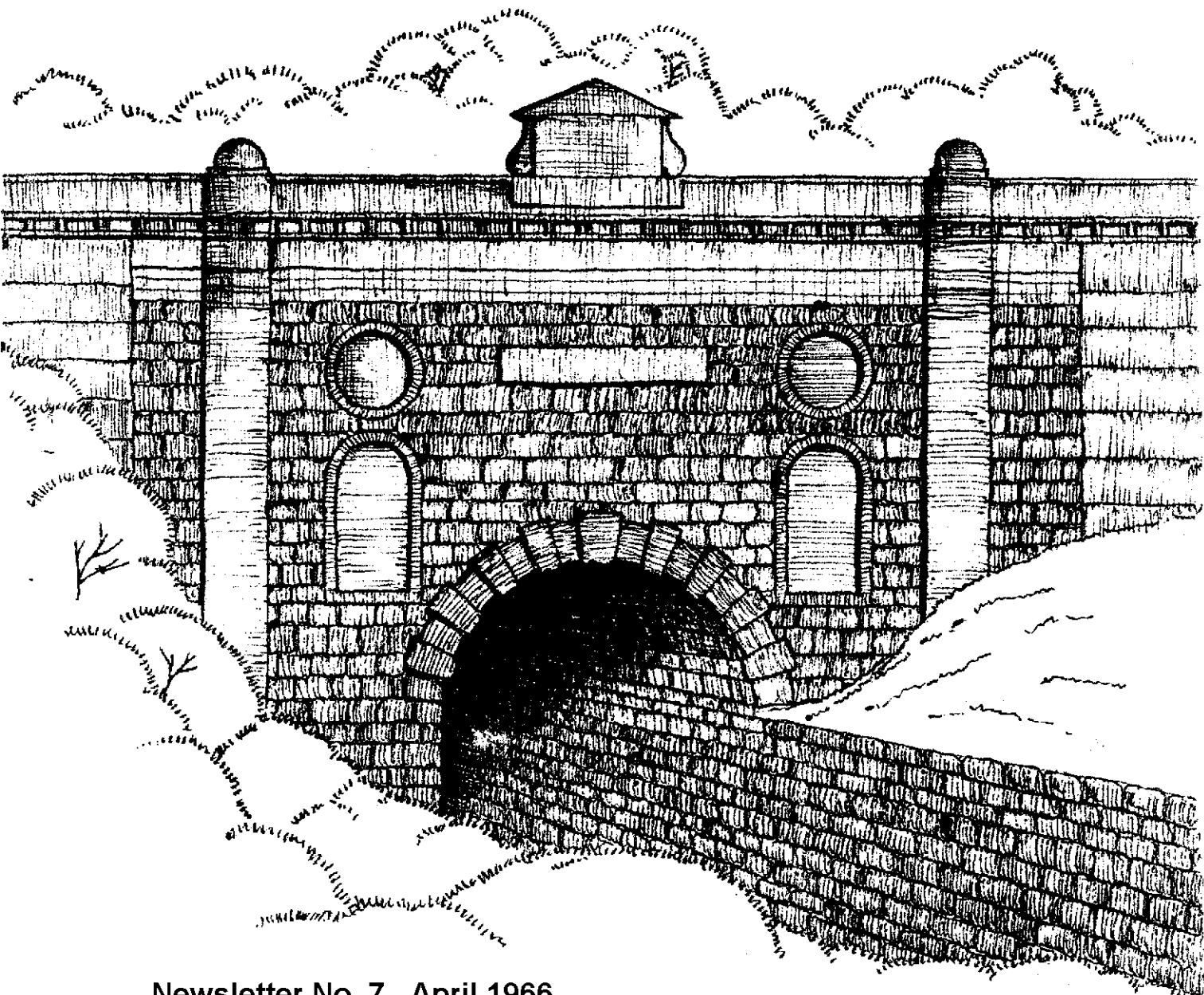


THE NEWSLETTER OF
THE GLOUCESTERSHIRE
SOCIETY FOR
INDUSTRIAL ARCHAEOLOGY



Newsletter No. 7 April 1966

GLOUCESTERSHIRE SOCIETY FOR INDUSTRIAL ARCHAEOLOGY

NEWSLETTER

Number 7

APRIL 1966

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Gloucestershire Society for
Industrial Archaeology
Newsletter No. 7 April 1966

EDITORIAL

When reading news of our nearest societies, the Bath & Camerton, the South East Wales and Bristol, it is interesting to note the different methods of division of areas for surveying and recording. The Bath Society appoints one person in each town or village to record everything in his parish, while a few people study particular subjects. The S.E. Wales Society are suggesting dividing up the area into the O.S. Quarter Sheets, 6" scale, with one group surveying the land covered by one sheet. Finally, in Bristol members volunteer to tackle one aspect of industrial archaeology.

I consider each approach is valid. In Wiltshire and Somerset remains are scanty between villages, except in isolated districts like the Nettlebridge Valley which the pupils of Downside have recorded in groups. Wales, however, with its intense industrial activity, requires thorough investigation of every acre. In a built-up area like Bristol it is probably preferable for one person to specialise in a particular aspect, as little travelling is involved and no groups need organising.

Our society has tended to record sites and buildings whenever a member has heard of an interesting place or someone has discovered that a building is likely to be demolished. While all this has been useful work and has given members valuable experience it has also left large areas still to be recorded.

I think that we can use all three types of recording in this county. Much of it consists of scattered villages where people could be requested to record every item in a parish, calling in help when necessary. Certain areas such as the Stroud Valleys and Forest of Dean would require intensive work by groups from Cheltenham, Gloucester and Stroud. One of our members has made a beginning with historical research of the Dudbridge area of Stroud and others have surveyed much of the Thames & Severn Canal and various mills. Finally, the valuable work already carried out by members working on their own could be incorporated, while at the same time remaining a useful review of one particular aspect of industrial archaeology.

The Editorial does not necessarily express the views of the Committee.

Contributions and letters for future issues of the Newsletter will be welcome and should be sent to :

Hon. Editor, G.N. Crawford, County Architect's Dept.,
Shire Hall, Gloucester.

THE VISUAL APPEAL OF RAILWAYS

Alec Clifton-Taylor

Aesthetically some of the best achievements of the railways are the earliest: works constructed between 1830 and, say, 1860. That was before the time when boards of railway directors decided that for their purposes architects were unnecessary. Some of the early railway architects, men like Francis Thompson of the North Midland and David Mocatta of the London, Brighton & S. Coast line, did some very good work indeed, especially on station designs. Some of our stations are unworthy: but a good many of them have a character that derives either from the designer or from local materials judiciously employed, or both. For example the flint walls and rather Dutch-looking gables of some of the Norfolk stations; how well they harmonise with the other buildings in that flinty Netherlands influenced county.

In the early days some of the landowners were very awkward, and now we may be glad that they were. Shortly before crossing the Nene into Northamptonshire, the station at Wansford looks like a small Elizabethan manor house with a distinct reminiscence of Burghley. Surely that was no accident; Burghley House is only half-a-dozen miles away. At Battle in Sussex the pretty station built in 1852 is just beyond the Abbey. Most of what has survived of the Abbey itself is in the early English style, with the great gatehouse in the Decorated; and the station contrives an ingenious salute to both !

These two examples are in a frankly romantic style and perhaps the Tudor inspired are the prettiest. Stowmarket in Suffolk is another of my special favourites. But the most dignified stations are usually of Classical inspiration. Francis Thompson did a little gem at Wingfield in Derbyshire. Newcastle Central, by John Dobson is the noblest of our big stations, and Huddersfield is another fine period piece.

The landowners also left their mark on the construction of tunnels. Occasionally a company was compelled to bore a tunnel solely for the protection of a great house. The classic example is the one which the Manchester, Buxton, Matlock & Midland Junction Railway had to make in 1848 to avoid Haddon Hall; its depth below the surface is only a few feet. The entrances of the early tunnels are sometimes real ornaments to the landscape as at Audley End on the main line to Cambridge, the Clayton tunnel on the Brighton line and the Shugborough tunnel of the Trent Valley Railway, opened in 1847 on the estate of Lord Lichfield.

Of individual architectural features on the railways, I would put first, for visual pleasure, some of the bridges, and especially the viaducts. Most thrilling of any is the Forth Railway Bridge, the outstanding single achievement of railway architecture in Great Britain - perhaps in the entire world. Yet when it was built, an iron bridge would not have been regarded as a work of art at all; we can be grateful that the field of aesthetic experience has since so much widened. The curving Crumlin Viaduct in Ebbw Vale completed in 1857 (recently, unfortunately, pulled down. Ed.) is another magnificent one in iron. Brunel, at Saltash, handled iron more clumsily, but : some of his brick bridges on the old Great Western, like the ones at Moulsoford and Maidenhead, are masterly. From the landscape aspect the most consistently satisfying of all the materials used for our bridges and viaducts is undoubtedly stone; among the best is the one which spans the Dee between Chirk and Ruabon on the old Shrewsbury and Chester line.

Extracts from article in "The Listener", Dec. 2nd 1965.

CONWAY SUSPENSION BRIDGE APPEAL

In a previous number I mentioned that Telford's famous bridge was in danger of demolition. This danger is still present unless over £2,000 is raised before the 31st March for an endowment to maintain the bridge.

At a recent Stroud lecture, £2. 10. 0. was raised for the fund, but no doubt many other members would like to contribute to this very worthy cause. Donations should be sent to the Secretary/Treasurer, The Conway Suspension Bridge Appeal, Mrs. A.M. Lealand, 10 Warren Road, Degamwy, Caerns.

G.N.C.

LINCOLNSHIRE INDUSTRIAL ARCHAEOLOGY GROUP

This group in January published its first Newsletter and is arranging in April a one-day course on "The Surveying and Photography of Industrial Buildings" at Lincoln. This county seems to be very well organised for the raising of large sums of money for the preservation of various industrial archaeological items, especially windmills.

P Y R O M A N I A

According to the Council of British Archaeology, as reported in a recent "Daily Telegraph", a member of a building firm which owned a seventeenth-century water mill at Bubbenhall, Warwickshire, soaked it with fifty gallons of oil and burnt it in order to prevent it being put on the list of protected buildings. The builders are now putting up a house on the site, the smart little philistines. Fortunately, some people are busy recording what is known about mills.

Leslie Syson's "British water mills" (Batsford £2. 5s.) is mainly about mill people and is the result of a lot of hard work, travelling about and talking to the few who really know something about water milling as a trade. One gets some idea of the power produced by water mills when he gives the big Laxey wheel an output of about 200 hp., which seems high until one remembers that it is over 70 ft. in diameter. Small local mills, however, gave from 3 to 5 hp. which, if you wanted to produce your own electricity, would produce only about 3 kilowatts.

"The Architect's Journal"
5th January 1966.

S.E. WALES INDUSTRIAL ARCHAEOLOGY SOCIETY

The first number of this society's Journal has recently been received and congratulations are due to the Editor, Mr. W.A.M. Jones, for a magnificent effort. Consisting of thirty-four foolscap pages bound in a cover showing the Melingriffith Pump, which incidentally the society is making strong efforts to preserve, the Journal has many well illustrated articles. One titled "The Surveying and Recording of Industrial Remains by Linear Methods" is most useful and shows how thoroughly this society is undertaking its difficult task of surveying and recording the Welsh valleys. Another article on "Industrial Archaeology and Schools of Architecture" should be read by the Cheltenham School of Architecture which has so far not shown any interest in our aims.

Formed in March 1965, by November the membership list already comprised sixtytwo names and the indications are that this will become a powerful society.

G.N.C.

Gloucestershire Society for
Industrial Archaeology
Newsletter No. 7 April 1966

C O R R E S P O N D E N C E

c/o Cassidy Farrington & Dennys
1 Mercer Street
London W.C.2.

16 January 1966

The Editor,
G.S.I.A. Newsletter.

Dear Sir,

Following my move to London and my resignation from the committee last month I would like to put on record my sincere thanks to all of you who have supported the Society's activities since our inception in March 1964.

I enjoyed immensely my spell as Secretary and my task was considerably lightened by the good support provided by an active and co-operative committee. Special mention must be made of Mrs. P. Till, Mr. W.G.H. Robins' secretary, without whose assistance I would have been quite unable to cope. She has typed several hundred letters and circulars for me - not to mention all the Newsletters for Neville Crawford - and, still smiling, she comes back for more !

I can recommend the position of Secretary to anyone who wishes to become quickly acquainted with the industrial history of the county. During the last two years I have met many interesting people and learnt a great deal; this alone has proved most rewarding.

My grateful thanks to you all for the many kind words which have already been said about my work for the committee. I hope to meet some of you again in the summer months and in the meantime I send my good wishes for the prosperity of the Society during 1966.

Sincerely,

Warren Marsh.

THE LATER HISTORY OF THE STROUDWATER CANAL

As soon as the canal was completed the Stroudwater Navigation Company were anxious to expand their trade. Most of the cargo carried on the canal was coal from the Forest of Dean and this trade could only be expanded if coal was brought up the

canal and distributed over a wider area. In 1779 a toll of 3/- a ton was paid on coal brought up to Wallbridge but if it was carried to Cirencester, Tetbury or anywhere more than 10 miles from Wallbridge the toll was reduced to 2/-. In 1782 a rebate of as much as 2/5 a ton was allowed on coal carried to Lechlade on the Thames by way of Wallbridge. In 1784 a survey was made for a short canal from the Severn to the Forest of Dean mines in order to reduce the cost of coal at Wallbridge. In 1781 a survey was made to extend the canal to the Thames at Cricklade but nothing was done although the project was reported to be practicable. In 1785 a group of share-holders, called the Coal Committee, were given £200 to buy coal in the Forest and sell it from wharves at Dudbridge and Wallbridge. This additional coal trade by the Coal Committee was carried on for about 50 years after 1793 with their own barges.

Improvements were also made in the canal itself. Additional wharves and warehouses were constructed at Stonehouse and elsewhere. At Framilode a basin was constructed so that boats could unload at a new warehouse built there. The river was also deepened to allow boats to lie close to the bank and unload at all states of the tide. In 1785 a large tow boat was bought in Bristol to break the ice and keep the canal open in winter. In 1795 offices were ordered to be built at Wallbridge (now Stroud Water Board offices). In 1799 the idea of a horse towing path was rejected as being too expensive because additional land would have to be bought and the path fenced in. In 1825 at the request of the Thames and Severn canal company this was reconsidered and after strong opposition it was agreed that the stiles and gates of the existing path should be modified to allow horses to be used. This was to be done as a temporary experiment to see if it did in fact increase trade as had been prophesied. The horses were to be muzzled and strong warnings were given to the bargees that the horses were not to be allowed to feed in the fields through which the towing path passed. This temporary path soon became permanent.

The Stroudwater canal was moderately profitable from the beginning. When the Thames and Severn canal was opened in November 1789, additional traffic was soon carried on the Stroudwater canal and in 1792 the income of the Company rose to over £2,000 for the first time. In 1797 £3,000 was exceeded and in 1801 £4,000. By the early 1820's the average income was £6,200 and the canal share-holders had a very profitable investment.

Annual Income of Stroudwater Canal.

October 1779 - October 1780	=	£1,410
October 1781	=	£1,821
October 1782	=	£1,883

cont

	October 1783	=	£1,917
	October 1784	=	£1,646
	October 1785	=	£1,345
	October 1786	=	£1,750
	October 1787	=	£1,616
Thames and	October 1788	=	£1,469
Severn Canal	October 1789	=	£1,733
opened.	October 1790	=	£1,692
	October 1791	=	£1,713
	October 1792	=	£2,322
	October 1793	=	£2,224
	October 1794	=	£2,858
	October 1795	=	£2,406
	October 1796	=	£2,926
	October 1797	=	£3,204
	October 1798	=	£2,584
	October 1799	=	£3,466
	October 1800	=	£3,445
	October 1801	=	£4,114
	October 1802	=	£3,385
	1820 - 25 average		£6,200

In 1824 a plan was put forward to build a rail or tram road from the Severn at Framilode to Stroud with a branch to Iron mills near Nailsworth. The canal company immediately gave their committee power to reduce tolls, a power which was immediately used to reduce tolls from 3/6 to Brimscombe to 2/6 per ton.

The landowners who had originally supported the new railway offered to withdraw their support if the tolls were reduced by a further 6d a ton. This further reduction was made and a committee of the Stroudwater Navigation Company organised opposition both inside and outside Parliament. When in April 1825 the Bill to allow the railway was discussed in Parliament it was rejected by 140 votes to 39. John Snowden, who had organised the opposition for the Navigation Company, was presented with a piece of plate valued over 100 guineas. By 1828 the company were sufficiently sure of their position to increase the tolls reduced in 1824.

By 1842 the Great Western Railway to Gloucester was opened to the country served by the Stroudwater Canal. The Canal Company was worried about the effects this would have on the amount of goods carried on the Canal. There was no immediate fall in receipts. In 1840 receipts were £7070 and in 1845 £7013. The coal trade was not affected since the railway was not to the Forest of Dean, but the grain trade was soon lost.

In 1845 another railway scheme was suggested. This was the South Wales Railway which was to cross the Severn just below Framilode by a low bridge that would make it impossible for boats to sail up and down the Severn. A ship canal was then to be cut across the Horseshoe Bend so that boats could come up to Gloucester. This idea was strongly opposed by the canal company because this railway would have been close to the Forest of Dean coal mines.

After this the number of boats using the canal gradually decreased. The tonnage of goods carried fell from 125,000 tons in 1848 to 119,572 tons in 1858; 95,428 tons in 1868; 106,132 tons in 1878; 67,938 tons in 1888 and 42,809 tons in 1905.

In 1911 the Thames and Severn Canal was closed except for the Wallbridge to Chalford section which was worked with the Stroudwater Canal. The canal had by now silted up so that fully loaded boats could no longer travel along it. Income from tolls was not enough to pay for dredging and the canal became derelict. The last boats to use the remaining part of the canal from Framilode to Saul Junction were the "Rose" and "Irene." Power to finally abandon it was given in 1954. Today bridges have been lowered and the outlet to the Severn blocked. The canal is only used to supply water to the Gloucester-Berkeley Canal and to provide moorings for small boats at Saul Junction.

Mary Camm
Lorna Herbert
Susan Perry

pupils of Severn Vale School,
Quedgeley.

SUMMER EXCURSIONS 1966

The programme will start on April 17th when Christopher Cox will be our guide round the turnpikes of the Stroud district. Several interesting excursions, both whole day and half day, have been planned and members will be notified as soon as dates have been settled.

Issue No. 12 was edited by Dr. O.M. Griffiths just before her death at the end of last year. She was the hundredth person to join our Society and we were very sorry to hear of the Local History Committee's great loss.

After a report on the work of our Society, it was noted that a new Local History Society has been formed at Kingswood, nr. Bristol, and that one of their lectures was on the local boot factories in 1900. More than 50 were recollected by the speaker, Mr. Gilbert Webb, who also explained some of the technical terms of the trade. The Thornbury Society Bulletin includes articles about Thornbury Workhouse in 1848 and on the Thornbury exhibition of Industrial Art in 1885.

There is a review of H.W. Paar's second book on the Forest of Dean Railways and an account of the excavations of Roman industrial or agricultural remains at Sea Mills near Bristol.

In the reports from museums and libraries, Stroud noted the acquisition of an early 18th century walking cane with a silver band inscribed D. FLIGHT, STAY MAKER, STROUD. This gentleman was related both to the proprietors of the Royal Porcelain factory at Worcester and to the famous London firm of Flight & Robson, organ builders. Any further information on this family would be much appreciated. Also under Stroud is a mention of excavations at Kings Stanley and it now appears probable that the 4th century Roman occupant was a sheet metal worker.

Under Bristol, a paragraph stated that a display of industry on Trade Tokens comprised a selection illustrating the industrial activities of the time.

Gloucester City Library lists additions to the Gloucestershire Collection, amongst which are :-

Balance sheets of Hereford & Gloucester Canal Company,
1932 - 1947

The Mill Inn, Withington; a short history and description with map and photographs.

Watts of Lydney 1851 - 1965, by Cyril Hart.

G.N.C.

VISITS OF ROYALTY TO WOODCHESTER, nr. STROUD.

In 1750 Frederick, Prince of Wales, who was staying with Lord Bathurst at Cirencester, chose to visit Lord Dulcie at Woodchester Park and an opportunity was taken to see the clothing manufactory at Southfield Mill, Woodchester, belonging to Mr. (afterwards Sir) Onesiphorus Paul. Paul had made several ingenious improvements in the dyeing and finishing of cloth and had become one of the leading clothiers in the district.

It was the second Lord Bathurst who was host to the Prince of Wales' son, George III, when the king formally opened the Sapperton canal tunnel in 1792. Four years before, when the King was staying in Cheltenham, the royal party set out on August 14th to visit the clothing manufactory of Mr. Obadiah Paul at Woodchester mill (now the Piano Works). The process of manufacturing cloth was shown by Sir Onesiphorus Paul's son, Sir George Onesiphorus Paul (who was described on another occasion as "an ostentatious mechanic"). A contemporary journal said "A sort of temporary building, open in front, and formed of white cloth, was erected upon the side of a beautiful hill. This was where a different part of the business was carried on, from the first taking the wool off the sheep's back, to the making up of bales of cloth for sale."

"The men who were employed were dressed in white shirts tied with ribbons, the women as neat as possible, and the instant their Majesties entered the enclosure all was set in motion. The questions the king asked and the observations he made showed such intelligence as surprised and delighted the manufacturers."

Sir George, on the death of his father in 1774, moved to the recently built Hill House at Rodborough (later Rodborough Manor). He also owned land at Kings Stanley, a colliery in Durham, property in Shropshire and timber in Somerset. However he later left the woollen industry on which the family fortunes had been founded and leased the Woodchester mill to his cousin Obadiah Paul (1720-1792) who owned Grigshot House.

Obadiah left the mill to his nephew, Samuel, son of his sister Elizabeth, who had married Samuel Wathen, and in turn the mill went to Samuel Junior's son, Paul Wathen. In 1812 he changed his surname to Baghott, but his gambling losses brought disgrace upon the family. He died in 1838 at Nash Court, Stonehouse.

Extracts from article in "Stroud News & Journal" 8.10.65.

The Notes and News section of Volume 2, Number 4 contains several items of interest, summarised as follows :-

- (1) Bristol University has bought a comprehensive collection of business histories comprising 2,000 items.
- (2) In Fishponds, Bristol, ancient chocolate machinery has been saved from scrap merchants.
- (3) A renovated windmill at Chapel Allerton, near Cheddar, will be open to the public during the summer.
- (4) The ambitious programme of "The Shrewsbury & Newport Canal Association" is listed.
- (5) An appeal has been launched to save Sarehole Mill in Birmingham which was at one time used by Matthew Boulton for metal working.
- (6) The recently formed Mendip Preservation Society is concerned with the restoration of the buddle-house, connected with the lead industry, at Biddlecombe, Wilts.

COAL PLATE COVERS

While walking recently in the area of London once owned by the Lloyd Baker family of Hardwick, the Editor was noticing the numerous designs on the coal plate covers in the pavements; I hasten to add that it was dark and there were few people around to notice my suspicious dawdling ! Most of these covers incorporated either the name of the foundry or the firm of ironmongers. I understand that Phillip's Antique Shop in Kensington High Street has a selection of these covers for sale, and a book on the subject "Opercula" (Golden Head Press, 15/-) by Dr. Shepherd Taylor includes 150 designs of coal plates. Taking rubbings of the plates is a rather hazardous hobby and the time of day wants to be carefully chosen !

HISTORY OF CAST IRON PILLAR BOXES IN GREAT BRITAIN

The first cast iron pillar boxes were privately installed and there is a record of one in Wakefield put up in 1809, this box being plain except for two framed ribs. Then in 1840 Sir Rowland Hill suggested that boxes be erected in London, similar to those in France, but no action was forthcoming and other suggestions were later made by Mr. Francis Butler, Rev. W.J. Charlton and Sir Henry Cole, one of the organisers of the Great Exhibition.

It was in the year of the Hyde Park Exhibition that Anthony Trollope, the novelist, who was also a Post Office surveyor's clerk in the South Western Survey District, proposed that four official boxes be erected in St. Helier, Jersey, because of the often great distance of the post office from various parts of the town. These were put up in November 1852 and were so successful that six more hexagonal ones were installed in St. Peter Port, Guernsey, in February 1853. One of these Early Non-Standard boxes is still in use in Union Street, St. Peter Port, having a horizontal posting aperture labelled "Letter Box" and a small emptying door.

Pillar boxes spread to the mainland in 1853, Carlisle claiming to be the first town to have one. However, the earliest still in use of the Early Mainland type 1853-56 is at Bishop's Caudle in Dorset and it is known that Handyside & Co. of Derby were making hexagonal boxes before 1856. There are three Early Mainland types dating from 1856 at Framlingham (2) and Gosberton near Spalding, the latter being put up in 1857 and it is on record that the sub-postmaster received £2 a year to handle collections ! These boxes had a vertical aperture with crown above and were made octagonal to increase the capacity.

In London the first six boxes were erected in April 1855 but these, designed by A.E. Cowper the consulting engineer to the Post Office, were great square monstrosities which gave the miles, furlongs and yards from the general post office (it is rather difficult to imagine a postman with a heavy load saying to himself that it is only 2 furlongs, 63 yards to go now!). These boxes painted green were manufactured by Messrs. H. & M.D. Grissell at Regent's Canal Iron Works, City Road for £380. As well as being aesthetically unsatisfactory, they were also poor functionally, being too low, dirtied by passing traffic and the letters getting stuck in the apertures, so it is no wonder that none remains in the London streets.

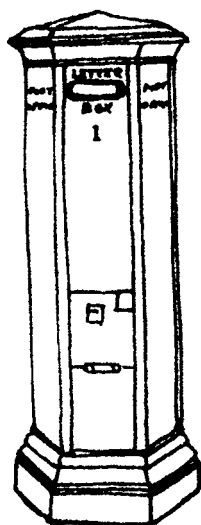
Before the close of the year, Mr. Cowper was recommending a new standard design for London's boxes. In reply to an invitation to produce an improved design, the South Kensington Department of Science and Art went to the other extreme and submitted a design for a hexagonal box, rather similar in shape to the original Guernsey model but grossly over decorated, which must have made them expensive to mould. However, the design was adopted and they were made by Smith & Hawkes of Birmingham in 1856, but none is left in actual service. Not surprisingly, an Economy Version of these London Ornate boxes was designed, but the only two located are many miles from London - at Cork in the Irish Republic. These are cylindrical and, if of approximately the same date as the expensive model, must be the first cylindrical boxes.

Meanwhile, the provinces were leaving London behind in design and some elegant fluted examples appeared. In 1856 Smith & Hawkes made three 8 ft. high fluted pillar boxes with vertical aperture and high domed top surmounted by a crown. There is no record of any of these remaining in use but the same firm made many Fluted Boxes between 1856 and 1860 of which eight have been found in use (nearest examples are at Bridge Street, Banbury and one each in the Eastgate and Westgate, Warwick). A later Fluted Box from 1860 onwards had a horizontal aperture and three of these exist in Malvern (Orchard Road, St. Andrews Road and Worcester Road). The raised lettering of the words "Post Office" is especially fine on these boxes.

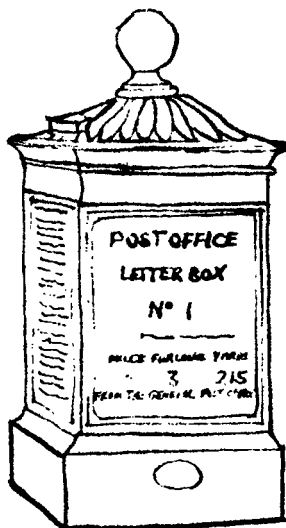
Early in 1857, however, the P.M.G. ruled that all boxes for country use should be standardised to the same pattern as the London ones without ornamentation. This caused much discussion on the best design and in 1859 a cylindrical box made in two widths, with a protective flap over the aperture, was agreed to be the most suitable. These are known as the First National Standard 1859-66 and 26 examples have been located, mostly in Liverpool and one in Rochdale, which had until recently a lamp post welded on top. There are no National Standards recorded near Gloucestershire. This box is very simple in shape and ornamentation but the design of the projecting aperture looks rather as though it was stuck on as an afterthought. It is not therefore surprising that the Regional Director decided that they were not good enough for Liverpool and had at least six made to his own design by Cochrane of Dudley (this firm also made the heavy castings for the building of the 1851 Exhibition). Of these Liverpool Specials 1863 three remain in use, surmounted by a large crown and with good lettering all rather pleasant in appearance.

A further change was authorised in 1864 and by 1866 the whole country were being offered Hexagonal 'Penfolds' 1866-79, named after their designer J.W. Penfold. This box

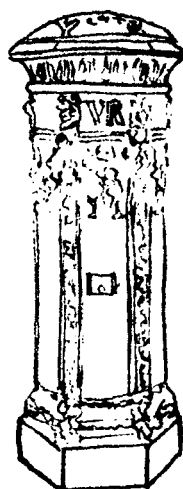
CAST-IRON PILLAR BOXES 1852-1863



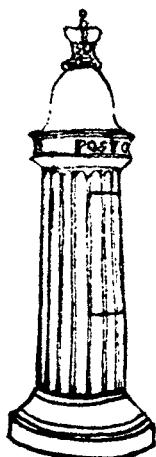
EARLY NON-STANDARD
CHANNEL ISLANDS 1852



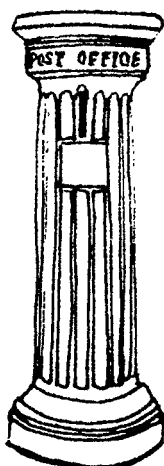
FIRST LONDON BOX
1855



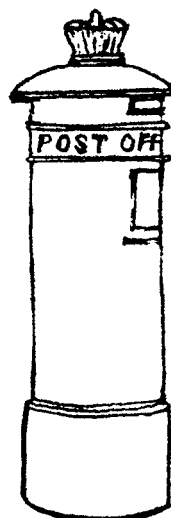
ORNATE LONDON
BOX



ORNATE FLUTED

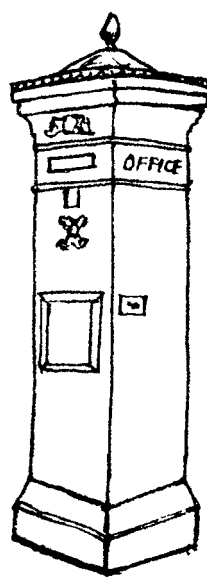
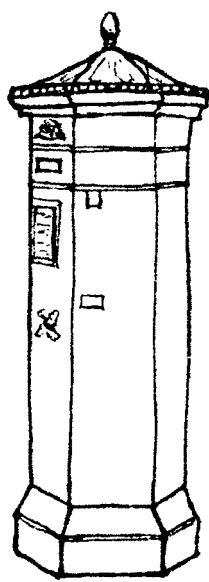
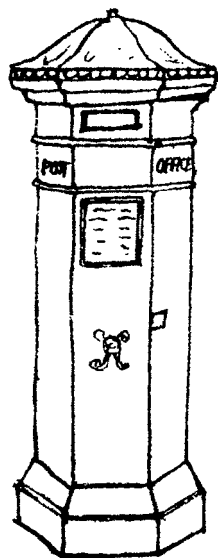


FLUTED FROM 1856



LIVERPOOL SPECIAL 1863

CAST - IRON PILLAR BOXES 1866 - 1887



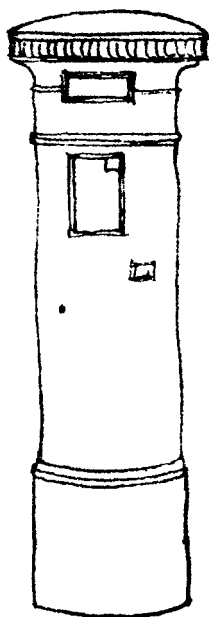
HEXAGONAL 'PENFOLDS'

1866 - 1879

(A) WITH FLAP

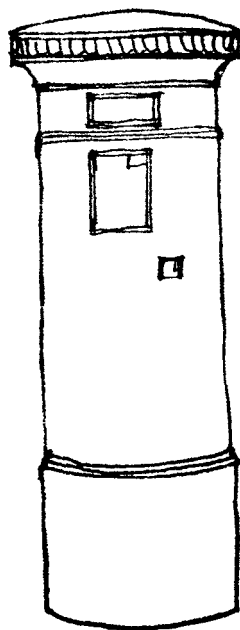
(B) WITHOUT FLAP

(C) APERTURE LOWERED (D) ROYAL CREST REVERSED



ANONYMOUS - HIGH APERTURE

1879 - 1883



ANONYMOUS - LOW APERTURE

1883 - 1887

Gloucestershire Society for
Industrial Archaeology
Newsletter No. 7 April 1966

appears in four main versions :-

- (a) High aperture with a flap and coat-of-arms below.
- (b) As (a) but with no flap and a bevelled edge.
- (c) Aperture lowered and coat-of-arms placed above.
- (d) As (c) but with the royal crest above the "hours of collection" plate and the time tablet brought from the side to the front.

These boxes had quite an elaborately decorated top, sometimes surmounted by an acorn, and seem to have been popular as 95 are recorded as having survived. Of these, nine can still be seen in Cheltenham (Bayshill Road, Montpellier Walk, Pittville Spa (c), Pittville Circus Road, St. Marks, St. Paul's, Lansdown Place (a), College Lawn and Douro Road). A further two are in Bath at Laura Place (c) and at the corner of Edward St. /Pulteney St. (c).

Complaints about letters being caught up and delayed by faults in the internal construction of the hexagonal boxes resulted in a decision in 1874 to revert back to a cylindrical model and these were first erected in 1879. These boxes had a very high aperture and no Royal Cipher or indication that they were Post Office property, but otherwise the design is approaching that in use today. Known as Anonymous - High Aperture 1879-83, 236 have been listed but the only example in this county is at Pitt St., Gloucester, which was manufactured by Handyside & Co. Two more are in Bath (Sydney Place and corner Nile St./Bristol Rd.). One in Cambridge is topped by seventyfive lethal looking spikes, the reason for which is still obscure.

The high aperture caused large letters and newspapers to become lodged in the top, so the aperture was dropped a few inches and another type introduced, the Anonymous-Low Aperture 1883-87, 105 of these remain and two can be seen in Walcot St., Bath and Owen St., Hereford. It has been stated that it was not until November 1887, eight years after they were first erected, that it was first realised that these boxes did not bear the Royal Cipher or show that they belonged to the Post Office. This seems extremely strange to me and I should have thought they were designed without wording or arms because by 1879 the pillar box would have become a recognisable item of street furniture and no-one was in any doubt who owned them.

By the end of 1887 a new design incorporating the Royal Cypher on the door and the words "Post Office" on the collar below the rim of the roof, had been approved and no radical change in the design has taken place since. Today there are

four standard pillar box patterns, three of them round and one oval; the latter, weighing nearly a ton, has separate apertures for town and country use.

Most of the early boxes were painted dark green, but grey, yellow, brown and royal blue had also been used, and it was not until 1874 that all the London ones were painted red. By 1884 all the provincial boxes were the same. A comparatively recent colour change which many readers will remember was the blue air-mail box introduced between 1930 and 1938. They were withdrawn in the latter year due to most foreign mail going by air.

Although not affecting the design, it is interesting to note that 161 boxes were erected in 1936 bearing the cypher of Edward VIII - one can be seen on the Gloucester Road at Patchway, near Bristol. Apparently after the Abdication, with rather misplaced zeal the Post Office changed the doors when it was known that George VI was about to visit a particular area!

The totals given of pillar boxes still in use should be fairly accurate as last year an intensive campaign was organised by the Post Office with monetary rewards for new finds. However, every year some boxes are lost due to road accidents and in London many are being replaced by the double aperture type. It would also be interesting to know how many historic boxes still survive in museums or perhaps dark corners of Post Office yards.

G.N. Crawford.

Bibliography

Post Office Magazine; Oct. 1964, Feb. 1965, Oct. 1965
Victorian Pillar Boxes still in Service; P.O. Records Oct. 1965.
Posting Box Victoriana; Daily Telegraph 20th Nov. 1964
Decorative Cast Ironwork in Great Britain; Raymond Lister, 1960.
Post Office Pillar Boxes - Their Origin; Postal History
Society Bulletin no. 53, Sept. 1950.
Centenary of Pillar Boxes; Country Life 1st Feb. 1952.

ACCESS TO LONDON'S CANALS.

The parks and smallholdings committee of the Greater London Council is to try to provide more opportunities for recreation and enjoyment along the banks of London's canals and waterways, and as a start a survey is to be made of the canal from Islington to the docks to see what can be done to clean up

towpaths and open them to the public.

The committee hopes to provide at low cost public walks along waterways and, where no walks can be provided, to open up views of the waterways from places where people can sit in the open.

Architect & Building News
22.12.65.

A LIST OF BOOKS, PAPERS ETC. HOUSED AT STROUD MUSEUM

FOR THE G.S.I.A.

Publications, Journal & Maps.

Bristol & Glos. Arch. Soc., Trans. 82 & 83.
Gloucestershire Local History Bulletin, Nos. 6, 7, 9-11.
Glos. Soc. for Industrial Archaeology Newsletter Nos. 1-5.
6" O.S. Maps (photo-copies) from surveys made 1878-1882.

Leaflets & Offprints.

Fairfield Wagon & Constructional Wks., Chepstow. 3 items.
Brochure of the Period Cottage Improvement Soc. Ltd.
James Dallaway, Antiquary & Writer. Offprint from B.G.A.S. 81
Brief Historical Notes on Stanley Mill and Ebley Mill.
Gloucestershire Railway Soc. (1964) 2 items.

Bibliography

Cat. of Books on Industrial & Transport History at the County
Technical Library, N.Glos. Tech. Coll., Cheltenham.
Cat. of Books on Ind. Archaeology, from Alan & Joan Tucker.
Principal Sources (Printed & Mss) on the Glos. Wool & Cloth
Industries in the Gloucestershire Records Office.
Industrial Archaeology in Wales; List of Books and Sites.

Research Papers.

Survey of Milestones. (Map & Schedule only) Mr. C. Cox.
Notes, Map & Plans, Turnpikes & Toll Houses. ditto.
Monks Mill, Alderley; Plans, Elevations and Field notes.
G.S.I.A. group survey.
15-17 century house, Nelson St., Stroud. Elevation. ditto.

Sundry circulars issued by the Society, including rules, lists of members, notices of lectures, etc.

COMMUNICATIONS BETWEEN GUARDS AND PASSENGERS.

Mr. W.H. Preece's plan for enabling passengers to communicate with the guard has been put into operation on the South Western. The Original proposal was that when a passenger pulled a string it should cause a small semaphore arm to project from the carriage, producing an electric current which would ring a bell in the guard's van. This, however, has been modified. A small clock-like glass face is placed in each compartment. If a passenger wishes to communicate with the guard he breaks a plate of glass and moves a small handle beneath. This produces the electric current which rings the guard's bell. The guard then looks out, and if a carriage is off the line he communicates with the engine driver immediately and stops the train. He will probably have his attention drawn to the carriage from whence the alarm proceeded by some passenger putting his arm, stick or umbrella out of the window, and at the next station the guard inquires into the cause of the alarm; and he can always find the carriage from whence his bell was rung by the broken glass.

JOURNAL of the RAILWAY AND CANAL HISTORICAL SOCIETY.

Volume XI No. 4 October 1965

Extract from the Railway Times. 5th Aug. 1865.

BIBLIOGRAPHY - INDUSTRIAL & TRANSPORT HISTORY.

The booklet referred to on page 17 of Newsletter 6 is now out of print, but has been re-issued in two parts (1) Industrial History (2) History of Transport.

The number of references has been more than doubled as each of the new brochures is the size of the original one with, in addition, more entries on each page. These very useful bibliographies also now include references to articles appearing in various journals and can be obtained from the County Technical Librarian.

GODSELL'S BREWERY, SALMON SPRINGS, STROUD

A Stroud guide published in 1890 says that "founded in connection with a small flour mill, about 40 years ago by the late well-known Mr. Thomas Godsell, the business soon attracted attention and the brewery grew by continual extensions until at present the buildings cover an area of fully three acres in extent." The article concluded: "The New Railway Extension Bill for Stroud will materially assist the operations of the firm as they will have a private siding." Alas, the proposed Painswick railway never came into existence and how could the writer foresee that in 1928 Godsell's renowned brewery would be taken over by its rival and neighbour, Stroud Brewery Co.?

The first mention of Salmon Springs occurs in a rental of 1496, when mention is made of a mill called 'Blysses', otherwise 'Salmonys'. An article in the autumn 1958 number of the House of Whitbread magazine said that "Salmon's must have been a cloth mill, as is clear from a deposition of 1774 when there was some argument about obstructed water courses. Twelve years later a schedule of the property suggests fulling mills, grist mills, three stocks and one gig mill, one pair of French stones, one pair of Welch stones, a mill house, dye house - quite a working collection to gladden today's water mill enthusiast."

A change was to come over the woollen industry and the will of Edward Cutts of Salmon's describes him in 1800 as a "baker". Had Salmon's then gone over to flour milling entirely," asks the writer of the article, "or was that an old side line judging from the earlier scheduled 'grist mill'?"

"With the insuring of the place in 1837 comes the first mention of a brewhouse there, though Nathaniel Marling who took out the policy is described as 'clothier'. The figure for the mill was £300: for 'a brew house near' £20 - a tiny affair, presumably, since the figure for four cottages was £150. Eighteen years later Marling leased to Godsell 'brewer and malster' all that corn or grist mill at Salmon's 'with malt-house'."

To add to the complexities of the site, Hyett's history of Painswick says that "the malthouse, just above Salmons Spring Brewery, was once known as 'The Paper Mill'." (Hyett, however, is not always accurate in his statements. Ed.) Thomas Godsell was joined in the business in 1876 by his sons.

Extracts from article in "Stroud News & Journal" 15.10.65.

F I E L D W O R K

At the last meeting of the Stroud Spring Lecture Programme, much of the time will be devoted to fieldwork and anyone who does not normally attend, but is interested in fieldwork, is invited to come along.

Amongst sites it is hoped to record in the near future are Compton Abdale Mill, Longhope Tannery and the Tramway Incline at Leckhampton.

Other subjects which have yet to be studied include the following :-

Little Avon Mills
Gossington Ordnance Factory
Whitecliff furnace, Coleford
Stonehouse brickworks
Stroud factory chimneys
Uley Brewery
Hereford - Gloucester Canal
Quays on the Severn

Your committee would be glad to hear from any member who would be interested in working on any of the above or any other subject.

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

AN INTRODUCTION TO INDUSTRIAL ARCHAEOLOGY

In addition to the lecture series given in detail on the following pages, Mr. L.F.J. Walrond, Curator of Stroud Museum and committee member of the society, has recently given a course of six lectures in Gloucester. These were held in Wellington Street and were arranged by the W.E.A.

LECTURES IN CHELTENHAM 1966 - SPRING SEASON

23rd February	Pilot Survey of Industrial Archaeology R. Sherlock
2nd March	Industrial Remains in Stroud Valley L.F.J. Walrond
9th March	The Tram in Gloucestershire D.B. Lyall
16th March	Records of Gloucestershire Industries I.E. Gray
23rd March	Sources & Recordings of Railway History R.D. Abbott
30th March	Industrial Archaeology. Its Solid Core and Lunatic Fringe K. Hudson

held at Parmoor House, Lypiatt Terrace, Cheltenham.

LECTURES IN GLOUCESTER 1966 - SPRING SEASON

4th February	What Industrial Archaeology is Trying to do. K. Hudson, M.A.
11th February	The Port of Gloucester R.D. Abbott, A.M.A.
18th February	The Gloucestershire Wool Trade K.G. Ponting
25th February	Canals L.T.C. Rolt
4th March	Industrial Archaeology & The Church M. Rix, M.A.
11th March	The Stationary Steam Engine G. Watkins
18th March	The National Survey R.W. Wailes, F.S.A., M.I.Mech.E.

held at the Technical College, Brunswick Road, Gloucester.

LECTURES IN STROUD 1965/66 - SPRING PROGRAMME

28th January	A.D. Cook	Inn Signs
4th February	C. Cox	Some Boundary Stones round Stroud.
11th February	R.A. Lewis	The Navigation to Stroud.
18th February	R.B. Wilson	The Great Irish Road.
25th February	N.L. Andrews	Power Generation.
4th March		Films
11th March	R. Rose	The History of Dudbridge.
18th March	R.M. Courtenay Lord	Waterways of England.
25th March		To be announced.
1st April	Members	Accounts of fieldwork.

LECTURES IN STROUD

SOME BOUNDARY STONES ROUND STROUD - C. Cox.

Christopher Cox spoke on the different types of boundary stones he had discovered in the Stroud district and these he divided into three main groups : (1) Parish boundaries, (2) Field boundaries and (3) Private marking estate ownership or other rights. A few boundary stones, however, serve a dual purpose.

Parish boundary stones have the initial letter of the parish on opposite sides; thus R on one side and H on the other, marks the Rodborough/Hampton boundary. The lecturer said that he recently recovered one marked S/R from a ditch at Dudbridge near the Erinoid works and this tapered stone with good lettering is now in the Stroud Museum. Other examples can be found at Bread Street, Townsend, opposite Port Foundry (Brimscombe), Bear Hotel, Lypiatt Cross, Fostons Ash, Edge, Humphries End, Bownham Park, Swells Hill, Longridge Wood (Slad Valley) and one can be seen in the middle of Stroud on a wall in Merrywalks.

Though naturally the majority of these boundary posts are stone, there are a few triangular cast iron examples manufactured by J.M. Bull & Co. in Gloucester, with either

WHD or GHD on top, though he did not yet know what the letters meant. Examples of these are at the Standish/Painswick boundary, at Woodchester, Stanley Downtown and Tuffley Avenue, Gloucester. Another feature of a few boundary stones which puzzled Mr. Cox was that they had two letters on one side, one being upside down.

Field boundary stones are the few relics of the open field system of farming which combined the use of common un-enclosed pasture with the division of the field by stone or wood posts into long narrow strips. These stones again often have incised lettering to indicate the ownership of the field, and good examples can be seen at Upton St. Leonards, Kings Stanley, Stanley Park, Bisley and at Bunnage Fields near Camp, where the strip system of cultivation can still clearly be seen. Finally, private stones can indicate estate boundaries, the limit of mill ponds, private roads or even water pipes. These have been discovered at Pen Hill Wood (Selsley), Washbrook, Toadsmoor Woods, Sheepscombe, Paradise, Ebbley Halt and near Damsell's Mill (Painswick) where there is a stone with the inscription "DICTH DUG BY WH". Another interesting example is the shaft at the side of the Rodborough Pike house, dated 1851, but the lecturer has not yet been able to trace its origin.

Before ending, Mr. Cox made a plea for everyone to record these boundary stones before they are broken up and lost for ever. He had filled in a large number of C.B.A. cards which were now with the Society. Spring or autumn were the best times to discover these interesting historical remains and always dig down to see if any lettering has been covered up. Fallen stones should be dug out, with permission, and placed upright and he suggested that the local or parish council be informed as well as the G.S.I.A.

G.N.C.

KENNET & AVON CANAL

The Bath and Bristol Branch of the Kennet & Avon Canal Trust Ltd. are co-operating with the British Waterways Board in a scheme of experimental refilling of the Limpley Stoke-Avoncliffe dewatered section. This joint operation is under the direction of the British Waterways Board, Southern Region Engineering Dept.

Builder, 31st Dec. 1965.

MILLS OF THE RIVER LEADON AND TRIBUTARIES

The sources of the River Leadon are near Kidley's Farm, Evesbatch, a small village between the Malvern Hills and the Herefordshire Frome. The stream runs through pleasant undulating fields to Bosbury where there are two mills.

Approached by a track opposite the church, the Lower Mill in 1958 was in a semi-ruinous state, the wheel had disappeared and the pond had dried up. The mill and house are Victorian red brick and no doubt replaced earlier ones. A middle-aged man in Bosbury told me that his father remembered the mill working when he was a boy. (SO 694454 Upper Mill $1\frac{1}{2}$ miles N. of Bosbury under Beacon Hill. SO 696430 Lower Mill $\frac{1}{3}$ mile S. of Bosbury).

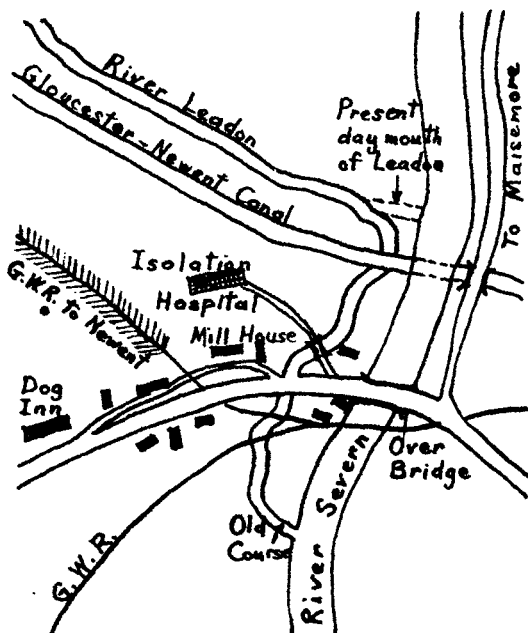
Between Bosbury and Ledbury the Leadon is joined by several brooks which considerably augment its volume. At Ledbury itself are NEW MILLS, still grinding in 1952. They are about half a mile from the station along the Hereford Road, and of course are in Herefordshire.

(SO 703386 New Mills stopped working approximately ten years ago when a farmer blocked the race. Brick with a clay tile roof, the internal metal wheel is still in position together with part of the machinery, but the rest has been sold for scrap. One third of the timber first floor has gone and the grinding stones are now on the ground floor. The miller built a house against the east side of the mill).

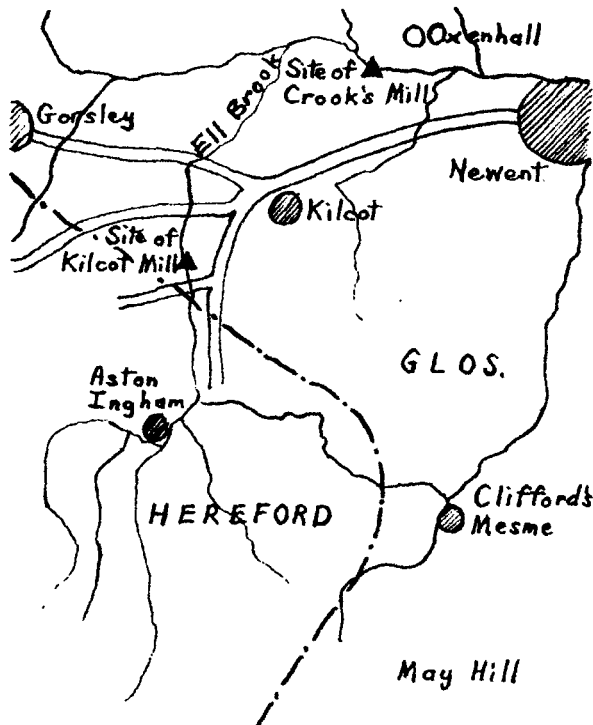
Three quarters of a mile north of the Gloucestershire-Herefordshire boundary along the Ledbury-Dymock road is HAZEL or HAZLE MILL approached by a rough drive which crosses the railway. In 1938 this mill was in business, but by 1951 it was no longer working, the two wheels rotting away and the mill-pool a mere muddy hollow. It is a massive Georgian block, four storeys high, with a wooden dovecote on its front wall. The Leadon is still but a small stream here so its full volume was dammed up to form the pool. The water wheels once drove four pairs of stones, so this mill must have done a large amount of work. (SO 703360 Hazel Mill has been demolished. Site is now a second-hand car park guarded by alsatians!).

Just before you arrive at the railway bridge near Hazel Mill, you cross a field to the left and then emerge onto the railway through a gate. Walk along the railway for half a mile and you will come to a cottage nearby which was the site

Over Mill, showing the old
course of the Leaden



Detail of Newent area



LEADON
VALLEY
MILLS

of LEATHER MILL. A few old dried-up channels are all that is left to show. By the name it may have been a tan grindery - this is an oak growing neighbourhood - but the Rev. Gethyn-Jones in his book 'Dymock Through the Ages' thinks that woollen mills were once plentiful around here and this may have been one of them. I think it must have closed in the 1790's when the water in the Leadon was depleted owing to pumping for the Gloucester-Ledbury Canal.

Next comes FARM MILL near the hamlet of Greenway. Here is a pleasant old half-timbered farm house with an adjoining sandstone mill, now used only as stabling and obviously long disused as a mill. Its name indicates that this was a private mill, erected by the farmer for his own convenience and maybe not solely as a corn or provender mill. The Dymock area was once very prolific in mills of this kind; several of the large farms such as Old Grange, Callow and Normansland had mills of their own. Probably the uncertain flow of these streams originating in sandstone meant that no mill could accept work from an area and it therefore paid farmers to erect a mill for their own occasional use, as the water supply would suffice for this.

The Rev. J.E. Gethyn-Jones in about 1952 said that Farm Mill was the last of these private mills to work and was operating about 50 years or less ago. It was more or less intact until the salvage drive collectors partly wrecked it. A number of stones still lie around in the old buildings; some of them are fixed, others not. Another mill in the area, now destroyed, was Windcross.

(SO 700326 Farm Mill, Greenway).

Just below Greenway the Leadon is joined by two tributaries, the Preston and Kempley Brooks. Across the road from half-timbered Preston Court is an ugly modern erection of glaring red brick and tarred weatherboards. This is PRESTON MILL, no doubt the successor of an older building. Half the stream was dammed up to form a pool with neatly concreted sides, but in 1951 this pool was dry and used as a fowl run. Near Windcross the Kempley Brook joins the Preston Brook and they both join the Leadon a field or two away.

On the lane from Dymock to Ryton, just past the bridge over the Leadon, is a square red brick farmhouse with its back to the road. This is called VENN or VELL MILL, but has no right to the name, for the mill was a field away and the miller lived in the cottage in the field. The mill was demolished many years ago, beyond living memory said the Rev. J.E. Gethyn-Jones in about 1952.

At Ketford the hills hem the Leadon into a miniature gorge. As you stand on the modern concrete bridge and look upstream, you see a pleasant, brick house, all that remains to represent KETFORD MILL², which was mentioned in Domesday Book. A letter from the occupier written in 1951 stated that he gathered the mill was demolished about 70 years ago.

A tiny stream from Redmarley once turned a wheel at CUT MILL³, now only a farm with a sheep-washing pool.

In the deepest and most secluded part of the valley stands DURBRIDGE MILL where the Leadon was impounded in a long deep pool, crushed against the hill-side with an actual cliff forming one of its retaining sides. The dam and sluices of this pool were swept away in the disastrous floods after the phenomenally heavy snowfall of early 1947, so that the pool is no longer in existence. The mill was once all of sandstone, but the front is now of brick. Inside the iron sliding doors an iron water wheel can be seen, but the mill has been long disused. An oast-house adjoins the mill but its topmost brickwork is crumbling and the vane has vanished, but it indicates that this mill probably functioned as a maltings and maybe even a small brewery. The D'Abitots of Redmarley owned a mill at Durbridge in 1549.

(SO 734298 Durbridge Mill is in good condition and the oast-house is still in the state described. The occupier thought that his father put in the large diameter internal wheel which is still in position. The machinery and stones, with two spares, are in good order though the occupier would like to demolish them to provide more room. The wheel also drove cider machinery and a cider scratcher is still there.)

A valley from Poolhill leads down to the Leadon on the southern side and an old track led through it alongside a streamlet which opens out unexpectedly into a beautiful lake which is held up by a dam. Here, according to a map of 1824, stood STOCKS MILL but there are now no remains of it except some brickwork, which must once have lined the wheel pit, a sluice and some uneven ground where a building stood.

A little less than a mile downstream from Durbridge is PAYFORD MILL⁴, a beautiful half-timbered building with gables of weatherboards. It is at the foot of a very steep, wooded hillside and was tastefully restored in the 1930's by an artist who purchased it for a residence. The whole river is impounded to form a pool and the wheel is in good condition (1951) but no longer turns. (SO 747298 Payford Mill is still a private residence with wheel and well-kept grounds).

Next comes PAUNTLEY MILL ⁵, not exactly on the Leadon, but only a few yards from it. The water-power is supplied from a large secluded pond fed by a mere rivulet only half a mile long, rising in Collingpark Wood. The mill is in a field approached by a rough cart track between the church and the massive dovecote. It is an unusual building of shaly grey stone, a plain barn in shape, but having a gable end embellished with what I believe are called corbie steps, such as you see on Scottish baronial castles. An old iron fireback has been used to block an opening in the gable end. A mill at Pauntley worth 5/8d was mentioned in Domesday Book, but that may have been Payford Mill which is in Pauntley Parish and has an obviously better water supply. In 1359 a mill called Pauntley's belonged to the Lord of the Manor of Redmarley.

(SO 751291 Pauntley Mill of 2 storeys is still standing with clay-tiled roof and dressed stone stepped gable. The fire back is also still in position).

After Pauntley the Leadon flows in a more open valley to UPLEADON MILL. A pretty place this with the mill of mellow old brick and a mill pool into which flows the Glynch Brook, the chief tributary of the Leadon. The whole river has been embanked for half a mile above the mill which was the property of St. Peter's Abbey in Gloucester in Saxon times.

(SO 770270 Upleadon Mill has three storeys with a clay tiled roof, tiled parapet gables and ornamental brick eaves. The ground floor has two doorways and two windows half blocked in; the first has one door and half window adjoining and the top floor has a dormer window. Both the mill and the stone leat are in good condition, the mill being used as a grain store with the machinery still there. The external metal undershot wheel has steel buckets still well preserved).

Downstream the Leadon becomes sluggish. At HARTPURY ⁶ there is a little red brick mill standing on massive stone foundations. The mill was working until 1939 and it was fine to see the rush of water through the stone tunnels on both sides, for Hartpur Mill had two wheels. Mr. Vallender, the miller, explained why his mill had had to close. The Severn Catchment Board considered that the mill dam was a contributory cause of flooding, so the dam was lowered by about two feet and a wheel was removed. The other was about to be destroyed, too, but Mr. Vallender pleaded that it should remain for the sake of the appearance. This one has therefore been left in situ, though its lower floats were removed and the rim

cemented to the base of the wheel pit to ensure that it would never turn again.

(SO 778 237 Hartpury Mill is of 3 storeys with a small brick stack and Cotswold tile roof. The timber windows have flat brick lintels with curved relieving arches and there are brick ornamental eaves. The metal undershot wheel has flat timber paddles, but there is no machinery left inside. Internally the mill is used as a grain store and the timber first floor and timber stairs are in good condition.)

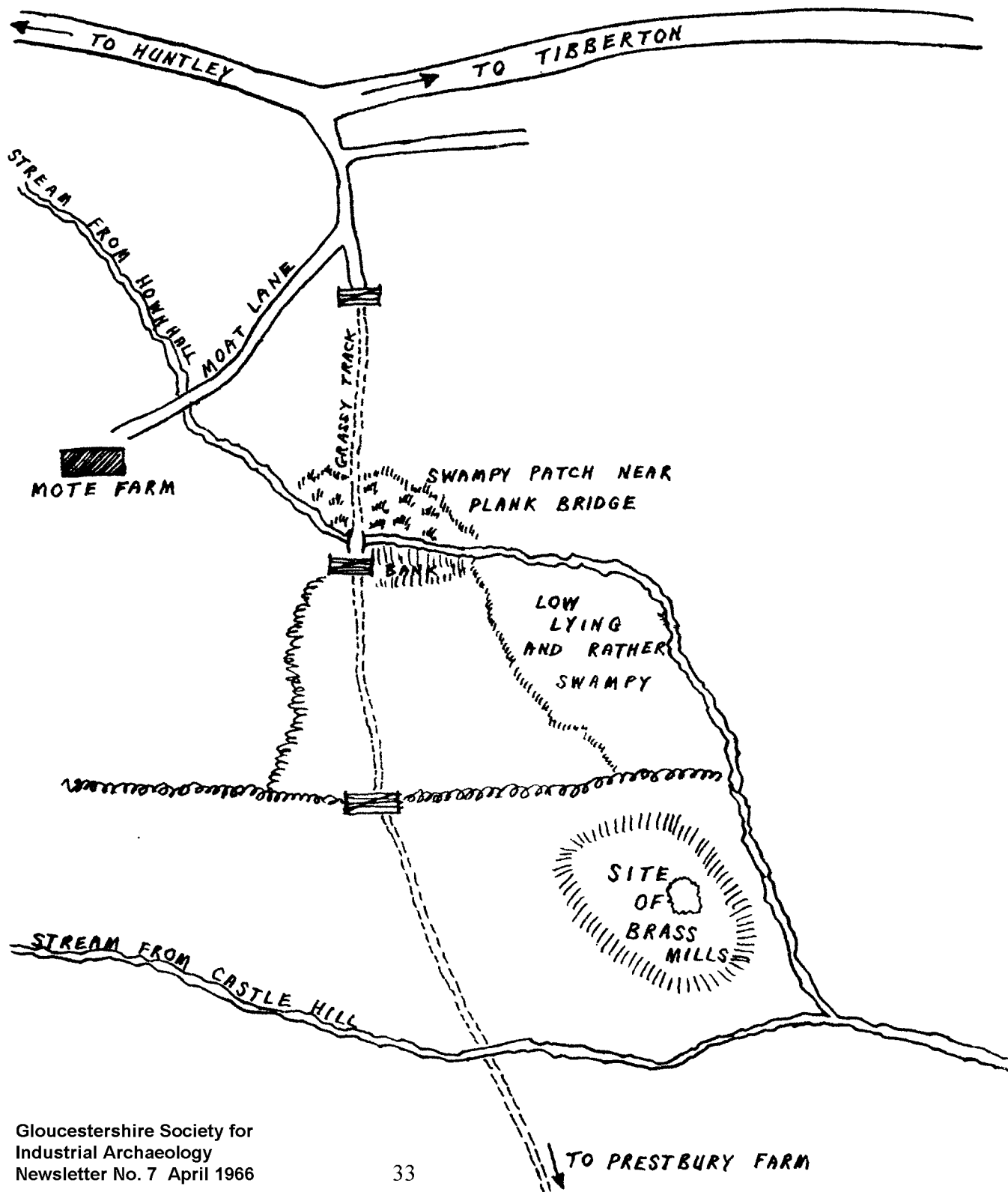
The Tibberton Brook joins the Leaden at Barber's Bridge. On this brook is TIBBERTON MILL, which, though in Tibberton parish, is some distance from the village, being approached through Morse's Farm. It has been a working mill until about 1950, but for many years the miller supplemented the water power with an oil engine. Judging by the well-kept edges of the pool, the water power must have been used quite recently and the wheel is in fairly good condition. The building is of soft red brick and is now used only as a storehouse.

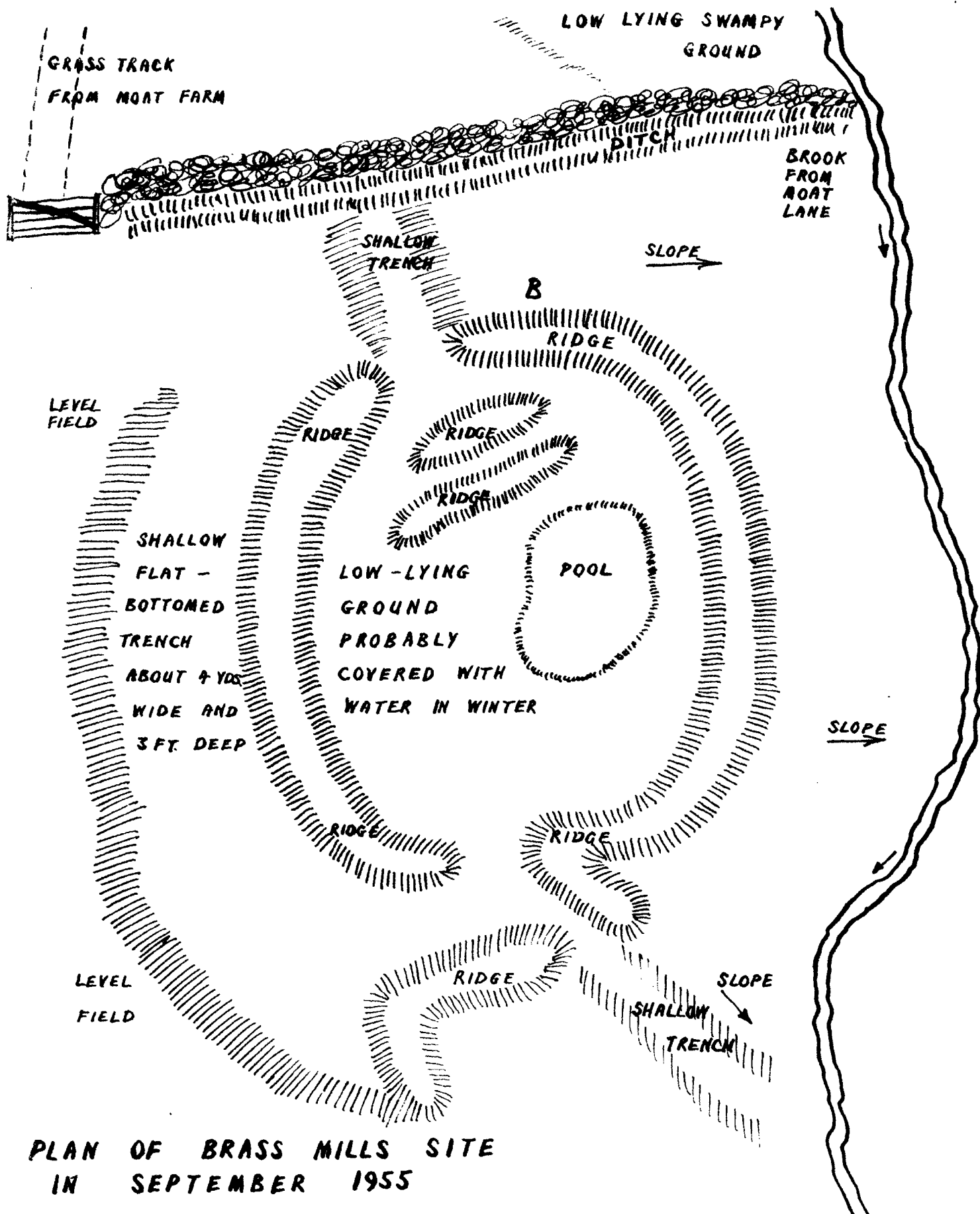
(SO 744 212 Tibberton Mill has brick arched openings and a clay tile roof, though several corrugated iron lean-to buildings rather spoil the appearance. The metal overshot wheel of approximately 16 ft. diameter is deteriorating, but all the internal machinery is intact as the mill is now grinding, driven by an oil engine. This engine was installed about 1926, one of the first in this part of the country. There is a small mill pond.)

Near the junction of two streams off Tibberton Canal, approached only by a field path from Moat Lane, is the old factory site of BRASS MILLS, TAYNTON.

The site is roughly oval with a shallow moat-like depression on the western side between the level meadow and the actual oval. At both ends of the oval there are shallow trenches which may represent inlets and outlets for water. The inlet communicates with a narrow ditch running along the hedge to the north, but this can have supplied very little water unless some form of pump drew water up from the stream. The oval is enclosed by ridges about 3 feet high and there is a pool inside the saucer-shaped depression within the ridges. I first visited the site in September 1955 after about 9 weeks' drought and the pool was then only about 6 x 4 yds. No doubt in the winter and spring it covers much of the oval enclosure. The whole site is covered with trees and bushes, some of the trees a good age, maybe over 100 years old. I should judge the length of it from north to south to be about 50 to 60 yards.

BRASS MILLS, TAYNTON





This earthwork is on the land belonging to Hownhall Farm. This formed part of the Huntley Manor estate but in 1883 this estate came into the market and since then Hownhall has been an independent property. The descriptive catalogue of the property gives the names of the fields. In all, four lots are called Brass Mills, two being pasture, one arable and the actual site itself, even in those days, rough coppice. Thus seventy years ago Brass Mills was derelict and without any trace of buildings, and as it takes some years for trees and bushes to establish themselves, one can say that it must be about 100 years since any works existed here.

In Mr. Baty's book on the Forest of Dean, he says that at one time the sandstone round Taynton was considered to be likely to produce gold. Some prospecting and digging was done, but as the results were poor, the idea was given up. It is possible that Brass Mills was one of these experimental diggings. Bigland's Gloucestershire (date 1786, 1838 onwards) has these references to the place: "There was formerly a Chapel at the foot of Yartleton Hill near Monk's Well. The stream from this well, with an additional one from Huntley, driveth a mill called Brass Mill." "1700. A gold mine was discovered here (Taynton). Lease granted to certain refiners. Gold was extracted from the ore, but in quantity too inconsiderable to pay."

Slebbing Shaw's Tour in West England, 1789 :-

"At Taynton Court, an old moated farmhouse on the lane to Kent's Green, there is still a tump marking the site of an old gold working."

In August 1963, Mr. Rex Wailes, an authority on mills, visited Brass Mill at Newent. I asked him what was the significance of the name, and he told me it meant a pin mill, using brass wire. There were pin factories in Gloucester - probably for the finishing processes only. The wire-drawing mills would be water powered ones, such as the Newent Brass Mill, maybe the Taynton one and the Wire Mill at Cambridge on the Bristol road. I have heard that Fromebridge Mill and Moreton Valence Mill were once pin mills. The heyday of the pin making industry in Gloucester was from 1744 to 1826 when the invention of an automatic machine for making solid-headed pins by Lemuel Wright, taken up by Birmingham manufacturers, caused a rapid decline in Gloucester. In 1802 there were nine factories employing 1500 hands; by 1838 there were only three and by 1867 only one. So this wire mill at Taynton probably closed down between 1802 and 1838.

The next matter I would like to investigate is where the brass came from and how it was transported to these wire mills around Gloucester. There was a flourishing brass industry in the Avon valley between Bristol and Bath. Remains of mills where the crushing and smelting were carried out are still (1963) to be seen at Saltford, Kelston and Keynsham, so I think that the brass rods cut from brass plates would probably travel up to Gloucester by waggon loads, stopping to unload at Cambridge, Fromebridge and Moreton Valence mills. Brass Mills at Malswick near Newent was a grist mill originally, so the wire drawing machinery would only have to be connected to the existing gear wheels driven by the water wheel. The Brass Mills at Taynton, I think, must have been built specifically for the pin industry in Gloucester and, when that declined, would close down and be left derelict as there was no need for another grist mill in the district and no other industry needing the buildings and machinery. I think, too, that the buildings here must have been of a very flimsy nature as there is not the least trace of any masonry or rubble protruding through the turf. In this well-wooded countryside they were probably wooden buildings. The only approach is from Moat Lane - there isn't even a footpath connecting the site with Prestbury Farm on the far side of the stream, so obviously the supplies of brass rods must have come through Tibberton from Gloucester.

RUDFORD MILL⁷ is the next on the Leadon. It is a brick building attached to the house, and has been disused for many years. The old mill leat has been filled in and forms a strip of garden. At one time the miller at Rudford installed a steam engine which necessitated a chimney whose truncated stack and six stoke holes can still be seen. Behind the mill was a large pond now, like so many others, choked with weeds and rubbish. Rudford Mill in Norman times seems to have had a hard struggle to exist, for it paid to the Lord of the Manor "what it could earn in a year" and yet it continued as a mill for another eight hundred years.

(SO 780 217 Rudford Mill is a three storey white-washed building with an attached two storey loft and storehouse. The mill has a clay tiled roof and timber windows with curved soldier brick lintels. The remains of the brick stack remain. The three storey part is divided into two houses which are both soon to be empty and probably up for sale).

The Leadon takes a big sweep round Lassington Hill and the knoll on which Over Hospital stands, then joins the Severn. One more mill must be mentioned here which stood originally on the last stretch of the Leadon, according to

Taylor's map of 1777. Soon after this, a canal was constructed between Gloucester and Newent. It started near Westgate Bridge, ran across the Oxleaze, passed under Over Causeway by the old drinking fountain, then across Alney Island where its course may still be traced today by a depression often containing water when the meadow is dry. Thence the canal went under the Maisemore road and into the Severn near Over Bridge. Boats had to cross the river to a quay on the far side, from which the canal continued alongside the Leadon behind the Hospital Hillock, a former vineyard of St. Peter's Abbey. Eventually this canal ran just where the Gloucester-Newent railway does today, for the railway company purchased the old canal and the track was laid on the canal bed.

Now the original mouth of the Leadon was not where it is today. The present mouth represents the old canal which tapped the Leadon and shortened its course. It is possible to trace the last two hundred yards of the old Leadon for there is a willow-fringed gully which winds under the hospital drive, past the old cottages down in the hollow, then under the long ramp from the Dog Inn to the bridge and so through the little field on the left and into the Severn by the railway bridge. OVER MILL stood down in the hollow and a cream-washed brick house, empty and derelict since about 1955, is still called Mill House.

When the canal was cut, it diverted the water of the Leadon to its present mouth but the mill was supplied with water from a sluice in the canal. The construction of the railway put an end to the water supply about 1888, but well before that a steam engine had been installed, so that probably the canal had become choked and neglected before the railway company took it over. Mr. Charles Friday, the miller at Over, came to the City Flour Mills, Gloucester, in 1885 and previous to that was working another mill on the Docks after he left Over.

A little rivulet rising in Highnam Woods is dammed up to form a lake in the grounds of Highnam Court. From the lower end of the lake a stream emerges and crosses under the Ross road in a culvert, then runs across the fields to join the Severn below Moorcroft Farm. A mill, LINTON MILL, once stood on this stream but it was demolished in the Napoleonic War period. If you climb the hedge bank at the side of the Ross

road about 100 yards from the drive into Linton Farm, you will find the stream running in a stone-lined leat, and the remains of sluices, while there is a significant hollow where the former mill pool lay. Pieces of the mill stones are in the grounds of the Garden House near the Court and in other houses in the parish. Both Over and Linton Mills were on the Highnam Court estate, which was part of the demesne of St. Peter's Abbey, Gloucester, right back about 1022, though neither mill appears in Domesday Book.

The chief tributary of the Leadon is the Glynch Brook, which rises in Eastnor Deer Park. Just past Hillend Farm it is divided into an upper and a lower channel by means of an embankment about a mile long, and at the far end of this embankment, considerably higher than the natural stream, stands CLENCHER'S MILL. Before 1939, the long narrow mill pool was full of clear water, but during the war the miller obviously stopped using water power, for the pool quickly dried up and has even grassed over. The mill is a small building of brick and weatherboards and is detached from the house. There is still some grinding done with one pair of stones driven by a belt from a tractor in the farm yard.

(SO 732 352 Clencher's Mill is of three storeys with a brick stack and is in good condition. For the last six months repairs have been carried out on the wheel and machinery to bring them back into working order. The leat, with its brick walls and stone coping, is also well preserved).

Further south, a narrow lane leads down to a ford and a stone pedestrian bridge at PEPPER MILL. This was a corn mill in spite of its name and for many years was kept going by the widow of the miller. The mill building is of soft red sandstone, but the house has a white plastered front. It is now, like Clencher's Mill, part of the Eastnor Castle estate, but originally it went with Lower Brookend Farm, for close on five hundred years in the possession of the Stone family. (SO 737 343 Now altered into part of a private house with grinding stones and machinery in the back garden).

The next mill on the Glynch Brook is a fairly modern one known as BURY MILL, for it is attached to Bury Court. There is a high embanked pool and a fine rush of water through the sluice. The mill has been disused for many years, but its millstones are still in position and the wheel in good condition.

(SO 761 327 Bury Mill is of plain brick, two storeys plus garner floor and with clay tiled roof. The internal over-shot metal wheel approximately 14 feet diameter and 7 feet wide, with timber floats, is still in position as is all the machinery

including three pairs of stones. The owners of Bury Court would like to take out the machinery, but the tenant wonders whether in fact they actually will).

On this ordinary stream there are still four more mills, making a total of seven in about fifteen miles. BLACKFORD MILL in the manor of Eldersfield, a substantial brick building with a good pool behind it, is still working though in a dry summer there is insufficient water. The wheel can be seen under an archway as you walk up the passage between the house and the mill. During the winter of 1940-41 a stray German bomb fell in the front garden and caused extensive damage to the house, but this has been repaired and the mill was quite unscathed.

In October 1952, Mr. K. Dobbins, writing from the mill said that it was little used because of the shortage of water. He stated that when, several years ago, a deeper boring was made at Bromsberrow Waterworks, it considerably lessened the quantity of water in the mill stream. During the winter months they were able to grind enough corn for their own animals.

The wheel was iron with wooden bottoms to the buckets and was turned by the water coming on the top of the wheel. There were three sets of stones, the one in use in 1952 was used for grinding, but the ones for crushing corn and for cutting the bran from the wheat were out of action. There was a dressing mill for preparing flour, but it was dismantled some years ago.

(SO 773 323 Blackford Mill is of three storeys and of plain brick with a slate roof and brick stack. This mill was working ten years ago but about seven years back the wheel and machinery were taken out and the building is now a store. The pond was filled in about three years ago when the Ross Spur Motorway was constructed).

On the lane from Blackford Mill to the Down House is little FARM MILL, LOWBANDS,⁸ also in the manor of Eldersfield and almost hidden by willows. It is obviously long disused as there are only mouldering remnants of the wheel, but it must have been a private mill for the use of the farmer at the striking black and white farmhouse across the way.

(SO 778 318 Farm Mill is three storeys high with clay tile roof and brick chimney and upper gable. There are the dilapidated remains of an overshot cast-iron wheel approximately 7 feet diameter and 7 feet wide, with timber floats).

STAUNTON MILL⁹ is approached by a lane from Hethelpit Gate. It is now dilapidated and the pool silting up, but the wheel and stones are still in existence. The house is a pleasant

Georgian one. There is no record of the mill in Gloucestershire books, for at one time this district was in Worcestershire and even today the county boundary is very close to the Glynch Brook.

(SO 777 302 Staunton Mill is a three-storey building of plain brick with a slate roof. All the machinery and the wheel were, about ten years ago, taken out when the water supply ceased, but the building is in good condition. The wheel was overshot, approximately 20 feet diameter and 10 feet wide and the pickled oak floats are now used as first floor boards. Grinding was taking place, using power from a tractor. Sacks were weighed on a machine made by Stevens of Gloucester. Above the mill is the pond, with sluice gates still in position and there are parts of the mill stones to be seen. The miller explained that the stone came from France, in four quarters, before being held together with iron bands.)

PITT'S MILL, near Corse, is in a very secluded spot, approached only by old grass-grown tracks from Oridge Street or Snig's End. This district, too, was until recently in Worcestershire, and it is difficult to trace the history of the mill which has long been disused except as a store shed. The occupant of the mill house believed that the mill was built in the reign of Queen Anne when the parish of Corse was given a grant of money, which the parishioners decided to spend in this way to serve a local need. As the mill is called Pitt's Mill, not Corse Mill, it was obviously never a manorial mill. This is the last one on the Glynch Brook which joins the Leadon at Upleadon millpool.

(SO 784 284 Pitt's Mill is of three storeys of brick with clay tiles. There are timber windows and an ornamental brick course under the fascia soffit. There is stabling on the south side. Four or five years ago, scrap merchants took part of the machinery away but much of it defeated them. There are, however, no remains of the internal overshot wheel. The adjoining house is empty and suffering from the work of vandals so that there is the danger of demolition of both the house and mill. The leat has stone banks remaining but the course of the stream across the field has been filled in.)

Another important tributary of the Leadon is the Ell Brook, which is formed by the union of several streamlets rising in Kilcot and Gorsley Woods. CROOK'S MILL, the first on this brook, stood close to the pumping station at Oxenhall. There is nothing of it left but foundations and dry channels, but in 1889 it was still functioning as a mill according to a directory. The Ketford water supply to Gloucester began in 1896, and no doubt at this time the mill was demolished to make room for the pumping station. There is Crook's Farm in the vicinity.

KILCOT MILL has entirely vanished, but the field by the bridge is known as Mill Field and the cottage up the slope is Mill Cottage. The stream which once supplied power to Kilcot Mill rises in the hilly country above Aston Ingham.

Newent once had four mills within its manor boundaries, three of them owned by the great abbey of Cormeille's in Normandy. There are still three mills standing and the fourth one, TUCK'S MILL, was demolished about 1888 when the railway was constructed. It must have stood just below the present dairy by the bridge taking the Dymock road over the Ell Brook, and was probably one of the four original Norman mills.

The mill pool was the monks' fish pond when a priory existed at Newent. It was more than two acres in extent and when the railway was made, it was taken through the middle of the pool. The portion of the pond on the northside of the railway was filled in during the 1930's and there is now only a small area of the pond left in New Court Coppice.

Just on the Gloucester side of Newent is a lane leading down to CLEEVE MILL ¹⁰. This is a grist mill, though animal provender only is ground there with the help of an oil engine. It is a brick building with a neat house adjoining. The wheel is not visible from the road but can be seen from the narrow passage between the barn and the mill. Here, too, can be seen the stone foundation walls, which are reputed to date from the 8th century, according to Mr. Lawrence the miller. Even if this early date is rather inaccurate, no doubt Cleeve Mill is Saxon and has been working for at least 1000 years.

(SO 732263 Cleeve Mill is of three storeys with a clay tile roof. The iron overshot wheel is in position, though rather overgrown, and this wheel was covered a long time ago with a single pitch roof. The wheel stopped working six years ago when a sudden rush of water took away the banks of the mill race and it was estimated to cost £800 to repair. Until then the mill was grinding corn for three farmers and also driving a dynamo to provide an electricity supply, which apparently was very steady. All the machinery is in position except for the two pairs of stones which have been placed elsewhere. A vertical elevator runs through the building, the timber hoist being in position on the garner floor and an oat roller and cake crusher on the first floor).

OKLE PITCHER MILL ¹¹ is now a private house. The wheel and machinery were removed in the 1930's and a large ingle fire-place installed in the recess where the wheel once turned. It is approached by a drive near Malswick Halt and is a large, red-

brick, late Georgian building, but this maybe replaces an older building for the surrounding stables are half timbered. On a map of 1824 it is called Leather Mill and, as there was a large tannery in Newent, it may have worked in conjunction with this tannery. Another name for it is Okle Clifford Mill and with Clifford's Mesne and Clifford's Manor not very far away it may have belonged to that property.

There was a mineral spring at this mill and someone had the idea of extracting salt from it and had salt ovens put in. These ovens were to be seen at the mill until about 20 years ago (written in 1953), but apparently the salt extraction was not a successful venture. (SO 737 259 Okle Pitcher Mill is in private possession.)

A few hundred yards downstream is BRASS MILL.¹² The original dwelling is a gabled house and the mill adjoining was converted into extra rooms when the present owners bought the property in the 1930's. The wheel was a massive affair with floats so closely overlapping that it was more like a drum than a wheel. During the war it was sold for scrap. The dam is of very solid masonry about fifteen feet high and retains a long, narrow pool with a water garden on both its banks. The last miller here was a Fawkes who claimed to be a descendant of Guy Fawkes. After the Gunpowder Plot, the Fawkes family were so unpopular that they moved from their home in the north of England and settled in the Newent district. The mill is, even now, referred to locally as Fawkes Mill. (SO 742 256 is still in private possession.)

The last mill on the Ell Brook is MALSWICK MILL¹³ The detached house is of mellow brick of early Georgian date; the mill itself of old brick with an older portion of grey shaly stone. In 1945 this mill was still working and one could often hear its wheel rumbling and splashing under the low archway right against the main road. The old stone part is in a ruinous state and the iron water wheel needs new steel plates but, as steel is in such short supply, it is very probable that the mill will soon have to close down. During the war Mrs. Perry, the wife of the miller, continued the milling and even on some rush occasions stayed up all night to make sure the provender was ground.

(SO 756 247 Malswick Mill has brick lintels and clay tile roof. The iron half-breast wheel is still in position, as is the machinery, the miller stating that the timber cogs are here made of hornbeam. There is a millstone bedded in the floor near the entrance door. The miller said that he worked 80 - 90 hours a week before the war, but that it was not worth it now and the mill had ceased working.)

A mill at Hege, owned by Ansfred, Abbot of Corneilles, is mentioned in Domesday Book. Near Malswick Mill is Hay Farm, the drive to which actually passes through the land round the mill, so that in all probability this is the successor to the Norman mill.

From this point on the Ell Brook is known as Leachford Brook, until its confluence with the River Leadon near High-leadon Court.

Gwladys M. Davies.

(In brackets, notes by the Editor on condition in late 1965.)

NOTES

References

1. Deeds in Gloucestershire Record Office - ref. DC/5 114
2. Ketford Mill - G.R.O. ref. EL 122. This is a list of Earl Beauchamp's records in the Worcs. Records Office.
3. Cut Mill - G.R.O. sale particulars 1919 ref. P 125.MI.9 'Gloucestershire Place Names' Vol. III under Dymock quote Patent Roll 1660.
4. Deeds in G.R.O. ref. D 1604/T 1.
5. Deeds in G.R.O. ref. D 1882
6. Letter to Mr. Newman, 1963 in G.R.O.
7. Deeds etc. in G.R.O. ref. D 326/E 71, 72; D 6/F 9; D 1740/E 46.
8. G.R.O. Sale particulars D 1388 SL 1/63; P125, MI 9
9. G.R.O. Sale particulars D 1388 SL 1/1.81 SL 1/61
10. G.R.O. EL.148 List of Foley records; originals at Herefordshire Record Office. The Mill was owned originally by the Foley family. There is a record that in 1666 the tenant complained that the mill wanted re-thatching.
11. G.R.O. Gloucestershire Place Names Vol III, under Newent quotes Rudder & Tithe award.
12. G.R.O. see above.
13. G.R.O. deeds D 922/T 2 where it is called Orley or Okeley Mill in Malswick. D 22/T 10.

BOOK REVIEWS

DECORATIVE CAST IRONWORK IN GREAT BRITAIN. Raymond Lister.
G. Bell and Sons Ltd. 258 p.p. 64 line drawings 46 photographs.

This book follows the same author's volume 'Decorative Wrought Ironwork in Great Britain' and the title describes exactly the subject covered. Industrial archaeologists will find the large number of objects mentioned a useful reminder of the scope of the industry, but they would particularly be advised to try and understand the difficult chapter 2 'Technique', which describes the difficulties in constructing moulds. If there is any criticism of this book it could be that too much attention is given to small works and not enough to large ones. In dealing with architecture and engineering for example, a more detailed account, backed by drawings and photographs, could have been given of, say, Gardiner's Jamaica Street cast iron facade in Glasgow of 1857, the roof girders and columns of Paddington Station and the gates and railings of the original entrance to Euston Station.

Many areas of this country are not mentioned at all, including Gloucestershire, although a passing reference is made to Regency ironwork in Cheltenham and to the mileposts on the Severn towpath. The bibliography is extremely useful.

Ian Parsons.

THE INDUSTRIAL ARCHAEOLOGY OF SOUTHERN ENGLAND,
(HAMPSHIRE, WILTSHIRE, DORSET, SOMERSET AND GLOUCESTERSHIRE
EAST OF THE SEVERN). Kenneth Hudson. David & Charles,
Dawlish. Mac Donald, London. 1965 218 pages 55 photos.
5 drawings 10 maps.

Every member of our society ought to have a copy of this book for the very good reason that it is a concise account of the generally agreed range of industrial archaeology in this region. Mr. Hudson is quite clear in his own mind what subjects are beyond this range and it can only be noted here that the following subjects are not covered: the mechanisation of agriculture and fishing; the peat industry and forestry, including charcoal production; mechanisation in the Forces, for example the tank museum at Bovington, aerodromes, military and civil, and communications - for example the early radio stations on the Dorset hills.

It must be noted that a future volume will deal with this country west of the Severn. The Isle of Wight is not

mentioned at all in the text, although the opening dates of the island railways are included in Appendix 3. Perhaps some mention could be made in a future edition with references, for example, to the unique donkey tread mill in Carisbrooke Castle; the aircraft industry at Cowes and the development of the hovercraft; and, a unique feature in this region, the long run out along the pier at Ryde of the steam operated railway with former L.S.W.R. coaches incorporating inward facing seating in large compartments.

The first chapter deals with industrial change and growth in the region and dispels completely the incorrect picture given by text books in the past, that the only industrial growth in this country was confined to the present conurbations in South Wales, London and the North. While these regions developed rapidly during the nineteenth century, the southern counties retained the industries they already had.

The second chapter deals with roads, railways and canals. Perhaps in a future edition there could be included an explanation as to why these generally thinly-populated counties had so many hopelessly uneconomic canals and railways built, practically all of them now closed. Possibly the reason for this was that for the first time in our history, anyone with money to gamble could speculate in canal or railway shares, knowing that so many had made a good thing out of it.

Chapter three covers mining and quarrying and the last two lines of this chapter remind one that farming was not the only industry in the south ... "as recent as 1900 almost one man in twenty in Dorset was employed in either quarrying, dressing or transporting stone."

Chapter four describes ports, harbours and shipbuilding; chapter five, textiles and paper; chapter six, bricks, tiles, pottery and glass; chapter seven, leather, gloves and shoes; and chapter eight, food, drink and tobacco.

Next comes a good selection of photographs and here it seems a pity that one or two of the less interesting pictures could not make way for a low angle aerial photograph of Sharpness docks showing the transition from open waterway in the Severn, through the locks and harbour, into the Berkeley ship canal, with the swing bridge carrying the former Severn and Wye Railway onto the damaged Severn Railway bridge. This is the third longest railway bridge in this country and the largest engineering structure in the region.

Now comes what many might consider to be the most important part of this book, the Gazetteer. Mr. Hudson makes

the point in the introduction to the Gazetteer, that it makes no attempt to be a list of every site within the region, but merely to locate and describe a good range of the major sites where there is still a considerable amount of evidence to be seen and recorded.

Every reader must disagree with some entries or wonder at some omissions, but is not this just the thing to stimulate one's interest, knowledge and memory ? Mr. Hudson is to be sincerely congratulated on such a comprehensive list and the reviewer's additions here are given as a result of just this stimulus.

Bristol Templemead's station. Largest span timber roof for its date in England (Brunel).

New Passage Remains of former railway to jetty and train ferry at Portskeweth and South Wales including transit hotel still in use. Cattybrook Brick Company made millions of engineering bricks for Severn tunnel.

Dorset - Weymouth. Warehouse demolished in inner harbour in 1964. Main harbour retains most of original harbour buildings even if they have suffered a change of use. Remains of abandoned but proposed railway port against Portland Harbour.

Gloucestershire - Ashchurch. Magnificent example of Midland Railway junction station with triangular platform and glass canopied roof. Adjacent warehouse and preserved locomotives belong to private railway society.

Gloucestershire - Stonehouse. Stanley Mill. One of the most important and technically perfect cast iron structures in England.

Glos. - Tewkesbury. Complex of mills on River Avon with rail access through the town. Handsome passenger station.

Hampshire - Lymington. Harbour with unique ferries to Isle of Wight having split superstructure with captain's bridge literally spanning this. Equipped with four rotating screws so that vessel can move sharply sideways to avoid mud banks.

Somerset - Frome. Very powerful environment created by mill workers' terrace housing in narrow streets and small squares on north edge of town, more reminiscent of north of England. Railway station has original all-over timber roof.

Somerset - Highbridge. - Locomotive construction and repair shops of former Somerset and Dorset Railway.

Somerset - Templecombe. Railway village with abandoned low-level station and unique operation of two trains coupling at bottom of bank and climbing together to high level station.

Somerset - Yeovil. Complex railway layout of five stations, two abandoned. Classic example of topography and rival railway companies failing to provide small town with one station.

Wiltshire - Westbury. Ironworks described in text, but not Gazetteer.

The Bibliographical notes came next and are good, followed by Acknowledgments. Then appendix One - firms with buildings or equipment of industrial archaeology interest; and appendix Two - the lesser industries of Bristol.

Appendix Three, the Stages of railway development, lists the opening dates of the railways of the region. It is considered that this information could be more clearly presented on a large map of the region, with the years of opening and closing of each line marked against the relevant route, together with all the sites mentioned in the Gazetteer. Thus a comprehensive picture of the growth of the region can be shown. This appendix has some lines out of context and no emphasis. For example the first main trunk route was the London to Southampton Railway of 1839 and the last unit of the railway network was the Fawley light railway of 1925.

Appendix Four, The organisation of a local survey of industrial archaeology, shows how the Bath and Camerton Archaeological Society is conducting a detailed survey of north Somerset.

Appendix Five, Examples of detailed site reports, by members of the Gloucestershire Society for Industrial Archaeology. The development of Lightpill Mills, Stroud, by R.L. Rose. The Entrances to the Sapperton Canal Tunnel by C. Bishop. These two reports cannot fail to impress the ordinary reader with their thoroughness and show the satisfaction to be obtained from concentrating on one subject and fully recording one's researches.

Finally, in spite of criticism, one must again thank Mr. Hudson for putting southern England so well on the map of the British Isles in the whole field of Industrial Archaeology.

Ian Parsons
February 1966.

BACK NUMBERS

For new members, copies of numbers 4, 5 & 6 of the Newsletter can be obtained from the Secretary, price 2/6d each, post free. There are also two or three copies of no. 2 available.