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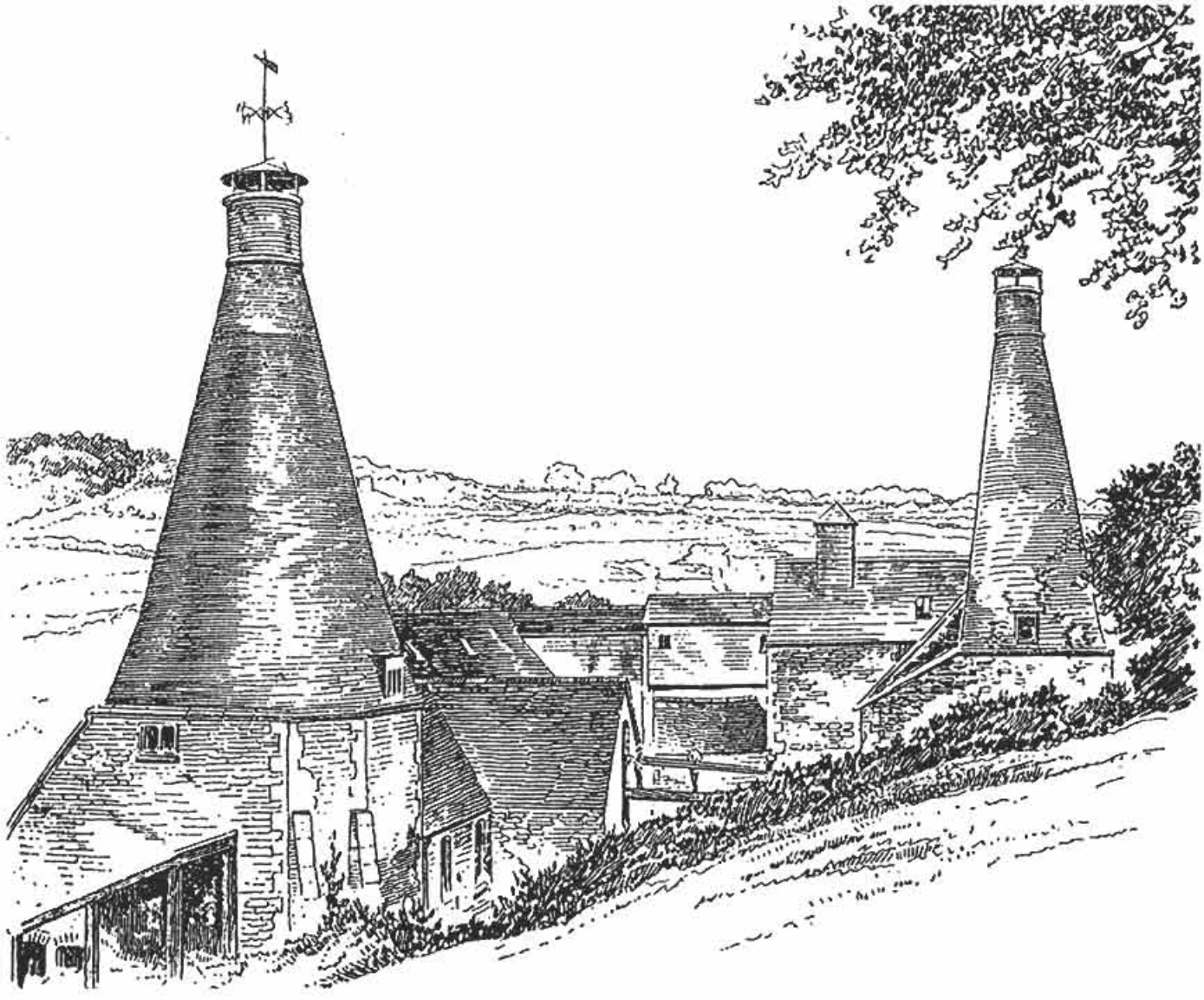

JOURNAL 2006

GLOUCESTERSHIRE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY

Gloucestershire Society for Industrial Archaeology

Journal for 2006

Contents

This year's cover illustration shows the Nailsworth Brewery maltings as illustrated in Barnard's Noted Breweries - taken from the south west. (see Page 42).

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EDITORIAL

The latter part of 2006 through to May 2007 turned out to be a remarkably busy time for a number of members and friends of the society. Some 29 canal related projects have been carried out (or started) to demonstrate 'c*ommunity involvement*' and thereby provide valuable support to the Cotswold Canals Partnership's recent bid to the Big Lottery Fund. The bid was for £18.9 million for the restoration of the Stroudwater Canal from Saul Junction to the Ocean at Stonehouse and the outcome of the bid should be known in October 2007. Ray Wilson has provided in this issue a summary of each project together with an overview of the whole programme. A grand total of £21,000 has been raised in 'match funding' by our efforts so far. Much of the output from the projects has been made available on the Internet at www.gsia.org.uk/canals/projects. We are also pleased to include here three articles produced by members as part of their projects. Hugh Conway-Jones has written on how the needs of the Gloucester and Sharpness Canal influenced some of the present features of the earlier Stroudwater Canal. Arthur Price has written on the use of stone in both the building of the canals and later as a cargo. Theo Stening has given us another valuable overall account of the year's progress with the restoration project.

Turning to other matters, David Viner and his collaborators have researched and produced a detailed gazetteer of the mills in the Newent area. Amber Patrick has provided an account of the Nailsworth Brewery Maltings, a site of national importance. A short note on S Harris & Co's Mineral Water Manufactory at Gloucester by Hugh Conway-Jones is an example of one the queries received via the GSIA website and answered each year.

This year for the first time we are publishing a list of the previous Journal articles. Rather than simply a chronological list of contents it has been arranged thematically. It shows just how much work has been done by members over the last 40 years. Equally, it serves to show areas where further work is required!

As ever, we are grateful to our contributors for the interesting articles. The Editor wishes to thank Hugh Conway-Jones for his assistance with the production of this issue.

Ray Wilson September 2007

Ian Parsons 1924 - 2007

Many of our members will remember Ian Parsons, and will be sad to hear that he died on 7th June 2007, of cancer, after an illness of some three years. In a few more weeks he would have been 83 years of age. He was an early member of GSIA and a one time Chairman. He was an architect with Shire Hall, Gloucester, and felt strongly about the preservation of the old buildings in Gloucester Docks. Together with Hugh Conway-Jones and Les Dalton he campaigned to ensure the retention of the old warehouses. He helped to uncover the stone blocks of the line of the Gloucester and Cheltenham Tramroad leading into the docks area. Also he became an enthusiastic volunteer with the Friends of the National Waterways Museum helping, among other things, to restore a fireless locomotive from Gloucester power station.

Ian and his wife Vivienne moved to Wareham, Dorset, thirteen years ago. They had been married for 58 years. They had three children, Ruth, Nigel and Clare, and now there are four grand children. Ian will be fondly remembered by all GSIA members who knew him.

Amina Chatwin.

Reprinted from: Gloucestershire Society for Industrial Archaeology Journal for 2006 pages 55-62

GSIA VISIT REPORTS FOR 2006

Once again the Society's thanks are due to Frank Colls who organised a full programme of local visits and two excursions further afield by coach. The following reports have been compiled by Frank Colls:

Sunday 26th March 2006
Afternoon Walk, Leckhampton Hill

Ray Wilson was our guide for this tour around the tramroads and other features related to a long period of limestone quarrying at Leckhampton Hill. Although a wet and windy day, a dozen members turned up at the Daisybank car park. Ray outlined the general history covering 3 main stages of activity from the early 17th century, through to the more intensive and mechanised working from around 1800 to 1922 and the final short period in the mid 1920s. Ray's article in the 2001 GSIA Journal covered the whole area very comprehensively and in the following description, his reference numbers, A1, B1 etc. are quoted to help readers with their understanding. We began by gaining the line of the 1924 standard gauge incline (D2), an impressive embankment using stone taken from the adjacent hillside and from higher quarries. We went up to the area where four limekilns had been erected in that year, all part of a job-creation enterprise, although it was not a success and closed soon afterwards. This point was at the foot of the Top Incline of the tramroad (B4) which went up quite steeply and we heard about recent efforts by GSIA members to clear the slope of excess vegetation.

We proceeded on a level route along the line of the tramroad (C3) which skirted the hillside to the south, seeing the famous Devil's Chimney from below as we walked on to cross the line of Trye's first incline (B1), built around 1800. We gained a higher level and turned north towards an area of distinctive earthworks, the iron age fort. It was then on to see the area of Brownstone Quarry (A5) which was a good source of ragstone used for walling and some local buildings. We traced the line of a stretch of tramroad and some branches (C4) which had enabled stone to brought from Brownstone to the top of Top Incline (B4). Some stone sleeper blocks were seen before we proceeded on a level path back across the ancient settlement to a point above the Devil's Chimney. It was then down the slope following the line of the "unnamed" incline (B7) back to the limekiln site. We heard about the narrow gauge tramroad which had fed the top of the kilns and could just about make out the route of this along the rocky hillside above us. From the kilns, where only some concrete base structures remain, we went down the line of Middle Incline (B3) to Tramway Cottage (E1), scene of the 1902 riot when the original building was destroyed. This had been the culmination of a public protest against efforts by the quarry owner to restrict access to the hill. A short walk took us back to the car park where we thanked Ray for a most enjoyable and informative walk.

Thursday 20th April 2006
Evening Visit, Gloucestershire County Council Sites and Monuments Record

Ten members took advantage of this visit to hear about the Sites and Monuments Record (SMR), run by the county archaeology service at Shire Hall in Gloucester. Tim Grubb and two of his colleagues made us very welcome and we began with a presentation from Tim outlining the nature and purpose of the SMR. In short, it contains information about sites, buildings and structures of archaeological and historical interest, the historic landscape and

historic settlements. Local authorities use the SMR in the management of the historic environment and to enable them to provide information to a wider public audience. The Gloucestershire SMR was set up in 1982 and is now held on a very large computer database. It is linked to a Geographical Information System (GIS) since the precise location of sites and structures is so important. There are also cross-reference systems to do with source material and reports, an enquiries database, and an expanding library of digital images. A number of other records are retained, including aerial photographs, original maps, files, slide collections, books and journals.

After the presentation and a short break for refreshments we had the chance to view the system in action, splitting into 3 groups to get a close look at the computer screens. Our hosts were very skilful in operating what is a very complex database, with some very advanced search and display software. The link to the GIS meant that we could look at features as they are "on the ground" and see how different items relate to each other. The GIS was also able to display different levels of information, such as adding modern roads or not, showing or not showing boundaries, and overlaying tithe maps. This multi-layer feature was particularly impressive. We were able to suggest sites that we knew something about to see how the SMR and the GIS portrayed them, and this brought the whole demonstration into sharp focus. We were reminded of the need to keep up the flow of new information about sites or items which should be added to the SMR, and of the enquiry service by which we can follow up our own researches. The evening passed too quickly and it was soon time to thank Tim, Anna and Jane for their kind hospitality before leaving.

Sunday 7th May 2006
Coach Trip, the Kathleen and May, the Grand Western Canal and Tiverton

We had a nearly full coach for this trip and began the GW Canal tour by meeting our guide Paul Pickering just off the motorway near Wellington. He had provided a very useful handout covering some of the history and highlighting the features we were going to see, and copies were available for everyone. We drove to a point from where a short walk took us to a section of the canal, now mostly dry, which had been built by James Green and operated from 1838 to 1867. We saw a wharfinger's cottage and then followed the line east to the Tone Aqueduct, an impressive iron trough still in good condition. Retracing our steps we crossed the road and continued along the canal line to the Nynehead Lift, with some substantial masonry remains. Used for raising and lowering tub-boats in caissons, a drawing in the handout showed how this may have looked. We went on at the upper level to the Nynehead Court aqueduct over a carriage drive. This was an ornate stone and cast iron structure and we were able to clamber down to the drive to see it from below. Just to the south was a bridge carrying the Bristol to Exeter Railway over the drive and Paul related the story of Brunel's efforts to satisfy the landowner that the new bridge would be superior to the aqueduct in order to gain his approval. We could see the style and solidity of the remaining stonework, not really as grand as the aqueduct, and it all looked rather incongruous in a disused lane. It was then back to the coach and, after thanking Paul and getting him back to his car, we set off for Bideford.

Bideford was the original home port of the Kathleen and May, and we soon found the quay where she was berthed. We were met by David Hall and his colleagues who were to show us over the vessel. A wooden hulled, three-masted schooner, built in 1900 as the Lizzie May, she operated as a West Country trader. From 1908 she relocated to Ireland and the owner renamed her after his daughter Kathleen. Her final commercial voyage was in 1961 and then she was

taken on by a new maritime trust as a museum exhibit. The present owner, Steve Clarke, saw her in a rather poor state in Gloucester Docks in 1998 and was taken with the idea of purchasing her and doing some limited renovation to make a static display. In the end he did a very comprehensive job in making her seaworthy and she is regularly sailed to various ports. A number of fascinating photographs of her working life and of the restoration project were displayed in the main hold area, now set up as a large saloon. We were able to look over the vessel in some detail and there were many noteworthy features. A pump action anchor windlass is the only such type still working, and the sail arrangement uses spars with a roller, known as Appledore reefing. The spars can also be converted to act as derricks for cargo handling. As we were being shown around, some of the crew were bringing some sails out of a store shed and getting them ready for rigging in preparation for a trip to Ireland. In the accommodation areas much of the panelling is original and cabins are lit by daylight using cleverly designed glass lozenges set into the deck/ceiling which maximise and spread the light. A diesel engine powers twin propellers by a hydraulic drive. It was soon time to depart and we thanked our guides for a really interesting visit.

At Tiverton members were able to wander around at their own pace, using a sketch plan highlighting major features including the GW Canal terminus, now devoted to horse drawn boat trips along a very scenic stretch. We saw some very well restored limekilns, the transport of limestone being one of the main purposes of the canal. Wool, cotton and lace have been produced over the years, initially with water power, and Heathcoat's textile factory is still in business alongside the Exe. A pillared corn market and a short section of a mediaeval leat which was the town's water supply from 1250 were other highlights. But it was soon time to return to the coach for the trip back after a busy and enjoyable day.

Sunday 4th June 2006
Afternoon Walk, Forest of Dean Colliery Sites and Transport Routes

Frank Colls was the guide for this look around the colliery sites at Howbeech and Moseley Green, and the tramroad and railway routes that served them. At least, that was the intention as a group of about 30 set out from Mallards Pike car park on a fine afternoon. It was a busy place with many people enjoying the sunshine as we went around the foot of the artificial lake, constructed in 1982. We gained a track which soon passed over the line of the Forest of Dean Central Railway (FODC) and heard about the early history of the railway company, formed in 1856, and their hopes of lucrative coal traffic from new collieries at Howbeech and New Fancy. Rejoining the main road we crossed to a grassy area where some foundation masonry of the first Howbeech pits, from 1831, could be seen. Across the road we first looked at a gated mine entrance first worked in 1832 by George Morse, in use intermittently and last worked in the 1990s, where a short stretch of tub line track could be seen. We then saw a fine stone bridge by which the FODC line crossed the nearby Blackpool Brook. We were able to follow the route of the railway through an area of former sidings and loading banks, and we heard about the eventual completion of the broad gauge line in 1868, following a protracted period of difficulties. The sidings were used for coal from Howbeech but traffic was light and the pit suffered from frequent flooding. Abandoned in 1902, its high point was probably 1893 with 100 men employed.

A few spots of rain were interpreted as a light shower as we continued along the line of the railway and then turned off to the south east along the line of a siding which had crossed the road on a level crossing. We came into an area of undulating ground which was the site of the

second Howbeech colliery and we looked at copies of the 25" OS maps of the area from 1878, 1901 and 1922. These helped to explain the sequence of events but the rain seemed to be getting the upper hand. We could see some earthwork formations, odd pieces of masonry and the site of a shaft but, before we could start to look around, the rain became torrential. With only some members having any rain wear with them we headed for some trees but it was obvious that we would have to abandon the walk. Frank was thanked for his efforts so far and he promised a return visit in the autumn. See October 22nd report.

Tuesday 20th June 2006
Evening Walk and Social Meeting, Newent

Derek Pearce of the Newent Local History Society had kindly agreed to lead this walk and 23 of us ignored the rival attraction of televised world cup football for the tour. We started by the ornamental lake, thought to be a fish pond for the earlier Priory, and then went to find the course of the 1798 Hereford and Gloucester Canal, now hardly recognisable. We heard about the demise of the canal and the use of much of the route for the 1885 Gloucester to Ledbury railway. Walking through the grounds of the former manor house, the Court, we reached the bypass where we saw the plaque commemorating the former use of the route for canal and railway. Going north out of the town we passed the site of the railway bridge and went on, up a lane, to a group of buildings which had been an iron furnace from 1639. Now in use for farm storage the structures could just about be interpreted, with a charcoal store at a higher level and some substantial masonry. Water powered bellows had been used and the furnace operated almost continually up to 1751.
As we returned to the road some observant members spotted an old four-way County Council direction sign almost buried in the hedge by the crossroads, a rare sight. It was then up another side lane to the site of the railway station, closed in 1959 with freight carrying on till 1964, but all that remains is some stonework of the two platforms.

Heading back towards the town centre, we saw the site of the old Workhouse building, from about 1768 but extended and modified over the years, becoming a school from 1925, and now a community centre. Passing along the High Street several 17th and 18th century buildings were pointed out including two former inns, an old rectory, a malt house (in use till about 1900) and the Tanhouse, built about 1650 and the oldest brick building in the town, in use as a tannery till the early 20th century. All these fine buildings, some of them listed, are now in residential use. A former Wesleyan Chapel was a cinema from the 1920s, generating its own electricity until the arrival of a public supply in the 1930s, and becoming a printers from 1976. The most striking building in the town is a traditional wooden framed Market House, dated from 1668, and reckoned to be on the site of an earlier market hall of 1615. We finished at St Mary's Church to hear briefly of its 13th century origins and some much earlier finds, two 7th century gravestones and a 9th century Saxon cross shaft, and it was suggested that we should return on another occasion to see inside the church. We thanked Derek for a most interesting tour and made our way to The George pub, still full of football fans. While many departed early, a few stayed on for some welcome refreshment.

Monday 10th July 2006
Morning Visit, Morgan Cars at Malvern

Visits to the Morgan factory are not easily arranged due to the high demand so it was a great pleasure to have this opportunity. A group of 26 members and guests met at the works and, as

we waited for the tour, we were able to view some of the older models of the renowned car in a large exhibition area. Meeting our guide, Tom Cox, we were shown over the various workshops and the main stages of production. Many components come from outside suppliers and the process is largely one of assembly and fitting. Each car starts off with the chassis, axle and engine being built up by a team of two fitters, and this unit is then rolled down a slope to the next workshop. The ash wood and aluminium sheet body structures are mainly supplied as ready made parts but assembly involves a range of craft skills including some careful panel beating, wood cutting and joinery, and fitting. After painting (which we weren't able to see) we went into the final stages of fitting of the numerous other components, seats, trims, instrumentation and electrical accessories. With all of the current range of cars having various optional extras and different finishes, production control throughout the manufacturing stages was critical to ensuring each car was exactly to its specification. There were plenty of questions for our guide as we went round and we had the chance to talk with several of the staff. They were all very pleased to be involved in work with a high skill level and, with each car being practically custom built, a high degree of job satisfaction. We had been given a most interesting tour of the works and we thanked Mr Cox for showing us around and dealing with our questions.

Sunday 13th August 2006
Afternoon Walk, Mills of the Little Avon (Part 4)

About 20 members assembled at Woodford near Stone for this walk led by Ray Wilson as the final stretch of his fascinating tour along the full length of the river. We first went to Stone Mill, the terminus of our previous walk in 2005, and were met by David and Sue Joyce, the present owners and new members of GSIA. The building is now converted for residential use and they had kindly agreed to let us see inside for a close look at the surviving mill machinery in the lower levels. The 1796 mill had an undershot wheel driving two stones located in the main mill building to the east of the water course, and some of the wheel structure and drive equipment were visible but in a dilapidated state. Alongside was a breastshot wheel, added some years later to drive four stones located in a new building to the west of the water course, now part of an adjacent house. We were able to enter the adjacent grounds of the Old Mill House, the garage of which was the newer mill building although nothing remains of the machinery driven by the breastshot wheel.

We then drove to Ham and parked at the Berkeley Estate premises (with prior permission) before walking to Brownsmill Farm. This was adjacent to the site of Browns corn mill of which little is known including its date. We were able to walk by the river and see the line of the leat and the earthwork formations on which the mill stood. There was some discussion on the possible layout and the line of some nearby watercourses, since few physical remains could be seen. Returning to the cars, we drove to Sea Mills at Berkeley, the final mill before the river (now the Berkeley Pill) enters the Severn. This is a large building, in use as a mill up to 2005 for flour production and now up for sale. Ray had arranged access so we were able to look around inside and see a number of items of electrically driven, and relatively modern, milling equipment on three floors. Various roller mills, sieving machinery, hoppers and conveyor systems were seen but little evidence remained of the original water wheels. We could have spent more time here and the mill is clearly worth further investigation and recording, but time was pressing and we had to leave. We returned to Stone Mill where Sue Joyce had kindly laid on tea and a splendid spread of cakes which we were able to enjoy as

we chatted further about the things we had seen. It was soon time to thank Ray for the very interesting walk, and to thank the Joyces for their hospitality, before we headed homewards.

Sunday 3rd September 2006
Afternoon Walk, Thames and Severn Canal and Thames Head

GSIA member David Viner had kindly agreed to lead this walk. Nearly 30 of us met at the Tunnel House Inn near Coates on a dry afternoon and, since most of us had partaken of food and drink there, we were able to leave vehicles in their car park. On the towpath by the ornate tunnel portal, David gave us a brief review of the history of the canal and some of the points of interest related to the construction, the engineering and some of the architectural features. Opened in 1789 to link with the Stroudwater Canal, it was only moderately successful but survived, with an inevitable decline in traffic, until abandonment in 1933. The blocked tunnel is now one of the major constraints to full scale restoration of the Thames and Severn link. The Coates portal with its classical features was well restored in 1977 and it remains an impressive structure. We made our way eastwards along King's Reach, named after King George III who visited this stretch of the canal in 1788 and was most pleased with the work in progress. This stretch had been restored with a concrete lining around 1902 to overcome leakage and is still in good condition.

We went on to a bridge carrying the road to Tarlton and then past a milestone (sadly without its mileage plate) to the Coates Roundhouse. David explained about the method of day to day maintenance work by lengthsmen who each looked after a stretch of the canal and how the round houses were provided as living accommodation. While the main stone structure was reasonably intact, the interior of this one is very much depleted. It had been built with an inverted conical roof, hidden behind the top level of stonework, to collect rainwater for domestic use. We went on to a fine railway bridge carrying the Swindon to Stroud line over the canal, and we could admire the brickwork of its skewed construction. We continued on the line of the towpath to Trewsbury bridge which now carries a farm lane. Beyond here the canal turns sharply to the south and the towpath is practically impassable. We left the canal line and followed a good path to the site of Thames Head, the official source, although the geographical accuracy of the spot is still controversial. A plaque marks the site but the statue of Old Father Thames, which had rested here between 1958 and 1974, is now installed at St John's Lock near Lechlade. Before retracing our steps back to the Tunnel House Inn, thanks were expressed to David for leading the walk and for telling us so much about the history and the fascinating features we had seen.

Sunday 24th September 2006
Coach Trip, Kempton Great Engines and West London Brunel tour

Our coach was almost full for this visit to London and the weather was fine. The morning was spent at the Kempton Great Engines Trust building, located on the Thames Water treatment plant site. We were met by Nick Reynolds, Secretary of the Trust, and they have to be congratulated for their tremendous restoration efforts on the two triple expansion engines which worked on supplying water to North London from 1928 to 1980. With only a few steaming weekends each year, the place was quite full but we all had time to look over the running engine (No. 6), which was started up from time to time with steam from a modern boiler. As the barring engine was engaged, the three pistons (each connected at 120 degrees to the huge crankshaft) began to move and the proper valve operating sequence became

established. As the pattern became regular, the barring gear was thrown out and the main steam supply began its work, passing through the three stages of expansion in the high, intermediate and low pressure cylinders. The great size of the engine and the sight of the moving connecting rods, pump plunger rods, crankshaft and flywheels, all made for a most impressive experience. Then, in small groups, we were guided around the No. 7 engine, thus seeing at close hand the intricate details of the structure and mechanisms. Some parts were opened up to give a look at the internal components, all helping us to appreciate the layout and the working of the engine. The volunteer guides were very knowledgeable and helpful in explaining these points, and the lubrication system was especially interesting. There was time to see a range of other plant and auxiliary equipment, to study the various displays about the history of water supply in London and the development of the Kempton site, and to admire the magnificent building. We thanked Nick Reynolds for giving us all a fascinating few hours before heading off.

After meeting David Perrett at Twickenham we drove to Brentford and then walked into the area where the Brent flows into the Thames and the start of the Grand Union Canal. We saw a boat repair yard, still operating, and heard about lock 101 which was added to ease congestion at this busy junction with the tidal Thames. Walking on, we came to the old dock, now a marina, which Brunel had planned in the 1850s as a railway interchange and we could appreciate the general layout. The dock closed in 1964 and the area is now dominated by residential developments although, as we discovered, it is severely affected by aircraft noise. Using the canal towpath by the lock we went on through an area of former small industries, including brewing and parchment making. On the road we came to an overhead skew bridge which had carried the railway from the GWR at Southall down to the dock. Brunel had designed this with wrought iron plate girders which were still in place although the bridge is now used as part of a new road into the docks housing area..

We went on to rejoin the canal at lock 100 which was completed in 1795 and included a gauging station. From here we walked back to the coach, passing on the way a pub at which the painter JMW Turner had stayed in his younger days. We drove to a point where we could walk to see Windmill Bridge, a renowned intersection where the road crosses the Grand Union Canal and this is in a short aqueduct over the railway, all 3 routes being at about 30 degrees from each other. The railway to Brentford dock was one of Brunel's last ventures and David told us that the bridge drawings were signed by Brunel himself. We had time to walk to see the top lock of the Hanwell flight before getting back to the coach for the short journey to see the Wharncliffe Viaduct. This was a major structure on the Great Western Railway main line, carrying it over the Brent valley. Designed by Brunel and built in brick, it is a very impressive structure of 8 arches, 900' long and 65' high. Finished in 1837 with 2 broad gauge tracks, it was widened to take 4 tracks in 1874 and is still in use on the line to Paddington. We rejoined the coach for the final item, a look at Hanwell Station, but the restrictions of the local road layout prevented us getting even within sight of it. As time was pressing it was decided to leave this for another day (visiting by train was advised!) so we dropped David at West Ealing station after thanking him for a very enjoyable afternoon and headed back to Gloucester.

Sunday 22nd October 2006
Afternoon Walk, Forest of Dean Colliery Sites

This was a continuation of the walk led by Frank Colls on June 4th which was interrupted by very severe rain. We had no better luck this time, in fact it was wet throughout, but 12

stalwarts donned their waterproofs to tackle some of the intended route from Mallards Pike. Frank reminded everyone of the Forest of Dean Central railway (FODC) and its line through to the Howbeech area (seen in June) and the continuation line to New Fancy. In view of the weather a shorter route, not going to Moseley Green, was suggested. We began by following the road west to join the route of the rival Severn and Wye Mineral Loop (S&W), completed at standard gauge in 1872. At the site of a bridge by which this had crossed the road we saw some remnants of the embankment and, just to the west, the route of an earlier tramroad, the S&W Kidnalls Mill Branch, was pointed out. We went north to pick up the actual line of the S&W rail track and passed some stone blocks of the former tramroad. We soon came to the point where the branch to New Fancy turned away from the main Mineral Loop line. We followed the curve of the branch north-westward to where it met up with the route of the FODC, coming in from the east on a shallow but distinct embankment. The lines then went in parallel towards the New Fancy colliery.

We went along this line, first to the high retaining wall of the screens where some rail track could be seen and then back to the area which is now a large car park. With its spoil heap forming a well known forest viewpoint, visitors to New Fancy now give more emphasis to trees and wildlife. But it was once a busy colliery with the first shaft sunk in 1852 and final closure in 1944. We went up a slope to the site of the main buildings and beyond a fence we could see some stone structures, one probably the base of a chimney. We looked at the OS maps of 1901 and 1922 which had a range of structures and sidings and a 1910 photograph (courtesy of an Ian Pope article in Railway Archive no. 12) to try to envisage the layout. Returning to the car park there was time to look at the millennium memorial sculpture, depicting stone, iron and coal, which the FoD Local History Society had erected as a memorial to the miners who had died in the working of these materials in the area.

We returned a short way along the line of the New Fancy siding and then turned north on a forest track to gain the line of the main Mineral Loop making its way to Foxes Bridge and Drybrook Road. But we turned south, now the cycle track, and soon came to a point where the FODC broad gauge branch, heading for New Fancy on the embankment we had seen earlier, had crossed the Mineral Loop on an unusual level crossing, with one line being a few inches higher than the other. The crossing acted as a reminder of the long story of rivalry between the two companies. The S&W had gained virtually all of the New Fancy traffic and the FODC's efforts were in vain. We returned to Mallards Pike, Frank was thanked for an interesting afternoon and, in various states of dampness, we headed home.