to prepare a list of speakers to meet this need. The list would also be sent to affiliated societies to help them provide good speakers for their lecture meetings. If you wish to be included in such a list, would you please fill in the form enclosed in this Bulletin and send it to:

David Palmer, Chairman of the AIA Education Group, 54 Chapel Street, Measham, Burton-on-Trent, Staffs, DE12 7JD.

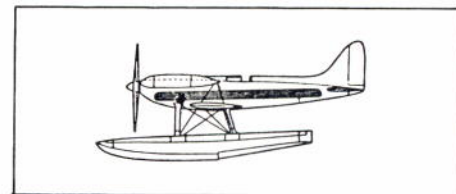
#### Industrial Archaeology in and around Norfolk.

Your AIA Bulletin packet is a little different this time because of a decision made by the AIA Council earlier this summer.

As an experiment, and one which appears to have been very successful, the Council had a weekend meeting at Ironbridge in July when they were able to spend a great deal more time discussing more fully several items which had been featuring on Agendas. Paul Stephens (AIA Secretary) will be writing to all members about the discussions in due course but a 'working party' set with the task of deciding on future publication policy were unanimous in recommending to the full Council that, as and when funds permit, the Association should publish 'Bulletin extras' and monographs on specific subjects, where these are offered to Council.

The Bulletin extras will probably be topographical, in the first instance at least, will be given to AIA members as part of their subscription, but will also be sold in the areas concerned as a general service to industrial archaeology and as a means of publicising the Association.

David Alderton, as 1981 Conference organiser, had a set of notes already prepared for the area around Norwich, so the first issue of the new series is an East Anglian one. We would be interested to have your comments which should be sent to Stuart Smith at Ironbridge.



**Schneider Trophy Anniversary.** As many members may be aware 1981 marks the 50th anniversary of the Schneider Trophy being won outright by Britain. During the weekend of September 12/13 this will be celebrated at Calshot by an exhibition a display by large radio-controlled models of the original entrants, a full-size replica of the Supermarine S5 which won the 1927 race in Venice, the Spitfire and Supermarine S6 from the Mitchell Museum will be on static display and other preserved aircraft may be flying. It is not yet known if the Sandringham will be ready to fly, but Concorde certainly will be — round the trophy course. The events will be supported by a week-long exhibition at Calshot and on the Saturday evening a commemorative lecture will be given at Southampton University on R J Mitchell.

**Basingstoke Bristols.** Readers may be interested to hear that the last of a long line of 'Lodekka' type double-deck Bristol buses have recently been withdrawn from service with Hants & Dorset at Basingstoke.

Since they had a separate 'half-cab' for the driver, these vehicles had to be operated by a crew of two. Thus, with the introduction last September of all one-man operation at Basingstoke, the remaining examples (six in number) had to be withdrawn. The last survivor of all was still standing in the bus park at Basingstoke in February, awaiting transfer to its new owners (said to be a dealer, Martin's of Middlewich, Cheshire). Although it was still in working order, its running number (203) and the name of its former owners (Hants & Dorset) had been painted out.

The class of buses represented by 203 were known locally as 'Jumbos', although classified officially as Bristol 'FLFs'. They were the final development of a series which started with the original Bristol 'Lodekka' (class 'LD') in the early 1950s; these were rear-entry vehicles, and were easily recognised by the enclosed radiator, and by the sloping base to the right-hand side cab window.

Later developments of the 'Lodekka' were class 'LDL' (lengthened version of the 'LD') followed in the 1960s by class 'FS' (similar in appearance to the 'LD' but with a horizontal cab window base). Further variants were class 'FL' (lengthened version of the 'FS') and classes 'FSF' and 'FLF' (being front-entry versions of the 'FS' and 'FL').

Examples of five out of the six classes were to be seen working in Basingstoke until quite recently. At the end of 1977, the 'LDs' were represented by the yellow-painted driver instruction vehicle No 9098, while classes 'FS', 'FL' and 'FSF' were represented by Nos 128, 1207 (on loan from Southampton) and 3479, respectively. These, together with several examples of class 'FLF', worked alongside modern rear-engined Bristol 'VRs' (the first six of which were introduced in Basingstoke in 1973). Strangely enough, despite the difference in capacity, the double-deckers were (and still are) often used to cover rosters for single-deck buses, and vice-versa.

Now, apart from occasional visits by driver instruction vehicles based elsewhere (examples of classes 'FS' and 'FLF' having been noted recently), all the double-deckers working at Basingstoke are 'VRs', while the single-deckers are also all modern vehicles (Bristol 'LHs' and Leyland 'Nationals').

Some members may remember the much older Bristol 'K' type rear-entry double-deckers that worked in Basingstoke up to about 1972. These were distinguished by their exposed radiator at the front, and had a side gangway upstairs (instead of the usual centre gangway). Your writer was lucky enough to see one of these vehicles three years ago, standing derelict on the site of Cudworth Station (Hull & Barnsley Railway) in Yorkshire, which nowadays forms part of a vast complex of bus dealers and scrap merchants.

This particular bus was in Hants & Dorset green livery (and probably came from Bourne-mouth), whereas the Basingstoke examples would of course have been in Wilts & Dorset red (Wilts & Dorset later being amalgamated with Hants & Dorset under the National Bus Company reorganisation).

Bristol 'Ks' can still be seen in the Hampshire

area, open-top versions having been preserved by J V Scanlan of Basingstoke (ex-Hants & Dorset 1128) and by Ian Cross of Ash Vale (ex-Southern Vectis 703). Last year, Southern Vectis 702 (sister vehicle to 703) was reported to be still at work on the Isle of Wight, although usually used only for private hire purposes.

*Ken Cole*

We are grateful to the Southampton University Industrial Archaeological Group for the two articles printed above.

**Observations on the Belsize Car and works, Manchester.** As a result of publicity given by motoring correspondent Keith Ward in the **Manchester Evening News** to recording activities at the city's former motor works, additional information has come to light. It was reported that the NW Museum of Science and Industry had recently acquired a Belsize car

taxicab. As well as the fire engines (T-type) which he worked on, there were also Royal Mail vans produced and a three ton lorry, a large batch of which were sold to the War Office, which had to be tested with a load of 3 tons going up a steep hill (Junction Street?) near Piccadilly Station. Next to the Belsize Motor showrooms (pictured in the recent Evening News feature) was the canteen where he would leave his dinner at 5.55 am on the way in to be warmed up. Finishing time was 5.30 pm. Opposite the showrooms was the body shop now reduced to a few fragments of walling and broken windows, where skilled coachbuilders worked, the tinsmiths, and at the back the paintshop where the painters used expensive camel hair brushes for the finishing coat — a reflection of the high standard of workmanship.

Mr Harrison also worked on the prototype



for their new vintage transport display at the Liverpool Road Gallery (Merseyside County Museums in Liverpool, incidentally, have already established such a collection including motor vehicles manufactured in the area as have Bradford Industrial Museum featuring the famous Jowett car and Scott motorcycles) and Mr J Hirst proprietor of Ripponden and District Motors Ltd of Sowerby Bridge has reminded the writer that he maintains a 1920 Belsize tourer which is at present under wraps.

Mr G L Bateson of Heaton Chapel remembers two other Belsize makes in particular, the Belsize taxicabs and the Belsize Bradshaw 8.9 hp, two of which he owned at various stages — one a 1924 two seater 'drop head coupe de luxe' which he bought for £20. The engine was designed by Granville Bradshaw, a very innovative engineer of the period. The engine was air and oil cooled, the front wheel track was wider than that of the rear wheels and the doors were particularly narrow.

Mr W G Harrison of East Didsbury who left school in 1913 started as an apprentice at the Belsize Motor Works in Clayton. In those days one of their main products was the K type

**1909/10 Belsize 2 seat tourer, 10/12 hp with original acetylene/oil lighting, acquired in 1979 by the North West Museum of Science and Industry**

of the post-war open tourer and recalls that late in 1918 with only the toolroom available, the parts were made on the nightshift and the model was constructed outside the door.

Lastly, Mr A J Pearson of Moston adds some detail of the background of the works in that period. Brought up in Clayton, he remembers that most of his neighbours worked at Belsize and his eldest brother being a bound apprentice there. He himself got a job at a local garage run by an ex top Belsize mechanic and there was a lot of work rectifying faults on the taxicabs at the twice-yearly inspection. He confirms that Belsize vans on contract to the GPO carried mail from, eg Ashton under Lyne. Chassis from the works were tested up Mottram Hill and around.

*A D George*

**Waterways Board seek re-classification of Restored Waterways.** The British Waterways

Board have received the Consent of the Secretary of State for the Environment to promote a Private Bill in the 1981/82 Session of Parliament.

Among the provisions in the Bill will be a Clause, the effect of which would be to re-classify certain lengths of Remainder Waterway which were restored in the 1970s with financial assistance from the riparian local authorities. The Board believe that re-classification would secure further investment by the private sector in these waterways and give confidence for the future.

In 1970 the Chairman of the Board embarked on a series of discussions with the then riparian local authorities having Remainder Waterways within their areas to ascertain their views as to the future role which these waterways might play in the environment. As a result of these discussions, agreements were reached with the local authorities whereby they contributed towards the cost of restoring the length of waterway concerned to Cruising Waterway standard, and undertook to pay for the additional maintenance cost over and above that which the Board are bound to finance under the Transport Act, 1968.

The waterways concerned are:-

**The Ashton Canal** (Ducie Street Junction,, Manchester to Dukinfield Junction, Ashton)

**Lower Peak Forest Canal** (Dukinfield Junction to Marple)

**Caldon Canal** (Étruria to Froghall)

**Caldon Canal** (Leek Branch)

**Erewash Canal** (Long Eaton to Langley Mill)

**Monmouthshire & Brecon Canal** (Brecon to Pontypool) and

**Grand Union Canal** (Slough Arm).

If Parliament approve the Board's proposals the costs will continue to be met by the local authorities concerned in accordance with Agreements made with the Board for periods of years.

**Musee de la Mine - Le Molay Littry, Lower Normandy.** Paul W Sowan of the Croydon Natural History and Scientific Society has supplied the following note:-

"The two now entirely agricultural parishes, now joined into one, Le Molay and Littry 10 km or so to the south-west of Bayeux in Lower Normandy, were formerly the centre of a quite extensive minor coalfield worked from 1741 onwards. The last mine closed in or about 1950, but as early as 1902 a museum devoted to the local pits was established and this continues to operate and is of considerable interest and well worth a visit.

Although not on the scale of Beamish or Ironbridge, the museum is nevertheless a valuable exercise in industrial archaeology and history in a country where such things appear to be somewhat neglected. The display comprises a small theatre where an audio-visual introduction (currently available only in French) is presented. The visitor then proceeds to the 'Historic' display room, from which point on a most helpful tape-recorded commentary in English is provided (or in French if preferred!) The magnificent centrepiece is a large 1798 steam engine, constructed by J-C Perier for the Littry mine, and used for raising both coal and water from the shaft. There is an excellent collection of artefacts and documents, entirely or mainly of local provenance, illustrating methods of working and transport, conditions of working, and so forth.

There follows a (wholly above-ground and re-

constructed) 65 metre 'mine gallery' very effectively constructed and stocked with exhibits to demonstrate the development of mining techniques and conditions underground during the life of the Molay/Littry mines. Finally, there is a further display hall devoted to more modern mining methods, with as centrepiece a huge and incredibly detailed scale working model of a late 19th century mine building and machinery, constructed in 1890 by students at the French School of Mines. In the grounds there are a tall square stone chimney stack - evidently one of the few remaining tangible relics of the industry - and various items of mine rolling stock. There is a useful short guide-book (in French), a set of five postcards of the museum, and various more voluminous and detailed publications dealing with aspects of the coal-field and its mines'.

#### Tenth North-West Regional IA Conference.



The Yorkshire Archaeological Society and the Yorkshire Dales Railway, are combining two separate but linked features over the weekend of Saturday/Sunday 17th and 18th October 1981 to provide a veritable feast of IA.

On Saturday there will be a conference at Leeds Industrial Museum, Armley on the theme 'Watermill to Industrial Museum' with Peter Kelley (Curator of Leeds Industrial Museum) and Philip Mayes (County Archaeologist) speaking and field visits to Thwaite Mills or industrial Leeds including the Middleton Railway Depot. The Conference fee is £2.50 and details can be obtained from Mrs N M Cooper at 307 Spen Lane, Leeds telephone number 0532 755152.

Moving to Skipton later in the day the Yorkshire Dales Railway have booked the Soroptimists Rooms in Otley Street for a lecture at 8 pm by **Dr Arthur Raistrick on Lead Mining in the Yorkshire Dales**. The following morning, Dr Raistrick will be leading a guided walk over Grassington Moor (9.30 am from Skipton) followed by a visit to a watermill and an afternoon trip (with tea aboard) on the Yorkshire Dales Railway steam train. The inclusive cost, excluding overnight accommodation, will be about £3.50 and the YDR are prepared

to book bed and breakfast accommodation in Skipton on receipt of a non-returnable deposit of a further £2.00.

John Keavey is the organiser for YDR and can be contacted at 17 Uplands, Skipton, North Yorkshire, telephone number Skipton (0756) 5005.

**Clevedon Pier.** Peter Mason, executive director of consulting engineers Portland Associates, has written recently referring to the Public Enquiry, held in Clevedon, Avon, which considered the Woodspring DC proposals to demolish the pier. He writes:-

*By a survey of the pier, and with the help of divers, an examination of the wrought-iron screw piles was carried out. We managed to produce enough evidence to convince the Inspector, Mr John Eyre, RIBA, ARICS, MRTPI, that the pier*

*was not in imminent danger of collapse and, with sufficient money, could be rehabilitated. He recommended to the Minister that the application be refused and the Minister accordingly upheld this recommendation. The Pier Preservation Trust is now in the course of preparing plans to raise finance for urgent repair work and the ultimate rehabilitation of this rather graceful example of a Victorian pier.*

**Medieval Floor Tiles — how they were made, J Patrick Greene.** Illustrated booklet by the Director of Norton Priory Museum, describing results of archaeological experiments based on the kilns, moulds and other evidence excavated at Norton Primary. Includes suggestions for copying the tiles in a house kiln, and locations where original medieval tiles can be seen. Price 30p, by post 40p, from Norton Priory Museum, Nr Astmoor, Warrington Road, Runcorn, Cheshire WA7 1RE.

**Fleet Books.** Sixteen titles cover the whole of Great Britain and give details of all bus operators in a particular area with, where applicable, some data on the tramway, trolleybus and even horse bus proprietors which preceded them. Modestly