

SOUTH GLOUCESTERSHIRE
INDUSTRIAL HERITAGE TRAIL

INDUSTRIAL *Places*



Find out more about
the area's rich industrial heritage
BY CAR, BUS OR FOOT











South Gloucestershire
Council



People have always worked hard in South Gloucestershire, using natural resources and human ingenuity. You'll find evidence of past and present working places everywhere!

Discover some of them for yourself with the help of this booklet.

KEY TO SYMBOLS

-  Access limited to view from road or footpath, no access to site
-  Community Forest Path and other footpaths nearby
-  Bus service within walking distance
-  Severn Way and other footpaths nearby
-  Avon Cycleway nearby
-  Parking for cars on site
-  Dramway Footpath / Bristol & Bath Railway Path and other footpaths nearby
-  Rail station within walking distance
-  Cotswold Way and other footpaths nearby
-  Public toilets on site
-  Monarch's Way and other footpaths nearby
-  Wheelchair access to building
-  River Avon Trail and other footpaths nearby
-  Cafe or restaurant on site
-  GR Grid reference number

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Routes, themes and properties

If you want a real flavour of South Gloucestershire's industrial heritage and good family days out at the same time, follow the Top Twenty Plus One route. Most of the places on it have facilities for visitors and all are easy to find. The route is shown on the fold-out map at the back, linking the numbered sites.

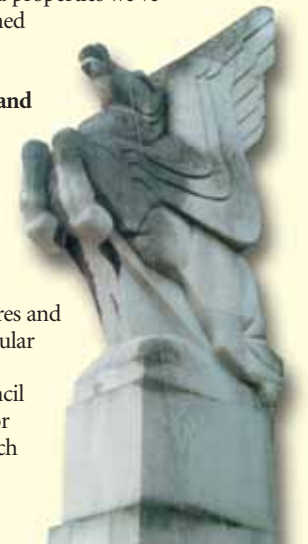
The other places in this booklet are also numbered, indexed and described in the main text. You may want to choose an area to visit and then come back again and enjoy sites in another area. To help you follow a particular theme, we've arranged the booklet under topic headings.

If you're walking, there are lots of opportunities to devise interesting routes using off-road paths and tracks as well as long-distance walking trails. If you're cycling, you can use bridleways and other public rights of way not designated as footpaths and, of course, the National Cycle Network routes. Many of the sites and properties we've referred to are privately owned

and most are not open to visitors. **Please respect the privacy of people working and living in these places and view them from a discreet distance, remaining on roads or public footpaths.**

Where there is access to buildings, check times of opening before you visit. Where there are old structures and workings, always take particular care.

South Gloucestershire Council can take no responsibility for injury or damage during such visits.





Douglas motorbikes on show at Warmley Brassworks

An industrial kaleidoscope

England's industrial heritage takes many forms and most of them can be found in South Gloucestershire.

This district, with its mix of rural and urban surroundings, offers examples of many types of industrial activity, from the use of natural and nuclear energy to the extraction of raw materials for power and production, from the story of canals and railways to the manufacture of myriad products. Communications are still vitally important, with the M4/M5 interchange and Bristol Parkway station providing major hubs in the nation's transport network.

Towns and villages in these parts have fostered many industries on domestic, community and national scales and the area is home to the largest aerospace complex in Europe. Its world-famous aircraft production facilities employ many people and contribute substantially to the local economy. Agriculture remains an important player in rural life alongside product development and manufacturing based on science and technology.

In compiling this booklet, we have traced the best of what survives from many of the working activities in the past and added a number of sites of contemporary industrial importance. It's a trail of exploration and discovery and, in many cases, you'll have to use your imagination to picture places as they were, usually busy and often noisy, sometimes grimy but full of people.

The Top Twenty Plus One key sites are an excellent introduction to the industrial kaleidoscope that is constantly reshaping itself in South Gloucestershire.

A tour of past and present

Follow a route on the map and visit these places to learn more about industry in South Gloucestershire. Numbers in brackets are those used on the map at the back, and in the index to the main text where you'll find details about each site. Places are in numerical order in the text.

- 1 Oldbury Power Station [1] and nearby Thornbury [66]
- 2 Frampton Cotterell windmill [2]
- 3 Brandy Bottom & Parkfield Pit chimneys [9 & 10]
- 4 Church Farm Deep engine house at Mangotsfield [11]
- 5 Yate Quarries [20]
- 6 Avon & Gloucestershire Railway crossing Siston Common [26]
- 7 Bitton Station and Avon Valley Railway [31]
- 8 Winterbourne railway viaduct [41]
- 9 Hanham Lock on the Avon Navigation [44]
- 10 Severn Bridges Visitor Centre [48] & linked sites [36, 37, 46, 47]
- 11 RAC Supercentre at Almondsbury [52]
- 12 Oldfield Gate tollhouse at Dyrham [59]
- 13 Chipping Sodbury planned medieval town [64]
- 14 Tortworth estate yard and hamlet [70]
- 15 Willsbridge Mill at Oldland [74] and nearby dramway [part of 24]
- 16 Charfield Mills [76]
- 17 New Mills at Kingswood, Wotton-under-Edge [77]
- 18 Warmley Tower & Kingswood Museum [84] & brass works [83]
- 19 Frenchay Village Museum [85]
- 20 Wickwar Maltings [86] and nearby former brewery [87]
- 21 The complex of offices & factories at Filton-Patchway [88 to 92]





Kingswood Leather Works

Making industrial connections

Even the simplest of working practices usually involves a chain of activities. A farmer needs tools and machinery, transport for his livestock or produce, roads to travel on, power for his sheds, water from the mains or a private supply, wire for fences, hinges for gates, clothes for his back and stout boots ... the boot-maker needs leather, and heavy thread, eyelets and woven laces, his own specialised equipment and food ... the baker needs flour for bread and power for his ovens, stainless steel working surfaces and packaging for the finished goods ... the links are complex but fascinating.

Throughout South Gloucestershire, people have been supplying and buying, trading and transporting, working in a web of activity that is almost as old as the hills!

Make the connections as you visit the sites!



Take our pick or pick your places

Many of you will want to follow the trail of the Top Twenty Plus One. If you want to make up your own industrial heritage trail, you can do it in one of two ways. Pick a zone to visit, identify the numbered sites within that zone that are shown on the map at the back, and use the site index to locate the relevant descriptive text under a theme heading. We have shown three zones on the map, working from west to east:



Zone One includes the Severnside, Thornbury, Almondsbury, Patchway and north Bristol areas (west of the M5 where it runs north of the M4 and the urban area in northern Bristol, which has expanded considerably recently, west of the M4/M32 in north Bristol).



Zone Two includes Yate and Chipping Sodbury and the mainly rural area with many smaller communities north of the M4 and east of the M5.



Zone Three is south of the M4 and east of the M32; it includes Kingswood, adjoining areas and both the historic and modern developments east of Bristol, south to the river Avon.

Theme-based tours

Alternatively, you can choose a theme to follow by locating the numbered sites, identified in the appropriate chapter of text, on the map at the back and an Ordnance Survey map. You can then decide on the best route for visiting them.

Grid references

The Ordnance Survey grid reference number for each site is shown beside its name, listed below the relevant text.



Chipping Sodbury

Map out your route

Buses will take you to and from many places shown in *Industrial Places*. The main railway station for the area is Bristol Parkway and suburban routes serve Filton Abbey Wood, Patchway, Pilning, Yate and Severn Beach stations.

Check times and stopping places of public transport when planning your route - contact telephone numbers are given on the back cover.

If you want to visit all or many of the sites in one or more zones of the *Industrial Places*, then you'll need a car.

The fold-out map indicates the routes you could follow but you will also need OS Landranger map 172, Bristol and Bath or, even better, OS Explorer maps 155 and 167.

The motorway network (M4, M5, M32, M48 and M49) is the core and also defines the tour zones. The A-road network is good, especially the north-south A38 and A46, and the east-west A420 and A432. The A4174 provides good north-south access in eastern Bristol. You'll find the minor roads in the north of the district a delight to explore.

The 13-mile Bristol & Bath Railway Path, developed by the Bristol-based charity Sustrans, is an ideal way of exploring industrial archaeology as it uses old railway tracks with links to The Dramway Footpath on the old Avon & Gloucestershire dramway. You can enjoy the modern artworks along the line too.

All the places in the booklet are accessible by, or visible from public footpaths or roads including many named walkways. The Avon Cycleway follows a circular route providing access to many sites. Ask at tourist information centres for maps.

Horse-riders can use bridleways (which are also open to cyclists) but facilities for 'parking' horses are infrequent! If you use a wheelchair (or push a baby-buggy), you'll find places that are easily accessible marked throughout the booklet with the standard symbol.



New Mills at Wotton-under-Edge

Water, wind and atoms

You can easily see the complex of industries alongside the Severn Estuary between **Avonmouth** and **Severn Beach** from the M5, M4 and M49. Here are refineries, gas and chemical plants and other heavy industry important to the nation's economy. They also remind us of the importance of the river, the longest in Britain with a strong tidal flow up to Gloucester and beyond.

The cold river water is used to condense the steam that generates electricity at [1] **Oldbury Power Station** - a little downriver from **Berkeley**, which in 1962 was Britain's first commercial nuclear power station. You can learn about nuclear energy and the making of electricity in the visitor centre at Oldbury but Berkeley is now being decommissioned and there is no public access.

Throughout the area, water from rivers has powered mills of many kinds and we refer to these in later chapters under different themes.

Wind power is another prime source of energy. A windmill tower and chimney are - predictably - sited on top of the hill in [2] **Frampton Cotterell** and you can see them from the roadside in the village. The tapering tower has been restored as a private house; alongside, the stone & brick chimney suggests supplementary steam power in its working days. At [3] **Falfield**, from the A38 and (just) from the M5, you can see another windmill tower.

Oldbury Power Station       
Tel: 01454 419899 GR 605945

Frampton Cotterell   
GR 673814

Falfield  
GR 684930



Coal, clay and quarries

South Gloucestershire has a rich history of extracting mineral resources as it lay in the once-busy Bristol coalfield and iron ore was worked here too. Today, there are still many quarries supplying stone for roads and buildings. Place names provide a good clue. Although nothing survives above ground, **Iron Acton** is a former iron smelting area, while **Coalpit Heath** tells its own story, as does **Engine Common** where the steam-powered beam engines pumped water from coal mines.

The most northerly colliery of the Bristol coalfield was [4] **Cromhall engine pit** on Cromhall Common where the characteristic low spoil tip - or 'batch' - is now in a copse. You can see it from the B4058. There are many similar small spoil heaps, often tree-covered. Dramways - the railways carrying coal from the pits - are inextricably associated with mining sites. On [5] **Engine Common**, the dramway is now a public footpath passing the remains of **Yate No 2 Colliery**. You can see clearly the infilled 'bob arch', the opening in the engine house, and the 'batch' is in the trees behind.

At **Coalpit Heath** the mining workshops at [6] **New Engine Colliery** still survive, now converted to housing and other uses. You'll also see cinder tracks and the line of a dramway. Close by and now alongside the railway line is what remains of [7] **Ram Hill Colliery**. Here excavations have revealed the horse gin, the terminus of a two-track dramway and an oval-shaped shaft. The last deep-working coalmine in South Gloucestershire was [8] **Frog Lane Pit**. It closed in 1949 but the engine house survives in a private yard among other buildings.

Cromhall engine pit
GR 691888



Engine Common
GR 701843



New Engine Colliery
GR 678794



Ram Hill Colliery
GR 677803



Frog Lane Pit
GR 687814



Church Farm Deep Engine House

One of the best surviving examples is [9] **Brandy Bottom Colliery** at Pucklechurch, easily accessible along the Railway Path. An 18th century colliery was redeveloped in 1850s and used until 1936. The undergrowth conceals a rare survivor - the remains of a complete late-19th century steam-powered colliery. Two engine houses survive, plus a most impressive stone and brick chimney visible from some distance. There are plans to reveal and explain the site. Although the remains of nearby [10] **Parkfield Pit** are not accessible, you can see its stone and brick chimney from the M4. You can also see Parkfield Rank - a long row of former miners' cottages on Pucklechurch ridge - above the chimneys.

Other individual colliery buildings also survive, even if everything around them has changed. Two good examples are in the former Kingswood coalfield. [11] **Church Farm Deep** engine house at Mangotsfield now functions as a focal point among new housing. It has been carefully conserved with its 'batch' turned into public open space. In [12] **Kingswood**, the engine house at 58 Cock Road survives relatively unaltered and if you go along the Frome Valley Walkway, you'll come across quite a treat! You'll find a small drainage adit (a sloping tunnel from the mine) at [13] **Damson's Bridge** in Winterbourne. It runs for 1.5 miles and is still doing good service after well over a century.

Brandy Bottom Colliery
GR 682772



Parkfield Pit
GR 690777 (view from M4)



Church Farm Deep
GR 668763



Kingswood
GR 657727



Damson's Bridge
GR 657796





Hanham Colliery

Other colliery remains include the horizontal winding house (used for raising and lowering tubs of coal) at [14] **Hanham Colliery** which closed in 1926. It's now converted to new uses, but you can see its batch and, from the Avon Walkway, the line of the inclined dramway to a wharf on the river. The ivy-covered chimney survives from the early 19th century drift mine (reached by tunnelling from the surface) on the edge of the common at [15] **Webb's Heath**, Bridgegate.

The chimney and industrial landscape surviving at [16]



Troopers Hill

Troopers Hill is more spectacular. It has great views across what were the sites of **Crew's Hole Tar Works** and **Netham Alkali Works** on the north bank of the Avon, and of **St. Anne's Board & Box Mill** opposite. Sadly, everything has now gone, as has the Conham Copperworks site, crossed by the Avon Walkway.

Hanham Colliery   
GR 636719 (colliery),
GR 637720-634717 (batch and dramway)

Webb's Heath   
GR 680738

Troopers Hill   
GR 626734



Brandy Bottom Chimney

Clay extraction and brick making was another local industry. The largest and only survivor of the trade in these parts is [17] **Cattybrook Brickworks** at Almondsbury which you can see from the footpath over the railway. It was started in 1873 at Shortwood (where you can see the working Cattybrook clay pit near [9] **Brandy Bottom chimney**) to provide bricks for the Severn Tunnel. Its bright red bricks were used in many Bristol industrial buildings.

Quarrying is a major activity, for carboniferous limestone at [18] **Tytherington Quarry** and at [19] **Cromhall Quarry** for both quartzite and carboniferous limestone. The latter quarry used to belong to the Ducie estate. One of the largest holes in the ground is at [20] **Yate Quarries**, between Chipping Sodbury and Yate Rocks. It's a major source of roadstone as well as supply stone for local building. Pennant (a type of paving) stone used to be extracted around Winterbourne and you can still see it as roof tiles. You'll find former limekilns at [21] **Tytherington** and [22] **Old Down**. Only the winding engine survives from the [23] **Golden Valley Ochre Works** at Wick. A former 18th iron mill was used to grind locally-extracted ochre used as a pigment for colouring.

Cattybrook Brickworks   
GR 590834 (view from railway bridge)

Tytherington Quarry   
GR 660888

Cromhall Quarry   
GR 690898/691900 and 704916

Yate Quarries     
GR 722842

Tytherington Limekiln   
GR 677888

Old Down Limekiln   
GR 620873

Golden Valley Ochre Works    
GR706731 (nature reserve)



Mangotsfield Station Windows

Rails, sails, trails and tolls

The best surviving dramway locally (dram derives from 'tram', the cart used to carry coal from the mine) is the former [24] **Avon & Gloucestershire Railway**. It dates from 1832 and much of it is a fascinating heritage trail, the **River Avon Trail**.

The Kennet & Avon Canal Company built this horse-drawn dramway to carry coal. Its route included an embankment, a deep rock cutting and a tunnel at Willsbridge. Drams reached the river at [25] **Londonderry Wharf**, Keynsham, still almost complete.

You can walk on the dramway across [26] **Siston Common** to the Midland Railway signal box at [27] **Warmley** - or follow a section to the north that includes the restored [28] **tunnel and bridge** near Rodway Hill alongside the A4174 Ring Road, which itself follows the line of Brunel's 1844 Bristol & Gloucestershire Railway.

[29] **Mangotsfield Junction Station**, now quite rural, stands as evidence of fierce railway rivalry where the Midland Railway's Bath Extension of Brunel's route and its acquired section of the Somerset & Dorset Railway penetrated deep into Great Western Railway territory. Admire the modern artwork tracery which enlivens the station's facade and go along the Avon Walkway to [30] **Staple Hill Station** and tunnel where another former dramway was converted to a steam railway.



Avon & Gloucestershire Railway    
GR 667705

Londonderry Wharf    
GR 662699

Siston Common    
GR 667743

Warmley   
GR 671735

Tunnel and bridge   
GR 667750 (access from Carsons Road)

Mangotsfield Junction Station  
GR 665754

Staple Hill   
GR 646758



There is plenty of atmosphere at [31] **Bitton Station** which is the area's only late-19th century station still intact. The working Avon Valley Railway uses a three-mile stretch of the former Midland Railway between Oldland Common and the River Avon. You'll find a heritage centre in the former station and the yard is full of locomotives and rolling stock.

[32] **Charfield Station** was built by I K Brunel in 1844. In a major accident in 1928, three trains collided beneath the road bridge and you can see evidence of rebuilding. The station closed in 1965 but several buildings survive - a brick goods shed, the station building itself, a water tower and the stone-built stationmaster's house. The distance post records 113¼ miles from Derby, home of the Midland Railway! The goods shed also survives at [33] **Yate Station**. Another fine example of the craftsmanship used in constructing this line is the isolated [34] **Wickwar railway bridge**, built and dressed in local carboniferous limestone. You can also trace part of the [35] **mineral line** from Iron Acton to Frampton Cotterell, including an embankment and two bridges.

Crossing the Severn estuary was always tricky because of its tidal flow. The original ferry was the [36] **Old Passage** at Aust whose pier still has its chained-up turnstile. For long, this was the starting point for oar-powered, sail and steamboat passenger ferries; car ferries came in 1931 but ceased the day the Severn Bridge opened in 1966.

Bitton Station    
Tel: 0117 932 5538 GR 670703

Charfield Station   
GR 725922

Yate Station   
GR 702825

Wickwar railway bridge   
GR 713876

Mineral line   
GR 674831-669820

Old Passage      
GR 563889 (access from A403)



Second Severn Crossing

The remains of another abandoned crossing lie downstream at [37] **New Passage**. Trains ran to a stone-built pier and passengers embarked on a ferry from a timber extension. The pier opened in 1863 but closed just 23 years later when the railway tunnel was built; only the end of the masonry structure remains. Much less visible but very much in use is the [38] **Severn railway tunnel** which finally improved the link between London Paddington and Fishguard after 12 years of construction.

To speed the link with Wales, GWR built a 30-mile long 'cut-off' main line from Patchway to Wootton Bassett in 1903. This 'Badminton Line' includes the [39] **Patchway tunnels**, where the tracks descend at different levels, and the [40] **'diamond' junction** at Filton which integrated the new and old systems. One line crosses the River Frome at the impressive [41] **Winterbourne viaduct** and, a mile or two east, [42] **Westerleigh junction** allowed GWR to build a new Bristol / Gloucester route. Further east, six air shafts trace the [43] **Old Sodbury** tunnel with their six brick-built towers and spoil heaps.

New Passage
GR 543864      

Severn railway tunnel
GR 545855 (view from Pilning)    

Patchway
GR 603822 (view from old A38 bridge)    

'Diamond' junction
GR 612798 (view from Parkway Station)   

Winterbourne viaduct
GR 656800 (view from footpath)  

Westerleigh junction
GR 700804 (view from roadside)    

Old Sodbury
GR 758813-788813 (view from B4040)   

The area's principal waterway is the **Avon Navigation** (completed in 1727) which leads into the **Kennet & Avon Canal** (opened in 1810). [44] **Hanham Lock** and Weir provides an attractive and quiet waterside setting at the tidal limit of the Avon and you won't be aware of extensive quarrying on the north bank now hidden by woodlands. [45] **Keynsham Lock** is another good place to contemplate the Kennet & Avon waterway that links Reading with Bristol via Bath.

The [46] **Severn Bridge** (now called the *First Severn Crossing*) was the world's seventh longest suspension bridge when it was completed in 1966 with pioneering aerodynamics. At the point where the [47] **Second Severn Crossing**, opened in 1996, sweeps majestically across to the Welsh shore, the river is almost three miles wide. The [48] **Severn Bridges Visitor Centre**, staffed by volunteers (check opening times), records the achievements of boat, rail and road crossings of the river.

Extensive trading along and across the Severn used ports or pills on both sides of the river and a good example is [49] **Oldbury Pill** where navigation was once possible up to the road bridge in the village; the Anchor pub is a reminder of those days. At nearby Littleton it's possible to follow the old route down to [50] **Littleton Warth** where there is a magnificent view up and down the estuary. The Severn Way offers exhilarating walks and occasional views of salmon fishing weirs.


The road system is both ancient and modern. At its heart is [51] **Almondsbury Interchange** linking M4 and M5. It's overlooked by the striking [52] **RAC Supercentre** with its 95ft tower, designed by Sir Nicholas Grimshaw and opened in 1994. In contrast, on A-road and minor routes, you'll find evidence of the 18th and 19th century turnpike system - milestones, waymarkers and toll-houses.

Hanham Lock
GR 648700  

Keynsham Lock
GR 659691    


Severn Bridge
GR 569899 (view from Aust Services)       

Second Severn Crossing
GR 540858 onwards (view from M4, M49)    

Severn Bridges Visitor Centre
GR 541857 (01454 633511)       

Oldbury Pill
GR 608924 

Littleton Warth
GR 587911 

Almondsbury Interchange
centred on GR 618837 (view from M4, M5, A38) 

RAC Supercentre
GR 615835 (view from M5) 



Direction sign, Oldland



Thornbury

The [53] **terminus stone** in Wick marks the end of a Bath Turnpike Trust road; the cast iron plaque reads *The Bath Roads - to the Guildhall, Bath*. You'll see a fine [54] **milestone**, *To Bath 8 Miles*, in North Common near Oldland Common and there are two stone direction signs at [55] **Oldland** giving distances between Bristol and Bath.

At [56] **Bridgeyate**, opposite the Griffin Inn, you can see an 18th century turnpike stone that marked the parish boundary of the time.
























Many turnpike toll-houses survive and you'll see their typical half-hexagonal frontages at the western edge of [57] **Marshfield**; east of [58] **Tormarton**; at [59] **Oldfield Gate**; in [60] **Acton Turville** and in [61] **Oldland Common** in Cherry Gardens. Another stands north of [62] **Siston Lane near Pucklechurch**. An irregular eight-sided design in Cotswold stone stands at [63] **Tormarton** near Dodington Park gates.

Skills, mills and meeting places

Market towns were a focus for rural life and home to many domestic-scale industries and it's worth exploring South Gloucestershire's fine medieval settlements. [64] **Chipping Sodbury's** charter in 1218 was the inspiration for its wide High Street where fortnightly markets lasted well into the 20th century. 'Burgage plots' fronting the High Street show the town's layout and you can see this in [65] **Wickwar** where Back Lane, the rear access road, has survived from about 1285. [66] **Thornbury** is another good example where the town's Heritage Trail (leaflet from the TIC) helps you to follow the 13th century plan.

Many farms have historic houses and outbuildings. South Gloucestershire was famous for cheese (from rare Gloucester cattle) and cider and some orchards remain. Power sources include a watermill and stable at [67] **Falfield**. Not far away is the steam-powered mill at [68] **Oxwick Farm** in Yate. On [69] **Siston Common** is a small building alongside the dramway which was a cider mill and, before that, a horse gin for winding coal. The horse, linked by a beam to a central vertical shaft, walked in a circle to turn it.

- Terminus stone**  
GR 711727 (on A420)
- Milestone**   
GR 679724 (on A4175)
- Oldland**    
GR 673702 and 665703 (on A4175 / A431)
- Bridgeyate**    
GR 680733 (on A420)
- Marshfield**  
GR 772737 (on A420)
- Tormarton** 
GR 785797
- Oldfield Gate**   
GR 746747 (on A46)
- Acton Turville**
GR 809808 (on B4039)
- Oldland Common**    
GR 673706 (off A4475)
- Siston Lane**  
GR 688758 (on B4465)
- Tormarton**  
GR 757784 (on former A46)

- Chipping Sodbury**     
GR 727824
- Wickwar**    
GR 725887
- Thornbury**    
GR 637902
- Falfield**  
GR 684933
- Oxwick Farm**   
GR 722859
- Siston Common**     
GR 667742




Willsbridge Mill

The former mansion of the Ducie estate is now a hotel, but the [70] **Tortworth estate yard and hamlet** is an example of 19th century estate improvement which included farms, cottages and even the church. On the same estate is [71] **Whitfield Example Farm** dating from 1839. It was a 'shop window' for the newest and best agricultural technology and had a double courtyard of buildings, a steam engine and its own dramway. Much still survives.

Domestic trades which grew to factory status were clothing and boots and shoe making. Pins were a side-product of the local brass industry. At [72] **Frampton Cotterell hat factory**, top hats were made until 1864 in three-storey, early 19th century buildings of local sandstone. Workers produced over 1300 hats a week in cramped and unhealthy conditions! The centre of boot and shoe manufacture in east Bristol was Kingswood with many small workshops amalgamating over the years into larger units. The largest and last, [73] **Britton's** of Lodge Road, has now closed but other former workshops can still be found in surrounding streets.

Many mill sites were used for varied purposes, forming small working communities. The three-storey [74] **Willsbridge Mill**, deep in the Warmley Brook valley, once had a large dam and mill pond. It was an iron-rolling mill in the 18th century and a grist (feed) mill until 1968, and in 1984, it was restored for Avon Wildlife Trust's Willsbridge Valley Nature Reserve. In Chipping Sodbury, [75] **Cow Mills** is a watermill site on

Tortworth estate yard & hamlet 
GR 704934

Whitfield Example Farm  
GR 684916

Frampton Cotterell hat factory   
GR 667815

Britton's shoe factory  
GR 644743

Willsbridge Mill        
Tel: 0117 932 6885 GR 665707

Cow Mills     
GR 722825

the river Frome, its older buildings now part of a bigger production centre for cattle feed. The Red Cow Inn stood here in the 19th century.

There were three woollen mills at [76] **Charfield Mills** on the Little Avon, the oldest dating from 1812 and one was steam powered, dating from 1829. Woollen cloth production ceased in 1897. Nearby [77] **New Mills** at Kingswood, Wotton under Edge, is one of the most attractive mill groupings anywhere locally. Its impressive five-storey brick building dates from about 1810 and the clock-tower was added 40 years later. Its large mill pond is now an ornamental lake. The builder, Humphrey Austin, set his initials into the south wall.

Twentieth-century industry also leaves its mark. Originally part of the footwear industry, the recently closed red-brick buildings of the [78] **Douglas Motorcycle Works** stand in Hanham Road, Kingswood. Although famous for their bikes, the company started as ironfounders, producing drains, manhole covers and lamp standards. At Somerdale, Keynsham [79] **the former Fry's Chocolate Factory** is still very much in use by Cadbury Schweppes. It moved from central Bristol in the 1920s and once had a rail link with the Bristol-Paddington line.

Social life includes pubs and chapels, with the former found in greater numbers! A pub that once served miners is [80] **The Anchor or Made for Ever** in Kingswood. Its name may be a biblical quotation or even a reference to the wealth created from the products of the later iron works! Another is [81] **The Holly Bush** at North Common, and more can be found. As churches and chapels will be the subject of a future Heritage Trail, Religion & Reformers, they are not included here. In Kingswood, [82] **Cossham Hospital's** name recalls Handel Cossham, the last great Bristol coal-owner, an MP from 1885-90 and benefactor of the hospital, which opened in June 1907.

Charfield Mills  
GR 723930

New Mills  
GR 737930 (gardens accessible)

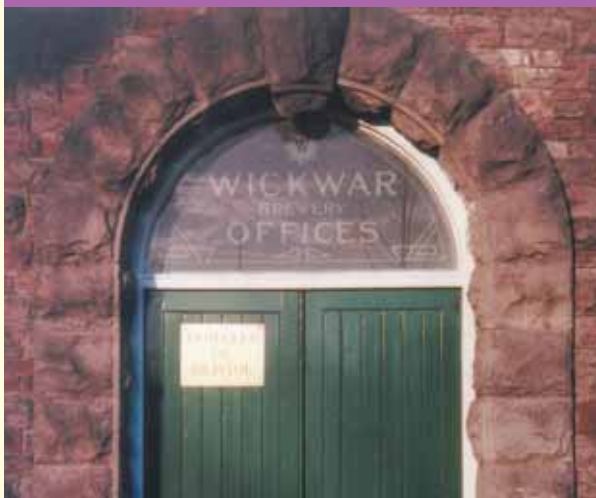
Douglas Motorcycle Works    
GR 647733

Former Fry's Chocolate Factory     
GR 656694 (view from Keynsham Lock)

The Anchor or Made for Ever       
GR 662745

The Hollybush    
GR 680724

Cossham Hospital  
GR 644746



Wickwar Brewery

Beer, brass and buses

The production of brass from copper and zinc was an essential contributor to local industry. William Champion's [83] **Warmley Brass Works**, established in the mid-18th century, was the first to smelt zinc commercially. It became one of the largest and most significant industrial undertakings of its time. Champion's mansion is now a retirement home but nearby are fine gardens, water features and an interesting series of grottoes, lined with furnace clinker. His former office block, part of the first purpose-built pin factory in England, was later Haskins Pottery, but retains the original clock tower.

Nearby [84] **Warmley Tower** was a windmill used as part of the spelter (crude zinc) works for crushing ore. Its lake has been drained for a mobile home park but you can see the immense 25ft statue of Neptune, an early exercise in concrete. Copper slag cast in moulds was used locally for coping stones on walls and other building work. [84] **Kingswood Heritage Museum** now uses the windmill buildings, with a good display of local industries. The [85] **Frenchay Village Museum** displays include the Fry family of Frenchay, the origins of English porcelain, and an Armfield River Patent water turbine which powered Frenchay ironworks. Both museums provide heritage trails for their areas.

Warmley Brass Works
GR 668728



Warmley Tower/Museum
Tel: 0117 967 5711 GR 668728



Frenchay Village Museum
Tel: 0117 957 0942
GR 634776 (off the B4058)



Brewing has always been a vital trade! The evidence is well preserved at [86] **Wickwar Maltings** whose large three-storey premises were built in local pennant sandstone, complete with two kilns. The site closed in 1961 and is now part of a garage. Just north on the Kingswood road is [87] **Wickwar Brewery**. A good range of buildings survives including the offices - look for Wickwar Brewery Offices on the glass fanlight. The brewery worked until 1922, then the site was used for cider making until 1968 and it's now a trading estate.

Much of the historic core of the [88] **Bristol Aeroplane Company's** bus and aircraft factories, 'up the hill' at Filton, is now largely out of use, but the works cover an extensive area. These industries began here because Sir George White established the British and Colonial Aeroplane Company at Filton in 1910. An entrepreneur, he was director of Bristol Tramways Company and wanted to bring traffic to this tram terminus. Several buildings from this early period survive including a shed of 1908, used for building the first Bristol buses and, from 1910, early types of aircraft. The Bristol Fighter was made here in the First World War.

The whole enterprise became the Bristol Aeroplane Company in 1920 and its later head office, [89] **Filton House**, stands opposite the church in Filton. This fine survivor of Art Deco architecture (now empty and forlorn) dates from 1936 and is still embellished with the company's Pegasus logo. On the other hand, BAE Systems is still using the [90] **Bristol Brabazon Hangar** at Filton, built in 1949 for constructing the world's first 'jumbo' aircraft. It never progressed beyond its prototype but spawned the successful Bristol Britannia and other passenger aircraft. The site is now the principal UK centre for production of wings for the Airbus family of aircraft.

Wickwar Maltings
GR 724886



Wickwar Brewery
GR 726890



Bristol Aeroplane Company
GR 602792



Filton House
GR 603792



Bristol Brabazon Hangar
GR 595799 (view from A38 / Cribbs Causeway)





Bristol "Blenheim" T149

To the north and 'down the hill', you can see the massive complex of the [91] **Rolls-Royce** engine factory and airfield at Patchway alongside the A38. There is access by arrangement only to [92] **Rolls-Royce Heritage Trust**, which preserves artefacts and records of the entire operation in former engine test houses dating from the days of the famous Bristol Engine company. You can see examples of the Concorde's Olympus and the Harrier's Pegasus engines but check first for opening times. The site was developed by a pioneering aircraft engineer, Roy Fedden, from 1920 onwards and by 1938 it was the world's largest aero-engine plant.

[93] **Bristol Aero Collection** (another BAC!) displays a fascinating collection of airframes, aircraft engines, helicopters, military equipment and the first UK guided missile, the Bloodhound. There are no fewer than sixteen different Bristol buses, all housed in a Second World War hangar at Kemble Airfield near Cirencester.

A rare survival and still in commercial use at [94] **Pucklechurch** are three large balloon sheds which began life as a Second World War maintenance facility. In [95] **Yate**, some evidence remains of the First World War airfield in Station Road, used by the Parnall company for aircraft production from 1926; it's now an industrial estate making dishwashers among other products.

Rolls-Royce
GR 604805 (view from A38)



Rolls-Royce Heritage Trust
Tel: 0117 979 5494 GR 608806



Bristol Aero Collection
Tel: 0117 950 0908 / 01285 771204 GR 956964



Pucklechurch
GR 698760 (view from trading estate entrance)



Yate
GR 703826 (view from industrial estate)



Frenchay Village Museum

Begbrook Park, Frenchay, Bristol BS16 1SZ



Step inside to discover the story of a unique village

The museum is located just inside entrance 'B' of Frenchay Hospital.

Open Saturday, Sunday and Bank Holiday Monday 2pm-5pm. Wednesday 12.30-4pm.

Parties by arrangement
Chairlift to upper floor.

Tel: 0117 957 0942

www.frenchay.org/museum.html



Kingswood Heritage Museum

Tower Lane Warmley
South Gloucestershire BS30 8XT

Celebrating Kingswood social, industrial and religious history

Open all the year on each Tuesday and on the second Sunday in the month: PLUS, from April to September every Sunday 2pm to 5pm.

Guided walks around historic gardens leave the museum at 2.15pm on the second Sunday each month. Museum and Grottoes Open May, Spring and August Bank Holiday Sundays and Mondays from 11am- 5pm

Private group/school visits (daytime/evening) by arrangement.

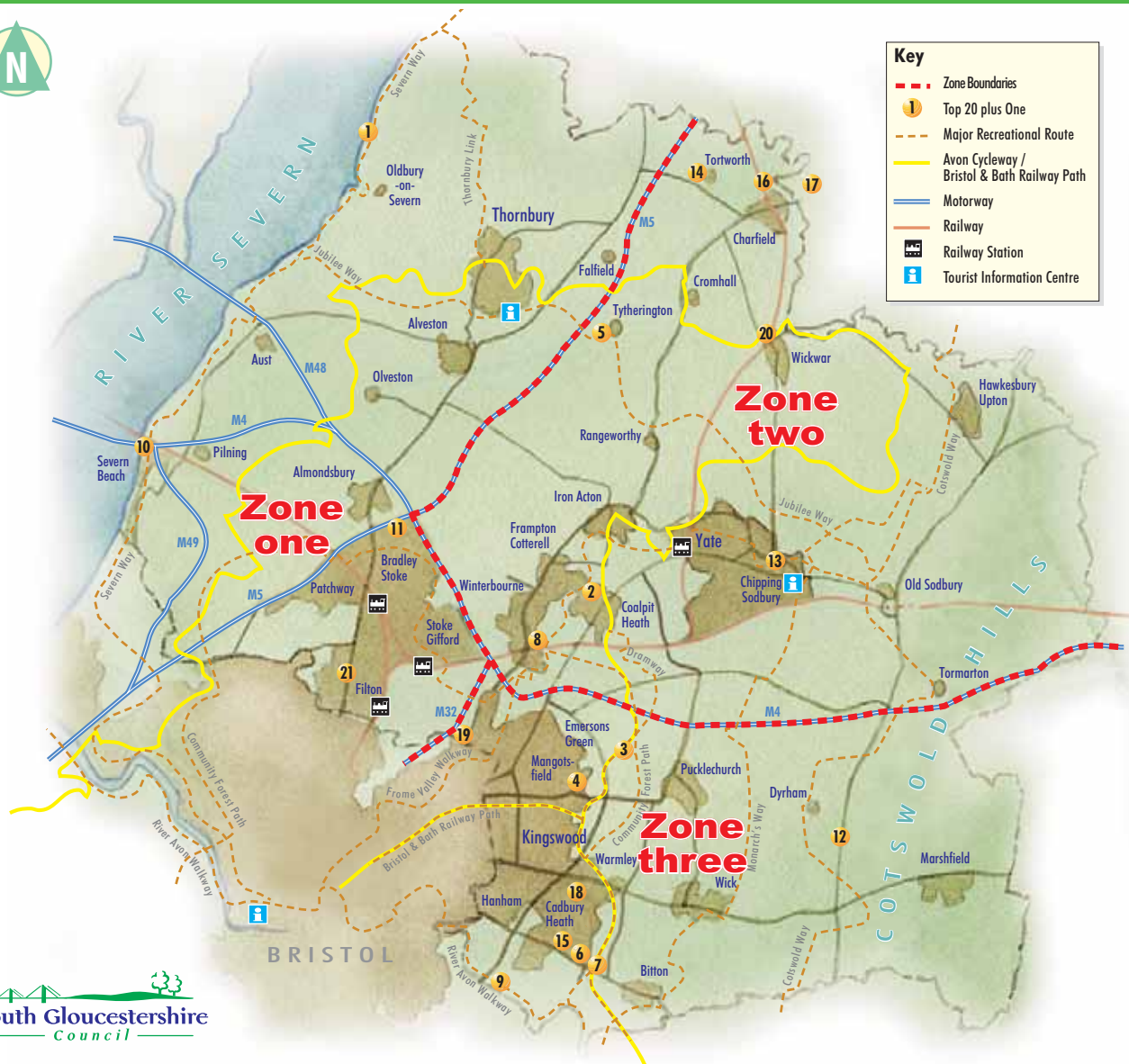
Coach parties strictly by appointment.

Tel: 0117 956 4896 or 0117 967 5711



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Key

- - - Zone Boundaries
- 1 Top 20 plus One
- - - Major Recreational Route
- Avon Cycleway / Bristol & Bath Railway Path
- Motorway
- Railway
- Railway Station
- Tourist Information Centre

Most of the places on the route can be reached by public transport. For information, telephone 08456 082608 (daily, 8am to 8pm).

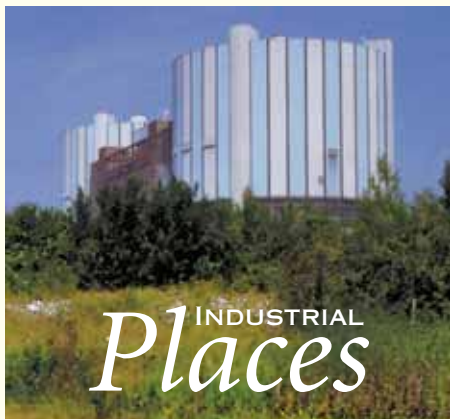
For train times, telephone 08457 484950 (24-hour service). For information about public footpaths and bridleways, telephone 01454 863646.

For information about cycle routes, telephone 01454 863794.

Several towns and villages on the route have their own trails. For further information about these, and all the places on the route, visit or phone the Tourist Information Centres (TICs) in Thornbury (01454 281638) or Chipping Sodbury (01454 888686). Books on industrial heritage, and other sources of information, are available at public libraries, museums and bookshops keep stocks of local and general books. You can visit the Council's website at www.southglos.gov.uk.

Every effort has been made to ensure that the information in this booklet is correct at time of going to press, but you are advised to check details such as opening hours, bus services and so on before setting out.

If you've enjoyed using Industrial Places, pick up a copy of Tudor Places - it's very different but just as interesting! (We're sorry that People Places is now out of print.)



We should like to have any comments you may wish to make about this booklet. Please send them to Leisure and Community Resources, South Gloucestershire Council, Broad Lane Offices, YATE BS37 5PN.

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