

# Leckhampton Riots Centenary 1906 - 2006



## Industrial History Walk

Sunday 16 April 2006

The activities to celebrate the anniversary have been organised by the

Leckhampton Local History Society [www.llhs.org.uk](http://www.llhs.org.uk)

The *Gloucestershire Society for Industrial Archaeology* (GSIA) was founded in 1963 and welcomes new members whether they have any previous experience of industrial archaeology or not. If you are interested in mills, canals, steam engines, ironworks, mines, transport, social history etc. then explore our fascinating industrial past by joining GSIA.

We carry out field work and photographic recording such as on Leckhampton Hill and in the Forest of Dean and members are encouraged to write up their research in our Annual Journal (80 pages of A4). A news sheet four times a year provides details of our activities which consist of half day walks and full day coach trips in the Spring and Summer and during the Winter we hold lectures in Cheltenham, Shroud and Gloucester.

Apart from the coach trip most of our activities are free to Members (Annual subscription: £9 for an individual/family or £7 for senior citizen/family) More details of the Society may be found on our website [www.gsia.org.uk](http://www.gsia.org.uk) and click on 'events' for our current programme.

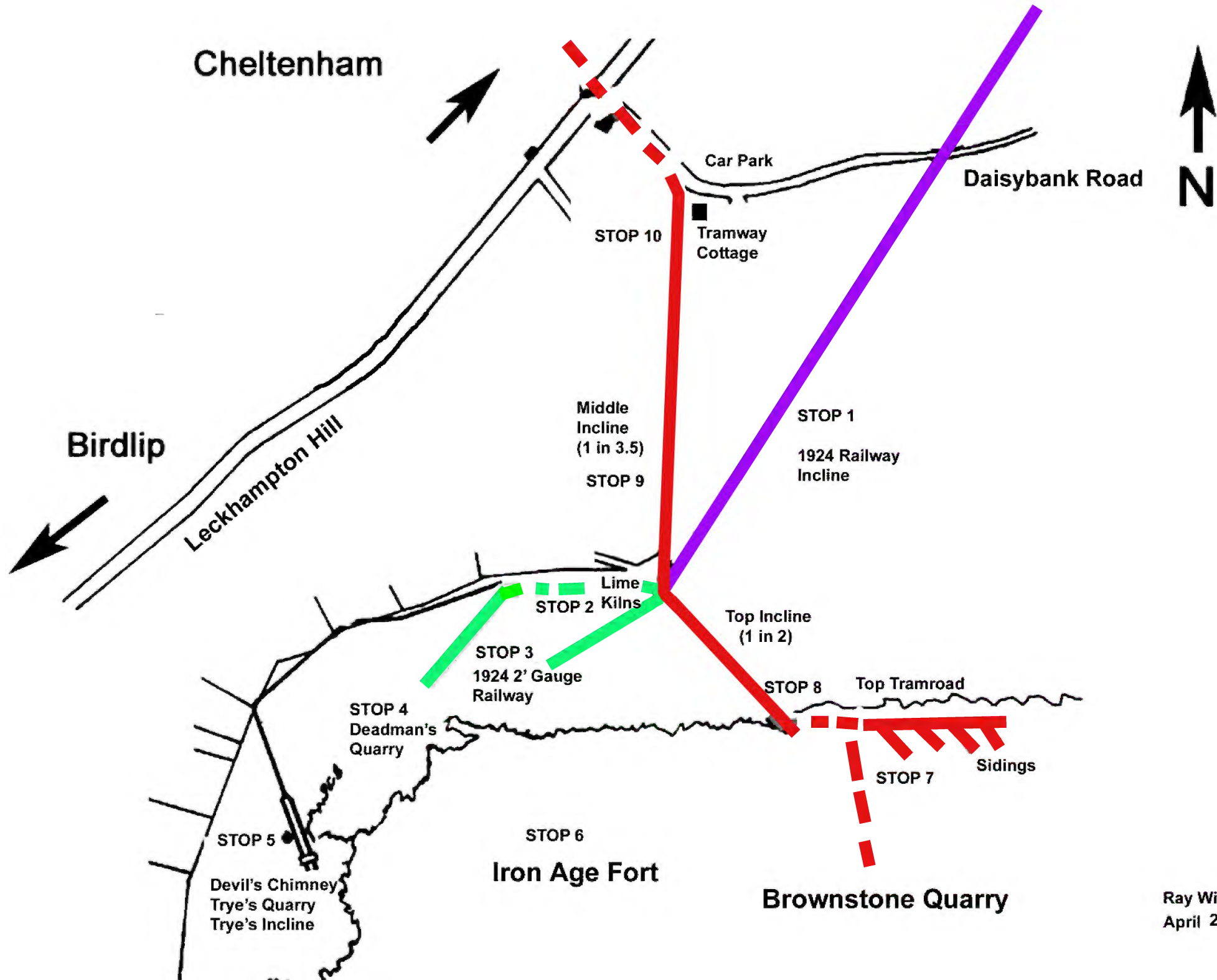
Membership forms are available from the Honorary Secretary, Dr. Ray Wilson, Oak House, Coaley, Dursley, Glos GL11 5EH. 01453 860595 or [ray.wilson@coaley.net](mailto:ray.wilson@coaley.net) or can be downloaded from the website. While stocks last new Members receive a copy of our 64 page full colour book *Exploring Gloucestershire Industrial Heritage* as sold for £6.

We look forward to hearing from you.

### **Important: Health & Safety Notice**

**The paths on Leckhampton Hill are very steep and uneven in places and there are also some sheer drops. Great care should be taken at all times.**

All persons joining in on the walk do so entirely at their own risk.



Cheltenham



Car Park

Daisybank Road

Tramway Cottage

STOP 10

Middle Incline  
(1 in 3.5)

STOP 9

STOP 1

1924 Railway Incline

Birdlip

Leckhampton Hill

Lime Kilns

STOP 2

STOP 3  
1924 2' Gauge Railway

Top Incline  
(1 in 2)

STOP 4  
Deadman's Quarry

STOP 8

Top Tramroad

Sidings

STOP 7

STOP 5

Devil's Chimney  
Trye's Quarry  
Trye's Incline

STOP 6

Iron Age Fort

Brownstone Quarry

Ray Wilson  
April 2006

## **LECKHAMPTON HILL - INDUSTRIAL HISTORY WALK**

Quarrying was carried out on a small scale for centuries on the hill but in about 1795 C. B. Trye started to open up the large quarries we see today and during the next 35 years constructed tramroads on both the flat and on inclines to transport the stone off the hill. Tramroads are very early railways where the trams (trucks) run on flanged rails and are either horse drawn or descend down the inclines by gravity.

In the 1920s a short-lived venture designed to provide employment for former soldiers after World War I saw the construction of four 70ft high lime kilns half way up the hill. A new standard gauge railway was built partly on an huge inclined embankment to bring the lime produced in the kilns down to the GWR railway at Charlton Kings.

We will be taking a look at all of this on the walk.

### **STOP 1 - The 1924 Railway Incline**

The incline carried a standard gauge railway built bring lime down from the 1924 kilns. Note how massive this structure is by looking down on each side of the embankment. Many people using this popular route up the hill do not realise it is man-made.

### **STOP 2 - Lime Kilns (1924) and Top Incline (1830)**

The concrete bases of the four 70ft high lime kilns are almost the sole remains of the ill-fated enterprise in the 1920s. The small ruined building was the transformer house for the electric powered winding drum which could be used to haul empty trucks up the incline. Standing at its foot we get a good view of Top Incline built in 1830 which climbs up the hillside for 120m at a rate of 1 in 2. It was double track throughout making it easy for trams to pass.

### **STOP 3 - Start of the 2ft Gauge Railway Supplying the Lime Kilns (1924)**

Limestone from Deadman's Quarry was supplied to the top of the four lime kilns in 1924 by a narrow gauge railway. The start of its route along a flat terrace on the hillside can still be seen today.

### **STOP 4 - Deadman's Quarry (early 19<sup>th</sup> C)**

This is the largest of the quarries and produced the best quality building stone. In the 1920s it was used to supply the lime kilns. Sadly we don't know the origin of the name! Note the layer of Oolitic Marl half way up the quarry face between the Upper and Lower Freestones and the thin layer of hard rocks (rag stones) at the top.

### **STOP 5 - Devils Chimney, Trye's Quarry and Trye's Incline (c.1800)**

The stone folly known as the Devil's Chimney is well known way beyond Gloucestershire. It was constructed by quarrymen in about 1800 when they made a cutting to take the first of the hill's inclines down from Trye's first quarry which is just above the Devil's Chimney.

### **STOP 6 - Iron Age Fort and Burial Chamber**

The hill fort covers 7 acres and is bounded on the east and south by a rampart with an outer ditch. The west and north sides are defined by the quarried scarp edges. The old 'trig point' sits astride the east rampart. Just to the east of the fort lies the square outline of the remains of an iron age (?) burial chamber or barrow.

### **STOP 7 - Brownstone Quarry (19/20<sup>th</sup> C) and Tram road (1830)**

The top few feet of huge expanse on the top of the hill were once quarried for the ragstones which were used extensively for walling and aggregate and not normally for building stone. The area was known as Brownstone Quarry and has since been filled in and is used for agriculture. The quarry was served by a tramroad running from Top Incline and some original stone sleeper blocks can be seen on this stretch of tramroad.

### **STOP 8 - The Top of 'Top Incline' (1830)**

Here are breath taking views over Cheltenham and far beyond. The steep incline (1 in 2) is kept clear of scrub by regular working parties from the Gloucestershire Society for Industrial Archaeology. The masonry at the top of the incline is probably part of the foundations of the winding drum.

### **STOP 9 - Middle Incline (1810)**

At the top of the incline there was a brake drum to control laden trams as they were lowered using gravity. It was double track at the top to allow the trams to pass each other. At first we walk on the line of the tramroad. Half way down we move over to the right onto a path alongside what was just single track.

### **STOP 10 - Tramway Cottage (early 20<sup>th</sup> C)**

At the foot of Middle Incline we pass Tramway Cottage, the replacement for the cottage torn down in the riot of 1906.

For a free 12 page article on the Industrial Archaeology of the hill download [www.gsia.org.uk/leckia.pdf](http://www.gsia.org.uk/leckia.pdf)