

# HEREFORDSHIRE ARCHAEOLOGICAL NEWS



HAN 38      August 1980

WOOLHOPE CLUB  
ARCHAEOLOGICAL RESEARCH SECTION

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**HEREFORDSHIRE ARCHAEOLOGICAL NEWS**  
**WOOLHOPE CLUB**  
**ARCHAEOLOGICAL RESEARCH SECTION**

**No. 38     August 1980**

**EDITORIAL**

The programme for the first part of the year was completed without too much difficulty except for the visit to the Motte and Bailey at The Bage, Dorstone on 23<sup>rd</sup> March. The morning started with a sprinkling of snow as Richard Kay came round to our house expressing his doubt about the weather. I assured him in my usual optimistic fashion that it would be alright and he returned home for his sandwiches.

As we travelled further into the countryside the snow fell thicker until, having got beyond the point of no reasonable return, we carried on to The Nags Head at Peterchurch and waited unhopefully for the rest of the party. The only person to turn up was a lady looking for a lost hiking friend.

Finally, having unsuccessfully tried to phone Mary Thomas, we set off for The Bage in several inches of snow and arrived at the door of the astonished Mr and Mrs Peter Hill, who invited us in. We did go to see the "motte", impressively covered with snow, because in any case they had to feed a small number of Soay Sheep. On our return to the house, after being fortified with a cup of hot coffee, they very kindly showed us the careful restoration carried out, which does them a great deal of credit. After thanking them and being invited back for a re-visit in more clement weather, we called on Mary Thomas who expressed her surprise that anyone should venture out in such weather, but treated us hospitably, and we ate our sandwiches and drank home-made beer before setting off back to Hereford later in the afternoon.

There are articles on four of the visits in the first half of the year in this issue, and thanks are due to the contributors. My thanks to Richard Kay, the Assistant Editor, for all his help and guidance.

**C E Attfield**

**PROGRAMME SEPTEMBER-DECEMBER 1980**

Sunday 7 <sup>th</sup> September	Social – Barbecue – Hillside, Abbeydore at 6.00 pm (helpers invited at 3.00 pm). Phone Mary Thomas if coming to barbecue. Bring a bottle and something to barbecue.	
Sunday 21 <sup>st</sup> September	Hedgerow survey with view to dating – minor road Harewood End to Pontrilas.	Meet Harewood End Public House 11.00 am or Fountain Public House Orcop 2.00 pm. Leader: R Skelton.
Sunday 19 <sup>th</sup> October	Flanesford Priory and Hom Green. To examine remains of Priory and possible Moated Site at Hom Green.	Meet Market Place Ross-on-Wye 11.00 am or Castle View Hotel, Kerne Bridge 2.00 pm. Leaders: M Thomas and R Skelton
Sunday 16 <sup>th</sup> November	Buckton Mill, Leintwardine (near Shropshire Border) and other areas of interest in locality.	Meet Buckton Mill 11.00 am and 2.00 pm. Leader: J Wride.

Wednesday 10<sup>th</sup>  
December

Annual General Meeting, Golden  
Eagle Restaurant, Commercial Street,  
Hereford.

Meeting 7.30 for 8.00  
pm, finishing at 9.00  
pm, followed by your  
choice (English or  
Chinese) from the menu  
if you wish to round off  
the evening pleasantly.

Note:

1. In case of bad weather contact the leader or a Committee Member. List of Committee and telephone numbers is included in the News.
2. Guests are welcome.
3. Members are advised to wear suitable clothing and footwear and to bring food and hot drinks.
4. Due to unforeseen circumstances the programme may have to be changed at short notice.

**FIELD MEETING 18<sup>TH</sup> MAY, 1980**

**CREDENHILL VILLAGE WATER SUPPLY, CREDENHILL CAMP AND CAVES**

**By Gerald Parker**

This meeting was held in ideal weather conditions, the day being particularly hot and bright, and had an average attendance.

The morning was taken up with an inspection of the remains of the waterworks which were all within the village of Credenhill and approachable by foot.

I have compiled a history of the waterworks, which will be dealt with following this brief account of the field meeting.

After lunch the remaining members set off to examine sections of the earthworks at the nearby hill camp, and following a stiff walk the south west part of the ramparts was attained.

Rising some 650 feet above sea level, this gives a commanding view of the surrounding countryside and one can well imagine why it was chosen as a strategic position. The party then proceeded to walk along the rampart going westward and then turning to follow the line north. In places the sides were really steep and despite some dense afforestation clear sections are still visible. There is evidence of extensive quarrying along the ridge at the south west corner, exposing large sandstone rock formations.

Further north the earthwork is again intersected and here there are remains of stone steps and stone walling, presumably to strengthen the sides of the cutting. This would suggest scenic drives or walks, perhaps in a less hectic era.

Finally, after continuing due west along a ridge in the woodland, the caves can be reached.

They are situated at the tip of the ridge in a small cliff of sandstone. Most of the caves are little more than shallow depressions, but one is quite impressive and worth visiting. It is very roomy, being some 20 foot x 15 foot and has a large column near the centre, giving additional support. The sides are formed in sandstone rock but the top is of a soft crumbly material, easy to move and would suggest that the cave has been enlarged with comparative ease over the years.

**The History of Credenhill Waterworks 1909-1971**

The earliest date for a system of water supply that I have been able to trace is 1909. In the beginning this was being operated by a Crossly engine powered by oil/gas which was stored

in a gasometer in an adjacent orchard. The engine drove a pump manufactured by Pern of Manchester, which drew from a tank 15 foot long x 5 foot wide x 6 foot deep containing 750 gallons and fed from the Town well springs. Originally this fed only the School and Cross Farm and pumped a tank full twice a week to the Court - totalling 1500 gallons.

Later this method also fed the Rectory and Court Farm.

This method continued until 1933, when a grandson of the owner of the Court - a Mr T G H Ecroyd, arrived upon the scene. His experience had been as a mill wright in the textile industry in Lancashire.

Having the resources to improve the somewhat unsatisfactory drinking water he contacted the 'sanitary inspector' of the day - a Mr Long - who upon carrying out the appropriate tests pronounced it as being unfit for human consumption. The next step was to have the pool dredged; this was carried out by Messrs T J Read & Son, a local firm who specialised in this type of work. In 1936 a Petter engine was installed, and this, used in conjunction with overhead shafting, meant a more efficient system and one capable of driving various equipment simultaneously.

A Lister 'ram type' pump was installed at about this time.

During 1938 a Wallace Therion chlorination plant was introduced, and the water-borne bacteria arrested with copious amounts of sodium hyperchloride. During this time samples of water were sent to the laboratories of the United Filter Company in London with the intention of inviting them to design a filter system.

This they did, and the outcome was an installation of six units - each filter having an element of silica carbon 12 inches high by 12 inch diameter. The water was forced from the outside through these filters at a pressure of 15lb to the square inch and at a rate of 250 gallons per hour per filter.

At this time the RAF, who had been in the neighbourhood since 1909 (but with very few buildings) decided to extend their buildings to the size that we know them today and duly requisitioned the pumping station in its entirety. The camp was built and operated using water supplied from the borehole.

Two reservoirs were dug, each holding 500,000 gallons for this purpose, and 8 foot high chain link fencing topped with barbed wire was erected around the perimeter of the Town well field.

The first reservoir to be used for the village supply was built at the top side of an apple orchard, to the rear of Court Farm. This one contained 1000 gallons, was fed by a Beresford pump which now replaced the Lister and ran day and night throughout the last war.

In addition to the dwellings already mentioned, the water supply was extended to Mill Farm, three cottages in Mill Lane and all the houses along Station Road (about five or six at that time).

Power for the pumping station continued to be supplied by Petter engine until May 1944 when a 240 volt electrical system was introduced.

The second reservoir was built on the 475 foot contour, into the side of the hill directly above Court Farm. Its capacity was 3,000 gallons and as the pumping station was sited on the 250 foot level this means a lift of 225 feet.

The third reservoir is sited on the 400 foot contour and can be found just inside the wood in line with the other two.

As the storage capacities increased, the distribution was able to cover a wider area which extended from the Hill Farm, Field Farm, cottages at the bottom of Crowmoor Lane and in the opposite direction to take in Brinsop and Brinsop Common.

The bore hole was sunk to a total of 110 feet, the water level came up 56 feet but was reduced to 10 feet as a result of extensive workings at Stretton Sugwas gravel quarries.

This then was its hey-day, from a mere 1,500 gallons a day in 1933 to 60,000 gallons per day in 1971 when it was taken over by the Water Board. A cut was made into the standing main in the village near the driveway for the Credenhill Old Rectory and a second one on the A480 road between the village and where the road forks to Brinsop.

The remaining distribution pipe work now serves agricultural uses only. This was assisted by a booster station, situated in the grounds of Credenhill Court and incorporating an electrically driven Godwin jet pump. That, plus the 3 underground reservoirs, are all that remain.

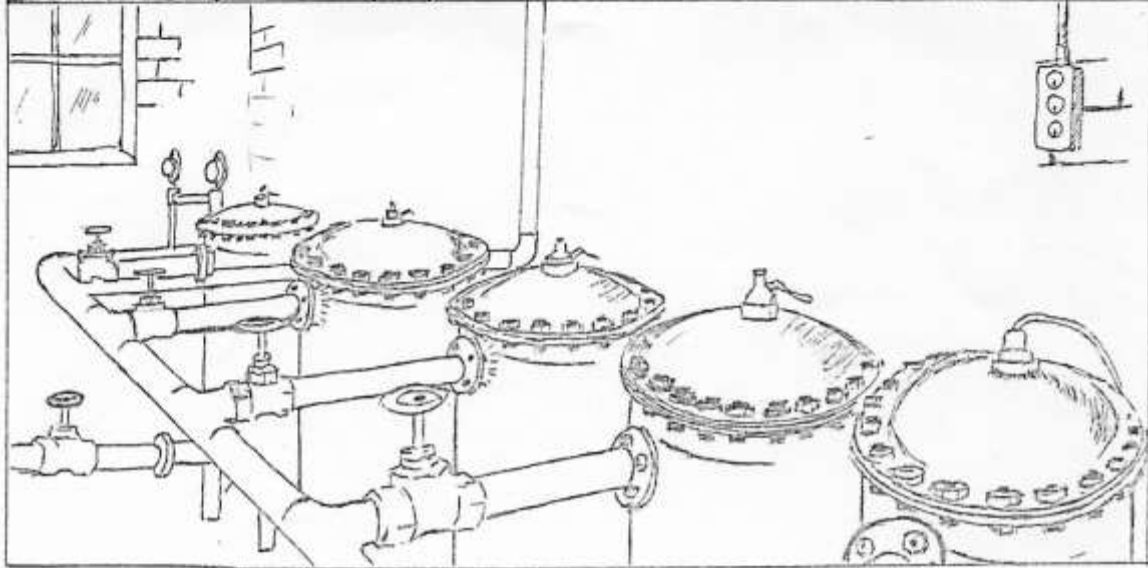
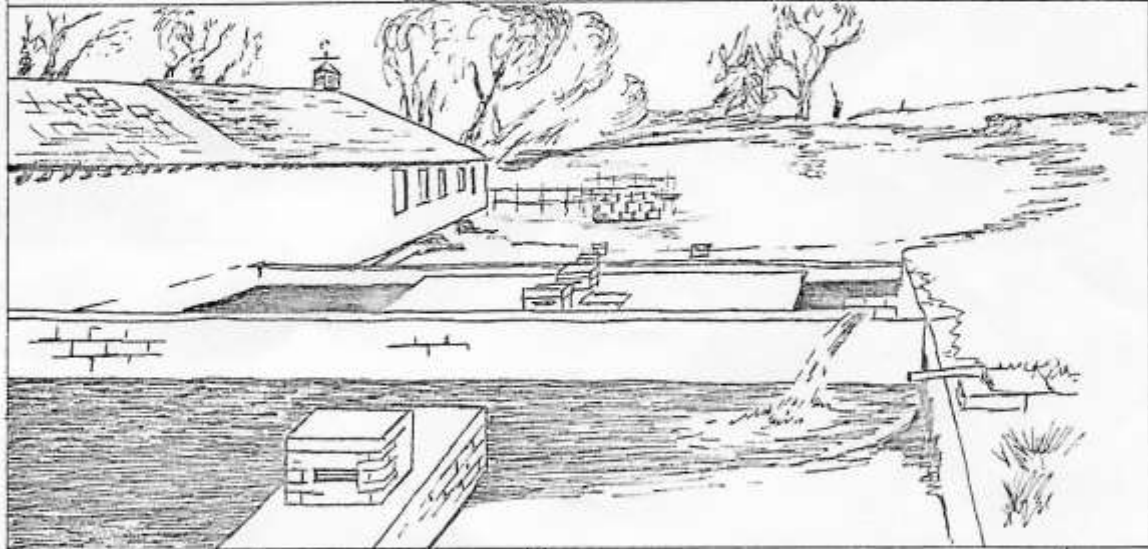
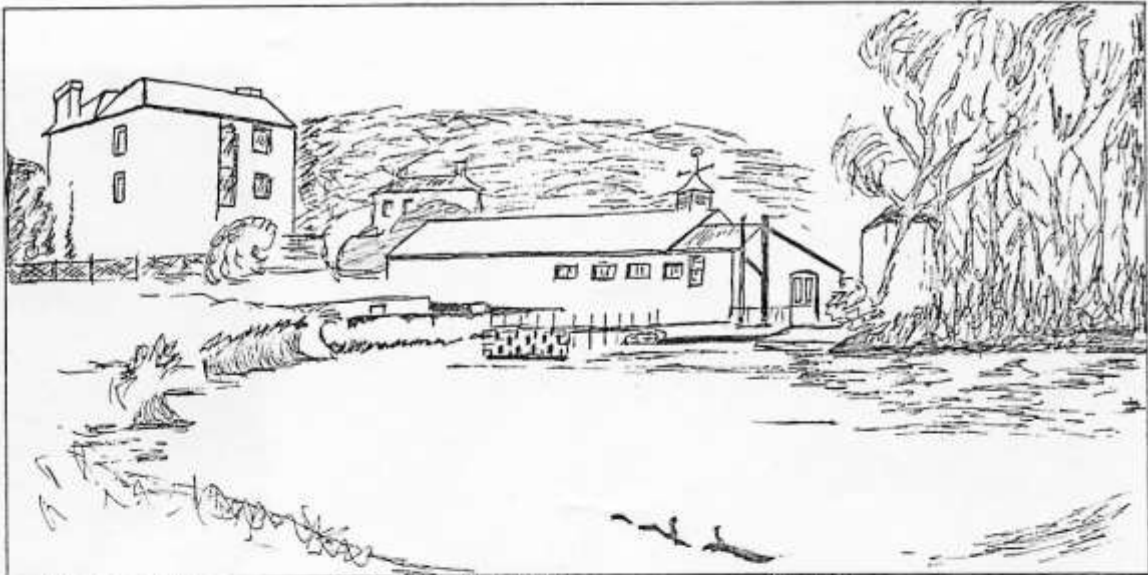
The pumping station has been bulldozed and cleared away to make way for some kind of future development, leaving only sections of the concrete filter beds and weir surrounding the bore hole with their brick ventilation shafts. The pier situated in the pool and used in the original system is now almost under water.

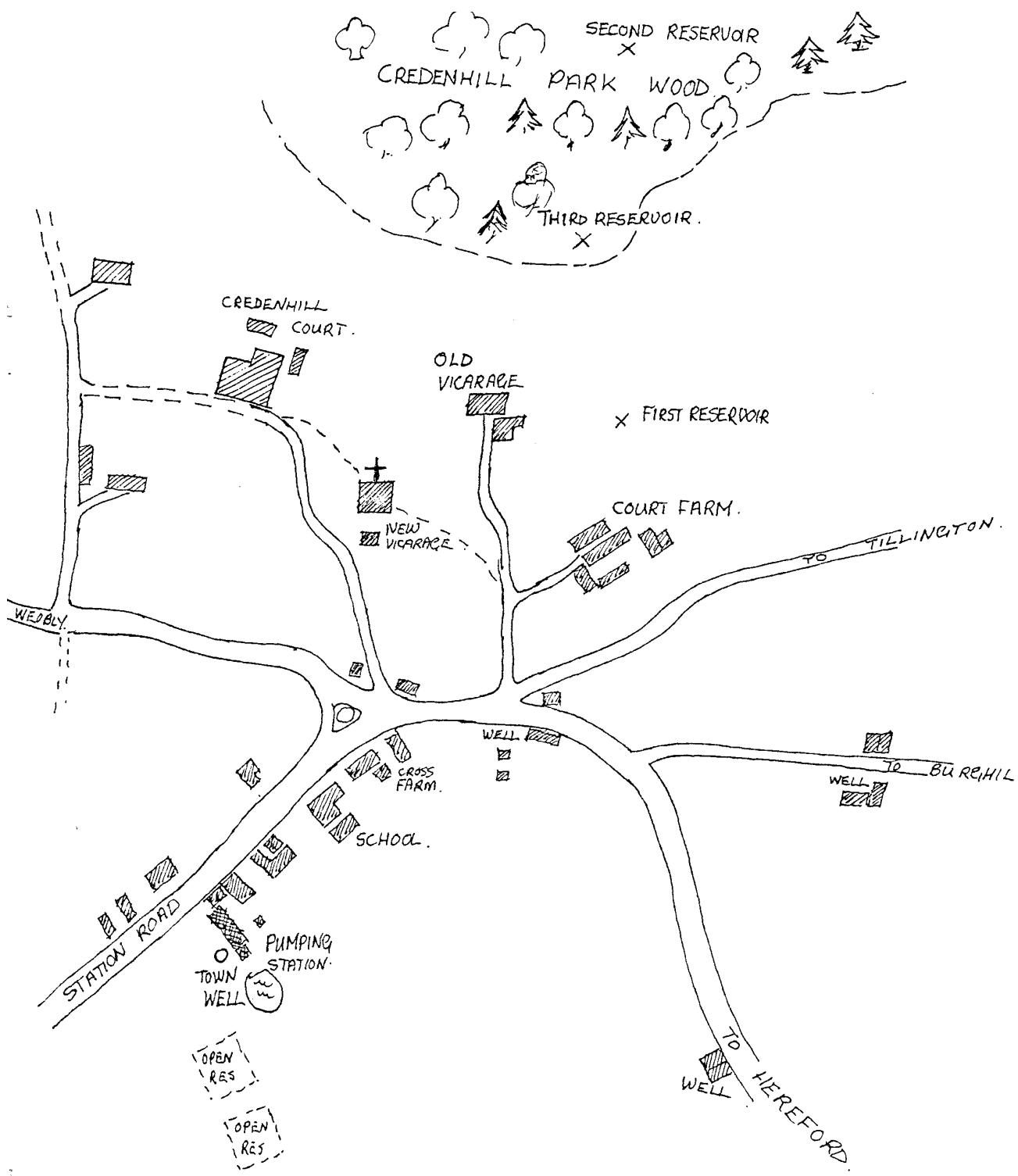
I would like to express my thanks to Mr T G H Ecroyd for his time and patience in helping me compile this history of the Credenhill waterworks.

#### **ARS OFFICERS AND COMMITTEE FOR 1980**

<u>Chairman:</u>	Mr G Parker .
<u>Secretary:</u>	Miss M Thomas
<u>Treasurer:</u>	Mrs R Wride
<u>Field Secretary:</u>	Mr J Wride
<u>Committee Members:</u>	Mrs R Richardson
	Mr G C Warren
	Mrs R Skelton
<u>Editor:</u>	Mr C E Attfield
<u>Assistant Editor:</u>	Mr R E Kay.

CREDENHILL WATER SYSTEM - FORMER WORKS





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NOT TO SCALE.



**REPORT ON FIELD MEETING, JUNE 22<sup>ND</sup> 1980  
VISIT TO WORMHILL FARM MUSEUM, EATON BISHOP  
By Mary Thomas**

Mr Johnson kindly opened up his museum for us on a Sunday morning and we are most grateful to him for allowing our members to view and handle his enormous collection of vehicles, machinery and tools collected over a short ten year period.

Our programme of Field Meetings often leads us through farm yards and we have stopped to examine an interesting old implement or discarded reminder of earlier skills and crafts. It is with gratitude and humiliation that we find a busy farmer of the nineteen eighties who is paying for more than lip service to preserving the past, who is prepared to spend time and money and to find space to house this valuable collection under cover. In addition, Mr Johnson is carrying out a painstaking and expensive programme of restoration which enabled him to present his vehicles and machinery in a working situation when he held an open day earlier in the year.

The collection consists of about 70 horse-drawn vehicles, ploughs and implements and a shed displaying over 230 farm and household tools, many of which are well over 100 years old. These are very well labelled giving use, dates, makers name and place of manufacture.

Among the vehicles, members were particularly impressed with the Hereford Co-op Baker's van (1895), a horse-drawn bus (c 1900) made by the Gloucester Wagon Company and a Gipsy Caravan which Mr. Johnson had repainted and restored to all its original glory inside and out.

It would be impossible to select items of specific interest as these varied according to the background, age and interests of individuals. However, mention must be made of two exhibits which delighted our members:-

- a. The horse gin from Withington, Wormbridge. This was visited by the research section in February 1975 and was reported in the Newsletter of that year. The barn which supported the machinery was burnt down in 1979 and Mr Johnson tells us that he hopes eventually to reconstruct the bay and would very much like to demonstrate working conditions with 5 horses.
- b. Iron tying platform from The Old Forge, Wormbridge. (See report in Newsletter February 1978.) Mr Johnson uses this platform occasionally in his restoration work.

Those of us who have visited the museum will certainly look forward to next year's open day and enthusiastically recommend members who were not present in June to look out for the date in the local press. Mr Johnson tells us that it will probably be Spring Bank Holiday week-end, 1981.

The following two short articles are from the 1980 Open Day schedule:-

**Brief History of Threshing**

The Flail is believed to be the first threshing tool, an alternative to this was to beat the ears of corn against a frame with cross bars so that the corn would fall through. The first patent for threshing by machine was in 1636, and in 1758 Michael Sterling used the idea of a drum rotating in a cylinder - these early machines were powered by horse or water.

In 1840 A Ransome made a hand operated threshing machine operated by four men. This machine was made because men feared the use of horse and water power. All the corn threshed up to this date had to be put over a winnowing machine to separate the corn from the chaff. The first winnowing machine was imported from Holland in 1710. The obvious thing then was to combine threshing and winnowing into one machine. This was first done by Garretts with the portable horse drawn threshing machine which was probably

the biggest British-made threshing machine before steam power. The Garretts was powered by four horses with a horse wheel - there was a similar type of machine which was powered by eight horses in 1860. With the coming of the Static steam engine to drive the threshing machine from the early 1840's, horses were used until the 1900's to drive the small machines. Edward Humphries made his first threshing box in 1880. These were much larger and had a bigger output, and were powered by steam. Then in 1920 they were made bigger still and were driven by early Titan and Overtime tractors, a lot of the ideas of those machines are now used in the modern combine harvester.

### **History of the Reapers**

Until 1807 corn was cut by hand or the heads pulled off by a fixed knife. It was in 1907 that Samson of Woburn patented a reaper with reciprocating shears, but it was not very successful.

In 1827 Bell was awarded a premium by the Agricultural Society of Scotland for his reaper. It was pushed by two horses; only a few of these were made.

In 1834 McCormick of Virginia, USA obtained a patent for his reaper and as a result of the California gold rush in 1849 it gave a great boost to his sales. His reaper came to this country and by 1860 his annual sale of reapers was 40,000. Also, in 1833, the American Hussey reaper was patented and by 1869 it is believed there were eighty four types of reaping machine.

The McCormick reaper was built in this country under licence by Samuelson of Banbury - all these reapers needed a man to ride on them to rake the loose corn off a platform.

It was not until the later 1850's that a reaper with a revolving rake or sails to push the loose corn off the platform was developed and this still had to be tied by hand.

Experiments began in 1850 on a self binding reaper, but it was not until 1878 that McCormick started marketing one, then in 1880 a British self binder was made by Hornsby.

Although there were combine harvesters in Australia and America before 1900 it was not until 1920 that harvesting was really mechanised in this country. Then with the coming of World War Two the combine harvester started to take over.

### **'KIRBEE' RURAL CRAFTS MUSEUM, WHITCHURCH, HEREFORDSHIRE**

During the afternoon of 22<sup>nd</sup> June, we visited this centre at Whitchurch. Mr A J Kirby and his son, Mr Peter Kirby, very kindly opened their museum for us and remained there to answer our questions and show us the exhibition.

This is a very different display from the one visited in the morning. The collection is housed in an old, stone built, barn which has a magnificent oak-timbered roof. A gallery has been built at each end using the oak bannister and the stairs from the farm house which was once attached to the barn.

All the smaller items (some 500 in all) have been very carefully preserved and painted and are displayed with useful labels and descriptions. There is excellent coverage of dairying equipment and a large collection of horse harness. A kitchen display consists of a cooking range, dutch oven, a quantity of cast iron kettles and pans, and a variety of kitchen hardware and crockery. A section devoted to early radio and gramophone equipment pleased some of us.

In the adjoining courtyard there are interesting examples of farm wagons showing some regional variations in design. Two smaller sheds have been set up as workshops displaying the tools and equipment of the Blacksmith and the Wheelwright.

The horse drawn fire engine of the Wormelow Hundred drew our interest and admiration. It is in excellent condition and is complete with all its equipment.

Mr. Kirby has produced a very well illustrated booklet entitled 'On a Herefordshire Farm in 1900'.

There is something for everyone here and, as at Eaton Bishop, we are grateful to the Kirby family for collecting these treasures and for allowing our members to inspect and handle the items.

## **TRIAL EXCAVATIONS IN THE BISHOP'S PALACE GARDENS, HEREFORD**

### **Notes by R Shoemith**

#### **Introduction**

The City of Hereford Archaeological Committee was advised in 1978 that the Cathedral School were hoping to lease the western part of the Bishop's Garden and construct two tennis courts. A report was prepared (Proposed Tennis Courts in the Bishop's Palace Garden, Hereford) in May 1978 and as a result the Department of the Environment provided a small grant to undertake trial excavations.

The trial excavations were organised for a one-week period between the 17<sup>th</sup> and 23<sup>rd</sup> October, 1979.

The site lies below the river terrace on which the Bishop's Palace and Cathedral stand and is on ground which slopes down to the river. It adjoins the grounds of Gwynne House to the south west and is separated from Gwynne Street on the north and west by a high stone wall. To the east is the remainder of the Bishop's Palace gardens, and a low wall and some trees separate the site from the steep river bank on the south. Until recently the area has been laid out as a vegetable garden, but it is now overgrown.

#### **Historical Background**

The history of the site is probably associated with that of Gwynne Street rather than that of the Cathedral Precincts. Both Taylor's map (1757) and Speed's map (1610) show a row of houses on the south and east sides of Gwynne Street and these were not demolished until late in the 19<sup>th</sup> century. One of the houses is reputed to have been the birthplace of Nell Gwynne (1650-87). Speed shows no detail of the site but Taylor shows a double row of trees and a wall leading down to the river.

Gwynne Street was so named about 1855, previously having been Pipe Lane (Taylor) or Pipewellestrete. Taylor lists Pipe Lane as having 15 houses and 69 inhabitants in 1757.

Gwynne Street is the only non-rectilinear street within the boundary of the Saxon city. This suggests either that the street was built around a pre-existing feature or that its line was altered at some time in the city's history. There are two published explanations of this anomaly;-

1. A ford across the river, from a point adjoining the site, has been postulated. It would appear possible, however, that the original ford could be at any point on the river between the Wye Bridge and the continuation of the line of Broad Street through the Palace gardens.
2. A trench was excavated behind the old Methodist Chapel in Bridge Street to examine the conjectural line of the King's Ditch. This ditch was considered to mark the boundary of the Bishop's Fee and was thought to run from the northern line of the city defences, down the eastern side of Aubrey Street and then in a direct line to the river.

The trench was excavated to a total depth of 15 feet. The first 8 feet had no significant features but below that depth, the ground became increasingly waterlogged with many organic finds including wooden and leather objects. The trench could not be taken down to the natural gravel, but finds within the lower levels suggested a 13<sup>th</sup> century date. The stratification was horizontal and there were no signs of a man-made ditch.

This excavation indicates the presence of either a wide ditch or a marshy area. In both cases it would seem likely that the feature continued towards the river.

The line of the parish boundary between St John's and St Nicholas' parishes and the trees and wall shown on Taylor's plan of 1757 give some credence to both these explanations.

### **The Excavation**

The site was examined by means of two machine cut trenches. The main trench was cut roughly east-west through the area which would suffer most disturbance, and a subsidiary trench was cut in a north-south direction towards the river. Both trenches were cut 1.5m wide but were limited vertically to the depth which will be disturbed by the tennis courts.

When the machine work was completed, the sides and bottoms of the trenches were cleaned and several limited areas were excavated to a greater depth by hand.

After hand cleaning of the machine trenches, dating evidence for the various features exposed was lacking so it was decided to excavate three 1m square areas, in the bottom of the trench, to a greater depth. The three trenches, 1340, 1341 and 1342 were dug, by hand, to just below the water table of the area.

All three trenches contained waterlogged, organic remains in the lower levels, with little sign of occupation. They were evidently part of a marsh or boggy area which was over-15m wide and therefore unlikely to be a man-made ditch. The few sherds of pottery found indicated a general date range from the 12<sup>th</sup> to the 14<sup>th</sup> centuries.

The marshy area was sealed by a thick layer of gravel and pebbles in the 15<sup>th</sup> or 16<sup>th</sup> century and a soil level gradually accumulated above. The site level was raised, particularly in the subsidiary trench, during the 19<sup>th</sup> century, using stones, brick, and other building debris. The present top-soil averaged 0.4m thick.

Several features were seen both in plan and section which are worthy of comment. To the west, the robbed out foundation trench of a north-south wall, 1338, was found. This was evidently the wall shown on Taylor's plan and separated the gravel fill of the marshy area over the main site from a garden soil, containing 18<sup>th</sup> and 19<sup>th</sup> century pottery, to the east. The marsh originally continued to both sides of the line of the wall.

In the centre of the main trench, cut into the gravel fill, was a large, roughly cylindrical stone, 1335, carefully set into the ground. It could have been the base for a timber pillar, a sundial or some similar garden feature.

Further east, the footings of a north-south stone wall, 1333, may have been earlier than some of the gravel fill. To the east of this wall the marshy area may have been reclaimed at an earlier date than over the rest of the site. It contained a soil level predominantly containing 15<sup>th</sup> century pottery.

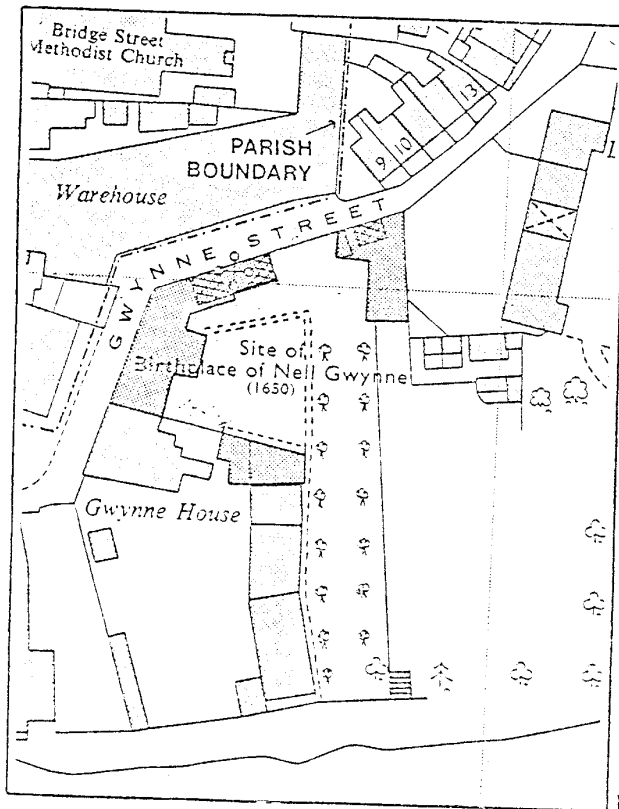
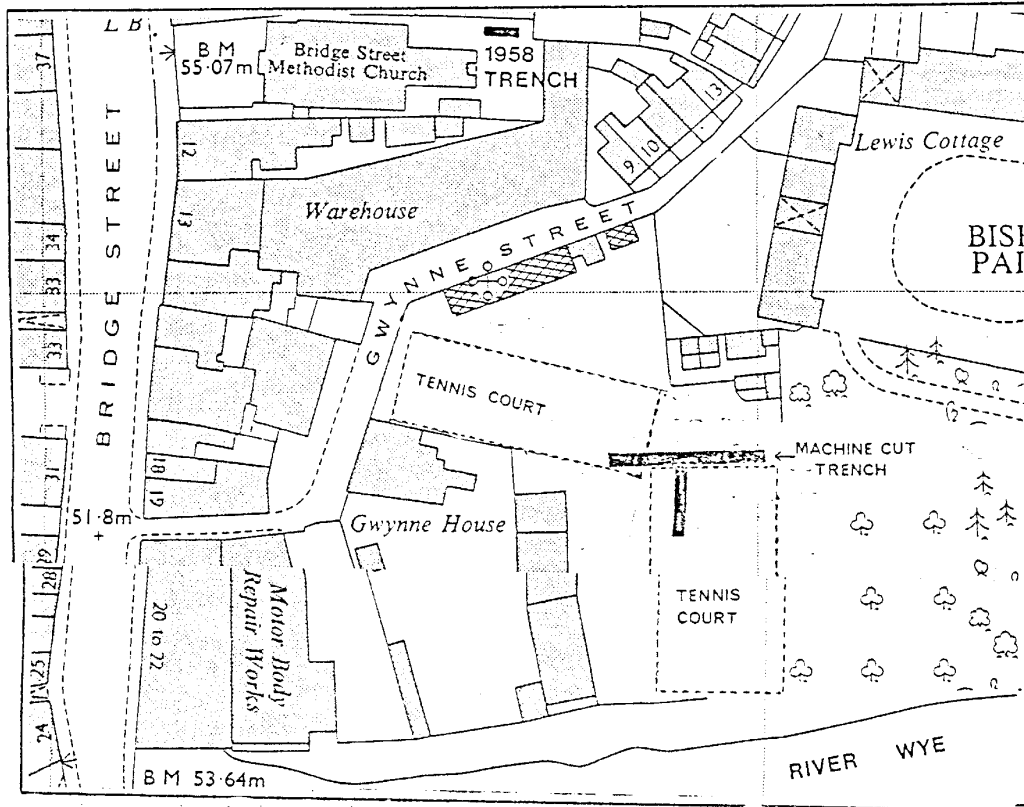
At the eastern extremity of the site was a stone built well, 1330, with the upper stones some 0.9m below the present ground level. The finds indicate that the well was constructed about the 16<sup>th</sup> century and was filled in in the 19<sup>th</sup> century.

### **Comment**

The excavation has demonstrated the existence of a large marshy area in this central part of the city. It may have continued north as the line of King's Ditch. The marsh was filled in by the 16<sup>th</sup> century and the area became cultivated. This use continued, with some build-up of the ground, until recently.

The well may have been for general use of the houses in Gwynne Street, but its 16<sup>th</sup> century construction date indicates that it was probably not the original Pipe Well.

TRIAL EXCAVATIONS, BISHOP'S PALACE GARDENS, HEREFORD



PROPOSED DEVELOPMENT  
(Above)

BUILDINGS IN 1757  
(Left)



RS

## **EDITOR'S JOTTINGS**

The Section exchanges News and Journals with other Archaeological Groups and receives copies of "GLEVENSIS" produced by the Gloucester and District Archaeological Research Group, "Monmouth Archaeology", the Newsletter of the Monmouth Archaeological Society, and the Newsletter of the Radnorshire Society Field Research Section (edited by our old friend and member of ARS, Roger Pye). It has been agreed by the ARS Committee that in future these will be deposited in the Woolhope Club Library for members to peruse.

## **HEREFORDSHIRE COUNTRYSIDE TREASURES REGISTER**

Mr Turner of the County Planning Department informs me that note has been taken of all the suggested amendments and work is proceeding on the final draft, which will also include information on the Roman Roads in this part of the County.

## **THE BAGE "MOTTE", DORSTONE, HEREFORDSHIRE**

For Sunday, 23<sup>rd</sup> March 1980, it had been suggested that members of the Archaeological Research Section should visit the abandoned quarries, a source of local gateposts and roofing tiles, situated on the summit of Merbach Hill and also the recently reported motte castle at the Bage near Dorstone. Owing to inclement weather of blizzard-like conditions, the proposed visit did not materialise quite as anticipated.

However, on 20<sup>th</sup> February, 1980 a preliminary visit was made to the Bage by the Assistant Editor and the following is a brief report of his findings.

The reported site is at GR 297434 at the apex of a steep sided spur of high ground above the deep cut dingle of a small brook which, descending from Little Mountain on the west, here turns and assumes a more northerly direction, passing through Middlewood and eventually flowing into the River Wye at Clock Mills. The site has strong natural defences on all sides except to the NW and would command the easiest of the northern approaches to the head of the Golden Valley. Less than half a mile to the N on the same W bank of the aforementioned brook, but at a considerably lower elevation, are the reasonably well preserved earthworks, at Newton Tump, of a motte and bailey castle, occupying a position of far less defensive strength.

The site of the Bage motte has been affected by the cutting of a bygone railway, a more recent cart track and a recently impounded pool. The earthwork seems to have been fashioned largely by the scarping of the already steep natural slopes at the apex of the spur of land formed by the deep windings of the brook below. The surplus material obtained from this scarping being piled on top of the spur to heighten its termination into a mound of roughly circular plan. This has a summit which is slightly domed in profile and has a diameter varying between sixteen and twenty feet. The maximum base diameter, which lies N to S, is eighty-five feet. The mound rises ten feet above the top of the spur of ground on which it is situated and well over twice that height from the dingle below carved by the brook.

There is no evidence of any bailey or outer enclosure and there is at present no surface trace of any ditch separating the motte from the rising ground of the widening spur beyond, except a possible vestige on the W side. On the E side the motte has been extensively cut into by the track bed of the now defunct Golden Valley branch railway. On the W and S the making of a recent cart track has also cut into the base of the scarp of the mound on these two sides.

Until recently the motte was hidden by a thick clump of mature trees, the stumps of which remain. S of the motte the former railway track was carried on a high earthen embankment across the dingle. This feature has recently been utilised as a dam to impound a pool of sizeable area on the W side of the motte, completely altering its original aspect on this side.

The motte now lies within the property of Bage Pool House, a 16<sup>th</sup>-17<sup>th</sup> century farmhouse with later alterations, recently re-named. Neighbouring buildings, of some antiquity, gutted by fire some years ago and situated a field's distance to the NW of the motte, are named as Tump Farm. This and the cutting into the E scarp of the mound, would seem to dispose of any suggestion that the motte was a spoil heap of material made at the time of the construction of the railway.

A note by G Marshall, FSA, of 28.6.38, relating to the Norman occupation of lands in the Golden Valley, in a past volume of the Woolhope Club Transactions may be of interest and is reproduced as follows:-

"Bach - Middlewood and Harewood

These lands "in valle Straddis" lie on the northern boundary of Dorstone but mainly within the parish of Clifford. They were held by Gilbert the Son of Turol, apparently no connection of Gilbert the Sheriff, found at Clifford.

At Bach (Becce) were three hides, Edwin held it. There are eight Welshmen with two ploughs and they render one hawk and two dogs.

At Middlewood (Midewde) were two hides. Earl Harold held it. Nothing is said as to it being waste or returning any rent.

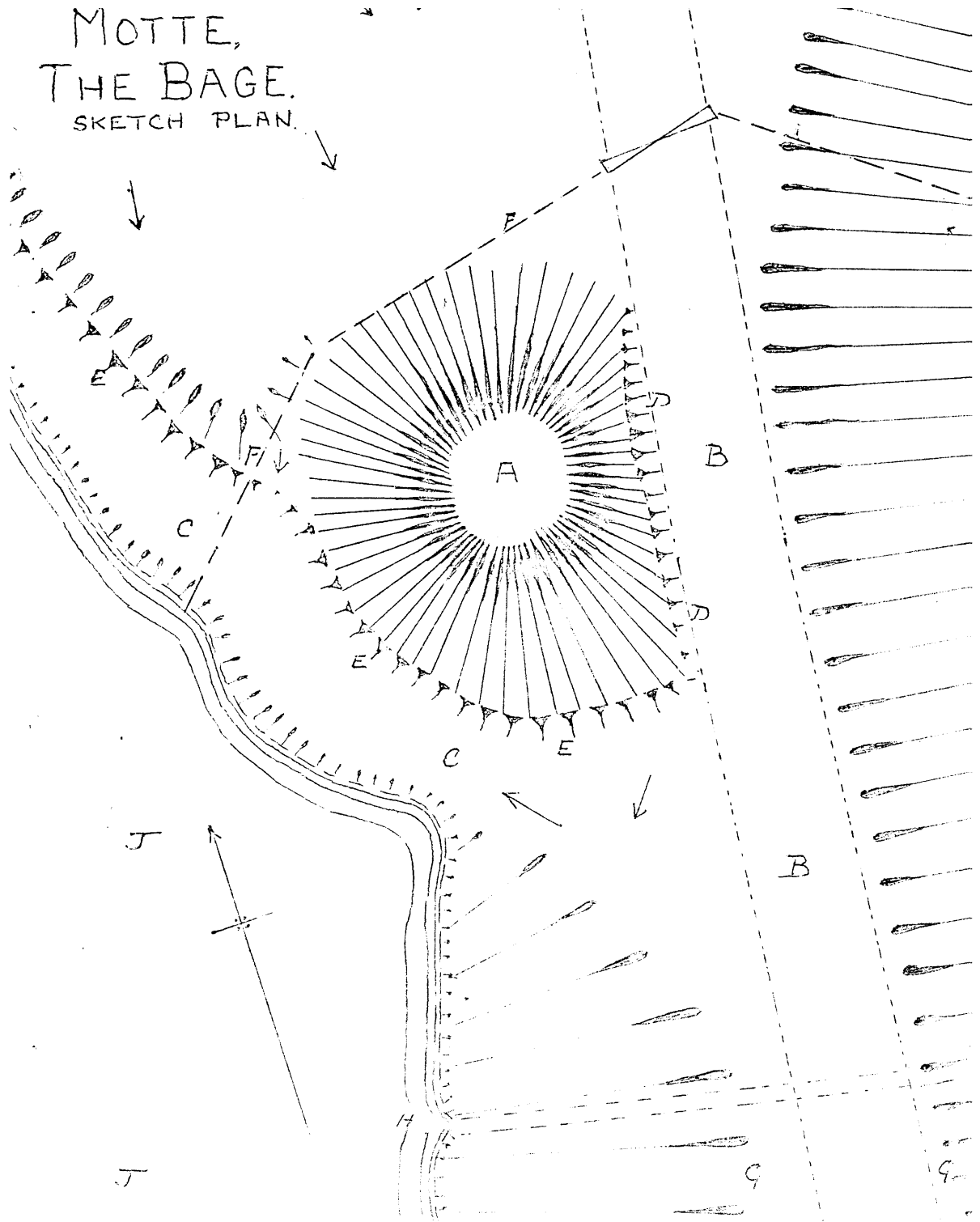
At Harewood (Harewde) now represented by Hardwick, where there is a wood bearing the name, were four hides, Edwin held it. This has all been reclaimed into woodland. It was waste and renders nothing.

Between Middlewood and Bach (Bage) is the motte and bailey castle of Newton (probably a successor to the motte of Bage), no doubt erected on Gilbert's holding on a nameless site, as the name implies. The angular layout of the Bailey points to a late date for its foundation and there are indications that the bailey was intended to be defended by stone walls."

I must record my grateful thanks to Mr & Mrs Peter Hill of Bage Pool House for their assistance in recording this interesting motte.

**R E Kay**  
**17<sup>th</sup> August, 1980**

MOTTE,  
THE BAGE.  
SKETCH PLAN.



LEGEND

- |   |                                   |   |                            |
|---|-----------------------------------|---|----------------------------|
| A | MOTTE                             | F | FENCE                      |
| B | COURSE OF OLD RAILWAY TRACK       | G | FORMER RAILWAY ARRANGEMENT |
| C | RECENT CART TRACK                 | H | SEQUENCE AS IMPENDING DAM  |
| D | SCARPING FOR FORMER RAILWAY TRACK | T | CULVERT                    |
| E | DITCHING                          |   |                            |

SCALE APPROX







ASPECT FROM 2.



## **FIELD DAY, 27<sup>TH</sup> JANUARY, 1980 – RAILWAY INDUSTRIAL ARCHAEOLOGY**

This visit was organised by L Skelton and G Warren, and G Calderbank who arranged an inspection on a subsequent visit by members of the LNWR Society although unable to accompany them through illness has forwarded some notes kindly supplied by Mr M S Ormusher as a result of that inspection and which are reproduced in this issue.

Following the visit, Geoff Warren wrote to the Curator of the National Museum at York enclosing a number of photographs and the following information:-

“The vehicle was noticed by a member of The Woolhope Club, Archaeological Research Section a little time ago and we went to look at it during our January Field Day. It is situated very close to the M50 between Ross and Dymock, Gloucestershire. The farm belongs to a Mr Stallard (Tel: Dymock 350).

We have also involved Mr A R Crowall of the LNWR Society who has measured the coach in some detail. He is of the opinion, from the building number, that it is one of a pair of coaches built as picnic vehicles but made up into a WWI train for the use of Staff Offices in Europe. Mr Crowall will be able to provide details, but the overall size was 42ft 3in by 8ft 6in.

It occurred to us that you might be able to enlist the help of the Army Apprentices College at Chepstow in a movement/restoration project. All I would ask is that the Woolhope Naturalists' Field Club, Archaeological Research Section is included in any acknowledgements, although I am sure this is your normal practice.

Other contacts who may be able to help with information are:

M S Ormersher  
Chevenhall  
Walton Road  
Ross-on-Wye                      Tel: 2822

B Bell  
Ross-on-Wye                      Tel: 5132

Mr Crowall's address is:

14 Lower Howsell Road  
Malvern Link  
Worcestershire”

The National Railway Museum, Leeman Road, York replied as follows:

"Thank you for your letter and photographs of the grounded coach body. The vehicle undoubtedly started life as a 42ft long sleeping car in the late 1880's/early 1890's and could well have seen subsequent use either as a picnic saloon, an ambulance train coach or a departmental officers' saloon.

There is not much direct help the Museum can give in this instance. It has not been - and is unlikely to be - our general policy to attempt to restore grounded bodies. The reasons are quite simple.

- a) We already have a fine representative collection of carriages dating from the 1830's to 1960 with few significant gaps.
- b) Our vehicles must, in general, be complete with interior fittings and running gear/chassis if they are to make a valid contribution. Obtaining such fittings for a grounded body is frequently impossible in absolute terms or is too expensive to re-

create. Furthermore, it is by no means certain that records survive to attempt a historical reconstruction.

- c) Our existing resources of both funds and manpower are fully committed on vehicles already in the Collection and are likely to be so committed for many years.
- d) Specifically, in this instance, a rather better specimen of the same type of vehicle is being restored by another organisation so the body you have located is not unique.

For these reasons the Museum could not undertake to become practically involved in this instance - nor do we have any "short-cuts" to the Army Apprentices. At the same time, we may have the odd photograph or two of similar vehicles and if you should locate a painted number on the side of the vehicle it is possible that we could do a little more detection work on your behalf.

Finally, if you were to contemplate a worthwhile restoration of this vehicle you would have to be thinking in terms of five figure sums of money with the strong probability that the first figure would be larger than "1"!

We are returning your pictures with our thanks for having the opportunity to see them."

The Archaeological Research Section is very grateful to Mr M S Ormersher for the following notes.

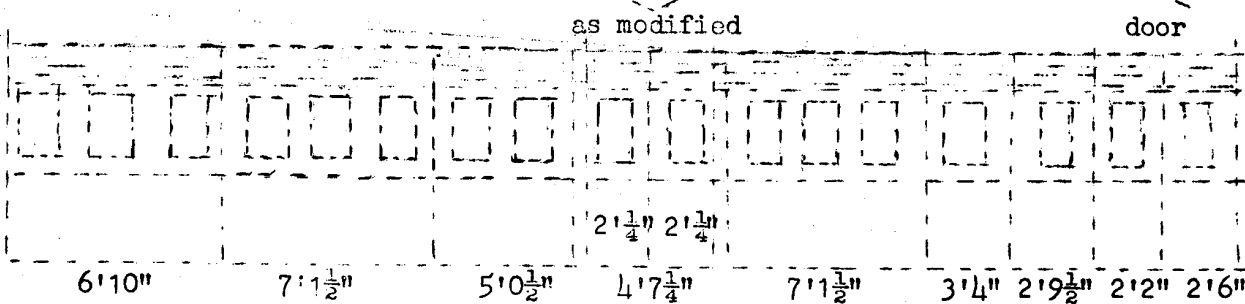
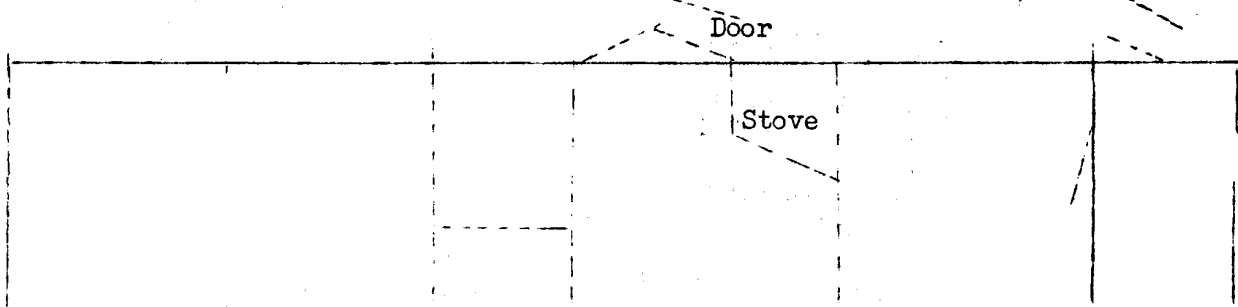
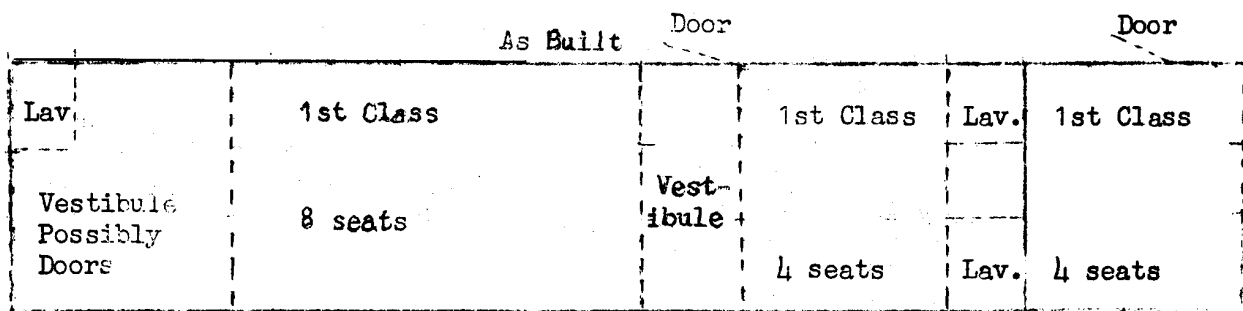
#### **Interim Report on Railway Coach at Callow, Nr Dymock By M S Ormersher**

This railway coach body is situated in a field on the southern side of the M50, between junctions 2 and 3, and is readily visible when travelling along the M50 from Ross.

On examination, the coach proved to be in a very poor state of repair, and had obviously been extensively modified by the original railway company and subsequent owners. The south-westerly aspect, that facing Ross, was well weathered, and no detail of the paintwork could be seen. However on the other side of the coach, quite large areas of paint were still present. The original colour had been covered by a coat of Khaki; in view of its history, probably a wartime measure. Where this had worn away, the company's livery could be seen. This livery was of the LNWR, and the paintwork was still good enough to show details of both the lining on the panels and on the ventilators. Internally, all the seats etc. had been removed, and only a few partitions remained. On some of the remaining brass fittings, the letters LNWR could be found, and on one hinge the number 5125. The coach's external dimensions were 42 feet long by 8 feet 6 inches wide.

With this information, it was possible to identify the coach as No 5125 of the London and North Western Railway. This was built as a "Day" saloon to diagram D53, and was one of only four built. These coaches were used on the American boat trains from Liverpool to London. They were originally on radial underframes, and had a "cove" roof. They were later rebuilt with a more normal bogie underframe, and an arc roof. This alteration to the roof line could be seen.

The coach was later examined by an official of the LNWR society, who expressed some interest in the coach, and made detail drawings of it. These drawings and further information about the coach are to be supplied, but have not yet been received. However, the following information has been received. The coach was withdrawn during the 1914-1918 war and converted for use in the General Command train used on the continent of Europe. This would account for the considerable alteration to the internal arrangements and to the windows, which had been equipped with mesh screens and separate glass panels. In the doors, these could be dropped together, but in the old windows they could only be left with either or both up. A stove and a kitchen had also been fitted. The coach arrived at Callow in about 1920, and was intended to be used as a farm labourer's cottage but was eventually used for chickens. Below are shown diagrams of the coach's internal arrangements, both as built and as converted. The left-hand edge is that nearest the M50.



External View  
showing panelling