Annual General Meeting

The AGM of the BBS and of the Brick Section of the BAA will be held by kind invitation of founder-member Major Gerald Charrington, at LAYER MARNEY TOWER on SATURDAY 27th MARCH 1982 at 10.45 a.m.

Programme

1045 op.	Coffee available at "The Angel" (1554 AD) HECKFORDBRIDGE (NGR 946218) 8 minutes drive from The Tower where, upon arrival, please park in forecourt, then assemble in the brick-built church of St. Mary the Virgin (c. 1520 AD).
1110	Our host collects us at the Church for a tour of the house.
1145 - 1245	AGMs held in the house.
1300 op.	If requiring luncheon kindly bespeak it personally and by not later than Monday 22nd March 1982, to Mrs. Rose Yarnell, The Angel Inn, Heckford-bridge, Birch, Colchester, CO3 5SP. Tel: 0206-330225.

Excursion:

1400	Cars leave pub by two miles of lanes to St. Michael & All Angels, COPFORD c. 1125 - 50 (NGR 936227). Pevsner dates its re-used Roman brick to: "not later than 1300".
1430	Six miles via old A12 crossing dual-carriageway at Marks Tey by A120 to COGGESHALL for the Abbey c. 1160 and St. Nicholas' Chapel, 1223, by kind permission of Mr. & Mrs. R.M. Brew.

Members intending to travel by train to Colchester please contact Geoffrey Hines (51 Marlborough Road, Ipswich, IP4 5BA. Tel: 0473-77116). He is recruiting volunteers to ferry them throughout the day. Both the UP and DOWN lines offer convenient arrival and departure times*. Requests cannot be met after 20th February.

Car owners will, we hope, offer lifts to neighbouring members.

From the North quit A12 at Colchester. Take B1022 signposted Maldon. Heckfordbridge is 4 miles SW from town centre on this road.

From the South quit A12 at Kelvedon. Take B1023 towards Tiptree and, in 2 miles fork left for Birch joining A1023 (north-eastwards) in half a mile. The Layer Marney turn comes in 2 miles at Smyth's Green and The Angel is 2½ miles further along this road.

* Times of trains, name of host and number of car notified individually.

Please return this reply slip by 20th February 1982 to:-

G.C. Hines, 51, Marlborough Road, Ipswich, IP4 5BA.

I will/will not be attending the AGM.

I will have.....guests with me.

I will require transport at.....from.....

Members name:.....

Members address:.....

.....

AGM cont....

Domestic Details

Transport

Essex and Suffolk members have responded generously to a request to meet any members or BAA guests at Colchester Station, convey them on the excursion, etc, and afterwards catch their trains home.

Members wishing to accept the offer should complete the tear-off slip at the foot of page 1.

Please note that the 0930 ex-L'Pool St to arrive Colchester 1020
and 0946 ex-Norwich " " " 1050

are the latest possible trains to fit in with the other arrangements.

Tea

Additionally to the luncheon facilities notified in Inform. 25, you can book a good tea at Coggeshall. The arrangements are similar, namely that you book, personally, by letter or 'phone to the respective proprietors by not later than Monday 22nd March. Four options of tea meals obtain:

Toasted Tea*	Pot for one. Toasted teacake with butter & jam. Fruit pie & cream.	£1.30
Farmhouse T.*	Pot for one. Brown & White B&B. Jam fruit cake. Ice cream.	£1.55
Cream Tea*	Pot for one. 2 scones with whipped cream. Brown & white bread, jam. Fresh cream cake.	£1.65
Fisherman's Tea*	Pot for one. Potted shrimps with brown B&B. Fruit cake.	£1.75

* Speciality teas 5p extra (I take this to mean China, Ginsing or whathaveyou)

Luncheon bookings to: Mrs. Rose Yarnell, The Angel Inn, Heckfordbridge, Birch, Colchester, CO3 5SP. Tel: 0206-330225.

Tea bookings to: Mrs. Wilson, The Toby Jug, 16 Market Hill, Coggeshall, CO6 1TS. Tel: 0376-61220.

AGM cont....

Market Hill also offers a convenient (free) car park, public lavatories and, for good measure, a cosy second-hand bookshop and an antique furniture shop which is also run by Mrs. Wilson. This can be 'Quite a Day' so do not plan to hurry home.

RECORD FORMS

Stocks of the following forms will be available for cash sale at the AGM:-

Individual Brick; Brickworks; Documentary Material & Casual Finds

Cost for 10	£1.50
50	£7.00
100	£10.00

Brick-kilns (printed on two sides) £2.00, £10.00, £13.00 respectively, for the quantities as given above.

BOOKS

Guide books may be obtained in advance as under:-

Layer Marney Tower	17pp illus.	30p	send min. weight postage & 8½x6" in cover
St.Mary the Virgin	4pp	20p	but NO MONEY - pay on arrival

from Major G. Charrington, Layer Marney, Colchester, CO5 9US.

St. Michael & All Angels. 8pp illus. 10p plus min. weight postage & 7½x5½" cover

from The Rev. L. Middleton, The Rectory, Copford Green, Colchester. CO6 1DB.

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* IMPORTANT REQUEST TO ALL MEMBERS *

Please complete this tear off strip and return it to Mrs. Laurence (address below) preferably by 1st March.

1982 Subscriptions are due - if you have not yet paid please do so now.

Name:_____

Address:_____

_____

Special Interest:_____

I am/am not prepared to answer queries from other members.

I have paid/include my subscription of £1.00.

I am a member of the BAA Brick Section and have paid my BAA Subscription.

Please return to: Mrs. M. Laurence,
44, Lyncombe Hill, Bath, Avon. BE2 4PH.

ACCOUNTS FOR YEAR ENDING 31st DECEMBER 1981

Accounts for the period 26th August - 31st December 1980

Current Account at Longton:-

Income		Expenditure	
Subscriptions	27.00	Postage & Telephone	24.51
ADD Overdraft at 31/12	1.24	Bank Charges	0.73
		ADD unpaid cheques	3.00
	£28.24		£28.24

Accounts for the period 1st January - 3rd September 1981

Income		Expenditure	
Transferred from Barclays Nottingham	72.03	Paying off overdraft	1.24
ubscriptions	50.20	Postage & Telephone	4.78
Credit from Barclays Nottingham(uncancelled standing order)	1.00	Postage & Telephone	14.00
			18.78
		Bank charges	0.51
		Balance transferred to Poole	102.70
	£123.23		£123.23

Accounts for the period 3rd September - 31st December 1981 - Current Account at Poole:-

Income		Expenditure	
Balance transferred from Longton	102.70	Postage & Telephone	8.60
Subscriptions	7.00	Transferred to Deposit A/C	50.00
	109.70		58.60
		Balance in Bank 31/12	51.10
			£109.70

Deposit Account

Income

Transferred from Barclays, Nottingham	189.20
Interest, June 1981	8.80
Interest, October 1981	5.06
Transferred to Poole	203.06
Transferred from Current Account	50.00
Balance at 31/12/81	£253.06

CHARFIELD BLOCK TILE AND BRICKWORKS - Part Two

The following article was forwarded to me by one of the authors Owen Ward. As I felt members would be most interested in the article itself, and as a fine example for their own work, I asked if we could use it in Information. Permission was given by Owen Ward and Will Harris, the authors of the article, and by the BIAS who published it in their Journal 13:1980 and our thanks go to all concerned.

The plant

The clay pit. In the early stages all the clay was dug by hand. Later a mechanical digger excavated the clay and also partially blended it.

The aerial ropeway. Each bucket held 4 cwt; the system could carry only one bucket between standards, and there were five standards between the claypit and the plant. The buckets discharged on to a platform at first floor level of the works building, and the clay was fed by gravity directly into the plant and the manufacturing process. This is fairly common modern practice, although brickmakers traditionally dug their clay in the summer and left it to over-winter in heaps so that the weather would do the n's share of the preliminary breaking down of the lumps. Modern works adopt heavier and more brutish devices for crushing and pounding the raw lumps. From the platform the clay was transferred via a conveyor and crusher to one of two dry pans. In each stood a pair of heavy grinding wheels, some 5ft in diameter and 1ft thick, shod with an iron band which could be regularly renewed. The perforated base, or chequer, on which they stood carried the clay and revolved beneath them.

All the grit that fell through the chequers was carried on conveyors up two floors above where it was further processed in rotary sieves, to judge by the round holes in the woodwork casing. Chutes took outsize pieces back down to the pans, while the sieved brick earth was dropped down into a 'box' or hopper, which fed it to mixers where water was added.

Next the clay was fed wet to a grinding pan and then left to soak in under-floor pits some 20ft square and 7ft 6ins deep. The water was pumped from half a mile away to the east, here a stream goes under the railway and where there was a pump house for the works, to a reservoir at the north-west corner of the building. When the product changed in 1957 the soak pits were no longer used. Instead, clay was left out to weather to the east of the plant and possibly by the pit.

The power for driving the ropeway and most of the other machinery, and the heat for the drying corridors, all came from a single steam engine. This has been described as a 500 hp compound engine with a ten ton flywheel and sixteen cotton rope drives. When removed, the Lancashire boiler, approximately 32 ft long and 12ft in diameter operating at 150 psi, was retained. The engine was superseded by a Bellis and Morcom engine driving two generators which provided electric power for the plant, but after a couple of years, power was supplied from the mains via a new transformer house. The original engine was installed in the north-west corner of the plant, with its circular 80ft chimney. All the machinery, even the engine, was supplied by Bradley and Craven (the main manufacturers and suppliers of brick-making machinery today). The engine was probably not of their own manufacture, but may well have been one of Ruston's. Water and coal for the engine presumably came from the sources already referred to, but near the engine house was a well with a pump which drew drinking water. 'A lot was needed;

All that remained to be seen of the machinery in the derelict workshop when the authors visited in July 1975 were the machine beds and bolts, and a scatter of stumps where supporting brackets and girders had once stood. The plant had been modified since its installation so a reconstruction of the original process is especially difficult, even though two or three of the men who worked at the plant during much or all of its productive period have been able to help. The following description of the later stages of the process is reconstructed from such sources.

The pugmill beat the air out of the clay with paddles and then compacted it by forcing it along with a helical ram until it was extruded through an appropriate die. Some dies still lay on the site in 1975, probably discarded as being too badly worn for further use.

If the early blocks were sandfaced, as they presumably were ('rough finish' is how the 1932 article describes it) the machine to etch or add the facing would then lie before the cutting machine. From the cutting machine the bricks or blocks were fed on to racks ready for the dryers. The tile process is less well known, but one former employee says that the plant started with two presses, rising later to six. The hand tilers produced about 250 pan or Roman tiles per day. Some ridge tiles and specials were also produced. Possibly production started with pantiles, with the Broseley and Double Roman tiles coming later; certainly the photo of 1932 shows Double Romans on the rack.

After the final stages in the cutting and pressing of the 'wet' blocks or tiles, these were fed immediately to racks which were handled rather like modern pallets. They were loaded on to lifts or 'descenders' seen in the 1932 photos. There were brackets to support the ends of the racks and they could be raised or lowered so that a pair of brackets could be offered to the racks at working level. A set of eight racks, one above the other, was then swivelled round on the descender and taken off by a kind of manually operated eight-decker fork-lift truck on rails. Thus loaded, the truck (or 'dram') was pushed onto a turntable or transfer car running on another set of transverse rails set a little lower in the floor and to the great Keller drying corridors.

There the dram was wheeled off the transfer car and along the tracks into the dryer and the racks lowered onto eight projecting ledges of brickwork which ran the length of the corridor. The dram was then withdrawn to pick up another load from the descender until the corridor was filled.

The huge drying corridors, fifteen of which remained in 1975, were an imposing sight even in their derelict state. The solid black wood doors were encumbered with weighty bolts and levers, and padded and lined with a kind of black-painted bitumenised felt. In operation each block of five (there were two such blocks in the 1932 photos. and two more blocks of five were added), was filled with steam supplied by the steam engine and controlled by a system of pressure valves adjusted to minimise the accumulation of

CHARFIELD BLOCK TILE AND BRICKWORKS - Part Two cont....

condensed water in the dryers. Each block of five was ventilated by a huge timber vent, or 'economiser', similar to an oast-house vent, set in the roof above. The word 'economiser' as used here should not be confused with its more usual connotation associated with the steam engine to which reference is made below. One block of five Keller dryers was demolished in 1956-7 and replaced by a set of seven 'home-built' ones wide enough to take fork-lift trucks.

A transport system, similar to that previously described, retrieved the products when dry with the final delivery to the kilns made across the yard on a four-rack high trolley, running on portable metal plateways. The eight-rack descenders therefore had to be unloaded in two stages. These latter descenders were still in situ in 1976; those between the brick machines and the corridors were not present, but the pit for one, and the base of a turntable for the dram immediately alongside it were noted. Oral evidence confirms that these were dispensed with while the plant was in operation, partly succeeded by fork lifts.

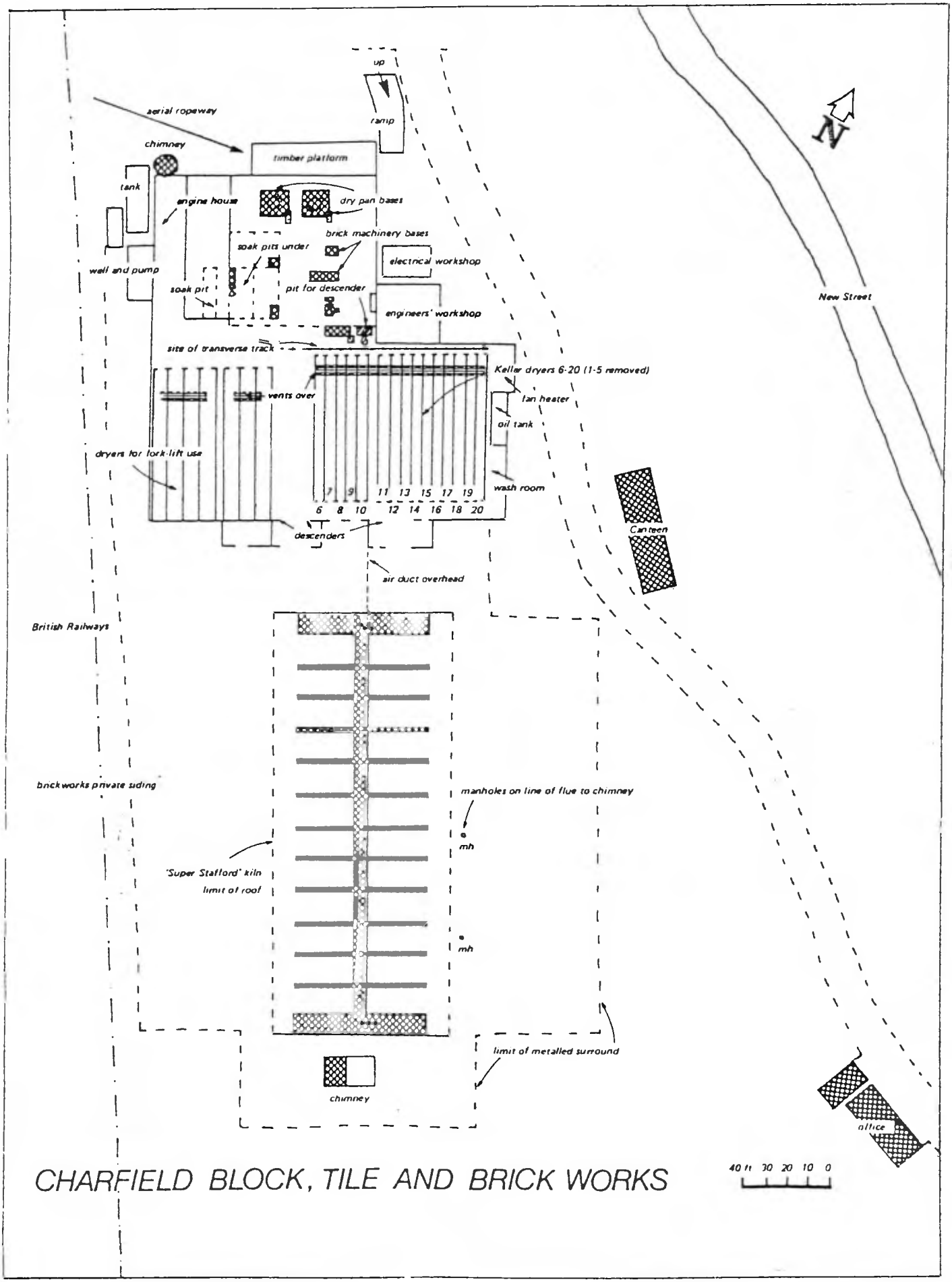
The Kilns. The Phormium Cavity Block Company built a battery of four rectangular down-draught kilns. The temperature of the first kilns was judged by thermascopes viewed through two small holes left in the wicket. One of the first firings was done by a burner from Cattybrook, but the wrong thermascopes were being used and the kiln was grossly overheated. When the Great Western Brick and Tile Company purchased the plant in 1932 work was started on a continuous eighteen-chamber Staffordshire transverse-arch type of kiln, of which only the foundations were ever completed. When G.H. Downing and Co. assumed control they built a number of circular down-draught kilns and the 1955 O.S.O. map shows perhaps nine circular kilns. In 1956-7 these circular and rectangular kilns were demolished and an eighteen-chamber transverse-arch kiln constructed in their place. This was oil fired and could be loaded and discharged by forklift truck. In 1960 six additional chambers were added at the east end of the kiln, three either side: the buttressing at each end of the kiln was much more substantial than that at Shortwood, Mangotsfield. The design of this kiln was suspect. At some point the internal flue system collapsed and an external underground system that encircled the kiln was excavated to replace it. Ducting carried exhaust gases from the chambers through a vent in the wicket into the subterranean flue. A fan at the foot of the 1956-7 chimney drew the exhaust gases from this flue. A second overhead flue system suspended from the girders of the kiln roof carried hot air drawn from vents in the chamber roofs via portable ducting to the drying corridors.

Steam drying was abandoned because the hot air system offered energy savings in drying of the order of 70%. (However, the workers claim that hot air drying was 'never as good' as steam drying). As a consequence of these changes in 1956-7 the steam engine was scrapped, the economiser by Greens sold to H P Sauce of Birmingham, the boiler to a buyer in South Wales and the railway siding lifted. When the engine was removed it was replaced by two Bellis and Morcom generators. With the increase in output of the new kiln, the ropeway was no longer sufficient to handle the supply of material from the pit. Road haulage was used instead but the ropeway was retained in reserve and test run once a month. The last kiln was fired in June 1969 not quite forty years after the firing of the first kiln. The arch of one chamber collapsed on to the bricks inside it during firing, so that the chamber was never drawn. It remained so with its load of bricks until the site was cleared.

The brick industry was about to embark on a period of major technological change, and with this, coupled with continuing problems in the quality of raw material, meant that the site did not justify the investment required to replace the plant. Downings continued to remove bricks from the site after production ceased, employing three men initially, until Joe Clark was laid off in July 1973.

In the course of thirty-five years or so Downings remodelled the plant more than once. The difficulty of tracing the process in detail has already been explained. A de-airer and its associated vacuum pump were on order in 1939 but cancelled with the onset of war. The de-airer was intended to remove air from the clay mix so that it was easier to work and to reduce the danger of laminations occurring in bricks and tiles. This was an inherent tendency in bricks produced from these works, aggravated in thinner wares like cavity blocks, but the likelihood is that it was caused by some constituent in the clay rather than by incorrect preparation. Curiously enough the addition of a little barium carbonate to the clay, normally a successful palliative to reduce staining and scum due to sulphate salts, only made matters worse. Production was suspended at the outbreak of the Second World War but was resumed, at least partially, later in the war when cowls were fitted over the kilns to maintain the blackout. The plant was also used to produce parts for air raid shelters and at one stage material for munitions were stored in the drying chambers. A number of wooden huts were erected on the site by the military. At the end of the war, one of these huts was converted into a canteen whilst the others were moved to other Downing plants to perform the same role. It is known that most of the working machinery which was dismantled before 1973 went either for scrap or to a works then being re-equipped at Accrington.

To be concluded in Information 27.



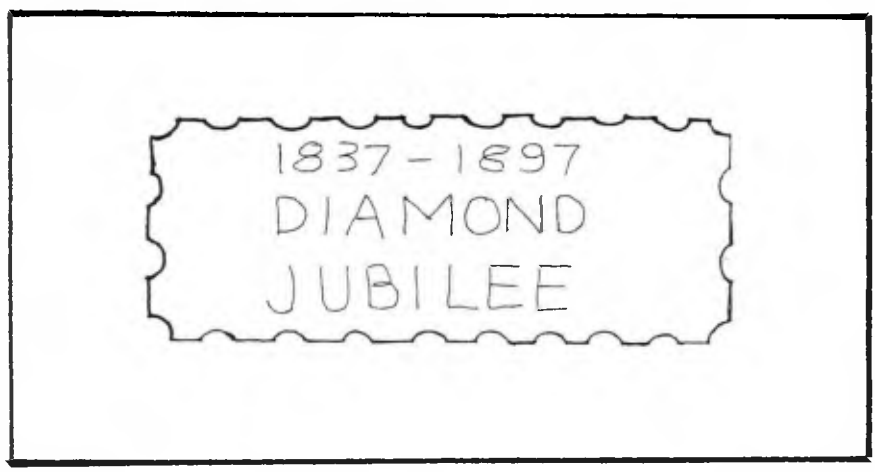
CHARFIELD BLOCK, TILE AND BRICK WORKS

By Owen Ward and Will Harris

UPMINSTER TITHE BARN AGRICULTURAL & FOLK MUSEUM

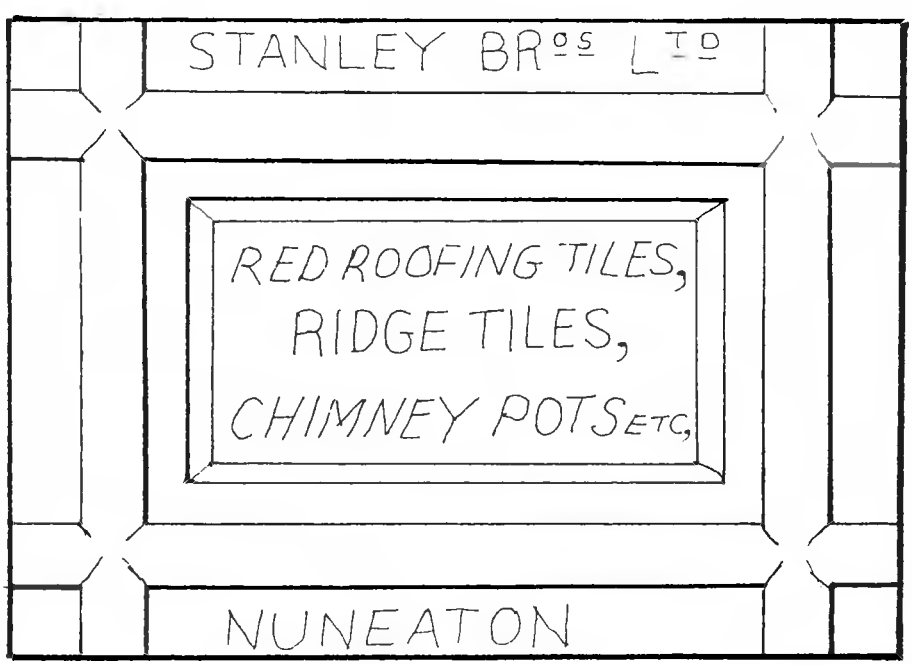
This museum is housed in a 15th century thatched barn and is run by the Hornchurch & District Historical Society. They have a large collection of wood working tools, farming exhibits, domestic items, bygones and local iron work. A special feature has been made of the local bricks as Upminster was in the centre of a brick making area. They have a large collection of red (and white) architectural moulded bricks made by James Brown of Upminster. The work of other Essex brick makers is also represented including land drains, malting bricks and stable bricks of Staffordshire Blue fame.

STABLE BRICK



Scale half full size. 2¾" deep. Top divided into six.

PAPER WEIGHT/PENCIL TRAY



Scale full size and ½" deep, made in hard terra-cotta.

James Brown owned several other brick works in the area and the museum hope to publish something for their bookstall in the future and we look forward to hearing about it. Our member J.M. Howell keeps the catalogue for the museum and her husband is Chairman of the Museum Committee. We hope their collection goes on increasing in the new year.

DECEMBER 1980. J.M. HOWELL

VISIT TO LAYBROOK BRICKWORKS

On Wednesday 29th October 1980, by courtesy of the Institute of Quantity Surveyors, three members of the Brick Study Group visited the Laybrook Brickworks of Ibstock Brick Hudsons (TQ 115 187). The works produces clamp-fired facing bricks, using the soft mud process, a broadly similar method to that employed at Freshfield Lane Brickworks (see Newsletter No. 23 July 1979) but on a somewhat larger scale.

We did not visit the clay extraction site but were told that there was a good supply of brown clay which lies to a depth of 30ft., below which a layer of blue clay extends for a further 15ft. A red clay which lies below this has not so far been exploited. The clay is dug in summer and left to stand in heaps to allow some water to penetrate it. The two types of clay are then mixed in the proportion of 40 dumper-buckets of blue to 80 buckets of brown, to which 100 buckets of coke breeze and a small amount of sand are added. This is done via a box-feeder and additive hoppers, raw materials being automatically fed in the correct proportions to the wet pan, where water is added and primary grinding is performed by two edge-runners. From there the pug is carried on a conveyor to a double-shafted mixer where further crushing takes place between rollers with a 7 mm gap between them. Finally the pug passes through yet another mixer with only a 3 mm gap between the high-speed rollers.

When the moulding stage is reached, the process is only semi-automatic. The machine which is used was originally made by Berry of Manchester, but Hudsons now have the patent and make the machines at their works at West Hoathly. Three men are required to man the machine, taking turns to do the heaviest jobs of unloading the four-brick moulds and turning the bricks out on to trays for drying. The empty moulds, when replaced in the sander, are automatically sanded, circulated and filled by the machine. Using this method, approximately 2000 bricks can be made in an hour. There are five machines in use and a total of about 435,000 bricks are produced each week. Special shaped bricks, of which Hudsons make a very wide range, are of necessity hand-moulded in individual moulds. Four types of sand are used to produce different surfaces. All are of Sussex origin.

From the moulding area the racks of brick trays are wheeled to the drying chamber, heated by liquid propane gas, where they spend between 48 and 55 hours. Specials need to be dried more slowly and are left to stand for a week or more in the current of warm air which escapes from the drying chamber. As the water is driven off, the bricks shrink from 245 mm to 242 mm in the drying chamber, with a further reduction to 215 mm in the clamp.

There are three clamp sheds, each open on three sides, so that at any given time one clamp is being set, another is burning and the third being drawn. The bricks are set in the clamp by hand. Firstly, a layer of burnt bricks is placed on edge with air spaces between them, then a second layer is laid flat to form a solid floor. 6 in. of coke doubles are laid on top of this, followed by the green bricks, including the specials. The clamp, when built, is cased in under-burnt bricks from a previous firing, excluding air so that much of the burning takes place in a reducing atmosphere, which is responsible for colour variations in the bricks. When the coke bed is lit at one end of the clamp, this supplies the 'match' to ignite the bricks which, as they contain a proportion of fuel, burn themselves, reaching a temperature of 950° - 1000° at peak. A clamp contains approximately 1,500,000 bricks and takes about 12 weeks to burn from end to end.

As soon as the bricks have cooled they are drawn by hand and sorted. Different parts of the clamp produce darker or lighter bricks and a good deal of skill is required to know where to set 'specials' for example, to ensure that they come out the desired colour. Some bricks inevitably are underburnt and are used to case the next clamp. Overburnt bricks can be sold as footings and the company claim that wastage is as little as 10%.

VISIT TO LAYBROOK BRICKWORKS cont....

This largely traditional method of brickmaking, although fairly labour intensive, is low in capital cost and produces bricks of good quality and attractive appearance.

October 1981 M. Beswick and E.W. O'Shea

From Sussex Industrial Archaeology Society Newsletter No. 32 October 1981

ENQUIRIES

SYRIA & PALESTINE

I am engaged on a History of Ancient Building in Syria and Palastine and materials for construction form an important section. I would of course welcome seeing any records anyone may have concerning ancient brickwork from the area.

I would also like information on the engineering properties of mud brick and baked brick. I have come across some figures concerning the crushing strength of mud bricks and have made some deductions of my own directed towards the question of safe loading of mud brick structure and the possible approach to critical stresses.

Replies please to: G.R.H. Wright, University of Munich, Meiserstrabe 6, 8000 Munch 2, den Germany.

JUST FOR INTEREST

In Botswana in the area of the Kalahari Desert, an experiment is being made to construct buildings of unfired bricks which have been coated with a thin layer & fibre reinforced cement.

November 1981 A.H. Stamp

MATHEMATICAL TILE SYMPOSIUM

The Symposium was held on 14th November 1981 at Ewell, Surrey, and it was a great success, being oversubscribed. Seventy people attended and saw exhibits brought together from many parts of the country and heard talks from 15 people. During the day a wall of mathematical tiles was built by Bob Baldwin of the Bricklayers Guild, which was donated to the Bourne Hall Museum, Ewell. Alec Clifton-Taylor chaired the Symposium and wrote the forward to the booklet on the Symposium.

The booklet is of 44 pages of very small print, and includes one map to show the distribution of tiles in Sussex, four drawings of tiles on the cover, and a sample recording form for mathematical tiles and articles from 15 contributors about the tiles in Kent, Surrey, Sussex, Lewes, Berkshire, London, Hampshire, Salisbury and Wiltshire, East Anglia and Holkham tiles at Penrhyn; about the use of tiles, the recording of tiles, brick and tile taxes, production of tiles Keymer Brick & Tile Company, and the conservation and restoration of mathematical tiles. The booklet is also to be recommended for the full lists of references at the end of some contributions which will provide the reader with further sources of material on this subject. The booklet is available £1 post free (cheques made payable to VAG EWELL SYMPOSIUM) from M. Exwood FIERE, 64 The Green, Ewell, Epsom, KT1 7JJ, Surrey.

The Symposium have kindly presented the British Brick Society with a copy of the booklet, and we offer them our thanks and our congratulations on the success of the Symposium.

December 1981 Report by Maurice Exwood

Booklet details W.A. Los

THE BRICK TAX AND LARGE BRICKS

Correction to article in Information 25:-

Norman Nail of Cheam in Surrey has pointed out to me that the introduction of the size ban, whereby bricks over 10" by 5" x 3" were charged with double duty, was enacted in 1801 (and not 1803) by 41 George IIIC91. The 1803 "Consolidation Act" confirmed all the duties of Excise. (Nathaniel Lloyd's book "English Brickwork" also got it wrong!)

December 1981 Maurice Exwood

BOOKS

"Bricks and Tiles A Village Industry" by Molly Beswick.

This booklet of 13 pages contains 1 map, 4 diagrams of types of bond, 4 photographs, a copy of 2 pages of the brickyard ledger, a copy of a firms letter and 9 pages of text. It is published by the Warbleton & District History Group and may be obtained from Mrs. M. Beswick, Turners House, Turners Green, Heathfield, East Sussex, TN21 9RB. Price 50p plus 16cm x 23cm stamped addressed envelope.

"The Story of Hewnuyères The Home of the Belgian Kiln" by J. Van der Meerschen

Translated with additional notes and illustrations by Martin Hammond, is now available from the translator at 13, Jackson Road, Parkstone, Poole, Dorset, BH12 3AJ. Price 60p including postage.

It is historical notes on one of Belgium's largest brick and tile works, established in 1879 and closed in 1980 after nearly four years as a subsidiary of Ibstock Building Products. The translator has surveyed four original Belgian kilns built at the works between 1891 and 1909, and a cross-section of one, redrawn from original drawings, is illustrated.

A letter from John Dunsford, Marketing Manager of Ibstock, informed Mr. Hammond that the Wanlin Works (see Information 25) owned by the same Belgian subsidiary, was almost totally destroyed by fire on 21st-22nd November 1981, but it is hoped to rebuild it. The drying chambers over the kilns were largely of wooden construction.

Crossed cheques/P.O.s to be made payable to M.D.P. Hammond.

EDITORIAL

May I draw your attention to the tear-off slip on page 3. It is not just for members to send in subscriptions, but asks for important additional information.

Please will all members, individuals and organisations return the slip by March 1st to help the administration of the Society to check that our records are complete and up-to-date.

MICHAEL HAMMETT

Infm. 27 is due out in May and all items should reach the editor by Friday 2nd April '82 at "Peran", 30 Plaxton Bridge, Woodmansey, Beverley, East Yorkshire. HU17 ORT.

The issue will conclude the article Charfield Block Tile & Brick Works, and continue the big brick theme with an article Wilkes' Gobbs, details of a brick makers party, clay trains in Germany and details of a railway book that is most useful to the student of brickworks.

EDITORIAL cont....

If any member of the Society feels he or she has the time to do the job of editor, particularly if they are in personal contact with other officers of the Society, some times during the year, I will willingly relinquish my post. (I have no intention of moving from this outpost in the North)!

Lecture on Tudor Brickwork

Mr. P. Drury is delivering a lecture entitled "Tudor classicism in brick; a preliminary study of the architecture of Hill Hall, Essex, 1568-1580" on Wednesday 3rd March to the British Archaeological Association at the Society of Antiquaries in Burlington House, Piccadilly, London W1. Members of the BBS are welcome to attend. Tea will be served for 4.30 p.m. and the chair will be taken at 5.00 p.m.

MICHAEL HAMMETT