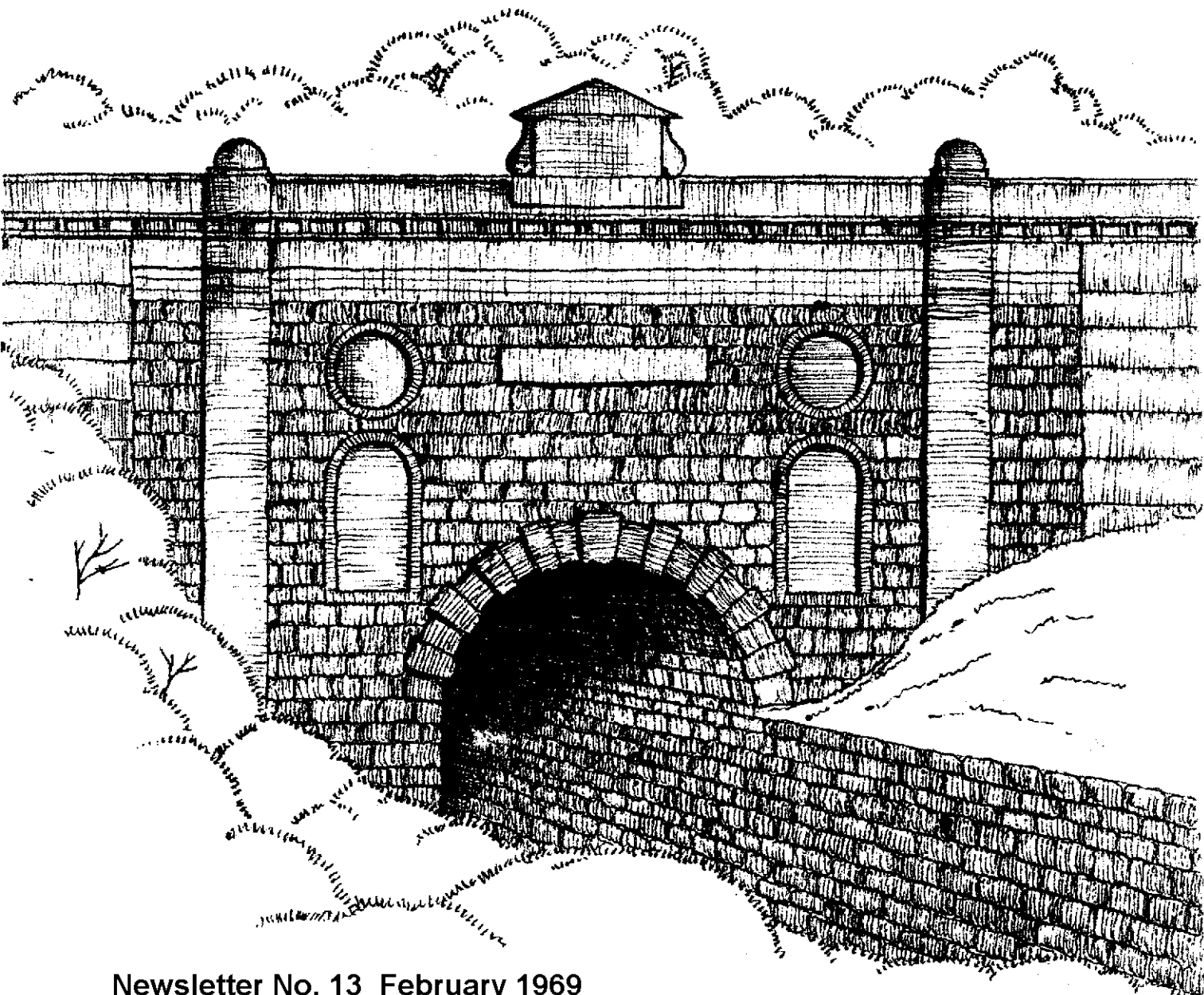


THE NEWSLETTER OF
THE GLOUCESTERSHIRE
SOCIETY FOR
INDUSTRIAL ARCHAEOLOGY



Newsletter No. 13 February 1969

GLOUCESTERSHIRE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY.

NEWSLETTER NUMBER 13.

FEBRUARY 1969.

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	G. Higgs	C.H.A. Townley.

CONTENTS.

PAGE.

2. Editorial.
3. The Stone Pipe Co. - A Remarkable Georgian Fraud.
5. Gloucestershire Community Council - Local History Bulletin -
Autumn, 1968.
6. Journal of the S.E. Wales Industrial Archaeology Society No.3.
7. Journal of Industrial Archaeology, Vol.5. Numbers 3 & 4.
8. Notes on Marshall's Mill, Castle Foregate - Shewsbury -
Society Visit.
9. Pillar Boxes in Great Britain.
10. Minutes of the Fourth Annual General Meeting.
13. The Commercial Directories of Gloucestershire - A First List
15. National and County Directories.
27. Society Tour of North Somerset - 13th July, 1968.
29. Correspondence.
30. Booklet Reviews.
32. Book Review.
33. Report on "The Future of I.A. Conference" - Bath.
35. Stroud Lecture Programme - Autumn 1968. Spring 1969.
36. Cheltenham Lecture Programme - Autumn 1968, Spring 1969.
37. Where Has The Water Gone.
40. Proposed County Industrial Museum.
41. Society Tour of Gloucester - Hereford Canal - 15th Sept.1968.
43. Society Excursions in 1969.
44. Civic Trust Newsletter.
45. New Members.
46. Index to Newsletters 9 - 12.
50. Address Changes.

EDITORIAL.

Until now, being a comparatively new subject for study, industrial archaeology has suffered little from jealousy between professionals and amateurs but unfortunately it appears to be starting to develop. This schism must be prevented; there is so much to be done and so little time in which to do it, or otherwise much will be lost.

In most counties at present, professionals and amateurs are making valiant efforts to discover and record all relevant items; a good example is the gazetteer being prepared by our members. Then mainly professionals are relating these finds to the overall picture in the whole country, to decide which industrial monuments and items must be saved if at all possible.

The next step, as I see it, will be to concentrate research on the more important sites, investigating them in depth, work in which the amateur will have a large part to play. Here again it will be principally for the professionals to compare the results of this research with findings over the whole country to discover inter-relationships for instance.

Professional research will also be later concentrated on those esoteric subjects which would take too much time for amateurs to investigate. Most of this work will not command enough appeal to warrant publishing as a book and the various national and local journals will be the authors' means of communication

The Editorial does not necessarily express the views of the Committee

Contributions and letters for the next issue will be welcome and should be sent to :

Hon. Editor, G.S.I.A. Newsletter, G.N. Crawford,
c/o County Architect's Department,
Shire Hall, Gloucester.

DUE ACKNOWLEDGMENT SHOULD BE GIVEN TO ANYONE PUBLISHING AN ARTICLE, OR PART OF AN ARTICLE, INCLUDED IN THIS NEWSLETTER.

The Stone Pipe Company - A Remarkable Georgian Fraud.

Amongst the delights and distractions of Industrial Archaeology is the frequency with which a particular line of study leads to the discovery of some altogether unsuspected activity, often in a quite different field. Never has this been more clearly illustrated to me than the following account will relate, and to show how fascinating Industrial Archaeology can be, I shall describe how the tale unravelled as well as saying a little of the end results and technicalities - it is better to travel hopefully than to arrive.

The existence of the Stone Pipe Co., whose unpretentious title concealed the most shocking and scandalous intrigues, came to notice some years ago during routine searching for material concerning the Gloucester and Cheltenham Railway; detailed plans in Gloucester Records Office showed an 11 mile long extension from the newly opened line (1811) to Fox Hill, near Guiting, where the company's quarry and works were situated.

There seemed little to justify such an expensive project, but the reasons and ostensible purpose of the Company were clarified by an advert. in the Cheltenham Chronicle, 15.8.1811, relating to the proposed extension and calling for a meeting of interested landowners. It made plain that the works were producing stone pipes, carriage of which 'will occasion great injury to the Turnpike Road leading from Guiting through Dowdeswell to Cheltenham' (the present main road, A.40 from Andoversford towards Cheltenham, did not then exist).

What the pipes were for, or their destination, was a mystery until a letter to the paper was found praising the projected line and adding that the pipes were to convey water and were forwarded to 'London, Manchester and other distant parts of the Kingdom'. It further added that 30 tons per day were being despatched. Such an output indicated the size of operations, but of particular interest was a report in the paper 6.2.1812, of an inquest held on a workman who had been killed by the machinery, - 'he fell into the steam engine, through a trap door, which had been carelessly left open!

At so early a date, the engine would have been almost certainly Boulton & Watt, or just possibly an old Newcomen; at all events it was probably the earliest on the Cotswolds.

I did not pursue the matter further at this stage, other than noting such facts as were relevant to the proposed, but never built, tramroad extension (The Cheltenham & Cotswold Hills Railway), details of which are given in 'The Gloucester & Cheltenham Railway' - a history just published by The Oakwood Press.

Then, two years ago, after a lecture by Dr. Jennifer Tann, I happened to mention these findings. Dr. Tann had recently examined the Boulton & Watt Manuscripts at Birmingham Reference Library, and recalled a reference to the Stone Pipe Co. engine. It was indeed a Boulton & Watt. Photocopies of the drawings were sent for and thus was constructed the illustration accompanying this article.

I also visited the quarry, and was disappointed to find neither trace of the engine house nor of any stone pipes, but felt the evidence must not be far away, and therefore again went to the spot last winter, this time with several G.S.I.A. friends. After much fruitless search we gravitated downhill from the quarry and were elated to see some $\frac{1}{2}$ mile below, stone cores and bits of pipe in profusion. The dry stone field walls were riddled with them. Nearby stood a terrace of cottages, no doubt built for the workers. Opposite, in a large overgrown area, stone rubble and waste lay many feet deep, being retained by walls again displaying the evidence we sought. This site, so removed from the quarry, was probably chosen by the proximity of a little stream for feeding the boilers. There was no sign of the engine house, but it may have stood in a big hollow in the middle of the rubble. Clearly, much work had been done here. (Note; the site is private property).

So far, only the manufacturing end of the enterprise had come to light, but on hearing that some of the pipes went to Manchester, Mr. Harry Townley, a G.S.I.A. member, provided a large volume published in 1884 giving the other half of the story. It is entitled 'History & Description of the Manchester Waterworks' by John Bateman, and really does make the most incredible reading.

In brief, the Stone Pipe Co. acted under a patent granted to Sir George Wright, of Ray Lodge, Essex, in 1805 for 'Cutting Pillars or Tubes out of Solid Wood or Stone'. (Perusal of the patent shows that the method was to cut concentric tubes from the solid thus minimising the waste). The company had several directors, none local men, and to increase sales, actually forced through Parliament an Act giving itself a monopoly of the water supply to the city of Manchester. Pipes to the value of £23,049 were delivered to Gloucester and Tewkesbury, en route, between March 1811 and December 1812. Sizes varied from 3 inch to 18 inch bore, no less than 60 miles of pipe being altogether required. With such a tremendous order (apart from deliveries elsewhere), no wonder a tramroad extension was deemed necessary to convey the goods to Gloucester, from whence they travelled by water.

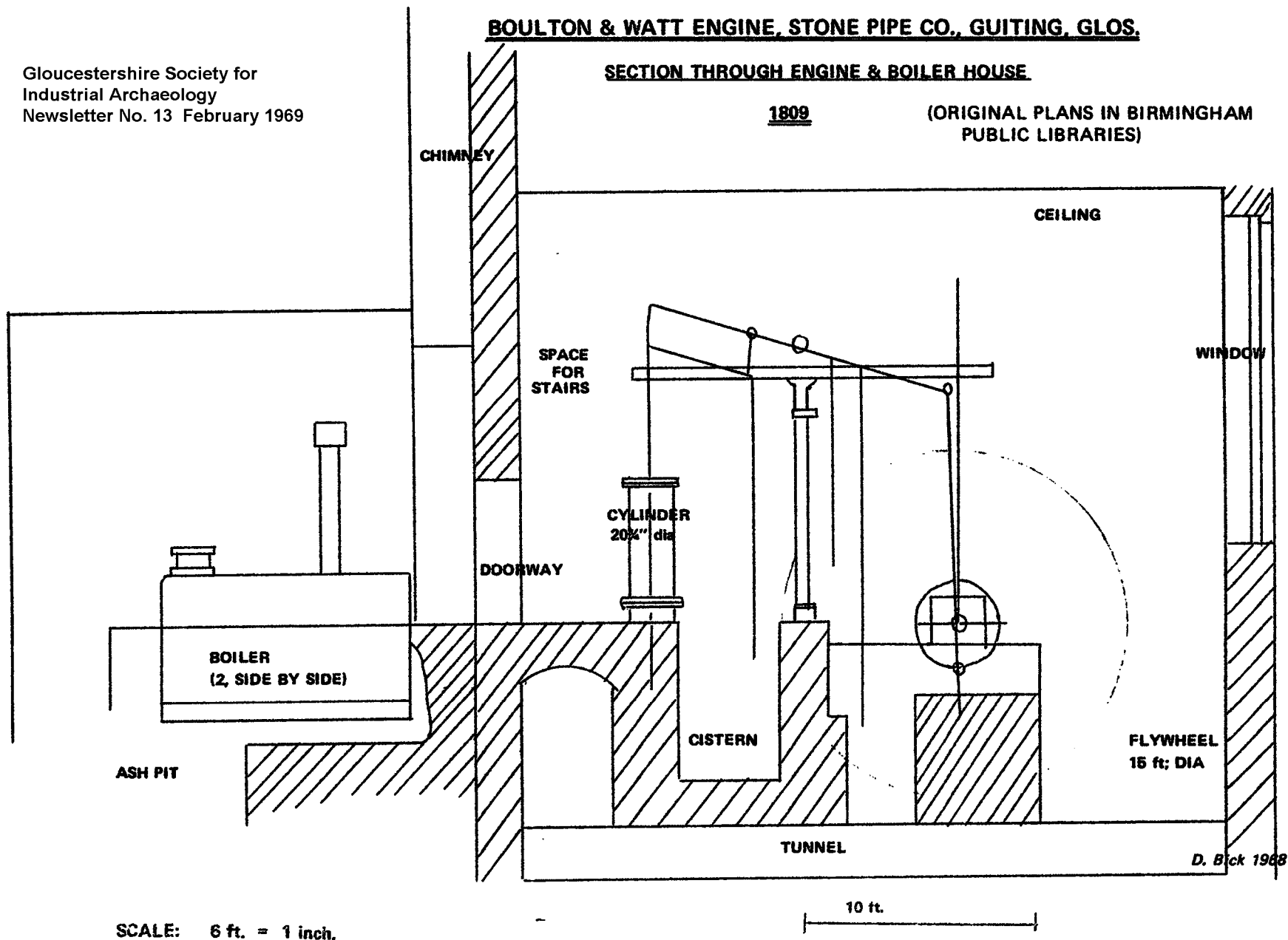
However, all was not well. The company was aware, certainly by 1812, that the pipes could not withstand pressure within, and thereupon went to the greatest lengths to conceal this regrettable fact, including laying them in disconnected sections to avoid pressure tests until the last possible moment. Sufficient here to say that

BOULTON & WATT ENGINE, STONE PIPE CO., GUITING, GLOS.

SECTION THROUGH ENGINE & BOILER HOUSE

1809

(ORIGINAL PLANS IN BIRMINGHAM
PUBLIC LIBRARIES)



SCALE: 6 ft. = 1 inch.

10 ft.

D. Black 1968

eventually the whole concern, like the pipes, burst, and a solitary advertisement in the Cheltenham Chronicle in 1815 announced an auction of the Fox Hill equipment. The steam engine and machinery was not mentioned; it may have gone by private sale to 'Miserdine Park' where 'A capital Steam Engine of 14 Horse Power in excellent condition, nearly new, with a Boiler equal to 30 horses ----- together with ALL THE MACHINERY -----' was advertised for disposal in 1825. Has anyone seen stone pipes at Miserden? Bateman vaguely referred to the source of the pipes as a quarry in the West of England, and says they were of sandstone (actually Inferior Oolite limestone). Apparently the true location has been forgotten.

This short account is now concluded, though I hope later to deal in some detail with the actual manufacturing methods of the pipes and with the transport problems facing the Company.

There are, of course, many questions unanswered, not least of which is why so remote and unsuitable a spot as Fox Hill was chosen for the scene of this most remarkable fraud.

D.E. Bick.

Gloucestershire Community Council :
Local History Bulletin - Autumn, 1968.

This is the first printed edition of this Bulletin and, by using a small type face, a considerable amount of information has been packed into sixteen pages. I must however add that the first and last pages have a rather dated format, somewhat resembling a monthly church magazine.

In this particular issue there is little of direct interest to industrial archaeologists, though several of our members contribute articles. Under 'Reports from the Societies' the Forest of Dean Local History Society mentions that it produces papers from time to time. Of these Mr. W.J. Shirehampton's survey of Railways and Tramroads in the Dean was in great demand, especially before Mr. Paar's more comprehensive works appeared.

This year's 'Local History School' for senior pupils was based on the Severn Crossing at Gloucester and a special exhibition was arranged for the occasion. The County Records Office display included documents, maps and drawings of the Foreign, Westgate and Over bridges, one of which was the letter written by Telford in 1828

after he had re-examined the newly built Over bridge for reported subsidence. He wrote, however, that the construction "was fully equal to anything of the kind in Europe" Foreign Bridge was situated near the traffic lights at the junction of Westgate Street and Priory Road. This was almost built over by 1811 but in the 18th c. it was still an important bridge, for one of the documents exhibited was an order of 1740 for it to be surveyed.

There is also an article on a short handlist describing the contents of the Gloucestershire Records Office which is priced at 2/-d or 2/6d post free, and Mr. Lionel Walrond notes recent industrial additions to the Stroud Museum. These range from a rail chair and fragment of tramroad track found in the Forest of Dean, to a graphite crucible dug up at Horsley. The latter had been used in the smelting of non-ferrous metals, and must have been brought from one of the neighbouring industrial sites. Bottle labels from Nibbett's now defunct mineral water factory, several cork-cutters trade cards and a large series of photographs of boats made at Brimscombe have also been accepted.

G.N. Crawford.

Journal of the S.E. Wales Industrial Archaeology
Society, No. 3.

The third number of this Journal has an interesting note in the Editorial where it states that it is hoped to establish an Open Air Industrial Archaeology Museum in Wales and that an exploratory meeting has already been held.

The longest article, on "Some Industrial Sites in Barry Port and the Gwendraeth Valley", has been written by an old friend of our Society, Ray Bowen, and he is also featured in a biography. Other interesting features include an illustrated article on "Penydarren Tramroad Trams in Baltimore U.S.A." and "Iron Bridges in Central Wales", the latter with some excellent drawings by students of the Welsh School of Architecture. There is also a five page account of the S.E.W.I.A.S. visit to Gloucestershire last year, with complimentary remarks concerning the help and hospitality given by many of our members.

G.N. Crawford.

Included in Number 3 is an article on "Cornish Engine Houses at Welsh Metal Mines" written by one of our Members, David Bick. There are photographs of four engine houses in South, Central & North Wales and notes are provided for these. A complimentary article is one on "Lead Miner's Tools & Equipment" which is illustrated with numerous drawings.

Of general interest to motorists are two articles, one on "The Industrial Archaeology of Modern Road Transport" and the other titled "The Development of Traffic Signs".

In the Notes and News is a photograph of an "unknown object" which Mr. G. Radway of Painswick has purchased from British Railways. It had been used for clearing snow from station platforms, but rather unsuccessfully, and Mr. Radway wondered whether it was a piece of early roadmaking equipment. He has since received confirmation that it was in fact used for levelling asphalt in road-making at the turn of the century.

An article on late 19th Century Railway Warehouses is included in Number 4. This gives information on the construction of Marshall's Mill, Shrewsbury, mentioned elsewhere in this issue. Also included is an article on "Wood Engraving and Industrial History" which has an engraving by the author of the Coates end of the Sapperton canal tunnel.

The Notes & News section has an article with two photographs on the Redcliff Hill Shot Tower in Bristol which is likely to be demolished soon for road widening. Other items include the third list of C.B.A. Report Cards, in which the Gloucestershire contribution makes a sudden jump to 286, and also notes on the Swindon Railway Museum and the Crofton pumping station on which restoration work has now started.

G.N. Crawford.

Notes on Marshall's Mill, Castle Foregate, Shrewsbury.
(Visited by Society Members, April 1968).

John Marshall, the pioneering Leeds flax spinner sought new capital in 1793 by entering into partnership with the brothers, Thomas and Benjamin Benyon of Shrewsbury, who, as yarn dealers, were customers of two years standing. They did not prove the passive partners whom Marshall had wanted, for they evidently saw the potential for flax spinning in Shrewsbury and wanted to use Marshall's technical expertise and standing in the trade. Hence they pressed for a third Mill at Shrewsbury as soon as Marshall had completed the second mill at Leeds. He strongly opposed the scheme and put no capital in it until 1800, though he had a quarter share in the venture.

The scheme had matured by 1796 for in May a 20 h.p. engine was ordered from Boulton and Watts. Charles Bage (1752 - 1822), a local man, was taken on as engineer with an eighth share in the business. (In 1801 Bage was chosen to give evidence to the Parliamentary Select Committee on Telford's proposal for a single-arch span bridge over the Thames; he also outlined the earliest known practical theory for the strength of cast-iron columns). He had Derbyshire connections and knew of the work at Belper by Strutt, with whom he was in correspondence soon after being taken into partnership. Only 12 miles away, the Ironbridge was erected in 1779; St. Chad's Church Shrewsbury (1792) had iron columns; Telford was County Surveyor from 1788 and began work on a cast iron aqueduct over the River Tern in 1795.

By September, 1796, Bage had designed the mill. The novel feature was that the roof beams were iron as well as the rest of the structural frame, thus eliminating wood altogether (the second mill at Leeds, timber-floored, was destroyed by fire in February 1796, five months after completion). The main structure was completed by early September, 1797. The iron work was cast by William Hazeldine (T. Minshall, The Shrewsbury Visitors' Pocket Companion 4th ed 1803). Three rows of iron columns of cruciform section and iron beams support 20 bays of segmental brick vaults, covering a space some 174' x 36' ? centre columns divide at tops to take power transmission shafts.

In 1800-1 Marshall wanted to sell out his share in the Shrewsbury mill, but the Benyon brothers would not give what he considered a fair price so he bought them out in 1804. The Benyon brothers started afresh at Meadow Lane in Leeds and at Canal Terminus in Shrewsbury.

Subsequent additions included boilers and chimney (the latter in 1840) against the east wall, a gas holder in 1835, another engine house at the north end in 1799 - 1800 and a further one at the south end in 1816.

In 1886, the firm of Marshall & Co. went into liquidation, and the mill passed to a firm of local malsters (now William Jones (Malsters) Ltd.). Conversion required the blocking of two-thirds of the windows and the reduction in height of the remainder, by about a third.

References : A.W. Skempton and H.R. Johnson: The First Iron Frames (Architectural Review, March 1962) ;
W.G. Rimmer in Trans. Shrop. Arch. Soc....
Vol, 56 (1958).

John Farrant.

Pillar Boxes in Great Britain.

In Newsletter No. 7 dated April 1966, the history of cast-iron pillar boxes was one of the articles, a history of boxes from 1853 to the present day. After this long run it now appears that the cast-iron box will gradually be disappearing from our streets, being replaced by a rectangular pressed sheet steel version rather like a well designed Gloucestershire Society for boxes are being manufactured by Vand Industrial Archaeology and 201 are being installed at first, Newsletter No. 13 February 1969 its in the larger cities. The first box in Birmingham was fixed on February 17th, 1969 and readers will be relieved to hear that it is painted red. Their great advantage is that they cut the time taken to empty a box by more than half, but one has the feeling that they will be much more susceptible to damage. It looks as though in a few years time circular pillar boxes will be industrial archaeology.

Stroud Brewery & Vehicle Museums

Many members will know that Stroud Brewery has been for sale since brewing ceased. Interest has been aroused by an item in the press that Messrs Whitbread's are proposing to turn part of the complex into a Museum, the remainder being used for offices, showrooms, a restaurant, a cinema and warehousing.

Occasionally open to the public is the vehicle museum of the West Grange Riding School, Stroud. A collection of some thirty vehicles includes a Cardiff to London stage coach, a hand operated fire pump of 1865, milk floats, pig carts and all types of carriages, many of which are still in use for various purposes.

GLOUCESTERSHIRE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY.

Minutes of the Fourth Annual General Meeting held
at Stroud College of Art on Friday, 18th October, 1968.

The following 1967/68 Officers and Committee Members
were present together with 19 Society members :

Mr. Noel P. Newman - Chairman
Messrs: C.H.A. Townley
J.G.H. Robins
R.H. Pullan
G.N. Crawford
L.F.J. Walrond
D.E. Bick
N.C. Ferry
Miss A. Chatwin
R.L. Rose
I.M. Parsons
T.E. Edwards.

1. Minutes of the Third A.G.M.

These were read out, accepted and signed.

2. Chairman's Report.

Mr. Townley reported on another successful year for the Society, with a growing interest in lectures at Cheltenham and Stroud and in Summer activities. Mr. Taylor, the University Tutor, was thanked for his continuing efforts in maintaining the high standard of Society lectures.

The Editor of the Society Newsletter was thanked for his efforts in maintaining the progress and high standard of the Society's publication. Reference was made to the progress in producing a Gazetteer of I.A. sites in the Forest of Dean and North Gloucestershire. Messrs Higgs and Parsons were co-ordinating this activity.

Although no new plaques had been erected during the year under review it was proposed to erect a plaque soon at Newent to record the successive use of land for canal, railway and road.

Much preliminary work had been done by a Working Party set up by the County Council to investigate the Museum requirements of the County. Society representatives had been invited to represent industrial archaeological interests, and their views had been noted. Meanwhile, until the proposal reached fruiting a list of objects of I.A. interest were being noted for future preservation.

2. Chairman's Report (Continued).

The valuable work done by Mr. Rose, Miss Chatwin and Mr. Crawford in making the Society exhibit at the Stroud Festival a successful one was noted.

A slightly disappointing feature of the Society's activities was the limited amount of group fieldwork. It was hoped that this would be remedied during the coming year.

3. Treasurer's Report.

Mr. Pullan again reported on the sound financial state of the Society; the current balance was £203.11.5d at 31st July, 1968.

Besides the normal expenditure for coaches etc. the Society had purchased a new projector for the Stroud lectures, and had purchased further slides. A donation of £10 had been paid to the Staffs & Worcs. Canal Society who had made available a boat for the canal trip in May.

The statement was approved.

4. Secretary's Report.

During the year 28 new members had joined, whilst 7 had resigned. Membership now stood at 194. The continuing growth of the Society was most encouraging.

The 1967/68 series of lectures at Stroud & Cheltenham had been well received, with attendances of 50 (per lecture) at Cheltenham fairly common. It was hoped that interest would be maintained at this level and that appropriate lecturers would be available.

As with the lectures Society visits had been very well patronised. In some unavoidable cases members had regrettably been refused places.

5. Election of Officers for 1968/69.

Mr. Townley said he did not wish to seek re-election as Chairman. He proposed that Mr. Parsons be elected to replace him; Mr. Robins seconded the proposal. The Meeting approved Mr. Parson's appointment.

Mr. Robins proposed that Mr. Savory be appointed a Committee Member. This was seconded and accepted. Mr. Townley would remain on the Committee.

6. Activities 1968/1969.

The Secretary asked for proposals for Society visits during the coming year. The following were put forward for consideration by the Committee :

Wiltshire Textile Mills (Mr. K.G. Ponting)
North Worcs. (Mr. L.E. Mitton)
Donnington Brewery
Sheldon-Bush Patent Shot/Co. Bristol (Mr. B.Carter).
South Wales
West Midland Canals
Avon Canal System and Stratford - Morton Tramway.
Forest of Dean
Stone Mines & Railways at Box.

7. Any Other Business.

A lively discussion took place on the relationship between the individual archaeologist, the "amateur" I.A. Societies and the multiplying body of professional industrial archaeologists. Concern was expressed at an apparently increasing academic influence to the possible exclusion of the amateur on whom much of the fieldwork depended.

Dissatisfaction was expressed of professional I.A. administrators authoritarian views relating to C.B.A. Record Cards. A central administration for Record Cards was requested; the source of information on record cards should be stated where information from them was abstracted for publication elsewhere.

It was agreed that Mr. D.E. Bick would represent the Society at the forthcoming course at the University of Bath on the "Future of Industrial Archaeology". He would receive a contribution of £5.5.0d towards expenses. He would produce a formal report for the next Committee Meeting.

Mr. Rose asked that the valuable photographic assistance provided by Mr. Apperley for the Society stand at the Stroud Festival should be noted.

8. Presidential Remarks.

Mr. Noel P. Newman suggested that the continuing growth of the Society was exceptional, and reflected the vigour and enthusiasm of the Society and its members. He wished the Society continued growth and success.

8. Presidential Remarks.

The personal inspiration and contribution to the Society by the retiring Chairman was mentioned. The President also paid tribute to the efforts of all the Officers and Committee members.

In a reply from the floor Mr. Townley thanked the President for his continuing support.

The Commercial Directories of Gloucestershire : A First List.

The value of commercial directories to the industrial archaeologist need hardly be stressed. One of the achievements of industrial archaeology has been to cast light on the work of those countless craftsmen and engineers who manufactured for a localised market, often on highly individualistic lines, but of who little account is taken in the 'conventional' economic history based on literary sources. Frequently the industrial archaeologist's concern is with the history of a single firm or the activities of one man which go unnoted in the public records or in the Press; in these circumstances, directories are a valuable source of information. They can also yield quantitative data on the prevalence of local trades, as well as a mass of detail on markets, carriers and posts, which, if available elsewhere, is less readily accessible. The accompanying list is a first attempt to enumerate the directories relating to Gloucestershire and to record the whereabouts of copies, so that the use of this important class of printed material may be facilitated. The City and County of Bristol is not covered.

The list can nevertheless lay little claim to originality. The ground work for the period prior to 1856 has been done by Miss J.E. Norton in Guide to the National and Provincial Directories of England and Wales, excluding London, published before 1856 (London : Royal Historical Society, 1950), of which there is a copy in Gloucester City Library, while the main Gloucestershire collections are gathered in a few public libraries, the most notable of which has a printed catalogue : Roland Austin, Catalogue of the Gloucestershire Collection in Gloucester Public Library (Gloucester 1928). Nor can the list claim completeness or accuracy. Its materials were gathered during a brief residence in the county and even then as a sideline to the compilation of a comprehensive list for Wiltshire. Hence, those Wiltshire directories with some Gloucestershire coverage are probably fully recorded, but not so the

comparable directories which are primarily devoted to the other six counties bordering onto Gloucestershire. In addition, it is apparent that many directories may have been published, but have not come to light in my search. Thus, if publishers' claims are to be taken at face value, the first 56 editions of Savory's directory (see CIRENCESTER) have disappeared (or is it the successor of Keyworth's Compendium?), and likewise the first 39 editions of Cliff's Stow Almanac and the first 33 of Elliott's Stroud Directory.

The quantity of information contained in directories varies considerably, and so also the accuracy. Some indication of the former, where it is slight, is usually given in the list. As to assessing the latter, comparison of directories of the same date and with other types of evidence, is required (on national directories before 1856, see Norton, *passim*). It would be helpful if researchers could note any findings which they may make in this direction.

All series of directories have been listed up to at least 1918, and no concerted attempt has been made to continue the list beyond that date. Directories which are solely advertising media have been excluded, though in fact that has meant the exclusion of only the Bristol, Cheltenham, Gloucester & district trades' directory, which has been published since the early years of this century.

In general, entries in the list follow the form adopted by Norton. Directories are listed under either 'National and County' or the town to which they most particularly relate, and then within each list under the name of the first publisher, the publishers being ranked according to the date of the earliest known surviving edition. Cross-references between 'town' lists are given, but not between the 'town' and the 'National and County' lists. Villages are often to be found in directories under the nearest town. The date of an edition is given as it appears on the title-page: e.g. 'Cheltenham Annuaire for 1911', though the date of publication - and of compilation - is often the previous year; except that e.g. 1872 - 3 is listed as 1872; hence 1879-82 denotes that distinct editions bore the dates : 1879, 1880, 1881, 1882 (or 1879 - 80, etc.) The contents of a directory are indicated by abbreviations within brackets: e.g. (Cm. Tr.) : placed at the right hand end of the first line of the entry, or, occasionally, where the contents of a series varies, within the body of the entry.

- Ct. Court - alphabetical list of private persons, with addresses;
- Cm. Commercial - alphabetical list of persons engaged in trades and professions, with occupations and addresses;
- Gen. General - alphabetical list of inhabitants, including both court and commercial;
- Pr. Professions - names and addresses classified by professions;
- Tr. Trades - names and addresses classified by trades;
- St. Streets - list of streets, with names and occupations of residents.

-14-

Libraries which hold copies of a directory are noted with the particular intention of indicating copies in, or in the vicinity of, Gloucestershire. When the name of a town is given without qualification, the Public Library of that town is to be understood. The following abbreviations are used :

Public collections :

BM British Museum, London;
Bod Bodleian Library, Oxford;
Gh Guildhall Library, City of London;
GCRO Gloucestershire County Records Office, Shire Hall,
Gloucester;
NLW National Library of Wales;

Private and semi-private collections :

ARW collection of Sir A.R. Wagner;
GS Society of Genealogists, London;
IHR Institute of Historical Research, London;
LL London Library;
B&GAS Bristol and Gloucestershire Archaeological Society,
Gloucester;
WAS Wiltshire Archaeological Society, Devizes.

Those directories which are recorded by Norton (who gives much information on publishers and their activities) are indicated by the number assigned by her, prefixed by the letter 'N' and given at the conclusion of entries.

Corrections and additions to the lists which follow would be most welcome and should be sent to me at 27 Bloomsbury Place, Brighton, BN2 1DB, or at the School of Educational Studies, University of Sussex. I hope that it may be possible to publish them in future editions of the 'Newsletter'.

John Farrant.

NATIONAL AND COUNTY DIRECTORIES.

Bailey
1783

(Cm).

'Bailey's Western & Midland Directory', giving for each town 'An Alphabetical list of the names and places of abode of the Bankers, Merchants, Manufacturers, Gentlemen of the Law and Physic, and other Eminent Traders.' Printed by Pearson and Rollason of Birmingham.

Gh. Birmingham, WAS.

N2

Glos. coverage : Cirencester, Dursley & Uley, Gloucester, Stroud Tetbury, Tewkesbury, Wotton-under-Edge. The longest lists, of about 100 names, are those for Gloucester and Stroud.

Bailey
1784

(Cm).

'Bailey's British Directory for 1784 volume the second The Western Directory' giving for each town in a single alphabetical sequence, 'Accurate lists of the Bankers, Merchants, Manufacturers and Principal Traders.' Printed by J. Andrews of London BM. Gh.

Gloucester has photo-copies of Glos. entries from Gh. copy.
Glos. coverage : Cirencester, Dursley and Jley, Lechlade, Gloucester, Newent, Stroud and neighbourhood, Stow-in-the-Wold, Tetbury, Tewkesbury, Thornbury, Wooton-under-Edge. N3

Tunnicliff

(Cm)

1789 'A Topographical Survey of the Counties of Somerset, Gloucester, Worcester, Stafford, Chester & Lancaster,... by William Tunnicliff ... Bath, Printed and sold by R. Cruttwell ... ' Gh. IHR.LL. N7

Glos. coverage : very brief lists, all between pp. 58 and 64, for Cirencester, Dursley, Gloucester, Stroud, Tetbury, Wotton-under-Edge.

Barfoot and Wilkes

1793-99

(Ct. Pr. Cm).

'The Universal British Directory of Trade, Commerce and Manufacture' in 5 volumes, of which the first and most of the fifth cover London, the other three and part of the fifth the rest of the country in alphabetical order of towns. Published by Peter Barfoot and John Wilkes, London.

1793. vol. II (A - D)	BM, Bod, Gh, IHR, Manchester, Bristol	N13
1797/8	second edition, Gh.	N14
1794. vol. III (E - M)	BM, Bod, Gh, IHR, Manchester, Bristol	N15
1795	second edition. BM	N16
1799	third edition. Gh.	N17
1798. vol. IV (N - Y)	BM, Bod, Gh, IHR, Bristol	N18
1798. vol. V (Y and London and Court additions)	BM, Bod, Gh, IHR, Bristol.	N19

Gloucester has the pages relating to the following Glos. towns (editions not determined) : Cheltenham, Cirencester, Coleford, Dursley, Gloucester, Lechlade, Leonard Stanley, Lydney, Marshfield, Micheldean, Moreton, Newent, Newnham, Northleach, Sodbury, Tetbury, Tewkesbury, Thornbury, Wickwar, Winchcombe.

Holden

- 1809 (Gen)
'Holden's Triennial Directory for 1809, 1810 & 1811 ..
volume II' Published by William Holden, London.
BM, Gh, Birmingham, Manchester. N23
Glos. coverage : pp. 218-20, Gloucester, pp. 401-2 Stroud.
- 1811 (Gen)
'Holden's Annual London & Country Directory in three
volumes for ..1811' There is no pagination.
Bishopsgate Institute, London; Gh. N24
Glos. coverage : vol. II : Gloucester, Stroud
vol. III : Cirencester, Dursley, Marshfield.
- 1814-16
'Holden's Annual Directory', a commercial directory in
five parts, though only four parts are known to have
survived. By 1816, the publisher was Thomas Underhill.
- 1814 '.... Calico, Cotton, Linen, Silk, Woollen (etc)' N25
Manufacturers & Tradesmen.' (Tr) BM, Gh, Manchester
- 1816 '.... Merchants, Shipowners, Bankers (etc)' (Cm). BM, Bod, N26
Manchester, Birmingham
- 1816 '.... Agents, Brokers, Brewers (etc)' (Cm) BM N27
- 1816 '.... Agricultural implement makers (etc)' (Cm) BM, N28
Birmingham.
- Gell and Bradshaw.
1820 (Gen; also Tr. for larger places).
'The Gloucestershire Directory by R. Gell & T. Bradshaw.
Gloucester : ...1820' Bod, IHR, Cheltenham, Gloucester,
Cirencester, GCR0, Bristol. N248
- Pigot; Slater
1822 (Ct. Tr).
'Pigot & Co's London & Provincial New Commercial Directory
for 1822-3.' Published by J. Pigot & Co. Manchester. BM,
Bod, Gh, Manchester, WAS, Gloucester (Glos. section only) N35
- 1830 (Ct. Tr).
'.... Directory of' various counties, including Glos.
pp. 304-399, various editions. BM, Gh, GS, Bristol, WAS,
Cirencester, Birmingham, Gloucester (Glos. Section only).
N.53, 54, 55.

Probably a completely new edition was produced between 1831 and 1840
for those counties, including Gloucestershire, not covered by the
surviving directories for those years.

1842

(Ct. Tr).

'Pigot Directory of' various south-western and Midland counties in differing combinations, with the same Gloucestershire section, 142 pp. ARW, BM,GS, Reading, WAS,GCRO,Cheltenham,Gloucester (Glos.section only)

N73,74,75.

In 1844, the imprint became 'I. Slater, late Pigot & Slater', and in that year, N.73 was reissued under the new imprint.Bod.ARW, Gloucester, Newport,

N.78

1850 (reissue in 1851 and 1852).

(Ct. Tr).

'Slater's Directory ... of' various western and midland counties in differing combinations, with the same Gloucestershire section, 174pp. BM,Gh,Cardiff,ARW, Manchester, GCRO (Glos. section only).N.87,88,89,91,97.

1858

(Ct. Tr).

'Slater's ... Directory... of Gloucestershire, Monmouthshire, and North and South Wales1858-9' Glos: 248 pp, of which 140 pp. for Bristol Gloucester, GCRO, Bristol. Reissue in: '....Directory .. of the Counties of Gloucester, Hereford, Monmouth, Shropshire and North and South Wales 1859.' Gh.

1868

Ct. Tr).

'Slater's Directory ... of the Counties of Gloucester, Hereford, Monmouth, Shropshire, and North and South Wales and Chester 1868'. Glos : 296 pp., of which 141 pp. are for Bristol. Gh.

Robson

18 39

(Cm. Tr. for larger,Cm. for smaller places).

'Robson's Commercial Directory of London & 'various counties in differing combinations.'.... In Two Volumes . vol. II containing Country Directory... William Robson & Co. London'. Only one version not containing Glos., bear a date - 1839 - but the Cheltenham entry refers to 'this present year of 1839'. Gh,BM,GS.Manchester, Bangor, Cirencester, Gloucester (the last two copies are a version not noted by Norton). N101,105,107.

Davies

1844-1916

From 1844 a court directory for the county was published in Howard Davies's 'Cheltenham Annuaire' (See CHELTENHAM).

Hunt
1847

(Ct. Tr. for Cheltenham and Gloucester;
Ct. for other towns).

'Hunt & Co's Gloucester & Cheltenham Directory(with)
surrounding villages ... also Berkeley, Cirencester (and
other Glos. towns) 1847.... E. Hunt & Co...London'.
Cheltenham, Gloucester, GCR0, B&GAS. N249.

The Gloucester section was reissued with Hereford and
Worcester : Bod.NLW,ARW,Worcester, Gloucester. N370

1849

(Ct.Tr.;also Gen. for Gloucester)

'Hunt & Co's Directory & Topography for Gloucester, Bristol
(with) Berkeley, Cirencester (and other places in Glos)...
March 1849.' Cheltenham, Gloucester, ARW N250.

The Gloucester Ct. and Gen. sections were reissued with a
number of Welsh towns: BM, NLW, Newport. N864

Vivian
1854

(Gen. Tr).

'A Directory for ... Bath ... Wells ...(also places in Glos.
and Wilts.) ... Bath: Samuel Vivian 1854.'
Bath, Bod, BM, Taunton. N623

Kelly
1856-1939

(Ct. Cm. by towns & villages; Cm. Tr. for whole
county).

'Post Office Directory of Gloucestershire, with Bath &
Bristol.' After 1856, Bath is omitted but Glos. is found
in combination with other counties.
In 1885, the title became : "Kelly's Directory"

Further editions dated : 1856, 1863, 1870, 1879, 1885,1889,
1894,1897, 1902, 1906, 1910, 1914, 1919, 1923, 1927, 1931
1935, 1939.

Copies at : Gloucester (all), Cheltenham (all except 1935),
GCR0 (from 1870, except 1894, 1914, 1923, 1935).

Harrison, Harrod & Co.

1859 'Harrison, Harrod, & Co's Bristol Post Office Directory and
Gazetteer with the Counties of Gloucestershire and
Somersetshire ... T. Danks : London, 1859'. BM.
I have not examined this directory.

Morris
1865 - 76

'Morris & Co's commercial directory and gazetteer of Gloucestershire, with Bristol ... 1865 - 6.' Published in Nottingham. (Ct. Cm. by towns and villages; also Tr for Gloucester, Cheltenham and Bristol) Gloucester.

Another edition : 1867. Cheltenham.

Another edition : 1876 (Ct, Cm) Gloucester, GCRO, Gh.

Mercer & Crocker (Ct. Cm)
1874 'Mercer and Crocker's General Topographical & Historical Directory for Gloucestershire etc Leicester 1874' Gloucester.

Owen (Ct. Cm. for larger, Gen. for smaller places;
1879 good coverage of villages).
'W.E. Owen & Co's General Topographical (sic) and Historical Directory for Gloucestershire ... (and other counties and cities)... Leicester: W.E. Owen & Co1879'. WAS, Gloucester

Deacon
1880 -99
'Deacon's court guide gazetteer and royal blue-book Gloucestershire... 1880' Published in London (Ct. by towns and villages) Gloucester.

Another edition : 1899 (Ct. for whole county; selected Pr) Gloucester, BM.

Aubrey & Co.
1937 - 40
1937 'Gloucestershire and Bristol Directory, 1937'.

Further editions : 1939, '40. BM (all editions).

CHELTENHAM.

Shenton (St. Pr).
1800
'Cheltenham Directory, 1800 Cheltenham: Printed by J. Shenton at the Mercury Press and sold by W. Buckle...'
Cheltenham, Gh. Reprinted in Edwards, 1872-3 (vide infra);
facsimile reprint at Gloucester. N319.

1802 Another edition. Gloucester N320
-20-

The Cheltenham Annuaire

1837 - 1916

'The Cheltenham Annuaire' was first published in 1837 by H. Davies, at the Montpellier Library. It continued in annual publication until 1916, in substantially unaltered format and, after 1844, contents. N321 - 339
(1837: Ct. Pr; 1838: plus Cm; 1839 : plus St; 1844: plus Ct. for the county)
Cheltenham: complete set. Gloucester: 1837 (parts 2 & 3 only), 1850, '56. '58. '74, '76, '82, '86, '87, '89, '91-6, 1900, '03-14, '16. Cirencester: 1885. GCRO: 1853, '65, '70, '71, '78, '91, '93, '99, 1907.

Weller

1839

(Ct. Pr. Tr.)

'The Original Cheltenham Directory for 1839
Cheltenham: Published by T.E. Weller....' Gloucester N340

Harper

1843

(Ct. Cm. St; hamlets: Gen)

'Harper's Commercial & Fashionable Guide for Cheltenham & the Adjoining Hamlets. 1843. Cheltenham: S.C. Harper....'
Gloucester, B & GAS N341

1844 Another edition. Cheltenham, Gloucester

N342

1853

(St. Cm. Ct. Tr.)

Another edition. Gloucester.

N349

Rowe

?1845

(St. Tr).

'Rowe's Illustrated Cheltenham Guide'. Published by George Rowe, Cheltenham.
Cheltenham, Gloucester. N343

Edwards

1848 - 91

(St. Ct. Tr).

'Edwards's New Cheltenham Directory for 1848
Cheltenham: R. Edwards.....'
Further editions: 1849 (plus Pr. this year only), 1850, 1851, 1852. N344-8
Continued as : 'The Royal Cheltenham Directory', 1870, '71, '72, '74, '76, '77, '78 (St. Ct. Cm; Ct. for the county in some editions).
Continued as : 'The Cheltenham Post-Office Directory'
1880, '83, '91. Gloucester has all editions. Cheltenham all except 1870, '71, '72, '76, '83. GCRO, 1872, '91.
BM, 1848, '80.

Cheltenham Free Press

1859 'Cheltenham Free Press fashionable directory of the residents and visitors... corrected to end of January 1859.' Cheltenham.

Built-Leonard

1896 'Built-Leonard's Directory of Cheltenham 1896
BM

1897 Another edition. BM.

Kelly

1926-in progress (Ct. Tr. St).
'Kelly's Directory of Cheltenham with Charlton Kings, Leckhampton and Prestbury. 1926'. Cheltenham.

CIRENCESTER.

Baily and Jones and successors.

1847-1938. This series of directories, which, from the claims of later editions, first appeared in 1840, is primarily devoted to Cirencester, but most editions contain commercial lists of a few pages each for several other towns in Gloucestershire and Wiltshire.

The directories were sold bound with Old Moore's Almanack (or occasionally Zadkiel's Almanac) or, alternatively, from about 1909, a yearbook. Baily's shop is to be seen in one of C. Bigot's lithographs of the Market Place (early 19th. century - see front cover of the 1967 edition of the official Cirencester guide); the firm of Baily and Woods occupy the same site today. Changes in the contents are noted in the following list under the edition in which the change occurs. Variations in the Wilts. contents are not noted.

1847. Cover missing: title taken from 1848 edition. 'Moore's Almanack for 1848 with Appendix gratis, containing a revised directory of the Names and Residences of Professional Gentlemen, Merchants and Tradesmen, in Cirencester, Fairford, Cricklade, Northleach & Swindon; A Correct List of Fairs, for the Counties of Gloucester, Wilts, Oxford and Berks; Carriers etc. Cirencester: Baily and Jones, Market Place ...' (Gen for Cirencester, Cm. for other towns.) N350

Subsequent editions are dated: 1848, '51-56, '58-61.

'63-65, '68. '73. '79, '94, '98 ('Baily & Woods' Directory and Advertiser (the 59th year of publication)... for the towns of Cirencester, Fairford, Lechlade, Northleach, Malmesbury, and Cricklade'), 1901-7, '09-16 (Cirencester: Pr Tr; Cm for other towns), '17-38 (Northleach omitted).

1904 'J.C. Coles' (late E.W. Savory) County Almanack... for 1905.
 Forty-ninth year of publication'
 1905 Another edition
 1907 'The County Almanac and Directory....Printed and Published by
 W.H. Smith & Son ... Black Jack Street, Cirencester.'
 Further editions: 1909-12, '13 (St. for Cirencester added),
 '14-17.
 Location of copies : Cirencester : 1894, '96-7, 1900, '02-5,
 '09-12, '14-16.
 Gloucester : 1909, '10, '12, '13, '17.

See also : LECHLADE, 'North Wilts. Herald', 1879-85.

DURSLEY.

Whitmore
 1895-1914 (Ct. Cm. for each place).
 1895 'Whitmore's Illustrated Family Almanack and Diary with
 Local Directory for Dursley, Cam, Coaley, North Nibley,
 Slimbridge, Stinchcombe, and Uley. Whitmore and Son,
 Steam Printers, Dursley.' 18th year of publication.
 Further editions for: 1898, 1901 (a 'Retrospect' of local
 events of the previous year is now included), '02, '04, '05,
 '09 (photographs of local shops are extensively used; North
 Nibley is no longer covered), '10-14.
 All editions at : Gloucester.

FAIRFORD.

See CIRENCESTER, Baily & Jones, 1847 - 1938;
 Keyworth, 1861, 1870;
 Harmer, 1868;
 Savory 1894 - 1917.
 LECHLADE, 'North Wilts. Herald", 1879-1948.

GLOUCESTER.

Raikes
 1802 (pr. Gen).
 N.351 'The Gloucester New Guide ... Gloucester, Printed for the
 Editor by R. Raikes....1802.' BM, Gloucester, Gh. Wm.
 Salt Library (Stafford) N351
 Bryant
 1841 (Gen. Tr).
 'A Directory for ... Gloucester for 1841 Gloucester:
 Printed and sold by Lewis Bryant ...' Gloucester N352

Scammell
1853

(Ct. Tr.)

'Scammell & Co's Gloucester, Bristol & S. Wales Directory
for 1853.... Printed for W. Scammell & Co. by
C.T. Jeffries..... Bristol.' Bristol.

N353

Brotherton, and successors.

1867 to date

- 1867 'Bretherton's almanack and Gloucester directory for 1867'
Published in Gloucester. (Ct. Tr.).
Further editions for : 1869-70, '73 (St. Ct. Tr.)
'80 (Ct. Tr.). '82 (Ct. Tr. St.) Continued as
- 1883 'City of Gloucester diary, directory, and almanack for
1883 L.A. Smart, Gloucester.' (St. Ct. Tr.)
Further editions for : 1883-6. Continued as
- 1887 'Smart's City of Gloucester & district Directory1887'
(Tr. St. Cm. ; Gen for suburbs by villages) (St. only in
1905. '08. '12. '14).
Further editions for : 1889, '91, '93, '97, 1900, '02, '05,
'06, '07, '08, '10, '12, '14, '18, '20, '27. Continued as
Kelly's City of Gloucester Directory'.

Copies of all editions at : Gloucester.

Crockwe

(Cm. St. Ct. Tr.).

- 1879 'The City of Gloucester directory and postal guide for
1879 - 80 W.C. Crocker, Gloucester.' Gloucester.

LECHLADE.

'North Wilts. Herald', and successors (Gen. for each place).

1879-1949. This series of directories was first published in 1875;
from 1879 various Glos. towns are covered; these differ
over the years, but Lechlade is always among them. After
1949, the directories were devoted exclusively to Swindon
and continue to be published by Alec Fletcher & Co. of
Grimsby.

- 1879 'The North Wiltshire, borough of Cricklade and district
directory for 1879 fifth year of publication ...
Swindon, 'North Wilts. Herald'.....'
Glos. coverage: Cirencester, Fairford, Lechlade, Tetbury,
Siddington, Kempsford, Baunton.
Further editions for : 1890 - 6 (Fairford, Lechlade, Kempsford
alone now covered), '87-98, 1901-4, '06-24. Continued as
- 1925 'The Swindon & district Directory & Year Book Swindon
Press.....' Same Glos. coverage.
Further editions for : 1926-40, '47-49 (Down Ampney and
South Cerney substituted for Fairford).

Copies of all editions at : Swindon

See also : CIRENCESTER, Baily & Jones, 1898 - 1938
Savory, 1894 - 1917;
Harmer, 1868.

NORTHLEACH.

See CIRENCESTER, Baily & Jones, 1847-1938;
Keyworth, 1861, 1870;
Harmer, 1868.

PAINSWICK.

Hart (Tr).
1879 'Hart's Painswick Almanack and Trade Directory for 1879 ...
Published and sold by T. Hart! Gloucester.

STONEHOUSE.

Whiley (Pr. Cm).
1895 'Whiley's Illustrated Almanack for Stonehouse and District
...Printed and Published by Mark Whiley, High Street,
Stonehouse.' Gloucester.

STOW-ON-THE-WOLD.

Clift. (Tr)
1896 '40th. Year of Publication. Clift's Almanack & Diary....
1896 ... Printed & Published by Clift & Ryland, Stow-on-the-
Wold.' The directory runs to 3 pages, but there is much
general information for both Stow and Bourton-on-the Water,
as also in a 1888 edition which however lacks a directory.
Gloucester.

STROUD.

Elliott, and successor.
1891-1914.
1891 'Elliott's Stroud Directory and Household Almanack....
Printed and Published by J. Elliott, High Street, Stroud.'
34th. issue. Directory covers Stroud and 'that portion of
Stroud constituting Stroudend, Uplands, and Slad'.
(Ct. Cm).
Further edition for : 1895, Continued as
1911 'Owen's Stroud Directory and Year Book published and
printed by H.M. Owen, 52 High Street, Stroud'. (Gen.
separately for Stroud, Gainscross, Rodborough).
Further editions for : 1912, '13, '14.
Copies of all editions at : Gloucester.

TETBURY.

See CIRENCESTER, Harmer, 1868;
Savory, 1894 - 1917.
LECHLADE, 'North Wilts. Herald', 1879 - 85.

Society Tour of North Somerset,
Saturday, 13th July, 1968.

The West of England suffered from an unusually heavy day of rain on Wednesday, 10th July, over five inches falling in Gloucester. In view of this, Mr. Neil Cossons of Bristol City Museum on Friday drove round the route of this tour to check the state of the roads. The Society are grateful for this extra preparation on his part. In the event it was not possible to enter the Claverton Pumping Station, however many members inspected this on last year's tour of the Kennet and Avon Canal. Apart from this all sites were visited on an overcast day with practically no rain, and some pretty extensive walking and climbing, for a change. 28 adults and 11 juniors met Mr. Cossons at Tormarton and drove round the edge of Bath to:

Claverton Pumping Station, Kennet and Avon Canal. ST. 792644.

Built two or three years after the canal was opened, say 1813, because this long upper level was short of water due partly to geological trouble. Two large water wheels side by side on two shafts, because one shaft could not be made strong enough, operated a beam pump that lifted water from a leat off the River Avon some fifty up through a cast iron pipe to the canal. The Great Western Railway built later separated the pumping station from the foreman's cottage. All engineering works on this canal, including standard bridges, were designed by John Rennie. The Kennet and Avon Society hope to put this equipment into working order, as the building only is still maintained by British Waterways. The party then drove on to :

Dundas Aqueduct and Wharf. ST. 784626.

The basin here was made of ample dimensions, not just because the canal turns through a right angle and includes a wharf, but because this was the start of the Somersetshire Coal Canal which can be traced following the same contour as the Kennet and Avon, approx. 100 ft., but swinging away on a curve to follow the Midford Brook to Paulton ST. 654566, and approx. 200 ft. higher up. Rising up through the woods at the East end of the aqueduct was the :

Conkwell Tramroad Incline : to stone quarries. In fact the stone proved to be of poorer quality than expected and after a short life the blocks and rails were lifted and used on :

Winsley Tramroad Incline. ST. 799603, a two mile walk along the canal which provided a magnificent display of water lilies. Unfortunately although the incline is clearly visible tarpaving has been recently laid covering the stone blocks. After a well earned lunch hour in Limpley Stoke, the party then drove to :

Combe Hay Locks. ST. 745605.

Here the canal engineer had to solve the problem of raising the Somersetshire Coal Canal from the valley floor to the coal field on the tops of the hills on the North side of the valley. First a vertical caisson lock approx. 60 ft. deep of unique design was sunk somewhere to the East of Caisson House ST. 743610. A barge would be floated inside a chamber which would be raised by removing some water from inside, thus allowing it to float to the surface of the water filled shaft. Although this did work, there were some casualties; and then an inclined plane was built, on which tramroad wagons were raised on a raft, to the engine house near the site of the caisson lock. While this was in use a curving flight of 22 locks was constructed around and under this inclined plane. These lasted until the end of the nineteenth century only the bridge carrying the incline plane over the canal and two locks with gates remain to be seen. The party then drove through the industrial village of Paulton at the upper end of the canal to :

Lead Smelting and Silver Extraction Site, Charterhouse. ST. 506560.

This area of the Mendips has been repeatedly worked over from Roman times and in the mid-nineteenth century, the slag from previous workings and imported ore, was smelted by first floating crushed slag to the centre of large dished basins, called 'Buddling', and then firing it in furnaces which have completely disappeared. Only the labyrinthine underground stone vaulted flues for precipitation of fumes remain, and from these surfaces the material was extracted. The party then drove to :

Ashton Mill, Chapel Allerton. ST. 414503.

This last windmill in Somerset, complete and in working order, was bought by Mr. Clarke, shoe manufacturer, in 1958, completely restored, and given to Bristol City Museum in 1966. It can be inspected by asking for the key from the adjacent farm. Unlike East Anglian windmills, this tower is not tapered, and consists of a stone cylinder stiffened by external iron bands. Excellent drawings showing the construction and machinery of the mill, and the Claverton Pumping Station, exist in Bristol City Museum.

After an evening call at the nearest pub, the party returned to Tormarton via the A. 38 to the Cumberland Basin, down the Avon Gorge and thence along the M.4.

I.M. Parsons

CORRESPONDENCE.

Dear Mr. Crawford,

30th August, 1968.

Metric Units.

I was really very alarmed to see in your last editorial that 'very shortly all our recording will have to be carried out in metres and millimetres, litres, kilogrammes, hectares, newtons, joules etc'. What possible advantage can accrue to Industrial Archaeologists in adopting such a drastic and formidable step? I can think of numerous objections.

Commerce and Industry, once having made the change, will find after a decade or so that the question of old units hardly ever arises. But imagine the plight of Industrial Archaeologists, doomed for ever to carry out wretched conversions every time an old plan, document or map is consulted; and to what end!

Presumably too, we will be reading how James Watt considered steam pressure to be dangerous if in excess of 0.285 Kilogrammes (or should it be Newtons or Kiloponds - the experts are confused on this point) per square centimetre. And we will all enjoy referring to our little tables to see what this really means.

Let us determine to have nothing to do with this monstrous idea. If we are studying the past, let us be consistent with the units of our ancestors, the units which we still use and understand. Besides, it is the only respectable thing to do.

Steam Carriages in Gloucestershire.

I have been following the correspondence on this subject with considerable interest and would like to draw members attention to a couple of facts.

In the "Gloucestershire Echo"; 24th December 1896, there appeared the reminiscences of an old man who actually witnessed Sir Charles Dance's coach in 1831. He goes into some detail about the obstacles put in its way and his narrative - too long to include here - is well worth studying.

The other matter relates to a very informative little book entitled "The First Hundred Road Motors". It was published by The Oakwood Press, Lingfield, Surrey in 1951 and is still in print. Much very useful information is given on steam road carriages in the period up to 1871.

Yours sincerely,

Gloucestershire Society for
Industrial Archaeology
Newsletter No. 13 February 1969

-29- D.E. Bick.

13 Rotunda Terr.
Cheltenham.

Booklet Reviews.

"Gloucestershire. A Local History Handbook". A. Jamieson and B.S. Smith. Gloucestershire Community Council, 1968. 48 pps. and 4 plates; 5/-d.

The reviewer considers that this is essential reading for every member about to undertake research, the booklet being a check list on all possible sources of information. The Chapter headings are Libraries and Books, Record Offices and Archives, Museums and Field Studies, and finally Local History Organisations. In an Appendix of work sheets for schools, the third item - on the old industries of Newent - would be a useful day's exercise for our members, never mind school children !

There is so much useful information in this booklet that it is impossible to summarize. The reviewer is not sure however whether he likes the use of the word 'popular' in the following sentence :- "Industrial sites are very varied, and at present the subject of much popular investigation."

The reviewer most reluctantly admit that he was asked by Brian Smith to provide a photograph of our society engaged on field work. It is a sad admission that the only photograph available did not prove suitable, but Lionel Walrond did instead produce an interesting one of Fromebridge Mill, Frampton-on-Severn.

"Industrial Archaeology in the Stroud Area" by Lionel F.J. Walrond. Reprint from the Transactions of the Bristol Gloucestershire Archaeological Society. 10 pp. 3/6d.

This booklet, written by the Curator of Stroud Museum contains an amazing number of useful and interesting facts considering that it is limited to ten pages.

After an introduction, which would have benefited from some pruning, the article is divided into four sections :- Mills, Transport, Stone and finally Craft Industries. Those on Transport and Stone are interesting and well written; Charles Hadfield however believes that the lengthsmen's houses on the Thames & Severn Canal were built circular for economic reasons and not necessarily to be easily identifiable.

It is with the titles of the remaining two sections that the reviewer must disagree. After a word or two on corn mills, the section on Mills is an account of the cloth industry in the Stroud area, while that on Craft Industries again refers to Mills, this time manufacturing silk, flock, paper, walking sticks and lawnmowers.

The term Craft Industries is a misnomer and many of the industries under this heading have no relation to the present day meaning of crafts. Under industries the Dudbridge complex surely merits inclusion.

In spite of this criticism, the reviewer enjoyed reading this account of I.A. in the Stroud Area and is sure that members would also do likewise.

"Discovering Canals : A Guide for the Motorist" by L.Metoalfe and J. Vince. Shire Publications. 48 pp; 10 plates: 4/6d.

This is one of a series of booklets, another of which is entitled "Discovering Windmills", aimed at giving motorists something to look at on their Saturday or Sunday excursions. Starting with a map, introduction and chapter on canal features, the booklet then gives a brief history of the canals followed by items of interest which can be visited today.

The reviewer is a little mystified as to why some canals have been included and others left out. However explicit directions are given to the motorist on how to reach the forty-five bridges, locks, tunnels etc. listed, even including details of where to park the car. The photographs are a pleasant mixture; the air-view of the Devizes flight of locks shows the side ponds superbly. This booklet therefore may introduce a wider public interest in the delights of discovering our English and Welsh canals.

"Gloucestershire Books" A reading list compiled by R.A.Carroll Gloucestershire County Library. 50 pp. free.

There are over three hundred and fifty books listed in this booklet, but specialised books have been left out because of their limited appeal. The sections on Industry, Transport and the Forest of Dean will interest members, and no doubt some of the books listed under individual towns and villages will contain material of use to us.

Complementary to the list of commercial directories of the County elsewhere in this issue it would be very useful to have a bibliography of books with references to I.A. in Gloucestershire. Any offers from members !

Book Review.

The "Flower of Gloster" by E. Temple Thurston. Published
David & Charles, 244 pp. 35/-d.

One of our members, Mr. L.T.C. Rolt, has written a new introduction to this story of a month's journey in a narrow boat up the Oxford Canal, across to Warwick & Birmingham, down to Stratford-upon-Avon and finally through the Thames & Severn to the Thames. Originally published in 1911 with coloured drawings, it now more usefully has photographs, selected from those the author took at the time. No doubt because of their closure, Mr. Rolt has mostly chosen photographs showing either the Stroudwater on the Thames & Severn. Incidentally the "Flower of Gloster" used to operate on the Thames & Severn.

This is a pleasant book to read but not of the kind one uses as a reference book for facts. However we are told that the author and his boatmen, Eynsham Harry, took four hours to leg their boat through the Sapperton Canal. By then the traffic on the canal was very small and the professional loggers had therefore ceased work. Eynsham Harry said they were paid five shillings for a loaded boat and half that for an empty one. The reviewer mentioned this to Mr. Charles Hadfield recently but he has doubts as to whether there ever were professional loggers here.

G.N. Crawford.

GAZETTEER OF SITES.

A Sub-Committee, under the Chairmanship of Mr.D.E. Bick has been appointed to explore the possibilities of publishing a Gazetteer of Industrial Sites in West Gloucestershire, to be followed by a similar Gazetteer of Sites East of the Severn. It is hoped that the work will be completed within the next twelve months. If members know of any sites which they particularly wish to see included, would they please inform the Editor.

REPORT ON "THE FUTURE OF INDUSTRIAL ARCHAEOLOGY
CONFERENCE" AT BATH, 1st - 3rd NOVEMBER, 1968.

This was the fifth and largest annual conference on I.A. arranged by Bath University of Technology, the chief aim being to consider the case for setting up a national body to co-ordinate activities etc., and to consider the services it could provide.

A distinguished panel of speakers included Dr.R.A. Buchanan, Mr. N. Cossons, Sir David Follett, Mr. W.K.V. Gale, Dr.E.R.R.Green, Mr. K. Hudson and Mr. L.T.C. Rolt. Present amongst the sixty-one attending the conference were five members of our Society, Mr.D.E. Bick being our official representative.

Dr. Buchanan started by saying that last year no agreement was reached on whether a National I.A. organisation was desirable. However, a well known publishing Company were on the point of setting up such machinery themselves, but as a result of the Conference, were eventually dissuaded.

There was much discussion, led by Mr. Rolt, on how preservation of I.A. monuments is best to be accelerated. At present this is officially done via the I.A. section of the Council of British Archaeology, but it became evident after considerable probing, that the Council has only two overworked staff.

Mr. Rolt said that a pressure group is necessary and it must have a paid staff (even if only one) to gain the respect of Government Departments. Ways must be found to get round the C.B.A. problem, either by improvements or, if this fails, by forming a new set-up, e.g. a 'Council for British Industrial Archaeology'. Scheduling of I.A. monuments, he said, needs much thought, otherwise by trying officially to preserve too much, the Ministry will turn down everything.

Throughout the conference, there was a strongly voiced battle between the 'amateurs' and 'professionals'. However, the latter all claimed amateur status and pointed out that in such a new subject, nobody is professional. Moreover, towards the end, the wrangling was to some extent resolved.

It was finally decided to form a steering committee to consider :

1. Preservation.
2. Pressure Group
3. Co-ordination.
4. Information Service (with possible publication of news sheets).
5. Clearing house to avoid duplication of effort.

The proposition, which was carried, was that the steering committee would :

- (a) Discuss with the C.B.A. how to strengthen I.A. interests, or
- (b) Consider formation of a C.I.B.A.

The matter of electing the Committee now had to be undertaken. Ten people were proposed and the following were elected :

Dr. Buchanan
Mr. L.T.C. Rolt
Mr. N. Cossons
Professor Minchinton
Mr. K. Major
Dr. P.N. Jarvis.

Who this Committee is to report to was not altogether clarified, but presumably it is next year's conference.

Extracts from notes made at the Conference

by David Bick

As some members are aware, Neil Cossons left Bristol at the beginning of January to become Deputy at the Liverpool Museum. I seem to remember that in the distant past Liverpool captured Bristol's trade and certainly now Bristol's loss is Liverpool's gain. Neil Cossons worked extremely hard to advance the cause of I.A. and was a good friend of this Society in many ways. Certainly the success of his booklet entitled 'Industrial Monuments in the Mendip, South Cotswold and Bristol Region' has encouraged our Society to press ahead with a Gazetteer of this County.

Editor.

LECTURE PROGRAMME 1968/1969.

Lectures at STROUD Autumn 1968 :

4th October	"Industrial Archaeology & Modern Business" K.G. Ponting.
11th October	"James Brindley, The Father of the Canal Dr. C.T.G. Boucher. System"
18th October	Annual General Meeting.
25th October	"Redevelopment of the Factory" R. Rose.
1st November	"Cottage Industry in South Lancashire" W.J. Smith.
8th November	"Industrial Archaeology of Bath" Dr. R. Buchanan.
15th November	"Industrial Archaeology" N. Cossons.
22nd November	"Brunel's Gt. Western" C.R. Clinker.
29th November	"History of Wagons" J.G. Jenkins.
6th December	"Some By-Ways in Transport History" R. Wilson.
13th December	"Co-development of Cornish Mining & Messrs Sweet & Harris. Engineering"

Lectures at STROUD Spring 1969.

10th January	"Windmills in Kent" C.H.A. Townley.
17th January	"The Albion Mills" John Mosse, A.A. Dipl., C.Eng., A.I.I.Mech. E., A.R.I.B.A.
24th January	"Bristol Brass Industry" Mrs. Joan M. Day.
31st January	"History of The Rubber Industry" F.M. Panzetta, M.B.E., F.I.Mech.I. F.I.R.I., M.R.I.
7th February	"Design and Minting of Coinage" B.L. Carter, F.R.N.S.
14th February	"History of Paper Making" B. Attwood.

Lectures at CHELTENHAM Autumn 1968.

- | | |
|--------------|--|
| 2nd October | "Industrial Archaeology in Wales"
D. Morgan Rees. |
| 9th October | "Railways in the North East"
I.M. Parsons. |
| 16th October | "Industrial Museums in the United States"
N. Cossons. |
| 23rd October | "Some By-Ways in Transport History"
R. Wilson. |
| 30th October | "The Development of the Factory"
R. Rose. |
| 6th November | "Canals"
C. Hadfield. |

Lectures at CHELTENHAM Spring 1969.

- | | |
|---------------|---|
| 5th February | "Tinplate"
Prof. W.E. Minchinton. |
| 12th February | "Industrial Archaeology in the Black Country"
N. Mutton. |
| 19th February | "Electric Traction"
D.B. Lyall. |
| 26th February | "Industrial Archaeology in Ireland"
Dr. E.R.R. Green. |
| 5th March | "The G.W.R. in the Stroud Valleys"
J.M. Strange. |
| 12th March | "Steam Power"
Dr. C. Boucher. |

WHERE HAS THE WATER GONE -

A Significant factor in the closure of the Thames & Severn Canal.

Even the most hardened Canal Preservation campaigner must give up the idea of restoring the Thames & Severn Canal. Two main factors influenced the final abandonment in 1927 when the land including the canal reverted to the adjoining landowner.

In the late 1800's the then canal owners, the railway, bent on closing what could possibly be competition on the transport of coal from the Forest of Dean fields to London, stifled any chance of maintenance and growth.

The lack of water was the second factor. Abandoned canals have been and are being opened where they can rely on continual supplies of water. In 1783 work started on the canal to join the Stroudwater, joining the Severn to the Thames at Inglesham and in thus doing piercing the Cotswold escarpment with the magnificent Sapperton Tunnel. Questioning, one might say, where has the water gone ?

A study of the industrial archaeology of the district soon gives the clue; in the 1780's, when the canal was first surveyed and built, there was a flourishing mill industry in the Stroud valleys, dyeing and weaving cloth for home and export markets. 200 prosperous and not so prosperous mills must have thrived at this time. Without exception they relied on water power. A Mill Owners' association was formed early in the 1800's, a body set up to control the water. Co-operation between mill owners was essential to ensure that people conserved every drop of the liquid power; the average water wheel developed 5 SHP providing the force of the water was maintained.

The Cotswold hills, renowned for their beauty, are of a limestone formation and at the southern end rise 660 ft. from sea level to form an escarpment running north and south. The Stroud district is characteristic for its numerous small fast running streams that flow from the western watershed into the Severn valley. The major watercourse, the Frome, rises near Miserden, flows due south, then at Pinbury turns a sharp right-angle and flows due west; tunnelling under the canal as it does at Puck's Mill some 6 miles east of Stroud, the River comes under the jurisdiction of the Severn River Authority.

Several small streams and numerous springs run to the deeply gouged valley. It is characteristic of limestone that water is absorbed like a sponge until the underground reservoirs and water table are filled; it is land not prone to rapid

flooding; a severe downpour in winter will take two or three days to show itself, and then in very occasional years through springs that have been forgotten over generations.

To maintain a constant flow long into the drought of high summer as possible, the Mill Owners' association employed gangs of men to maintain the watercourse right up to the source. The smallest spring, every rivulet, received attention. Timber was cut out, vermin holes stopped, the fissures in the floor of the stream puddled with clay. The discharge of water from leat to leat, mill pond to mill pond, was all considered and controlled. By the 1860's the mills were dying and by 1900 there were none at and above Chalford where water was scarce; in fact in 1905 the demand for water, the labour for repairing and maintaining the streams to the source was neither necessary nor available. Steam and petrol had superseded water power; not only that, but the woollen industry had moved to Yorkshire leaving mills either derelict or owned and worked by other industries and the attention of the association was given purely to inter mill activities.

The canal, ailing under the severe competition from the railways, had suffered and in 1911 Temple Thurston was just about able to travel the canal section near Sapperton. In 1929 the last barge left Daneway basin moving the saw mill equipment there to Birmingham; only by conserving the water over some days and by blocking leaks in the gates with tarpaulins could they get the boats afloat. This was the saw mill renowned for the manufacture of chairbacks that were transported to Coventry by barge and coal brought back on the return.

Able abetted by nature, the limestone has taken over and blow holes draw the water in summer, and the Frome has reverted to the winterbourne that it was years before the canal and the mills existed.

The canal at its highest point near Daneway was fed by streams and springs, and at Bakers Mill by several springs and one man-made rivulet.

It was here, in 1781, that Whitworth designed and constructed a reservoir $\frac{1}{4}$ mile long of some $2\frac{1}{2}$ acres in extent. He reinstructed the river course to run in a mill leat to preserve the millers' right and collected the water from six springs into the reservoir. It was agreed by the mill owners and the canal company that river water could be fed into this reservoir to the canal from Saturday mid-day to Sunday night.

The trouble that the mill owners experienced in maintaining water was in the 1900's, after 130 years, also worrying the canal authorities. The pond between Bakers Mill No.1 lock and Bakers Mill No. 2 was leaking excessively. Other than the Sapperton Tunnel where the canal is in its narrowest part with rock very near the surface and the river lying at a lower level, undoubtedly the thin layer of puddled clay had deteriorated under the effects of vermin and age. In 1908, in a last vain attempt to keep the canal open, the County Council, then owners of the canal, quarried stone from behind Bakers Mill, set up a 2'2" gauge Jubilee railway and at the canal side crushed the rock in a stonecrusher driven by a portable engine, then concreted the 220 yard section. Other than one long crack this early use of concrete is in good order.

In 1967 this was a scene of utter desolation; trees had grown up to a certain height in the mud deposits; the roots being unable to drive deep, the trees then fell, only for their branches to grow again vertically from the horizontal trunk. A small team of volunteers has cleared this section and restored it to something of its former self. A temporary dam across the lock has allowed it to fill. This was studied by the County Planning and Surveyors Departments office and under the Stroud Valley facelift scheme the Gloucestershire County Council has built a permanent dam, not only at Bakers Mill No. 2, and also provided materials for volunteers to build a further one $\frac{3}{4}$ miles west at the Valley Inn lock.

This building of dams is by no means a canal restoration, for it limits the use; however, it does contribute enormously to the amenities of the district, and with the tow path now clear will at least give us some idea of how the canal looked in the past.

The work already done shows that it is essential that these waterways are preserved. The safety could be argued, but locks 20' deep filled with water are softer landing than when dry and filled with broken masonry. Water is preferable to four feet of black mud that looks deceptively easy to cross.

Would it were possible to reconstruct the whole canal. The Thames and Severn would vie with any waterway in the country, not only for beauty but in its usefulness, connecting as it did the two great rivers of England.

M. Neville

Editor : As Mr. Neville says we cannot harbour any ideas of restoring the Thames & Severn, but it is pleasant to read in the newspapers of schemes to restore other canals. Last November it was announced that £68,000 would be spent over the next two years in opening 33 miles of the Brecon & Abergavenny Canal. In February this year it was stated that £32,000 would be spent in order to

protect the banks of the Llangollen Canal. Approximately 15,000 pleasure craft are now licensed for use on British Waterways.

PROPOSED COUNTY INDUSTRIAL MUSEUM

There was a meeting of the Museums Ad-Hoc Committee in Shire Hall on the afternoon of Wednesday 5th February, 1969, under the Chairmanship of Major Birchall (Chairman of Gloucestershire County Council). This Committee consisted of Aldermen and Councillors from Gloucester, Cheltenham, Tewkesbury, Stroud and Cirencester, with their Museum curators together with Mr. Parsons and Mr. Rose representing the Society, and other officers.

The object of the meeting was to discuss the Report of the Museums Working Party which had met six times during the previous year, under the Chairmanship of the Deputy Chief Education Officer, Mr. Adams.

Although this report set out recommendations for the formation of a Museum Service and Schools Museum Service, the bulk of the discussion was about the proposed County Industrial Museum. It was agreed that such a Museum should be provided in the Stroud neighbourhood when National financial conditions permitted and in the meantime the Museum Working Party should continue to meet with the immediate task of agreeing on an estimate for temporary storage facilities for industrial material, to be included in the County Council Estimates in September for the 1970/1 Financial Year. There will be a Society member continuing to sit on this Working Party.

I.M. Parsons.

SOCIETY TYPING.

The Editor would like to pay tribute to one of those people who worked so hard behind the scenes for our Society. Mrs. B.E. Till has recently left the district but ever since the Society was formed she has been busy typing out stencils for Newsletters as well as attending to the quite extensive correspondence of our Secretary. Our thanks are due for all the work she has carried out during these first years of the G.S.I.A.

Society Tour of the Gloucester - Hereford Canal
Sunday, 15th September, 1968.

Mr. Brian Smith, the County Records Officer, led this tour by coach of a rather neglected aspect of local industrial history, the Gloucester and Hereford Canal.

One mile out of Gloucester we stopped by the Severn on the Maisemore road, just after the South Wales junction. Here Mr. Smith outlined the history of the various projects, linked as usual with economic difficulties. The intention was to connect Hereford and its hinterland, together with the coalfields in the Newent area which started in the 1770's, with the River Severn.

The first proposal was approximately in 1774 for a canal from Haw Bridge to Ledbury and in 1789 a line was surveyed, followed by a bill in Parliament the next year. The line was then re-surveyed through the Leadon Valley, north to Dymock and along the Frome to Hereford, together with a three-mile branch to Newent. The cost of this canal was to be £105,000 and the Act allowed 70' x 8' long boats to be used.

Hugh Henshaw, brother-in-law of Brindley, suggested taking the canal through Newent and in 1795 - 96 the canal to Newent was opened. In another two years it reached Ledbury at a cost of £107,000, more than that allowed for the total length to Hereford. In Ledbury the price of coal dropped from 26/-d to 11/-d and in the opposite direction grain, lime, bricks and cider were carried to Gloucester.

However the venture was distinctly unsuccessful; the canal staff were often not paid and it was not until after 1827, when Stephen Ballard was appointed engineer, that further action was taken. An Act was approved for a further £95,000 and in 1845 the canal finally reached Hereford at a total cost of £248,000.

In 1862 the Company leased the canal to the G.W.R. who continued to run it, as the tolls brought in approximately £5,500 a year. Then in 1881/2 the canal was shut down but the canal Company stayed in being until 1947.

The original idea was to start from Gloucester opposite the Prison and cross over the meadows to pass under the Maisemore road by a bridge, which can actually still be seen. About 1793 a patent cutting machine was employed, cutting a thousand cubic yards a week but this part of the canal silted up with every tide and may not have been used. The Company wanted to cross the river by aqueduct but the Severn river authority insisted on a lock crossing.

Here at Over looking across the river you can still see the lock-keeper's house, now part brick and part stucco, and the canal followed the line of trees to the east of the house, later the railway to Ledbury was laid in the bed.

Travelling along the main road to Newent we passed over the course of the canal and part of the Newent bye-pass follows the line (this fact will shortly be noted by the fixing of a Society plaque).

At Oxenhall the party alighted for the first of several exploratory walks for which most people had come well prepared with boots. Walking over a canal road bridge we noticed that the blue brick capping was from B.W. Blades of West Bromwich, and after crossing several fields, we descended a slippery bank to examine the entrance to the Oxenhall tunnel.

Retracing our steps to the bridge, we saw a lock on either side and also from here ran a branch $1\frac{1}{2}$ miles long to Hillhouse colliery, but there is no evidence that it was ever used.

Walking south along the canal we soon reached two more locks and the brick lock-keeper's house of the 1790's. This had a low pitched roof with large overhanging eaves but it was the brick buttresses to the walls that made it out of the ordinary. As it was then unoccupied we were able to see round inside. Further south we passed over a dilapidated aqueduct over the Ell Brook before rejoining the coach near Newent.

The second tunnel at Ashperton was our next stop. Here the canal was in a deep cutting and it proved difficult making the descent to the tunnel entrance where one could see through to the other end. Here, too, we stopped at the Inn on the main road for our lunch.

It was less than two miles to a house on the main road at Stretton Grandison which turned out to be a canal house and office with the remains of warehouses and a wharf in the back garden. A post with the date 1836 on it attracted attention, as did a small building on which you still read the word 'SALT'.

Turning west along the Hereford road we passed the site of a wharf and near Withington saw a skew brick bridge dated 1843. Nearby was a stretch of the canal in good condition.

Reaching Withington we found plenty to see as this place acted as the Hereford terminus for quite a time. Although the basin had been filled in, you could still see the wharfinger's and salt houses, together with the stables and cottages. The house labelled wharfinger also had the name William Bird just discernible. There was a branch of the canal to a general merchant and smithy.

The long aqueduct over the River Lugg has disappeared but just outside Hereford we were able to see the entrance of the last tunnel, at Aylestone, in the grounds of a tile factory. At Hereford itself the terminal basin is now filled in but the brick office remains and there were two arms to serve three warehouses, office, timber and coal-yards.

A stop in Hereford for tea ended a most interesting day and our thanks are due to Brian Smith for leading this tour so expertly.

G.N. Crawford.

SOCIETY EXCURSIONS IN 1969.

<u>Date.</u>	<u>Excursion.</u>	<u>Leader.</u>
1. 29th March, 1969	Forest of Dean (Darkhill Ironworks & Parkend District)	G. Higgs.
2. 26/27th April (2 days).	Industrial Archaeological Sites in North Devon and West Somerset.	D.E. Bick.
3. 17th May, 1969	Abergavenny & Brecon Canal	G. Rattenbury
4. 4th June, 1969. (Wednesday evening)	Tewkesbury	J.M. Strange I.M. Parsons
5. 22nd June 1969	Canal Trip by Boat - (Tipton, Wolverhampton, Coseley, Wyrley & Essington Canal).	Staffs & Worcs. Canal Society.
6. 13th July, 1969	Sites in North Worcestershire	L.E. Mitton
7. 14th September	Stone Mines and Railways at Box	-
8. 4th October, 1969	Donnington Brewery.	-

Civic Trust Newsletter No. 15.

This issue contains three items of interest concerned with the restoration and preservation of canals. The first refers to the Kennet and Avon Canal Trust Ltd, who appear to be a Civic Trust registered society, and mentions that 30 out of its 87 miles are now open again. At the Reading end nearly 9 miles are now navigable; at Newbury a 6 mile section is now in good order; near Devizes a 15 mile lock-free length improved by junior members, while at Bath the Trust has tidied up a number of unsightly locks.

Secondly, the Merseyside Civic Society has published an excellent illustrated booklet (at 3/-d post free) suggesting how a stretch of the Leeds & Liverpool Canal between Liverpool & Lydiate might be rehabilitated to provide much needed new amenity and recreational facilities. Recently there has been a sharp decline in traffic on this canal.

The final item is concerned with the formation of the Inland Waterways Advisory Council, the composition of its 22 members and extracts from the speech of the Minister of Transport at the inaugural meeting of the Council.

G.N.C.

The Gloucester and Cheltenham Railway.

A member of your Committee, Mr. David Bick, has written a book on the Gloucester and Cheltenham Railway, which has just been published by the Oakwood Press. Priced 15/-d it is obtainable from local booksellers. Unfortunately there has not been sufficient time to publish a review in this issue, but most members will know that David Bick has been gathering information on this subject for quite a number of years and I am sure we are all looking forward to reading the results of his painstaking research.

Editor.

NEW MEMBERS :

Name.

Address.

Interests.

[Removed]

RESIGNATIONS :

[Removed]

INDEX TO NEWSLETTERS 9 - 12.

Page numbers are in brackets.

AGRICULTURAL, machinery, see machinery	
A.G.M. Minutes, 1966, 1967	9(5), 11(29)
Architects, Leak W & E.	9(18)
Medland & Son	9(3)
Scott, George Gilbert	12(15)
Wyatt, Matthew Digby	12(13)

BIBLIOGRAPHIES,

G.W.R. New Town, Swindon	12(13)
Surveys	12(39)
Whitminster Mills	12(28)
BIRMINGHAM Canal Navigation, Society visit	12(6)
BLAST FURNACES, see Furnaces	

BOOKS,

Black Country Iron Industry	9(12)
Esgair Moel Woollen Mill	11(41)
Finch Bros. Foundry, Sticklepath, Devon	11(41)
Gloucestershire Woollen Mills	10(43), 11(21)
History of Chipping Campden	10(28)
History of Technology, Industry & Commerce	11(41)
Hundred Years of Road Rollers	10(27)
Industrial Gloucestershire 1904	9(23)
Industrial Monuments in the Bristol Region	9(11)
New Books & Stocklist, David & Charles	11(41)
Newcomen Society Transactions	10(16)
Old Cotswold	12(24)
Report on the Condition of Hand-Loom Weavers of Glos.	10(3)
Steam Engine	11(41)
Transactions of the B & G Archaeological Soc.	10(27)
Travel & Transport in Glos. Villages 1850-1950	11(19)

BREWERIES,

Conversions	11(33)
Cranham & Dursley	11(32)
Stroud	10(40)
Thrupp & Brimscombe	9(22)

BRIDGES,

Coalbrookdale	12(22)
Mythe Toll House	11(14)
Over Severn	9(30), 10(41)
Tamar	12(8)

BUILDING Blocks, glass slag	9(18)
BUILDINGS, Listed in Stroud Valleys	9(25)
BUS COMPANIES, in Stroud Area	10(25), 11(36)

CANALS

Birmingham Canal Navigation	12(6)
Chard, Somerset	10(31)
Gloucester & Berkeley	9(3), (20), 11(19), 12(28)
Gloucester & Hereford	9(26), 10(29) 11(24)
Grand Junction, Waterway . Museum	10(22)
Kennet & Avon	10(40)
Monmouthshire	9(16)
Oxford	9(16)
Shropshire Union	9(13)
Southern England	9(4)
Staffs & Worcs.	9(14), 10(42)
Stroudwater	12(27)
Thames & Severn	9(20), (34), 10(37) 11(23)
Tunnels in the W. Midlands	11(23)
Wilts & Berks	12(9), (13)
CAST IRON, Cheltenham ornamental ironwork	12(11)
CORRESPONDENCE,	
Bick, D.E.	12(22)
Bussell, M	12(20), (22)
Cossons, N.	10(29)
Ferry, N.C.	12(18)
Gray I.E.	12(18)
Mills, F.	11(34)
Roberts, H.A.	12(21)
Shopland, R.W.	10(31)
Smith, B.S.	10(29)
Sydenham, B.	10(28)
Woolrich, A.P.	9(10)
C.B.A. Cards	11(28)

ENGINES,

Beam, Moors Gorse Pumping Station	9(14)
St. Mary's Chalford	10(36)
Petrol, Listers	10(24), (29)
Steam, Exhibition 1862	11(16)
Gloucester Docks	10(16) 12(22)
St. Mary's Chalford	10(36)
Somerset Coalfield	9(9)

ENGINEERS,

Brindley J.	9(14)
Brunel	9(31), 12(8), (9), (14)
Clegram, J.B.	9(4)
Fulljames, T.	9(31)
Gooch, D	12(13)
Gurney, Dr.	11(34)
Moulton	9(31)
Telford, T	9(3), (13), (30) 10(22), 12(6)

EXCURSIONS,

Summer, 1967	9(35)
1968	11(20)

EXHIBITIONS

Gloucestershire Machinery, 1862	11(16)
Stroud Festival, 1968	12(17)

FIRMS,

Apperley & Clissold	11(13), (16)
Arnolds	11(36)
Bensons Tool Works	9(24)
Butt, J.M. & Co.	12(5)
Chalford Stick Co.	10(35)
Clutterbuck & Eycott	10(35)
Daniels, T.H. & J	9(37), 11(28)
Dudbridge Ironworks Co.	11(32)
Evans Adlard & Co.	12(4)
Forest of Dean Stone Co.	12(3)
Gloucestershire Waggon Co.	11(17)
Godsell's Brewery	11(32)
Goodyear	9(31)
Grist & Sons	10(35)
Haley, J & Sons	11(13)
Humpidge & Snoxell	11(32)
Jefferies & Sons	11(32)
Lister, R.A.	10(23)
MacIntosh & Hancock	9(31)
Marling, T. & S.	10(3)
Moreland S.J. & Son	9(16), (33) 10(39)
Peach & Davis	10(35)
Pederson Gauges	10(24)
Phoenix Ironworks	11(16)
Platt, John & Co.	9(17)
Stanton & Sons	10(3)
Watt, James & Co.	9(14)
Bristol Xylonite Co.	9(31).

FOREST OF DEAN, Society Visit	12(3)	MANUFACTURING,	
FOUNDRY, Listers	10(23)	brass	9(10)
FURNACES, Forest of Dean	9(21)	bricks	11(33)
South Wales	10(33)	charcoal	12(3)
		cloth	10(3), (35), (37), (43), 11,
			(13), (16), (18), (21), 12, (25), (27)
		corn	10(37), 12(27)
HOUSING,		cycles	10(24)
Working - class in S.Wales	10(33)	dyeing	9(22)
G.W.R. at Swindon	12(13)	glass	9(17), 10(32)
		iron	11(32), 12(22)
		lime	9(17), 10(15)
INDEX, Volumes 5 - 9	9(40)	matches	9(16), (33), 10(39)
I.A., Colour Slide Collection	11(36)	paper	10(35), 12(4), (25), (27)
Conference at Oxford	12(10)	plastics	9(31)
INDUSTRIAL MONUMENTS,		pins	10(15), 11(45)
Conversions of	11(33)	railway carriage	
Gloucestershire		works	12(10)
Gazetteer	11(35)	rubber, synthetic	9(31)
National Monuments		sticks, walking	10(35)
Record	9(29), 11(28)	MAPS AND PLANS,	
INDUSTRIES,		British Waterways Office	9(3)
Chew Valley	9(10)	Gloucestershire	9(19)
Neglected requiring		MEMBERSHIP,	
research	9(4)	all members	10(46)
INVENTORS,		changes of address	9(37)
Beard, J.	9(32)		11(44), 12(40)
Budding, E.	9(32)	new members	9(38)
Fletcher, C.	9(32)		11(42), 12(39)
Hulls, J.	9(32), 10(28)	MILESTONES,	
King, H.J.H.	9(32)	Berkeley & Bristol	
Lewis J & W.	9(32)	turnpike	10(16)
Parks, A.	9(31)	disreputable	9(15)
Paul, G.O.	9(32)	MILLS	
Price, S.	9(32)	cloth	9(21)
Watts, N.	9(32)	cloth, Chalford	11(21)
Wright, S.	9(32)	cloth, Gloucestershire	
		mill in S. Africa	11(27)
LECTURE PROGRAMMES,		cloth, Ham	9(5)
Spring 1967, Stroud,		cloth, Hope	9(25)
Cheltenham & Gloucester	9(8)	corn, Birdlip to	
Autumn & Spring 1967/68,		Haresfield Beacon	9(13)
Stroud, Cheltenham	10(44)	corn, River Cheltenham	9(6)
LETTER BOXES, Cheltenham	10(28)	corn, Severn Vale	9(5), 11(26)
		paper, Postlip	12(4), (25)
MACHINERY,		pin, Brookhouse	11(45)
Agricultural	10(34)	ponds, siting	11(24)
cutting a screw thread	11(15)	Whitminster	12(26)
Gloucestershire in			
1860 Exhibition	11(16)		

MINES,			SEVERN,	
coal	9(20), (26), 10(29), (40), 12(3), (8),		harbours & ports	10(31)
iron	12(3)		lecture	9(30)
stone	10(19), 12(3), (25)		lighthouses, etc.	9(4)
MUSEUMS,			Society excursions to Stourport	10(41)
British Waterways	10(22)		SOCIETY'S,	
County Industrial	11(39)		Bristol Bulletin 4	9(9)
G.S.I.A. Report	11(3)		Bristol I.A.	10(29)
National Museum of Wales	12(8)		Gloucestershire A.G.M. 1966, 1967	9(5), 11(29)
Oxford City & County	11(11)		G.S.I.A. colour slides	11(36)
Papermaking, Maidstone	12(5)		resignation of G.S.I.A. secretary	10(4)
Pendon Museum of Miniature Landscape & Transport	12(9)		S.E.W.I.A.S. Journal	10(33)
Science Museum, London	11(12)		S.E.W.I.A.S. visit to Stroud area	10(37)
Staffordshire County	9(14)		STAFFORDSHIRE, society visit 1966	9(13)
Swindon Railway	12(9)		SURVEYS, instruments,	
Welsh Folk Museum	11(13)		equipment & measurement	12(29)
<hr/>			photogrammetry	12(20), (23)
ORGAN, Wurlitzer	10(4), (22)		<hr/>	
PLAQUE, Brimscombe Port	9(34)		TEASELS, planting	12(25)
PHOTOGRAPHS,			TOLLHOUSES,	
Collection at T.H. & J Daniels	9(37)		Mythe bridge	11(14)
POSTLIP MILLS, Winchcombe, Society Visit	12(4)		Nubis Ash Gate	9(27)
<hr/>			Wotton-u-Edge-Bristol road	9(2)
RAILWAYS,			TRAMROADS,	
Bristol & Exeter Carriage	11(28)		Bixslade	12(3)
Coleford - Monmouth	11(19)		Gloucestershire & Avon Society visit	10(39)
Drawings in British Waterways Office	9(4)		Ironstone tram in S. Wales	10(33)
Maps of Gloucestershire	9(21)		Leckhampton inclines	10(15), (19).
Penkridge Viaduct	9(13)		Wantage	12(9)
Railway signal for harbours	9(4)		TUNNELS, canal	11(23)
St. Pancras Station	9(9)		TURNPIKES,	
Shugborough Tunnel	9(14)		Gloucestershire	9(21)
South Wales	10(33)		Mechanical road transport	11(34)
Station architecture	11(27)		Poolway, Coleford	11(19)
ROADS, see Turnpikes			<hr/>	

URBAN RECORDING,

London Conference

12(23)

WATERMILLS,

Clayfield Mill

11(22)

horizontal

11(24)

Oxfordshire

12(10)

Postlip mill

12(5)

St. Mary's, Chalford

10(36)

Whitminster mill

12(27)

WILTS & BERKS,

tour of I.A. sites

12(9)

WOOLWEIGHTS

11(18)

WORKHOUSES,

Gloucester & Cheltenham.

9(21)
