

NOTES

BUILDINGS : During 1970 the Society was asked to comment on over sixty applications for alterations to listed buildings. The majority of these were unexceptional and indeed in many cases the proposed alterations involved the removal of later accretions and reinstatement of the original windows. Happily there were few applications for actual demolition, the most serious loss being the Dovecote at Ravenstone, but that at Monks Risborough now appears to be safe, although now hemmed in by new housing.

Bradwell : The future of the Windmill continues to be a matter of some anxiety but it is hoped that eventually it may be taken over by the Milton Keynes Corporation for preservation.

Datchet : Satis House, 47 Horton Road. Application to demolish this fine 18th century house was first made in 1967. The Society has persistently opposed the proposal. At a local enquiry held in May 1970, the Ministry Inspector recommended that consent be refused and the Minister subsequently confirmed this recommendation.

Marlow : 24 West Street. A proposal to demolish this group of buildings and erect a supermarket could have been disastrous in this very fine street. The Society opposed demolition and the County Council took the same line.

Olney : 6 High Street. This street is one of the most satisfactory "townscapes" in



PLATE Xa. *Thornborough Bridge.* (see Notes, p. 443)



PLATE Xb. *Bledlow Cross* (see Notes p. 444)

Bucks and the proposed demolition of No. 6, a substantial 18th century house was opposed by the Society. The County Council decided to not permit demolition and the Ministry upheld this view.

Stowe: The daunting and expensive task of restoring the unique series of 18th century follies and monuments in the grounds of Stowe continues. In 1969 work started on Gibbs' Gothic Temple, in 1970 on Vanbrugh's Bourbon Tower; both will be used as residences in future.

Thornborough: Thornborough Bridge, the only medieval one in the County, is on the B.3034 main road from Buckingham to Bletchley. The County Council have announced plans to build a new bridge a little to the south and the old bridge will be preserved. (see Plate Xa)

E.V.

DEMOLITIONS. Demolitions or defacement by alteration of ancient properties continue at an alarming rate, though some amelioration can be hoped for by the creation by the County and Local Councils of Conservation Areas in a number of towns and villages. A recent casualty is the Red Lion in *High Wycombe*, now being "modified" to accommodate Woolworths, though we are assured the façade is to remain.

There has been an enquiry into the proposed demolition of Nos 1 and 3, Church Street and 2 White Hart Street, *High Wycombe*, and the Minister's decision is awaited. This is an important seventeenth-century property, formerly the Chequers Inn. A token of John Juson, the Innkeeper in 1669 was mentioned in George Berry's paper of Chepping Wycombe Token Issuers, in *Records of Bucks*, Vol. XVIII, 150-163. Demolition was opposed by local amenity societies, the C.P.R.E., S.P.A.B. and other bodies on the grounds of the importance of the building in itself, the fact that it stands within a designated Conservation Area and contributes towards the townscape at the centre of High Wycombe, and the fact that a high proportion of all other old properties in the town have already been destroyed.

CHURCH RESTORATIONS. Important *works of restoration* have been carried out at STONE (West tower, South aisle, porch etc.) HILLESDEN (replacement of perished stonework, pinnacles, parapets, etc.): WILLEN (repair and redecoration of the interior, following consolidation of the roof and walls, etc.): LANGLEY MARISH (redecorating of the interior, plaster, repair of hatchments, cartouches of "the Sentences", restoration of the Kedminster monument, etc.): STOKE POGES (repair of nave roof and other structural work, redecoration of interior, including cleaning and embellishment of the 18 surviving hatchments): SHABBINGTON, (structural maintenance, restoration of Georgian Royal Arms).

It is reported that serious settlement cracks have reappeared at EDLESBOROUGH as a result of the exceptionally dry summer—a structural defect to which this church, built on an artificial mound and in a very exposed position, has been subject for several hundred years.

WING AIRPORT. The outcome of the Roskill Commission on the siting of the third London Airport at Wing/Cublington is still awaited. The most vigorous objections have been maintained throughout the lengthy proceedings by most Buckinghamshire authorities and amenity bodies. The possible demolition of three churches and villages (STEWKLEY, CUBLINGTON and DUNTON) and the rendering almost uninhabitable of nearly a dozen more (WHITCHURCH, WING, WEEDON, HARDWICK, OVING, SOULBURY, STOKE HAMMOND, etc. etc.) is involved in this matter.

MARSH GIBBON. A wall painting of considerable interest has come to light in a cottage in Marsh Gibbon. This is the house listed as Monument No. 12, on p. 192 of the Royal Commission's North Bucks volume. My attention was kindly drawn to this by our member, Mr. John A. Cutforth, who lives in Marsh Gibbon. Painting first appeared on the reveals of a room on the ground floor at the back of the house, and consisted of a large, coarse foliage design with very thin, black scroll stems, not unlike the decoration in the house in London End, Beaconsfield described in *Records of Bucks*, Vol. XVIII, 78-86. Similar irregular scroll foliage appeared in a room on the road frontage of the house, and alongside it, near the fine door mentioned in the Royal Commission, a figure—on full uncovering of this area of wall, the figure proved to be a man playing the bagpipes. It is of crude execution with a grotesque attempt at showing plaid or tartan, and had been covered with a thick layer of hair plaster. A scottish figure suggests the union with Scotland in 1603, and the work certainly is of the early seventeenth century. It is hoped to consolidate and preserve the painting and photograph it.

E.C.R.

A NOTE ON TWO FAMOUS RAILWAY COACHES, BUILT AT WOLVERTON AND PRESERVED IN THE MUSEUM OF MODERN TRANSPORT, CLAPHAM, LONDON, S.W.4.

As well as making ordinary carriages for public use the railway companies built a number of special ones for royalty. Some of these carriages have been preserved for posterity and are, at present, in the Museum of Modern Transport in London.

Worthy of note are two very luxurious royal saloons built by the London and North Western Railway at their Wolverton works. Both these coaches contained day rooms and night rooms, the latter with beds, baths and wash basins; in fact every necessity for the sovereign's comfort. At they travelled from London to Scotland, they needed considerable accommodation for the journey.

The first of these two coaches was built in 1869 for Queen Victoria. The day compartment is furnished with a sofa, easy and occasional chairs, footstools and a table. The ceiling and sides are heavily quilted in white and blue watered silk and the floor covered with thick carpet.

The other royal saloon was built in 1903 for King Edward VII. The furnishings reflect the needs of a male sovereign. The day saloon was decorated in white enamel with upholstery of a Jacobean design. Adjoining the day saloon is a smoke-room panelled in fiddle-back mahogany, with furniture upholstered in green leather.

These are only two items of a large number of exhibits, large and small in this museum.

P. S. Richards.

(By courtesy of the Curator, the Museum of Modern Transport, Clapham.)

ST. MARY'S CHURCH, AYLESBURY

Recently over a hundred parish books were found in an upper room in the church. The majority are poor law records, but there are also churchwardens' and highway surveyors' accounts. They have been deposited on loan with the Society which already holds the parish registers from 1730 on, the earlier books being in the County Record Office. These parish records are remarkable and give scope for research into problems of poverty and population as well as other aspects of the history of Aylesbury.

BLEDLow CROSS. In *Records XV*, p. 148 it was recorded that the chalk cross had been scoured on 27th September 1947 by the President (Sir Alan Barlow) and ten members under the direction of Mr. C. O. Skilbeck. Dr. K. P. Oakley, one of these concerned

has sent a photograph of the work and this is reproduced as Plate Xb. He also draws attention to a short article in *Antiquity*, Vol. XI, No. 42, 1937 on The Chiltern White Crosses by W. Lindsay Scott; this summarises the available evidence for the dating of Bledlow and Whiteleaf Crosses and comes down in favour of an 18th century origin for both, although there is an ambiguous reference to Bledlow in a document of 1350.

ORDNANCE SURVEY

The Ordnance Survey Archaeological Officer, Mr. R. W. Feacham, has prepared notes on the usefulness of maps to archaeologists. The current O.S. map catalogue lists the standard maps which contain an up-to-date record of archaeological features as well as the series of special archaeological and historical maps.

E.V.