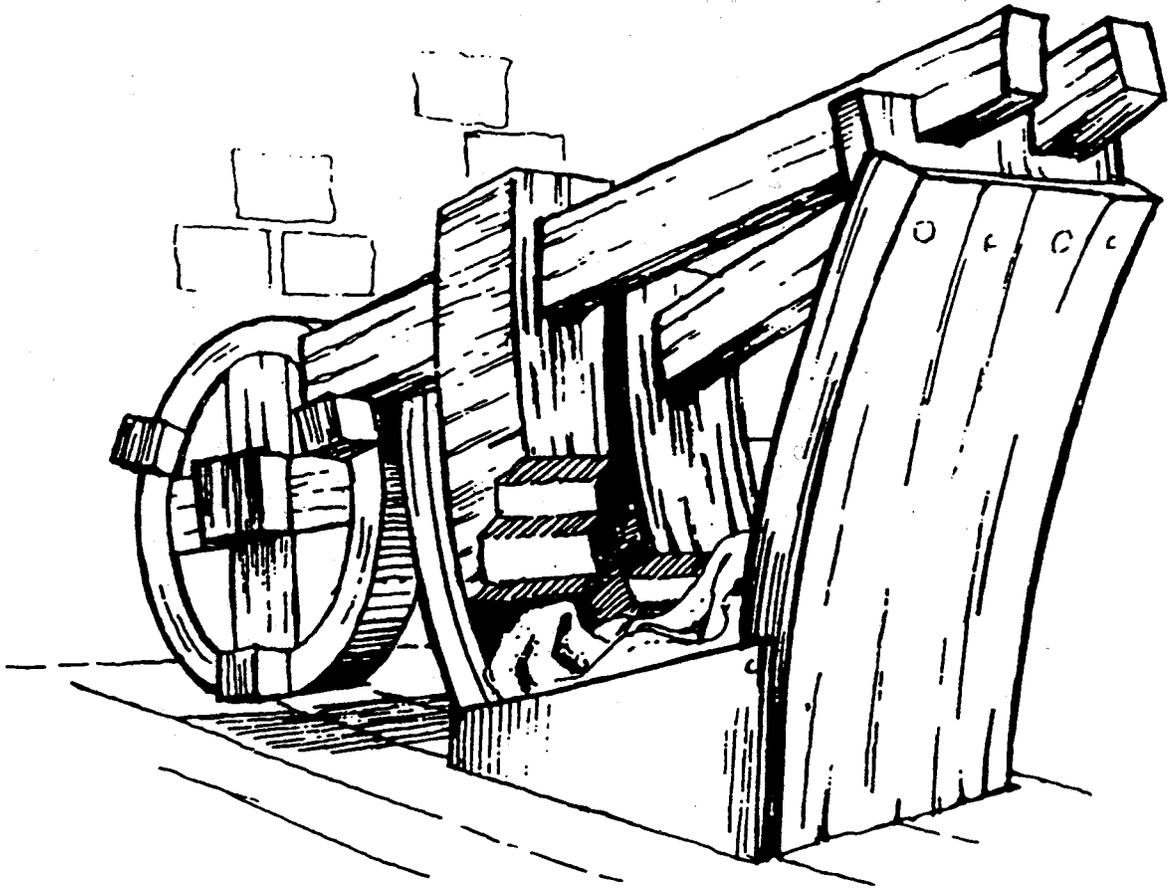


# GSIA

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# JOURNAL 1996

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## EDITORIAL

The Journal for any one year is always put together in the spring of the following year, so this editorial should relate to 1996, however, one sad event must be mentioned although it occurred in 1997. That event was the death of the Rev Awdry, who for so long took a very active interest in the society, most recently as its President until 1993.

This year's Journal as ever includes a wide variety of subjects and my thanks to all of those who make the effort to write up their work for publication and so record industries for future generations. This year especial thanks must go to Christopher Hole, the Managing Director of Lewis and Hole, who has written a most interesting account of his experiences in his family's foundry business which closed in July 1996. It was a very difficult and sad time for him and his work force. It is also sad to reflect that the business closed because it could not find suitable alternative premises. It would seem that industry is in danger of only being acceptable if it is seen as clean, or when it is written up for the pages history. Tony Youles has undertaken the task of writing up the record GSIA made of Lewis and Hole.

Two of the papers relate to industries in the Cotswolds. The first one is on Little Barrington Paper Mill and the second is on Moreton-in-Marsh's gas works. Today one may think only of the Cotswolds and the towns and villages there as tourist centres but they like so many small towns had a variety of essential industrial activities located in them.

Hugh Conway-Jones has contributed an interesting paper on the Old Dock House at Sharpness and its Inhabitant. So often it is only possible to consider the buildings of an industry and not the occupants or workers. The balance is redressed here.

Stephen Mills has contributed an article on an industry in the Stroud valleys, stick manufacture. Ray Wilson has contributed another paper on Coaley corn mill and the various other industrial activities which were carried out there.

There is the usual section on the Society's summer visits which always makes interesting reading and reminds me that I should have gone on a number of the trips. I hope it will persuade those who are not regular attendees that there are many varied and interesting sites to be seen both far and near.

GSIA continues to be active in a number of ways organising winter lectures as well as keeping abreast of local developments which will affect surviving industrial sites and making a record when possible. The Society is affiliated to the national body, the Association for Industrial Archaeology. It also works closely with the Royal Commission on the Historical Monuments of England on appropriate sites.

My thanks to all who have helped with the production of the Journal. Especial thanks to Janet Crompton for proof reading and especially to Ray Wilson for helping me get to grips with the 'new technology' used in the production of this year's Journal.

Amber Patrick

## SUMMER VISITS 1996

The society's thanks are due to Jim Simmons and Ray Wilson who again organised a full programme of visits. The following reports have been compiled by them unless otherwise stated.

**Saturday 30 March 1996**

### **The Mills of Ozleworth Bottom**

No less than eight cloth mills or mill sites were visited on a very pleasant 3½ mile walk led by Ray Wilson and Will Harris. We met at Alderley and the first task was to arrange a car shuttle to Kingswood. That accomplished the 20 or so in the party set off down Winterspring Lane towards Ozleworth Bottom. Our first stop was at Knowles Mill which has now been almost completely demolished. We could see the remnants of just one or two walls of rubble stone and the by-pass sluice.

Turning west and following the Ozleworth Stream we soon came to Monks Mill. Its name is said to be due to the Berkeleys granting the mill to the monks of the nearby Kingswood Abbey. However, they were forced to surrender it at the dissolution in 1546. Various later owners developed the huge complex but now only the shell of the eastern part remains.

The site had a very good but complicated water supply comprising the stream and a number of springs which can be traced today. Also clearly visible is the bypass which takes the form of a tunnel under the mill. Monks Mill closed in 1869.

Next came the site of Penley's Mill, which is now Alderley Fish Farm. None of the mill buildings remain today. A small building by the side of the stream is known to contain a small iron waterwheel and pump which was used to pump water up the hill to a large house in Alderley. Moving on we very soon came to Broadbridge Mill. The very attractive building was converted by the architect Bertold Luberkin into a dwelling in the late 1960's. After crossing the Wotton-under-Edge to Alderley road we took the public footpath along the drive to Grindstone Mill which is now also a dwelling. The drive runs alongside the long narrow mill pond which has been recently restored. At Grindstone Mill the positions of two waterwheel arches can be seen. We were fortunate enough to be permitted to go into the basements below the living accommodation and see the water wheel arches from the inside.

Continuing west across the fields we come to the site of Nind Mills which as late as 1901 covered a huge area. Its millpond was one of the largest in the area. It was finally filled in the 1960's. Today, a number of ponds and interconnecting channels have been constructed on the mill pond site for fish farming. Demolition of some old weaving sheds for new housing means that now almost nothing remains of Nind Mill. It was only a short walk to Kingswood but we were not finished yet. Here we looked at the remains of Walk Mill and then Abbey Mills. The latter was used until the 1970's for elastic weaving. Now having reached the cars, we thanked our guides for a most interesting afternoon.

**Thursday 18 April 1996**

**Afternoon Visit to Postlip Mills Winchcombe**

Many years had elapsed since our last visit to this historic site. The papermaking firm of Adlard and Evans whose history appeared in the 1977 Journal have now been taken over by Hollinsworth and Voce, an American company. Filter and other specialised papers are the present day products made at Postlip. We were kindly allowed to bring a small party to view the millpond, buildings and manufacturing processes. Externally the site seemed relatively unaltered. Inside the huge paper making machines had been greatly extended since our last visit.

Unfortunately the mill was unexpectedly not in production on the day of our visit. Although this was a little disappointing it did mean we could get close to all the equipment. We saw the massive stocks of wood pulp and how this is mixed with water to give just the right suspension of fibres. The correct amount of fibres are laid continuously onto the bed of the paper making machine. The excess moisture is squeezed out before the paper is dried by steam heated rollers. The paper is then wound onto large reels which go into the warehouse to await despatch. Our final stop was in the canteen where suitably refreshed we thanked our guides for an excellent tour.

**Sunday 28 April 1996**

**Visit to North Dartmoor (Okehampton)**

There was an excellent turnout of 49 for our first trip of the season. We made good use of the motorway system to get rapidly to a very scenic area with a rich industrial past.

Our first stop was at the small village of Sticklepath on the northern edge of Dartmoor. We were visiting Finch Foundry a working industrial museum now owned by the National Trust. Foundry is in fact a misnomer as in reality this is a 19th-century water-powered forge which produced agricultural hand tools. On arrival we were supplied with very welcome coffee. We were then given a full demonstration of the working of the water-powered machinery including the very large tilt hammers and shears. We also saw the sharpening of the tools where the operator lies almost on top of the grindstone. We were vividly reminded how this position gives rise to the expression about keeping your nose to the grindstone.

All the machinery is powered by one of the three waterwheels and a complex arrangement of belts and pulleys. Some of the party took the delightful walk following the leat to its junction with the stream. Back at the works there were plenty of examples of the tools formerly produced here on display upstairs.

The garden was a good place to enjoy lunch while some members took the opportunity to visit the pub that was conveniently placed across the road. Indeed, this was pub that the Finch Foundry workers were in when part of the foundry buildings collapsed some years ago. It is reputed that they took one look and promptly returned to the pub. From then on the site ceased to operate commercially.

After lunch we moved on the three miles to Okehampton. Here at the Museum of Dartmoor Life we were met by Alan Endacott the Curator. He took us round the extensive exhibits,

many of which relate to the local industries including quarrying and agriculture. The museum has a particularly fine social history collection.

The final part of the day was a field visit to the nearby Meldon Quarries which was also led by Alan Endacott. First we had to negotiate a low bridge on a very tight bend. Once we had arrived safely at the car park we set off on a circular walk of the locality. We saw the remains of the former extensive stone quarrying industry and its associated transport systems and leats. There were two well preserved limekilns nearby. The famous Meldon viaduct is a spectacular iron lattice structure which carried the London and South Western Railway to Plymouth. The viaduct was constructed to carry a single track but was later widened to double track by bolting a similar structure alongside. It closed to passenger traffic in the mid 1960's.

At the end of a very full and enjoyable day we thanked our guide and headed for the M5 and home.

### **Saturday 4 May 1996**

#### **Visit to Chalford and St Mary's Mill**

There was a good turnout for this walk which took in a wide range of different types of sites. Nowhere is that more true than at Chalford Wharf itself where we gathered. Sadly road improvements in the late 1960's have caused the Thames and Severn Canal to be narrowed and curved at this once busy wharf. The most prominent feature here is the circular canal lengthman's house. The culvert arch carries a cast iron plate bearing Wallbridge 4, Inglesham 24¾. The sluice gate controls mounted on a stone plinth came from the now demolished Sevilles Mill in the 1970's as part of the Stroud Valley's facelift scheme. Nearby the stone built Belvedere Mill was once a cloth mill and is now used by an electronics firm. It is also the site of the Stroud Water Company's Works opened just before WWII. A substantial part of the brick built waterworks buildings were due to be demolished later in the year. It also meant that the familiar landmark of the large cast iron air bottle would be removed.

Walking west along the towpath to St Mary's we came to the very attractive group of the GWR crossing gates, keeper's cabin and cottage. These are all listed buildings. One of the highlights of the afternoon was the visit to St Mary's Mill where we were able to inspect the Tangye cross compound steam engine of c1888 and the very fine undershot waterwheel.

Retracing our steps we then went east of Chalford Wharf at looked at the former Bliss Mills which at the turn of the century were a complex of five former cloth mills engaged in the manufacture of walking sticks. It is now a trading estate. Passing between Bliss Mills and the railway embankment we were very aware of the springs known as the Back Gutter which now flow in a corrugated iron enclosure and are an important component of the local water supply. Crossing the main road at the foot of Crowcombe Hill we continued along the canal past Clowes bridge (Inscription J Clowes 1785) and Red Lion Lock. Further on we passed the site of an old saw mill and the former Valley Inn. Just a few hundred yards further along we reached the original Stroud Water Company works which were built in the 1890's. These were vacated in the 1930's in favour for the works at Belvedere Mill seen earlier in the afternoon. It was now time to thank our leaders, Ray Wilson and Jim Simmons, and head back to the cars.

**Thursday 23 May 1996**  
**Visit to Healings Mill, Tewkesbury**

Allied Mills (Ltd) kindly allowed a small party of twelve to visit Healings Mills which stand on the Mill Avon at the bottom of Quay Street. This was the first visit we had made for some years and it was noticeable how little seemed to have changed at first sight. However, we found that nearly all the wheat is now of English origin whereas until comparatively recently 'hard' Canadian wheats made up a substantial fraction of the input. The other main change was in the extent to which the processes are now controlled automatically

We were met by the mill manager and given a very informative introductory talk. We were then taken on a comprehensive tour of the mill. Nearly all the grain is now carried by road though in recent months there has been some delivered by barge from the grain silo at Gloucester.

The grain passes through a series of roller mills with progressively finer teeth. The resulting flour is sieved and graded and passed into the appropriate storage bins. This was one area where automation had come into its own. The flour is blended and either despatched in bulk by road tanker or packed into a variety of sized packs. Nearly all the bakeries in a very wide area around Tewkesbury get their flour from Healings Mill. In addition to producing flour the site acts as a distribution centre for the company's many specialised products for the catering industry. In the store were packages containing all the dry ingredients for such things as bread, doughnuts, pizza bases and chocolate cake. Such packs are supplied to the bakeries in supermarkets who literally add water, mix and bake. We thanked our guide for a most interesting afternoon. This had been one visit to a food factory where one had not been put off the products by a close inspection!

**Sunday 2 June 1996**  
**Forest of Dean Walk, Wilderness to Wigpool**

Thirty members and friends met at the Wilderness car park at the top of Plump Hill above Mitcheldean. Our guides were John and Sue Hopkinson who led us initially past some indistinct shallow pits, the remnants of coal working where the Coleford High Delph seam broke the surface. Near Loquiers Farm we 'discovered' at SO652174 a ventilation shaft belonging to a free mine, the spoil heaps and main shaft being a couple of hundred metres further north on the escarpment. It appears that this was a shaft mine rather than the usual drift. Moving on we could look across to the large limestone quarry at Drybrook. Turning north east along the Spanneway, a road dating back to at least 1283, we plunged into the bushes at SO654176 to find an enclosure stone "1847 Loquiers Enclosure ARP 26.3.0". These stones and the accompanying mounds declared newly planted oak woods out of bounds to livestock for 20 years to give the trees a chance to get established.

We then headed for Wigpool iron mine at SO652193. Here the collar of the 400ft deep Number 2 shaft is visible in the bushes. Across the road was Pit House, a splendid building now in use as a dwelling house. Is this a converted engine house or was it built for the mine manager? Wigpool ceased production in 1917. A half mile walk took us to the "The Delves", a higgledy-piggledy array of small quarries and 'scowles' (pockets left in the limestone by ironstone working) of some antiquity. Later in a beech plantation, planted in 1952, we were

shown at Fox Hole a large scowle which by all accounts was used as a cinema by American servicemen in World War II.

We returned to the starting point by way of Wigpool iron mine (again) and roughly following the tramway which took ore to Cinderford we were able to see a couple of drilled stone blocks on the tramway embankment near the car park. Here we thanked our guides for a most enjoyable and interesting walk.

**Tuesday 25 June 1996**

**Visit to British Telecom Communications Centre, Madley**

Madley Communications Centre, about 5 miles south west of Hereford, houses two of BT's five international telephone exchanges. 26 dish aerials of varying sizes handle TV broadcasts, fax and data as well as phone calls.

We were first welcomed on our evening visit to the Visitor Centre and given some impressive statistics: 140,000 calls per hour pass through the Madley A exchange in mid-afternoon, the busiest time for transatlantic traffic; the power level of the incoming signal received from the communication satellites is equivalent to that from a 1 kW electric fire on the moon; international calls are ringing at their destination as you hit the last digit.

The site at Madley was chosen because it is rural, away from sources of electrical interference and in a natural bowl of hills which screen the dishes from high winds and from electrical noise. The ground is firm (the 30 metre diameter dishes weigh 290 tonnes) and there is good visibility to both the Atlantic and Indian Ocean satellites. Goonhilly, the site of the original 1962 Telstar terminal, cannot expand further because it is in an Area of Outstanding Natural Beauty. Goonhilly is also subject to high winds and, being further south, does not have such good visibility to the Indian Ocean.

Telstar was in a low orbit and only visible for 20 - 30 minutes at a time, so the original aerials had to be highly manoeuvrable to track this fast moving object. In 1965 the first geostationary satellite, "Early Bird", was launched and all the current communications satellites are in geostationary orbits 22,000 miles above the Earth and visible 24 hours a day. Transmissions are made on 6 GHz and 14 GHz; reception at 4 GHz and 11 GHz (1 GHz = 1000 million cycles per second). Microwaves are used because they are unaffected by the ionosphere.

We were then taken on a tour of the site and the exchange. Outside, you realise just how big the 30 metre diameter dishes are. Even in a breeze, the two counteracting motors could be heard cutting in and out as they stabilised the dish against the wind and the Earth's "wobbles" to within 0.01 degree, amazing precision for such a large structure. Improvements in technology have enabled successive reductions in the size of the aerials and the modern dishes are only 3 - 5 m in diameter. The large dishes have 260 kW of heating to remove ice from the lower part of the reflector in winter. Distortion of the signal is due to changed polarisation of the reflected waves, rather than geometric distortion of the dish by the ice.

You will, from now on, be able to tell which satellite a dish is receiving as you drive around the countryside: if it is looking almost horizontally (10° elevation) it is receiving the Indian Ocean Intelsat (I was surprised how far north this dish was pointing); if the elevation is about

30° the Transatlantic Intelsat is being used; dishes parked facing vertically upwards are undergoing testing or maintenance.

The site consumes about 2500 kW which is supplied by a mains substation and 5 miles of 11 kV cable. Should there be a power-cut, back-up batteries can maintain the supply for 10 minutes, but the 6000 kW standby diesel generators can be on-load in 90 seconds.

Inside the exchange buildings, the impression is of rows of identical grey steel cabinets containing identical circuit boards. This will certainly cause future generations of industrial archaeologists a headache! Our guide unhooked one of the identical black cables and reconnected it and we heard ASDA updating their stock control data; during shop hours we could have listened to the muzak which is broadcast simultaneously in all their stores. Once again the effect of the miniaturisation of modern electronics was evident and there is plenty of room for expansion in the existing buildings.

International calls coming into the Madley exchanges are routed via satellite or via fibre-optic submarine cable, whichever is available first. Some locations only have satellite facilities, but generally calls are allocated on a first-come-first-served basis. BT buys time on the satellites and has shares in the cables. Another impressive statistic: each pair of cables can handle 8000 calls simultaneously (565 Mbytes per second) using time-division multiplexing. The UK and USA bit rates are different, calling for immense timing accuracy to synchronise the calls. An "echo canceller" compares the transmitted and received signals and does not pass exact copies of the transmitted signal back to the sender.

On two adjacent monitors in the exchange control room we watched a CNN "live" (!) broadcast of tennis from Wimbledon to the USA. One monitor was checking the quality of the outgoing signal from Madley and the other screen displayed the signal broadcast from the satellite. The delay of approximately 0.5 seconds due to the signal travelling 72,000 km to the satellite and back at the speed of light sometimes makes it possible to see into the future: at one point we knew the outcome of a service point before the ball had left the racquet in the States.

Back at the Visitor Centre we had more questions and more coffee, eventually departing for home about 10pm after a most interesting evening. Many thanks to our very helpful BT guides and to Ray Wilson for arranging this very interesting visit.

Penny Fernando

**Wednesday 10 July 1996**

**Visit to the Gloucestershire Aviation Collection Staverton.**

Gloucestershire has played a large part in the development of aviation in this Country. A few years ago a group was formed to collect and preserve representative examples of the major types of plane associated with the County. Originally the Gloucestershire Aircraft Collection was housed at Brockworth, the site of the Gloster Aircraft Company. Just recently the collection was forced to move to Staverton Airfield. It was here that about 40 members and friends gathered for a specially arranged visit to see the collection. We were first given a talk on the work of the group and their plans for the future. We then looked over the exhibits

which are currently shoe-horned into the present accommodation in part of the former Dowty hangar where Sir George Dowty's private plane was housed.

Since our visit the group has taken over the whole of the hangar but their long term aim is a suitable permanent home. This may take the form of the sole remaining Belfast truss hangar back at Brockworth. It dates from 1917 when the site was used as an Aircraft Acceptance Park during WW1. The developers at Brockworth (Arlingham) had planned to clear the whole of the site for a mixed development of residential and industrial use. However a vigorous campaign has led to the developers being persuaded to save one of the hangars near the main entrance off Barnwood Road. The alternative is a complete new build somewhere tucked away on the same site. Both schemes would require considerable funding (probably from the Lottery) but clearly the use of the old building would appear to be the most attractive. Either way, Brockworth is surely the right site for the museum as it was here in 8 April 1941 that the first British jet aircraft (the Gloster-Whittle E28/39) made its first (unscheduled) flight.

At the end of a very pleasant evening we thanked the members of the Gloucestershire Aviation Collection for their hospitality and wished them every success in the future.

### **Thursday 25 July 1996** **Social Evening Symonds Yat**

This year's social evening took us away from the town and into the spectacular gorge of the River Wye at Symonds Yat. About 30 members and friends met at Symonds Yat East and made it a full load for the ferry to the west side. A short diversion was made northwards to see a structure resembling a lime kiln but its use was somewhat uncertain. We then followed the path down the Wye and saw the site of New Weir forge. Through the trees we caught a glimpse of various mineral workings in the cliff face. These were of limestone and pockets of iron ore.

The Wye was recrossed using the Biblins suspension bridge which was quite an experience for some people. This brought us to the track bed of the railway. A diversion downstream took us to the remaining evidence of the last working quarry on the side of the gorge. We retraced our steps and returned up the old railway track to the Royal Hotel.

Our thanks to John Foley for organising and leading this year's social evening.

### **Saturday 18 August 1996** **A Walk Round Dudbridge Stroud**

Dudbridge has a rich industrial past as befits such a centre of communications. There was a bridge here in 1235 and it was the junction of three turnpike roads. The railway and canal both served the industries operating there. However major changes were afoot as the Lewis and Hole foundry had closed the previous month and the site was now boarded up and demolition underway. A Sainsbury's supermarket was due to open there in the following March.

About 25 members and friends met the leaders, Ray Wilson and Jim Simmons, at Cainscross car park. From here it was a short step to the remains of Carpenter's Brewery. The gaunt stone building now houses the British Legion club. The site was known as Ozlebrook Mill and

at the tithe survey was a corn mill but it was possibly a cloth mill before then. Crossing the main road to Stroud we entered the small park which was once the garden of a large house known as The Lawn. As reported in the 1995 Journal the basement of this house contained the batteries that formed part of Stroud's first public electricity supply. In about 1920 a generating station was set up in one of the outbuildings. Sadly the house was demolished in the 1960's. The pond in the park is the former millpond of a small corn mill that had disappeared by 1902.

At the foot of the park we reached the Stroudwater Canal with Dudbridge Upper (Foundry) and Lower locks. Just across the canal lies the extensive site of Dudbridge Mill, former cloth mill belonging to the Apperley's. The engineering firms of Redlers and the Stroud Metal Company now occupy most of the site. It was here that Hampton cars were manufactured in the 1920's.

Moving down to the Dudbridge Bridge we could see that the former Lewis and Hole site looked very forlorn and we quickly moved on. Our next stop was to look at Kimmins Mill and the old Midland Railway goods shed. The five storey mill is stone built and bears a datestone of 1849 and was a corn mill until about 1935. A narrow gauge railway ran across a bridge from the goods shed to a doorway on the first floor of the mill.

Returning to the car park we passed the last remaining Stroudwater Canal crane which was built in Preston in 1856. This was just one of the other items of interest we had seen in this fascinating area. We concluded by thanking our guides for showing them to us.

### **Sunday 28 September 1996**

#### **Visit to Ironbridge**

It was a tired but happy crowd of industrial archaeologists who returned home after a full day visiting the Museums at Ironbridge in Shropshire. The day started at Coalbrookdale where Abraham Darby I succeeded in smelting iron with coke rather than charcoal for the first time, just one of many innovations to come out of the Gorge. Others include the first iron rails, the first iron boat, the first iron steam locomotive, not to mention of course the Iron Bridge, the first of its kind - no wonder the area is known as the birthplace of the Industrial Revolution and was declared a world Heritage Site by Unesco in 1986.

Coalbrookdale produced the iron used in the Bridge and our second port of call was the former Severn Warehouse, now the Museum of the River on the banks of the Severn, from where it was a short walk to the Bridge (which we would revisit later in the day). The Museum houses a spectacular 39 foot long model of the river, made by Valhalla of Bath for the opening of the Museum in May 1989 - no surprise to learn that it took 8926 man hours to build!

Onwards to the Coalport China Museum and a short walk along the canal to the bottom of the Hay Inclined Plane by which canal boats were lifted up and down the Gorge between the river Severn and the Shropshire Canal. For some there was time to view the Tar Tunnel where natural bitumen was discovered in 1786, while others took the opportunity to pause for breath and a cup of tea.

For me, perhaps the biggest surprise of the day was the Blists Hill Open Air Museum, a re-creation of life in an industrial community at the turn of the century, with its shops, streets,

workshops, steam-powered machines, fairground, not to mention the vast quantities of iron and steel work distributed throughout the 50 acre site.

It was my first visit to Ironbridge, and what a wonderful taster it was! Those who have been before told me "It's so different, there's so much more to see..." Something for everyone, then. Congratulations are due in no small way to Ray Wilson and Jim Simmons for making the day such a success. Thank you!

Janet Crompton

### **Saturday 12 October 1996**

#### **A Walk in the Tintern Area**

Our walk in this most attractive area coincided with the wettest Sunday for months. No doubt this was the reason why it was a very small party of six which met our leader John Foley at Brockweir Bridge, on the River Wye some six miles north of Chepstow. We first went down to inspect the remains of the Quay on the east bank north of the bridge. We then went eastward to join the nearby Offa's Dyke. The main purpose was to look at some other earthworks adjacent to the Dyke which might possibly have been the remains of the dam for an old mill pond. Retracing our steps we crossed the bridge and followed the old trackbed of the Wye Valley Railway southwards towards Tintern. This came to an abrupt halt when we reached the site of the railway bridge over the Wye which has been long since removed.

Now following the main road we reached Tintern and could look down on Abbey Mill, once connected with the nearby wireworks, but now catering for the tourists. Also visible were the remains of a possible old barge dock. Crossing the main road we looked at the site of the Lower Forge of Tintern Wireworks at the entrance to the Angiddy Valley. The works were served by a branch from the Wye Valley Railway which crossed the river by the bridge which survives today. After a look at this bridge our objective was to get back up to the site of Tintern Station.

The restored station buildings and signal box form the centrepiece of a small country park and interpretation centre. Moreover the station now houses a tearoom which was more than welcome on this particularly wet afternoon. Here we could reflect on what had been a most interesting afternoon and thank our guide.



**Officers at the 1996 AGM at Cheltenham, from left to right: Peter Wollen, Jim Simmons, Ray Wilson, Amina Chatwin and Stephen Mills.**



**GSIA Members at the Newly Restored Western (Daneway) Portal of the Sapperton Canal Tunnel  
December 1996**