

## Mission completed !

**Wilkinson Monument Restored.** It is always a pleasure to report a success story, and *Bulletin* readers will be glad to hear that the **John Wilkinson Monument**, at Lindale in Cumbria, has now been restored, and a small ceremony was held to commemorate this achievement alongside the monument on Saturday 11th May. Miss K G Hill, Clerk to the Allithwaite Upper Parish Council, and one of the organisers of the restoration appeal, has suggested that part of the success of the appeal was due to a mention in the pages of the *AIA Bulletin* two years ago. In any event, enough money was raised for the work to be completed with a small amount remaining for future maintenance.

After the setting up of a Restoration Committee, and the repair of the inscription plaque, both of which happened in 1982-3, the main work was undertaken in 1984. On 27th April, the three sections of the monument were carefully dismantled and transported to Buxton where the work was to be carried out by Dorothea Restoration Engineers Ltd. Following examination of the base which was now uncovered, it became apparent that this too would need replacing. Following tenders, the contract was awarded to Thos Armstrong of Cockermouth. On October 16th 1984, the monument arrived back in Lindale, the three sections were duly re-erected, and re-painting was carried out. Some remedial work on the base was completed in January-February 1985, and the site was generally tidied up in March-April ready for the ceremony which has just taken place.

Further information on the history of the monument and the bizarre events surrounding its erection and later removal can be found in John Randall's book on Wilkinson dating from 1876, or H W Dickinson's '*John Wilkinson: Ironmaster*' of 1914. In more recent times, an article on the obelisk has appeared in the *Foundry Trade Journal* for 8th October 1981.

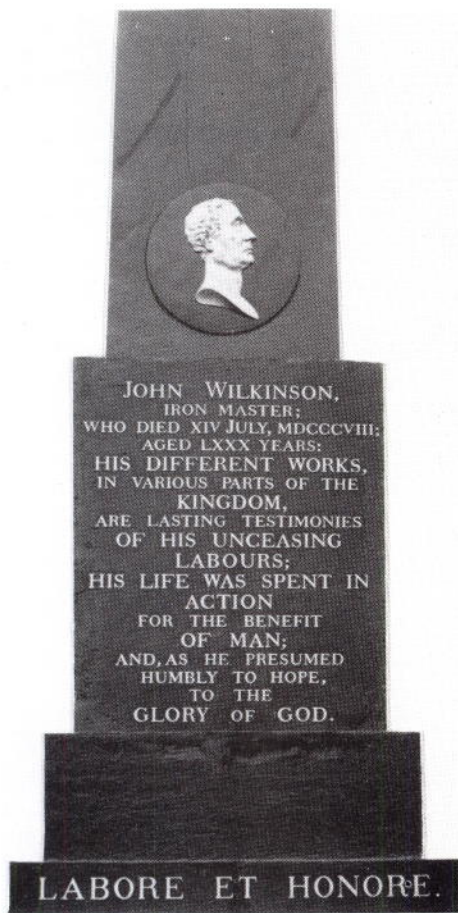
The Lindale Monument is not the only reminder of Wilkinson's strong presence in Cumbria. A few miles distant, near the sadly decaying Backbarrow site, is the house known as **Bare Syke**, occupied by the Wilkinsons when John's father, Isaac, was working at Backbarrow. Lindale Church is just a few hundred yards from the monument: as well as containing the



*The recently-restored John Wilkinson Monument at Lindale in Cumbria.*

*As long ago as 1914, the monument was thought to be in danger. H W Dickinson included this picture in his book, and promised proceeds from sales towards its restoration. Taken from the same spot as the modern picture above.*





*Close-up of the inscription plaque and portrait at the base of the restored monument.*



*Castle Head, Wilkinson's home from about 1779 onwards. The monument originally stood in the trees to the left of the house before being taken down by the Mucklow family in the 19th century.*



*A cow shed at Wilson House Farm is supported by cast iron pipes made for the Paris Waterworks. They must have been surplus to requirements, as the Paris contract was completed successfully.*



family vault in which Wilkinson's body is thought to have been eventually interred, there is an interesting plaque in memory of his second wife. **Castle Head**, which was John Wilkinson's home from about 1779 onwards, survives (though altered from Wilkinson's time) as a successful field studies centre, one of the directors, Mr Frank Dawson, having become a great Wilkinson devotee since taking over the house some years ago. **Wilson House Farm**, a place where there was once a furnace and where various interesting experiments took place, has a remarkable survival in the form of a cow shed supported by eighteenth century ironwork (see picture).

**Trusthouse Forte Conservation Grants.** A nationwide scheme has been launched by Trusthouse Forte and the Conservation Foundation to help local communities launch conservation projects — with grants of £1,800 being made every month. An independent panel of assessors has been appointed, and the scope of the scheme is intended to be as wide as possible. An application form can be obtained at any **Trusthouse Forte hotel, Little Chef or Motorway Service Area** throughout the country. All affiliated societies should consider making applications — to show Trusthouse Forte the very wide range of activities carried out by industrial archaeologists, and the very considerable good that can be generated for the benefit of local communities by relatively modest help from British industry.

**Saving Industrial Housing.** Great emphasis is being placed by the Department of the Environment inspectors on the re-use of buildings where objection is being made to demolition. Where

industrial housing is concerned, often the only practical re-use is for continued use as housing but with modern facilities and an important consideration is often the ease which purchasers in the future will find in obtaining mortgage advances. A useful series of publications are those issued by the **Nationwide Building Society** giving details of its lending throughout the country. A recent publication (November 1984) has been entitled '**Lending in the major conurbations**' and sets out details of the breakdown of lending in the various built-up areas throughout Great Britain — giving the average ages of borrowers, the type of employment, household income and prices paid for buildings. This could all prove useful ammunition in justifying retention of buildings.

**A New Future for Large Buildings.** In issue No 1, 1985, of **Property** which is the quarterly publication of Property Agents International Limited, Bruce Kinloch, the commercial property correspondent of **The Daily Telegraph**, writes under the above title. He at first reminds readers that a few years ago any large building was snapped up by pension funds and the like because of the rapid appreciation of commercial property. Then came the recession and large buildings became white elephants. Small became beautiful again. Pension funds became willing to sell large properties — if they could. Therefore came unitisation. The theory of unitisation means the division of a building into shares or units which can be acquired by more than one investor. Dividing the property physically has always created problems for securing satisfactory legal title, but this concept is much more an investment vehicle. A company is formed to acquire the building, divide and let

it or sell it in parts. The Memorandum and Articles of Association of the Company contain provision for any of the investors to be able to sell their 'Certificate' of part ownership to the consortium of owners without forcing a sale of the entire physical property. In effect, it is the establishment of a type of unit trust where the owners would be a consortium of banks, pension funds, and the like. There would be an agreed formula for valuing the certificates at any time. Promotion of such unit trust schemes by the Metropolitan Authorities in Northern England (or their successors) could well be a solution to the problems of large numbers of disused large industrial buildings.

**BR Forms Heritage Trust.** The British Railways Board has recently announced the creation of an independent Railway Heritage Trust — whose primary objective is to preserve and enhance Britain's rail heritage of listed buildings and other historic structures coupled with the encouragement of the public's enjoyment of them.

It is a specific intention of the Trust to encourage similar support from other outside parties who also share these objectives. The Trust is registered as a company limited by guarantee and commenced operations in April 1985. The first Chairman is to be the Honourable William McAlpine — and the Executive Board will consist of Marcus Binney, Simon Jenkins and Leslie Soane. The Trust's address is Fifth Floor, Melton House, 65 Clarendon Road, Watford WD2 1DP. (Telephone Watford: 44311 — Extension 7340).

It is thought that the Trust will have two main areas of operation:

Operational buildings and structures – the Trust will receive an allocation from the British Railways Board, which for the year 1985/86 will be £1m. The Trust will then make grants to regional/local management, normally on the basis of an agreed scheme.

Non-operational assets – In this case it is thought that the Trust will operate as a catalyst between the British Railways Property Board and outside parties. The source for funding in this case will be the British Rail Property Board which will make endowments in suitable cases – probably only where contributions are received from outside bodies and public subscription.

The Trust will **concentrate** on the conservation of listed buildings and other structures. The central environment fund will continue to operate and involves a pound for pound contribution to many locally supported projects.

When making an application for assistance to the Trust the following points should be noted:

- 1 Requests should be associated with listed buildings or buildings within conservation areas (the British Railways Board Chief Architect issued *'Listed Buildings List No 15'* in March 1984).
- 2 A request should normally be associated with a scheme for a station or area.
- 3 It should be noted that the Trust will not normally finance arrears of maintenance work.

The form of application could initially be a simple letter describing the scheme in outline, naming any interested outside parties, giving an idea of the scale of costs, time scale of work, and the provision of photographs. It is not clear whether the support of local British Rail Management is required. It is suggested that proposals for schemes could come from either area or regional level, and therefore early liaison by local IA societies or groups with their own local management would seem desirable if not essential. Professional expertise will be available from British Rail's regional Civil Engineers and Architects Departments. Emphasis is to be placed on having **A well defined use for restored buildings** if no British Rail User is proposed. In this case the British Rail Property Board would need to be consulted at an early stage.

Although probably only initially a different procedure for the spending of funds which would have been used for the same purpose in any case, the insertion of an independent element to the preservation of railway buildings is to be welcomed, and all industrial archaeologists should try to ensure that the scheme is supported and given concrete examples of preservation projects. If details of any submissions to the Trust are given to the AIA, the Council will try to monitor progress and offer support where possible.

**Steam Trains to Stratford.** Birmingham Railway Museum made a major contribution to the 150th Anniversary Celebrations of the Great Western Railway. As a fitting tribute to the part played by the GWR in serving and developing Birmingham and the West Midlands, the Museum held a major Steam and Vintage Transport Event over the weekend of June 8 and 9, with a crowning achievement by the running of steam trains between Tyseley and Stratford-upon-Avon via the North Warwickshire Line. These were not 'one-off' trains: a complete timetabled schedule

of four steam-hauled trains ran on both the Saturday and Sunday. It was the first opportunity to travel by steam train from Birmingham to Stratford for over ten years. Both the Museum's flagship locomotives were in use, 7029 *Clun Castle* revisited her old haunts, whilst for 5593 *Kolhapur* it was her first passenger-hauled excursion since her withdrawal and subsequent preservation in 1967.

As part of National GW150 year, replica broad gauge steam locomotive *'Iron Duke'* was visiting the Museum for the month of June. *'Iron Duke'* came complete with its own length of broad gauge track and was an interesting exhibit in this GWR150 year.



150th Anniversary of the Great Western Railway

HRH The Duke of Gloucester visited **Birmingham Railway Museum** on Wednesday 5th June 1985, and re-commissioned the Semi-Royal Saloon 9001.

This Saloon, which was used by Churchill and Eisenhower as a travelling office during the War, has been restored by trainees on the Museum's MSC Scheme.

HRH travelled in the coach hauled by 7029 *Clun Castle* and 5593 *Kolhapur* to Moor Street Station and opened the GW150 Exhibition Train.

#### **Railways Past and Present** August 3-9 1985

A residential course based on Avoncraft College, Hanbury Road, Stoke Heath, Bromsgrove, Worcestershire B60 4JS, telephone 0527-31331. Taking advantage of GW 150, the anniversary celebrations of the Great Western Railway, the course will examine the impact that railways and railwaymen have had on the country in general and the Midlands in particular. Cost, fully inclusive, £102.00 plus VAT.

**Bluebell Anniversary.** It would be a pity if, during the razzmatazz of the Great Western 150 celebrations, another highly significant railway anniversary were to be forgotten. This is the 25th anniversary of the setting up of the **Bluebell Railway**, between Horsted Keynes and Sheffield Park in East Sussex. It is a sobering thought that a preserved line has now been operating steam trains for a period approaching a quarter of the independent life of the Great Western.

The story of the setting up of the Bluebell Railway has been told in detail elsewhere. Suffice it to say that British Railways attempted their now familiar technique of 'closure by stealth' by failing to re-open the line after a rail strike in the 1950s and then operating a service deliberately inconveniencing travellers when they were legally forced to re-introduce trains. (Similarities with the Settle-Carlisle line purely coincidental!)

Being one of the first in the field as far as standard-gauge steam working railways were concerned, the Bluebell was able to acquire a number of interesting locomotives, such as the LSWR Adams 4-4-2 tank engine, the North London Railway tank engine, and the celebrated GWR *'Dukedog'*. Their standards of restoration of locomotives, rolling stock, signalling equipment and stations have been second to none. Nevertheless, their activities have always been limited by the shortness of their line and, since the closure of the route via Ardingly, their isolation from the British Rail network which preserved lines have recently realised is so valuable to them. Since the line south of Sheffield Park was unavailable, the Bluebell has for some years considered the possibility of re-opening their rails in a northerly direction, to connect with BR at East Grinstead. This plan has been vigorously and vociferously opposed by all local landowners, and eventually a public inquiry was called.

At Easter the findings of the public inquiry were announced, and happily the Government has decided in favour of the continuation north to East Grinstead. This does not mean that landowners will automatically co-operate, of course, though it is hoped that there will be



**High standards of restoration are exemplified in this view of Southern Railway 'Schools' class locomotive 928 'Stowe', seen here at Sheffield Park. This engine has been inactive for many years at Beaulieu Motor Museum and elsewhere before being restored to running condition on the Bluebell Railway.**