

**A GUIDE TO THE
INDUSTRIAL ARCHAEOLOGY
OF
GLOUCESTERSHIRE**

Gloucestershire Society for Industrial Archaeology

Association for Industrial Archaeology

This booklet is published by the Association for Industrial Archaeology for the annual conference of the AIA held in Cirencester in 1992. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial

monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the *Industrial Archaeology Review* which is sent twice yearly to all members who also receive the *AIA Bulletin*. Further details may be obtained from the Membership Secretary, AIA, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW

THE GLOUCESTERSHIRE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY

The GSIA was founded in 1963 and is therefore one of the oldest of the Country's industrial archaeological societies. It organises a regular programme of lectures, site visits, and other meetings. The activities of the 200-hundred strong society include research, recording and a limited amount of fieldwork. The main

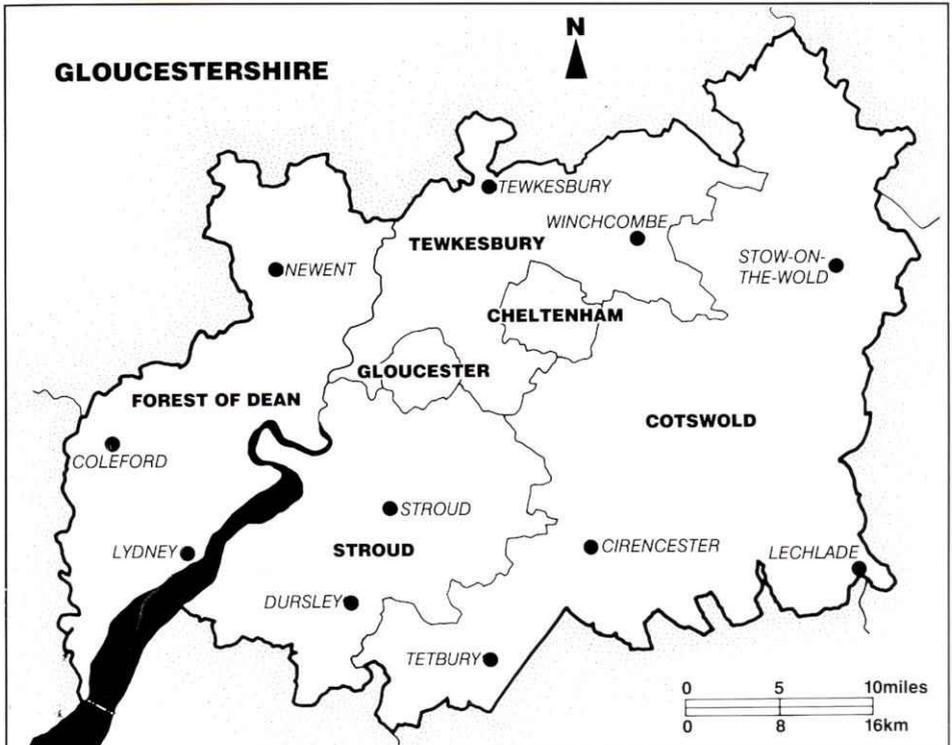
publication is the *Annual Journal* and there is a regular newsletter. In addition, the membership regularly contributes articles to other related publications and have published a number of books on industrial topics.

Further details may be obtained from the Honorary Secretary:

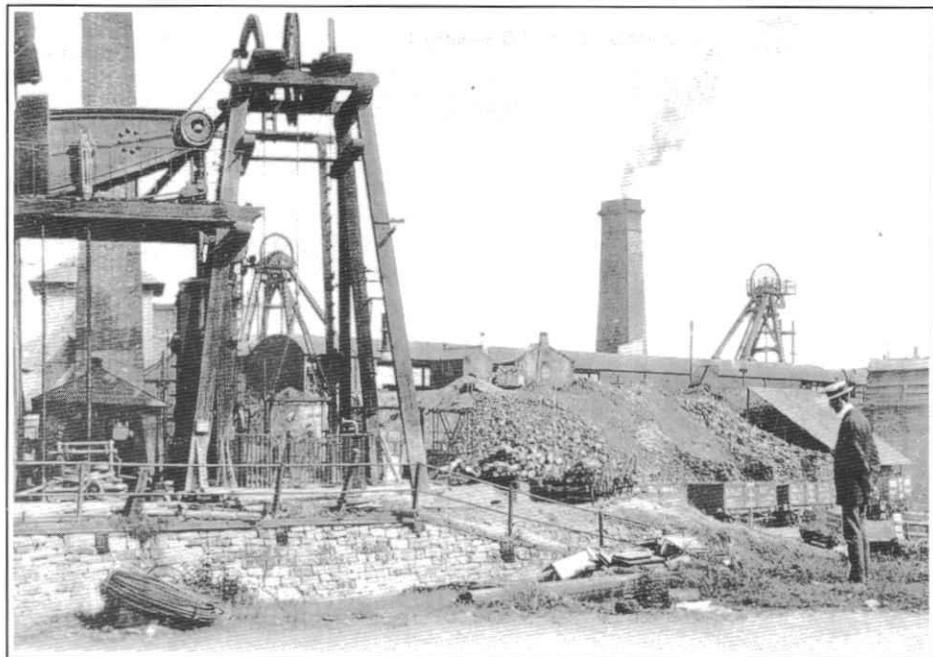
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A GUIDE TO THE INDUSTRIAL ARCHAEOLOGY OF GLOUCESTERSHIRE



F48 Lightmoor Colliery, Ruspidge

Dean Heritage Museum

GLOUCESTERSHIRE AN INTRODUCTION TO THE COUNTY

Gloucestershire has always been a county of great diversity and falls naturally into three distinct regions: the Cotswold Hills, the Vale and the Forest of Dean. Each has been host to a variety of crafts and industries over the centuries, although many of these were exclusive to a particular area. The Cotswolds have never been heavily industrialized although where available, its water power was put to use, and its limestone widely extracted for the construction of the characteristic buildings of the area. All of the exposed rocks are of the Jurassic era. In earlier years, the main sources of employment were agriculture and the wool trade; large numbers of sheep were kept by the great abbeys and wealthy landowners, much of the wool produced being exported to Europe. Woollen cloth making flourished later, especially in the valleys around Stroud where it remained the biggest industry for many years. At one time, thanks to an abundance of water power, there were over 250

mills actively employed in the various stages of cloth manufacture. The first half of the 19th century saw many of these rebuilt and enlarged and increasingly, steam power installed. Later years saw the trade decline, a host of other industries moving into the redundant cloth mills. Many engineering concerns came into being, evolving out of the local experience gained in the design and manufacture of cloth-making machinery. Others mills were turned over to such diverse uses as chemical production, hosiery knitting, wood and iron working, and walking stick manufacture, the latter becoming a major speciality of the area. Remarkably, quite substantial boats were built on the Thames & Severn Canal, at Brimscombe, a few miles from Stroud. For a time, the silk trade also prospered in the area, as well as Blockley. With the exception of Stroud, the overall nature of the Cotswolds ensured that both domestic and commercial developments remained modest in size.

Traditionally, the Vale has been rich farmland, used mainly for orcharding, dairy farming and arable crops. Industries have tended to be focused around the main centres of population although the majority of the small rivers flowing towards the Severn were harnessed to drive a variety of mills grinding corn, fulling cloth, producing paper, or working iron and wood. Small brickworks made use of the local clays and in a few places, gravel extraction took place.

Gloucester has always been the main industrial and commercial centre of the region, and has had a long and varied history of manufacture, ranging from ironworking, bell founding, and pin manufacture to corn milling, malting and the manufacture of matches, aircraft and railway wagons. It has always been an important centre of communication, major waterways, railways and roads intersecting here. For many years it was also a thriving inland port.

Some of the smaller towns such as Tewkesbury, Tetbury and Cirencester have been important centres of commerce at different times, although on a much smaller scale than Gloucester. For instance, Cirencester saw periods when wool stapling, carpet making and edge-tool manufacture were of importance, although all eventually faded as industries gravitated towards fewer centres, in other locations.

Cheltenham, the county's other major town, owes much of its existence to the mineral springs discovered in the vicinity, rapid expansion occurring during the 19th century. Despite its eventual size, it essentially remained a spa town with little industrialization taking place until the 20th century. Its former prominence has left a wealth of decorative iron work (both wrought and cast) in the form of balconies, lamp posts and other street furniture.

Nearly one third of Gloucestershire lies to the West of the Severn and differs from the rest of the county in its topography and geology. The rocks include Palaeozoic limestones, sandstones and productive coal measures from which sprang several industries. The oldest and longest lived was iron making which began in Roman times and possibly before.

From the early Norman period, West Gloucestershire was also dominated by the important Royal Forest of Dean, governed by forest law, and owned by the Crown. This situation left little room for the growth of other wealthy landowners with capital for industry. Furthermore, the minerals of the royal forest were controlled by the customs of free miners.

Free miners had the exclusive right to extract iron-ore, coal and stone subject only to the payment of royalties. To qualify as a free miner required being locally born and the working of a period for freedom. Once qualified and registered, free miners would stake a claim, and the right to win the mineral from an area, known as a gale, was theirs. In 1838 the customs were confirmed by Parliament and to the present day free miners operate them.

The hills and numerous valleys provided water power. Later, steam raised from local coal replaced it. By 1820 the difficult terrain was dissected and served by tramways carrying products to nearby ports. Many of the major routes later became steam-hauled railways but the remoter valleys relied on horse and trampoline well into the present century.

Within the Royal Forest, the woodlands produced charcoal for ironworks and gave cover for the deer. After 1668, the growing of oak for the Navy increasingly dominated silvicultural management and seeded many small-scale woodland trades. In 1924 Dean, one of the last royal forests, and containing over 20,000 acres of redundant navy oak, passed to the then-youthful Forestry

2 Commission. Over the past century forestry has developed into a large and interesting industry.

Today, many of the old industries have gone. In their place are varied lighter concerns, service trades and tourism. A major forest still dominates the locality, bounded by the Wye Valley to the west and the Newent area to the north. These areas have been moulded by centuries of industrial toil and their rural landscapes are richly stocked with remains, survivors and successors.

Closely linked with the county's industrial expansion came the growing transport system, which eventually comprised a network of navigable rivers and canals, as well as roads, tramroads and railways. There have been four major canal schemes in the county, namely the Stroudwater, Thames & Severn (1789), Gloucester-Sharpness (1827), and Hereford & Gloucester (1845); there were also smaller ones at Coombe Hill and Lydney. There were abortive attempts to canalise the lower Frome as early as the 1720s, and also in 1759 (Kemmett's Canal).

Gloucestershire saw a number of early industries utilizing tramroads and later, several important railway schemes crossed the county. In 1840 the Birmingham & Gloucester Railway reached both Cheltenham and Gloucester; it was absorbed by the Midland Railway in 1845/6. 1844 saw the opening of the Bristol & Gloucester Railway, which linked Birmingham with Bristol. The line from Birmingham to Gloucester was standard gauge, but beyond, broad gauge. The break of gauge and continual transshipment at Gloucester frequently resulted in chaos, the line eventually being taken over by the MR. Other schemes included the Cheltenham & Great Western Union, which was authorised (1836) to build a line to the GWR at Swindon, via Stroud. This, like the later Banbury & Cheltenham Direct Railway, was ultimately bought by the GWR. Other notable lines were the Midland & South Western Junction Railway, the South Wales Railway (1852) and the Severn Bridge Railway (1879). The latter linked across the Severn with the Severn & Wye system, which was taken over by the GWR and MR in 1894.

All of these, like many of the county's industries, have left their mark. Overall, much of Gloucestershire's story has been one of change and adaptation, as old industries faded and were replaced with newer ones, a trend that continues to this day.

GAZETTEER

This publication makes no extravagant claims to being exhaustive; Gloucestershire has too many interesting reminders of its industrial heritage to encompass in such a modest volume. The reader is therefore directed to the list of reference material for further information.

The county has been divided into a number of areas corresponding with the District Councils. As far as possible, entries are then arranged alphabetically by parish and then site, within these. It will be appreciated that in some cases, linear features such as railways and canals, extend into adjacent districts.

Note: The suffix at the end of each gazetteer heading gives an indication of the ease of viewing:

- Open to the Public
- * Easily viewed from road or public footpath
- ✱ Restricted viewing from road or public footpath
- Only visible from private land
- ▲ Forestry Commission land
- Indicates Admission Charge

It will be appreciated that a number the sites listed are on private property and where no public right of way exists, it is recommended that permission is sought before visiting the site. Some sites, such as old mine workings are also potentially dangerous!



G1 Gloucester Docks, c1900

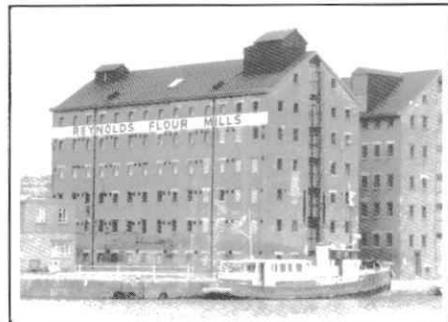
G1 DOCKS

SO 827183



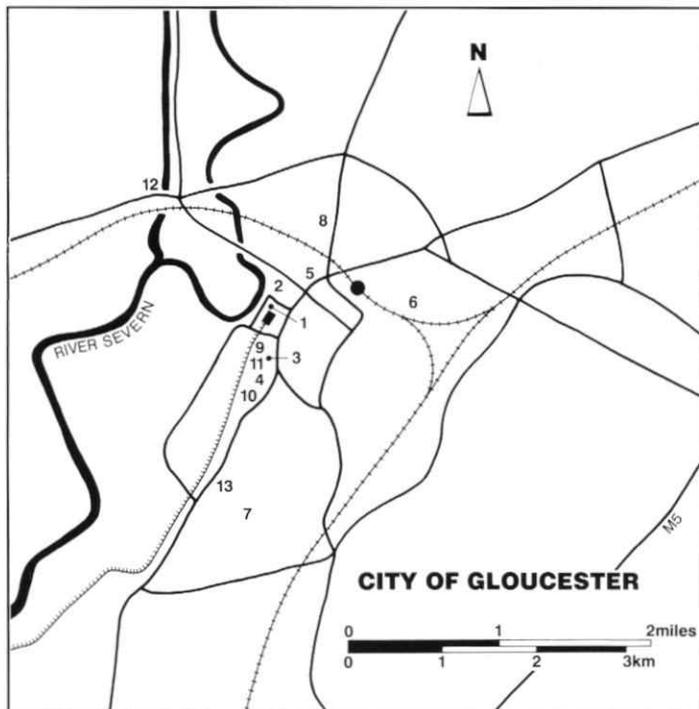
Gloucester is an ancient inland port and was granted its charter by Elizabeth I in 1580, however passage up the Severn was often difficult. The present Docks were opened in 1812 with vessels having to lock up from the river. The opening of the Gloucester-Sharpness Canal in 1827 brought a great boost to traffic, with huge tonnages of grain, timber, and innumerable other commodities being handled. Much was transhipped and carried on via the Severn and the canal network to the expanding Midland towns. Many of the grand warehouses

date from this period, having been built to store incoming goods. Several were later converted to flour mills; the Albert Flour Mills (SO 827182) were the first in the area to adopt roller milling. Tramways soon arrived, the Cheltenham & Gloucester Tramroad entering the Docks by the Southgate Street entrance, adjacent to the weighbridge house (a GSIA plaque now commemorates this at SO 828180). Many of the redundant warehouses have been turned over to other uses following the decline in commercial traffic. The Llanthony Warehouse (SO 827181) now houses the National Waterways Museum and the North Warehouse (SO 827184) is used as Council offices. There is much to see, including the graving dock, the old pump house (1834) that brought water up from the Severn, and the Mariners Chapel (1849). The Docks encompass a water area of over 14 acres. The City Flour Mills (SO 828184) stand on the North side of the Docks, having been opened in 1850 by the Hadleys and later worked by Reynolds & Allen; it is now operated by Priday Metford. The mill's central section was rebuilt following a fire in 1888. 1990 saw the installation of new milling equipment, making Pridays one of the largest flour producers in the county.



4 G1 Reynolds Flour Mill, Gloucester Docks

See Conway-Jones, 1984, and Stimpson, 1980



c1740-c1850, pin making, once a major industry in Gloucester, was being carried on. The timber-framed building, which was restored in 1933, now houses the Folk Museum's diverse collection, plus a reconstructed dairy, wheelwrights, ironmongers, and blacksmiths. An upper room still contains a forge for annealing pin wire.

See Cox, 1987.

G3 FIELDING & PLATT

Atlas Works

SO 827178

Although newer buildings have replaced many older ones, workshops and warehouses of c1913 line the back of the site, and the company offices date from the turn of the century. It was founded in 1866 by Samuel Fielding and

James Platt (of Savory & Co). They went on to produce a wide range of forging presses, boiler making plant, railway equipment, small marine engines, gas engines, and later, increasingly sophisticated presses for munitions work. Much went to export markets. Platt eventually left to set up the Dudbridge Iron Works. By the time of the 1st World War, bigger extrusion presses were being produced and by the 1920s, these were joined by a range of oil engines.

G4 GLOUCESTER RAILWAY CARRIAGE & WAGON WORKS (site of)

Bristol Road

SO 826176

Although much of the site has been cleared in recent years and turned over to other uses, the works was once one of the major employers in the City. From its once-considerable site, rolling stock was exported throughout the world. The company built the first all-iron railway wagon as well as carriages, buses, trams, and electrical and diesel units. The works first opened in 1860 and finally closed down in the 1980s.

See *Centenary History*, 1960.

G2 FOLK MUSEUM

Westgate Street

SO 828187

Formerly a Tudor merchant's house (c1500) incorporating a pair of shops with domestic and workshop accommodation above. John Sandford, a wealthy clothier, was the owner in 1548 when it was possibly used for the storage of cloth and garment manufacture. From



G2 The Folk Museum, Westgate Street

G5 GLOUCESTER JOURNAL OFFICES

St Johns Lane

SO 832186

*

St John's Lane today houses the Citizen Group of newspapers. It was from these buildings that Robert Raikes, the elder, published the very first *Gloucester Journal* on April 9th 1722, this being one of the very first commercial journals of its type in the country. The paper flourished and by 1876, had been joined by the *Citizen*, founded by Samuel Bland.

G6 HORTON ROAD LOCOMOTIVE DEPOT

SO 842183

*

Gloucester was once an important railway centre and formerly had two depots. The Horton Road Depot formed part of the GWR's Worcester Division. Opened in 1872, it was originally a 10-road shed, the left hand section being the 'passenger' side, and the 4-road right hand side, the 'goods' bay.

The shed housed Gloucester's *Castle* class engines, and was partially demolished in the 1960s. Part still survives, although signal boxes, coaling stations, etc. have been swept away since its closure to steam in 1965. The nearby Barnwood Midland shed has also been demolished in recent years. The site of the former MR Eastgate Station, marshalling yard, and signal box is now covered by a supermarket. Eastgate Station was linked to the GWR station via a long overhead walkway. Little of interest remains.

G7 IMPREGNATED DIAMONDS

Tuffley Avenue

SO 824163

*

In 1932 Peter Nevens invented diamond grinding wheels. By 1939 a factory had been set up in Gloucester to exploit the idea. Production continued and in the early 1960s the firm was taken over by the Universal Grinding Company, and later by L M Van Moppes and Unicorn

industries. Their product range makes use of both natural and man-made diamonds. The company is now one of the largest producers of diamond products in the world, its products finding their way into most aspects of engineering.

G8 KINGSHOLM TOLL HOUSE

Kingsholm Road

SO 835195

*

The toll house at Kingsholm originally stood on the edge of the city, at the start of the Gloucester to Tewkesbury turnpike. Gradual expansion of the city has meant that its once rural location has long since disappeared, now being well within the built-up suburbs.

G9 MALTINGS

Merchants Road

SO 825178

*

The large brick-built maltings of G & W E Downing stand either side of Merchants Road, close to the Gloucester-Sharpness Canal. One block is dated 1895 and is joined by an elevated section, straddling the road, to a further block (nearer the canal) of 1901. An external hoist survives. The buildings are now used by West Midland Farmers.

G10 MORELAND'S MATCH FACTORY

Bristol Road

SO 827175

*

The site has, in recent years, been turned into an industrial estate although the main brick-built buildings and the famous illuminated **MORELANDS—ENGLAND'S GLORY** sign remain today. The factory dates from the 1890s, the business having been founded earlier by a Quaker, Samuel John Moreland, who imported Poplar trees to a canal wharf near the factory, via the Severn. At its peak it produced 50 million matches a day, its most famous brand, from the forty it produced, being *Englands Glory*. The factory ceased manufacture in 1967.



G6 Horton Road depot (GWR 85B) in 1960, with *Castle* and *Grange* locomotives

EVERY BOX
OF
**ENGLAND'S
GLORY
MATCHES**
YOU USE
MEANS MORE WORK
FOR
BRITISH LABOUR
—
MORELAND - GLOUCESTER

G11 MUIR-HILL LTD (site of)

Bristol Road
SO 827178

Muir-Hill, started life in 1927, initially in Manchester, producing the first dumper trucks, nicknamed *Iron Mules*. By 1929 they had produced the first rubber-tyred dumper, and by 1939 over 14,000 units had been produced. Various innovations were developed at Gloucester throughout the years, including, rotating seats, steering developments and four-wheel drive units. The works were demolished during the 1980s as part of the redevelopment of the Wagon Works site.

G12 OVER BRIDGE

SO 816195

Telford's bridge, situated on the outskirts of Gloucester, was opened in 1829, and despite the fact that the crown of the arch fell by at least 10 inches, on the removal of the centring, it remained in regular use until the 1970s. The design was based on that of Perronet's bridge over the Seine at Neuilly. It has now been preserved and is a well known place for viewing the Severn Bore.

G13 SIMON-BARRONS LTD,

Bristol Road

SO 823166

Barrons became one of the most prominent mill engineering companies in the country, originally having works at Ladybellgate and Kingsholm, in the City. As their range of products increased, so did their demand, the result being the opening of a new seven acre site in 1932. An agreement was reached (1934) with Henry Simon (milling engineers) whereby each company cooperated closely on technical and commercial matters, although each retained their independence. The new site housed a foundry and numerous workshops, manufacturing a wide range of equipment, mixers, roller mills, crushers, dressing machines, and *Dreadnought* composition millstones. Many of the original buildings were still in use up to the early 1990s.

See *Mills & Riemer, 1989*.



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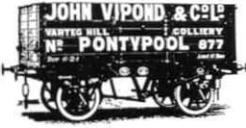
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CH1—CH3 IRONWORK AND STREET FURNITURE

Little industrialization occurred in the town itself until this century. Its popularity, and hence prosperity, as a spa town from the late 18th century resulted in the widespread use of decorative ornamental ironwork, both cast and wrought. Various types are to be found in the form of balconies, porches, lamp posts, pillar-boxes, and other items of street furniture. Good examples are in London Road, Oxford Parade (**CH1**—SO 955219) which has examples, in the form of balconies, hoods and porches, from different periods of development. In Royal Crescent/Crescent Place (**CH2**—SO 947224) there are 'Dragon & Onion' lamp posts, and in Montpellier Walk (**CH3**—SO 944218) is a rare surviving hexagonal iron pillar box.

See *Chatwin*, 1974

CH4—CH7 MILLS

Despite the area's lack of industrial activity, the River Chelt once powered a series of small mills strung out along its course. The upper reaches worked Dowdeswell, Bafford, Ham and Charlton Mills (all in Charlton Kings parish) and Sandford Mill (half in the parish and half in Cheltenham!) The former three were corn mills and went out of use between the 16th and 19th centuries. Charlton Mill was mainly a corn mill but also saw use for fulling and as a leather mill. Sandford Mill (**CH4**—SO 956214) was a corn mill belonging to the Pates family in the 16th century. In Cheltenham, the river powered Barretts Mill (**CH5**—SO 953218), Arleston Upper (**CH6**—SO 942226) and Lower (**CH7**—SO 939229) Mills, the latter worked by steam by the 1890s, and Arle Mill. Most of these rural sites were swallowed up during the great expansion of the town that occurred between 1800 and the 1820s. Downstream, the Chelt also powered Withybridge (corn and saw) Mill (SO 905246), Boddington (corn) Mill (SO 894257) and Slate (corn) Mill (SO 890264). Withybridge is now derelict although the other two have been converted to dwellings.

CH8 ELECTRICITY SUBSTATION,

Clarence Road

SO 947225

*

8 The building is built of brick, with terracotta detailing, its design based on the Strozzi

Palace, in Florence. Although not the first, Cheltenham was one of the earliest towns in the area to be lit by electricity (1890s) the small substation being associated with this period. Originally built in 1895 with two storeys, a third was later added. The station housed a transformer, distribution equipment, test facilities, and stores, with the upper floor being used as the attendant's quarters. The GSIA and Cheltenham Civic Society have erected a commemorative plaque on the building.

CH9 GLOUCESTER-CHELTENHAM TRAMROAD PLAQUE,

Gloucester Road

SO 941229

*

A GSIA plaque marks the end of the tramroad; it is on the Hop Pole public house. (See T4)

CH10 LANSDOWN STATION,

Gloucester Road

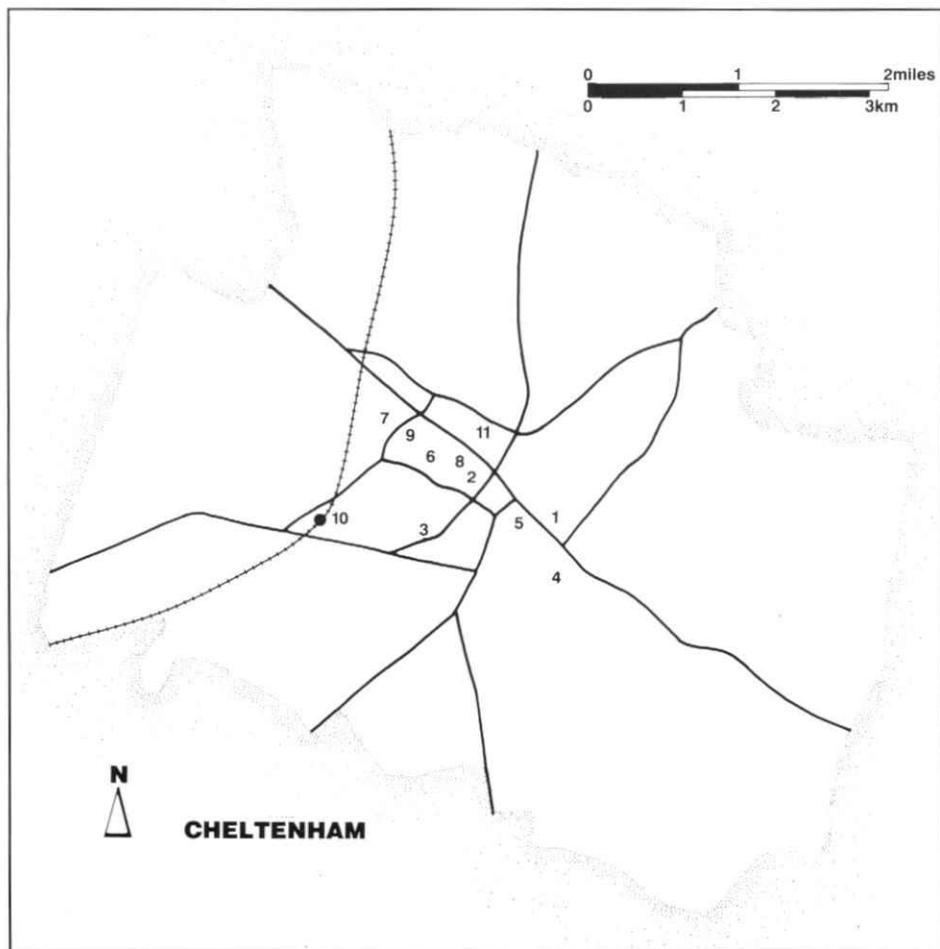
SO 932220

*

June 1840 saw the Birmingham & Gloucester Railway open its line to Cheltenham, with a station at Lansdown (originally known as Queens Road Station). Although alterations to the structure have been made with the passing years, there is still plenty of evidence of the B & G's occupation. Apart from the station house, there are retaining walls, cast iron columns and other iron work. The station is still in regular use.



CH11 Thomas Gardner's original brewery



CH11 WHITBREADS BREWERY,

St Margaret's Road

SO 948227

*

A brewery was established at the site in 1760 by Thomas Gardner, adjacent to the *Fleece Inn*. After 1888 it became known as the Cheltenham Original Brewery. The main brew-

house of 1818 was severely damaged by fire and much of the site rebuilt in 1898. The company merged with the Stroud Brewery in 1959 and was subsequently taken over by Whitbreads in 1966. The brewery is the largest and oldest in the locality and is still active, many of the 1898 buildings still being in use.

TEWKESBURY DISTRICT

T1 COOMBE HILL CANAL

SO 886272

*

A cluster of cottages and the wharf house survive around the overgrown terminal basin. The canal was opened in 1796, from Wainlode, on the River Severn, where it had a double entrance lock (SO 847263) to Coombe Hill, a few miles from Cheltenham. The original idea behind the project was to transport coal from the Midlands coalfields to Cheltenham, but over the next eighty years, various concerns went bankrupt trying to run it profitably. The canal was 2.5 miles long and was finally abandoned in 1876, when floods swept the lock gates away.

T2 GLOSTER AIRCRAFT COMPANY (GAC)

Hucclecote

SO 880163

*

George Carter, GAC's Chief Designer for Aircraft, met Frank Whittle in Hucclecote in 1939 and the combination of new aircraft and revolutionary jet engine led to the E28/29. Production was suspended due to air raids and

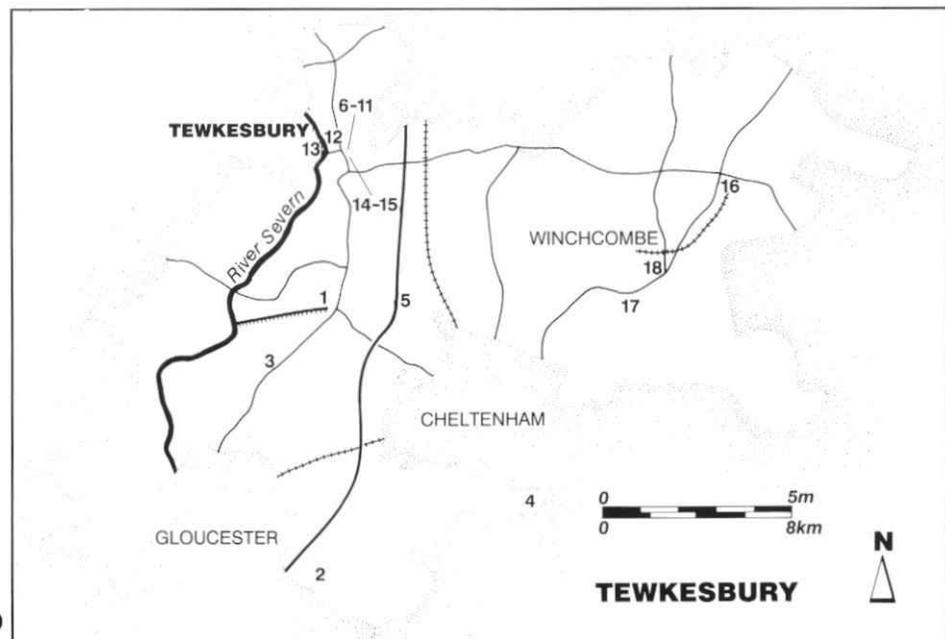
the first jet aircraft was moved to Regent Motors in Cheltenham for completion. By April 1941, the *Squat* had moved back to Hucclecote and on May 15th 1941, it flew for 150 yards at a height of six feet, in what GAC's chief test pilot (Gerry Sayer) called a 'short hop'. Following further work, development was moved to RAF Cranwell. A bronze plaque showing the plane in flight stands at the entrance of the Gloucester Trading Estate, once the Gloster factory. The actual plane hangs in the Science Museum. The old runways are still clearly visible.

T3 NORTON MILL

SO 867248

*

The last mill worked by the River Chelt; this little corn mill dates largely from the 19th century, although some parts are older. It is a typical brick-built country mill, the internal breast-shot wheel originally driving two pairs of stones used for the production of flour and animal feed. The last recorded miller was Duncan Preston (1880-90s). Currently under restoration, the mill contains various items of machinery, stones and bake oven. There are





T1 Remains of the Coombe Hill Canal

also traces of water courses, although the wheel has gone.

T4 LECKHAMPTON QUARRIES

square SO 940180



Around 1798, Charles Brandon Trye took over the inferior Oolite quarries at Leckhampton, this signalling the start of a period of great expansion. Gravity-operated inclined planes were built and links established with Lord Sherbourne's Gloucester & Cheltenham Tramroad (1811-1861). By 1811, stone could be transported directly to Gloucester by rail. During this period, around 20,000 tons were moved each year, much going to the expanding town of Cheltenham. By 1861, the G & C

had closed, however the quarry's tramroads continued up to 1924, the quarry finally closing c1927. The course of many of the inclines used to transport stone are easily traceable. The Devil's Chimney (SO 946183) is a prominent local landmark left by the quarrying. There are also remains of large lime kilns (SO 949185).

T5 STOKE ORCHARD MILL

SO 917277



The brick-built mill was fed by the Hyde Brook, the tail race emptying into the River Swilgate. Power from the internal eight foot diameter iron overshot water wheel drove two pairs of small stones. The site was in use from the 14th century and was the mill of the Manor of Stoke



T6 Abbey Mill, Tewkesbury (see over)

Orchard and Downing. A steam engine (installed in 1840) was responsible for the death of the owner, Richard Hone. The mill finally went out of use at the time of the First World War. A large adjacent dovecote is dated 1784.

T6 ABBEY MILL,

Tewkesbury

SO 889325



The impressive Abbey Mill is now used as a restaurant and function rooms. The rear of the mill has four wheel pits, the water being supplied from the Mill Avon. The foundations are believed to date from c1190, around the time the Avon was diverted to feed the mill. It was rebuilt on many occasions although much of the present building dates from the mid 19th century. It was originally run as two separate concerns, Abbey and Town Mill.

The mill features in the famous 19th century novel *John Halifax, Gentleman*, in which Abel Fletcher was the mill owner.

T7 13, BARTON STREET

Tewkesbury

SO 893327



Number 13 Barton Street was an important site for the production of the famous Tewkesbury mustard. Mustard seed was laid out on the top floor of the building where it was dried, prior to the preparation of the mustard, which was well known for more than 100 years.

T8 THE BLACK BEAR INN,

Tewkesbury

SO 894331



The Bear is now an Inn but has had many uses over the years. It was originally built c1308 and has for many centuries stood on an important roadway on the outskirts of Tewkesbury. For many years it was a toll house and faced the town stocks. Behind the Bear is the Mill Avon and Tewkesbury lock (SO 893331).

T9 HEALINGS MILL,

Tewkesbury

SO 892329



Samuel Healing opened his steam-powered, seven-story Borough Flour Mills in 1865; it operated 12 pairs of millstones. In 1885 it was re-equipped with Carters Automatic Roller System, becoming one of the biggest roller mills in the area. Steam power finally went out of use in the mid 1950s, new equipment (much from Barrons of Gloucester) being installed in 1977. Later additions to the mill date from 1889, 1935 and 1980. Close to the mill is former Blizzard and Colman brewery (SO 893331) and the iron Quay Bridge (1822) which formerly carried a branch of the railway across to the mill.

T10 HOSIERY FACTORY,

East Street, Tewkesbury

SO 895328



The factory was built in 1825/6 by George Freeman, for the manufacture of cotton lace; steam power was used. Closure came in 1853 after which it was turned over to hosiery knitting. In the 1860s various attempts were made to make the business viable but by the 1870s it had been converted for silk throwing (up to 1878). The building has been converted to dwellings.

See Jones, 1987.

T11 KING JOHNS BRIDGE,

Tewkesbury

SO 893332



There has been a bridge here from at least the early 13th century, although it has been rebuilt and improved on a number of occasions. The last alterations were in 1962. It was known as the Long Bridge, up to the 19th century.

T12 MYTHE BRICKWORKS,

Tewkesbury

SO 884344



There has been a brickworks at the Mythe, Tewkesbury, since 1634 and claypits can be seen along the Severn to the North of Mythe Bridge. These were worked extensively during the first half of the 19th century. Bricks were also made nearby on The Ham.

T13 MYTHE BRIDGE AND TOLL HOUSE

Tewkesbury

SO 888337



The Mythe Bridge over the Severn has a span of 170 feet, and is situated on the outskirts of Tewkesbury, along with its gothic-style toll house; both were completed in 1826. Designed by Telford, the bridge was constructed from iron sections, cast in Shropshire and transported down the Severn. In 1923 it needed strengthening with concrete sections. The tiny



T9 Healings Flour Mill

structure opposite the toll house was a shelter for the toll collector.

T14 RAILWAY VIADUCT,

Tewkesbury

SO 894334

*

The brick-built viaduct (of 1864) runs parallel with St Johns Bridge and once carried the Ashchurch to Malvern branch of the railway; this crossed the river by means of a cast iron tubular bridge (Saxons Lode Bridge), now demolished. The line originally linked with the GWR's Worcester-Hereford line at Great Malvern, but this was reduced to Upton on Severn in 1952. The line was closed throughout in the early 1960s although parts can still be traced.

T15 STOCKING FRAME KNITTERS COTTAGES

St Marys Lane, Tewkesbury

SO 891325

*

Three 18th century cottages, restored in recent years by the Civic Trust. Large upper windows help to admit more light. Frame knitting once employed many Tewkesbury people; by the 1840s their numbers had started to decline although there were still around 220 knitters at work in 1851.

T16 TODDINGTON STATION

SP 050324

□ ●

The station was opened in c1905 and now forms the base of one of the two main railway preservation schemes in the County. The Gloucestershire and Warwickshire Railway

Society was formed with the aim of restoring as much of the old GWR line from Cheltenham to Honeybourne as possible; this was closed in 1976 following the derailment of a goods train at Winchcombe. Five miles of track have been reopened to Gretton Fields, a mile past the site of Winchcombe station. The site is open most weekends, a steam service operating on Summer weekends. The sheds contain a fascinating display of locomotives and rolling stock under restoration.

T17 POSTLIP PAPER MILLS,

Winchcombe

SP 008270

*

The present mill occupies the site of a Domesday corn mill, powered by the River Isbourne. By 1752, John Burnham 'Paper maker' is recorded and by the 1780s, Postlip had become an important producer of quality writing paper, operated by Durham and Stephens. A paper machine was installed in 1826. Evans Adlard were in residence by 1849, and it became steam-powered by 1852. The mill complex is now much modernised and makes specialist paper filters. It stands on the outskirts of Winchcombe, close to Postlip Hall.

T18 WINCHCOMBE RAILWAY MUSEUM,

Gloucester Street

SP 021282

□ ●

No locomotives here, but a marvellous collection of signals, cast iron signs, posters, printed ephemera and much more.



T13 Telford's Mythe Bridge Toll House

S1 BERKELEY NUCLEAR POWER STATION

ST 660995

*

This was the UK's first commercial nuclear power station, commissioned in 1962 and closed in March 1989. It had a modest output of 276,000kW and was of the Magnox type. The two tall buildings each contain an eighty foot high cylindrical steel reactor pressure vessel in a massive concrete shield. The eight boiler units for each reactor are housed in the glass-clad external boxes; four turbogenerators are still in situ in the adjacent turbine hall.

S2 BERKELEY TOLL HOUSE

ST 692991

*

This toll house is to be found in the unusual form of a squat, castellated tower, just off the newly built Berkeley bypass, at Mobley. Its design was obviously influenced by its proximity to Berkeley castle.

S3 BISLEY LOCK-UP

SO 903060

*

An ornamented stone-built, two-cell village lock-up. It stands close to the *Bear Inn*.

S4 STANCOMBE TOLL HOUSE,

Bisley

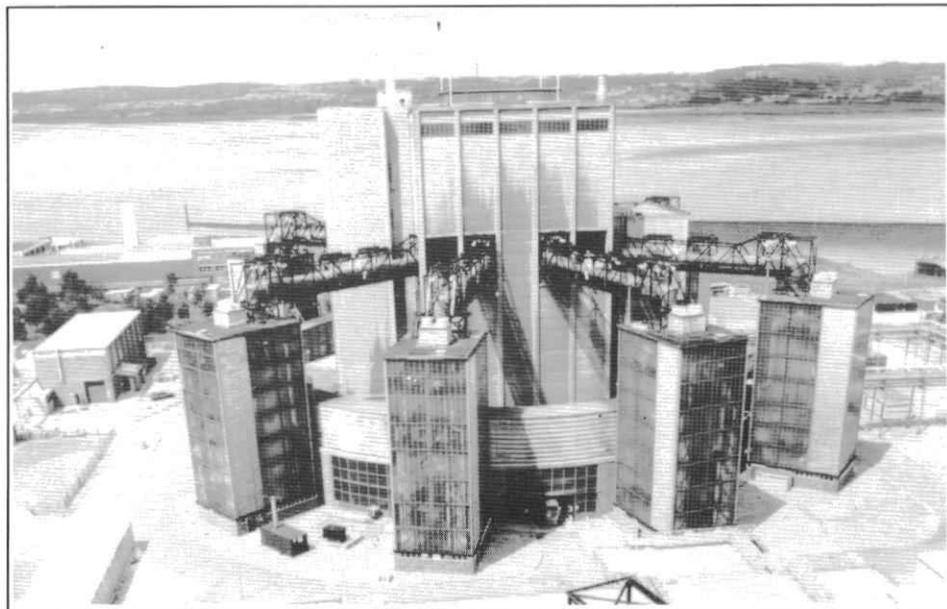
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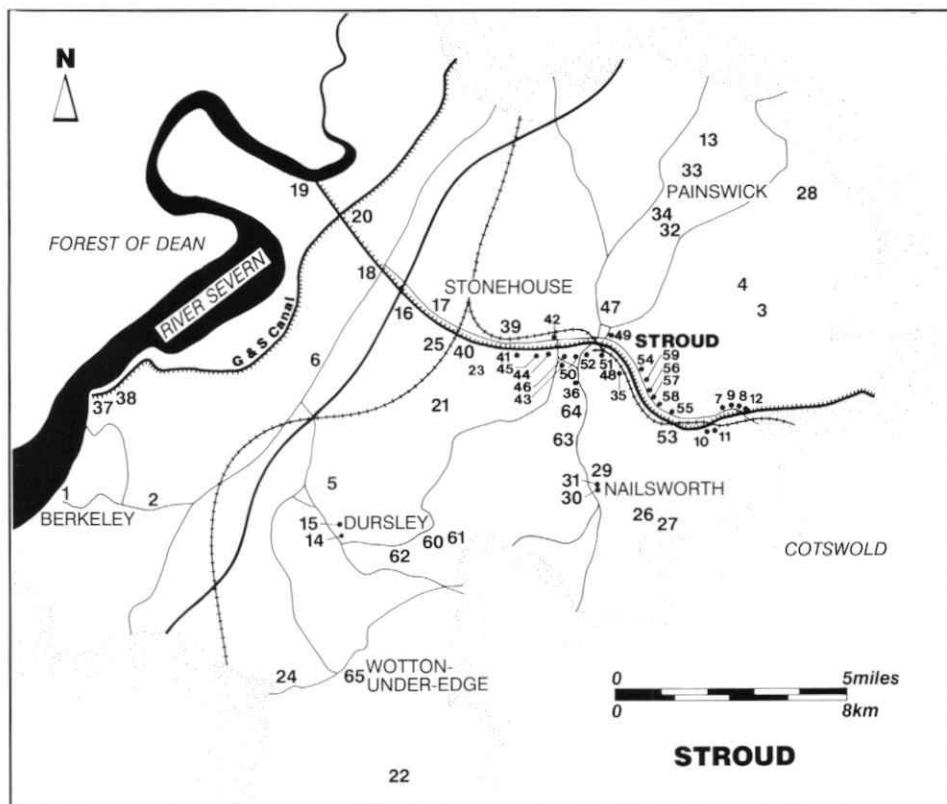
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A two-storey toll house with a typical three-sided frontage giving good visibility in all



S3 Bisley lock-up





directions. It stands on an ancient cross-roads about a mile to the North-West of Bisley and dates from about 1823 when the Act was passed for the Stroud-Bisley Turnpike. Nearby is an ancient headless stone cross which dates from the 8th Century. It was brought from the cross-roads in the 1820s and used as a Bisley parish boundary stone (SO 891066).

S5 CAM MILLS

SO 753000

*

The River Cam once worked many cloth mills, however the only one still operating is Cam Mills. The earliest reference is to Corrietts Mill in 1522. The site was subsequently used by the Fynamores, Purnells, Phillimore's and latterly, J T Cam. A substantial rebuilding occurred in 1818, with further modernizations in the 1870s and around the turn of the century. Many early buildings have been demolished although water courses, company offices, the route of the rail link, and the old water-powered fulling house still exist.

S6 CAMBRIDGE ARM,

Cambridge

SO 749039

*

The lower section of the River Cam was reconstructed in order to act as both a feeder to the Gloucester-Sharpness Canal, and as a branch canal. At its head near the Bristol Road, was once a busy wharf supplying coal, roadstone and bricks to the local community. Part of the basin remains, as well as traces of the nearby now-demolished Cambridge Mill, once a wire mill and latterly the saw mill of the Peake family, one of the canal's customers.

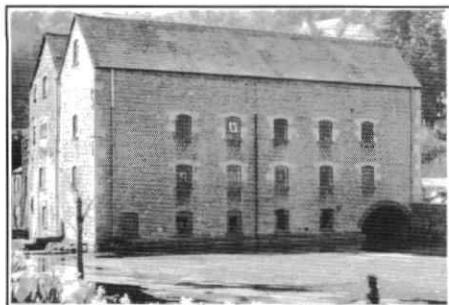
S7 BELVEDERE MILL,

Chalford

SO 891024

*

Belvedere Mill occupies a very old mill site which has been used for fulling, corn milling, silk throwing and upholstery manufacture; the present stone buildings date largely from the early 19th century. It retains its attractive mill pond and is now used by an electronics firm although the fine mill house has now been submerged amongst modern developments.



S7 Belvedere Mill, Chalford

The adjacent red brick water pumping station is now redundant but retains interesting remains of cast iron equipment.

S8 BLISS MILL

Chalford

SO 894025

*

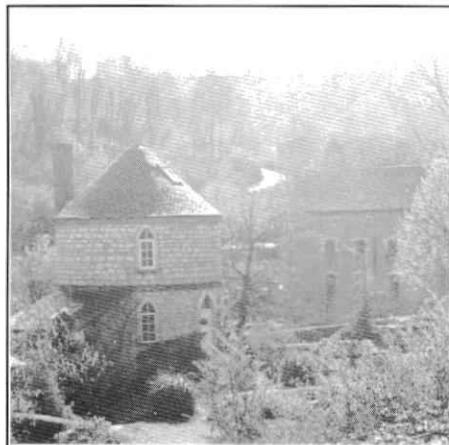
An ancient mill site, certainly in use by the 13th century. Initially it was used for fulling, but was later enlarged becoming a self-contained woollen cloth mill. By the 1850s it was William Dangerfield's walking stick manufactory. He subsequently added three adjacent mills, becoming the largest stick maker in the country. The site closed around 1930, the surviving buildings forming the nucleus of a small trading estate.

S9 CHALFORD WHARF

SO 892024

*

Road improvements have caused the Thames and Severn Canal to be narrowed and culverted at this once-busy wharf, nevertheless, there remains much of interest at this spot. The most



16 S9 Lengthman's round house and Belvedere Mill, Chalford

prominent feature is the most westerly of the five circular canal lengthsmen's houses, which has been extended and is now a private dwelling; in the 1970s it was a private museum. The sluice gate controls mounted on the stone plinth by the canal came from the now-demolished Seville's Mill and were erected there by the County Council in the 1970s as part of the Stroud Valleys Facelift Scheme. Christ Church (SO 891025) nearby, is well worth a visit and contains furniture and fittings produced by local members of the Arts and Craft Movement. The culvert arch carries a canal plate bearing WALLBRIDGE 4, INGLESHAM 24. Nearby is the house of James Smart, barge-master and coal merchant. His house still carries his sign although this section of the canal went out of use c1933. There is a fine old house known as Chalford Place which dates back in part to the 15th century. Formerly a clothier's house, it later became an inn, the *Company's Arms*, named after the East India Company which bought much of the cloth produced in the area.

See *Handford & Viner, 1984, and Household, 1969.*

S10 ST MARY'S LEVEL CROSSING,

Chalford

SO 886022

*

The level crossing gates, keeper's cabin and cottage (all in the GWR style) are rare survivors. GSIA has been recently successful in getting the group listed.

S11 ST MARY'S MILL,

Chalford

SO 886021

*

The main stone-built mill dates largely from the 19th century and the mill house from c1710. A fulling mill occupied the site in 1548. The present buildings were used in the 19th century for flock, woollen cloth and walking stick manufacture. From 1903-1989, the Chalford Stick Company operated here. The former owners, the late G & G Reynolds, carried out extensive renovation of the mill and house between 1965-1990. There is a large undershot waterwheel and a Tangye compound steam engine; both are in an advanced state of restoration and a charitable trust has been formed to secure their future. Nearby, the GWR line now crosses the canal on an embankment, although originally it was carried on a timber bridge with a 75 ft span, designed by Brunel.

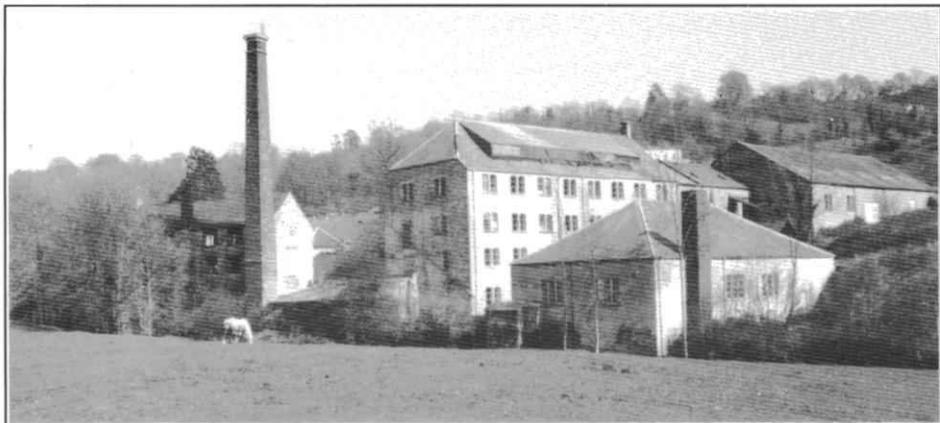
S12 SMARTS (HALLIDAYS) MILL

Chalford

SO 896025

*

The 19th century former wool and silk mill was used from 1920-1938 for the manufacture of



S11 St Mary's Mill, Chalford

exclusive high quality furniture by Peter Waals. Both steam and water power were used. Waals had been part of the *Cotswold Crafts* movement, which included the Barnsley brothers, Gimpson, and Jewson, who were formerly based near Sapperton, and were insistent on retaining traditional working skills. The four-storey mill is of brick and stone.

S13 SUTTONS MILL,

Cranham

SO 885122

The mill was formerly one of four in Cranham, and was built as a corn mill c1657, probably on to an existing cottage. During part of the 17th century, a Painswick baker, Robert Bliss was, in residence, and later in the 18th century, it was occupied by John Sutton. Always a water-powered corn mill, it was driven by a ten foot diameter overshot wheel fed from the Painswick Stream. It fell into disuse during the 1860s although it was operated occasionally up to c1914. Now a residence, there is also the former bakery, stables, hayloft, cart shed and mill pond at the site.

S14 HOWARDS UPPER MILL,

Dursley

ST 757981

A former woollen cloth mill in Back Lane, worked by George and John Howard in the early 19th century. It was later used by the Victoria Pin Company. In 1899, the Lister family joined forces with Mikael Pedersen to produce the latter's innovative bicycles in the former pin manufactory. The three-storey mill is of brick and stone. A short distance away is The Priory (ST 758982), built c1520 by the Webb clothier family; it was later the Lister family home for a time. There are clothier's wool marks carved around the door.

S15 LISTERS ENGINEERING FACTORY,
Dursley

ST 758983

In 1822, George Lister bought Rivers Mill and replaced it with his woollen card manufactory. This gradually expanded to meet the various needs of the local cloth industry. In 1867, R A

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Lister & Co. was founded, rapidly developing sophisticated engineering and foundry capabilities. For many years they operated the Victoria Iron Works, where castings for their range of agricultural and milling products were made. The company went on to develop a wide range of petrol, paraffin, and diesel engines, these being harnessed in a multitude of ways in Britain and overseas. The company occupied a number of old cloth mills in the area but in more recent years, established a large new site on the outskirts of Dursley. It remains one of the area's major employers.

See Evans, 1979.

S16 MEADOW MILL,

Eastington

SO 779061

*

A former woollen cloth mill, built by Henry Hicks c1810. It was subsequently taken over by the Hoopers who adopted it as their weaving centre. Cloth production ended in 1906, and from 1910-1935 it specialized in leatherboard manufacture, much being used for radio backs, suitcases and shoe stiffeners. Two turbines, worked by the Frome, and a Robey steam engine, provided the power for beaters, mixers, etc. The main mill still exists although the engine house and water-powered block have been replaced with new buildings.

S17 STROUDWATER CANAL

(Eastington section)

SO 784060

*

The canal was built between 1774-1779 with the main aim of improving communications with the many woollen cloth mills in the Stroud valleys.

18 Much of the incoming cargo was in the form of

coal from the Forest of Dean and the Midlands. Starting at Framilode, on the Severn, the canal had twelve locks and terminated at the Wallbridge basin, Stroud. The Thames & Severn Canal joined end-on, carrying on to the Thames at Lechlade. The Eastington section is particularly interesting and consists of a half mile section with five locks: Westfield, Court Orchard, Pike (SO 784060), Blunder (SO 786060) and Upper Nassfield (SO 789057). Westfield is infilled, but the latter three are currently being restored by the Cotswold Canals Trust. Downstream of Pike Lock are the remains of the company's dry dock, coal pens for local mills, overflow weirs, and Zacchius Whiting's coal wharf. Pike Lock House stands on the site of an earlier toll house. Close to Nassfield Lock is the Newtown canal settlement and bridge, and the former canal-side *New Inn*, the large brick-built building facing the canal.

See Hamford, 1979.

S18 FROMEBRIDGE MILL

Frampton on Severn

SO 769092

*

A Domesday mill site, used as a corn, fulling and malt mill at different times. It later became the home of the Fromebridge Company, important producers of iron and steel wire, much in demand for fish hooks and woollen cards. The company closed around 1809, the mill being rebuilt solely as a corn mill. From 1889-1990, cider, flour and animal feed was produced by the White family. The mill retains slag block walling, locally produced machinery and gearing, an iron breastshot wheel with rim gearing, and a water turbine, the latter in use up to 1990, when the business closed.

S19 LOWER FRAMILODE MILL,

Fretherne with Saul

SO 746103

*

A steam-powered corn mill, built in 1840-41 on the banks of the River Severn. It was worked throughout its century of use by the Ayliffe family, who operated several boats carrying grain from Sharpness and Avonmouth. A small tramway ran from the jetty to the mill. The business closed during the 1940s and the engine house and chimney were later demolished. Built of local brick, the mill still contains vestiges of machinery as well as mill stones. The Ayliffes also operated a mobile cider making service from the mill.

S20 SAUL JUNCTION

Fretherne with Saul

SO 756093

*

The junction between the Stroudwater (opened 1779) and the Gloucester & Sharpness Canal involved reconstruction of the former where the two crossed. The Sharpness Canal was initially opened as far as here in 1820. The new works necessitated an additional lock (Junction Lock) and the raising of the level in the adjacent pound. Remains include stop gates, Junction House offices (built 1820), a drydock, boat builders yard, Junction Lock, and the Stroudwater's derelict lower section to Framilode.

See Handford, 1979.

S21 FROCESTER TITHE BARN

SO 786029

□

One of the largest surviving stone-built and tiled barns in the country, built by Abbot de Gamage between 1284 and 1306, for the storage of tithes for the Benedictines. In a pit beneath one of its twelve bays, is a Whitelaw and Stirrat water turbine (originally one of two), possibly installed c1870 by Mr Chapman, the tenant at the time. It was last operated around 1945 and via overhead line shafting, operated various mills and items of farm machinery. An iron pipe supplied water from a narrow pond fed from Frocester Hill.

S22 KILCOTT MILL,

Hillesley

ST 780897

*

The present mill probably occupies a Domesday site, although much of the building dates from a rebuilding of 1655. The mill house was built in 1677. Always a corn mill powered by the Kilcott Brook, it was operated by George Curtiss (Senior) during the 1890s, his son running Upper Kilcott (Curtis) Mill, **ST 791888**. The derelict mill was bought during the 1950s by Wilfrid Medlam, who painstakingly restored it to its mid-19th century configuration. Now fully operational, its single pair of stones is operated by an internal pitchback iron wheel.

See GSIA Jnls. 1978 and 1983.



S22 Kilcott Mill and Mill House



S23 Stanley Mill, the interior in 1987

S23 STANLEY MILL,

Kings Stanley

SO 812042

*

Giles Mill occupied the site from at least 1560, however the present building dates from 1812-13. It was one of the first truly fireproof cloth mills, being built of brick, with a skeleton of iron arches interlinked throughout its five storeys. The ironwork was cast by Benjamin Gibbon of Dudley. Power has been supplied by water wheels, turbines, and steam. The mill was run in conjunction with Ebley Mill for many years. Various types of cloth continued to be produced up to 1990, when the company ceased trading.

S24 NEW MILLS

Kingswood

ST 737930

*

Known as Sury Mills in the 16th century, it was used for both corn milling and fulling, the present elegant brick-built building dates from c1810, the central clock tower being added around 1850. By the early 19th century, the Austin family were using the site for cloth manufacture, the advanced mill being powered by five internal water wheels. Later, silk throwing was carried on, but by 1870, Tubbs & Lewis were using it for elasticated fabric manufacture. Recent years saw the new owners (Renishaws) carry out extensive landscaping, refurbishment and renovation. A circular wool drying tower has been converted into an office.

S25 BEARDS (MILL) VIADUCT

Leonard Stanley

SO 795048

*

A timber viaduct (built c1840) carried the Bristol & Gloucester Railway line over the River Frome up to the 1880s. It was replaced with a new structure (opened July 1883) following a two year construction period by W L Meredith, MR Company Engineer. The viaduct towers over Beards (cloth) Mill House, weir, and cottages. See *Mills*, GSIA Jnl. 1989.

S26 BALLS GREEN QUARRIES

Minchinhampton

ST 864995, ST 867995

* *

The underground quarries provided good quality oolitic limestone for building purposes. They form a network of tunnels extending over



S23 Stanley Mill, exterior in 1988



S24 New Mills, Kingswood

several acres. A wooden crane has survived near the end of one of the galleries. The main period of operation was between c1800 to 1870 although quarrying continued at different times until c1939. The stone was widely used in the Stroud district during 19th century for mills and clothiers' houses, as well as farther afield for interior use in the Houses of Parliament.

S27 LONGFORDS MILL,

Minchinhampton

ST 867993

*

Cloth was manufactured here from 1759 until 1990 by the Playne family and the successor companies which all incorporated the Playne name. It is a good example of a woollen mill complex that has grown piecemeal. There are now over fifty buildings of varying size and construction. These include examples of the tall narrow water-powered stone buildings of the 18th century and squatter, broader steam-driven buildings of the mid-19th century, through to the single storey, electrically powered brick built sheds of the 20th century. The large mill pond known as Gatcombe Water, covered 18 acres when constructed in 1806. At one time five waterwheels were in use. An unusual double-

runner water turbine (of c1915) and a Bellis and Morcom steam engine of 1904 remain in-situ, along with two diesel engines; all were used to produce electricity. The mill closed in 1990.

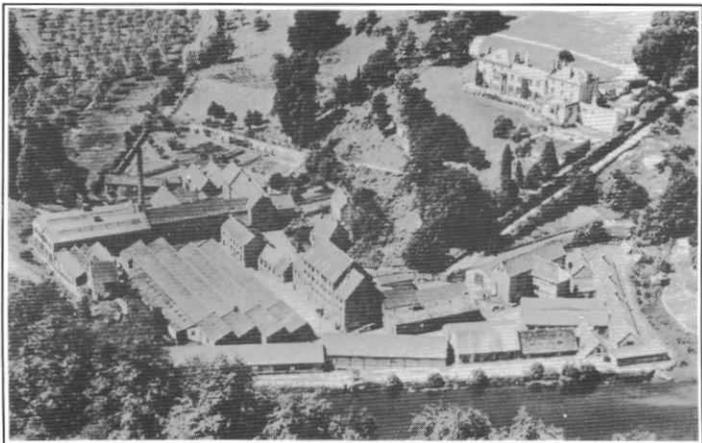
S28 WHITEWAY COLONY

Miserden

SO 920103

*

It was so-called anti-industrialists who set up the colony in 1902. They were followers of the ideals of Count Nicholas Tolstoy and came to the Cotswolds from Surrey. Their savings were used to buy 42 acres of land where they promptly destroyed the title deeds in accordance with their beliefs. They built wooden dwellings, many of which are still recognisable today.



S27 Longfords Mill during the 1950s

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S29 DUNKIRK MILLS,

Nailsworth

SO 845005

*

This is one of the finest woollen cloth mills in the County, and was part of the setting for the Victorian novel *John Halifax, Gentleman*.

The main stone blocks carry the datestones 1798, 1818, 1827 and 1855. A beam engine was supplied in 1820 by Boulton and Watt. It was used for cloth manufacture by P & P C Playne until c1890 after which various parts were turned over for hosiery knitting, walking stick and umbrella manufacture. By the 1970s it was largely empty and semi-derelict. In 1992, it was undergoing conversion to residential accommodation. Three large overshot wheels have been restored to form the centrepiece of a small museum which is being created by the Gloucestershire Society for Industrial Archaeology.

See *Wilson, GSIA Jnls. 1988-90.*

S30 EGYPT MILL,

Nailsworth

ST 851998

□

A mill site in use since the 17th century, it originally housed both gig and fulling mills and a dyehouse. Richard Webb's large, gabled clothiers house was added c1698. Cloth manufacture had ended at the mill by the middle of the 19th century and logwood dyes were being produced. Its latter days were spent grinding corn and animal feed although it was converted to a restaurant and public house in the 1980s. Two water wheels, gearing and mill stones survive.

S31 NAILSWORTH STATION BUILDING

SO 849000

*

This was Southern terminus of the Stonehouse and Nailsworth Railway of 1867, which was absorbed by the Midland Railway in 1878 and operated until 1966. The attractive stone building is entered through an arched portico and includes the station master's house at the

Northern end. It was sold by the County Council in 1989 for use as a private dwelling. The adjacent track-bed now forms a pleasant five mile cycle and walkway to Stonehouse. See *Hoy, GSIA Jnl 1987.*

S32 BROOKHOUSE

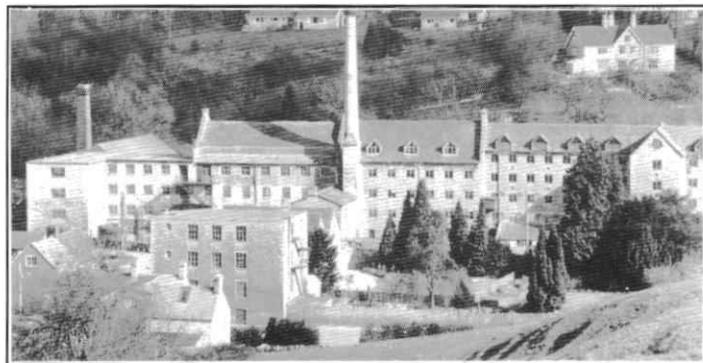
MILL

Tibbiwell Ln, Painswick

SO 870095

*

The earliest references are to a cloth mill, c1750, worked by the





S30 17th century clothier's house, Egypt Mill, 1986

Webb family and powered by the Painswick Stream. By 1820, the owner was Robert Wight, who installed steam power and a new water wheel. Part of the site later became the saw mill of Clark and Son, but by 1876, Savory and Sons were making pins there. A gas engine and water wheel were in use up to 1962, the company finally closing in 1982. The main mill and several related buildings are now dwellings.

S33 DAMSELLS MILL,

Painswick

SO 877110

*
Damsells was probably a fulling mill during the 16th century, and was worked by a succession of owners and tenants. By the 1840s it had been converted to a corn mill, being operated by Lord and Archer and later, Charles Gardner. From c1900 it was run in conjunction with the adjacent farm, finally going out of use in the 1930s. The stone-built mill, now converted to a dwelling, retains the 14 foot internal water wheel, wooden and iron gearing, water courses and culverts. Mill workers cottages are adjacent.

S34 WOOL STOVE,

Kemp Lane, Painswick

SO 868C95

*
The stone-built circular wool drying stove is the intact survivor of several that were once in the Painswick area. It is known to have been in existence in 1839. A central stove and chimney were removed when the building was renovated and a large number of hooks were removed from the inside wall.

S35 BUTTERROW TOLL-HOUSE

Rodborough

SO 856042

*
This attractive octagonal toll-house was built c1825 to serve the new turnpike road coming up from Bowbridge to near the *Bear Inn*, Rodborough. Despite its small size, it has been a village shop in recent times and is now a dwelling. The toll board remains in-situ above the door but note the error where 'meat' was substituted for 'neat' cattle during restoration in the 1930s.

S36 LIGHTPILL MILL,

Rodborough

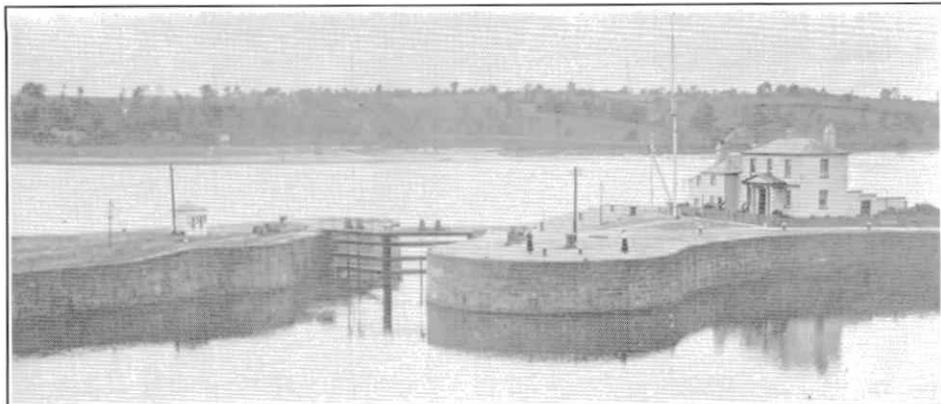
SO 839039

*
Originally the site of a 17th century grist mill, it was substantially rebuilt as a cloth mill in 1818 by Shillito Stather; he leased it to a partnership who (in 1823) added a new four-storey block powered by three water wheels. Part was later used for pin making, some of the first British solid-headed pins being produced. The 1850s saw a further rebuild, with new extensions and steam power installed. Roberts, Jowling & Co. made cloth at Lightpill up to c1906 after which, part was turned over to printing. From 1911, part became one of the earliest plastics factories, producing components made from milk-derived Casein. From 1989-1991 it was the final home of the Chalford Stick Company. It now forms the Bath Road Trading Estate. The main features are the 19th century five-storey L-shaped block and the tall stone chimney.

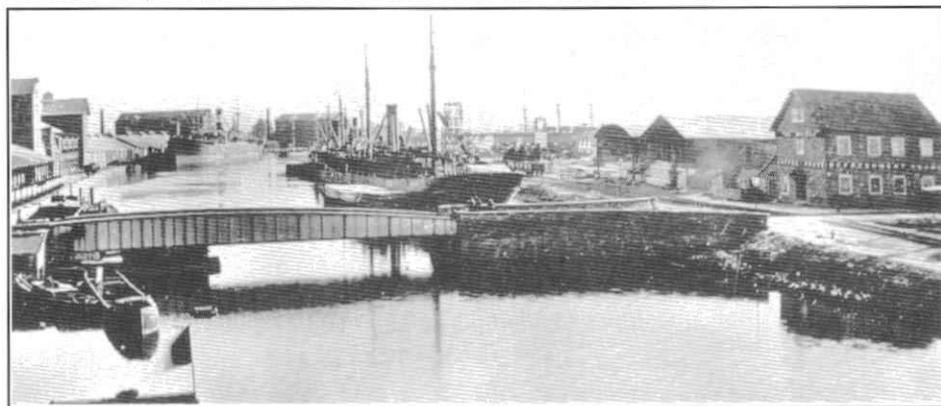
S37 SHARPNESS DOCKS

SO 668021

*
The Old Docks (SO 669030) were opened in 1827 as the entrance from the Severn to the Gloucester-Sharpness Canal. Thomas Telford supervised the completion of the scheme, consisting of entrance gates, tidal basin and a pair of locks, one for ships and barges, and one for smaller vessels and trows. Stone for the massive retaining walls came from the Forest of Dean and Bristol. The single-storey brick building alongside the locks was the stable for towing horses, and the Dockmaster's house stands at the North West corner of the Dock. Four unusual iron bollards with wooden inserts survive nearby. The pleasant wooded area above the basin once formed part of the pleasure grounds laid out by the Berkeley family. Increasing traffic and size of vessels necessitated the construction of the New Dock (1874). Of four original warehouses, only the North one survives. The concrete grain silos date from c1935 and 1975. Near the Docks/canal junction are the masonry remains of a



S37 above Sharpness Old Dock and Dock House, c1905; below Sharpness Docks, c1910



coal tip (1880-1971), and a short way along the canal is the pillar and abutments of the Severn Bridge Railway swing bridge. The section across the Severn was irreparably damaged in 1960 when two vessels collided with it. It was subsequently demolished although a few remains are visible at very low tides. Dock Company housing dating from the 1870s survives in Dock Road (near the graving dock) together with terraces in Severn Road and Great Western Road, near the south entrance pier.

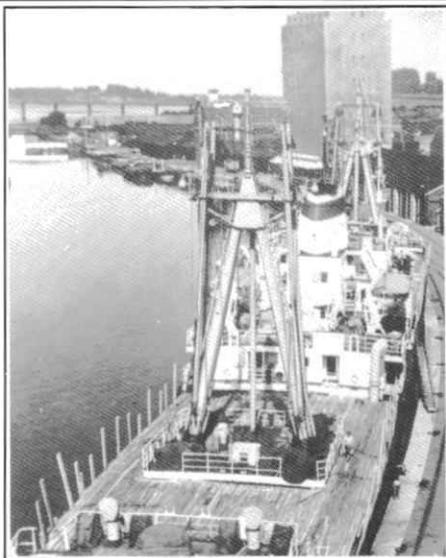
See Huxley, 1984

S38 GLOUCESTER and SHARPNESS CANAL

SO 674030

* *

This links Sharpness Docks with Gloucester and was originally intended to join the Severn at Berkeley. The canal was started in 1794 but as a result of numerous problems with underfunding and poor contractors, was not



24 right S37 Sharpness Dock in its heyday, showing a grain silo and the Severn Railway Bridge in the distance

completed until 1827. Sixteen miles long and 90 feet wide, vessels up to 750 tons carried huge quantities of grain and timber to Gloucester Docks. In 1905 over one million tons was shipped to Gloucester, but gradually traffic diminished until now, little commercial use is made. A number of minor streams and rivers pass under the canal through their original wooden culverts. There are no locks on the length of the canal, however numerous swing bridges (with distinctive keeper's houses) cross the canal: examples are at Rea (Quedgeley)—SO 805150; Sellars (Hardwicke)—SO 795135; Frertherne—SO 746084; Splatt (Frampton)—SO 742067; Cambridge Arm (Slimbridge)—SO 736049; Purton (Hinton)—SO 692042. The junction with the Stroudwater Canal is at Saul (see S20). At Purton (SO 687044), there are the hulks of an interesting collection of old barges (some built of concrete) beached on the river bank.

See Conway-Jones, 1984 and 1988.

S39 IMPERIAL BRICK & TILE WORKS,

Ryeford, Stonehouse

SO 816049

The clays of Doverow Hill once supplied several brickworks in the vicinity, however the only substantial remains are those of the Imperial works. This was operated by Jefferies & Sons (founded 1875) on the present site from 1919 to 1950. Their products were of high quality and were widely used both locally and nationally. A variety of buildings, kilns and stacks survive, although much of the site is now occupied by Hogarth's car breaking business. The older Stonehouse Brick and Tile Works, on the South face of the hill, has now been completely obliterated by new housing.

S40 NUTSHELL BRIDGE,

Stonehouse

SO 800049

The bridge is a typical brick-built, hump-back Stroudwater Canal structure, probably built around the same time as the canal; the use of the distinctly-shaped adjoining cottage remains something of a mystery. Suggestions have included canal connections or simply that of a gate-house for the road carried across the bridge to Stonehouse Lower (cloth) Mill. Some of the buildings and water courses of Stonehouse Paper and Bag Works, housed in Lower Mill, are close by.

S41 RYEFORD DOUBLE LOCK

Stonehouse

SO 819045

Built in 1779, as the only double lock on the Stroudwater Canal, it was rebuilt soon after

construction, following a partial collapse. Although the gates have decayed, the lock chambers have recently been rebuilt. The lock keeper's cottage (still inhabited) stands alongside.

S42 CAINSCROSS TOLL HOUSE

Stroud

SO 835049

Cainscross was formerly the focus of a number of important routes, the stone-built toll house occupying the corner of Bridge Street and Westward Road; it dates from the mid 1820s. Neo-Gothic in style, it stands on an earlier toll site of c1726. The Cainscross-Stroud turnpike was dispiked in 1877 and for many years the building was used as a shop. In the 1980s, Stroud Preservation Trust restored the building to its former glory. It retains the charge board recess and is castellated.

See GSIA Journal. 1977.

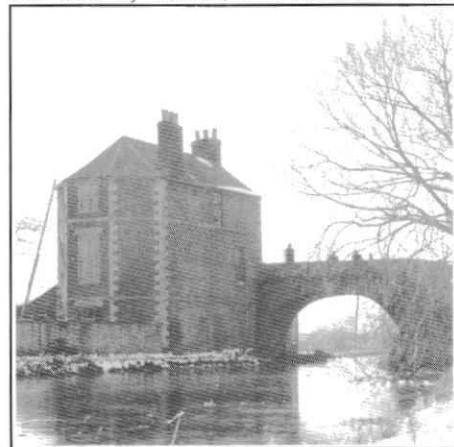
S43 DUDBRIDGE

Stroud

SO 835046

The area has a rich industrial past, as befits such a centre of communications. There was a bridge here in 1235, and it was the junction of three turnpike roads; the railway and canal also served the area which lies at the confluence of the River Frome and the Nailsworth Stream. The area retains buildings from such industries as cloth making, flour milling and engineering although there is the possibility of extensive redevelopment in the future.

DUDBRIDGE MILL (SO 835047) was one of the most successful in the area until Apperly & Curtis became bankrupt in 1931. A few of the 19th century stone buildings survive; the site is now used by Redlers, who manufacture bulk



S40 Nutshell Bridge and cottage, Stroudwater Canal

handling equipment. The adjacent petrol station is the site of the once-extensive 19th century Hawker's dyeworks and previously, the site of several old cloth mills.

The nearby **FOUNDRY** is operated by Lewis & Hole and at the turn of the century was the home of the engineering firm of Wesley Whitfield. Their products included vices for bending walking sticks; some are still in use. Hampton cars were produced at Dudbridge 1920-1931; the painted sign is just visible on the corner opposite the petrol station.

The Stroud branch of the Stonehouse to Nailsworth Railway left the line at **DUDBRIDGE STATION** (SO 834044) where only the platforms and goods shed now survive.

KIMMINS FLOUR MILL is a five-story stone building built c1849. An unusual feature was the connection (at second floor level) to the Stonehouse & Nailsworth Railway via a narrow gauge line. The doorway is still visible but the viaduct has long since gone.

DUDBRIDGE WHARF is now fenced off from the Stroudwater Canal towpath and has the only remaining Stroudwater crane still in position (SO 834048). This was hand-operated and is believed to have been installed c1820. The old Dudbridge warehouse and weighbridge buildings still stand by the wharf and main road respectively. Two brick-built Stroudwater lock chambers (Dudbridge and Foundry) built in 1778/9 survive.

S44 EBLEY MILL

Stroud

SO 829046

*

Originally powered by five waterwheels, this is probably the finest stone-built cloth mill to survive in Gloucestershire; it was greatly expanded in the 19th century, forming a massive complex of single and multi-story buildings. By 1981, cloth manufacture had ceased. The largest block, the five-storey Long Mill of c1820, together with the New Mill have recently been converted into the offices of Stroud District Council. The New Mill was designed by G F Bodley in 1865 and includes a French chateau-style clock tower. A new extension to the South of the Long Mill houses the Council chamber. Other buildings are now occupied by a printing firm. The Stroudwater Canal is infilled in this area.

S45 OIL MILL

Ebley, Stroud

SO 825045

*

Originally built c1721 by William Adderly for producing rape and linseed oil, it was later converted by the Rimmington family for fulling.



S48 The Hill Paul clothing factory, Stroud

By 1840, cloth manufacture had ceased, the mill being adapted to grind corn and worked by John Biddle, in conjunction with several other mills. By the 1880s, its two water wheels were being supplemented by steam power, eight pairs of stones being in use. In 1909, an abortive attempt was made to generate electricity at the mill using a turbine. The stone and brick-built mill is still in use. Remains include water courses, an iron bridge that once carried a railway siding, and the water turbine and arch from the hydro-electric scheme.

S46 FROMEHALL MILL

Stroud

SO 842049

*

A mill site since the 17th century, the mill was worked with Lodgemore for many years. The present building dates mainly from c1853 and houses various small businesses. The large mill pond (SO 843049) survives.

S47 GODSELLS BREWERY

Stroud

SO 847060

*

Salmons Springs corn mill, powered by the Painswick Stream, was leased by Thomas Godsell in 1855. A brick yard and kilns were also part of the site. The brewery supplied many local inns but was eventually taken over by their great rival, Stroud Brewery, in 1928.

A brick-built bottling plant replaced the original mill in 1934, however this was closed in 1968 and used for storage by Whitbreads. This, and the company offices are still in use for a variety of commercial purposes.

S48 HILL PAUL CLOTHING FACTORY

Stroud SO 849050

*

Stroud was one of the first centres for

off-the-peg wholesale clothing manufacture. This gault red brick building with stone decoration was erected at Cheapside in 1898 by Williamson, Tratt & Co., who were engaged in the trade. They went bankrupt and the building was taken over by Hill Paul in 1902. It was in the same use until 1990 when it became yet another redundant industrial building.

S49 HOLLOWAYS CLOTHING FACTORY

Stroud

SO 854053

* One of the most important local wholesale clothing manufacturers were George and Henry Holloway, who initially operated from Threadneedle Street from the mid 19th century. Their premises used a steam engine to drive hundreds of sewing machines. The company was later established in a large, red brick factory in Brick Row, where it was based from c1903 up to the 1980s. The building was severely damaged by fire in 1990 but is still in use as a warehouse.

S50 LODGEMORE MILL,

Stroud

SO 844050

* An old mill site at the confluence of the Painswick Stream and the Frome. By 1866, it had been sold to J S Strachan, and for many years was run in conjunction with Cam and Longfords Mills. The present building of blue



S49 Holloway's original steam-powered clothing factory, Stroud

and red brick replaced the old stone mill burnt down in 1871; James Ferrabee was the designer. Cloth is still finished here. A fine 18th century clothiers house is still in use as company offices (SO 843049). The so-called Georgian Bridge (SO 843049) over the Frome has recently been restored and former stables (SO 843050) have been converted to attractive cottages.

S51 STROUD RAILWAY STATION

SO 849051

* The GWR opened the line in 1845, much of the stone-built station and goods shed, reputedly being of Brunel's design; the latter still bears a painted sign for the GWR. The station has been altered on a number of occasions. The viaducts on both approaches to the station were

S50 *below left* Lodgemoor Mill, 1987;

below right Former 17th century clothier's house, at Lodgemoor Mill





S51 The Brunel Goods Shed, Stroud

originally timber-built but were rebuilt in brick after 1859. The large black iron shed with a curved roof (SO 849050) in the station yard was built by the GWR c1908 to garage double-decker motor buses run by the company.

S52 WALLBRIDGE AREA,

Stroud

SO 848050

The junction of the Stroudwater and Thames & Severn Canals is adjacent to the Far Hill car park (SO 845051). Wallbridge Lower Lock (SO 846050) is still visible. Wallbridge basin, the terminus of the Stroudwater Canal, which lay along the right hand side of the lock, was infilled in 1954. A small canal warehouse survives nearby on what was the side of the basin. The imposing stone building (SO 847050) was the headquarters of the Stroudwater Company until the 1950s and was designed by William Franklin in 1797. Nearby is the recently-restored Upper Lock (SO 848050). The blue brick bridge abutment is that of the access road to the Midland Railway station. Both were demolished in the 1980s. The design of the nearby headquarters of the Stroud & Swindon Building Society (completed 1991) partly reflects that of the former Stroud Brewery and Maltings which stood on the site until the 1970s.

S53 BOURNE MILL

Thrupp

SO 872021

*

The 19th century stone buildings were used as a cloth mill and later, for flock and walking stick manufacture. One of the buildings contains an unusual rectangular wool drying stove. It is just still possible to distinguish the painted sign H S HACK Ltd STICK MANUFACTURERS. It

now houses a number of small businesses, but there have been proposals to convert it to residential use and build new houses on the adjacent ground. The railway viaduct crossing the site was originally constructed of timber (1845) and rebuilt in brick after 1859 by the GWR. Nearby is Bourne Lock (SO 872021) which is unusual in that it was the only lock on the Thames and Severn Canal that could accommodate both Severn trows and Thames barges. Normally the wider trows only operated West of Brimscombe Port, however this special lock enabled them to reach the Bourne repair dock just above the lock (See S55).

S54 BOWBRIDGE MILLS AND DYEHOUSES

Thrupp

SO 857042

*

Only one of the dyehouses remains from this large industrial unit and this was converted to residential use in 1989. In 1840, Nathaniel Partridge's dyeworks were here, and from 1894-1927, Strachan & Co. carried on dyeing for their mills at Lodgemore and Fromehall. New housing now covers much of the site which lies alongside Bowbridge Lock on the Thames and Severn Canal. A circular canal overflow weir survives, similar in design to other examples on the Stroudwater Canal at Ebley and Eastington.

S55 BRIMS COMBE PORT,

Thrupp

SO 869023

*

This was once a centre of great activity on the Thames & Severn Canal however, the large basin was filled in around the mid-1960s and

most of the buildings demolished. Here, cargoes were transhipped between the Thames barges coming from the East and Severn trows coming up from the West; the locks higher up the valley were too narrow for trows and the barges were too long for the locks below. An island in the middle of the basin served as a secure coal store. The port offices and warehouses comprised a handsome range of stone-built buildings on the North side. These were used as Brimscombe Polytechnic until they were cleared in 1962 and replaced with a modern factory block which bears a commemorative plaque erected by GSIA. The factory car-park covers most of the old basin; the sole surviving building is the small stone-built salt warehouse on its West side. There is a model of the port's boat-weighing machine in Gloucester Folk Museum. The late 19th century stone buildings of the nearby Port Mill (SO 868023), originally a woollen cloth mill, form an attractive group on the Western edge of the former basin. It has a distinctive tower surmounted by a water tank.

See Handford, & Viner, 1984 and Household, 1969.

S56 GRIFFINS MILL

Thrupp

SO 859035

*

The Griffin family owned the mill for nearly two centuries and, in 1627, it consisted of a corn, fulling and gig mills. There were many owners over the next two centuries and cloth making continued up to the 1830s. Part was later used for the production of umbrella sticks (up to 1935) and part housed a firm of cabinet makers up to the late 1950s. The large 19th century brick buildings now house various companies.

S57 HAM MILL

Thrupp

SO 861032

*

A mill has operated here since at least 1608; grist, fulling and gig mills, as well as a dyehouse were here in the 17th century. From around 1825 William Marling was making cloth here on power looms driven by a steam engine and three water wheels. By 1846, a saw mill was in operation, followed by woollen shawl, then cloth manufacture up to c1900. Carpet weaving was carried out between 1900 to 1954. The mill is still spinning yarn for use in the parent company's carpet factory in Kidderminster.

S58 PHOENIX IRONWORKS (site of) AND HOPE MILL

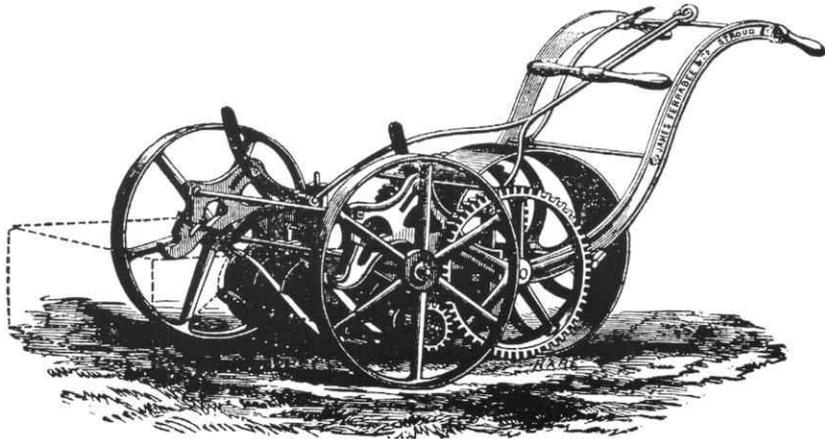
Thrupp

SO 861030

*

Around 1792, John Ferrabee arrived at Thrupp (cloth) mill and opened his iron founding and engineering business. By the 1830s, this had greatly expanded and was known as the Phoenix Iron Works. Products included water wheels, and corn milling and cloth-making equipment. Edwin Budding was employed by Ferrabee and invented the first lawn mower the design of which was based on a machine to trim the nap on woollen cloth. In 1872, George Waller & Co. took over the site and operated it in conjunction with their London works. They specialized in gas exhausters, pumps, compressors, and valves. The company closed during the 1970s.

Nearby is Hope Mill (SO 864026) which was originally a corn mill but later used for silk throwing; only a small part of the main 19th



S58 The world's first lawn-mower, produced at the Phoenix Iron Works in 1830

century buildings remain. By 1885, the first of a line of steam boat builders was occupying the site and soon afterwards, also the Canal Ironworks on the North side of the canal. The most famous was Abdela & Mitchell (1901-1925) whose boats and launches were supplied throughout Britain and abroad. The trade ended when the canal fell into disuse in the 1930s.

S59 STAFFORD'S MILL

Thrupp

SO 859038

*

A mill site since at least the 17th century, originally housing gig and fulling mills. Steam and power looms were in use by the 1830s, however cloth making ended in the 1880s, being replaced by paint and chemical manufacture; this carried on up to the 1960s. Various small firms now use the site. Some 1820s buildings survive.

S60 DAUNCEYS MILL

Uley

ST 787980

*

Formerly a fulling mill site, by the early part of the 19th century it had been built up to quite a sizable cloth mill, incorporating fulling and gig mills, dye houses, and drying stoves. In 1828 it was leased to George and James Dauncey, who installed steam power, however the business had failed by 1840. Like nearby Marsh Mill, it was later converted for saw milling. Some of the buildings were demolished but some remain, converted to dwellings. A water wheel survives, as well as the pond and the ruins of a circular drying stove.

S61 OWLPEN MILL

Uley

ST 800983

* *

Standing close to the manor house, the mill dates largely from its 1726 rebuilding by Thomas Daunt. It is one of the few mills in the area to have no connection with the cloth trade, only grinding corn, apart

from a period towards the end of its working life, pumping water for the long-demolished Owlpen Park, higher up the valley. The attractive stone-built mill retains a decorative cupola, some all-wooden machinery, a well maintained pond, and a well-rusted iron overshot wheel and penstock. It is now a holiday cottage.

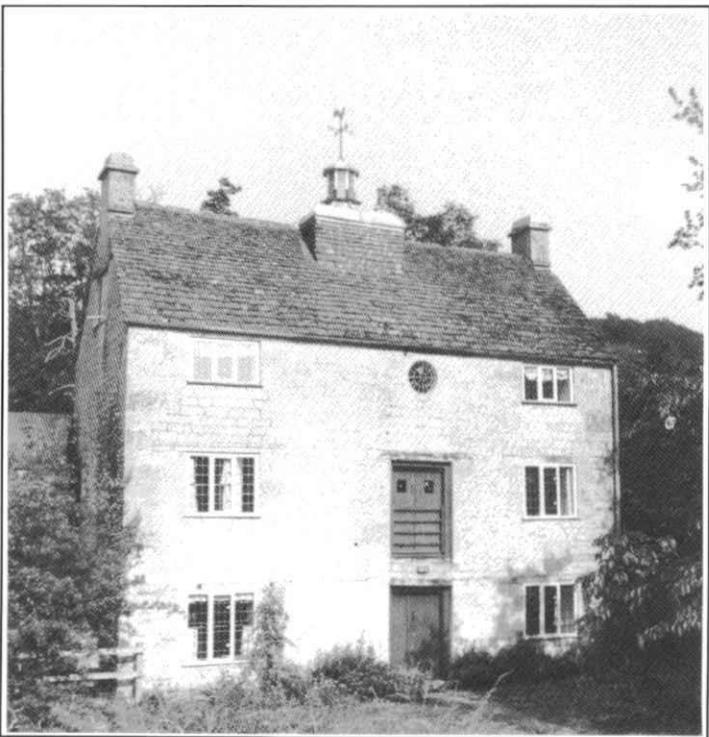
S62 ROCKSTOWES MILL,

Uley

ST 777977

* *

Formerly one of Uley's bigger cloth mills which, like many, saw numerous changes of ownership. The two main mill buildings, both long-demolished, were powered by water wheels driven by the Ewelme, and two steam engines, but by 1840, cloth manufacture had come to an end. Later, the site was home to the Rockstowes Dairy Factory Supply Co., producing dairy and agricultural equipment. Other uses have included iron working, and the manufacture of hats and protective clothing made from heavily felted cloth. The mill house, overgrown ponds, sluices, water courses, and the former wool warehouse (now two dwellings) survive.



S61 Owlpen Mill, Uley



S63 Frogmarsh Mill and the extended Teazle Tower

S63 FROGMARSH WOOL STOVE AND MILL

Woodchester

SO 841018

*

This attractive building stands close to Frogmarsh Mill and was almost certainly connected with the woollen cloth industry, however its precise use and age remains a mystery. It has been variously described as a teazle drying tower, a wool drying stove and a sulphur bleaching stove, although for part of its life it was a stable. The smaller tower was added in 1981 when the building was converted into an unusual dwelling. Frogmarsh Mill is close by; formerly a cloth mill, from 1934 it has housed the Carr Tanning Company. It was used as a pin manufactory from the 1860s by Perkins, Critchley and Marmont up to 1934. The main mill is a three storey stone building and incorporates a part domestic, part industrial 17th century wing containing early weaver's windows. A classical garden house (known as the Pin Mill) was moved to Bondnant Gardens (in North Wales) in 1938. It had been used previously to store tanning materials.

S64 WOODCHESTER MILL

SO 843028

*

A corn mill originally occupied the site c1600, however cloth manufacture was subsequently carried out until c1890. A piano manufacturer took over the mill which was burnt down in a spectacular blaze in 1938. Various allied buildings are still used by Bentley Pianos, however one of their workshops was gutted by fire in 1989. It was subsequently rebuilt in a similar style and retains the original stone-built chimney.

S65 WOTTON UNDER EDGE

ST 758933

*

Wotton and the surrounding area was once important for the manufacture of woollen cloth. Initially, water power operated the cloth mills although steam power came early: the first Boulton & Watt engine was installed in Steep Mill in 1802 by the Austin family. By the mid 16th century, Wotton had become well established as a cloth town, with many mills, loomshops, dyehouses, and weavers cottages. By 1800, around thirty mills were at work. In line with other parts of the County, a period of mill building and rebuilding occurred in the first part of the century, however there followed a gradual decline in the industry; by 1850 there were only two mills still at work in Wotton, although those in some of the outlying regions such as Alderley, Kingswood and Charfield were still in production. Cloth making ceased before the turn of the century, with mills turned over to silk throwing, elasticated fabric manufacture, engineering and saw milling. Examples of former cloth mills are to be found at Broadbridge (ST 967913), Grindstone (ST 764913), Monks Mill (ST 772914), Hillesley (ST 770905), Walk Mill (ST 7500919), Park Mill (ST 752921), Abbey Mill (ST 746921), Langford Mill (ST 745924), and Huntingford Mill (ST 715935). In Wotton, Waterloo Mill (ST 759932), which was built as a steam mill by the Austins in 1815, and Old Town Mill, steam-powered in 1817, survive. Weavers cottages are to be found in areas such as Coombe village.

See Herrick, 1980.



S64 Bentley Pianos, Woodchester



C1 Ampney Crucis Mill

C1 AMPNEY CRUCIS (HARNHILL) MILL

SP 070016

*

A substantial stone building on the Ampney Brook, this former corn mill was working up to 1977. Various outbuildings have undergone conversion to residential use, however the mill

retains much of its machinery including the internal water wheel. A large belt wheel for driving ancillary equipment is visible on the East wall. In the village, upstream, is Sterrys Mill, a smaller stone mill which retains its water wheel but has long been converted to a dwelling (SP 065017).

C2 AVENING MILL

ST 883981

*

This 18th century site of both fulling and gig mills was later turned over to corn milling and malting. It saw further use for fulling but was probably in use for silk throwing by the 1860s. Reverting to corn milling, it continued to operate (using water power) up to 1959. The four-storey stone-built early 19th century building now houses several small businesses.

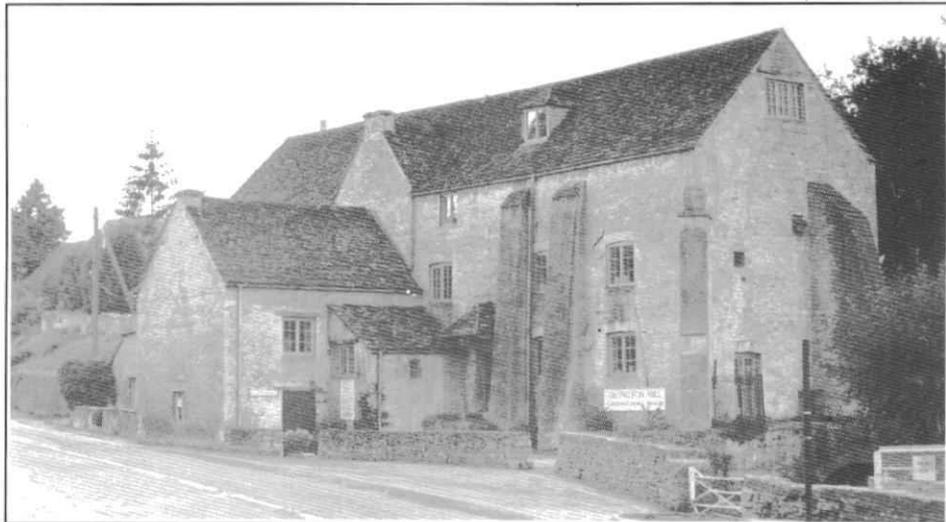
C3 TRINITY MILL

Bagendon, Cirencester

SP 019049

*

The present mill probably occupies a Domesday site. It has been a corn mill for most of its life although it may have been a fulling mill for a time; it was later used in connection with the Lane family's edge-tool business. Other owners have included the Haywards and Barkers. Commercial milling ceased in the 1930s. When the River Churn was low, a portable steam



C4 Arlington Mill, Bibury

engine powered the mill via an external belt wheel. The stone-built mill consists of a single range joined to a gabled mill house, and retains an internal iron waterwheel and most of its milling equipment.

C4 ARLINGTON MILL

Bibury

SP 113068



This impressive corn and cloth mill was probably built in the 17th century. The cottage which projects towards the road was added c1700. The mill was strengthened internally with iron columns and girders in 1859 when a steam engine was installed. Sometime after, massive stone buttresses were added. The mill was disused from 1914 until it was restored in 1966 by the late David Verey. The wheel and much of the milling machinery had been removed however replacement machinery was obtained from North Cerney Mill and a narrow wheel, formerly used to pump water, was obtained locally. Its most recent use has been as a Folk Museum and art gallery.

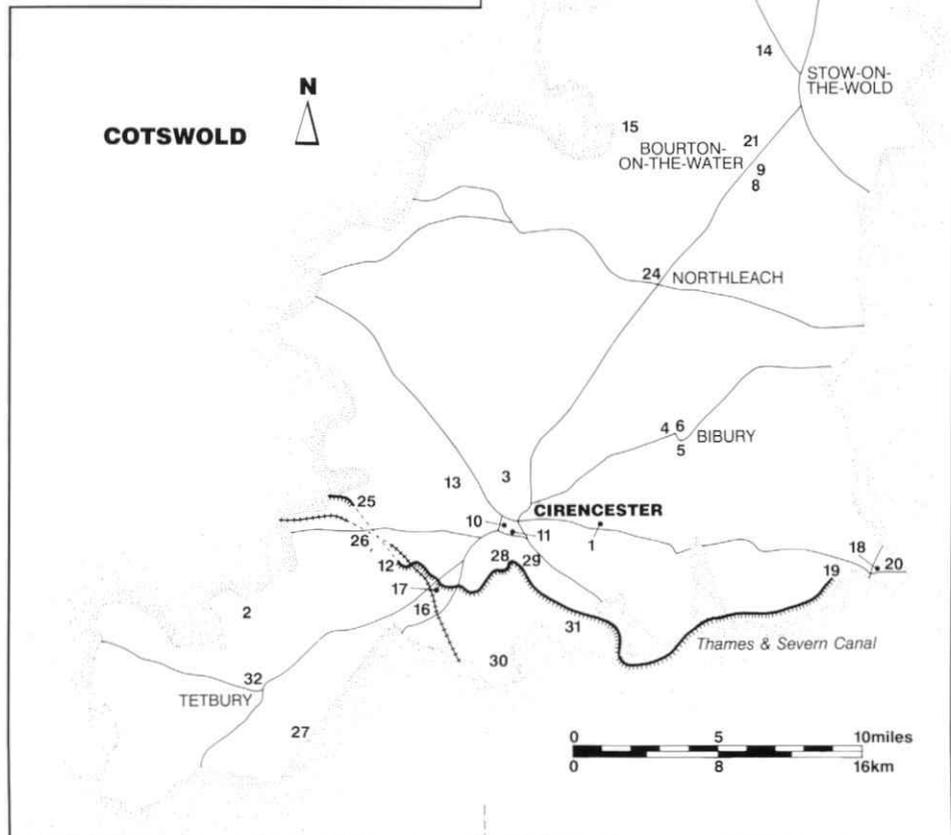
C5 ARLINGTON ROW COTTAGES

Bibury

SP 115066



A row of 8 small cottages with tall steep-pitched roofs of irregular shapes. They are believed to date from the early 17th century and until the early 18th century were used as weavers cottages, supplying cloth for fulling at nearby Arlington Mill. Rack Isle (SP 115067) is the name given to the land bordered by the cottages, the River Coln and the mill leat. Here, cloth that had been fullled at the mill was 'entered' or stretched back into proper shape on racks fitted with tenterhooks.



C6 BIBURY LOCK-UP

SP 114069

*

A small, square ashlar village lock-up survives close to the Swan Hotel. It probably dates from the early 18th century.

C7 BLOCKLEY

SP 165350

* *

For nearly two centuries, the village was an important centre for silk throwing. A number of existing mills were converted and several others probably built specifically for the trade, the first references being c1700. There was an abundance of water power supplied by the Blockley, Knee and Cole Brooks. Much of the mills' output was sent to the ribbon weavers of Coventry, however the biggest drawback was the dependence on imported raw silk; the rival French and Italian trades did not have this disadvantage. The Blockley trade died out in the 1880s, the last mill closing c1885. Many mills survive, now converted to dwellings, most having had other uses before and after the silk trade. Examples include: Blockley Mill, Milldene (SP 164347)—corn milling and iron founding; The Waterworks, The Conegree (SP 163349)—silk, corn milling, and shirt collar production; Dove-dale Mill (SP 160343)—flour and early hydro-electric power; Malvern Mill (SP 162345)—flour, silk, cider and threshing; Mill Close (SP 164349)—silk and early hydro-electric power; The Good Intent, The Limes (SP 170354)—flour and silk; Westmacotts Mill, Blockley Court (SP 164347)—silk and synthetic fibre; The Old Silk Mill, Sleepy Hollow (SP 168352)—silk and piano manufacture; Snugborough Mill (SP 167351)—fulling, flour and silk.

See Marshall, 1979.

C8 BOURTON (on the Water) MILL

SP 166207

□ ●

For over a century the mill was operated by the Wilkins family (1840-c1949). Power has been provided by water wheel, steam, oil and gas engines. Gloucester-built roller mills were installed in 1893, the mill being known as the Vale of Bourton Flour Mill. It was later used by the



C8 Bourton Mill, exterior



C8 Bourton Mill—part of village bygone museum

West Midland Farmers but now houses a fascinating motoring and bygone collection.

C9 STATION BUILDING

Bourton on the Water

SP 169214

*

The Banbury and Cheltenham Railway reached Bourton in 1862 but the line was not completed until 1887. The existing stone building replaced the original half-timbered one c1935. It has a Cotswold tile roof and wooden canopy, and is a good example of Great Western Railway style. Only the main building remains from the closure of the station in 1962. Sadly it appears to be unused and has become engulfed by housing and a Council depot.

C10 CIRENCESTER TOWN STATION

SP 020018

*

The narrow two-storey stone building with a blue slate roof was designed by Brunel and R P Brereton in Victorian *Railway Gothic* style. It marks the end of the single track branch line linking the town to the GWR line at Kemble. The station was opened in 1841 and closed in 1965 after which it became a bus station. The rather unsympathetic canopies (1956) were added in the latter days of railway use.

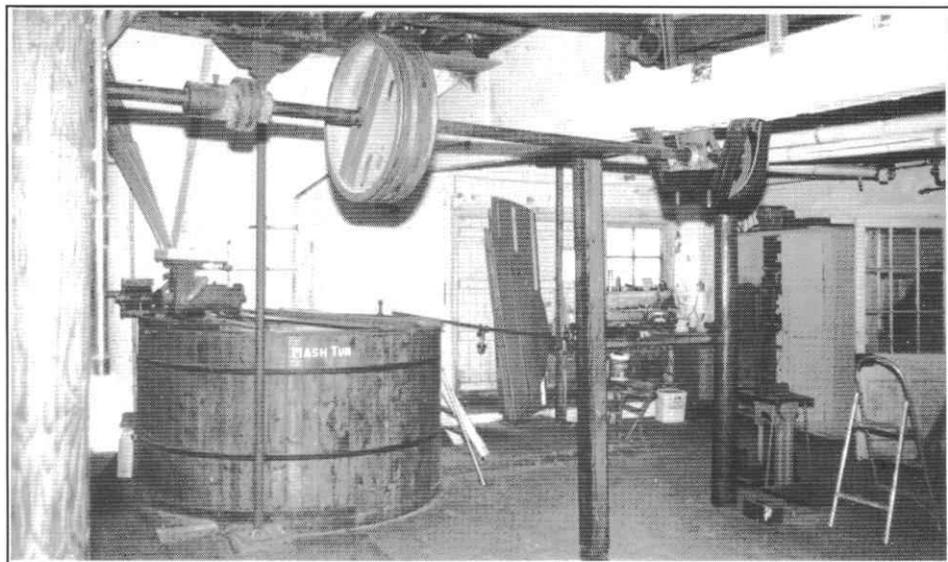
C11 CIRENCESTER WORKHOUSE & LOCK UP

Cricklade Street

SP 024014

*

A classically proportioned town workhouse, surviving virtually intact from 1836. It now houses the offices of Cotswold District Council.



C14 Donnington Brewery, interior

H-shaped, it is a combination of ashlar and rubble stone. Alongside is the town lock-up, moved from elsewhere.

C12 (SAPPERTON) CANAL TUNNEL (E)

Coates

SO 966006

*

The Eastern portal of the tunnel was built to a classical design and underwent extensive restoration in 1976. The tunnel was built between 1784-9 and is 3817 yards long, the canal being opened throughout in 1789. The *Tunnel House Inn* nearby was built to house canal navvies and later, the leggers who propelled boats through the tunnel. Originally of three storeys, the inn was gutted by fire in 1952 and repaired as a two-storey building. The stretch of canal between the portal and Tarlton road bridge is called the King's Reach and is said to commemorate a visit by King George III in 1788. Just beyond the road bridge is the Coates Round House (SO 971001) which is now the most dilapidated of the five lengthmen's houses. It is stone-built and stuccoed, the two upper storeys having been used as living accommodation above a ground floor stable. Access to the dwelling was at first floor level only. The roof (now gone) was in the form of an inverted cone which was used to collect rainwater. Some 120 yards further East along the towpath, the GWR line between Stroud and Swindon crosses the canal by a fine brick-built skew bridge.

See *Handford & Viner, 1984 and Household, 1969.*

C13 DAGLINGWOTH MANOR

DOVECOTE

SO 997048

*

This delightful circular stone building has a conical Cotswold tile roof with a pair of small dormers. It retains its potency and is still inhabited.

C14 DONNINGTON BREWERY

SP 173277

* *

This traditional country brewery nestles in an idyllic setting, the present stone buildings dating from the 17th and 18th centuries. The mill is on an ancient site and was formerly a corn mill and possibly a fulling mill. In 1865 the Arkell family started brewing here and this has continued to the present day. Two waterwheels are in-situ and in complete working order. One is an external iron breastshot wheel which can drive a variety of machinery and the other, a small overshot wheel inside the main building, is used to pump spring water for the brewing process.

See *Mills & Riemer, 1989.*

C15 TALLY HO STONE PIPE

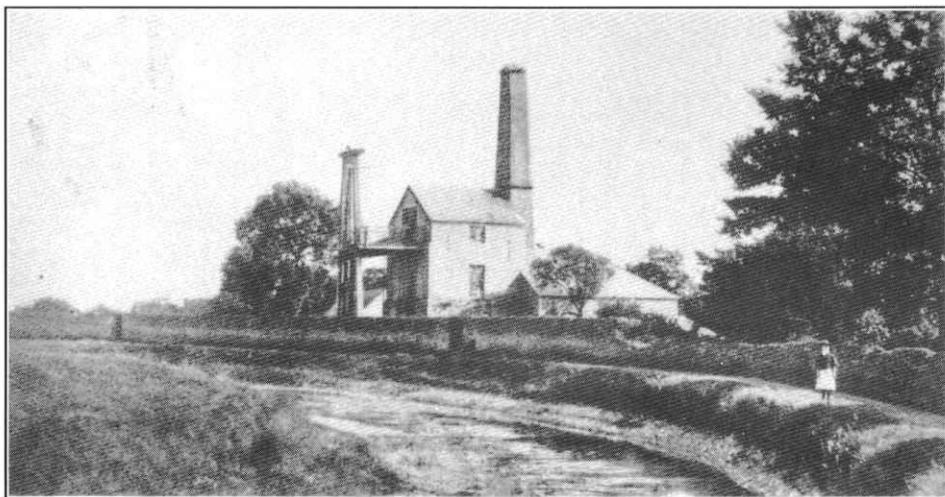
WORKINGS

Guiting Power

SP 092234

*

In 1808, the old quarry was the scene of a remarkable scheme to manufacture mains water pipes made of stone for use in Manchester and London. Blocks of limestone were cut from the quarry and pipes made by removing a



C17 Thameshead Pumping Station, Thames and Severn Canal, c1895

circular core with a special boring machine. At least one steam engine was supplied by Boulton & Watt. In the event, great difficulties were encountered in laying the pipes which then proved to be incapable of holding water. By 1815 the company was forced into bankruptcy. A limited excavation of the site was carried out by GSIA members in 1984-5 when the possible foundations of an engine were uncovered. Some local stone walls contain old circular pipe cores.

C16 KEMBLE STATION

ST 985975

✱

This attractive stone-built station with cast iron columns, was built c1882. From here, branch lines went North to Cirencester and South to Tetbury. From 1872 to 1971, water for the GWR works at Swindon was pumped from here by a steam pump. The water tank survives.

C17 THAMES HEAD

Kemble

ST 986988

✱

The Thames & Severn Canal had a notoriously leaky summit level which was kept topped up by continuous pumping from a station at Thames Head. A series of increasingly larger pumps operated up to 1912, the last one finally being scrapped in 1941. The pump house, extensively remodelled, plus a few remains of the 64 foot deep oval well survive, although not easily accessible. The source of the Thames is nearby in the valley bottom. Thames Head Wharf (ST 985991) and bridge are close by, the latter partially obscured by 1962 improvements to the A433.

C18 HALFPENNY BRIDGE

Lechlade

SU 213993

✱

The bridge was built c1792 as part of the Burford to Highworth turnpike road. It has a fine semicircular stone arch with a flood relieving arch at each bank and a towpath arch on the south side. The toll was 1/2d (0.2p) but it has been toll-free since 1839 although it retains its small squat toll house.

C19 INGLESHAM CANAL ROUND HOUSE

Lechlade

SU 204988

✱

This Round House, the fifth on the Thames & Severn Canal, marks the Eastern end of the canal and is the spot where it terminates with a lock into the River Thames. It now forms a dwelling, as does the small former warehouse nearby. The canal drops down through Inglesham Lock, joining the Thames near its confluence with the River Coln.

C20 ST. JOHN'S BRIDGE

Lechlade

SU 223990

✱

An ancient bridge site; there has been a bridge here since at least the 14th century. In the 16th century it had three arches but was rebuilt in the 1830s with a single main stone arch. Further alterations were carried out in 1884.

C21 LOWER SLAUGHTER MILL

SP 163226

✱

For many years the mill was run by the Wilkins family and by 1914, was powered by steam and water. Milling ceased c1939 although a bakery



C21 Lower Slaughter Mill

still operates in the mill. The picturesque brick-built mill retains an iron water wheel and much of its milling equipment.

C22 LINEN FACTORY

Moreton-in-Marsh

SP 205322

Built of stone, it bears the inscription **H G BUSBY 1824** over what was the main entrance in Church Street. It was a linen weaving factory from 1824 until about 1880. For many years the business was Moreton's largest employer, giving work to as many as 100 hands. After 1880 it was converted into cottages and from the 1920s until c1960 it was the *Playhouse Cinema*. It is now part of the Manor House Hotel.

C23 PIKE HOUSE

Moreton-in-Marsh

SP 208325

The former toll-house in London Road is a two-storey Cotswold stone house with a blue slate roof. It is roughly cruciform in plan with large windows on the ground floor facing both directions along the road. It marks the Moreton Gate of the Moreton Turnpike (1731).

C24 NORTHLEACH COTSWOLD COUNTRYSIDE COLLECTION

SP 109149

The former House of Correction of 1789-91 now houses Cotswold District Council's *Museum of Rural Life* in the Cotswolds. Major exhibits include the Lloyd-Baker collection of farm carts and implements from Hardwicke Court, the social history of the area, the Court room and cell block of 1850.

C25 (SAPPERTON) CANAL TUNNEL (W)

Daneway

SO 944033

The Thames & Severn reached its summit level at Daneway and after about half a mile of the now de-watered level, entered the Western portal (SO 944034) of the Sapperton Tunnel. The Western portal's bold Gothic design included battlements and pinnacles but sadly vandalism has destroyed these features. The small derelict building was once the lengthman's cottage. The *Daneway Inn* (SO 938034) was built to accommodate the 'navigators' working on the tunnel's construction but later served the boatmen and 'leggers' who propelled the craft through. Prior to 1945 it was called the *Bricklayers Arms*. The canal has risen through 7 locks in just 800m to reach Daneway. In order to conserve water, the locks were shortened from 93 to 70 ft c1841, and some original side-ponds can still be seen, a further water saving measure. Just below Daneway Bridge the canal widens, forming a turning pond and the entrance to the wharf (SO 938033), wharfinger's cottage and the basin which formed a reservoir. The tunnel's line may be traced on the surface by following the distinctive tree-planted spoil heaps marking the air shafts.

C26 (SAPPERTON) RAILWAY TUNNEL

SO 940022

The tunnel, which actually consists of one short and one long one, was started in 1838 by the Cheltenham & Great Western Union Railway and completed in 1845. The combined length is

1908 yards. It is the major engineering feature of the GWR line between Stroud and Kemble. Work was started on an earlier tunnel but was subsequently abandoned.

C27 SHIPTON (MOYNE) MILL

ST 910912

*

The once-derelict mill near Tetbury, powered by the infant Thames, consisted of two corn mills in 1609 but was only one in 1774. It formed part of the Estcourt estate for many years and later spent some time pumping water and being used as a saw mill. It was out of use by the 1920s but was eventually brought back to life in the 1980s, now supplying flour produced with millstones and small roller mills. Considerable restoration was carried out to the mill, mill house, sluices and water courses; a replacement iron water wheel is being added.

C28 SIDDINGTON JUNCTION AND LOCKS

SU 030996

*

The remains of Siddington Upper Lock may be seen looking West from the road bridge over the derelict Thames and Severn Canal. The building beside the lock was the Company agent's house. The workshops for the canal's Eastern section were close by but have been demolished. Just above the lock was the junction with the one and a quarter mile Cirencester branch. In the opposite direction, looking towards Lechlade, the overgrown remains of a turning pound can be seen from the bridge. Following the towpath in that direction, the remains of the two lower locks can be found. The brick bridge is in a good state of preservation. Note the iron clamps which secure the coping stones on the bridge parapet and are stamped **TSC**.



C27 Shipton Mill

C29 SIDDINGTON WINDMILL

SU 042996

*

The remains of a stone-built tower mill; it is shown as such on the 1830 OS map. Although once used as a dwelling, it appears to have been converted into a folly, which probably explains its present shortened and castellated appearance.

C30 LOWER MILL

Somerford Keynes

SU 022944

*

A small corn mill, its internal water wheel powered by the River Thames. It was operated up to the 1970s, and although no longer worked, retains all of its milling and grain cleaning equipment, much of the 19th century. Two sets of stones were used to produce flour and latterly, animal feed.

C31 SAND AND GRAVEL WORKINGS

South Cerney

SU 050960

* *

The man-made lakes resulting from extensive extraction of sand and gravel this century now cover 700 ha (1750 acres). They spread over four parishes on the county boundary with Wiltshire and form the Cotswold Water Park. Some sections are managed for nature conservation and some are used for leisure purposes such as sailing and water-skiing.

C32 TETBURY BREWERY

ST 887935

*

The buildings were erected c1800 and the brewery continued in operation until the 1920s. For 50 years it was a laundry although the main brewery buildings were converted for other commercial purposes in the early 1980s. About that time, the chimney stack and engine house were demolished.



C30 Lower Mill, Somerford Keynes, interior

FOREST OF DEAN DISTRICT

F1 ETLOE VIADUCT AND OLD SEVERN RAILWAY BRIDGE

Awre

SO 670049 Viaduct * Shore □
This three arched stone bridge was built c1830 as part of the proposed Purton Steam Carriage Road from Purton Pill to the interior of the Forest. The scheme failed to raise its Act of Parliament. Other traces include some scant formation and cuttings. The dockwork in the pill was overrun by the South Wales Railway formation. On the Severn shore, a few yards downstream from Purton Pill (SO 671045) are traces of a stone slipway from the old Purton Passage ferry. The former Severn Rail Bridge crossed to Sharpness a short distance downstream.

F2 GRAVE OF HENRY CRAWSHAY

Awre

SO 708050 □
Henry Crawshay was a son of the family which owned the Cyfartha Ironworks, Merthyr Tydfil. He moved to Dean in the 1830s to develop an empire in coal and iron. In 1841 he built Oaklands Park (SO 679094) near Newnham, one of the earliest Palladian style houses in Britain. The Crawshay family developed Lightmoor and Foxes Bridge Collieries, acquired the Cinderford Ironworks, sank the Buckshaft and Shakemantle Iron Mines and purchased the Parkend Ironworks towards the end of its life. In the 20th century, Henry Crawshay & Co. sank and ran Eastern United and Northern United Collieries until nationalisation. Henry's grave stands close to the church, fenced with ornamental cast iron.

F3 BEACHLEY SLIPWAY

ST 553907

*

A ferry to Aust (now in Avon) existed here before 1100. Steam vessels were in use after 1836 but lapsed with the completion of the Severn railway tunnel. With the growth of motor traffic a new company, Severn Ferries Ltd, transported light vehicles from the 1930s to 1966. The slipway survives with the 1966 Severn Road Bridge towering overhead. Also visible at Beachley is the Old Custom House, immense electricity pylons on either shore and the service shaft of the CEGB tunnel driven c1975-1980.

See *Jordan*, 1977.

F4 BIGSWEIR BRIDGE

SO 539051

□

The single graceful arch of cast iron carries the Chepstow-Monmouth road over the Wye. It was erected 1826-29 by the Tintern-Bigsweir Turnpike Trust and the ironwork cast in Merthyr Tydfil. Later stone flood arches flank the arch and a former tollhouse stands on the Welsh side.

F5 BIXSLADE AREA

SO 606099

THE BRANCH TRAMWAY (SO 607099 to SO 593109. ▲) 2km long, was built in 1812 from the main line at Cannop Wharf (SO 608110) up the slade to Bixhead. It remained in-use as a horse drawn tramway until 1947. One wagon is displayed at Dean Heritage Museum and a bogie at Towyn. Substantial remains are extant: they include the entire course together with sub-branches, wharves, and numerous stone sleeper blocks. Walking the tramway coupled with an examination of the adjacent sites needs about 2 hours.

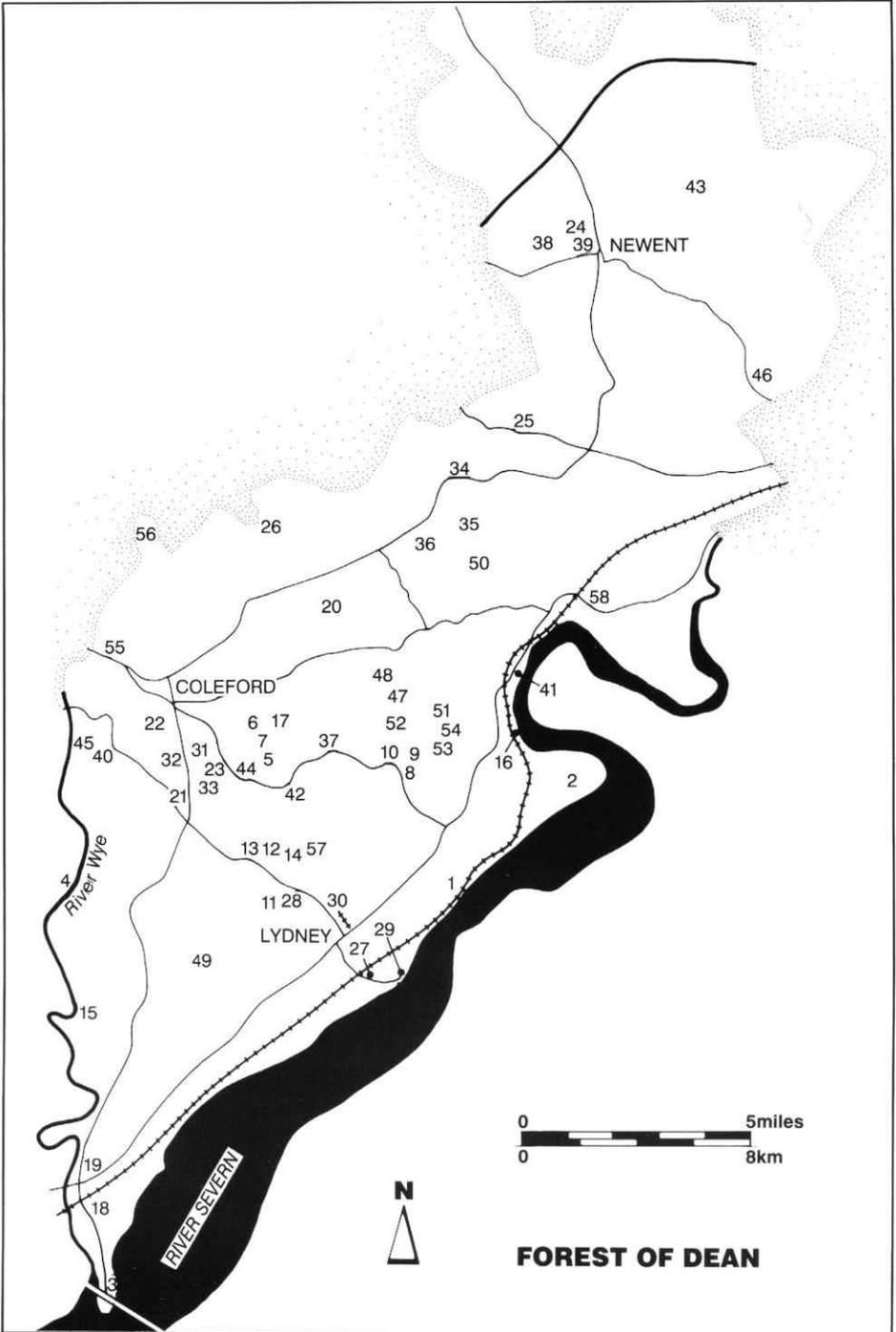
See *Pope et al*, *Standing*, 1987.

BIXSLADE COLLIERIES (SO 608099) mined the Yorkley and Coleford High Delph coal seams which rise up from the deep basin to outcrop in Bixslade and near Coleford respectively. The slade was thus an ideal place from which to reach both seams, especially the High Delph which was extensively worked in the 19th century from:

BIXSLADE FREEMINE (SO 603099 ▲) One freemine was at work in the slade in 1992. It stands on a side track which leaves the tramway just before Mine Train Quarry, and which passes Union Pit. It is working the Yorkley Coal via an inclined draft.

BIXSLADE HIGH LEVEL (SO 599103 ▲) The portal of the level is on the West side of the tramway. It was driven in 1826 by David Mushet. In 1841 it produced 21,000 tons, the third largest producer that year. Close to the portal are two shafts and the remains of various, more recent openings made to the workings of the Low Level.

BIXSLADE LOW LEVEL (SO 601100 ▲) The adit portal is in the valley floor opposite Mine Train Quarry. It was driven by David Mushet in 1810. On reaching the High Delph, level roadways ran North and South, as in the Union Pit. In



1841 it produced 9,600 tons but was disused by 1878. Since then, several freeminers have worked substantial coal pillars via new entrances.

BIXHEAD QUARRIES (SO 597108 ▲) Three large quarries, some partially infilled, and extensive tips cover a wide area at Bixhead. One is still active and supplies stone to the Stoneworks. There is much to see including cranes (some steam-powered until 1965) and the method of working. Fences around the tops include pieces of rolled tramway rail and old saws.

F6 MINE TRAIN QUARRY

Bixlade

SO 602101 ▲

This working quarry began before 1859. Pennant Sandstone, some of it stained red by iron minerals, is won for ashlar and other uses. A series of infilled joints contained iron-ore (mostly now quarried away) mined in the 1920s. Mine Train Quarry stone is to be seen in decorative work in Cardiff Castle.

F7 UNION PIT

Bixlade

SO 604100 ▲

Now an infilled shaft, once 80m in depth. Level roadways extended about 1.5km both North and South and worked the inclined coal above them. In 1902, the northerly workings struck a body of water which inundated the pit, drowning four colliers and trapping three others for 5 days.

F8 DEAN ROAD

Blackpool Bridge

SO 652088 ▲

An exposure of an ancient paved and kerbed road approaches the Blackpool Brook which it once crossed by ford and bridge. The course of the road, traced by A W Trotter in 1936, runs from near Lydney to Mitcheldean. Although cherished locally as a Roman road, dating must remain open. The course of the road is deflected by medieval features and charcoal from beneath it, radiocarbon dated to post-1660.

See Trotter 1936, and Standing, 1988.

F9 DRUMMER BOY STONE

Blackpool Bridge

SO 655090 ▲

The large conglomerate boulder has been used as a smith's hearth. The top contains hollows for bellows, and the fire hearth. The latter contains a layer of slag made of smith's scale and vitrified fuel ash. In adjacent woods are many circular platforms once used for making charcoal.



F11 Ancient mine work near Bream, called The Devil's Chapel, c1866 Dean Heritage Museum

F10 MILLSTONES

Blackpool Bridge

SO 651091 ▲

Two millstones, hewn from the Quartz conglomerate, but which broke during manufacture, will be found on the steep boulder slope above the lowest Forest ride. This rural industry existed at many points around the edge of Dean Forest and the Wye Valley.

See Mullin, 1988 & 1990.

F11 DEVIL'S CHAPEL

Bream

SO 605046 *

Also known as Bream Scowles, these ancient surface workings for iron-ore feature widely in the literature as Roman in origin. This may be so, but evidence for dating is wanting. The Scowles are on private land but the public footpath to Chelfridge passes through them.

F12 FLOURMILL COLLIERY

Bream

SO 604066 *▲

This colliery occupied the site of a former wood chemical works (1844-1900) and incorporated some of the buildings. By 1891 the pit was being worked by the Princess Royal Colliery Co. in conjunction with Park Gutter. A fine group of late Victorian buildings survives including a generating house; several of them are Listed and now used by varied industries.

See Pope et al, 1983.

F13 MILL HILL

Bream

SO 600064

The foot of the hill provides access to several sites including:

OAKWOOD MILL DEEP LEVEL (SO 600063) which is in an overgrown cutting close to the road. It was driven by David Mushet in 1825 to reach iron-ore below Bream. Levels such as this were driven slightly uphill, usually at 1 in 300, so that water and laden wagons had easy egress.

BROMLEY HILL FURNACE (SO 601064) is visible from the track leading down valley towards Flourmill Colliery and stands in the small paddock of the cottage. It was built before 1852 and belonged to the Ebbw Vale Iron Co. by 1856, but was little used. The outer masonry has been robbed and the fore arch has collapsed, revealing the inner aspect of the shaft near top level. A blowing arch is visible on the right.

OAKWOOD MILL (SO 059063), now a dwelling, stands on the West of the road. This was a mill site by 1436 and a corn mill by 1520. In the 20th century it was a pub, known as the *Oakwood Inn*. The holding pond and some water channels are visible from the tramway.

OAKWOOD TRAMWAY (SO 059063) emerges from a narrow entrance just uphill of the mill boundary wall. There are occasional exposed sleeper blocks and a causeway carries it across the holding pond of Oakwood Mill. The tramway is walkable up valley to China Bottom. It provides good views of scattered encroachment settlement by industrial workers, just within the statutory boundary of the former Royal Forest. Down valley, the tramway passes Flour Mill Colliery and terminates at Parkend. Access to all above * and ▲

F14 PRINCESS ROYAL COLLIERY

Bream

SO 614063

The company began life with the Flourmill Colliery but in 1914-15 it sank a new shaft, Park Gutter, at Whitecroft. Subsequently PR worked most of the Coleford High Delph from the South end of the main basin, with closure by the NCB in 1962. The pithead baths, office block and disused railway formations survive. See Pope et al 1983.

F15 BROCKWEIR WHARF

SO 539012

Brockweir was an important port on the Wye Navigation and a near-complete stone wharf lies on the upstream side of the early 20th century road bridge.

F16 BULLO PILL DOCK

SO 690099

In 1810, the Forest of Dean Railway Co (tramway) built a stone dock basin with gates and an upper basin for water storage. Later, wharves were added along the river bank, all served by the tramway from Cinderford and beyond. In 1815 it was claimed that Bullo was capable of shipping 1000 tons of coal and stone daily. Trade declined after 1900 and the last vessel, the *Finis*, was loaded in 1926. New dock gates were fitted in 1991. Over the years, a busy industrial area developed around the dock. Jeff's Marble Works operated until the 1830s. In 1870, Boucher's wagon works occupied buildings now used as a rubber works. See Morris, 1992 and Paar, 1965.

F17 CANNOP PONDS AND LEAT

SO 607105

Two large ponds extend up valley from the Stoneworks with the course of the Severn & Wye Railway main line on their Eastern bank. They were built in 1826 to supply a 56ft waterwheel at Parkend Ironworks, 2km downstream. The leat is traceable for most of the way. It leaves the lower pond at SO 608100.

CANNOP STONEWORKS SO 607099

These began life in 1902 producing quality ashlar and other Pennant Sandstone products. The stone came from Bixhead Quarries and elsewhere. The works became part of United Stone Firms Ltd, an extensive combine which failed in 1926. Since 1939, the works have been run as Forest of Dean Stone Firms Ltd. During working hours on weekdays, the sawing and dressing of stone is visible from the perimeter fence.

CANNOP TRAMWAY & BRIDGE SO 609116

A well preserved bridge which once carried the Howlers Slade branch of the Severn & Wye tramway across Cannop Brook.

F18 CHEPSTOW RAILWAY BRIDGE

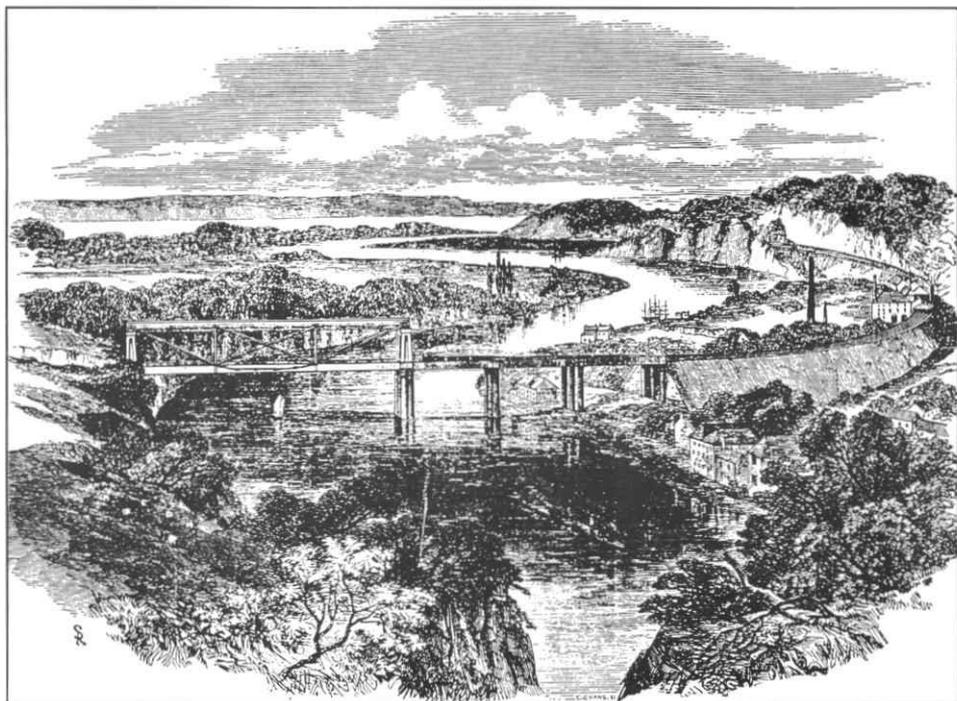
ST 539941

Designed by I K Brunel as a tubular suspension bridge and built by Edward Finch at Chepstow, it opened in 1852. Passengers were then able to avoid crossing the Severn by ferry and the journey time from London to Swansea was reduced from 15 to 5 hours. In 1962, renovation by BR removed the overhead tubular suspension elements and inserted a new structure beneath to support the span.

F19 CHEPSTOW OLD ROAD BRIDGE

ST 536944

This five span, cast-iron bridge carries the Gloucester-South Wales road over the River Wye. It dates from 1816 and was designed by John Raistrick.



F18 Chepstow tubular suspension bridge

Dean Heritage Museum

F20 TRAFALGAR COLLIERY

Cinderford
SO 625144

▲
There are scant remains of this 19th century colliery on the SE side of Serridge Hill. They include two shaft tops, a quarry, tramway tunnel, retaining walls for the screens, dirt tips and sidings. Close by is Trafalgar House, once three-storied and the home of Sir Francis Brain. In 1882 he used electricity underground for motive power thus making Trafalgar the first colliery in the world to do so. On the NW side of Serridge are some remains of the associated Strip and At It Colliery (SO 624146).

F21 CLEARWELL CAVES

SO 578082

□ ●
Ancient underground mine workings for iron-ore are open to the public. The workings descend from the surface outcrop. The removal of ore, by hand, has left a maze of irregular churns and interconnecting passages within the Carboniferous Limestone. In date, the workings are most likely to be from the late Medieval onwards. The surface buildings date from the opening to the public. Good paths and illumination have been inserted.

F22 WHITECLIFF FURNACE

Coleford
SO 568102

*
A coke-fuelled blast furnace for smelting iron ore, built 1798-1810. Coke was made on site by charking in heaps and together with the ore, fed in at top level. Molten iron was tapped from the base. A single blast furnace, probably the second, survives together with its charging bridge and some remnants of an engine house. A massive inclined way leads to top level from the NE. Whitecliffe Ironworks attracted the metallurgist David Mushet to settle in Coleford in 1810 although his interest in the works ceased during 1811. The residual owner, Thomas Halford, became bankrupt in 1816 and thus the works were never commercially successful. For safety reasons the site does not admit visitors at the present time. Preservation of this Scheduled Ancient Monument is ongoing.
See Standing, GSIA Jnls. 1980, 1981 & 1986.

F23 DARKHILL IRONWORKS

SO 590090

▲
The conserved remains of an industrial complex drape the slope between Gorsty Knoll and the Ellwood road. They once included: a cupola



F22 Whitecliff furnace, Coleford

Dean Heritage Museum

furnace of David Mushet c1818; at least one brickworks; the 1840s Darkhill Furnace of the Mushet family; and the later Forest Steelworks of Robert Mushet. The site was served by its own tramway sub-branch whilst the main line to Sling passed through at top level. The latter contains an abundance of exposed sleeper blocks and a double tracked passing place. Above this, the walls of the Marefold have attractive copings of steel-making slags and crucible fragments. At bottom level, the formation of the Coleford branch of the Severn & Wye Railway overruns the site. Forest Steelworks seem to have occupied the upper part. Here, R Mushet solved the practical problems of Bessemer's Process for bulk steelmaking in 1856. The steel for the world's first Bessemer-Mushet Steel railway rail was made here.

See Hart, 1971; Osborn, 1952 and Mushet, 1883.

F24 HEREFORD & GLOUCESTER CANAL

SO 709277

* *

This was begun in 1793 but the 34 mile long canal with three tunnels did not reach Hereford until 1845, much too late to be viable. It closed in 1881 when the Gloucester-Newent Railway was laid on part of its bed.

To see: Oxenhall Lock & Lock House (SO 713267) and Oxenhall Tunnel (SO 705297, SO 709277). A notorious tunnel, 2192 yards long, it was the main engineering feature of the canal and was driven between 1792 and 1798. The cost was £40,000 and it ruined the company.

Both entrances can be seen but the tunnel is blocked within. The H & G Canal Society is improving access and removing debris with the intention of restoration in this vicinity. Also to see is a Canal Aqueduct (SO 713265) which carried the canal over the Ell Brook; it is now in a ruinous state and threatened by road development. At Newent, the bypass road uses the trackbed of the former railway laid on that part of the canal, recorded by a GSIA Plaque; nearer Gloucester the canal formation can be seen where the B4215 road crosses it at SO 772221 near Tibberton.

See Bick, 1979.

F25 ROCKLANDS LIMEKILNS

Longhope

SO 688202

*

Just North of the A40 road, a battery of two kilns has recently been restored by the owner. The shafts are infilled.

F26 VENTION LIMEKILNS

Lydbrook

SO 604167

*

Several kilns flank the lane above the *Royal Spring Inn*. They were fed from the quarry above. The Vention kilns received some repairs from MSC teams during the 1980s.

F27 COOKSON TERRACE

Lydney

SO 635018

The terrace was built in 1858 by the Severn and Wye Railway Co. to house workers. It is a pleasing architectural composition of varied house types within a single block.

F28 DODSMORE COLLIERY VENTILATION CHIMNEY

Lydney

SO 616046

A squat stone-built stack, on private land, is visible from the roadside. It ventilated coal workings by employing the hot updraft from a firebox to exhaust air via a shaft.

F29 LYDNEY HARBOUR

SO 650014

From 1810, the Severn & Wye Railway & Canal Co. developed Lydney as a port for Forest minerals arriving on their tramway. In 1813 a new canal was cut to the river and a tidal basin added in 1821. By 1867 nearly 200 vessels were handling over 200,000 tons of materials annually. This rose to 265,000 tons by 1897. Lydney's trade outlasted that of Bullo but the last coal tip was removed c1960. Derelict vessels line the shore, one containing a length of Barlow Rail in its structure. Although a Scheduled Monument, the future is uncertain; a 'waterfront' development has Planning Consent.

F30 NORCHARD STEAM CENTRE

Lydney

SO 629042

Now the headquarters of the Forest of Dean Railway Society, with newly built station, museum and steam trains to Lydney. It was formerly the site of Norchard Colliery 1842-1959, and the West Gloucestershire Power Co's Lydney generating station, 1923-1968. Just upstream lay Middle and

Upper Forges, originally water-powered and devoted to aspects of the iron and tinplate trades. Dams and other traces survive within the undergrowth. The Forest's only canal was constructed here c1800 by the Pidcocks. Bearing their name, it ran alongside the Newerne Stream from near Upper Forge to a store house on Lydney Pill.

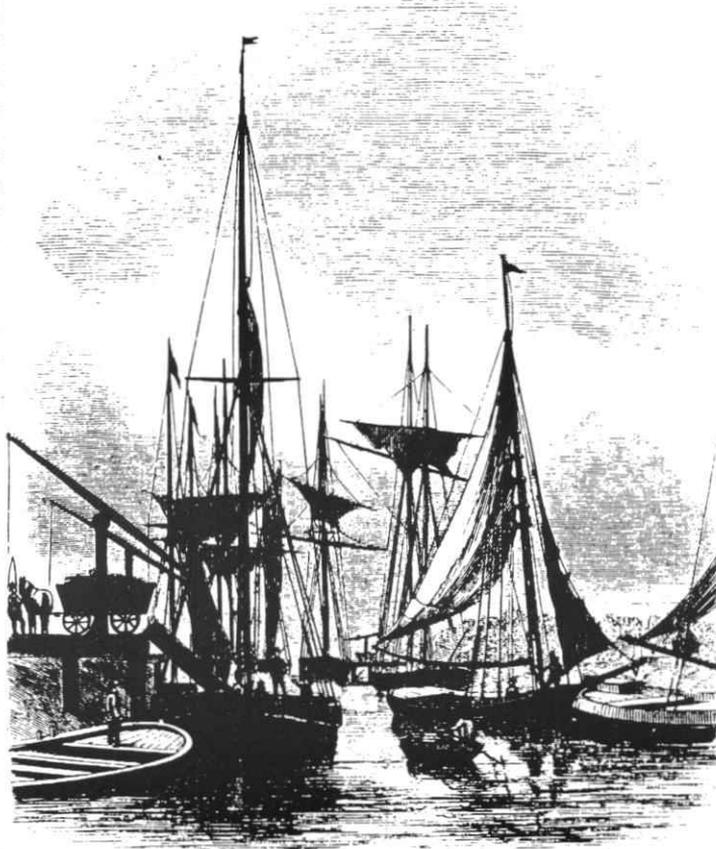
See Hart, 1971 & Field, 1978.

F31 EASTER IRON MINE

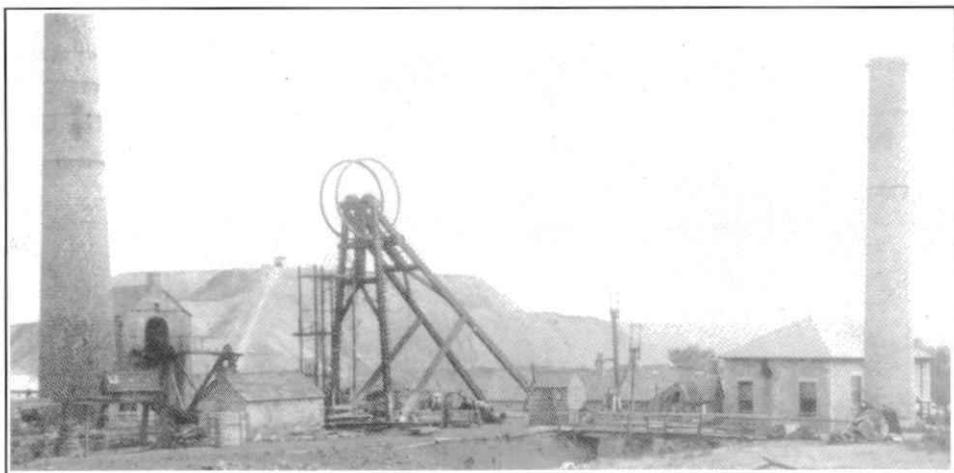
Milkwall

SO 586092

The concern worked iron-ore from an extensive area beneath Milkwall via four shafts, all now filled or capped. A brick engine house with hipped roof wound shafts 3 and 4. Water for industrial use is electrically pumped from number 4. Scant masonry survives. The mine closed in 1918 and some of its buildings then housed British Colour & Mining Co. Ltd. which



F29 Lydney Harbour and Tramway, c1850



F37 New Fancy Colliery, around the turn of the century

Dean Heritage Museum

produced pigments from ground ochre and other minerals until c1975.

See Pope *et al* 1988.

F32 PUZZLE WOOD

Milkwall

SO 580092



Iron-ore was most easily mined where it outcropped on the surface. Once the ore was removed, a weird and rocky opencast landscape remained. Such areas have been known as *Scowles* since the Middle Ages. The date of mining is problematical but may be as early as Roman. A main phase during medieval times is probable. Being unsuitable for agriculture, ancient semi-natural woodland with a rich flora has developed. Yew trees are especially common. The name stems from the late 19th century when the rustic maze was laid out. Open to the public (April-Oct).

F33 TITANIC STEELWORKS

Milkwall

SO 587091



These seem to have been established by R Mushet and others for the manufacture of his 'RMS' or Mushets Special Self Hardening Steel. This, the world's first specialized tool steel was invented by R Mushet in 1861. Wary of patents after the Bessemer experience, batches were prepared here in great secrecy and dispatched by rail. In 1871 Mushet arranged for production to move to the Sheffield firm of Samuel Osborn & Co. and the widespread use and development of tool steels began. On the ground, little remains other than the Steelworks Cottage, once an office, a few walls and an extant slag dump.

See Osborn, 1952.

F34 MITCHELDEAN

SO 664187



The village brewery grew to become the largest in Dean in the 19th century under the ownership of the Wintle family. It was acquired by Cheltenham and Hereford Breweries in 1930. After 1939 it was the wartime base of British Acoustic Films, later Rank Precision Industries and for a time, Bell & Howell cameras were made. By 1960, manufacture of Rank Xerox photocopiers led to a rapid expansion of the site, but decline followed during the 1980s and parts of the site are now used by other concerns.

F35 ABENHALL CHURCH

Mitcheldean

SO 671173



The pedestal of the font (c1450) carries carvings of iron miner's tools, horseshoes and smith's tongs. Similar ornamentation is found on the outer wall of the tower although the stone is a modern replacement. These trademarks testify to the importance of freeminers and smiths in the medieval iron industry of Dean.

See Hart, 1953.

F36 FAIRPLAY IRON-ORE PIT

Pump Hill

SO 658165



A fine masonry shaft of approximately 100m in depth, with the remains of a Cornish 'Bull' engine house incorporated. Sinking began by 1856, presumably in search of iron-ore from within the coal measures. The Land Pit lies 100m NWN and although filled, a ventilating furnace and flues in the shaft top sidewall were

conserved in 1980. A short distance South of the pits are three small reservoirs for boiler water, now nature reserves.

See *Cave, 1980*.

F37 NEW FANCY COLLIERY

SO 627096 ▲

This produced house coals from a depth of around 115m from the mid 19th century. Compressed air coal cutters were used after 1884 and production reached 250 tons a day. Electric winders were added in 1916, closure coming in 1944. A chimney base stands close to an infilled shaft and beyond is the retaining wall of the screens, with sidings and old railway formations. One dirt tip has been landscaped to form a noted viewpoint.

F38 NEWENT COLLIERY

SO 700267 *

A grass grown tip and two shafts survive from the abortive venture of 1875-80. These are the most tangible remains of a number of pits that worked the tiny Newent Coalfield.

F39 NEWENT IRON FURNACE

SO 719265 ■

A massive barn-like charcoal store with buttressed walls of red and yellow sandstone, together with sparse remains of the charcoal blast furnace. This operated more or less continuously from 1639 to 1751, and perhaps later, and was part of the Foley empire. One of the former furnace ponds survives at SO 7123269.

See *Bick, 1987*.

F40 NEWLAND CHURCH

SO 552095 □

In its structure, the church displays wealth derived from medieval industry and the issues



of the Forest. In the Greyndour Chapel is the 'Freeminer's Brass' an heraldic crest. Popularly believed to be of the 15th century, it is probably of a later date. It depicts an iron ore miner with his tools, standing on a helmet. Locally, this has long been interpreted as depicting the freedom and superiority of freeminers over others. Brass rubbings may be made on the replica provided. See *Hart, 1953*.

The church also contains a memorial of the Coster family who were associated with the copperworks of Redbrook (1690-1730) and the Brass Work Co. of Bristol. In the churchyard, not far from the church door, the only monument of iron marks the grave of John Wakinshaw, employee and lifelong friend of David and Robert Mushet.

F41 NEWHAM ON SEVERN

SO 691117 *

This genteel Severnside town was once a port and the site of the 1620 coal-fired glassworks of Sir Edward Mansell. Many of the large houses of the town and surrounds sprang from the industrial wealth of Dean. Of note are The Quay (SO 694119) and Severn Warehouse which incorporates black slag blocks (brought in by vessels) derived from copper smelting, and the salmon fishery ownership stone (SO 694120). Newnham was also the site of a floating pontoon bridge built by Severn Ferries in 1949 but which proved unusable on account of the strong currents.

F42 PARKEND

SO 615080 *

This open Forest hamlet was a complex industrial centre in the 19th century with tramways, railways, blast furnaces, tinplate, collieries, stoneworks and industrial housing. The blowing engine house of the ironworks stands at SO 617079; it housed the Dean Forester's Training School from c1912-1970 and is now a field studies centre. Behind is the cutting which carried the Severn & Wye Railway into the Forest, passing beneath the charging bridges of the furnaces. Above and beyond was the ore and coke stockyard and the holding pond for the 56ft waterwheel served by Brookall ditch and other leats. Higher on the hillside stood Castlemain Colliery (SO 616087). The offices survive, now called Castlemain Mill, whilst Parkend House (SO 617078) housed the owner. The Tinplate Works adjoined the ironworks on their NW; one of the rolls is now used to smooth the wicket on the recreation ground. On the North side of the Coleford road at SO 611079, the Oakwood Tramway formation is retained by large cast blocks of slag from the

Ironworks. Stone sleeper blocks are plentiful. It crossed the Coleford road to interchange wharves with the railway at SO 614079. Opposite is Whitmead Park, one time home of Deputy Surveyors of Dean Forest, and the Forestry HQ from 1810 until 1970, when the mansion was demolished.

See Pope et al, 1983.

F43 RAILWAY EMBANKMENT

Pauntley

SO 750287

*

An earthwork in the middle of a field is the legacy of work began in anticipation of a Parliamentary Act by the projected Worcester, Dean Forest and Monmouth Railway, 1863. The line was never completed.

F44 POINT QUARRY AND FETTERHILL

SO 598086

▲

Point Quarry is a spectacular disused quarry for Pennant Sandstones and is now a nature reserve. It was served by a tramway which escapes down valley by a tunnel beneath the Coleford branch of the Severn & Wye Railway and by a later rail siding. A stone works occupied the quarry floor. Numerous other quarries flank the valley sides and disused collieries are found towards the valley head.

See Pope et al, 1983.

F45 (UPPER) REDBROOK VALLEY

SO 546107 to SO 535101

*

Ample waterpower attracted industry over many centuries. From Swan Pool (SO 546107) to the River Wye, a succession of leats, dams and ponds are visible together with large associated mill houses. The Kingsmill site (SO 536102) used water power from at least 1434-5 culminating as the 19th century Wye Valley Corn Mills. Some ruins and the wheel pit survive alongside the tramway course, East of the incline. At SO 545108, a charcoal blast furnace was built in 1604 and there are limekilns at SO 547106. The valley also contained copper works, 1690-1730; black slag blocks occur in many walls. A branch of the Monmouth-Coleford tramway descended by an incline and inclined overbridge at SO 536102.

F46 BARBER'S BRIDGE STATION

Rudford

SO 773222

*

The station and stationmaster's house both survive as dwellings close to the Gloucester-Newent Road. These are the only buildings remaining of the GWR Gloucester-Ledbury line, 1885-1964.

F47 EASTERN UNITED COLLIERY

Ruspidge

SO 649113

* ▲

With Northern United, Cannop, Princess Royal and Waterloo, Eastern marked the final phase of Dean coal mining, sinking this century to reach the Coleford High Delph coal deep in the main basin. Uniquely in Dean, Eastern did so by inclined haulage ways rather than by shafts and its deepest point reached 419m below OD. It was sunk by the Crawshay Co. in 1909 and closed by the NCB in 1959. The pithead baths, dirt tips, embankment and siding survive.

F48 LIGHTMOOR COLLIERY

Ruspidge

SO 642121

* ▲

This was the largest of the Crawshay Collieries and worked thin, but high quality house coals 1840-1940. The site is now a sawmill but one roofless engine house and some offices survive. The tip, best approached from the East, is well worth climbing for the view. It was wound by a small pre-1830s beam engine now preserved at Dean Heritage Museum.

F49 RODMORE MILL

SO 581027

*

The site was a charcoal blast furnace in the 17th century, a paper mill in the late 18th century and a corn mill in 1887. The silted pond, old buildings and some water courses survive. Downstream at Clanna (SO 585022) are ponds, leats and the foundations of Clanna Mill. It was an iron forge in the 18th century and produced cardboard and millboard in the 19th century.

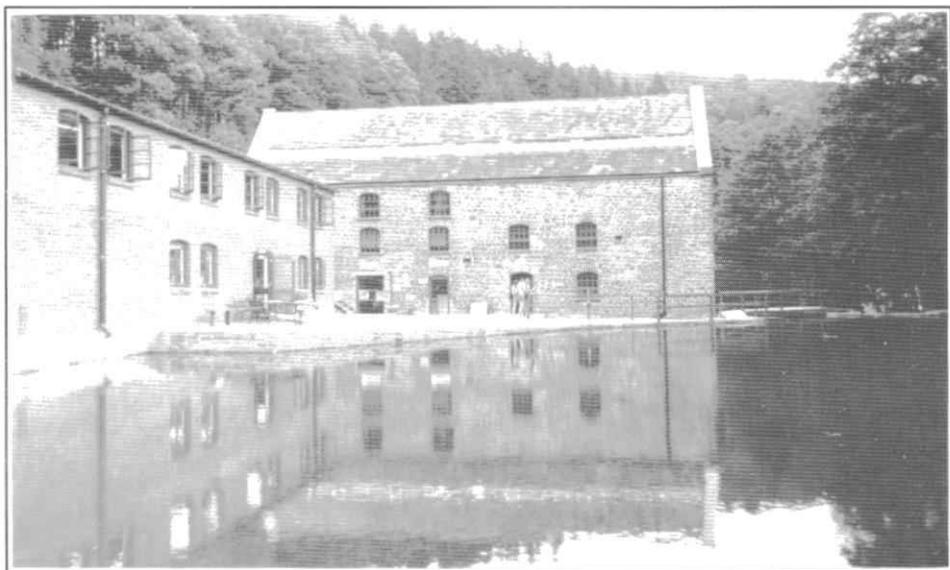
F50 GUNS MILL

Shapridge

SO 675159

*

Charcoal iron smelting followed by paper making took place here. The name derives from the surname of an earlier owner and not from munitions. In 1635 Sir John Wyntour of Lydney controlled the furnace but lost it in the Civil War. It was pulled down after 1667 and rebuilt in 1682-3; the cast iron beams in the furnace carry this date. It became part of the Foley Partnerships by 1705. The Scheduled furnace is reputedly the most complete in England with blowing arch and wheelpit on the West side and an infilled pond and substantial house above. In 1743 the ironworks was converted to a papermill which used the furnace stack as a stairwell and cut doorways through it. A large timber framed building was placed at top level along the charging bridge. Paper making by the Lloyd family and others ceased after 1879. Upstream from Guns Mill



F51 Camp Mill, home of the Dean Heritage Centre

are traces of other mills and papermills.

See Cave 1974, and Harris, 1974.

In 1992 the Scheduled furnace and Listed building are in ruinous state, a testimony to the futility of preservation legalisation when unaccompanied by the will for action.

F51 CAMP MILL

Soudley

SO 666106



This takes advantage of a fall in the Soudley Brook. The earliest certain use is a foundry in 1823, later run by Samuel Hewlett of Bradley. A large stone corn mill was built in 1876 but it soon became a wood turnery. In 1880, the production of mill-board began and the Dulcote Leatherboard Co. operated here 1902-11. J Joiner purchased the site in 1920 and installed a turbine for a sawmill which ceased operation in 1952. Thereafter it was a piggery and then a scrapyard. In 1981, S Joiner repurchased the site to house the Dean Heritage Museum. The 1876 mill building, remains of the foundry and leats survive. In the Museum, an important collection displays aspects of Dean's industrial past.

F52 FINDALL MINE

VENTILATION CHIMNEY

Soudley

SO 651106



The firebox and chimney stood on the edge of a large scowle hole which gave eventual access to iron-ore workings of the Findall Level,

deep underground. The updraft in the chimney from the (then) enclosed fire, produced a sucking effect which was used to pull air from the deep workings via stone built flues, thus ventilating the mine. The dating is probably c1800. Extensive repairs to the firebox and chimney base were made by volunteers in 1975-6.

See Court & Standing, 1979.

F53 GREAT WESTERN IRONWORKS

Soudley

SO 665100



Built in 1837 by Edward Protheroe, they comprised two coke-fuelled blast furnaces with steam-powered blowing engines and the usual casting houses etc. The works were served by a branch tramway, later a railway siding, running down valley from the main line after it emerged from the Haie Hill Tunnel, via a tunnel under the charging bridge. The works closed c1880. The unroofed tunnel and masonry retaining walls survive.

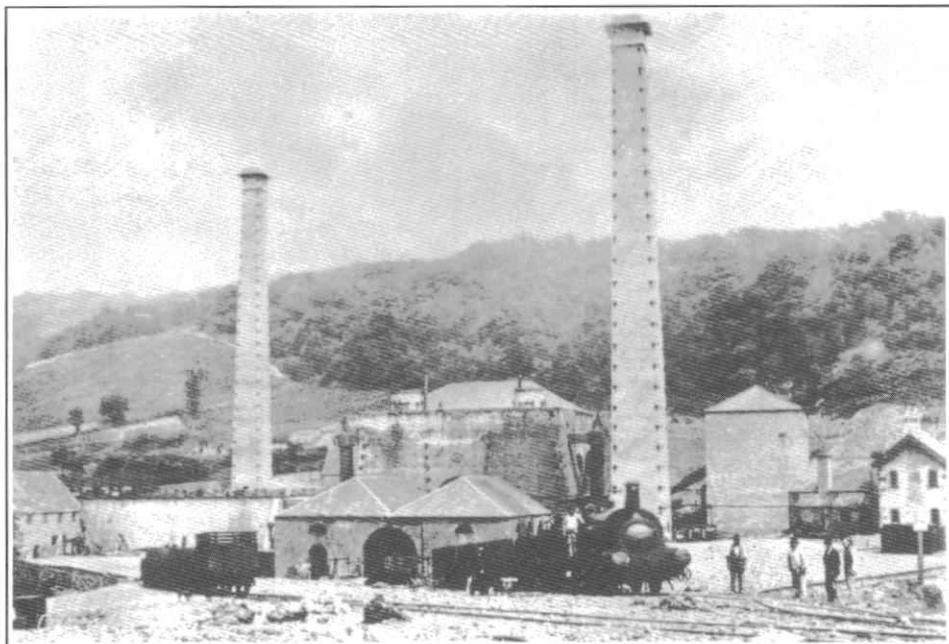
See Paar, 1965 and Hart, 1971.

F54 HAIE HILL TUNNEL

West Portal, Soudley

SO 666101

In 1809 the Bullo Pill Railway Co, precursor of the Forest of Dean Railway Co, drove the 1000 yard tunnel through Haie Hill towards the interior of the Forest. At the time it was the longest railway tunnel in the world. The main line followed the East side of the valley towards Cinderford and may be traced until it is overrun



F53 Great Western Ironworks, Soudley

Dean Heritage Museum

by the B4227. A long branch tramway, now a public footpath, served the Great Western Ironworks and then ran down valley to the forges at Bradley.

F55 GRAVE OF DAVID MUSHET

Staunton Coleford

SO 551127



David Mushet, b1772 in Dalkeith, was by 1808, an authority on geology, metallurgy and the manufacture of iron and steel. He moved to Coleford in 1810 to superintend the Whitecliff Ironworks, and lived at Tump House, now Forest House Hotel, SO 575105. He developed extensive coal and iron ore mines and his lifelong research *Papers on Iron & Steel* were published in 1840. His grave lies NW of the church.

F56 SYMONDS YAT LIMEKILN

SO 563162



This stands on the roadside a short way down the road towards Huntsham. At top level, the outline of the circular kiln is visible. This was filled with limestone and coal and fired from

below. When burning was complete, the lime was shovelled from the base via the two openings at road level. Lime was in demand for mortar, plaster and agriculture and much was sent out by vessels on the Wye.

F57 WHITECROFT MILL

SO 618062



A substantial water powered site fed by a leat from the Newerne Brook; it was a corn mill in the 19th century. A 17th century iron forge stood in the vicinity, or upstream.

F58 WESTBURY MILL

Westbury on Severn

SO 717140



A small water-powered corn mill, with adjoining mill house, driven by the Westbury Brook. An iron breastshot wheel was originally used although this was replaced with a turbine around the turn of the century. The mill went out of use in the late 1920s and although the pond and machinery has gone, it survives as a dwelling. Millers included the Bailey, Hooper and Watson families.

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Stroud. 0453-295027.

Tewkesbury. 0684-295027.

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front cover: The iron Quay Bridge (1822) at Tewkesbury crosses the Mill Avon to Healings Flour Mill, opened in 1865. The former Blizard and Coleman Brewery stands on the opposite bank.

52 *back cover:* Westbury Mill, Westbury on Severn, c1905

Photo: Dean Heritage Centre

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*Editors: Stephen Mills Pierce Riemer
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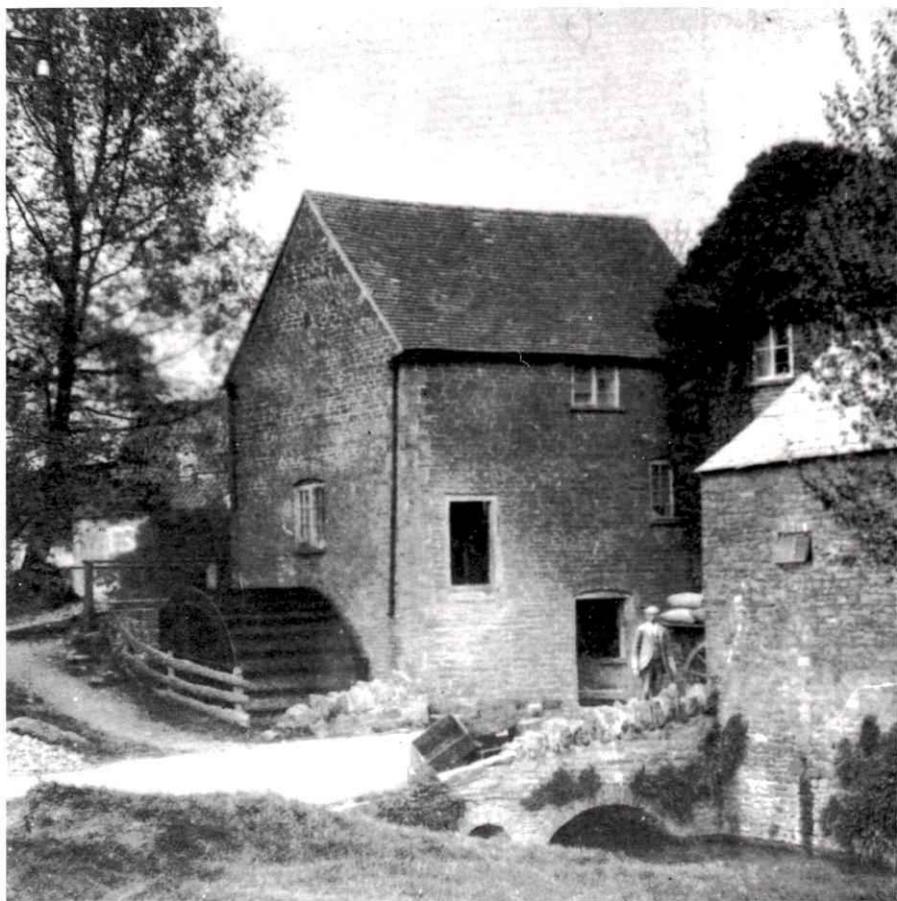
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