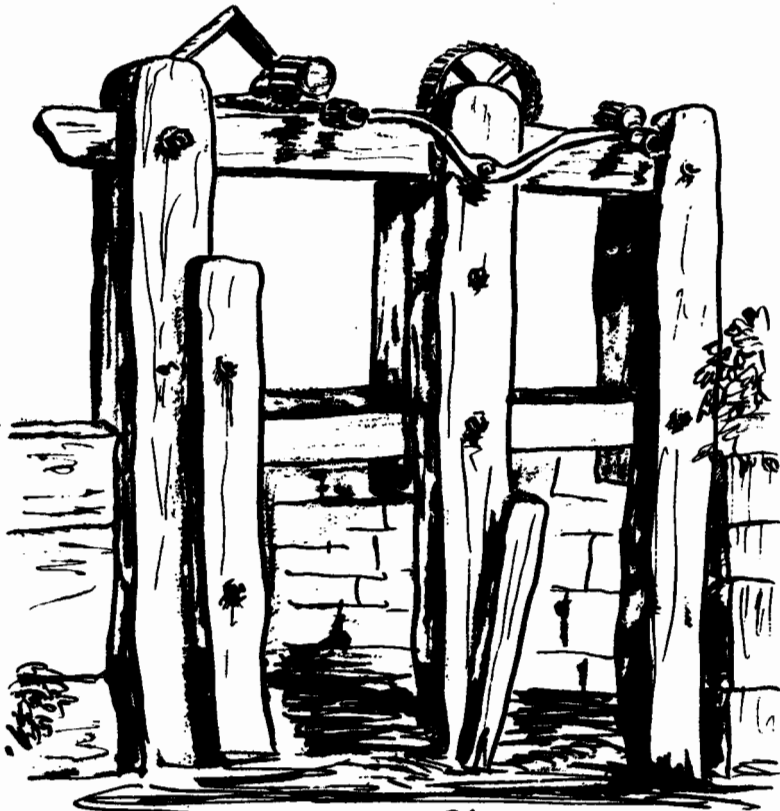


**GLOUCESTERSHIRE
SOCIETY FOR
INDUSTRIAL
ARCHAEOLOGY**



Old sluice gate at Chalford

**JOURNAL
FOR
1982**

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The views expressed in the Editorial are not necessarily those of the Committee. The Editor is always pleased to receive articles, reports and suggestions, etc. for the Journal: these should reach him by the end of the calendar year.

EDITORIAL

GSIA + GADARG + BGAS + CAHS + X = CAG

Do you know what these initials mean? I must confess that I did not until recently. Briefly, it goes like this ...

CAG. The Committee for Archaeology in Gloucestershire came into being in 1978. On it are representatives from: the Gloucester & District Archaeological Research Group, the Bristol & Gloucester Archaeological Society, the Cirencester Archaeological & Historical Society, together with members of other local societies, and representatives of the County Museums. And, of course, us.

CAG does not engage "actively" in archaeology, but acts I am told as a "focus" for, and a channel of, communication between societies and groups which have a concern for matters of archaeological interest. One of its principal functions is to hold a watching brief where building development, road construction and the like may affect sites of potential archaeological importance.

Past issues of the JOURNAL have shown the necessity of this aspect of our work, and indeed in this present issue there are at least two articles which bring out the importance of this very clearly. CAG's special relevance is that it brings together members of various archaeological groups who can thus exchange information, discuss common problems, and keep a combined eye (which sounds a bit odd, physically speaking) on what is happening. Our present representative is Neville Crawford; but of course any member of will pass on to him any relevant points you may wish to raise. Communication - Co-operation - Information: all these are necessary.

And another door to this sharing of information has been opened by the recent appointment of a Sites & Monuments Officer for the County (SMRO give us more initials!). This is Alison Alden, who is attached to the Planning Department in the Shire Hall. One of her tasks is to implement the compilation of a computerised record (there must be a shorter way of putting that!) of all types and periods in the County, a task that will of course take some time. Industrial archaeology is of course an important part of this; but GSIA members I think should channel their queries etc. through the Society rather than try to use Miss Alden as a one-woman information office of first resort. But here is another means of getting our efforts to co-ordinate, one society with another. At least we should know where to go now.

This leaves me little room for comment on articles in the present issue, at least on this page. I would however wish to thank all those who have contributed papers etc. to this edition of the JOURNAL. I am most grateful to them; and I am sure we shall all find much material of interest and information in these pages. I hope contributions for the next issue are already being started?

Christopher Cox.

13th REGIONAL CONFERENCE OF WESTERN INDUSTRIAL ARCHAEOLOGY SOCIETIES.

The Conference of Industrial Archaeology Societies was held this year on 3 April at the University College of Swansea & our host was the South West Wales Industrial Archaeology Society. It was attended by representatives of most Societies in the region, and after morning coffee participants were welcomed by the Chairman of SWWIAS who then introduced the Conference Chairman, Dr. Neil Cossons.

The morning session began with Mr. Roy Day, of the Bristol Industrial Archaeology Society, who spoke on the Wiltshire Iron Industry. Much information was given on this now vanished industry and many lists of figures and photographs were shown. Mr. Roger Worsley, of Friends of the Pembrokeshire Museum, then followed with a kaleidoscopic series of slides to show how wide is the scope of subjects to be included in the term 'Industrial Archaeology', ranging from small items of printed ephemera and advertising, through such things as the entertainment industry, to the many aspects of the more obvious heavy industries, both operating and derelict.

Our hosts had arranged with the University Catering Staff for lunch to be made available in the College refectory and an excellent meal was enjoyed by all. During the break most members availed themselves of the opportunity to view the large collection of photographs of sites in the Swansea area which had been compiled by members of SWWIAS. There was also a welcome chance to buy publications from various societies present.

The afternoon session began with a report on the History and Restoration of the Kidwelly Tinplate Works, given by Mr. W.H. Morris of the Kidwelly Tinplate Museum & Heritage Centre. This was followed by a talk by Mr. Roderick Rees of the National Trust on the subject of Aberdulais. The Trust plans to clear the canal junction at Aberdulais and create an area for the public to enjoy both the site itself and the rural setting, and to make available information on the importance of the pioneering undertakings which took place there. A film was then shown entitled "Aberdulais: the Birthplace of the South Wales Heavy Metals Industry", which began with the days of the metallurgist Ulrich Frosse and continued through to more recent times and the abandonment of the site at Aberdulais.

At short notice, and in the absence of one of the speakers, Dr. Cossons, the Chairman, showed slides and spoke on aspects of architecture and industry in Argentina! The final speaker was Dr. Joseph Gross of the Merthyr Tydfil Heritage Trust, and he reported on the work and progress of the Trust. It was with pleasure that the Conference heard of the interest among people of Merthyr itself and the steps being taken to ensure the safe preservation and recording of at least some items in that very important historic town.

After tea, a short session of general discussion took place. A vote of thanks was given to Dr. Cossons for chairing the conference, and SWWIAS was warmly thanked for its work in organising the smooth running of the entire day. The venue of the conference for 1983 was left to discussion among Society secretaries.

Alice Carter. 1982.

VISITS

TRIP TO BROMSGROVE 24 July 1982.

We called first at the churchyard to see the famous gravestones. Contrary to popular legend, Rutherford and Scaife were not the driver and fireman of the engine which exploded (on 10 Nov. 1840) nor is that engine shown on either stone: they were unlucky bystanders. The engine which exploded was named, perhaps aptly, "Surprise". Designed by a Dr. Church and built in Birmingham, she was being tried out on the Birmingham & Gloucester Railway, and having finished work for the day was standing over the ash-pit when she exploded without warning, killing Rutherford and Scaife and injuring about a dozen others. Scaife was a Lickey Bank engine driver, and his engine, the "Boston", appears on his stone. Rutherford was Foreman of Bromsgrove Works, and it is probable that Martha Rutherford had his favourite engine (now unidentifiable) put on her husband's stone.

We next visited the Avoncroft Museum of Buildings where our members Pat and Margaret Lane were waiting to show us round, and joined us for the rest of the day. The Avoncroft project began c. 1962 when efforts to prevent the demolition of a 15th century merchant's house in Bromsgrove failed. The timbers were rescued and stored, and the building was re-erected in 1967 on land acquired for that purpose. The Museum's main function, however, is not the collection of buildings but their preservation and restoration on their own sites: only if that is impossible are they removed and re-erected at Avoncroft.

Here wherever possible they are put to appropriate use. Thus "The String of Horses", a 16th century inn from Shrewsbury, is now the Museum Offices and Shop; the Forge Cottage from Wellington, Shropshire, is a workshop for Museum maintenance. The Post Windmill from Danzey Green, Warwickshire, with a miller in attendance at certain times, is both a show-piece in itself, and also grinds flour for sale in the Museum shop; while Nail and Chain making, two of Bromsgrove's traditional industries, are demonstrated at stated times in workshops rescued from the neighbourhood, and re-erected in the grounds. There is much more of absorbing interest, and our time here was all too short.

Our usual sandwich lunch was taken at "The Boat & Railway" alongside the Birmingham & Worcester Canal at Stoke. This was arranged for us by John Burman of the B'ham & Worcs. Canal Society, who had also planned a canal trip for us during the first part of the afternoon; but when we reached Skarfield Wharf, Alvechurch, we found that the friend he had asked to take us was in hospital, and no-one else was available. An anxious half hour followed working out alternative plans till John and Mrs. Burman arrived, having cut short their holiday to save us disappointment. Our party was a tight fit on the two boats available but we squeezed on and set off for Bittell's wharf and back. The canal, still maintained by British Waterways, is well used and well kept up, with locks and pounds in good condition, and the trip was most enjoyable; but the delay in starting had thrown our timetable out of gear and we reached Davenal House, Bromsgrove, very much later than scheduled, to see the Norton Collection. In spite of this Mr. Norton did us proud.

First he gave us a talk illustrated by slides, on how their collection started, their search for suitable premises to house it, and the condition of Davenal House when they first took it over. It is a lovely building, well worthy of preservation, but deplorable is a mild word with which to describe its condition when Mr. & Mrs. Norton took it over. We were filled with admiration for their determination and persistence in face of all the obstacles that were put in their way. We then had a personally-conducted tour of the Collection.

Perhaps some of the most fascinating displays are of the shop window variety: a Chemist's shop window of the early 1900s, Ladies' & Gentleman's outfitters, a collection of bicycles, and of cameras, a professional photographer's studio, and a ladies' hairdressing salon of the 1920s. They have a phonograph and gramophone collection with instruments dating from the 1880s, and by playing them to us Mr. Norton showed that most of them are still operative.

Thanks again to Pat and Margaret Lane, to John and Mr. Burman, and to Denis and Mrs. Norton, for giving us such an enjoyable day.

W.V.A. 1982

SHROPSHIRE & MONTGOMERSHIRE VISIT 12 Jun 1982.

The marathon tour of 1982 comprised a coach tour through the very pleasant Welsh border country, with two switches to alternative forms of transport during the day (not including the frequent reversion to the use of Shank's Pony.). The tour was notable on two accounts; every seat was filled on the largest coach available, and the final return to Stroud achieved a near record for lateness - most participants seemed to enjoy the extra social activities at the end of the day.

The first major stop was at Llanfair, Caereinion, for a trip to Welshpool and back on the Welshpool & Llanfair Light Railway. This 2 ft. 6 in. gauge line was opened in 1903, mainly to serve the agricultural needs of the Banwy Valley. The original company was part of the Cambrian Railways organisation; it became part of the GWR in 1923. The passenger service was withdrawn in 1931, being unable to cope with the local bus service (railway-owned) introduced in the early 1920s. The freight service continued into BR days and was finally withdrawn in 1956. The last traffic was coal, fertilizers, animal feed, and cattle.

A preservation company was formed in 1960 and the first section of line, starting from Llanfair, was re-opened in 1963. The line was then gradually re-opened in stages, finally reaching the outskirts of Welshpool in 1981, although the official re-opening ceremony of Raven Square Station at Welshpool was only shortly before our visit. Unfortunately the complete railway will never be re-opened to the inter-change station with the standard gauge BR line, since part of this section ran along public roads and crossed several other roads. The authorities deem that Beyer-Peacock tank locos and Ford Cortinas are not a good mix. The last part of the old track bed, including the goods shed and cattle dock, will disappear under the new Welshpool by-pass.

Our party travelled behind "Joan", an ex-Sierra Leone Railway locomotive re-imported into the UK a few years ago. The railway also owns some Sierra Leone Railway coaches built in Gloucester by the former Gloucester Railway Carriage & Wagon Co.

The next event consisted of a narrow-boat trip on a restored but still isolated section of the Montgomery Canal. This canal was finally opened throughout from Frankton near Whitchurch in Shropshire to Newton in 1821, to serve the needs of the local textile and agricultural industries. A short section of the canal has been restored, from the eastern outskirts of Welshpool to Pool Quay Lock. A very active restoration society is steadily progressing with plans to link Welshpool with England once again by navigable water.

The third item on the itinerary was a visit to the Snailbeach area to inspect the remains of the lead mining industry, once the most prosperous in England. Snailbeach was connected to the outside world by a narrow-gauge railway; some remarkable remains, including the loco shed and a lot of track, have survived despite a quarter of a century of disuse.

The final organised stop (though perhaps not strictly industrial archaeology) was at the "Three Tuns" in Bishops Castle. In defence, the organiser would claim that this was to study the products of a traditional local industry, as the brew-house is adjacent to the pub.

J.F. 1982.

DONNINGTON BREWERY 24 June 1982

A small group of members met at the Queen's Head, Stow-on-the-Wold to sample the product of the process they were going to see first hand that Thursday afternoon at the famous Cotswold brewery at nearby Donnington.

Here we were met by Mr. Claude Arkell, whose family have run the brewer8 since it was founded in the 1840s.

We heard a fascinating account of all the processes which go into brewing. We were then allowed to go round to see all this in practice. Finally we enjoyed Mr. Arkell's hospitality in the tasting room. We were then free to inspect the extensive gardens, mill-pond and corn-mill, dating from the 16th century. The idyllic setting of the brewery on a warm June afternoon will be long remembered by those who were able to go.

HEREFORDSHIRE VISIT 5 Sept. 1982.

Some 30 members and friends, including 2 who came from Stafford, joined Mr. Innet Home at Ledbury. Passing various fields of hops and oast houses, we went to Hereford to inspect the history of Herefordshire's other contribution to alcoholic beverages, the Museum of Cider.

This fairly new museum proved well worth a visit, covering the history of the trade, apple growing, harvesting, crushing, pressing, fermentation (with various problems), coopering storage and bottling, all set out in the original Bulmer factory and cellars.

We then went to Eardisley where railway station buildings, bridges and earthworks marked the junction of the Hay and Kington Railways (both originally tranways). The lunch stop at Eardisland was at the Tramway Inn, whose sign perhaps owed something to artistic licence.

At Kington we were able to see the exterior of a large corn mill (no longer water-powered) and a malt-house.

We then to Kington where walks in two directions demonstrated how many signs there are of early water-powered mills, corn and wool, when one is shown where to look. Finally, in the middle of new road works we saw the buildings of the old Kington Ironworks, which received the accolade from a Yorkshireman of being nearly as good as Abbeydale.

J.R.S.

This was a Sunday afternoon visit to see surviving relics of the age of turnpikes. Starting from Nailsworth carpark, we first visited the Nailsworth "Ladder", the precipitous hillside track which before 1780 was the main road from Minchin-lampton. In that year the Nailsworth Trust built the "W", a re-alignment of the hill route, so-called from its double hair-pin bend. A 3-fronted turnpike house, of 1820s vintage, still stands on the corner of the Pensile Road, close to the original pike site at the bottom of Nailsworth Hill.

Then by car along the A46, the new turnpike road engineered in 1780 by Denis Edson, to Frogmarsh, where we turned up the older and very narrow undulating parish road to North Woodchester. Here is the last survivor of the original pike houses of the Trust, in style an ordinary small cottage, as was that at Tiltups End. Then up the hill road to Selsley Common. This track was improved by W.G. Peach (of Rooksmoor), while the one on the opposite side of the valley, to the Bear Inn, was improved by Sir G.O. Paul. Just beyond the west end of Selsley Common we passed the site of a former brick-works and then halted at Coaley Peak Picnic Area. The information office at this site is in fact the one-storey remains of an early 18th century toll-house, for travellers coming up the old hill-track (now disused) from the Severn, which was put under toll in the 1720s; from here they would be making for Bath via Nynpsfield. A bit further along (just past the famous Frocester Quarry, the newer road of the 1780s reaches the top. The milestone here however dates from 1823 and was one of the stones of the Berkeley & Dursley Trust. The re-alignment of the Bath Road led, from the 1780s, past Cockadilly, and here is another milestone, probably dating from that decade.

From here along the Old Bath Road, past the site of Latterwood Pike House (at the junction with the road to Horsley), left at Ashel Barn and past Hunters' Hall Inn (Kingscote). This was the scene in 1784 of an attempted robbery, as was also that at Coaley Peak. At Dunkirk further south, the robbers made a haul, but the landlord of the Green Dragon in Gloucester laid information, and the two men concerned were arrested...

The next stop was at Tiltups End. Two hundred years ago, the inn was either Tiltups or Tipputs Inn - both names were used. A few years ago it was called the Black Horse, but has now gone back to Tipputs Inn. The pike house was demolished a few years ago when the road was widened, but the milestone and its plate still survive (probably of 1784 date), though somewhat hidden in summer by rank grass. The building of the Nailsworth Trust road realigned road directions from west, Nynpsfield, to east, Tetbury, 90° to a north-south direction: Nailsworth to Bath, in fact the present A46.

Finally back down the sweeping hillside curves engineered in 1780 to Nailsworth. Other sites were seen or described, but these few mentioned here show what changes have taken place in 200 years - and what remain today. If you know where to look!

C.C.

HIGNNAM TO DEERHURST. 14 Aug. 1982.

About 30 members of GSIA and GADARG joined forces for a combined visit, which started at Hignnam Church, where John and Betty Greene encouraged the party to look at the floor tiles, which are Minton in a particularly imaginative scheme. This 1851 Church also has some fine metal-work, including the four original large heating units. Mr. Tom Fenton, a descendant of the patron and artist Thomas Gambier-Parry, described the technique of wall-painting used by his great-grandfather to beautify the Church.

The party then visited the Norman church at Rudford, where Mrs. Anne Kellock, a member of GADARG, described and explained the fine set of medieval tiles. The Victorian tiles here are unusual in that they are laid as a block of one single design.

We moved on to Hartpury, where Bernard Rawes described the magnificent tithe barn which once belonged to Gloucester Abbey and now houses a "tramway" for distributing cattle feed, another barn, formerly a chapel belonging to French nuns given refuge at Abbots Court at the end of the 18th century, and the Mill-house and wheel which complete the medieval complex.

The next stop was at the Prince of Wales public house, Snigs End. This building was once the schoolhouse of the Chartist settlement founded in 1847 by Fergus O'Connor. Barbara Rawes outlined the history of the settlement and plan of the houses and allotments. A typical group of cottages was viewed before driving to Deerhurst.

Bernard Rawes led the party to Odda's Chapel and gave details of this late Saxon building. At St. Mary's Church the group was met by Mr. A. Porter, who led us round the building and explained lucidly the complicated sequence of construction which began in early Saxon times.

B.G., B.R.

VISIT TO THE GWENT VALLEYS. 25 April 1982.

About 30 members were treated to a most interesting day, packed with variety, by members of the Oxford House I.A. Society, Risca. We met our guides, Robin Williams, Derek Sach and Walter Sweet, at Newport, and after a brief tour round the town by coach we paused at the Transporter Bridge, now over 75 years old and one of only two in Britain still available to the public.

Railways and tramways were the main points of interest at the next two stops, at Pye Corner, and Bassaleg. A visit was made to the Fourteen Locks on the Monmouthshire & Brecon Canal. The new Canal Visitor Centre and reconstruction of the canal nearby were much admired.

After the lunch stop at Risca we carried up Ebbw Vale, pausing for various items of interest. Such a stop at one of the church-

yards showed how many miners had met violent deaths in the area. One monument was to a flannel manufacturer and his family, who were swept away in the Cwm Carn dam disaster. We passed the site of the famous Crumlin Railway Viaduct. It was demolished in 1966 and now only the stone abutments remain. Higher up The Vale we saw the remains of the giant Ebbw Vale Steelworks, now being demolished.

The remains of the Sirhowey Blast Furnaces near Tredegar were visited, as was the 72 ft. high iron clock in the town centre. We then took the narrow road to the summit (Mynydd Llangynilt) past the Trefil quarries. Here the course of the Bryn Oer tramroad, which ran from the quarries down to the canal at Tal-y-bont, could be plainly identified.

Returning to the Heads of the Valleys Road, the charming industrial housing at Butetown was visited. Besides passing a number of interesting sites including the Big Pit Coal Mine, Blaenavon Iron Works and Forge Row (Cwmavon), we made our final visits to the site of the British Ironworks (Abersychan) and the canal site and aqueduct at Pontymoel, near Pontypool.

On our return to Newport, our guides were thanked by Harry Townley for what had been an excellent day.

R.W.

SOME NOTES ON OUR GUEST CONTRIBUTORS

Ann-Rachael Harwood is on the Staff of the Corinium Museum, Cirencester; and has a special responsibility at the Cotswold Countryside Collection at Northleach. This Museum will be open daily from 10 to 6 p.m. (Sundays 2 to 6 p.m.) from 30 April to 2nd October inclusive. Charges are moderate!

Richard Newman, who has lived at Dymock, is a graduate of the University College of Wales and at present engaged on a thesis on the Development of the West Gloucestershire Rural Landscape, 1550-1880.

Alec K. Pope has for many years recorded, and done research in, the industrial history of the Forest of Dean. A skilled engineer, he was formerly at Fielding & Pratt of Gloucester.

Ian Statham used to lecture in Chelsea College, London, on geology and geomorphology. He has now moved to Cinderford where he acts as a site consultant with special reference to those two aspects of land utilisation.