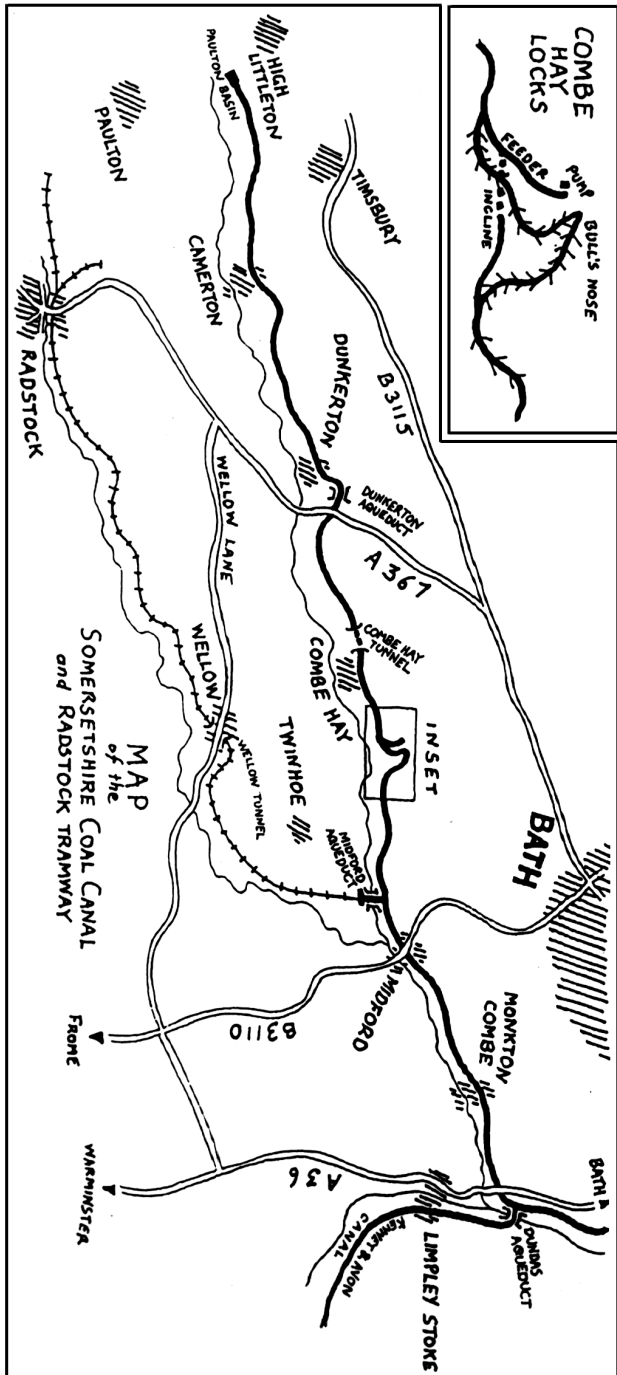


WEIGH-HOUSE

THE MAGAZINE OF THE
SOMERSETSHIRE COAL CANAL SOCIETY



Website: <http://www.coalcanal.org>

No 57

SEPTEMBER 2010

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Website: <http://www.coalcanal.org>

The Somersetshire Coal Canal Society was founded in January 1992 with the aim:

'TO FOCUS AN INTEREST ON THE PAST, PRESENT AND FUTURE OF THE OLD SOMERSETSHIRE COAL CANAL'

The Society is aimed at those people who are interested in finding out more about the history of the canal, preserving what is still there and walking the parts that are still accessible to the public.

The Society aims to preserve the remaining structures of the canal (Midford Aqueduct, Combe Hay Locks *etc.*) and to protect the line of the canal from decay, dereliction and vegetation.

Registered Charity N^o 1047303

Registered under the Data Protection Act 1984 N^o A2697068

Affiliated to the Inland Waterways Association N^o 0005276

Inland Revenue reference code for tax purposes: CAD72QG

MEMBERSHIP FEES

(as at 1st June 2003)

£7.50 (Family / Individual) £5.00 (Senior Citizen / Student)
£150.00 (Life) payable by lump sum or four annual instalments

Membership Application Forms are available from

the Membership Secretary, **John Bishop**

73, Holcombe Green, Upper Weston, Bath BA14HY

☎ 01225 428738 E-mail: cesjtb@bath.ac.uk

Society Website: <http://www.coalcanal.org>

THE VIEWS AND OPINIONS EXPRESSED IN THIS MAGAZINE DO NOT NECESSARILY REPRESENT OR CONVEY THOSE OF THE SOCIETY

The Editor welcomes any letters, articles, photographs *etc* for inclusion in **WEIGH-HOUSE** and will try to include them in full, but reserves the right to shorten them if space is limited.

Please send articles and correspondence for the next edition of **WEIGH-HOUSE** to:

Adrian Tuddenham 88, Mount Road, Southdown, Bath BA2 1LH

☎ 01225 335974 E-mail (not HTML): adrian@poppyrecords.co.uk

Sunday 5th December — 10:00

WORK PARTY — Location to be advised

For further details please contact: *Bob Parnell* ☎ 01225 428055

Thursday 16th December

SOCIAL EVENING — “THE WEIGH-HOUSE” by Roger Halse

Meet: The Radstock Working Mens’ Club,

For further details please see website or contact: *Patrick Moss* ☎ 07736 859882

Sunday 19th December — 10:00

WALK — STONY LITTLETON and the AQUEDUCT

Meet: Shoscombe Community Centre

For further details please contact: *Mike Chapman* ☎ 01225 426948

— 2011 —

Sunday 2nd January — 10:00

WORK PARTY — Location to be advised

For further details please contact: *Bob Parnell* ☎ 01225 428055

Sunday 16th January — 10:00

WALK — COMBE DOWN and the RAILWAY TUNNELS

(3 miles and hilly)

Meet: Bear Flat at junction of Wellsway with Bloomfield Road

For further details please contact: *Mike Chapman* ☎ 01225 426948

Thursday 20th January

SOCIAL EVENING — “THE ARCHÆOLOGY OF COMBE HAY” by Richard Hignett

Meet: The Radstock Working Mens’ Club,

For further details please see website or contact: *Patrick Moss* ☎ 07736 859882

Walks

These are all circular walks unless otherwise noted. You only need to arrange your transport to and from the meeting point. Any walks marked † tend to be in the form of detailed explanations of short sections of the canal and its relationship with the locality; and, as such, are less suitable for young children.

Dogs are normally welcome (except where indicated) and must be kept on leads at all times.

Check the website for any last minute changes: www.coalcanal.org

Work Parties

Venues are often arranged at short notice, always check with *Bob Parnell* ☎ 01225 428055

“WHERE IS THIS?” – REVEALED

For those members who could not attend the Societies after AGM talk in June, the answer to the photographic question on page 19 of *Weigh-House 56* is: - **Monkton Combe! The photograph was taken close to the cast-iron footbridge just to the east of Monkton Combe village, looking back towards Brasknocker Hill. The roadside wall for which can just be seen top left.**

Roger Halse

WEIGH - HOUSE N^o 57

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EDITOR’S NOTES

Once again Weigh-House is packed with factual articles relating to the S.C.C., which keep adding to our store of knowledge at a quite surprising rate.

Because much of the early history of the canal was believed totally lost, the discovery that a large part of it has been lying hidden in the Parliamentary Archives has been a major breakthrough for our historians. The material that has recently come to light will keep them busy for many years.

Another way of increasing our knowledge of the canal is to sort and collate existing facts; this is what Derrick Hunt and Mike Chapman have been doing. Their articles on Shareholders and Paulton Foundry respectively, represent a huge amount of background research and compilation of scattered facts. Not only do these articles make fascinating reading for present-day readers, but they will prove an invaluable resource to future historians who may find that source material in papers and conventional books is no longer easily accessible.

Adrian Tuddenham

CHAIRMAN'S NOTES

Thanks to the amount of other material in this edition of Weigh-House, I've been asked by our Editor to be brief in my notes. This, like so much with the society at the moment, is a nice problem to have.

There are two main items of news affecting the society at present, and these are inter-related. Firstly, we bid farewell to Felix Pole as the owner of Caisson House and Locks 1-16 at Combe Hay. Felix has been very good to us in encouraging our work parties there, and the committee has voted to award Honorary Life Membership in recognition of this. We wish Felix and Charlotte well in their new home.

This leads on to the second item: the new owners of Caisson House, Phil and Amanda Honey, have expressed a desire to carry on where Felix left off. To this end we have "Bit in the Middle", from the Waterways Recovery Group visiting in November. Plans are still being finalised but B.I.T.M. will give us a weekend of extra labouring which we hope to use to undertake more extended clearance work. S.C.C.S. members are welcome to join in alongside B.I.T.M. When details are finalised they will be posted on our website and facebook page, and regular work party members advised by phone. Anyone else interested is welcome to contact me for more information.

Patrick Moss

NEW MEMBERS

The Society welcomes the following new members:

	Mr D Cox	Bath
	Mr CJ Brookes	Nuneaton
	Ms M Jackson	Bath
Honorary Life Member	Felix Pole	London

BEQUEST

The Society is most grateful for a generous bequest from the estate of the late Tony Hutchings.

See the article on Parliamentary Archives, Page 6, for further details.

MEMBERSHIP E-MAIL ADDRESSES

If you would like to keep up with the latest news from your society, please send an email to:
cesjtb@bath.ac.uk
 and I will add you to our email circulation list.
 I promise not to spam you!

John Bishop

Sunday 5th September — 10:00

WORK PARTY — Location to be advised

For further details please contact: *Bob Parnell* ☎ 01225 428055

Sunday 19th September — 10:00

WALK — SELLAR'S STILE and the PUMPING ENGINE SITE

Meet: King William Public House, Tunley.

For further details please contact: *Mike Chapman* ☎ 01225 426948

[Please note this differs from the event previously publicised]

Sunday 3rd October — 10:00

WORK PARTY — Location to be advised

For further details please contact: *Bob Parnell* ☎ 01225 428055

Sunday 17th October — 10:00

WALK — CARLINGCOTT and CARLINGCOTT MILL

Meet: Bottom of Red Hill, Camerton.

For further details please contact: *Mike Chapman* ☎ 01225 426948

Thursday 21st October

SOCIAL EVENING — "A PICTORIAL JOURNEY" by Roger Halse

Meet: The Radstock Working Mens' Club,

For further details please see website or contact: *Patrick Moss* ☎ 07736 859882

Saturday 23rd & Sunday 24th October — 09:00

D&S WORK PARTY — MURTRY AQUEDUCT *[See article on Page 20]*

For further details please contact: *derrickjohnhunt@btinternet.com*

Derrick Hunt ☎ 01225 863066

Sunday 7th November — 10:00

WORK PARTY — Location to be advised

For further details please contact: *Bob Parnell* ☎ 01225 428055

Thursday 18th November

SOCIAL EVENING — "OPERATING the COAL CANAL" by Patrick Moss

Meet: The Radstock Working Mens' Club,

For further details please see website or contact: *Patrick Moss* ☎ 07736 859882

Saturday 20th & Sunday 21st November — 09:00

B.I.T.M. WORK PARTY *[See Chairman's Notes on Page 4]*

Regular Work Party members also welcome

For further details please contact: *Patrick Moss* ☎ 07736 859882

Sunday 21st November — 10:00

WALK — WOODBOROUGH BASIN

Meet: Waterloo Road Car Park, Radstock

For further details please contact: *Mike Chapman* ☎ 01225 426948

MURTRY AQUEDUCT on the DORSET & SOMERSET CANAL



Members of the SCCS have been very supportive of conservation and excavation projects on the Dorset & Somerset Canal and its associated sites and comparisons between the site of Fussell's Balance Lock and the Caisson Lock have provided a lot of useful information to the SCCS.

Further clearance and conservation is planned for the Murtry Aqueduct site on Saturday 23rd & Sunday 24th October 2010 starting at 9am on both days. Tasks range from tree clearance to light gardening; volunteers are needed to assist. Even if you are only able to help for one morning or afternoon session your help will be welcomed.

Please contact Derrick Hunt, preferably by email
derrickjohnhunt@btinternet.com
or by phone on 01225 863066

SCCS INAUGURAL MEETING – JANUARY 1992

Did you attend the inaugural meeting of what was to become the Somersetshire Coal Society, on January 25th 1992, at The Viaduct Hotel, near Bath?

It was agreed by those attending the meeting to form the SCCS, with a committee of volunteers, including Tim Wheeldon as Chairman, Tim George as Membership Secretary, David Chalmers as Treasurer. Roger Halse was given the task of producing a newsletter and in May 1992 Issue 1 of *Weigh-House* was published. There is some confusion however as to how the inaugural meeting actually came about. It is thought that it was the result of an advertisement or notice being placed in a waterways magazine (possibly *Waterways World*) by the late Tim George, asking for anyone interested in preserving the remains of the Somersetshire Coal Canal to contact him at his home in Bridgewater. A search has been made into the issues of *Waterways World* published in the few months preceding January 1992, but nothing has been found. Was the advertisement or notice published in another magazine, or was it much earlier, in 1991?

Do any of the SCCS members who were present at the first meeting recall if this is how they heard about the meeting? Also do they have a copy of the original advertisement or notice which they could send to me?

If you can help please contact Roger Halse, the SCCS Honorary Archivist
Telephone 01249 652846 or email roger.halse@btinternet.com

LEAFLET DISPENSERS

Members may remember that many years ago the SCCS placed leaflet dispensers in museums and pubs along the line of the canal. However, due to lack of resources, the Society was unable to maintain the supplies of leaflets and the dispensers disappeared.

Courtesy of Roger Halse, the Society now has a new supply of leaflet dispensers which have been placed in the following locations:-

Hope & Anchor, Midford	Somerset Inn, Paulton
Wheelwrights Arms, Monkton Combe	Apple Tree, Shoscombe
Pack Horse, South Stoke	Fox & Badger, Wellow
Wheatsheaf, Combe Hay	Radstock Museum
Old Malt House Hotel, Radford	
SCC Exhibition at Bath & Dundas Canal Co, Brass Knocker Basin, Monkton Combe	
The Raven, Queen Street, Bath courtesy of Tony Bigwood	

Many walkers and canal enthusiasts visit the area because of the SCC and these economic benefits will form part of future bids for funding projects. Naturally we wish to inform the owners, staff and visitors to these establishments about our canal and try to attract new members so when members visit these establishments, could they please mention the SCCS & check that the dispensers have leaflets in them.

If you find an empty dispenser, please contact Derrick, preferably email at
derrickjohnhunt@btinternet.com — or on 01225 863066

CRUISEWAY STATUS

Further to the article in Weigh-House 55, British Waterways has started the process of applying for Cruiseway Status for the Kenet & Avon Canal, which until now has been classified as an unprotected 'Remainder Canal'.

Mark Stephens, British Waterways' waterway manager, said:

"British Waterways has, in reality, been managing the Kennet & Avon Canal as if it has had cruiseway status since its multi-million pound restoration. We think that the formalisation of this status is beneficial to the canal, helping to secure its long term future by legally stating that the canal should be maintained to a level whereby cruising craft, such as narrowboats, can safely navigate the length of the canal. Here at British Waterways we believe that this is the appropriate classification for this popular and much-loved waterway, which this year is celebrating its 200th anniversary."

This is excellent news for the S.C.C.S. because it removes one of the potential objections to the funding of future S.C.C. restoration projects.

Derrick Hunt

PARLIAMENTARY ARCHIVES

An Act of Parliament is required before a canal can be built; futher Acts of Parliament may be needed if the the line of the canal subsequently has to be varied, the funding structure needs to be altered or an existing canal needs to be closed. The originals of all these Acts are held in the House of Lords Parliamentary Archive, which is housed in the Palace of Westminster, but copies of this immensely useful material are available upon payment of an appropriate fee.

The Act of Parliament itself is freely available at county libraries and represents the culmination of the Parliamentary process, but the details of the committee stages which led to this Act are only available from the House of Lords Parliamentary Archive and contain a vast quantity of extra information which is relevant to the history of the canal. The documents include detailed maps of the proposed line of the canal, showing the properties through which it will pass. There are accompanying Books of Reference which list the landowners and occupiers, whether supporters or not, and the proposed subscribers.

For the S.C.C. there were enabling Acts of Parliament in 1794, 1796 and 1802; the canal was closed by the Great Western Railway Act of 1904. There is such a vast amount of detail in the Archives that no one Society member would have the resources to research it in situ — which until recently was the only way of approaching the task. However it has now been made available in electronic format which allows copies to be taken away and researched at leisure.

Thanks to a generous bequest by the late Tony Hutchings, the S.C.C.S. has purchased a copy of this archive in D.V.D. format. The complete archive occupies four discs and copies can be made available to any member for research purposes.

When we have come to grips with this vast amount of information, we hope to hold an evening event to present it to members in an interesting and digestible form.

We would like to take this opportunity of thanking Ailsa Hutchings for her continuing enthusiastic support of the Society.

D.J.H.

Smith's work on the SCC and the caisson; and (with P.Wigley, P.Dolan, and T Sharpe), 'Strata' Smith: His Two Hundred Year Legacy, Digitally Enhanced Maps and Sections by William Smith, George Bellas Greenough, John Cary and Richard Thomas 1796-1840, DVD published London: Geological Society, 2007.



Reprinted in this book is the 'Fossiological Map of the Country five miles around Bath' (showing the Coal Canal) based on William Smith's geological map, produced by Richard Warner in *A New Guide to Bath*, 1811.

M.C.C.

BOOK REVIEW

John Phillips, *Memoirs of William Smith LL.D. 1844, with additions by Hugh Torrens. Reprinted (limited edition) by the Bath Royal Literary and Scientific Institution, 2003.*

For members who wish to know more of William Smith, and in particular of his involvement with the Coal Canal, we have no hesitation in recommending this publication as being the best source of current knowledge on the subject. This book is based around an original, published in 1844 by John Phillips F.R.S. F.G.S., Smith's nephew and pupil, later Professor of Geology at Oxford University, which remained the standard biography on Smith for many years. Original copies have since become very rare, only 500 being published, and this reprint comes from BRLSI's own collection. Though the present publication is itself a limited edition, it is easily accessible from public libraries or the BRLSI.

Naturally, Phillips had access to his uncle's papers to draw on, as well as his own experience, but much was omitted in his account, and the new publication has been considerably expanded to include the results of subsequent research. These additions, in two parts, are provided by our own Hon. Member, Hugh Torrens, Emeritus Professor of Geology at Keele University, who has made a special study of this subject throughout his working life and is rightly credited as 'world expert on William Smith'.

The first part, 'An Introduction to the Life and Times of William Smith (1769-1839)', written especially for this book, deals with how Phillips came to write his biography and the problems associated with it, followed by an outline of Smith's career. This begins with a study of the precursors who influenced Smith's early life in the neighbourhood of Bath before moving on to London and the North of England. Smith's relationship with his wife is touched on, as also the problem of the correct location of the Tucking Mill tablet.

The second part consists of Hugh's lecture in 2000 to the Geological Society of London, published by the Society in 2001 under the title of 'Timeless Order: William Smith and the Search for Raw Materials 1800-1820' (Lewis, C.L.E. & Knell S.J. (editors), *The Age of the Earth from 4004 BC to AD 2002*, Geological Society of London Special Publications). This considers the importance of Smith's work in the history of Geology, from his discoveries as canal engineer, through to his experience as itinerant land-drainer/irrigator and mineral prospector (including his trials for coal, both successful and unsuccessful, at Batheaston, Compton Dundon, and elsewhere). In doing so, it relates how Smith's idea of stratigraphy developed, and its bearing on his conception of geological time.

The book includes an extensive bibliography, together with a very useful index, designed by Hugh himself, which enables the reader to make cross-reference to People/Places/Subjects between the three sections of the book. Indeed, the whole book is clearly written for the ordinary reader despite its academic basis.

We also learn that Hugh has recently been involved with two new publications relating to the SCC, including 'The water-related work of William Smith (1769-1839)', in *200 Years of British Hydrogeology* (ed. J.D.Mather, Geological Society Special Publications, 225, 2004) which discusses

NAVYING NOTES

To make a change from stories of scrub-bashing and tree-felling, we thought we would show you some of the unsung heroes and heroines who keep our work parties working...



**Main picture, left to right:
Harold Philips, Pete Carter and Bob Parnell
Inset left: David Fry
Left: Richard Hignett in a hole as usual
Above: Elaine Morgan preparing for takeoff
in Richard's Land Rover**

SHAREHOLDERS OF THE SOMERSETSHIRE COAL CANAL

Thomas Samuel Jolliffe

Biographical Details

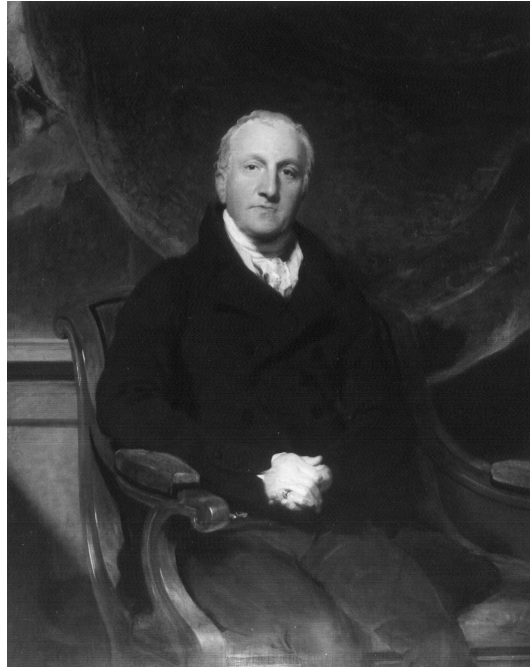
Born:
22nd June 1746,
Cavendish Square, London

Married:
23rd June 1778
Ann Twyford, daughter of
the Rev. Robert Twyford of
Kilmersdon

Died:
6th June 1824

Buried:
16th June 1824 at
Kilmersdon, Somerset

Family:
Three sons, one daughter;
no issue



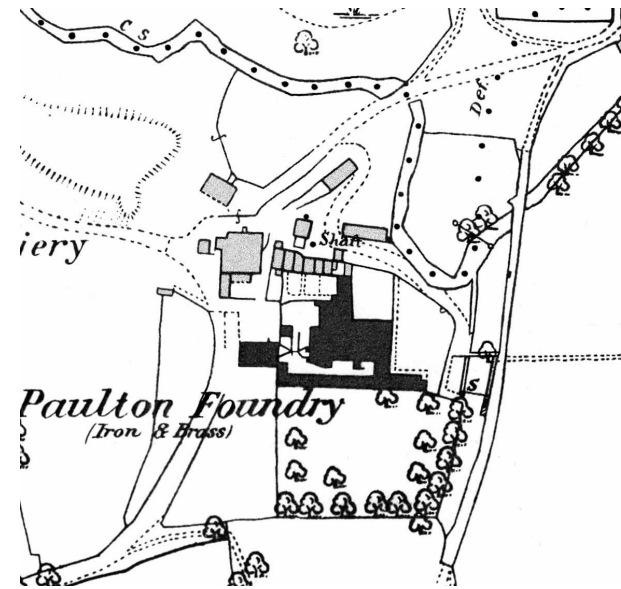
By permission of the Jolliffe Family

Portrait of T. S. Jolliffe by Lawrence

Thomas Samuel Jolliffe came from a wealthy landowning family which produced many Members of Parliament. He was MP for Petersfield 1780 to 1787, Deputy Lieutenant of Hampshire & Somerset, Lt Colonel 2nd Somerset Fencible Cavalry, High Sherriff 1792. In the 1794 Act of Parliament he was listed as an original shareholder of the Somersetshire Coal Canal. He was an important supporter, as a major landowner in the Wellow Valley, being Lord of the Manor of Wellow as well as Kilmersdon.

The record of the marriage of Jolliffe to Ann Twyford reveals an interesting piece of information about another of the S.C.C. shareholders. One of the witnesses was "Ant Kington". The list of S.C.C. shareholders contains the name Anthony Kington. This name also occurs in the list of shareholders of the Kennet & Avon Canal.

Together with Gore Langton, Jolliffe played a part in the passage of the Dorset & Somerset Canal Act through the committee stages of Parliament in February 1796. Although he was a landowner on the route of the D.& S.C. it appears that he did not become a shareholder. As well as being a S.C.C. shareholder to the tune of £2,000 he was a Trustee of the West Harptree Turnpike Trust.



THE LATER LAYOUT OF THE FOUNDRY (in dark tone) & DISUSED LOWER ENGINE COLLIERY— c.1883
Copied from the OS 25-inch map. The Foundry itself closed ten years or so later.

By the 1860s however the pattern of coal extraction in North Somerset was changing rapidly, and by the mid-1870s Lower Engine Pit seems to have ceased operation. The colliery site is shown on the 1883 OS map as 'disused', and the buildings were probably demolished soon after, following an auction of the colliery and surrounding lands in 1887. Although the foundry itself was still at work when Evans died in 1888, to be succeeded by his son Alfred, the business was becoming increasingly isolated from the rest of the coal producing areas, and it too appears to have ceased working in the 1890s. Nevertheless a new business under the Evans name appeared soon after on a new site beside Lower Writhlington Colliery which, after moving to Frome Hill in the 1940s, only ceased work in 1984, following the closure of last pits in the North Somerset Coalfield.

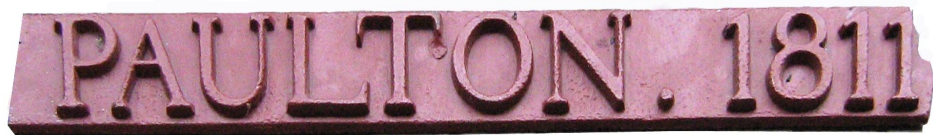
As to the original foundry buildings in Paulton, these remained standing until the roofing and other materials were removed after WWII (for the repair, it is said, of bomb damage in Bristol), after which the structure quickly fell into an overgrown ruin. Since then the site has otherwise remained relatively undisturbed, preserving rare evidence of the early development of the iron industry in this country, and also (we hope) further clues to the history of the canal.

Mike Chapman

Sources:

R.J.Charles Chilcott, 'William Evans of Paulton', *Five Arches* 22, (Spring 1995), pp.15, 5.
C.G.Down & A.J.Warrington, *The History of the Somerset Coalfield*, (Newton Abbot, 1971).
Shane Gould, 'The Paulton Brass and Iron Foundry', BA Degree Dissertation, 1990.
Shane Gould, 'The Paulton Brass and Iron Foundry, Part I', *Five Arches* 20, (1994), p.3.
K.Rogers, *Newcomen Engines in the West of England*, 1976.
Paul Stephens and George Watkins, 'The Old Mills Colliery Winding Engine', *Journal of the Bristol Industrial Archaeological Society* 38, 2005, pp.51-2.
Hugh Torrens, *The Evolution of a Family Firm: Stothert and Pitt of Bath*, Bath 1978.

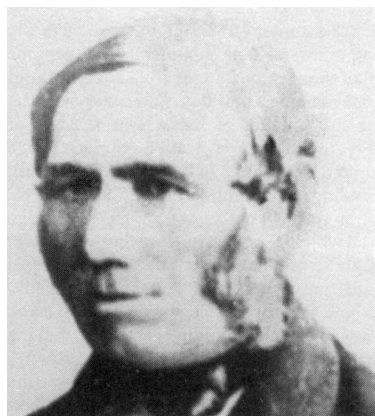
One of the foundry's regular customers was, of course, the canal itself, the best-known example being the cast-iron footbridge at Monkton Combe with its plate bearing the legend CAST AT PAULTON 1811, the latter now preserved at the Brassknocker Canal Centre. However, foundry ledgers covering the 1860s show that the business was continually carrying out work for the Canal Company, including pumping engine parts, tramway rails and chairs, sluice-hatch fittings, etc. It is also probable that the pioneer locomotive which ran for a short time on the SCC tramroad between Radstock and Midford in 1826 was built at Paulton, since the designer, William Ashman, then engineer at Clandown colliery, was manager of the Paulton Coal Company in the 1840s.



PART OF THE CANAL BRIDGE NAMEPLATE — at Brassknocker Basin June 2008

Owing to the lack of SCC records, it is difficult to know how useful the canal was otherwise to the foundry's business. For local trade, it would have provided only a limited advantage, and it is noticeable that by the 1860s the foundry had its own road haulage team which was profitably hired out for other purposes. These included deliveries of coal from the pits, Pennant stone (from the Temple Cloud quarries), Bath stone (from Combe Down), Rails, bricks and tiles (from Bristol), and Timber and pit-props from Mendip. However, in the 1920s a relative of the manager William Evans (mentioned below), remembers seeing an intact barge resting in one of the abandoned foundry buildings which had belonged to the business and was used for freighting and trading along the Cam Valley to Bath and beyond. Unfortunately the barge, together with much of the woodwork of the building, was 'commandeered' by the local colliers desperate for fuel during the bitter coal strike of 1926.

The arrival of William Evans as manager not long before 1839 (being then in his mid-20s) was an important event in the development of the foundry, and the Evans name becoming closely identified with the business from thereon. Born in Stroudwater in Gloucestershire, Evans served an apprenticeship on the industrial estates of the Marquis of Bute in South Wales, and had sufficient capital to obtain a lease of the foundry from the then colliery partners, John, Elizabeth and Julian Hill and John Linton Simmons. He soon became an active shareholder in the Paulton Coal Company itself and, in due course, sufficiently well-established to build his own residence, Hanham House, overlooking the foundry.



WILLIAM EVANS

Another example of his influence, together with Messrs. Pooll and Hill, was the development in 1861 under a new Company of the Old Mills colliery on the south side of the parish. Of the seven or eight coal pits at work in Paulton in the early 1800s (mostly owned by the Hills, Randalls or Rawlins), only the Paulton Engine colliery was still in operation by this time, so the sinking of the new pit was an important local event. The *Bath Chronicle* of 28 February reported that the whole parish attended the inaugural celebrations, together with the men from the Engine Pit and Foundry (nearly 200 in number), and that 'the men in Mr. Evans's employment dined together at the foundry, at the expense of their kind-hearted employer'.



AMMERDOWN HOUSE

Inset: The JOLLIFFE COAT OF ARMS from the sign of the Jolliffe Arms public house, Kilmersdon.

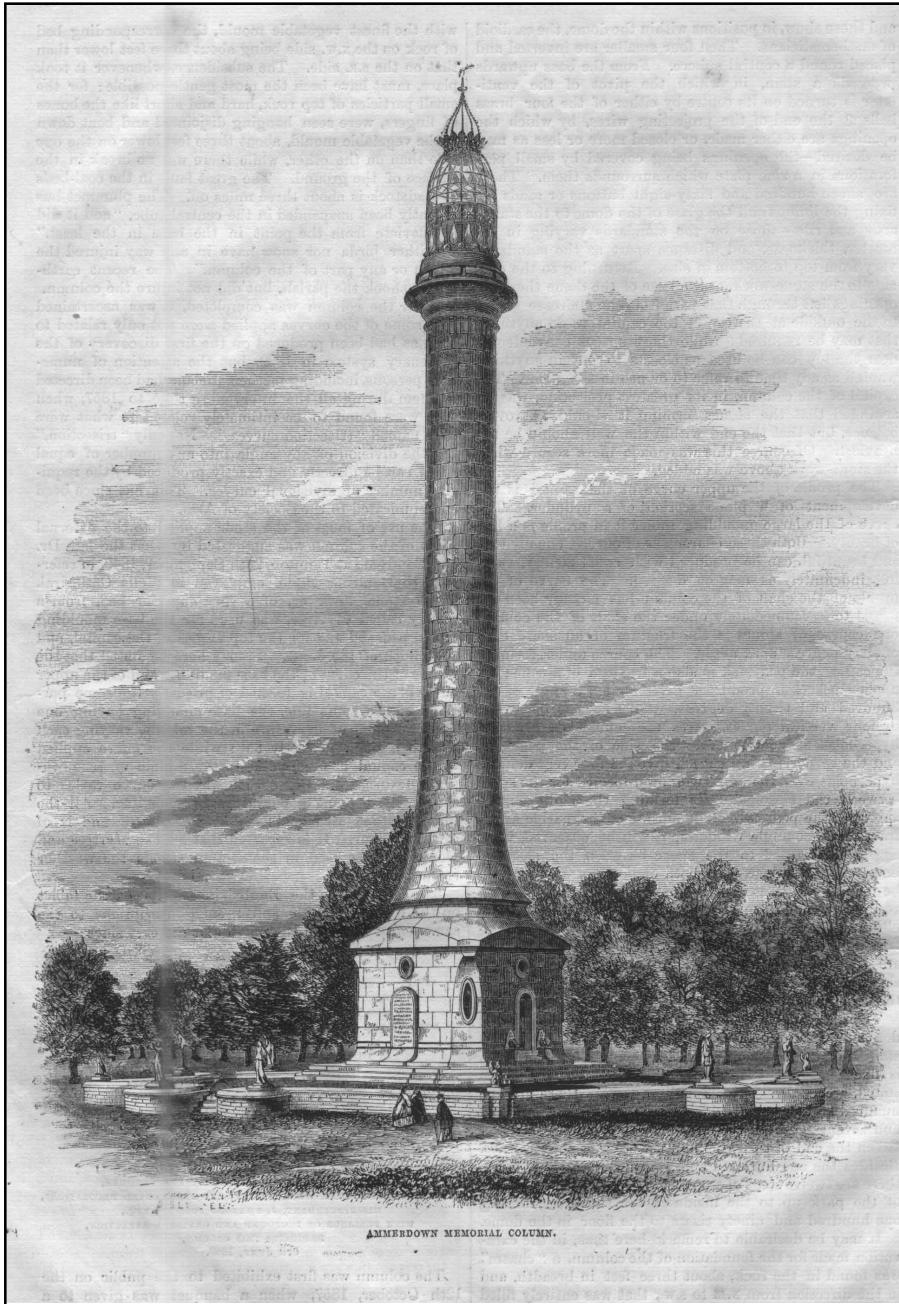


Further Reading

- 1 Robin Athhill, *Old Mendip*, David & Charles. ISBN 0715351710
- 2 Hylton, *History of Kilmersdon*
It may be found in libraries under its full title "*Notes on the History of Kilmersdon*" by Lord Hylton

Further activities

- 1 Visit *S^t Peter & S^t Paul Church*, Kilmersdon
Memorials in the church. Family tomb in the graveyard.
- 2 Visit *Ammerdown Tower*, map ref. ST719521, and see the inscriptions. Accessed via the permissive path which is to the right of the gatehouse on the A362 Radstock to Frome Road, by Charltons Timber Merchants, Buckland Down, BA11 2RH.
- 3 *Ammerdown House* is a private residence but the exterior may be seen when the gardens are open. The gardens designed by Lutyens are best seen in the spring and are usually open on Bank Holidays during the spring and summer.
- 4 Visit the *Jolliffe Arms*, Kilmersdon and see the Coat of Arms on the sign.
Stop for for a drink and/or a meal, purely in the interests of historical research of course !



AMMERDOWN MEMORIAL COLUMN.

AMMERDOWN COLUMN — from an old engraving

however, whether scrap iron alone was sufficient for the needs of the foundry without importing pig iron, which could have been relatively easily obtained from Winwood's of Bristol, for example, via the canal.

A detailed description of the premises is given in 1815 when the foundry was again advertised in the *Bath Chronicle* (13 July) and *Bristol Mercury* (22 July), showing that it was equipped with a waterwheel - evidently connected to the colliery leat system:

TO IRON-FOUNDERS, IRONMONGERS, &c.

To be LET, or SOLD, and entered upon 1st September next, all that Commodious and extensive IRON FOUNDRY, situate at PAULTON, in the County of SOMERSET, on which considerable sums of money have lately been expended in completing the same; with useful and convenient Buildings, and Machinery, suitable for carrying on a large and extensive trade.

The Buildings comprise a loam and dry sand shop, 60 feet long by 40 feet wide, with two very powerful cranes, and two air furnaces capable of smelting six or seven tons, or more if required; and two large stoves for drying the moulds, furnished with suitable carriages, &c. &c. And also a green sand shop, 40 feet square, with a small convenient crane; and two cupilos, both blown by one of Streat's patent blowing engines, and worked by a steam engine of two-horse power. And also a Boring Mill, driven by a water wheel, 14 feet in diameter and 4 feet wide, capable of boring and turning castings of any dimensions; to which is attached a large cast-iron lathe for turning any sort of castings, and a mill for grinding charcoal, blacking, and coal-dust; and over the mill is a pattern shop, and store-room for patterns, and the office. There is also a ware-house and dressing-shop.

The Utensils are enumerated in dry and green sand flask in great abundance; rings for loam work; several sets of rings for casting cylinders, shafts, &c; and in short, every sort of material that is useful for facilitating the completion of orders to any extent.

There is also annexed a large shed for depositing patterns in; and a stable sufficient for six horses and a nag.

Paulton is situated centrally in the midst of the Somerset Collieries, and also the towns of Bristol, Bath, Frome, Warminster, Wells, Shepton Mallet, and Bruton, from which it is about 12 miles distant. The Proprietors return their sincere thanks to their friends for the support they have experienced, and at the same time beg to assure them, that any person wishing to engage in the Casting Trade will find no manufactory in England so well adapted for the purpose of carrying on such a trade to their utmost satisfaction, being replete with every convenience to be wished for; and having a direct water communication with the Metropolis, whereby goods can be forwarded to any place on the borders of the Canal at a very trifling expense. N.B. The Stock and Materials to be taken at a fair valuation.

It is unlikely that such hopes of an extensive market throughout southern England were entirely fulfilled, as competition in this field was growing rapidly, most notably from George Stothert in Bath, who had established his own foundry there in Newark Street by September in the same year. Nevertheless, being the only major foundry in the Somerset Coalfield, Paulton went on to play an important part in the growth of the local mining industry, and its influence certainly spread further afield, such as the lead-works on Mendip. The foundry not only built winding and pumping engines for the collieries, together with all the other coal-mining items, but also such mundane articles as grates and kitchen stoves, the most lasting products being the massive cast-iron gateposts and railings which still survive abundantly throughout the neighbourhood. It is rumoured that the longevity of some of the products was due to the perfecting of a non-rusting process for making iron, which involved pouring oil into the mould as the molten metal solidified.

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**PAULTON IRON FOUNDRY
SOMERSET**

This Foundry being now completed on a very extensive and improved scale and the proprietors having engaged many skilful and experienced workmen in the various departments of the FOUNDRY BUSINESS; they respectfully apprise the public, that CASTINGS of every description and dimension will be executed by them with the greatest despatch and punctuality.

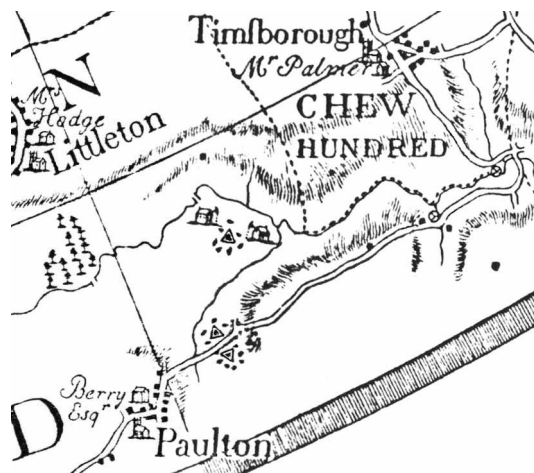
A very compleat Apparatus for BOREING and TURNING WORK being attached to the Foundry, the Public may rely on the greatest precision and exactness, on the fulfilment of all orders in those branches.

From the contiguity of these works to the Somerset Coal Canal (being situated on its banks, at the head of the Dunkerton Line) goods may be forwarded to all places in the direction of that canal, the Kennet & Avon, the Wilts & Berks, and other canals connected with them, at an easy expense, and with the greatest regularity and safety.

All orders entrusted to boatmen, or other persons, coming to the coal-works in the neighbourhood of the Foundry will arrive safe.

NB. The best price given for old CAST-IRON. Orders for the Foundry are still received by Mr. William Lancashire, Stanhope Street, and Mr. Thomas Blatchford, coal-merchant, by the Old Bridge, Bath.

It is clear that the canal was seen as the key to the success of this enterprise, and that foundry work was already going on at the colliery in anticipation of its opening. The 89-year lease of the extra land needed for this purpose (to a trustee, Richard Langford), made in 1810, suggests that a normal 99-year lease was intended in 1800, when the canal was supposed to be finished before the delay caused by the construction of the Combe Hay lock flight. Other sources show that the foundry partners mentioned in the lease, Joseph Hill (owner of the land), Thomas Randall and William Rawlins, were also the proprietors of the adjoining coalworks (known from this period as the 'Paulton Coal Company') and that William Rawlins was foundry manager. That the same advert appeared a month later in the *Sherborne and Yeovil Mercury* is also not too unsurprising, as both papers were owned by the Crutwell family, Richard Crutwell of Bath being a shareholder in the SCC and K&AC (more about [him](#) in due course).

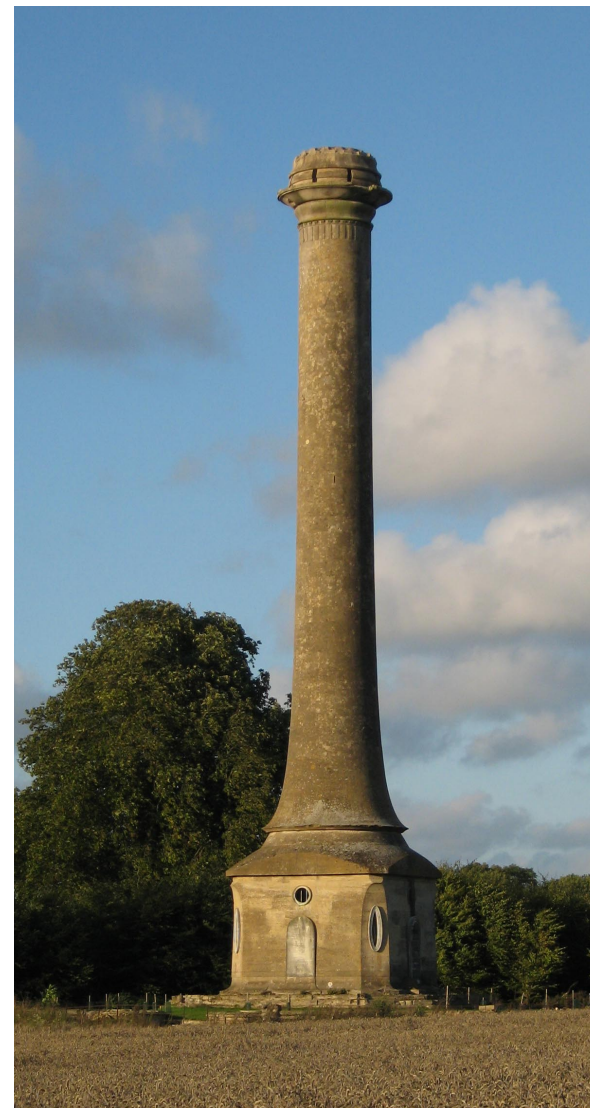


**DONNE'S MAP OF TWELVE MILES AROUND
BRISTOL — 1769**

Showing (centre) the two engine houses of the Paulton Engine collieries. Coalworks are indicated by triangles surrounded by fragments of coal. Two of Britten's pits are also shown further south at the junction of Hanham Lane. Goosard bridge is included, but the surveyor has mistaken the outfall of Paulton Littlebrook into Cam Brook, above the bridge, with the one from the spring at the back of the Foundry garden.

The appeal for scrap iron is significant. A credit note for the period August 1806 to August 1807 to the Bristol Dock Company mentions the sale of 64 tons of broken bridge castings sold to Paulton Foundry Company, and a year later there is mention in an account in the Bruton School archive (for an abortive sinking for coal at Brewham), to '... cash for shydes [iron pump-shaft pipes] sold to Mr. Rawlins of the Radstock Foundry'. It remains to be seen

Ammerdown Column, still a prominent landmark on the Ammerdown estate, was commissioned by Thomas Samuel Jolliffe's bachelor son John in 1853. The design of the column is said to have been inspired by the Eddystone Lighthouse. It was designed by the civil engineer and architect Joseph Joplin. John died a year later and his younger brother Rev Thomas Robert Jolliffe completed the column.



AMMERDOWN COLUMN — August 2010

The inscription on the plaque at the base of the column reads:-

THIS PILLAR IS ERECTED TO COMMEMORATE THE GENIUS, ENERGY AND ACCOMPLISHMENTS OF **THOMAS SAMUEL JOLIFFE**, LORD OF THE ADJACENT HUNDREDS OF KILMERSDON AND WELLOW, IN EVERY RELATION OF LIFE, IN THE SENATE AND ON THE SEAT OF JUSTICE, IN EXERCISING THE PECULIAR RIGHTS AND DISCHARGING THE VARIOUS DUTIES OF AN EXTENSIVE LANDHOLDER, CONCILIATED THE REGARD AND ESTEEM OF AN AFFLUENT AND INTELLIGENT DISTRICT. TO HIM WHO RECLAIMED THE SURROUNDING LANDS FROM THEIR ORIGINAL AND STERILE CONDITION, WHO CLOTHED THEM WITH FERTILITY AND VERDURE AND EMBELLISHED THEM WITH TASTEFUL AND ORNAMENTAL DECORATIONS, HIS DESCENDANTS, WITH FEELINGS OF PROFOUND AND GRATEFUL AFFECTION, DEDICATE THIS COLUMN.

AMMERDOWN PARK
VI JUNE MDCCCLIII

(Two other versions of this text in French and Latin appear on other sides of the column).

Derrick Hunt

PAULTON IRON FOUNDRY

In view of the recent revival of interest in the site of Paulton Foundry, including a most enjoyable and interesting visit there by Society members in June at the kind invitation of the owners, it was thought useful to bring together what is known of the history of the Foundry and its particular connection with the canal. We were pleasantly surprised during the visit to find that many details of its functioning could still be deduced from the surviving ruins, although many questions remain to be answered.

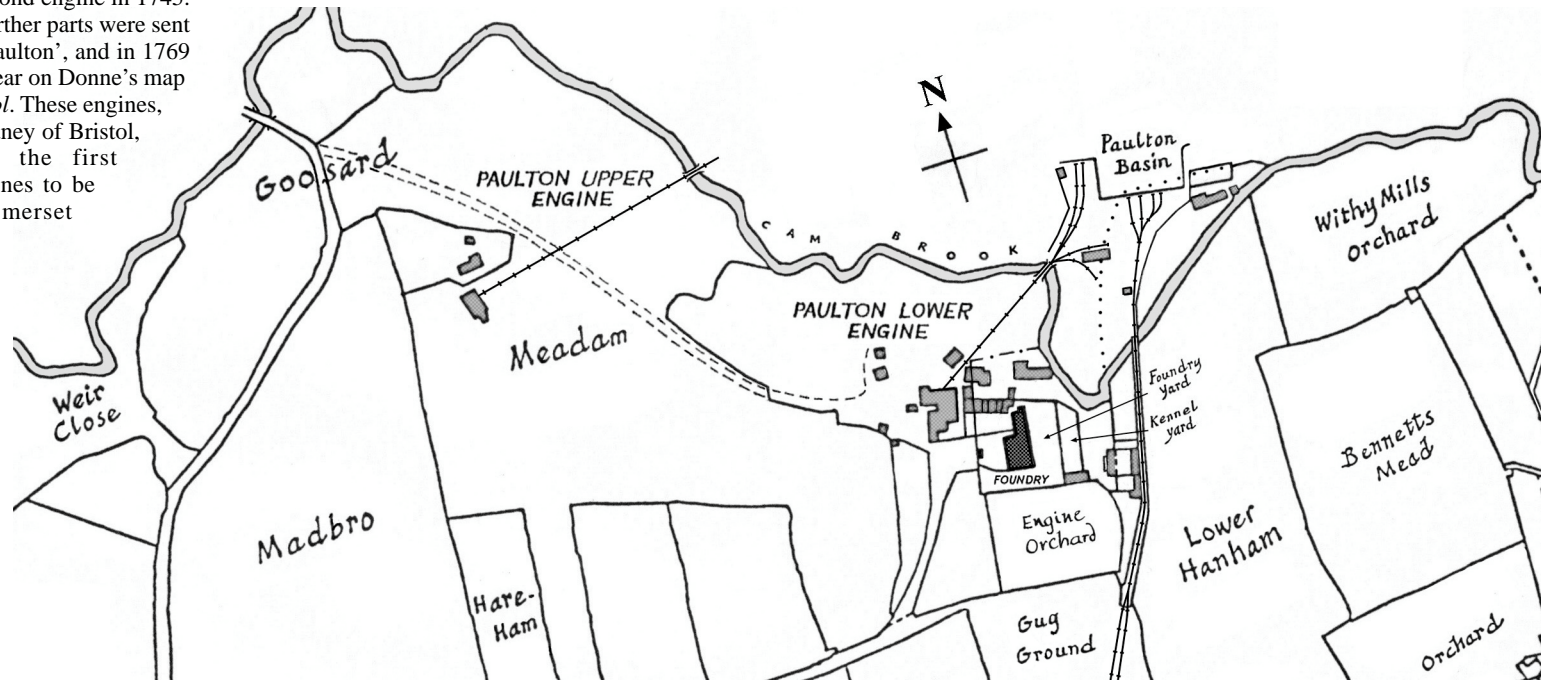
One of the difficulties in following the fortunes of Paulton Foundry is that it formed part of the premises of 'Paulton Lower Engine' colliery and was held, together with 'Upper Engine' pit nearby, under the same ownership, though run as a separate enterprise. The two coalpits, among the earliest in the area, were already associated with 'engines' in 1700, when it was recorded that 'Mr. Brewer's works' at Paulton, then 102ft deep, was drained by an 8ft diameter water-wheel, '3ft broad, with two cranks. Water troughs 20 inches broad by 10 inches deep'. This probably refers to the 'Lower Engine' site, as another pit nearby called 'Goosard Pit', reputed to have been sunk by two colliers eight years later, can be identified as the site of the 'Upper Engine' near Goosard Bridge. A deed of 1736 involving the acquisition of local water rights by a partnership which included Elizabeth Brewer, Richard Hewish, and Paulton coal miners Joseph Hill and Jacob Carter, suggests that the two pits were already part of the same enterprise by then.

However, water-power alone seems to have proved insufficient, as two years later a 21½-inch cylinder was cast at Coalbrookdale ironworks for 'Hewish & Co. of Polton', followed by a 30-inch cylinder and parts for a second engine in 1745. Between 1758 and 1764 further parts were sent to 'Joseph Hill & Co. of Paulton', and in 1769 the two engine-houses appear on Donne's map *Twelve Miles around Bristol*. These engines, both sent via William Goldney of Bristol, were almost certainly the first Newcomen pumping engines to be erected in the North Somerset Coalfield.

Nevertheless, in the 1790s, when the canal was under construction, the original water-driven pumps were still operating, and the network of leats which supplied water to the wheels, taken from the Cam Brook above Goosard Bridge through the two collieries to an outfall downstream at Withy Mills, is prominently shown on the Canal Company map (the so-called 'Cruse Map'). This was of



THE AREA AROUND THE TERMINUS OF THE MAIN LINE OF THE CANAL
From the Canal Company Map, showing the leat from the Cam Brook passing through the Engine Pits towards Withy Mills. Paulton Foundry, completed in 1807, was probably already under construction in the space marked by the word "Lower"



THE AREA SURROUNDING THE FOUNDRY — late 1830s,
Showing the early layout of the site, from the parish tithe map. The waterwheels had presumably been abandoned by this time, as the leat is omitted.

interest to the Company, as the water supply for the canal itself was obtained from a branch from this system which led to the terminal basins via a launder over the Brook. However, there is no indication of the foundry, which suggests that the map may have been drawn up sometime between the completion of the canal in 1805 and the official launch of the foundry on 29 January 1807 when the following advertisement appeared in the *Bath Chronicle*:

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