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GLOUCESTERSHIRE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY

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Cover Illustration: The Old Silk Mill at Chipping Campden. A base for the Cotswold Arts and Crafts Movement in the early 20th century (From Industrial Gloucestershire, published by Chance and Bland, 1904).

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Gloucestershire Society for Industrial Archaeology

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Editorial

It is always good to start the editorial with some positive news about the industrial heritage of the county. Some members will be aware of the precarious state of the Gunns Mill Furnace near Flaxley for several years now. It is therefore a pleasure to note that The Forest of Dean Buildings Preservation Trust was formed in 2009 with the aim of rescuing important, historic buildings and acting as an owner of last resort. It is a registered charity and a company limited by guarantee. The Trust is making good progress and since 2011 it has become owner of the Whitecliff Ironworks and Gunns Mill. Conservation work continues at Whitecliff and a major project is being planned for Gunns Mill. The acquisition of Lancaut Church near Tidenham is also under way. GSIA wishes the Trust well and we hope to hear more about its progress in a future Journal.

This year we are pleased to welcome three new contributors to the Journal. Barry Harrison has followed up the talk he gave to the Society at Rodborough in March 2013 on the Stroud firm of Lionel Hook and Sons Ltd 1904-1974 with an article of the same name. After the Second World War this small company developed plant, for a wide range of coatings and dipped products, which has been installed throughout the world. The author was employed at one time by the firm as Technical Sales Director and he also knew personally members of the Hook family who were able to provide a wealth of information on the early history of the company.

Peter Harris became aware of the conversion of a redundant late 19th century water pumping station on the outskirts of Dursley into a dwelling and has not only looked into the history of the building but also at the wider subject of water supply in the area. Jim Chapman goes back to the 17th century with his article which examines the development of 'strong' glass bottles at this time and their use in the expanding cider industry in the area.

Hugh Conway-Jones has provided another article on an industry in or around Gloucester. This year his attention has been taken up by the tar works which operated at Sandhurst near the Upper Parting of the River Severn, north of Gloucester. In addition to the operation of the plant his article looks at the transport systems used to bring in the crude tar and take away the products. Theo Stening has provided his regular progress report on the restoration of the Cotswold Canals. The most notable achievement of the past year has been the completion of the canal diversion near the railway viaduct at the site of the former Capel's Mill in Stroud.

It would be very easy to simply say here that Frank Colls has produced another report on the Summer visits. However that does not do justice to the amount of work that he puts in annually arranging the programme of local walks and site visits coupled with the occasional coach trip. We must thank him here for looking after this very important and popular aspect of our activities very well. There are four book reviews this year and three of them are on the ever popular topic of the local canals. Finally, Hugh Conway-Jones, must be thanked for his invaluable help with the production of the Journal.

Ray Wilson August 2013

GSIA VISIT REPORTS 2012

Once again the Society's thanks are due to Frank Colls who organised a programme of local visits and walks and a coach trip in the Autumn. The following reports have been compiled by Frank Colls.

Sunday 15th April 2012

Afternoon walk, Forest of Dean – the Bilson area

There were 27 of us for this walk led by Frank Colls following some of the old railway routes and seeing two former colliery sites. It was a dry day as we met at the site of Ruspidge Halt, now the southern end of the Cinderford Linear Park which has been developed along a stretch of the line of the former Forest of Dean Branch of the Great Western Railway. Frank explained the tramroad origins of this, and of the Severn and Wye Railway, and mentioned the rivalry between these two companies which was an underlying theme of the walk. After a short way along we diverted from the line of the FoD branch and soon crossed a wide track which had been the route of the private broad gauge railway built by Henry Crawshay to connect his Lightmoor colliery to the Cinderford iron works. We continued to join the Severn and Wye mineral loop and turned north to enter the site of Foxes Bridge colliery, closed in 1930. Some structures remain and, with help of the 1903 OS maps and some photographs we could make out the general layout, including the line of a rope worked incline by which coal wagons were lowered to Bilson Yard and on to the FoD Branch, while other coal traffic went onto the S&W line.

We moved on to the site of Crump Meadow colliery where a pile of rubble and large stones marked the top of a shaft. Nothing remains of the colliery structures (worked from the 1840s



Visit to the Bilson Area on 15 April 2012. GSIA members spent the afternoon looking at former railway routes and other sites of interest.

and closed in 1929) but the large spoil tip area was visible through the trees. From 1839 there had been a tramroad linking the colliery to the main tramroad line near Bilson and, in 1855, a private broad gauge line was put in to give a link to the new GWR line at Bilson. A third outlet was built in 1882 to give a more easily worked connection to the S&W mineral loop and we picked up this on another forest track which skirted the eastern side of the spoil heap. Following this northward we came to the east-west line of the S&W (from 1873) which later became known as the Cinderford Extension. We saw the site of Bilson Platform, put in for passengers from Cinderford, but hardly convenient and replaced in 1878 by new station (still some distance from the town). Also here was a level crossing where the S&W line was crossed by Brains Tramway, a narrow gauge line with edge rails and locomotives hauling coal wagons from Trafalgar Colliery to an interchange area at Bilson. We followed the Extension line eastward but soon veered off on the curve which led around to join the GWR line going north. We could see the prominent embankment by which main Extension line continued eastward, heading for the centre of the town and, eventually, the second (and genuine) Cinderford Station, from 1900. As we followed the track we managed to locate within the vegetation the remains of the platform edge of the first Cinderford Station, 1878 to 1900. Rejoining the north-south line of the GWR branch we turned south and soon came to the point where a bridge had carried the Extension line over the branch. This was completed by the joint company (GWR and the Midland) which had effectively taken over the S&W in 1894 and allowed for a more cooperative approach to new developments.

We continued south and went into an area where the interchange wharves of Brains Tramway had been, these allowing transfer of coal (from Trafalgar) to the main line GWR wagons. This all finished around 1890 and nothing remains of the wharves but the general lines of the sidings and formations could be discerned. Returning to the main line of the Branch we heard about a new line with a long, curved embankment rising to join the Cinderford Extension and built in 1908. This allowed for a direct GWR passenger route into the central Cinderford station, the line from Newnham having been opened in 1907. With this line finally closing to passengers in 1958, and goods traffic in 1966, a new development phase for Cinderford was begun in the late 1960s. This saw the removal of a most of the earthworks of these railway formations and embankments, and the central station, and the construction of a modern industrial and business park, still being expanded today. As we continued southwards we passed the area of the former Bilson Yard, once busy with coal traffic from Crump Meadow, Foxes Bridge, Lightmoor and Trafalgar as well as from sites served by the Whimsey and Churchway Branches. It is now a grass covered area bordered by a water treatment plant and the Cinderford Brook. A little further on we came to Letchers Bridge, built in 1854 to take the main line of the GWR Branch through the embankment of the earlier tramroad from Crump Meadow. The bridge is no more but its supports now carry a large water pipe. Beyond this was the site of the 1907 Bilson Halt, and only a short step back to Ruspidge and the end of the walk. It had been a very informative and enjoyable afternoon and Frank was thanked for his work in preparing and leading the walk.

Sunday 20th May 2012

Afternoon Walk, the Kemble area

Alan Strickland was our leader for this walk which brought 21 of us, on a chilly but dry day, to a layby just north of Kemble where the infant Thames flows beneath a road bridge. We were at the site where a skew bridge carrying the 1841 Kemble to Cirencester railway line had crossed the road (and the river below that). From here we began our walk upstream towards Thames Head and followed a good path to meet the A433 Tetbury to Cirencester road. Just along the road was the site of the former Tetbury Road Station, opened in 1845 when the line to Swindon



Visit to Kemble on 20 May 2012: The old GWR water tank stands at the end of the down platform. A fine relic of the days of steam.

had been completed by the GWR after purchasing the line from the Cheltenham & Great Western Union Railway in 1843. Tetbury Road had served as a passenger and goods station for Kemble itself since Robert Gordon, the local Squire, had objected to a station on his land. It was closed in 1882, when a new Kemble Station had eventually been built on the present site, but the earlier station remained in use for goods traffic and renamed as Coates in 1908. It was finally closed in 1963 and has now been demolished.

Alan explained that, with the recent heavy rain, the final path section beyond the road would be too wet underfoot. We diverted north east before crossing the A433 road to a point where, beyond a small flooded area we could make out amongst the trees the line of the Thames and Severn Canal (opened 1789 and abandoned in 1927). This point, by the Thames Head road bridge carrying the old Fosse Way, was once a canalside wharf with stables and a warehouse built in 1784 by John Holland, the latter now a private house. We re-crossed the road and made our way along a field path to get a closer look at the bridge. The road was realigned by the County Council in 1962 but the former bridge structure was preserved and a plaque installed on the bridge. Retracing our steps the site of the Thames Head Pumping Station was pointed out, this originally the home of a Boulton and Watt beam engine and pump and then a second hand Cornish engine and pump from 1854. These were needed to maintain the water level of the canal, but all remains have now been cleared and the area redeveloped as a private house. We then diverted into a wooded area to find the Hoar Stone, an ancient boundary marker recorded by Athelstan in 981. Some delving in the vegetation by a couple of our more adventurous members revealed a large stone lying at an angle which appeared to be the one. We returned to the starting layby and crossed the road to follow the line of the Thames and, after

passing another pumping site at Lyd Well, we turned along a lane towards Kemble where Alan explained the historical background.

Mentioned in Domesday and originally with water mills owned by the Abbot of Malmesbury, the village became part of the estate of the Gordon family. The church was of Anglo-Saxon origin and Squire Gordon was firmly in charge of maintaining the rural way of life against the railway 'invasion' of the 19th century. His insistence on not allowing a public station on his land resulted in the initial station at Tetbury Road mentioned earlier, and his demand that no sign of the railway should be seen from his house resulted in the construction of the tunnel which is still in use today. A short walk took us to the southern end of the tunnel and we were soon rewarded with the sight of a train below us heading into the tunnel and the station beyond. We returned to the main road and followed the lane to the bridge over the line from which we could see the station platforms with a fair crowd waiting for the Swindon bound service. Moving on to the station, Alan reminded us of the initial resistance to a station on the Gordon land, overcome when the Great Western Railway (which had taken over the C&GWUR line) purchased the land and completed the new station in 1882. It was built in a mock Tudor style at a cost of £4850 and is now a grade 2 listed building. We went to the site of the old bay platform for the Tetbury line which opened in 1889 and then into the station itself, a fine example of GWR engineering elegance. A notable feature is the 1872 water tower (fed by pumped well water) used to supply water by a lineside pipe to Swindon Works. This went out of use in the late 1960s but the tower is now a listed structure and the Tetbury and Cirencester branches closed in 1964. There was much detail to see around the station buildings before we returned to the cars and some welcome refreshment (cake and ginger beer, no less) kindly provided by Sue Strickland. We of course thanked Alan and Sue for a very interesting and enjoyable afternoon.

Sunday 24th June 2012

Afternoon Walk, Wilts and Berks Canal

This was the third stage of a series of walks which we began in 2009 with Will Harris as our guide. Nine of us met up at Cricklade to organise car sharing before driving to the first feature. The line of the canal east of Swindon is clear on the ground over many stretches and we stopped at a junction off the A420, just south-west of Shrivenham. The water course could be seen parallel to the main road and a residential building was pointed out as a former wharf house. Will gave us a brief outline of the canal's history, its closure in 1901 and the aims of the preservation group. We drove along a lane which crossed and then re-crossed the GWR main line by the site of the former Shrivenham Station to a bridge over the canal just to the south of the village. The area was much vegetated but we managed to work our way into the small trees to see this stretch of the canal. Back in the cars we went through the village and then eastwards along a lane which ran roughly parallel to the canal (but about half a mile to its north) towards Longcot. Our goal was the Longcot Arm which had run north from the main canal line to serve the area around that village. We stopped at a likely looking fence and saw a water course running underneath, but concluded that it was merely a drainage channel. Further on we found the genuine site at City Bridge where we again delved into the bushes to see the water course. An interesting find was a keystone with an 1824 date inscribed, although it had clearly been rebuilt into the wall at a later date since it was set horizontally rather than vertically!

We drove on to a crossroads and then south on Old Wharf Road to regain the main line of the canal by two buildings, Lock Cottage and Talbot Cottage. While the water course was evident on one side of the road, on the other side it was only possible to make out some bank

formations. We continued eastwards on a lane towards Uffington, and Will pointed out that a long stretch of the canal line to the north of this lane had been ploughed out. It was then on to the road towards Baulking and, at a bridge over the canal, we stopped to see a stretch still in water but with the banks much eroded and overgrown. We returned through Uffington and the lane by Lock Cottage to see if we could locate the northern end of the Longcot Arm, beyond City Bridge. The canal line could just about be discerned by some houses but there was no trace of any terminal wharf. There was some discussion on why the Arm had not actually finished in the village itself, another question needing further research! It was time to thank Will for another interesting tour before we all headed back to Cricklade.

Sunday 15th July 2012

Visit and Social Afternoon, Dean Heritage Centre

It was a fine afternoon in the Forest of Dean as 18 of us gathered at the Camp Mill site near Soudley. Nicola Wynn, the Collections Manager, gave us a brief introduction which outlined the range of items and displays about the Forest, its geology, its natural history, its people and its social and industrial story. We were able to explore the galleries and outdoor exhibits at our own pace before we had the chance (in 2 separate groups) to have a look at some of the stored items. Nicola explained that there was still a considerable amount of work taking place on the organisation of the collection following a serious fire at the Centre in December 2009. Many items had suffered smoke damage and a lengthy cleaning programme using a specialist contractor had been necessary. In the Gage Library we saw some interesting examples of photographs, postcards and other documents which Nicola had selected from this comprehensive archive and she pointed out that we would always be welcome to visit the Centre (by appointment) to pursue our own industrial history researches.

Everyone found much to interest them as they went around and, as ever when a museum is revisited, many items are newly discovered. The Voyce long-case clocks and a display on the musical activities of earlier forest bands and choirs were especially fascinating. In the extensive outdoor section were many items from the tramroad period as well as a range of agricultural machinery and wagons. It seems that, over the years, certain objects or structures had been acquired without full information on their origins or purposes so Nicola had posed a challenge to us, as the “industrial experts”, to give her our opinions. There were a number of things we were not fully sure about but were able to make a good guess at, but one particular item was beyond us. This was a two-wheeled hand cart with a tall wooden frame above the wheels with two extra support legs which could be lowered into position, a storage box, and some strange metal fittings. Despite much discussion, we were unable to come up with even a vague idea as to its purpose.

Most members fitted in a refreshment break in the very pleasant Café and a few brave souls even ventured around the Gruffalo Trail. This was certainly popular, along with many other family-friendly features around the Centre and the grounds, and it was good to see so many visitors there that afternoon. We had very much enjoyed our time there and thanked Nicola and her colleagues for a splendid afternoon. Such places are always worth visiting and it can be well recommended to other GSIA members for the future. If you spot that peculiar handcart (by the Forester’s Cottage) and have any ideas about it, please let us know.

Sunday 19th August 2012

Afternoon Walk, Mills of the Little Avon, part 1

We met at Wotton-under-Edge where our walk leader, Ray Wilson, explained the car shuttle plan to allow us to make the linear walk from the first mill site near Alderley back to Kingswood. It was a fine afternoon and all 21 of us were soon assembled at the start point by the tributary of the Little Avon known as Ozleworth Stream. Ray outlined the historic context of the early years of cloth making and the introduction of water powered fulling mills to supplement the hand-worked stages of spinning and weaving. Some masonry by a bridge over the stream is all that remains of Knowles Mill which was originally a 4 storey building. This, like most of the mills on the route, began life during the 17th century. A field path took us downstream to Monks Mill where access had been arranged with the owner of the site. There is plenty of stonework and brickwork to be seen, with walls, archways, steps and window openings but the original building was much larger. A number of early photographs and plans were handed round showing the very extensive nature of this mill complex. It was started around 1600 but developed and enlarged over the centuries, always water powered and closing in 1867. A short walk took us to the site of Penley's Mill, this with a history of cloth working and dyeing, and more recently (1975 – 2010) was the Alderley Trout Farm. We continued to Broadbridge Mill, formerly used for fulling and as a grist mill, again water powered, but now in residential use following a fine 1951 conversion by the notable modernist architect Berthold Lubetkin (1901 – 1990).

Crossing the Wotton to Alderley road we followed a track to Grindstone Mill, also now in residential use, but formerly used for fulling and dyeing. The name indicates an early use as a forge with a stone for tool sharpening. Some field paths took us to Nind Mill which had grown during the 19th century into a large complex covering most stages of cloth production. Powered by water, the pond was one of the largest in Gloucestershire until it was in-filled in the 1960s. The pond area is now devoted to a nature reserve. We were now close to Kingswood where we came to the site of Walk Mill, an extensive cloth working mill until the end of the 19th century. While many of the stone buildings have gone, the area is still occupied by a number of small businesses. The final site was Abbey Mill, once a corn mill but mainly in use for cloth making with water power being supplemented by a small steam engine in the middle of the 19th century. Much was destroyed in a fire in 1896 but some rebuilding enabled industrial use to continue, as it does now. A notable feature visible from the road is a Listed cast iron water tank on a tower by the road. It was now time to thank Ray for a most interesting afternoon, and to thank Will Harris who had provided a number of additional comments during the walk. The cunning car shuttle plan got everyone back to Wotton for the journeys home.

Tuesday 4th September 2012

Afternoon Visit to Severn Glocon

The modern industry visit this year was to Severn Glocon and nine of us met at the works in Quedgeley where we were greeted by Richard Brain, one of their project engineers. He gave us a very comprehensive talk on the company, its origins, its products, and its global significance. They design and manufacture a range of control valves for use in many process industries, notably for oil and gas extraction and distribution. Many installations operate at high pressures and are in severe environments, and the control mechanisms must operate at a very high level of reliability. The origins of the company go back to 1957 when Gloucester Controls was formed, this being acquired by Serck Industries in 1961 with a new name, Serck Glocon. Also in 1961, the Severn Instrument Co. Ltd was formed (based in the Fielding and Platt site in Baker

Street), and this was acquired by Maurice Critchley in 1989 and then amalgamated with Serck Glocon in 1996 to form Severn Glocon. Mr Critchley is still there as its Chief Executive and he has overseen other company acquisitions, changes of premises, opening of a new manufacturing plant in India and the development of a technically advanced company which is succeeding in a very competitive global market. Recently there has been an expansion of the company into new centres in the Middle East, Australia and Brazil and the support and servicing activities are much enhanced with modern IT based design and monitoring facilities.

We were then taken on a tour of the works and heard more about the details of the engineering processes and testing procedures involved in the making of different types and sizes of valves. Materials and components are supplied by a number of other companies with large forgings coming mainly from Italy. All items are rigorously identified and monitored throughout the machining and assembly stages as part of the very exacting quality control requirements. We saw several modern lathes and milling machines which had computer based control systems as well as some machines from earlier times which are still in use for certain applications. It was interesting to see the different sizes of valves being made since the company range spans half-inch valves for cryogenic conditions up to 24 inch valves for use in oil and gas plants. The huge physical size of the valve body forgings at this end of the range was rather awe-inspiring and a feature of the safe running of the works was the mechanical handling equipment, which included a large overhead travelling crane. The valve controls are mainly pneumatic but some are actuated by hydraulic or electric systems and all these mechanisms require considerable fitting and assembly skills, all to precise specifications. A special part of the process for certain valves uses a welding procedure known as Plasma Transfer Arc which enables an extremely hard layer of material to be built onto some components. At several stages, techniques of non-destructive examination are carried out to ensure the highest level of quality control. We saw some of the rigs where completed valve assemblies are subject to different sorts of operational and pressure testing. It had been a fascinating tour, with plenty of chances for questions and discussion, and we all thanked Mr Brain and his colleagues for showing us around and giving us so much of their time.

Sunday 30th September 2012

Coach trip to Newport

With the apparent lessening of interest in coach outings, resulting in no trip being arranged for 2011, it was with some trepidation that we decided try again this year. We planned for a shorter day and, following a suggestion from a few members, chose the Newport Medieval Ship Project as the main attraction. An obvious extra was the Transporter Bridge and we also included a visit with a guided walk to round off the day. In the event we had 41 people, mostly fairly fine weather, and everyone was pleased with the places we visited.

The Newport Medieval Ship Project began with the discovery of old timbers in the bank of the River Usk during a major construction project in 2002. Excavation of most of the timbers and other finds was the start of what is now a major archaeological project involving specialist teams, conservation experts, Newport City Council, university departments and a strong volunteer group the Friends of the Newport Ship. We arrived at the spacious industrial unit which is the project base to meet our 3 guides from the project team, Morwenna, Emma and Marie. They are all involved in various aspects of the project and we heard about the long programme of work which started after the recovery and initial recording activities in 2002. The conservation process has been a key part of the work and this still continues. Further detailed recording and analysis has been done on timbers and other artefacts and components and, while

a great deal has been learnt about the ship and its story, there is still much to find out. We heard about the latest stages of the work and the long term plan for eventual reconstruction of the conserved timbers to form the base of the ship's hull, all in a new museum. The timber conservation process was explained and we saw the large tanks in which timbers were treated to remove iron contamination and sulphur deposits. It is a long process after which the timber items are impregnated with polyethylene glycol, another lengthy task, and then freeze dried in a vacuum chamber. We were able to look into the chamber through a small window to see a large number of timber items undergoing this stage of complete water extraction. Following the detailed measurement exercise on each individual timber item, much helped by laser scanning equipment and an advanced digital recording system, it had been possible to produce a plastic replica of each piece of timber at one tenth size. These pieces have been carefully constructed into an impressive model of the remains of the ship, and invites speculation over the rest of the structure. Documentary and other research has indicated that the ship dates from around 1450 and that it was abandoned in Newport around 1468. We could study the various displays giving information on the practicalities of ship construction at that period as well as much historical background. There were many questions for our guides and much discussion about the whole project, both on the conservation and recording processes and on the historical interpretation of the ship and its fascinating story. Before leaving we thanked them for a splendid visit and for telling us about their work with so much enthusiasm.

A short ride on the coach took us to the Newport Transporter Bridge on the West bank of the River Usk where Mike Lewis of the City Museum welcomed us for a close look at this remarkable engineering structure. It was built in 1902 to 1906, when it was opened as a more convenient river crossing for foot passengers and small vehicles going to and from the East side where a new steelworks was situated. The bridge was closed in 1985 because of a general deterioration and the discovery of some serious structural faults. A renovation programme was begun and the bridge reopened in 1995, with transfer of ownership to the local authority and it is now regarded as a heritage feature rather than a transport route. One of Mike's colleagues was in the motor room on the East side to operate the bridge and we soon saw the travelling platform (or gondola) moving across to our side. Once safely locked in position we were able to walk onto the gondola for the ride across the river. On the far side, those who wanted to were able to join Mike for a climb up the high stairway in the open tower for a walk across the high level gantry. The others had the chance to see the motor room, to hear about the winding mechanism and the electrical control system and to see the large cable winding drum in operation. Those who got to the high gantry were rewarded with some spectacular views as well as a close look at the main structure. We could also see the continuous haulage cable for the multi-wheeled travelling frame from which the gondola is suspended. We walked to the West end of the bridge on one side and then returned on the other side, giving us the chance to see plenty of the interesting details. An odd experience was looking down onto the top of the frame as it travelled below the gantry structure and seeing the frame seem stationary while the gantry structure itself appeared to be moving. Returning to ground level the "high level" group had a good look into the motor room after which we thanked Mike and the bridge operator for a fascinating time. Everyone then boarded the gondola for the return crossing and we rejoined our coach for a short drive to the Fourteen Locks Visitor Centre on the Crumlin Arm of the Monmouthshire Canal.

We were met by the Centre Manager, Phil Hughes, and after most members had taken a welcome tea break in the café, he took us on a short walk along part of the lock flight to see some of the locks, side ponds and other features. Although some light rain had arrived as forecast it was still an enjoyable walk. The canal arm was completed in 1799 and its history is just one part of a wider story of canal and tramroad developments in the area north-west of

Newport. While a section of the canal arm is navigable near Crosskeys, much is still in need of restoration. Only the top lock of the Fourteen has been restored but there is still hope of further progress in the future. The locks are arranged in pairs with a very short intervening pound which connects with a large side pond. Lock 11 is still a source of conjecture over the function of the two side ledges in the lock chamber, and there was some discussion on this topic. After the walk we were able to look around the Centre with its many artefacts on view and a number of informative displays telling of general canal developments as well as the particular history of the Monmouthshire Canal and its relationship with the Brecknock and Abergavenny Canal. On the walk we also had the company of Tony Jukes (of Oxford House IHS) and back at the Centre he gave us a lot more detail of the tramroad (and later railway) developments which all contributed to the eventual decline and closure of the waterways. The top section of the main line from just north of Cwmbran to Brecon is now fully open and the two canals are known as the “Mon and Brec” but more properly as the Monmouthshire and Brecon Canals. We thanked Phil and his colleagues, and Tony, for all they had done to make our visit so interesting before boarding the coach for a smooth ride back to Barnwood.



Coach Trip to Newport on 30 September 2012: Newport Transporter Bridge.

View from the balcony in front of the motor house on the eastern side of the River Usk with the gondola (or platform) running empty on this trip.