

GLOUCESTERSHIRE
SOCIETY
FOR
INDUSTRIAL
ARCHAEOLOGY



Patrick Lane T.D.

FOSTER IRON MINE
COLOUR WORKS - MILKWALL .

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GLoucestershire Society for Industrial Archaeology

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THE AIMS OF THE SOCIETY -
to stimulate interest in,
to record, to study and,
where appropriate, to preserve items of industrial archaeology, especially in the County of Gloucester.



EDITORIAL

In this issue Mrs. Haine continues her painstaking researches into the history of the cloth mills in the Painswick Valley. Hugh Conway-Jones records the (literal) unearthing of a tram-road siding at Gloucester Docks. We also give a warm welcome to two 'guest' contributors: Dr. Torrens and Mr. Penn. Both of their articles break new ground.

Little has come from the Forest of Dean this year. But David Bick has promised for the next issue an article on limekilns, and he is also continuing research into turnpike roads west of the Severn. On the subject of roads, we draw readers' attention to various 'recovery' works, such as that undertaken by the Cirencester-based Turnpike Study Group, and also that of a small group at Drybrook.

Lastly - but not least! - readers will have seen with pleasure that once again Pat Lane has contributed another of his very attractive drawings for the cover of this Journal. We are most grateful to him for this.

Would-be contributors please note that the Editor has moved to Shropshire: address on the inside back cover. Articles, papers etc. should reach him NOT later than 31 December this year.

Christopher Cox.

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GUEST CONTRIBUTORS

HERBERT PENN Most of Mr. Penn's working life has been spent with a large provincial building firm. In 1977-78 he was President of the Chartered Institute of Buildings. He is a member of the Glass Circle and of the newly-formed Glass Association, and is a keen collector of 18th century English drinking glasses. On retiring from work, he moved to Painswick, and is busy compiling a slide collection to illustrate the making of glass in Gloucestershire.

HUGH TORRENS Dr. Torrens is a senior lecturer in Geology at the University of Keele. A member both of the Newcomen Society and of BIAS, he has a particular interest in the technological history of the Bristol area.

* Frontispiece: Map of Teague's Railway. See Journal for 1982, Forest of Dean Tramroads, by I.J. Standing. This map had to held over from last year for reasons of space.
sorry!

14th ANNUAL CONFERENCE OF WESTERN INDUSTRIAL ARCHAEOLOGICAL
SOCIETIES

The 14th Regional Industrial Archaeology Conference was held on 26th March in Exeter University, the hosts being the Exeter Industrial Archaeology Group. It was attended by members of most Societies in the South West, and South Wales who, after morning coffee were welcomed by Professor W. Minchinton. In his introduction, Professor Minchinton said the existence of so many I.A. Societies showed an encouraging interest at grass roots level, but he stressed the need for more professional means of recording, surveying and, where practical, preserving, and for official support at national level. *

The first speaker of the morning was Mr. Eric Taylor, of the BRISTOL INDUSTRIAL ARCHAEOLOGY SOCIETY, who spoke about lime kilns, his aim being to show the varying styles of architecture in relation to the regions where they are to be found, and the uses to which the lime was subsequently put. It was interesting to compare the smaller kilns used to supply the agricultural areas of Devon and Somerset with the larger ones found in South Wales which supplied the early iron and steel works. **

This was followed by Mr. David Greenfield of the SOMERSET INDUSTRIAL ARCHAEOLOGY SOCIETY, who showed slides of the few remaining iron bridges to be found in Somerset, including designs and plans and old photographs of some bridges now rebuilt or modified. The original bridge at Bridgewater bore striking resemblance to the one at Coalbrookdale, whose builders were involved in its construction.

The third speaker was Mr. C. Carter of the TREVITHICK SOCIETY, who displayed a model of Dolcoath Mine as it was in 1906, and which he is still in the process of completing. He discussed the sources of information on which he is basing his designs, including O.S. maps of the period, plans, papers from other involved commercial companies, photographs, mining journals, etc., and many useful tips were given to other would-be model makers.

The morning session closed with Mr. Ray Bowen of the OXFORD HOUSE INDUSTRIAL ARCHAEOLOGY SOCIETY describing communications in the Gwendraeth Valley. The increase of industry there in the mid-18th century gave rise to the construction of canal and railway systems, and slides were shown of these as well as of the remains of the harbour at Burry Port at the foot of the valley, from which great quantities of coal were once exported.

The Catering Staff of the University provided an excellent lunch in very pleasant surroundings where members were able to relax and discuss individual projects. Publications issued by the various Societies were available for inspection and sale.

The afternoon programme began with Mr. E.N. Masson-Phillips, of the EXETER INDUSTRIAL ARCHAEOLOGY GROUP, speaking about Roadside Monuments in Devon, where it is now County policy to record such items. Slides were shown of a great variety of monuments ranging through boundary- and sign-posts, mile-stones, toll-houses of different designs, cast-iron tethering posts for horses, and various gate- and stile-posts. Our own Society member, Mr. C. Cox, followed in similar vein with a series of slides of parish boundary posts around Stroud, and showed how they reflected the industrial change and growth of the district during the 19th century.

The final talk was given by Mr. A. Barrington-Brown, of the SOUTH WILTSHIRE INDUSTRIAL SOCIETY, who described how to go about the production of monographs on a limited budget. His Society has successfully produced a number of papers on individual subjects rather than a Journal consisting of a number of articles on various subjects, and many useful ideas were discussed in relation to this.

After tea, general discussion took place. The main topic was industrial settlements and housing erected by employers. Although much has been published about the more obvious and better-known examples, such as Bournville, much research and recording is still to be done with lesser-known places, and this is a subject receiving attention from Professor Minchinton.

It was agreed that the Conference in 1984 should be held in early April in BUTE TOWN, CARDIFF, under the auspices of the BUTE TOWN HISTORICAL STEAM SOCIETY. A vote of thanks was given to Professor Minchinton and to the Exeter Industrial Archaeology Group for organising and hosting this year's Conference.

Alice Carter.

all over the
place, of course!

The programme for summer visits in 1983 was arranged by Mr. Jim Simmons, supported by our Chairman, Mr. John Foley. In April, Mr. Simmons suffered the great misfortune of breaking a leg whilst walking in the Lake District. We are most grateful that despite his obvious difficulties he carried on looking after the arrangements, even though he was unable actually to come on any of the visits during the first half of the season. Thanks are also due to those who ably led on the day in Mr. Simmons' absence.

R.W.

* * *

VISIT TO THE HEREFORD & GLOUCESTER CANAL 10 April 1983

A small group of stalwarts who braved the weather - and the mud! - was rewarded with a most interesting historical analysis of the development of the Hereford & Gloucester canal, by Michael Handford.

Despite the conditions, we were able to see most of the worthwhile remnants on the stretch from Newent to Ledbury, and to enjoy our lunch at the Beauchamp Arms, a friendly 17th century village inn at Dymock.

We shuttled in cars along narrow lanes and walked the course from various key points. There was much of interest at Newent (where the canal and abandoned railway routes both coincided and diverged), including the very inland 'Anchor Inn', lock-chamber sites, the construction of the Oxenhall basin to serve coal traffic (which never really materialised) and the nearby portal of one of the tunnels. The other end of this tunnel near Dymock was well hidden in woodland and now seems to be in danger of complete burial by silt being washed down by surface water draining from the nearby M50 motorway.

North of Dymock the canal and railway routes coincided once more on the edge of a housing estate with only a railway platform and a very elongated children's playground built over the original canal bed marking this part of the route. At other shuttle stops little did one realise that a modern-looking property by the roadside was once a canal wharf, or that an apparent storage barn near Ledbury, now being used as part of an engineering factory, was an unique purpose-built navvies' barracks, and a threatened building for which rescue funds are now being sought.

The results of Michael Handford's painstaking researches were augmented with a considerable share of local knowledge from Inett Homes (very much a home stretch of the canal for him), and much of the site-visiting was only made possibly by the previously-obtained permission of several landowners, to all of whom we extend our thanks.

D.L.V.

* * *

SOMERSET VISIT 23 April 1983

The first full day visit of the 1983 season was supported by some 35 members and friends. Our first stop was at Ashton Windmill Chapel, Allerton. Here is one of the best surviving examples of a tower mill in the county. Dating from the late 18th century, it continued in use until 1927. It had been privately restored in the 1950s, and was presented to the Bristol City Museum in 1966. The mill is now administered by a local committee, and we were most fortunate in that both their chairman and secretary turned out to give us a full account of the mill, and to show us around.

The party moved on to the small town of Street, famous for its shoemaking and sheepskin industries. The former is flourishing, but sadly the latter is very much in decline with the demise of Morelands. We visited the C & J Clark Museum of Shoemaking. Here we saw displays of methods of shoemaking and sample products covering the last century or more. Of particular interest was the old shoemaking machinery on view in the basement. The lunch break was taken here, and many of the party took the opportunity to take a short walk around the town.

Back in the coach, a short ride brought us to the ancient town of Glastonbury where the Somerset Museum of Rural Life has been established round the famous medieval tithe barn. Much of the material is displayed in the neighbouring farm house and converted outbuildings. One novel idea is the display relating to an 'ordinary' Victorian farm worker, which follows his life from birth, through work and marriage, to death, supported by documentary material and contemporary objects. A basket maker demonstrating his skill reminded us of this once important industry of the Somerset Levels.

Our final visit following an interesting journey across the Polden Hills was to the Weston Zoyland Pumping Station, where the W Z Engine Trust has been enthusiastically restoring the Easton & Amos steam engine installed in 1861. This group has almost completed the engine restoration and was due to steam it later on in 1983. Attention will then be turned towards the building itself which was showing signs of needing urgent repairs. The group has collected numerous other engines and artefacts associated with steam and water pumping, and our party made full use of the opportunity to browse around. Refreshments laid on by our hosts were greatly appreciated, and then we were soon speeding back up the M5 after a very full and enjoyable trip.

R.W.

* * *

VISIT to WOTTON-UNDER-EDGE 22 May 1983

Approximately 25 members met at the Chipping car park for an afternoon walk round Wotton-under-Edge, led by our Secretary, Ray Wilson. The main points of attention on the first part of the walk were the many interesting buildings in Market St.

and Long St., and frequent stops were made so that brief histories of some of the more important could be told.

A short diversion along Orchard St. brought the party to the house which bears a plaque commemorating that Sir Isaac Pitman invented his system of shorthand in about 1837 whilst he was living there. Moving on to Church St., we much admired the Perry & Dawes Almshouses, together with the associated chapel.

The second half of the walk concentrated more on industrial archaeology, mainly on the visible remains of several of the later mills and buildings connected with the woollen industry.

An unexpected highlight of the walk was the kind invitation by the owners of the Ram Inn to come inside and have a conducted tour of the building, part of which reputedly dates back to the 13th century and which is Wotton's oldest house. It is supposed to have been a lodging house for the masons working on the construction of the parish church, which was consecrated in 1383.

The walk continued along Dyers Brook as far as Dyehouse Mill, and concluded with a look at the Anne Bearpacker and Tabernacle Almshouses, before returning to the car park.

R.W.

* * *

VISIT TO DERBYSHIRE

11 June 1983

It has been rumoured that the Chairman organises visits that require the coach to pass close to his residence in order that he can have an extra half-hour's sleep. He must have excelled himself in the arrangements for this visit, as he joined the coach in Sutton Coldfield, 1½ hours after it left Stroud.

The June visit has by tradition become the Society's long distance event, and it was comforting for the organisers to find that the coach was nicely full for the 'marathon' event. From Lichfield onwards, the party had the benefit of a running commentary of points of interest seen en route, from Tony Thompson, a 'guest' for the day. The News Sheet's details for this trip had concluded with the note that "JF regrets that it will not be possible to stop at Burton on this occasion", so Marston's Brewery was admired only from afar as we sped along the Burton by-pass.

The first stop was at the former Matlock Pavilion to look over the Peak District Mining Museum devoted entirely to the local lead-mining industry. This museum contains many items of mining equipment including a rare water engine, that used water for lifting water. There was a realistic re-creation of a mine shaft that caused many members to enter a second childhood. Also there was an exhibition of photographs, etc. detailing the miners' way of life, and many members found this display most interesting, and the high light of the exhibition.

The party then walked a short distance up the hillside to the Temple Mine for a brief underground visit to savour the atmosphere (and to keep out of the rain.).

After lunch at a rather isolated former miners' pub on the moors, the party visited the magnificent remains of the Magpie Mine. A thorough and extensive tour of the surface workings was undertaken, made even more enjoyable by the very eloquent descriptions given by our guide.

On the journey home, a brief stop was made in the Cromford area to see the terminal-basin pumping station and the Derwent Aqueduct of the Cromford Canal, and the base of the Middleston Incline and exchange wharf of the Cromford & High Peak Railway.

J.F.

* * *

VISIT TO BIRMINGHAM & THE BLACK COUNTRY 16 July 1983

The organiser considers that all participants on this visit deserve a GSIA gold medal for enduring yet another 'marathon' visit on one of the hottest days of the long, hot summer of 1983. In chronological order, the party visited:

Nechells 'B' power station, one of the last inner city power stations, and relics of the pre-nationalisation design school. It was also notable as being designed to burn a mix of coal and coke, another relic of the days when "the Gas" and "the Electric" came under the same management, i.e. "the Corporation".

Next, we visited the world's oldest steamable engine, the Boulton & Watt beam engine originally installed at Smethwick for re-circulating water back up the 6 locks on the B N C. This engine has been re-erected in the Birmingham Science Museum, and was 'steamed' in October 1983.

Lunchtime refreshment was taken at a 'home-brew' establishment. In the afternoon a cross-section of Black Country activities was seen, including a visit to a chain shop, a spice-blending factory with working steam engines !, limestone mines and open-cast workings.

The original line of the canal adjacent to the present Delph locks was visited, and members walked the length of the flight of locks to see the recent excavations carried out by the M S C.

We finally stopped at the Whittington Inn for revival treatment.

J.F.

* * *

The intention of this half day trip was to demonstrate change and continuity in the use of the landscape during the past two centuries. For example, the landscape across the road from Lypiatt Park was one of mid-18th century enclosure, but where vistas were once again broadening owing to recent removal of walls and hedges established 200 years ago. A 'typical' area of enclosure - straight walls, squarish fields, was seen between Bisley and Chalford where the former Bisley Common had been enclosed in the 1860s.

The excessively narrow and twisting hill-side lanes of Chalford could be contrasted with the 1814 turnpike road along the bottom of the main valley (and being considerably 'improved' today) and of course the post-enclosure roads between Bisley and Chalford itself. In addition, the main valley holds the late 18th century Thames & Severn Canal - derelict; and the railway of the 1840s, itself possibly now under threat.

Chalford of course still retains some of the old cloth-mills, as well as more modern factory buildings. Noticeable are the canal round house and the (former) Company's Arms Inn - the company in question being the East India Company which took a good deal of cloth from the Chalford area. Three inns, or former inns, were also seen in Bisley: the Bear Inn, and the former George and Red Lion, the latter a place to hold Assemblies and theatrical performances in the late 18th century. In Bisley also stands the 2-celled lock-up of 1824, an elegant, ogee-roofed stone building, with a 'local milestone and local plate outside. Bisley also has the celebrated Seven Wells, restored both this century and last: while on our journey by cars from Stroud we had passed Hemlock's Well, mentioned in Fisher's 'Notes & Recollections of Stroud'.

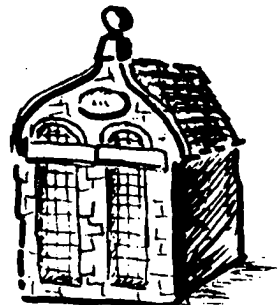
A mile west of Bisley is the Stancombe 'typical' toll-house, on the crossing of two ancient tracks; and further along the road to Stroud stands the Lypiatt Cross. This is the shaft of an 8th century preaching (?) cross, which may originally have been at the cross-roads mentioned above - reputed meeting place for Bisley Hundred. It is "possible" that this cross was moved in the Middle Ages to mark the new manorial boundary when Bisley Manor was divided. At all events, its present position is documented for 1724 as a parish boundary. This is most likely the time when one side was planed, and the letters BP, for Bisley Parish, incised: it is attested as a parish boundary marked as late as 1856.

It may thus be said to epitomise what this walk was about: change and continuity in the landscape, right into the period of the Industrial Revolution.

* * *

C.C.

Bisley Lock-up



Thirty-three members and friends left Gloucestershire on a fine day and travelled in progressively poorer weather to Blaenavon. Here most of the party went underground at the newly-opened Big Pit Museum. This proved very interesting, though the displays are not yet as well developed as those at Chatterley Whitfield.

At a lunchtime stop in Tredegar, a very helpful policeman allowed us to park the coach on a bus stop, and provided lots of local information about the cast-iron clock tower, the largest single piece of coal ever extracted, and the local residence of Michael Foot. He added that fascinating as this area was, it was even better in the Rhymney Valley where he came from!

After lunch we made a 'do-it-yourself' tour (without native guides). We had a look at the Dowlais site, with the three-storey stable block, now being restored; then Cyfartha Castle, where part of the vast former house of the Crawshays serves as a local museum, and the nearby Cyfartha Ironworks site, with a very unusual early cast-iron bridge which carried a tramway across the Taff and also acted as an aqueduct with a culvert under the roadway, carrying water from a leat across to a former water-power site.

South of Merthyr, after a lot of prospecting on a large colliery tip site, two local youths helped us to find what is reputed to have been a tunnel on the Pen-y-Darren tramway.

We also inspected the newly-restored terminus basin of the Glamorgan Canal to which an early cast-iron tramway bridge has been removed, with a length of tramway and what is probably an iron-works tram (though it is laden with blocks of concrete 'coal').

We also saw the site of the Sirhony tramway and furnaces and concluded the trip by climbing through thick cloud to drop down through the Rhondda Valley before returning home.

J.S.

* * *

Tail-piece

Suggestions for visits - new ones, or old favourites due to be repeated - are always welcome, as are volunteers to lead walks in their own locality. Please send your ideas to the Secretary.

R.W.

* * *

NB 14th Wn IA Societies' Conference:

* See note on Sites & Monuments Record, inner back cover.

** See forthcoming article on limekilns by David Bick.

BLACKWELL HALL

"Blackwell-Hall consists of a commodious Stone-House and different Apartments, for the Lodging or harbouring of Cloth and other Wool-lon Commodities brought from the several countries of England, and there sold either by the Maker himself or by his Factor ..."



From "A View of the Present State of the Clothing Trade in England", by John Haynes, 1706. The Hall occupied a site very close to Guildhall in the City of London. The factors or agents tended to drive a very hard bargain with, for example, the Gloucestershire clothiers, often buying cheap and selling dear: 'factor' indeed often more or less became 'master'.

THE GSIA GAZETEER

INDUSTRIAL ARCHAEOLOGY IN GLOUCESTERSHIRE, 3rd edition, has now been published. Including covers, it has 40 sides of photos, information, referenccs etc. to places and items of I.A. interest in the County. See particularly the restored eastern portal of the Thames & Severn Canal, p 26. Good value for money, it costs only £1.75 post paid. Copies from the Secretary, Dr. Wilson, or Mr. N. Hodgkinson: their addresses are given in the List of Members, also in the list of Committee members.