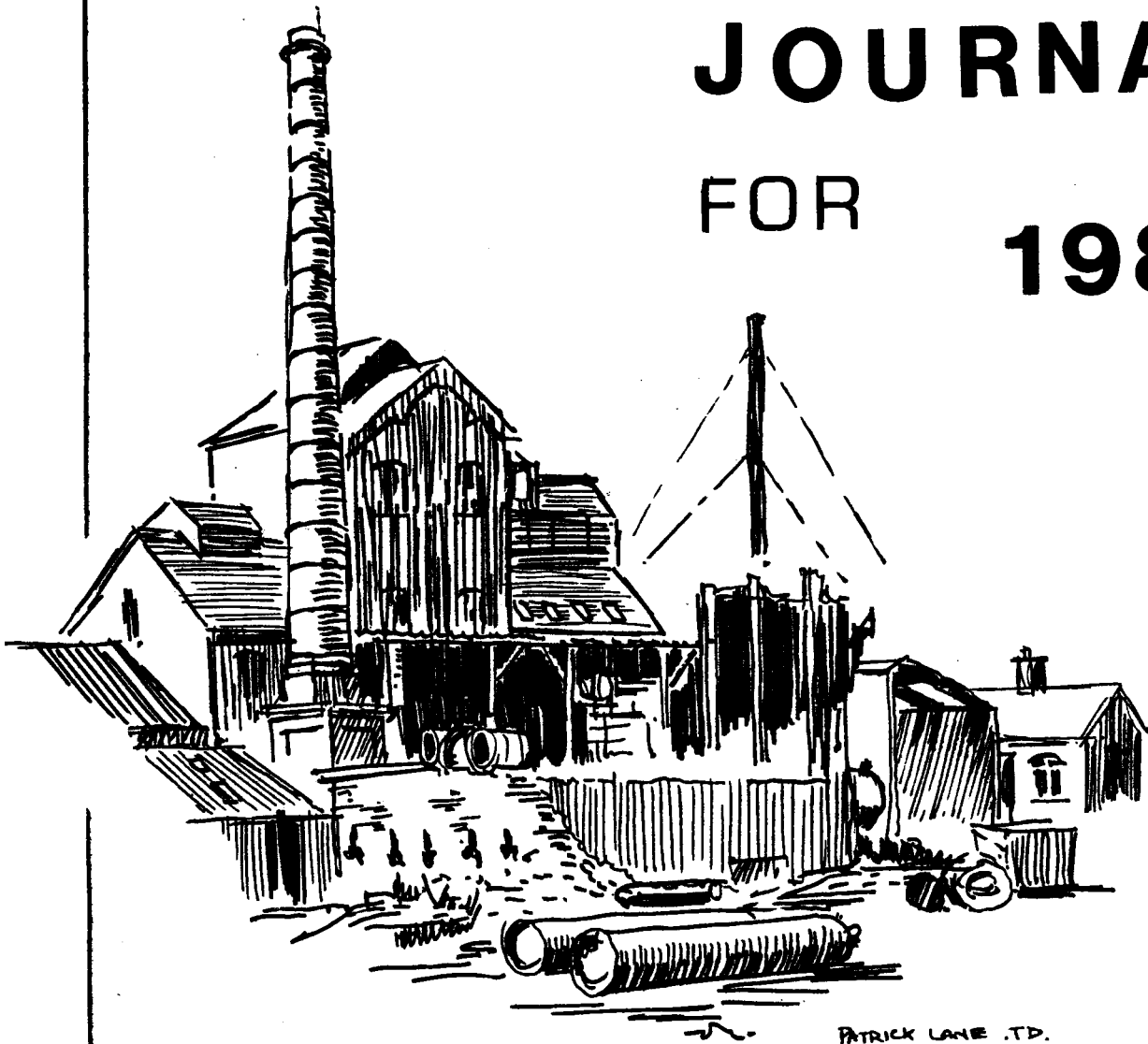


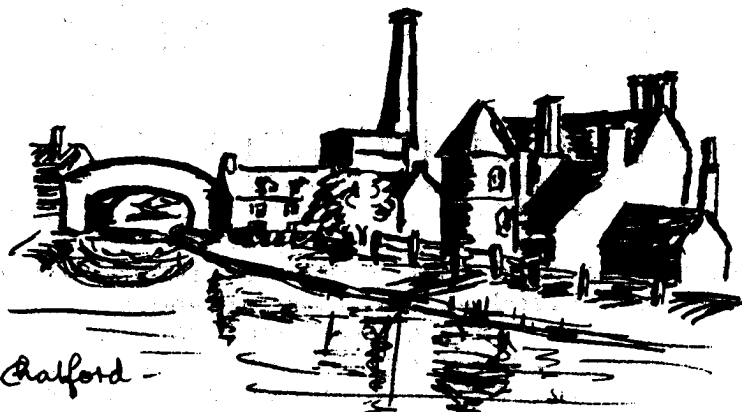
**JOURNAL**

**FOR**

**1984**



**GLOUCESTERSHIRE  
SOCIETY  
FOR INDUSTRIAL  
ARCHAEOLOGY**



## EDITORIAL

In this issue of the Journal Mrs Haine brings to a close her meticulous history of the cloth mills on the Painswick stream. But wait! Part 1 did not appear in the Journal, but in Gloucestershire Historical Studies in 1982. As that publication has now ceased, Mrs Haine has promised that a revised version of her first article will appear in our next issue. Readers will then have a complete set of her full and careful studies of industrial family history and financial difficulties in the cloth trade of that tributary valley of the river Frome - a rich lode for future students to mine.

David Bick has given us an article on lime-kilns in north-west Gloucestershire - a study hitherto somewhat neglected (of which see a note to his article below). And another new venture is an introductory paper on the growth of the town of Stroud. Much has been written about the cloth industry as such, but little attention has been paid to the town itself: and (in the Editor's opinion) not always with accuracy or detailed knowledge. Ian Mackintosh actually lives in Stroud, and so brings personal knowledge to his article - the first of a series describing the actual development of the built-up area, which has been likened to a sort of stone "western" boom town, growing with little early planning apparently, and certainly differently from Painswick or Minchinhampton, at least in its early days.

We also have a paper on coal mining in the Dymock area by Richard Newman who in 1982 contributed an article on the Cinderford coke iron furnace. And David Viner writes on what has been happening to two important industrial sites: the Tetbury Brewery and the Cirencester Maltings. He points out that there is often a heavy price to be paid when redundant structures are converted to alternative use (which is surely preferable to demolition). While in certain cases it may be necessary to alter, or remove part of, an industrial structure, what are we to make of the following?

The WHD cast-iron post in Watery Lane, North Woodchester, which was freed of encumbering soil as reported in the latest Journal, has been very seriously damaged. This is the dilemma. Do we leave such objects buried in the ground, to be eliminated by the growth of turf or by accidental damage through ignorance and indifference: or do we risk destruction by mindless vandalism or the lunatic predation of the souvenir-hunter? (Where now are the mile-plates of the Thames & Severn canal?) All the more need therefore to put such objects on record (which was done with the post in question) with the County Sites & Monuments Record at the Shire Hall. At least the object will not have vanished beyond trace. But what a pity that such things can happen ... Ichabod!

Christopher Cox.

GLOUCESTERSHIRE  
SOCIETY FOR  
INDUSTRIAL  
ARCHAEOLOGY.

THE AIMS OF THE SOCIETY ...

are  
to stimulate interest in,  
to record, to study and,  
where appropriate, to pre-  
serve items of industrial  
archaeology, especially in  
the County of Gloucester.



C O N T E N T S

	page
Editorial .....	1
Lime-kilns in north-west Gloucestershire .... by David Bick.	2
Exploring Stroud's origins - an Introduction by Ian Mackintosh.	13
The Cloth Trade along the Painswick Stream IV by Colleen Haine.	19
Tetbury Brewery & Cirencester Maltings ..... by David Viner.	34
More on Painswick Cloth Mills ..... by Colleen Haine.	36
Coal Mining at Dymock ..... by Richard Newman.	37
A Walk up the Washbrook ..... by Christopher Cox.	39

Incidental Items

Report on 15th Regional Conference of Western IA Societies .....	43
Social Evening in the Forest of Dean .....	44
Notes on Planning Applications .....	45
Progress Report on Sites & Monuments Record	46

Visits

Stroud Public Weighbridge .....	46-48
Book Reviews .....	48
List of Members as at 31 Dec 1984 .....	49-52
Tiltup's End Turnpike Ticket .....	53-56 *
	56

Officers & Committee - inside rear cover.

\* (And if I have made any unintentional errors - my apologies!  
and please let the Secretary know. CC)

ALL THE ARTICLES IN THIS JOURNAL  
ARE THE COPYRIGHT OF THE AUTHORS.

The views expressed in the Editor-  
ial are not necessarily those of  
the Committee. Errors & Mistakes  
in e.g. names etc. are inadvertent  
- apologies are offered herewith  
in case any may have been committed.

# INCIDENTAL ITEMS

## 15th REGIONAL CONFERENCE OF WESTERN INDUSTRIAL ARCHAEOLOGY SOCIETIES

The 1984 Conference was held on 28th April in a room at the National Museum of Wales under the auspices of the Bute Town Historical Railway Society. Fifty-six members representing the Societies in the area were welcomed by the Conference Chairman, Mr Stuart Owen Jones, Deputy Director of the Maritime Museum.

The first speaker was Mr David Smith, the secretary of the host Society, who described the Bute Town Project. The Society was established in 1976, its initial aim being to found a steam centre at the Bute Road site in the former Docks area, and to preserve the Taff Valley Railway buildings. Many difficulties had been encountered, but with community facilities made available, work has been done and further projects are going steadily ahead.

Dr Ray Potter then spoke about the Creation of a Community, showing a film made by the Oxford House I.A. Society, Risca. This traced the development of a mining community at Cwmfelinfach, Monmouthshire, from around 1900, when it was a purely agricultural area with sparse population, through the time of the establishment of a colliery by Burnyeat Brown & Co in 1904, until 1913 when there was a huge colliery complex with a built-up area of houses to serve the mines. Facilities - a library, cinemas, a swimming pool etc. were built by and for the community. Strikes in 1929 and 1935 and the subsequent poverty served to knit the people into a distinct community as they fought difficulties together and supported each other. All the collieries at Nine Mile Point are now closed down, and the area is being cleared to allow an industrial estate to be established by the Welsh Development Agency.

The next speaker was Mr Brian Mill, who spoke about the Barry Railway, this being its centenary year. Mr Miller described the area and industries served by the Railway and discussed the many difficulties encountered during its history. He showed slides of several features of the line and many of the engines which ran on it.

The morning session was concluded with Mr Derek Warren's talk on Forges and Small Engineering. The miller, blacksmith and wheelwright were all part of village history and from these trades came the village mechanical engineer at the time of the invention and development of mechanical farming aids and the demand for machinery after the industrial revolution. Mr Warren based his talk on the work of four small engineering works in East Devon and Somerset, and showed slides of the premises and products of these firms.

Lunch was served in the Museum Restaurant, and during the break members were able to see and buy publications displayed by the Societies represented at the Conference.

The afternoon session began with Mr Geoff. Wallis speaking about Millstones particularly in connection with the Dorothea Restoration Engineers, whose work centres on traditional methods of making and especially restoring millstones for use today in the production of flour. We were shown methods of dressing construction and installation, the kinds of stone used and the varying degrees of hardness needed for different kinds of grain. We were also shown how the stones wore down with use and the maintenance needed for the upkeep of a trad-

itional industry still in commercial use today.

At short notice, and in the absence of the next scheduler speaker, Mr Ray Bowen spoke about some aspects of industrial archaeology in British Columbia, particularly Vancouver Island. Victoria, the capital, had been established by the Hudsons Bay Company for the fur trade. Coal was then discovered in the area and mining developed railways were built to Victoria, and the port was greatly enlarged. The C.P.R. reached Vancouver in the 1860s, and mining flourished and lasted until around 1960. The timber trade flourished alongside the mining, and the logging companies built their own railways, all of which were eventually taken over by the C.P.R. which shipped out world-wide from Victoria. The trains are now diesel and the timber trade is still flourishing. Mr Bowen showed slides of the development of the area and of the use of the port.

The final talk was given by Mr Stephen Jones on Suspension Bridges in Wales and the West. He described a photographic survey he has done on chain bridges, as opposed to wire bridges, and this is the only complete record of those which still exist in the area today. Mr Jones showed pictures of these bridges and also slides of old photographs which have been collected to record those bridges which have been demolished.

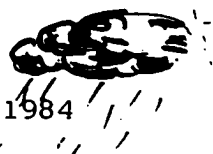
Mr Owen Jones brought the Conference to a close and thanked the speakers. Mr Robin Williams thanked the Chairman and also Mr and Mrs Bowen for organising the Conference. It was announced that the Conference in 1985 will be held in Street under the auspices of the Somerset I.A. Society.

Alice Carter

---

SOCIAL EVENING - THE FOREST OF DEAN

3 August 1984



A social evening, held sometime during the summer, has now become a well-established and popular event. Unfortunately, this year we chose what was a very wet evening during the driest summer in years!

Despite the weather, the members and friends attending enjoyed a pleasant interesting evening. The main item was a visit to the excavation in progress during the summer at the Dean Heritage Museum at Camp Mill, Soudley. Our guide was Richard Kemp, the director of the dig, who had been employed during the year as Archaeologist at the Museum under an M.S.C. scheme.

The excavators were hopeful that they had located the site of the King's Forge which was one of four built in the area by James I in the early 17th century. Surviving records from 1634 give a detailed description of the one believed to have been in the vicinity of Camp Mill.

The massive foundation walls found under the 19th century dam were found to agree closely with the dimensions given in 1634. Between about 1810 and 1876 an important foundry was operated on the site, then in 1888 the mill was used for the manufacture of leatherboard. More recently, as many members will know, it was in use as a scrap yard.

A short walk through the woods ( at least it was drier under the trees!) enabled ut to have a close look at the 19th century leat and the remains of its retaining wall. A planned longer walk had to be cancelled due to the condition of the weather, so the adjournment to a local pub for a pleasant conclusion to the evening took place a little earlier than planned.

R.W.

---

#### NOTES ON PLANNING APPLICATIONS

##### GUNNS MILLS, SHAPRIDGE; nr. Mitcheldean SO 675152

The following letter was sent to the Society from Miss J L West, Ancient Monuments Administration, Department of the Environment, Room 316 Fortress House, 23 Savile Row, London W1X 2HE, dated 20 Jan. 84. (Note the address is given in full because it may be useful to some members.)

"Mr White, Principal Inspector of Ancient Monuments Historic Buildings, visited this site on 1 Dec 83 with Mr Ian Ayns, who is dealing with certain matters relating to the scheduling of ancient monuments. It is proposed to Schedule the site under the Ancient Monuments and Archaeological Areas Act 1979. The scheduling process is likely to take some time as the scheduling details, including a map of the area to be protected, have to be drawn up and considered by a number of people within the Department before scheduling action commences. Scheduling itself is a somewhat lengthy process involving consultations with owners and occupiers and consideration of representations. Meanwhile the Department recognises that the site is worthy of scheduling as an ancient monument, which implies that it is of national importance for preservation."

##### WHITECLIFF QUARRY SO 568103

Proposed deposit of refuse material for restoration to agriculture.

The following letter was sent to the Society by the County Planning Officer, dated 10 Aug 84.

"I am writing to inform you that at the request of the applicants the above application has now been withdrawn."

The objection from the Society was "that the tipping of refuse in this area would be a serious mistake because of the obvious nuisance value, but also because of the less obvious nuisance caused by foul water from the refuse seeping through the Furnace and adjacent retaining walls."

Ian Parsons

---

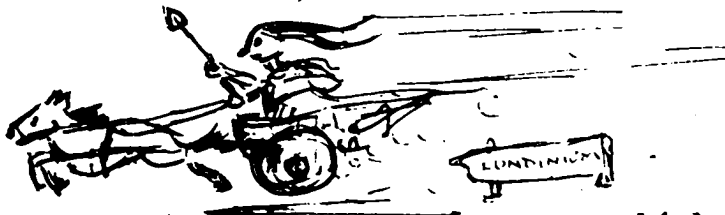
## SITES & MONUMENTS RECORD - A PROGRESS REPORT

The work to compile and computerise the County Sites & Monuments Record continues in the County Planning Department. There are about 5,000 records on the computer and the maps, some of them compiled from information provided by members of CSIA. However, there is plenty of scope for more involvement by GSIA members in order to ensure that Industrial Archaeology takes its proper place when environmental and specialist conservation issues are being considered with the County.

While for the most part the source of information used for the Sites and Monuments Record has been the Ordnance Survey Archaeological Records cards, with the assistance of funding from the Historic Buildings & Monuments Commission (formerly the Inspectorate of Ancient Monuments, D.O.E.) two major projects have been undertaken to increase the scope of the SMR. Last year as many aerial photographs as could be readily viewed were scrutinised for archaeological information. This evidence was mapped and indexed on the SMR, and many photographs of archaeological sites were purchased - mainly from the National Monuments Record and the Cambridge University Aerial Photographic Committee. The sites principally recorded were those evident as cropmarks, or earthworks which included remains of mills, quarries and other industrial sites. The other project was to survey and record archaeological evidence for the area of gravels in the Upper Thames valley. The principal evidence shows as cropmarks, although sites such as mills and communication systems were also recorded on the Sites & Monuments Record, and it is hoped this information will ensure the better protection of the sites in the area.

Elsewhere in the County, the Royal Commission for Historic Monuments has been carrying out a survey of a transect across the Forest of Dean and we look forward to the results of this work when it is completed. This is also an opportunity to ask anyone with information about the industrial past of the County to consider making it available to others who thereafter apply to consult the SMR for research or management and planning purposes.

Alison Alden



## VISITS

### PAINSWICK

14 April 1984

Mrs. Haine led about a dozen members on a Saturday afternoon walk around Painswick, and gave us a most interesting commentary on its buildings and its family and social history and development.

It was a privilege to share some of Mrs. Haine's encyclopaedic knowledge of this most interesting village, even to a performance of the singing rhyme in which the infant scholars promised good behaviour.

J.S.

BRISTOL

5 May 1984

A small (but select!) party of 26 members and friends were met by Tim Clarke and other members of BIAS, to whom we are very grateful. We went first to the Underfall Yard, named after the sluices which regulate the harbour level and discharge the harbour silt into the river. This yard retains what is probably the best collection still in situ of 100-year old machine and forge tools. We also saw the patent slip for small ship repairs (does anybody know whose patent?) and the hydraulic pumping system which still provides power for the dock gates and bridges.

The coach then moved to Redcliffe where we had a most interesting guided walk round the Bathurst Basin and the upper part of the floating harbour. After lunch we went to the Oakfield Road Pumping Station of the Bristol Waterworks Company in Clifton, which was specially opened for us. Here there is still an interesting turn-of-the-century vertical triple expansion Carliss valve pumping engine, though we did not see the pumps which are in the unlit basement.

The visit concluded with a look at the remains of the dock at Sea Mills. The sight of this with the tide out provided a convincing demonstration of the difficulties of navigating the Bristol Avon.

We are very grateful to BIAS and the Bristol Waterworks engineer for giving us such an interesting day.

J.S.

-----

CIRENCESTER & NORTHLEACH

3 June 1984

In the morning, David Viner took us for a fascinating walk round Cirencester, pointing out many relics of railway & canal history, and industrial history, and giving us a potted history of the buildings of the town as they are today.

After lunch we re-gathered at the Cotswold Countryside Collection at Northleach to see the well-presented Lloyd-Baker collection of farming equipment and the equally well-presented House of Correction.

J.S.

-----

IRONBRIDGE

22 July 1984

28 members and friends went to make or renew their acquaintance with Ironbridge Gorge Museum. First stop was at the Coalbrookdale Museum (very good indeed) and the Darby furnace under its rather incongruous new ho sing. We then moved down to the Severn Warehouse, the Bridge and Coalport China works, before finishing at Blists Hill.

It did not prove practicable to fit in the Jackfield tile factory. (N.B. The Ironbridge park-and-ride bus service is not as good as it used to be.) There has been a lot of development since our last visit and the iron works being built at Blists Hill offer further interest in the future. One interesting new feature is the Severn Trow "Spry" of Bristol, perched on blocks a couple of hundred feet above the Severn, and undergoing a Herculean restoration.

J.S.



## SOUTHAMPTON VISIT

On Sunday 1st July 25 members and friends were guided round sites in Hampshire by members of Southampton University I.A. Group. Our guides met us at Whitchurch Silk Mill, a fine old building in a beautiful setting on the River Test. We were given a fascinating description of the silk preparation and weaving processes and also saw the original water-wheel with a flyball governor arranged to regulate the sluice to control the mill speed. An I.A. Group member is involved in restoring this mechanism.

The lunch stop was at Southwick where a small estate brewery is being restored, largely by I.A. Group members. The small steam engine has been brought back into working order.

We next visited a private garden to see the memorial tablet and fairly scanty remains of Cort's Funtley Ironworks where he introduced his puddling process to make wrought iron.

Bursleden Windmill, being restored by other members of the I.A. Group was the next stop, where we saw some fine carpenter/millwright work on new machinery. This was followed by a visit to Tram 57 at a site near the Ricks, where yet more members are virtually rebuilding a Southampton tram.

A fine day was concluded by a visit to Elwing Tide-mill, which is now restored to working order (that I.A. Group again!) The only complaint of the day was that the tide did not serve for us to see the mill working.

We owe our thanks to our guides from this remarkably practical Group, though we are not sure how they find time to show visitors round. (G.S.I.A. members, please note.)

R.W.



### STROUD PUBLIC WEIGHBRIDGE

When this photo was taken, only the frontage remained: soil-slip from the railway embankment above had completely filled the former office. Now in 1984, nothing remains. The retaining wall has been built up so that there is no trace of the former structure.

SLB in the pediment is for Stroud Local Board. The date just below is 1876.

C.C.

# TILTUP'S END,

FREES Ball's Green, Lightpill,  
Nailsworth, Inchbrook, Stanley,  
Hazlewood, Aveuing, Culverhill,  
Spout, and Tiltup's End Gates.

10 day of 10/11/1877 s. d.

Horses drawing .....	
Asses drawing .....	
Horses not drawing ..	
Asses not drawing ..	
Beasts .....	
Sheep, Calves, Pigs	

Produce the ticket or  
pay the toll.

## TURNPIKE TICKET

One of the last tickets issued on the Nailsworth Trust road (1781-1877). The toll-house stood opposite Tipputs Inn (formerly the Black Horse) but was removed for road widening about 20 years ago: the milestone with its plate (about 1784) is however still in situ nearby against the wall.

Relatives of the last turnpike keeper still live in Horsley and Nailsworth. The original ticket (courtesy of Mrs Betty Mills of Nailsworth) is about the size of the old tram ticket.

Which brings us, appropriately, to the end of this issue of the Journal. We hope you have enjoyed it!

*Christopher Cox*  
2 Feb 84.