

# GSIA



**JOURNAL 1976**

The aims of the Society shall be to stimulate interest in, record, study and where appropriate, preserve items of industrial archaeology particularly in the county of Gloucestershire.



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**Cover Illustration**

**Hampden Flax Mill by Patrick Lane. See also notes on illustrations on page 25.**

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# GSIA

## GLoucestershire SOCIETY FOR INDUSTRIAL ARCHAEOLOGY

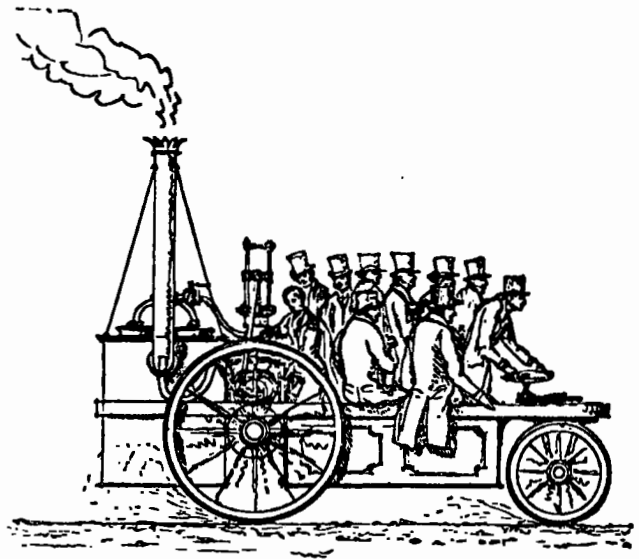
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THE ROAD STEAM-CARRIAGE. BY JAMES KASMYTH.

## **EDITORIAL**

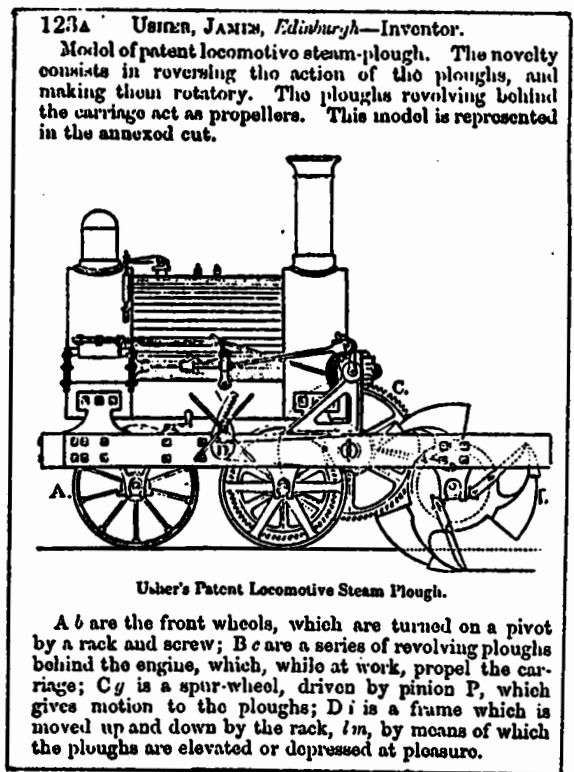
Whenever the time comes to write another editorial one tends to look back and to look forward. I cannot recall the twelve months past without remembering Roger Wilson. He was a good friend to many GSIA members and his superb collection of books on transport history was always open to those who genuinely sought information. His books "Go Great Western" and "Sir Daniel Gooch" were, one felt, just the beginning; the tragedy is that, in his home which was a great storehouse of knowledge, he still had so much to set down. It would probably not be possible to amass such a collection today. He would have wanted as much use as possible made of the material and I shall hope to be able to inform members of the content and availability of the collection in due course, when it is housed in the Bristol Museum and the Birmingham Library.

I vividly remember my first visit to Rogers attic museum of G.W.R relics, where every piece of brass shone and every item was arranged with loving care, even down to the little engraved glass 'guichet' or minuscule ticket office, where a realistic G.W.R. ticket would be stamped with the date of ones visit. The little garden at the back of Hutton House was filled with a unique assortment of roses, honeysuckle and cast-iron signposts. Here one could sit of a summer's evening, listening, it must be admitted, to Roger's gentle grumbles about a world whose progress and change he found irksome in the extreme. He took as much interest in the roses as he did in the cast iron. We shall all miss him.

Down in the Forest..... During the winter David Rick organized a series of lectures on I.A., for the University of Bristol, in Coleford. It was such a success that eighty names were on the register, and when the course was completed the students refused to stop and organized their own lecture and exhibition evening. From this, in order to keep the group together further meetings have developed, and a large number of new members have joined the GSIA. Douglas McLean was co-opted on to the Committee, as Forest contact and organizer, and three other representatives of the area are now on the Committee. We look forward to having an active and enthusiastic group West of the Severn, so that we can truly be said to cover the whole county. It is interesting to see how the Society has spread in recent years. Originally based on Stroud, a count of our present membership shows that the Stroud and Wootton-under-Edge area now accounts for 50 members. At one time we had very few members in Cheltenham and its immediate vicinity, but since winter lectures have become so popular there, our membership has vastly increased. I was quite surprised to find that there are now more members in this area than any other - 63. We always had members in the Forest of Dean of course, but with the new influx in recent months, they now number 44 with 38 in Gloucester and Churchdown. We are thin on the ground on the Cotswolds, which, with Winchcombe account for only 12 members. Under the category 'Distant', which covers anything from Bristol to Cape Town, we have 35. Our membership has never been higher. These are financially difficult times and a large Society is a viable Society. I.A. certainly seems to fill a need and is becoming more popular all the time. Let us hope that as a Society we can rise to the challenge to help our members in every area, and that as individuals we can each contribute to produce a vigorous and thriving whole.

Illustration from the "Great Exhibition 1851 Official Descriptive Illustrated Catalogue Part II Classes V to X Machinery".

The Steam Carriage on page 1 from the autobiography of James Nasmyth, 1885.



# ROGER WILSON



Roger Burdett Wilson died on March 6th 1976 after a long illness during which he had been many times in and out of Hospital. I was most grateful to Canon N. Haddock, Vicar of St. Luke's, Cheltenham, for allowing me to assist at his funeral on the 12th, and glad to see that so many members both of G.S.I.A., and the Gloucestershire Railway Society were able to be present.

Roger was a much valued member of G.R.S. His interests ranged over the whole field of Transport, as his library at Hutton House showed. His real and abiding love however, was for The Great Western Railway. He had a superb collection of G.W.R relics upstairs, which it was his delight to show to anybody who was interested. This collection has not been broken up, but has gone complete to the Bristol Museum. He bequeathed his 'Transport Library' to the Birmingham Reference Library in its entirety.

On first acquaintance some eleven years ago, I found his attitude as a bookseller a little odd. Visiting his shop one day I pulled out a book and was browsing through it - "You don't want to buy that one", said Roger behind me, "I've got a much better book upstairs which you can read and get all the information you want." Through the years, many more times than I can count, I did just that; and though I did buy books from Roger I often only succeeded in doing so by being perfectly firm about it. Many others have told me that their experience was the same. One wonders what sort of a living Roger ever made from his shop!

The fact is that Roger was a perfectionist. His integrity was such that he could not bear to make money by selling what he considered trash to his friends. He was an outspoken critic of the present output of books on Transport generally, and Railways in particular. "Quality" he would say, "has been sacrificed

to quantity, and the pot has been boiled so often in the last 20 years that there is precious little meat left."

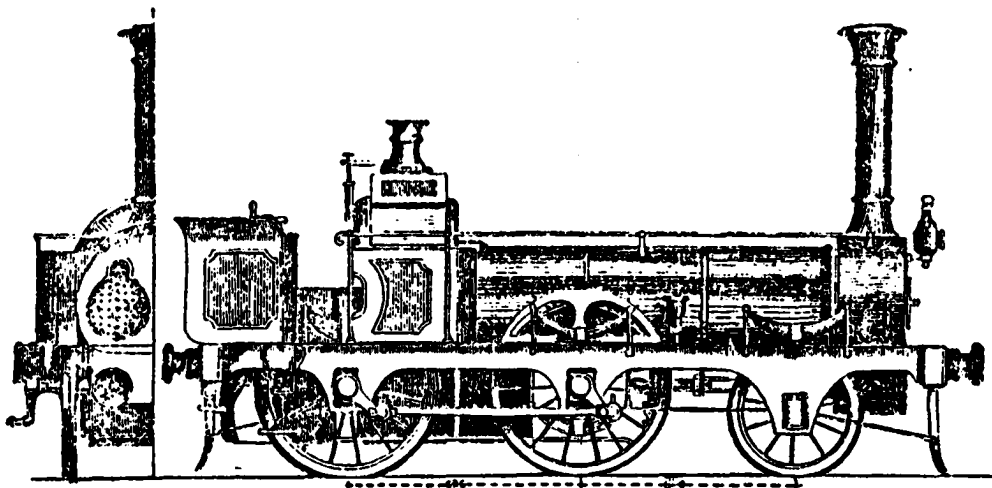
The two books he wrote himself had plenty of meat. They were "Go Great Western" and the "Memoirs and Diary of Sir Daniel Gooch". Both were the result of meticulous and painstaking research - just how much no-one will ever know. He took particular pains over his Indexing. "Many books" he would say, "are ruined by slapdash work here." His own index to "Sir Daniel Gooch", is a model of its kind. The cross references are superb. It is the only book I know of in which it is a pleasure to browse through the index, and find at once the reference you want in the text. Transport literature is the poorer because his early death at 56 has deprived us of two more books he had planned, one of which he had actually begun to write,

As Roger Wilson "Steam Printer"- the Ephemera which he produced for special occasions were a delight and full of humour. Most of us have a few examples we treasure, but I am happy to say that David Lyall has a collection all but complete.

Roger was a good friend and ally to any Society to which he belonged. He was not only a loyal friend, but he was also the "willing horse" who could be relied on to rise to any emergency or special occasion.

We all are very much the poorer for his passing.

REV. W. AWDRY.



Scale of Feet

Wilson & Co.'s Locomotive Tank Engine.



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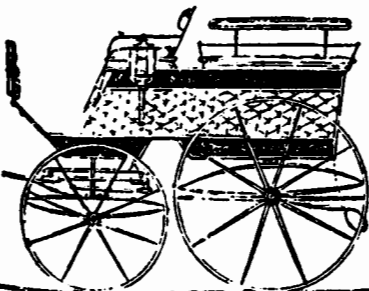
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# CORRESPONDENCE

## STEEL MAKING IN GLOUCESTERSHIRE

To the Editor,

In the course of my researches into the early development of the steel industry it has become apparent that Gloucestershire and the neighbouring counties had considerable importance in the seventeenth century and most certainly it was here that the cementation process, which was to continue in use for over three hundred years, came into being in this country. This was the process in which bars of wrought iron were laid side by side, layer upon layer, buried in powdered charcoal, and heated in sealed refractory chests to a red heat for several days, so that carbon diffused into the iron and converted it into bars of blister steel.

The idea of the process seems to have originated in Central Europe during the last quarter of the sixteenth century; it was first described as a production method in Nuremberg in 1601 and was the subject of a patent granted by James I to William Ellyott and Mathias Meysey in 1614. It is here that Gloucestershire comes into the picture since Mathias Meysey, at least, came from there. Where the process was originally tried out by the partners remains a mystery but it was not a success and they called in expert assistance in the form of Sir Basil Brooke. Sir Basil was an ironmaker in the Forest of Dean from about 1612 onwards and it seems he joined up with the steelmaking enterprise about 1617-8. He did not make a success of it either at first, the patent being revoked in 1619-20 since the steel was "fitt for naught". It is obvious, however, that Sir Basil persevered after this and must have mastered the art; he himself claimed in 1635 that he had settled the new method of steelmaking within the realm and this does not seem to have been an idle boast, since the Cutlers of Hallamshire remembered his steel with admiration almost thirty years later and Fuller in 1676 referred to him as that great steelmaker in Gloucestershire.

We know that Sir Basil left Gloucestershire in 1635-6 and settled in his manor at Madely in Shropshire, building a blast furnace and a steelhouse ( a cementation furnace) at Coalbrookdale. The blast furnace ( or some part of it built into a later structure, carrying the inscription on a cast lintel

beam which still reads "B 1638 B") still stands but the steel-house, confiscated by the puritans during the Civil War when the Royalist Sir Basil was confined in prison, was converted to other uses early in the eighteenth century.

It is therefore, fascinating to try to trace back these early operations. It can be taken for granted that the Forest of Dean would be a suitable one for such a development, with its supply of good quality iron (low in phosphorus, that troublesome element in steelmaking), timber for charcoal, pit-coal for fuel and sandstone for the chests or Stourbridge clay if that was unsuitable.

There is a tradition of steelmaking in Linton Wood, on the Gloucestershire-Herefordshire border. There is still a "Steelworks Cottage" and the old maps show an area nearby simply marked "Steel Works". There is a reference to steel manufacture at Linton in one of the Shrewsbury papers early in the seventeenth century (as there is to Goodrich at the same time) and it has been recorded that there are deposits of "cinder" in Linton Wood and some of the fields show black patches of soil, indicating charcoal production; in addition there are reports of the finding of bars of steel from time to time. No one there now knows anything of these.

Should any reader happen to know of any other traditions relating to steelmaking in this area and particularly at Linton, Goodrich, Coalbrookdale and Stourbridge and has any light to shed on the activities of William Ellyott, Mathias Meysey, Basil Brooke, the Heydons or the Crowleys in the seventeenth century I would be delighted to hear from them.

Kenneth C. Barraclough,  
Honorary Secretary,  
Historical Metallurgy Society.

LIGHTING SYSTEMS FOR PRIVATE AND  
INDUSTRIAL BUILDINGS.

Lindum, The Homend,  
Ledbury, Herefordshire.

Dear Madam,

I am compiling information on "19th and 20th cent. Lighting Systems for Private and Industrial Buildings". For a lecture next year. This will cover the various types of gas ie:- Coal, Oil, Water, Acetylene, Petrol, etc and electric lighting.

So far I have located the sites of 18 private gas works in the old county of Gloucester. All in use before 1885.

Can any readers give me information on these or any other sites ie :- when installed, who by, how long it was used, type of fuel, what replaced it, what remains today, also, sources of photographs, advertisements, descriptions etc, would be appreciated.

Yours sincerely,

Inett Homes.

THE HISTORY OF FLOURMILL, BREAM.

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Michael Beecham Ltd.

Roc Lubricants Ltd.  
Alanzol Refinery,  
Bream, Nr Lydney,  
Gloucestershire.

London- Manchester - Leeds- Bolton  
Bream - Nuneaton - Brimscombe.

Dear Miss Chatwin,

I have recently obtained a copy of the interesting book issued by your Society in its 2nd Edition.

I note with interest on page 15 it refers to FLOURMILL as part of an electrical Substation.

It may be of interest to you that this site was occupied in 1940 by a company called K.Allan & Co. Ltd., run by a Mr G.W.Leslie Allan as an oil refinery for reclaiming and supplying oils of various types. I joined Mr Allan in 1951, and the company associated with the Ragosine Oil Co. Ltd. on Mr Allan's death in 1966.

Today, trading as ROC Lubricants Ltd., the site now houses a factory employing some twenty people, and exporting a considerable quantity of oil to various parts of the world. The company is part of a group run by Mr J.M. Beecham from offices at Rickmansworth.

We have preserved the old buildings as far as practical, and it is still possible to see the old chimneys which housed the blacksmiths fires. The original roof of the building which housed the original generators is still preserved. We unearthed a very large handbellows when excavating, which was passed on to the Ironbridge Trust, who wanted to fit up a hand operated foundry as existed in the early years of the 19th century. I believe this has now been done. We

also have remains of an old railroad running through our area, (stone sleepers).

Should you require further information please do not hesitate to get in touch.

Yours faithfully,  
ROC Lubricants.

W.H.Jarvis.  
Director.

### NEWS FROM OUR MAN IN BRAZIL

Many of our members will know Ray Peel who is now Professor of Heat Technology at the University of San. Paulo, Brazil. The editor thought the following extracts from his letters may be of interest.

Dear Amina,

26.5.76

I went down to Santos.....I found the most exciting part the drive down there by coach from San. Paulo, we set off on an eight lane motorway (4 each side) but this was not completed so we changed to the older road, only 2 lanes each side, which went on about 3 km from where we joined it and then fell over a cliff. The two lanes picked their way separately in hairpins down the the cliff, occasionally crossing each other, then rejoined at the bottom; it all looked rather like a tangle of knitting. Meanwhile about two miles away the motorway is being constructed in another series of hairpins and viaducts. It looked even more impressive coming back at dusk because there were sufficient container lorries to bring traffic virtually to a crawl, so you had four solid parallel lines of headlamps marking all the uphill lanes and a few rapidly moving dots marking the downhill lane. I'm told that on a bad day it can take six hours to get up the hill, about 10 - 15 miles. Shortly I want to try the same journey by train. I don't know whether the old line still exists, but from what I gather the trains used to be winched up mine tramway style; but the Japanese are building or have built a rack railway to replace this.....



Local paper headline recently "Bus (single deck) Crashes" - 83 of the passengers taken to hospital - cause of crash,

driver lost control of overloaded bus!

Can we run a G.S.I.A excursion to the S. Paulo - Santos railway? I tried it yesterday, unfortunately the train was so late, two hours on a two and a half hour journey, that all I had time to do in Santos was walk quickly from the Railway Station to the Bus Station to get back and the interesting part of the rail journey was in the dark..... We set off from S. Paulo in a rather modern looking polished aluminium electric train, so I thought the new Japanese railway is in action, and went through S. Paulo suburbs stopping about as frequently as a London underground train, then stopped for longer times at each station. Ticket inspectors coming round at regular intervals so that eventually the ticket has a lacelike appearance. Finally all Santos passengers were moved to the front coach, which was then coupled to a rather eccentric looking steam engine. I only saw it when it uncoupled for water in the dark, as I didn't want to leave my seat, but we must have looked something like

the funnel did appear near the centre; gave a vague impression of David's \* 'Royal William', or of a Seaham harbour engine with bodywork. I'll try for a



better look and a photograph before they are scrapped. The next stop further on a wire rope appeared between the rails, and shortly afterwards we started heading downhill, still with our steam engine. I assume the steam engines have to be used because they can couple onto the wire rope, about every three miles we would stop at a very English traditional signal box and winding station (presumably). English traditional even to the "Railway Clocks". The gradient was not very steep, Snowdon mountain railway style; I'd guess it was about 1 in 10 or 1 in 15, but still enough to give a tendency to slide forward in the seat.

When we got to the bottom of the incline, the steam engine disconnected, filled up with water and presumably took the next train (carriage) up, we meanwhile had a diesel engine to take us into Santos; so in one 40 mile journey we had electric, steam, cable and diesel haulage of our coach, and we averaged less than 10 mph. I gather there are plans to electrify the whole line and replace the cables with a rack, though I should have thought an electric train would cope with the gradient alright anyway. I think they should keep the railway as a scenic joy ride. On the journey from Campinas - S. Paulo by train we passed several rather derelict looking steam locomotives, one apparently coupled into some sort of works as a steam boiler, and an actively working steam crane. I could almost be converted to railway enthusiasm, trains certainly sound more authentic with proper chuffing noises from the front, and smell more authentic too when we go through a tunnel with the windows open!

\* David E. Bick "The Gloucester and Cheltenham Railway".

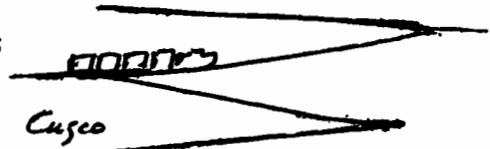
26.7.76.

Driving out from La Paz and down into the Amazon basin....

...we went over a pass at about 15200 ft... along rather frightening roads a little like the old Towy Valley road you may remember, following the valley, narrow, unsurfaced, through streams and waterfalls, the only difference was that this one was about 2000 ft above the stream, more or less vertical, and that along the edge of the road was a series of crosses to show where people had gone over, mostly in passenger lorries. The crosses were about every 1 Km which considering the lack of traffic was not very encouraging; we only saw one other private car during the day (once outside La Paz) and about 30 lorries and jeeps. Where the road went over a pass, on the level but at the top we found two Fowler ploughing engines rusting away in the undergrowth. I assume they had been used during the road building and left when the work was finished.



From Cuzco to Machu Pichu..... the rail journey was not to be missed... The ruins are about as extensive and well preserved as Pompeii, as I remember it, but of course the city was only abandoned about 1650 (as far as is known). One person who had been by train described it as having tried three times to get up the hill from Cuzco then rolling back before having another try - it made it on the fourth attempt. What in fact happens is this, with the train going into a siding on each zig-zag so that it goes up the sections alternatively forward and in reverse.

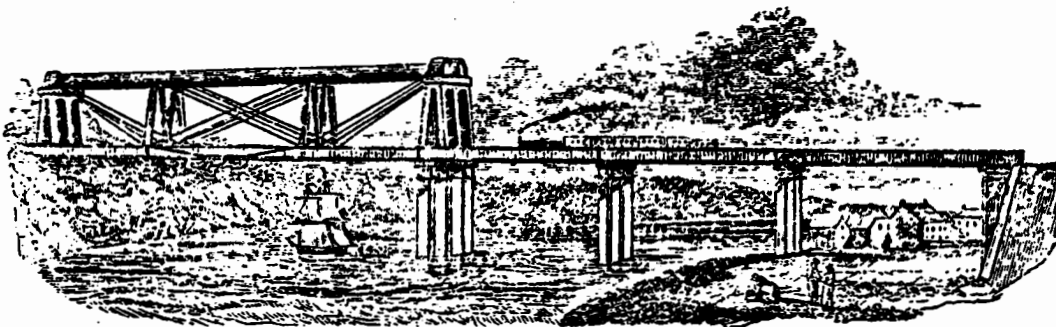


We also had demonstrated the virtues of narrow gauge, our five coach train would frequently be going parallel to itself on the hairpins coming down the other side.



All the best to you,

Ray.



Brunel's Wrought-iron Bridge over the Wye.

# SPRING AND

# SUMMER VISITS

There was a full programme of day and half day visits during the Spring and Summer of 1976, organised by Mr Norman Ferry. As well as those reported below, there was a very full day visit to South Wales, led by Ray Bowen, who is an old friend to the Society. It included the Police Museum at Bridgend, and sites both there and in the Maesteg area. On May 16th Mr Ian Standing led a tour of Lydney including the harbour, ironworkings, and forges in the Lyd Valley. There was also an evening walk round Woodchester, and an afternoon looking at industrial sites in Tewkesbury. One of the most popular visits was on April 10th, when our members inundated and almost overwhelmed the Postlip Paper Mills of Messrs. Evans, Adlard & Co. However Mr F.J.T.Harris and his helpers rose to the occasion and patiently showed all the sixty members who attended round the mills.

## Blockley June 12th.

Nearly forty members and friends spent a delightful afternoon in the Cotswold Village of Blockley. Led by Dr. Excell, the party first visited the exhibition of relics of departed industries, organised by the Blockley Antiquarian Society, which included silk throwing; paper making; piano making; iron-founding; as well as old farm implements.

They then saw several of the dozen old mill buildings which lined the course of the village stream, including the site at Dovedale of a waterwheel which, around 1884 powered the dynamo which made Blockley probably the pioneer village in England to have a public electric lighting supply. All the mills have been converted into private dwellings, and in some cases the old millponds and leats have been transformed into very picturesque water gardens. Woolstaplers Hall in the High Street was a collecting and storage point for fleeces which were despatched by packhorse via the old London Road, which is now only as wide as footpath.

After tea Mr Smeeton, the architect, conducted the visitors round the village church, pointing out the significant features of its development over nine centuries.

The day concluded with a visit to the exhibition of paintings by Hubert Williams, and sculptures by Anita Lafford at the Old Silk Mill, by kind invitation of Sir Robert Lusty.

Mr Neville Crawford, Chairman of the Society, voiced the party's thanks to Dr. Excell and Mr Smeeton who, helped by several other Blockley people had made the visit so interesting and memorable.



Gladstone Pottery Museum. June 26th.

The award-winning Gladstone Pottery Museum at Longton, Staffordshire was the principal venue in a visit to the area. Here pottery continues to be made by traditional methods and there are extensive historical displays of pottery, tiles, sanitary earthenware and potters' materials.

Next a return visit was made to the water-driven flint mills at Cheddleton where flints were ground to mix with the clay to give a superior 'slip' for throwing articles on the wheel or for moulding. Thence the party went on to Brindley's water-mill at Leek and saw wheat actually being ground by mill-stones.

Cheddleton Mill stands on the Caldon Canal and the day ended at the former terminal basin of this canal at Froghall. This has been converted to a most attractive pic-nic site in idyllic scenery. Here limestone was brought down by tramways from the quarries on Caldon Low; at one time up to a thousand tons a day. The remains of two substantial banks of lime-kilns and inclined tramway planes were seen.

Wiltshire. July 10th. Bradford-on-Avon

Thirty members and friends visited Bath and West Wiltshire on July 10th. Led by the Rev. W. Awdry they walked along the towpath of the Kennet and Avon Canal from Sydney Gardens. Here the canal is crossed by several ornamental cast-iron footbridges designed by Rennie and cast by Stothert of Bath in 1800. They passed the flight of five locks restored and re-opened on 4th June this year, only to be closed by vandalism on 6th June - a sad reflection on the present state of society. From the site of Dolemead wharf where the canal joined the Avon and Ralph Allen's tramway from his quarries on Coombe Down terminated the party walked along the river bank up to the weirs below Poulteney Bridge.

First stop after lunch was at Bradford-on-Avon where Mr Kenneth Ponting, well-known authority on the West-of-England cloth trade, took over as guide. Visits were paid to the famous Saxon Church and its 12th century successor, the impressive tithe barn and to view several fine clothiers' houses and mills. A hazardous journey through narrow lanes followed by a steep walk down to the river brought the party to Avoncliffe Aqueduct near which still stands a water-driven pump which used to lift water from the river into the canal.

Passing through Trowbridge where the most magnificent clothiers houses are both in use as bank buildings the next visit was to the finest of the district's churches at Steeple Aston. Despite its name there is no steeple on the square tower; after it was struck down by lightning in 1670 for the second time, the churchwardens decided it was contrary to God's will!

The day concluded with a visit to Mr Ponting's home at Edington. Originally a half-timbered Tudor house it had been enlarged

by a 17th century owner using three cartloads of stone from the remains of the nearby monastery, costing 14 shillings a load. The half-load surplus he sold back for 7/- ! Finally there was a brief stop at the nearby Priory Church with its 17th century pink and white plaster pannelled ceiling.

Mr N.C.Ferry thanked Mr Ponting and the Rev. Awdry on behalf of the party for their invaluable contributions to a highly enjoyable day.

#### Wiltshire. Swindon Area. Sept. 11th.

The evolution of the lines of communication over 4,000 years was the theme behind the visit of forty members to Wiltshire.

En route the lines of both the prehistoric Jurassic Way and the Roman Foss Way were crossed on either side of Tetbury. After passing under the GWR viaduct at Chippenham, the coach followed the route of Maud Heath's Causeway to Kellaways where the Causeway crosses the river and watermeadows by a 64 arch bridge erected in 1698.

Avebury, with its huge stone circle, was reached via the West Kennet stone avenue. The Ridgeway was again seen as it passed below Barbury Castle, an immense circular earthwork 875Ft up on the Downs.

The rest of the day was mainly urban around Swindon - traces of the Wilts. and Berks. Canal, closed in 1906; the Great Western Railway Village with houses of varying sizes for different grades of employees; the Mechanics' Institute; Medical Fund block and the Railway Museum houses in what was originally a 'barracks' for single workers.

After a vain search for any trace of the North Wilts. Canal aqueduct over the River Reay, near Morden power station, the road running alongside the route of the canal was followed to Cricklade.

The final call was to the southern portal of the Sapperton tunnel to see the progress being made by the Stroudwater, Thames and Severn Canal Trust in restoration.

#### Bristol. Oct. 10th.

The final excursion of the season took members to the Bristol region. The first stop on Durdham Downs was at the probable site of lead-mining activity in the Roman era while nearby a visit was paid to the 19th century limestone quarry, now surrounded by the fashionable Victorian Villas of Clifton.

The next port of call was appropriately, at the Cumberland Basin where half the party opted to see over Brunel's Great Britain, once again boasting an imposing funnel. The remaining 20 were taken on a conducted tour of the docks by the leader, Mr Robin Stiles. They were particularly interested in the

Fairbairn 35-ton steam crane erected by Stothert and Pitt in the 1870's and the remains of the extensive docks railway system which was formerly linked with Temple Meads station by a tunnel under St. Mary Redcliffe church.

After lunch at Siston Common a stretch of the alignment of the Gloucestershire and Avon Railway was inspected, the stone sleeper blocks were still in position. Nearby an interesting stone shed once housed a cider mill, the walls were curved outwards on each side to accomodate the horse-gin which drove the mill. The whole area was part of the Kingswood Coalfield and an 1881 pumping engine house was visited at Mangotsfield.

The final call was to Snuff Mills where most of the party walked the mile-and-a-half alongside the River Frome to Frenchay Bridge "erected by public subscription" and back. They passed the sites of several mills, including "Snuffy Jack's Mill" which collapsed around 1905.

NORMAN C FERRY.

#### THE SEVENTH ANNUAL CONFERENCE OF WESTERN INDUSTRIAL ARCHAEOLOGY SOCIETIES.

On Saturday April 3rd 1976 the seventh meeting was held, at the Reardon Smith lecture theatre in the National Museum of Wales, Cardiff. The meeting was opened by Mr. A.J. Flint, Chairman, South East Wales Industrial Archaeology Society, and Mr Robin Williams, Vice-Chairman of the Oxford House Industrial Archaeology Society, Risca. This was followed by a progress report on the Melingriffith Pumping engine restoration, in the form of first class colour slides strung together with commentary and music. A very worthwhile and down to earth project made into a restful and beautiful "film". Gordon Rattenbury then spoke on the Penydarren Tramroad, and John Van Laun packed a lot of information and slides of interesting I.A. sites into a talk on the Brecon Beacons National Park. Before breaking for lunch Douglas Hague gave a masterly disertation on Lighthouses.

Contributions in the afternoon included "Windmills in Somerset" and "The Ironbridge Museum". The South West Wales I.A. Society contributed a talk "Iron, Lime, Houses", on three mist enshrouded outings, why not call it "Come to Sunny Wales" next time! Bristol I.A. Society produced a lively but jargon encrusted talk on "Railway Signalling" which left most of the audience adequately mystified. GSIA completed the programme with a talk on "Cheltenham's Ironwork", and Prof. W. Minchinton closed the meeting.

AMINA CHATWIN.