

## Association for Industrial Archaeology Conference, Lackham College PROGRAMME OUTLINE – Friday to Sunday

### Friday 22 August Seminar 'Modern Military Matters, the twentieth century defence heritage of Britain

9.45 Introduction Professor Marilyn Palmer

10-10.30 Terry Crawford Wiltshire and the Great War

10.30-11 Rex Sawyer Little Imber on the Down

11-11.30 Coffee

11.30- 12 Jane Phimester Underground Tunnels in Corsham

12-12.30 Sue Morecroft St. John's School air raid shelters, Redhill, Surrey

12.30-1.30 Lunch

1.30-2 Dr Sally Foster and Dr Elizabeth McCrone The designation of 20<sup>th</sup> century militaria in Scotland

2 -2.30 John Scofield Modern Military Matters – interpretations of the 20<sup>th</sup> century military landscape in England

2.30-3 Alan Johnson Recent work by English Heritage on the defence estate

3-3.30 Tea

3.30-4 Jon Lowe The Archaeological Contractor and modern military sites

4-4.30 Jeremy Lake Interpreting Bletchley Park

3.30-6 Lackham Agricultural Museum open (free for delegates)

6-7 Dinner

7.45-8 Professor Marilyn Palmer Welcome

8-9 Peter Stanier Wiltshire Welcomes You – an introduction to industrial archaeology in the county

9-11 Bar

### Saturday 23 August

7.30-8.30 Breakfast

9.15-10 Ken Rogers The Wiltshire Woollen Industry.

The lecture will give a summary view of the physical remains of the woollen industry, from Tudor clothiers' houses and fulling mills to 18th century workshops, and the development of the factory will be linked to the mechanization of the various processes from 1780 onwards.

10-10.45 David Hyde The Great Western Railway in Wiltshire

10.45-11.15 Coffee

11.15-12 Mike Stone Roland Brotherhood and Westinghouse at Chippenham

12.30-1.30 Lunch

2-2.30 John Selby IA from unexpected sources

2.30-3 Geoffrey Wallis Unforgiving machines

3-3.30 Tea

3.30-4.50 Awards

6-6.30 Reception of guests

6.30-8 Dinner

8-12 Bar

### Sunday 24 August

7.30-8.30 Breakfast

9-10 AGM

10-10.30 Overseas visits and 2009 conference

10.45-11.15 Coffee

11.15-12.30 Wayne Cocroft Rolt Memorial Lecture 'Dan Dare's lair – the industrial archaeology of Britain's post-war technological renaissance'

12.30-1.30 Lunch

**Welcome to Wiltshire.**  
**The Industrial Archaeology Committee of the Wiltshire Archaeological and  
 Natural History Society hopes you have a very interesting and enjoyable  
 conference.**

### TOUR PROGRAMME

Day	Tour ID	Venue	coach leader
Sunday	A	Claverton and Dundas	Nick McCamley
	B	Crofton	Doug Roseaman
	C	Pewsham and Lacock	Pam Slocombe
Monday	D	Honeystreet, Beckhampton, Blunsdon	Ivor Slocombe
	E	Bradford-on-Avon, Avoncliff, Chippenham	Pam Slocombe
Tuesday	F	Trowbridge, Bradford-on-Avon	Pam Slocombe
	G	Melksham, Salisbury	Nicol Smith
	H	Devizes, Calne	Doug Roseaman
	I	Chippenham	
Wednesday	J	Warminster, Devizes	Pam Slocombe
	K	Corsham or Bradford-on-Avon, Seend	David Pollard and Ivor Slocombe
	L	Chippenham, Malmesbury	Nicol Smith
Thursday	M	Swindon, Pewsey	Pam Slocombe

Please do your best to keep to time as directed by coach leaders.

Overall times; Sun 1.45 - 5  
 Mon-Wed 9.15 - 5  
 Thurs 9.15 - 4

## TOUR NOTES FOR WILTSHIRE

Visits August 24th – 28<sup>th</sup> August 2008

**Sunday 24th August**

**TOUR A - CLAVERTON and DUNDAS**

**Claverton Pumping Station, Bath and Northeast Somerset**

Map O.S. 172 Bristol and Bath

Site condition: *care alighting from coach next to busy road, short walk downhill to pumping station and return uphill to coach*

Leader Nick McCamley

The pumping station on the River Avon was installed by engineer John Rennie in 1810 to raise water from the river into the Kennet & Avon Canal 48 feet above. It is the only one of its kind on British canals. The beam pump is operated by a giant waterwheel driven by the river. The pumping station is managed and run by Kennet & Avon Canal Trust volunteers.

**Dundas Aqueduct, Winsley.**

Gazetteer; WW125

Site condition: *general care in car park and adjacent to canal*

Visit to a short stretch of the narrow Somerset Coal Canal, Monkton Combe (with a small interpretation centre and the Angelfish Cafe) and a walk along the canal to where it emerges into Brassknocker Basin of the Kennet & Avon Canal adjoining Dundas Aqueduct. Here the canal crosses the River Avon, the railway (in a short divided tunnel) and the county boundary. At the west side of the basin, there is a stone canal building and a cast iron crane.

**TOUR B - CROFTON**

**Crofton Pumping Station, Great Bedwyn SU 264624**

Map O.S. 174 Newbury and Wantage

Gazetteer ref. K29

Site condition: *short walk from road down to pumping station, site may be busy, access for wheel chairs severely restricted*

Coach leader Doug Roseaman

The station, listed grade I, was built in 1807 to raise water 40 ft from streams near Wilton (later a reservoir) to the summit of the Kennet & Avon Canal and return it by a feeder leat to the summit level just above the top lock. It has two magnificent Cornish beam engines; an 1812 Boulton & Watt with a 42 in. cylinder, the oldest Boulton & Watt beam engine still in use in its original setting anywhere in the world and a Sims combined cylinder engine made by Harvey & Co of Hayle in 1846 to replace an earlier Boulton & Watt engine of 1809. Both engines are in working condition and steamed from a coal-fired Lancashire boiler on bank holidays and other special days. There are also a number of stationary steam engines in the boiler house. Alongside the building there is a flue (LII\*) of brick with iron banding, flared towards the base. It was built by the GWR after their purchase of the canal in 1851. Nearby is **Crofton railway crossing**, SU 265624, a former level crossing on the Berks & Hants extension line. It is an 'accommodation' crossing for the farm track (Roman Road), with vehicular gates of traditional type, padlocked, and pedestrian

gates to access the Kennet & Avon canal running parallel to the railway. The former crossing keeper's cottage is still occupied, with 'totem' name plate 'Crofton Crossing'. The cottage is built of red brick, with stone surrounds to windows and slate roof.

**Wilton Water, Crofton, SU 263620, LII** Reservoir made for the Kennet & Avon canal in 1836 and fed by existing streams. It has an outfall and three controlling sluices at various levels. The water is pumped into the canal by the Crofton Pumping Station.

### **TOUR C – PEWSHAM and LACOCK**

Coach leader Pam Slocombe

**Pewsham Locks, Wilts & Berks Canal, near Chippenham**

Map *O.S. 173*

Gazetteer ref. NW56

*Site condition; 15-20 minute walk on hard level path to site. Beware cyclists on cycle path adjoining the canal. At site some deep excavated holes. Waterproof footwear advisable in the pounds and canal areas off the track.*

The Wilts & Berks Canal was fully opened in 1810 and branched from the Kennet & Avon at Semington. Through traffic ceased when the Stanley Aqueduct collapsed in 1901 and the canal was abandoned by Act of Parliament in 1914. The Wilts & Berks Canal Trust are embarking on the largest canal restoration project in the UK. It is an essential link in the Wessex Waterways Network joining the Kennet & Avon Canal, the Thames & Severn canal and the River Thames. Some eight miles of the canal have been restored since 1997. Three locks at Pewsham raised the canal 25 feet to reach the level of the Chippenham branch. In the working life of the canal the area was a repair and maintenance depot and the structures include a rare shallow dry dock and saw pit. A lock-keeper's cottage is partially excavated.



Dry dock, Pewsham

This is followed by a visit to Lacock.

**Fox Talbot Museum, Lacock**

Gazetteer refs. NW85 and NW86

Site condition; *level walks, but busy tourist site*

The **museum** opened in 1975 to celebrate the pioneer of photography who invented the positive/negative process. A short walk away inside the grounds of Lacock Abbey is the mid 16<sup>th</sup> century brewhouse in the Abbey stableyard. Both sites are owned by the National Trust.

William Fox Talbot was born in 1800. After a brilliant education he was elected a Fellow of the Royal Society in 1831. He travelled abroad, particularly to Italy and used a camera lucida and a camera obscura to aid his drawing. In 1834 he started experiments to fix photographic images. He was a rival to the Frenchman Daguerre who developed his own system.

The **Lacock brewhouse** (ST 919685 LI) is probably the best early example of its type surviving. The Abbey was converted to a country house by William Sharington in the mid sixteenth century and the stable yard was built. The brewhouse contains a single copper, the firebox (in the adjacent room), underworks, tap, chutes, lead-lined cooler and a fermenting tun below the cooler. A tap in the fermenting tun drained into a wooden bucket placed in a hollow in the stone floor. There is a first floor walkway from which people could observe the brew.



Abbey stableyard



Brewhouse

8-9 'Wiltshire Agriculture – the chalk and the cheese' Pam Slocombe

**Monday 25th August**

**TOUR D – HONEYSTREET, LOCKERIDGE, BECKHAMPTON and BLUNSDON**

Coach leader Ivor Slocombe

**Honeystreet wharf, Kennet & Avon Canal**

Map O.S. 173

Site condition; *care and single file needed crossing narrow canal bridge. Watch out for traffic. On south side of canal there are boat pegs all along next to the towpath. Fairly short, level walks during the visit.*

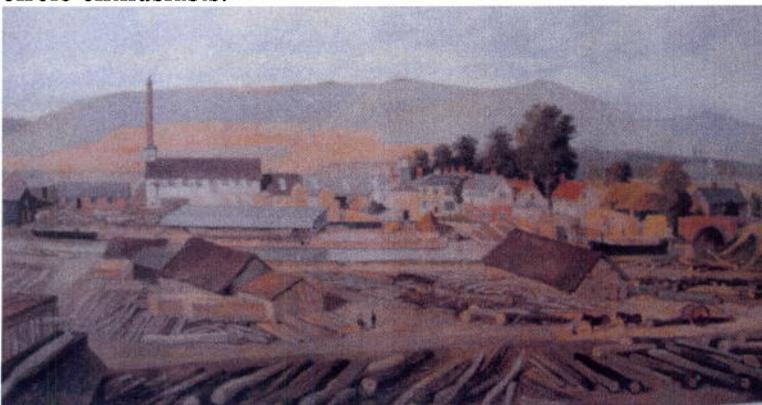
The Kennet & Avon Canal here was constructed in 1810 and a private wharf was built in 1811. The north (Alton Barnes) bank of the wharf was the barge building yard of Robbins, Lane & Pinniger, established 1811. Some features have been lost in the last 50 years and there has been new development, but there is still much of interest.

On the road outside, beside the bridge, there is a World War II defensive drum of concrete. To the east of the bridge is the early 19<sup>th</sup> century Huntley's Yard (now Old Builder's Wharf) which remained with the Huntley family until 1986. North of the bridge and beside the road is a wharf warehouse with the date picked out in brickwork.

In the lane north of the canal is the Mill House (formerly Honeystreet House) which was built about 1812 by Samuel Robbins. A chimney, reduced in height and shown on a painting of the 1870s, is in the grounds of the house. It appears to have been part of a building, now gone. It was finally used to heat a greenhouse, still attached and there is said to be ducting across, under the lane, to the buildings on the other side. The painting also shows a narrow boat being constructed under cover.

Ebenezer Lane, son-in-law of Robbins, built cottages in 1874 for his boat builders which have EL on them.

On the south (Woodborough) bank is a sawmill and now also Honeystreet Country Store. In 1889 there was a chemical manure works close to the road. To the west is the Barge Inn of 1810, repaired in 1858 after a fire. It formerly had a glass belvedere on the roof as a look-out for barges. Parish boundaries have been redrawn in recent years to follow the canal and the Barge is now wholly in Woodborough. It was built by Samuel Robbins and Ben Biggs on the parish boundary so that the bar which was in Stanton St Bernard was in the Devizes licensing area and drinking was allowed until 11 pm instead of 10.30 in the Pewsey area. The Barge was originally a staging post on the canal for the change of horses, had its own brewhouse and was a bakery and grocery as well as a bar until 1957. Some of the stable buildings remain and there was a bakery oven below the pub. The Barge is now the International Centre for crop circle enthusiasts.



Painting 1873/8



Chimney, Honeystreet wharf



Boat building workshops

### **Lockeridge Dene**

Gazetteer; K25 and K60-61

Site condition; *uneven ground with long grass. Traffic on village road.*

If time allows, delegates can enter the National Trust site to see sarsen stones scattered on the surface of the ground. They were formerly widespread over the Wiltshire Downs and as a very durable building material they were split and roughly shaped. Locally, they were used extensively from the 17<sup>th</sup> century for the plinths of timber-framed buildings, for chimney stacks and then for walling and paving. From 1850 mechanical sawing allowed regular blocks to be cut and their use increased. Lockeridge Primary School shows the use of regular blocks.

**Beckhampton racing stables, Beckhampton House**

Gazetteer; K06

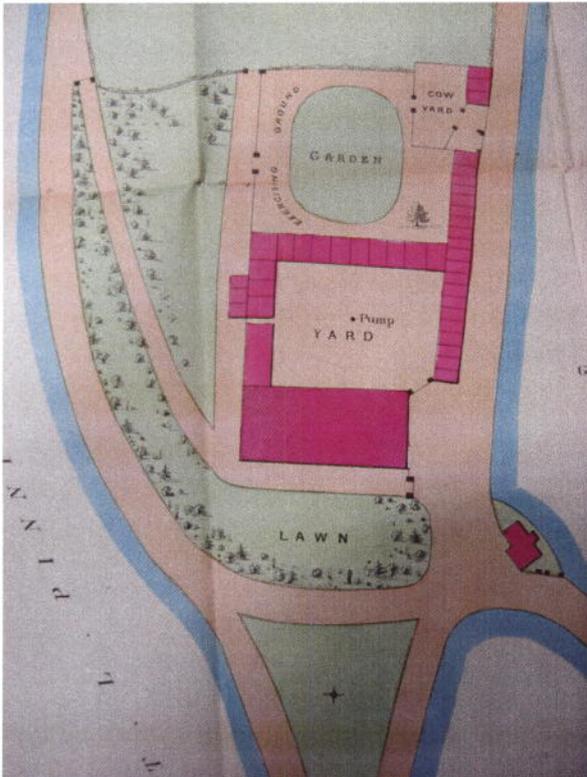
Map *O.S.* 173 SU 088689 **LII**

Site condition; *may be uneven footing, do not use flash photography near horses (modern cameras may flash automatically in dark conditions)*

The house originated as an inn, built in about 1745 for the new turnpike road. By 1848 the innkeeper trained racehorses and in 1855 the inn closed. In 1867 Henry Woolcott took over as trainer and by 1882 the yard behind Beckhampton House had 36 loose boxes and stalls. The next trainer, Sam Darling, extended and modernised the stabling. He won seven Classic races and retired in 1913. His son, Fred Darling, trained winners of 19 Classics including seven Derby winners. His stable jockey was the famous Gordon Richards. Darling died in 1953. The current trainer is Roger Charlton and the stables are owned by a trust fund.



Beckhampton House



The house and stable yard in 1882.



Yard rear of house with pump, bell and central underground reservoir



Stable with metal bound planks

Nearly 100 horses are currently in training at Beckhampton. 19<sup>th</sup> century features remaining include tackroom fittings, older stables with vertical boarding with nailed iron bands, stable grilles with space for gas lights, the main yard with sarsen stone sets, clock and bell, pump and brick-lined underground reservoir for fire-fighting.

Lunch at Crown Inn, Broad Hinton

### **Swindon & Cricklade Railway at Tadpole Lane, Blunsdon**

Map *O.S.* 173 SU109897

Gazetteer; NW110

Wiltshire's only standard gauge heritage railway. This is based at the site of Blunsdon Station and uses part of the trackbed of the former Midland & South Western Railway which connected Cheltenham to Andover. The railway was opened throughout in 1891 and closed to passengers in 1961. The Railway Society has since 1978 restored steam and diesel locomotives, carriages, wagons and railway structures. A Class 73 Electro-diesel E6003 was hauling trains in 2007. Large scale restorations take place at the locomotive shed at Hayes Knoll Station. Extensions to the line and new stations are planned.

### **TOUR E – BRADFORD-ON-AVON, AVONCLIFF and CHIPPENHAM**

Coach leader; Pam Slocombe

**The former Seven Stars Brewery, Bradford-on-Avon**

Map O.S. 173 ST 822608 **LII**

Gazetteer; WW04-06

Site condition; *steep downhill walk to site with spectacular views of town. Very little pavement outside brewery. More gradual downhill walk to regain coach.*

Walk down steep pedestrian **Wellpath** from Budbury, passing former rug factory of about 1850. It was possibly built as a sacking factory but rugs were made from at least 1903-1939. The foot of Wellpath is carried on arches over the front of the Lady Well plot. This section of the path was repositioned further back in 1856 when the road (still narrow here) was widened and a turnpike house next to Lady Well was demolished.

#### **Ladywell spring, conduit house and horse trough, LII**

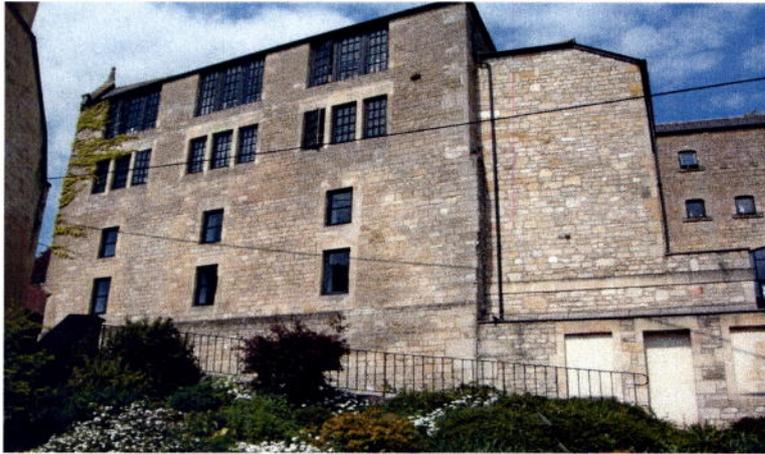
Small, probably late fifteenth century well house with arched, chamfered doorway. The spring was possibly a holy well linked to St Mary Tory Chapel on the hill above where a hermit lived in 1428. Immediately behind the well house is a later conduit house in which are two deep cisterns. These were probably first installed in about 1661 by the clothier Paul Methuen after he purchased the plot 'with the fountain therein arising' to make a reservoir providing a water supply to his house, now called The Priory, at the top of Market Street. It also supplied his cloth-making business and other nearby properties in his ownership. Sections of the stone culvert carrying originally wooden pipes, replaced by lead piping in the mid eighteenth century, remain further along the hill to the east. The pipes in the section behind the Rope Walk development have been replaced in modern materials.

Ladywell supplies a nineteenth century horse trough by the road known as **Ladywell Spout**. It is set in a round-arched recess with a new Millennium back stone. It also powered an underground iron **water wheel** (still surviving) and cisterns under the brewery yard. The water wheel was pitched back and its output has been estimated as 4 H.P. It is 18 ft in diameter and about 12-13 in wide with rod spokes and flat plates. By 1887 it was used for chaff cutting.

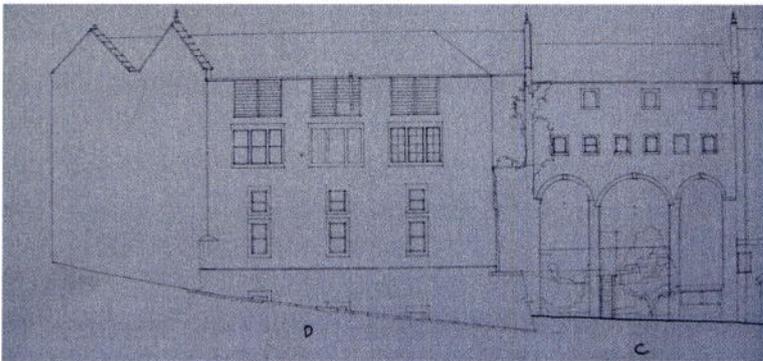
The stream flows under the road and is visible in an inspection area under the floor of Ladywell Cottage. Below the cottage it crosses Barton Orchard and divides into several streams, two of which reach the Chantry. One emerges inside the building filling a stone cistern.

The **Seven Stars Brewery** is set in what was an open quarry from at least the late 16th century. The oldest building, at the rear west end, was a cloth factory built c. 1833 and there was also a tanyard at that period. Around 1840 the brewery of the adjacent Seven Stars Inn, to the west, now a private house, spread across Wine Street on to the site. Alexander Wilkins used the old woollen factory but also redeveloped the sites of cottages around the spring, and the tanyard. The brewery building had wooden louvred ventilation openings. Around 1856 he built a large malthouse on to the east end of the brewery. This has vaulted chambers on the lowest level then two levels of malting floors formerly on patent cast iron columns and beams. The malt kiln was at the eastern end. The gateway to the front courtyard is surmounted by seven iron stars, a symbol of freemasons. The firm, which became Wilkins Brothers, took over the Pickwick Brewery, Corsham by 1905 and was bought by Ushers of Trowbridge on the death of Henry Wilkins in 1918. The buildings were bought and used for storage by the Enfield Cycle Co. (also at Westwood) in 1946. They sold to S.H. Long and Sons, builders in 1955 who were already tenants. In 1990 the whole site was converted to offices and flats. The whole is a magnificent monument to the skill of local stone masons in building against an irregular quarry face. The ground

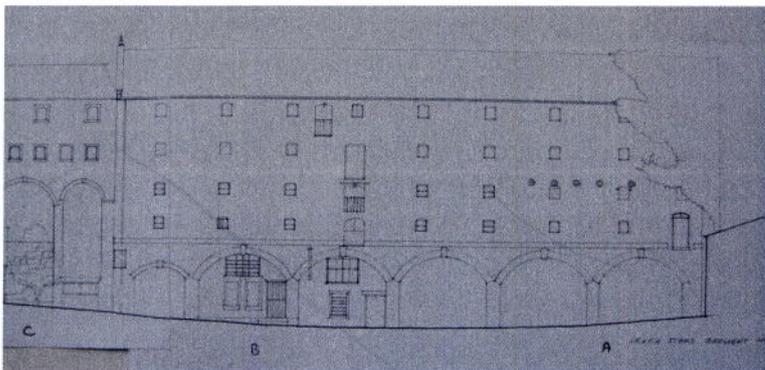
floor levels are vaulted running north/south with the floors above and the roofs running east/west. Many mason's marks can be seen.



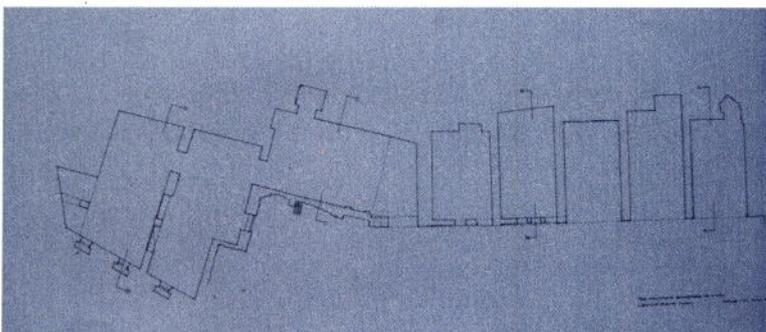
**Seven Stars Brewery**



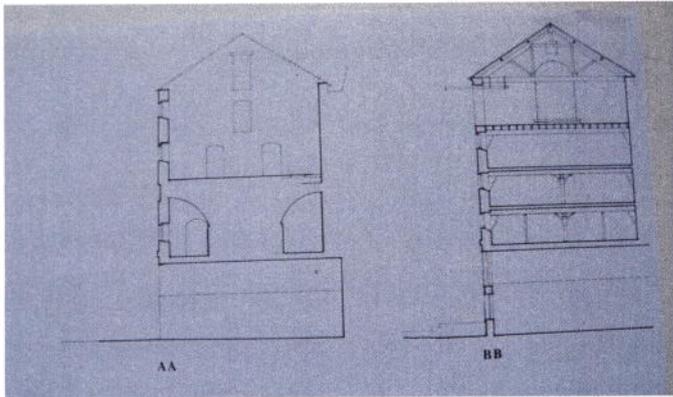
**Brewery**



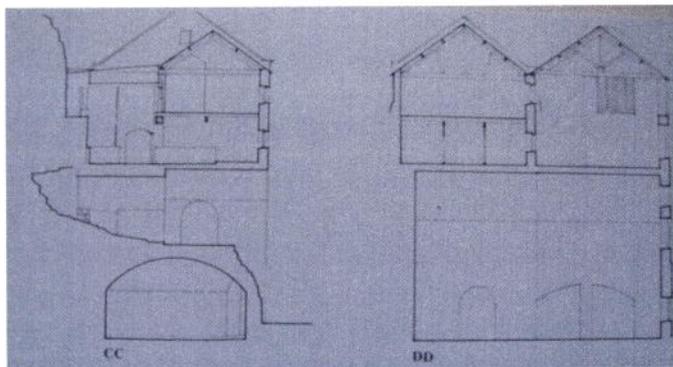
**Malthouse**



**Ground plan**



**Kiln and malting floors**



**Tank room and brewery**

**Old Seven Stars, 19 Newtown**

**LII** Stone house with mansard roof of older origin but much rebuilt in the late eighteenth/early nineteenth century; the former Seven Stars public house. A short stretch of wall with a blocked two-light arched window remaining from the malthouse adjoins to the west and sections of wall behind remain from the former brewery. Underground store rooms and a tunnel link to the later Seven Stars Brewery.

**Walk downhill** through Barton Orchard, crossing the railway (*extreme care*) and the packhorse bridge over the Avon and continuing along the river and under the railway bridge to the Station car park.

**Avoncliff**

(Nick McCamley leading)

Site condition; *steep walks in some places, proximity to canal*

Bibliography; *Avoncliff- The secret history of an industrial hamlet in war and peace* by Nick Mccamley 2004

Avoncliff, in the lovely valley of the River Avon, is a classic IA site with relics of many past industries. These include stone quarrying from the Saxon period, open cast and underground, a weir with a mill at each end, one at least medieval, woollen manufactures from the late 18<sup>th</sup> century and in the 20<sup>th</sup> century chlorophyll production. Transport links out were provided by the Kennet & Avon Canal, with an imposing aqueduct over the river, the railway with a still used halt, the River Avon and local roads on both sides of the valley.





Westinghouse

Walking along Old Road, we can view the buildings which once housed Slades Brewery and the Weighbridge House of Mortimer's Coal yard.



Weighbridge office

Crossing the railway foot bridge we can view the present layout of Chippenham Station, which has undergone three extensive rebuildings since 1841.



Chippenham Station

Walking down Station Hill and looking up New Road we can view Brunel's historic railway viaduct which dates from 1841.



Railway Viaduct

On the corner of Monkton Hill and New Road is the site of the town mill. Opposite in the town car park is the remains of the extensive works of Nestles which was constructed in 1873 on the site of the Bridge cloth mill which dates from the 1830s.



Nestles

In Bath Road the restored main block of the cloth mill and Nestles leads us to the crossing of the river Avon. Walking through the town's precinct shopping centre we can view the remains of the 1850s cheese and corn exchange. Moving through the car park into Westmead Lane we pass the site of the town's two tanneries and reach the now empty Hygrade Food Factory which was the Waterford cloth mill built in 1807.



Waterford Cloth Mill

Walking through the new housing estate we reach Wood Lane and Timber Street where there were once extensive bakeries and Silk Mills. Continuing down Timber



**Alex Moulton Bicycles and the Moulton Developments factory at The Hall, Bradford-on-Avon.**

Gazetteer; WW27

The company was formed in 1962. Dr Alex Moulton is a renowned engineer who has spent a life-time developing suspension systems for cars, buses and other vehicles. He designed the suspension for the Mini in the 1950s and is especially known for the design and production of the Moulton bicycle from 1962. His grandfather brought the rubber industry to Bradford utilising the old woollen mill buildings at Kingston Mills and New Mills. The general manager is his great nephew Shaun Moulton. The grounds of the Hall (an early 17<sup>th</sup> century prodigy house) are used for annual meetings of the Moulton Bicycle Club. Dr Moulton has recently laid out a cycle path which makes a circuit of the garden and is used as a test track for his bicycles. A greenhouse dated 1901 has recently been made into a museum of the firm.

**Holt spa, J. & T. Beavan's tannery and Sawtell's feather and bedding factory, the Midlands, Holt**

Gazetteer; WW45

Site condition; *if time a short level walk along The Midlands*

The **tannery** buildings at the southwest end of The Midlands are still extensive (see cover) and tanning of chamois leather is still carried on. The last of the Beavan family retired in 1981. In 1990 this was one of only ten producers of chamois leather in the world. The special ingredient is said to be the mineral rich water from their well.



Hanging oil leather 1948

Many cottages in the road were owned by Beavan's for their workers.

Further northeast in The Midlands a **spa** was established in the early 18<sup>th</sup> century. Spa House was the pump house of 1720 and visitors stayed at Great House, built nearby. By 1790 the spa had declined.

**Feather and bedding factory.** The Sawtell family were in poultry and feather trades at Bath by about 1750. By 1836 Benjamin Sawtell was a feather merchant in Holt. The family used a heating system to dry feathers. In 1875 Mrs Sawtell, widow, was a flock and feather dealer. In 1882 John Sawtell set up modern factory adjoining Spa House where he lived. In about 1895, when he was a bedding and wire mattress manufacturer, Spa House was demolished and the factory extended retaining the spa pump site at the end of a new building. In 1939 the family were bedding, mattress and wood bedstead manufacturers and feather purifiers. They were still in the trade in 1953. A light industrial estate now covers the site of the later factory buildings.



Spa House



The pump today



Sawtell's factory



O.S. 1938

### TOUR G – MELKSHAM and SALISBURY

Coach leader; Nicol Smith

#### Knorr-Bremse Rail Systems, Melksham

The Knorr-Bremse factory was built in 2005 to carry on the railway brakes and signals work begun at Chippenham, (where factories adjoined the GWR), by Roland

Brotherhood and then Westinghouse Brakes. The Knorr-Bremse Group whose HQ is in Munich are world leaders in the design and manufacture of truck and rail brake systems. They also specialise in platform screen door systems. Other products include climate control systems for trains, and level crossing systems. 350 people are employed at Melksham.

Delegates will travel south across Salisbury Plain through Tilshead and Shrewton to Harnham, where Michael Cowan, Tim Tatton-Brown and Hadrian Cook will lead the visit, which commences with lunch.

**Old Mill Hotel and water meadows at Town Path, West Harnham, Salisbury**

Map *O.S. 184 Salisbury and the Plain* SU 136294 LI

Gazetteer; S46

Site condition; *short level walk to Old Mill, path against mill pond unfenced.*



Old Mill and yarn factory



Rear of mill



Side of mill

This was Wiltshire's first paper-making mill, built in the early-mid sixteenth century on the River Nadder, now the oldest surviving example in the country. There may have been a corn mill on the site in about 1135. There was a freehold fulling mill by 1299, held by the Pinnock family, which was still operating in 1425. The building is of chequered flint and stone with mouldings to the door and window openings. The first floor of the façade was originally timber-framed, replaced completely with brickwork following a fire in 1897. There is an integral outshut at the rear. Ventilation

loops in the original stonework, formerly with louvred shutters, and early fireplaces on both floors for drying the paper confirm the building's construction as a paper mill. There are three central millraces; the east one which supplied the water wheel is visible inside through a glass panel. Another race possibly controlled the flow of water and the third, a later addition' may have held an eel trap. The angled penstock for the middle race has two rack and pinion controls fitted to a square section spindle. It can be raised and lowered with the aid of a massive square-headed spanner. The other two races have vertical penstocks, the one for the wheel race being finely adjustable. The undershot breast wheel is likely to have been 11ft in diameter and 18in wide. Between 1700 and 1714 the mill reverted to fulling and in 1799 it had six stocks.

A four-storey brick **yarn factory** was added between 1810 and 1818. It was not water-powered and contained a scribbling engine, two carding machines, nine jennies and two billies. It still operated in 1844.

By 1840 the old mill had become a bone mill, grinding animal bones for fertiliser. In 1879 it was let to a tallow chandler who held it until its sale in 1931. By 1938 it was a hotel and restaurant as it remains today. The exceptional quality of the sixteenth century building suggests a connection with the Salisbury Cathedral authorities.

There is a ford immediately downstream from the mill and there was a parchment factory at the rear of the present hotel car park by 1878/9, demolished in about 1950. It was 100yds long with a central engine house.

#### **Harnham water meadows**

Site condition; *stout footwear required, this will be a ½ mile circular walk over rough ground. A limited walk will also be available.*

Led by Hadrian Cook. Thirty acres at Harnham are preserved, maintained and interpreted by the Harnham Water Meadows Trust in **Rose Cottage**.

These famous meadows, painted by Constable and others, are an example of a major 17<sup>th</sup> century farming innovation and a considerable engineering achievement. The 'floating' of meadows beside rivers was an irrigation system using sluices, hatches, carriers and drains to provide early grass growth.

#### **TOUR H – DEVIZES and CALNE**

Coach leader; Doug Roseaman

##### **Kennet & Avon Canal, Devizes**

Gazetteer; K22, K51

Site condition; *the towpath can be muddy and slippery in wet weather and sensible footwear is recommended.*

The trip starts with a visit to the Kennet & Avon Canal Trust's **Museum** on the Wharf in Devizes. The line of buildings in which the Museum is housed was originally a canal side warehouse. The Museum shows the history of the canal from construction, through its use, dereliction and finally its restoration. A number of artefacts and exhibits are displayed.

Also on the wharf site is another warehouse which is now used as a theatre, the remainder of the wharf is currently a car park. The waterway is much used by canal boats visiting the town and tour and day trip boats are based here.

The Kennet & Avon Canal links the rivers Kennet and the Bristol Avon. Sections of these rivers were made navigable in the first part of the 18<sup>th</sup> century. However it was not until the latter part of the century that a proposal was made to link these rivers with a canal from Newbury to Bath. The canal eventually opened in 1810 and was initially very profitable as it provided access to coal and stone supplies in the Bath area. When the railway between London and Bristol opened in 1841 the days of the canal were numbered and the canal was sold to the railway in 1852. The canal survived into the post World War II nationalisation of transport when it was scheduled for closure. Fortunately this proposal prompted the formation of an Association to protect and restore the canal. Despite the derelict state of much of the canal it was progressively brought back into use and the Queen formally reopened the canal in 1990. However a further £25m of HLF funding and other support was needed to carry out further work to ensure the future of the canal and this was completed in 2003. The famous flight of 29 locks is now scheduled as an ancient monument.

Coffee will be provided at the Museum before we walk along the canal and down the famous flight of locks.

Lunch at Barge Inn, Seend

### **Calne Walk Itinerary**

(Led by Mike Stone)

*Fairly level town walk, about 1 hour*

Coach will drop off delegates at 2 pm outside the Town Hall.

From the Town Hall, crossing the main road we can view the River Marden, the water of which was used in Calne's cloth trade. As the cloth industry grew about a dozen fulling mills were constructed along the river. Further to the east we can view Doctor's Pond where in 1774 Dr Joseph Priestley carried out his experiments relating to oxygen. Walking south we can view the converted town mill.



Town Mill

Walking south past St Mary's church, Dr Tounson's town house and four almshouses, we reach the Green, which was the heart of Calne's woollen industry. Weavers House was a factory built in 1797. At the east of the Green are the remains of Swaddon's Mill, Horsebrook. This mill existed by the 16<sup>th</sup> century and was added to in the 18<sup>th</sup> century. In the 19<sup>th</sup> century it was used for scutching flax. After a fire in 1861 the building was reduced in height.

Returning to the Green we can view the Victorian buildings of Edward Maundrell who manufactured a wide range of agricultural and factory equipment. Walking west along the Green we can view Priestley's house which was once the home of Simeon Viveash, a successful clothier. Returning to New Road we can view the site of the canal wharf where the Wilts & Berks Canal joined the River Marden. Opposite, from the 1850s to 1980s, was the site of C. & T. Harris Calne Limited whose large factory dominated the town and who produced a wide range of meat products.

We then enter the Calne Heritage Centre, the former Carnegie Public Library of 1904, where we can view displays on Harris's Factory and other industrial activities which took place in the town.

Rejoin coach at 3.30 pm and travel to the nearby **Atwell-Wilson Motor Museum**, with a collection of vintage, post vintage and classic cars including a 1937 Buick Albermarle, rare lorries and motorcycles and a 1951 Dennis fire engine.

### **TOUR I - CHIPPENHAM**

**Buffet and evening reception at Chippenham Museum & Heritage Centre, 6.30-7.50**

Coach will drop off at rear of Heritage Centre. On arrival in the car park (if dry) the Mayor of Chippenham will welcome the delegates. Half of the party will access the museum by the rear stairs to the education room for the evening buffet, the other half will enter at the rear to view the galleries. The groups will swap around as directed by museum staff.

#### **Gallery Exhibition Itinerary**

Chippenham Museum & Heritage Centre at 10 Market Place is funded by Chippenham Town Council and was opened to the public on 23<sup>rd</sup> March 2000.

On the ground floor and the top of the stairs there is a summer exhibition of 'The Lost Trades of Chippenham'. The displays chart the history of Chippenham's Cloth Trade, Silk Industry and Oxo Production. In the end galleries, there are displays of tanning and saddlers and a collection of Bill Heads. At the bottom of the stairs is displayed Chippenham's meat trade with links to Harris's of Calne.

At the top of the stairs there are examples of Chippenham print trade, tobacco snuff and the brewing trade.

On the first floor in the 'Made in Chippenham' gallery, there are permanent displays of brewing, clocks, butter churns, milk and wagon making. A large scale model of the town mill can be viewed along with a display of Chippenham's involvement in railway engineering.

The Museum's heritage shop will be open. Rejoin coach at 7.50 pm

Visit to the **Wiltshire History Centre, Chippenham, 8-9.30** in use by the public since October last year and formally opened by the Princess Royal this year. There will be an introduction and displays by the Wiltshire and Swindon Record Office and Wiltshire Buildings Record. Delegates will see the temperature-controlled stores and other features of this modern building.

**Wednesday, 27th August**

### **TOUR J – WARMINSTER, WESTBURY and DEVIZES**

Coach leader; Pam Slocombe

**Warminster Maltings, 39 Pound Street**

Map; O.S. 183 Yeovil and Frome

Gazetteer; WW94

Site condition; *19<sup>th</sup> century building with stairs. This is a working environment with wet floors and is not suitable for wheelchairs.*

This is Britain's oldest working maltings. The early 19<sup>th</sup> century stone buildings were remodelled in 1879 for the Morgan family. This was ahead of the repeal of the malt tax in 1880 and so was designed to conform to the earlier regulations. Dr Edwin Sloper Beaven, an agricultural pioneer, produced the first pure malting barley variety in 1905 and designed a type of malt kiln. The floor malting process has remained more or less unchanged though the grain is now spread on the floor by a power shovel and turned by an electrically driven 'plough' or 'drag'.

**Westbury Swimming Pool, Church Street**

Site condition; *steep stairs, photographs must not include any children*

Westbury Swimming Pool of 1887 is the oldest public baths in the country to have remained in continual use. It was given to the town by textile mill owner W.H. Laverton. The ornate iron roof can be viewed from the gallery. It was supplied by W. Macfarlane & Co of Glasgow and is decorated with the borough coat of arms and the Laverton family crest. As well as the public bath there were ten private baths. At the rear in Church Lane are doors labelled 'men' and 'women'.

**Wadworth's Brewery Visitor Centre, Devizes**

The centre opened in December, 2007 next to the imposing Northgate Brewery of 1885. Until 1976 the brewery used the original 1885 brewing equipment and drays pulled by shire horses still deliver locally. One small free tasting of beer is available for delegates.

**The Wiltshire Heritage Museum, Long Street, Devizes**

WANHS was founded in 1853 and the museum was established in two town houses with a linking section built between, still the entrance hall. Though famed for its prehistoric collections, it also has a good collection of recent history material including artefacts connected with Anstie's tobacco factory formerly in the town. The firm originated as snuff manufacturers in the early 18<sup>th</sup> century, was purchased by the Imperial Tobacco Company in 1944 and closed in 1960.

**TOUR K – CORSHAM (STONE QUARRY) or BRADFORD-ON-AVON, CORSHAM STONE QUARRY, SEEND IRON INDUSTRY and BOX QUARRIES**

Map: OS Explorer 156, Landranger 173

Site conditions:

Corsham Cellars - *long steep climb 100 feet up steps to surface (must be fit)*

Other rural sites - *rough ground, with risk of tripping and falling.*

Gazetteer references: NW68(or WW13) NW67, K53, K54-56

Bibliography:

N. J. McCamley, *Secret Underground Cities*, Leo Cooper, 1998. ISBN 0 85052 585 3

Edw. Bradby, *Seend a Wiltshire Village Past and Present*, Alan Sutton, 1981. ISBN 0 904387 74 7

<http://bathstonequarries.mysite.wanadoo-members.co.uk>

Bath stone, an oolitic free-working limestone used for building has been dug along the western flank of Wiltshire since Roman times. It mainly was and continues to be dug in underground quarries of great extent at depths of about 25 metres below the surface. Between 1936 and 1940 many of these quarries were taken over by the government and converted into bomb proof stores and factories, a few of these quarries now have a tertiary use.

The group will initially divide into two parties.

One party of 12 (with David Pollard) will visit

**Corsham Cellars,**

Originally Pictor's Monks Quarry, dating from 1881, the quarry winding engine house, stacking ground and tramway to the wharf on the Great Western Railway all disappeared between 1936 and 1940 when the quarry was converted into districts 21 to 24 of the Central Ammunition Depot (CAD) and renamed Eastlays. Increasingly unsuited for post war military requirements it was closed in 1962 and sold in 1972. Cert plc bought Eastlays in 1985 and their Octavian subsidiary now use it as a secure bonded warehouse for the storage of wine.

Entry is via one of the two CAD slope shafts, the third steeper 1881 one is for emergency egress, Eastlays still retains some evidence of quarrying by hand methods, more obvious is the extensive civil engineering work of the conversion into the CAD. The wartime standby generating plant comprises a Blackstone Brush eight cylinder diesel engine with two banks of four horizontally opposed cylinders driving a 357 kVA Mather & Platt alternator.

The rest of the party will travel to **Bradford-on-Avon** (coach leader Ivor Slocombe).

Site condition; *beware open car park, railway platform, pavements*

There they will see Brunel's 'wayside station' of 1848. In the booking office area there are photographs commemorating the 150<sup>th</sup> anniversary of the opening of the building last year. On the platforms, the benches include two with the GWR initials. The footbridge formerly had a canopy. It gives a good view of the town with the rug factory of about 1850 on the skyline. It was possibly built as a sacking factory but rugs were made from at least 1903-1939. There will be time for a short visit to Bradford-on-Avon Museum with its pharmacy shop display. From the adjoining car park there is a view across the River Avon of the Kingston Mills site due for redevelopment since left by Avon Rubber Co in 1992, the early concrete Lamb Building of about 1916 beside the bridge, the famous 18<sup>th</sup> century lock-up on the bridge and to the west Abbey Mill of 1875, the last cloth factory to be built in the town and now converted to housing.

This party returns to Eastlays and rejoins the first group.

**Sumsion's Monks Park Quarry**

This underground Bath stone quarry dates from c1881 and was worked until 2004, the surface is rapidly becoming derelict, features include the winding house, which originally housed a horizontal single cylinder winding engine made by Stothert & Pitt Ltd of Bath, the top of the slope shaft and the tops of two air shafts in the adjoining field. It may also be possible to see two Samson arc shearers made by Mavor & Coulson Ltd of Glasgow, which have been used for digging stone since 1948.

**The Barge Inn, Seend Cleeve**

Lunch will be taken at this Kennet & Avon canal side pub and former coal wharf located by the Seend flight of locks.

**Seend Iron Industry**

Site condition; *half hour downhill walk*

Going eastwards from the limestone belt, iron-bearing greensand is encountered on the east side of the Avon valley. From the late 1850s, broadly coinciding with the coming of the railway, the iron ore at Seend was exploited first by digging and shipping it away for smelting elsewhere, then by smelting it on site in a range of three blast furnaces and finally by sending the ore away again. It was all over by 1889 when the ironworks was demolished. There were sporadic revivals, none of which lasted for long. The remains of these failed enterprises, include the sole surviving ore pit at the top of the hill, the trackbed of the tramway and incline leading down to the site of the blast furnaces and coke oven overlooked by the manager's house, the formation of the branch railway to the main line and a terrace of workers' houses.

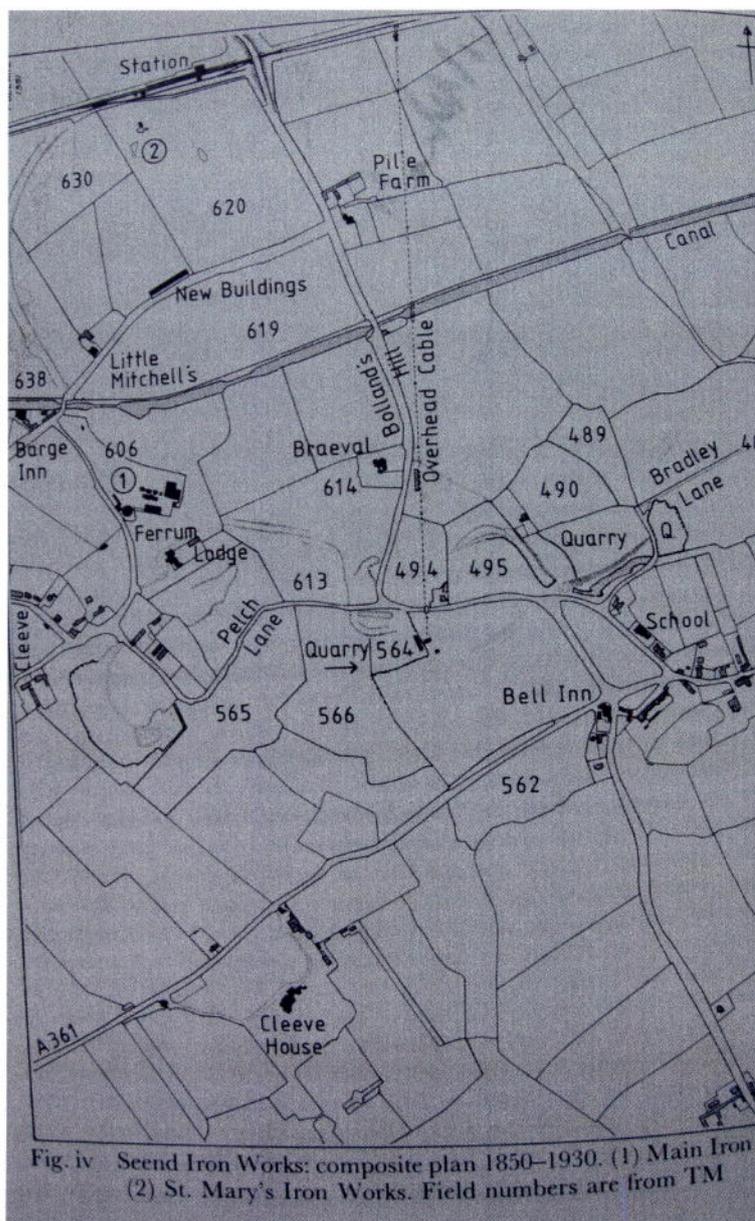
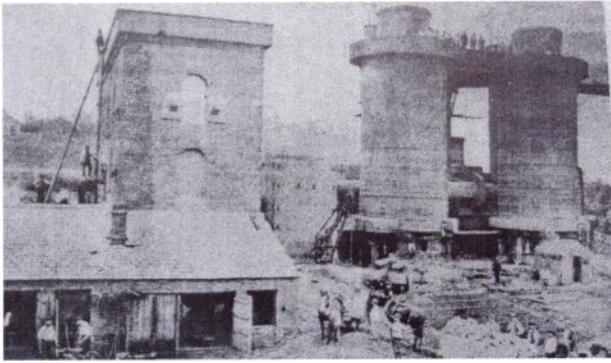


Fig. iv Seend Iron Works: composite plan 1850-1930. (1) Main Iron Works (2) St. Mary's Iron Works. Field numbers are from TM

Plan, E. Bradby



*Seend ironworks sometime between 1859 and 1874.*

### **The Quarryman's Arms, Box Hill**

In 1841 this was a beerhouse owned by William Jones Brewer, a quarrymaster who together with Thomas Lewis, a Bath builder, dug the eastern portion of Box Tunnel. There is an excellent display of Bath stone quarry tools in the bar and restaurant.

### **Hazelbury Quarry, Box Hill**

Part of this large hillside quarry was given to Stanley Abbey shortly before 1189, digging probably began here in the Roman occupation, it continued into the nineteenth century. The underground headings at the base of the face date from after 1820 and lead into the extensive Box Hill workings where digging ended in 1968.

## **TOUR L – CHIPPENHAM, MALMESBURY and DAUNTSEY**

Coach leader Nicol Smith

The **Invicta Car Company** at Chippenham

Site condition; *do not touch anything in the works*

The firm designs and builds hand-made world-class GT cars. The company originated at a country house in 1925, created by Captain Albert Noel (later Sir Noel) Campbell Macklin, a motoring enthusiast and racing driver. Its cars rivalled Rolls-Royce and Bentley for performance. It also produced cars for the race track and rallying. It closed down in 1933 but was set up again after World War II. The firm currently uses two buildings on the Bumpers Farm industrial estate where all stages of production are carried out. Their Invicta S1 is the world's first car to feature a one-piece carbon-fibre bodyshell. It has a high flexional and torsional rigidity (for responsive handling) and excellent impact resistance (for high levels of occupant safety). The weight of the chassis is below the car's roll centre. It is made from 2mm thick steel formed into 40mm square tubes and cross-braced. TIG welding gives a smooth surface in the areas that are bonded to the bodyshell.

In the afternoon there is a visit to **Ratcliffe's Foundry, Westport, Malmesbury.**

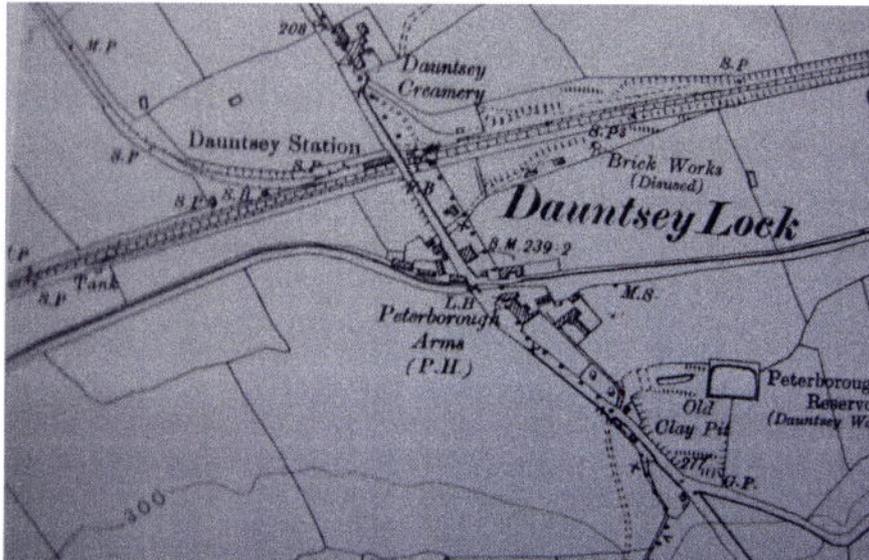
Map; *O.S. 173 Swindon and Devizes*

Gazetteer; NW96

Site condition; *do not touch anything, old belt-driven machinery*

The foundry was set up in 1869/70 by Edwin Ratcliffe in early 19<sup>th</sup> century farm buildings and retains old machinery still in regular use. In the 1920-30s they were the main local dealers for Morris cars. The firm's main business in recent years has been the service and repair of light agricultural and horticultural machinery and blacksmith Alex Coode still works on the premises.

The final visit of the day is to **Dauntsey Lock**, (NW75) a restored section of the Wilts & Berks Canal (see Tour C) with a wharf, five cottages, weighbridge house, nearby creamery, former GWR station and brickworks site. Visit guided by Rachael Banyard.



O.S. 1925

7.30-8.15 Peter J. Lavis *Nestles, Staverton*

Peter Lavis 'A Century of Nestle at Staverton 1897-1997' Nestle UK Ltd, 1998 describes the business from its purchase by the Anglo-Swiss Condensed Milk Co.

8.15-9 Mike Stone *Hathaway's Churn Factory, Chippenham*

## Thursday 28 August 2008

### TOUR M – SWINDON and PEWSEY

#### National Monuments Record Centre or STEAM Museum, and railway village, Swindon.

Gazetteer; SW11

In the morning half the group will visit the NMRC of English Heritage in Kemble Drive and the 19<sup>th</sup> century GWR railway village with its facilities for railway workers, led by Keith Falconer. The NMRC is the national repository for architectural and archaeological records of all kinds. When it moved from Fortress House in London, it was set up in Brunel's main office at the former GWR railway works with his drawing office on the top floor. The nearby railway village covers a group of streets in New Swindon (see below).

The second group will visit (guided by David Hyde) STEAM, the museum of the Great Western Railway, also housed in part of the Locomotive, Carriage and Wagon works. Some of the world's most powerful locomotives were designed and built in Swindon. The works became operational in 1843 and closed in 1986. At its peak about 14,000 people were employed.

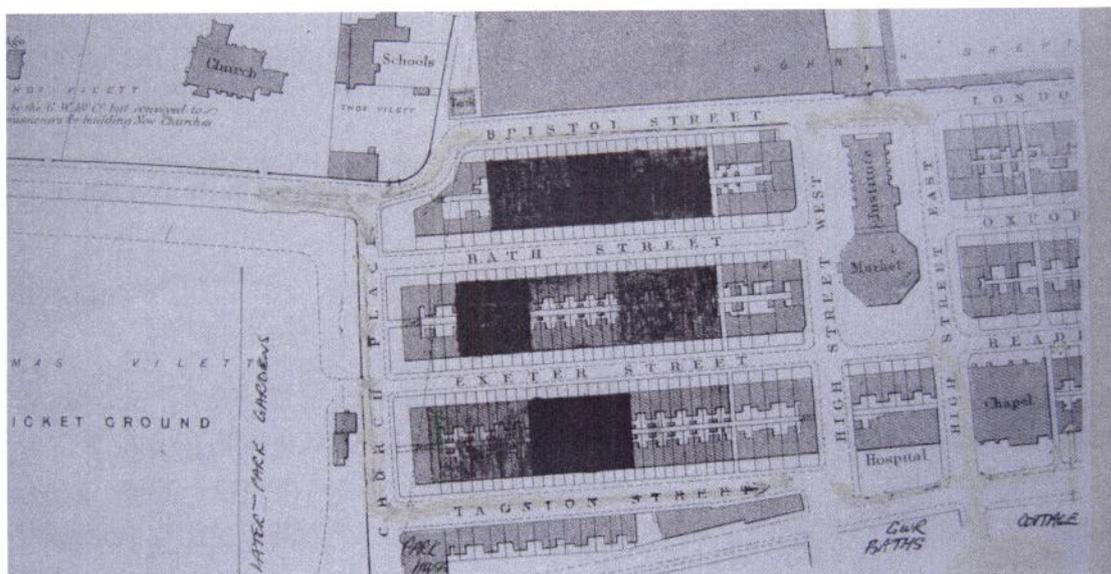
This group will also visit the railway village (SW12) with David as guide. Several hundred houses designed by Brunel were built to house the GWR work force. It is one of the best surviving examples of industrial housing. Education, recreation and medical attention were also provided for the men and their families. The houses were renovated in the 1970s and 34 Faringdon Street furnished as of 1900.

*Delegates not wishing to walk far, can visit the house and features close to Emlyn Square.*

Delegates will regain the coach at 12.30 in Emlyn Square. The coach will proceed to the Ivy House Hotel in Marlborough High Street for lunch.



O.S. 1925 works



Railway village in 1875-80

### **Pewsey Heritage Centre**

In the afternoon continue to Pewsey to visit the Heritage Centre in the Avonside Works, a Victorian foundry. Whatley & Co were brass and iron founders and agricultural engineers from at least 1890-1927. Exhibits include Victorian machinery, heritage models and displays on agriculture and early local life and industry.

Leave Pewsey 3pm.

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