

Research Material

H.M. MAGAZINE  
GLOUCESTER

(SLIMBRIDGE)

Primary Sources

Material in this section was obtained from the Public Record Office, (now the National Archives) Kew, the National Railway Museum, York, and Gloucestershire Record Office, (now Gloucestershire Archives).

The index also contains references to schemes not wholly connected to the main subject.

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MINISTRY OF MUNITIONS  
DEPARTMENT OF EXPLOSIVES SUPPLY  
November 1915 to September 1916

Branch Memorandum.

Up to September 1915, the storage and distribution of propellants were dealt with by the War Office and the only magazines available for that purpose were Woolwich, Purfleet and Weedon. These were just about sufficient for the supplies of English cordite coming forward at that time, but were totally inadequate for dealing with propellants from overseas in addition. In consequence of the large amount coming from overseas, it was decided that the storage and distribution of propellants should be taken over by the Department of Explosive Supply in addition to High Explosives.

Simultaneously with the decision a vessel arrived with some 800 tons of Nitro-cellulose, and further ships followed at frequent intervals. The only storage places available were some mines at Dudley and Northwich and caves at Reigate. These were in course of preparation for receiving surplus High Explosives, the quantity of which at that date was not large.

Arrangements were made with the War Office for the magazines at a few obsolete Forts to be used for the purpose of storing propellants but the amount of accommodation so provided was very small.

Moreover the surplus of High Explosives was increasing rapidly and it was considered desirable that the underground stores should as far as possible be reserved for that purpose.

In addition to taking steps to obtain premises for use as Magazines, it was decided towards the end of October 1915 to build two large groups of Magazines and sites were selected at the beginning of November. In addition to being required for use during the war, it was felt that these Magazines would serve a very useful purpose after conclusion of peace in view of the very large amount of explosives and propellants which would then be in existence, and the necessity of clearing the temporary Magazines as soon as possible.

It was realised that it would be impossible to find sufficient suitable underground storage, but to illustrate the difficulties of obtaining storage, no less than 200 properties were considered out of which 136 were actually examined and reported upon.

Propellants have to be put into Magazines before issue, in order that the necessary proof and adjustment of Lots should be carried out before issue. High Explosives as far as possible either from Overseas or Home Manufacturers go direct to Filling Factories or other destinations.

It should be born in mind that the establishment of a suitable "Magazine" is a more complex proposition than the mere provision of a "store" of specified capacity as the undermentioned chief factors will show viz:-

1. Isolation from other buildings.
2. Expenditure in adaptation.
3. Suitability from a military point of view.
4. Outside area of air raid attack.
5. Capacity about 2,000 tons.
6. Suitability for traffic.
7. Cheap handling at site.
8. Distribution to filling factories.

It was found after careful consideration that the better class of brickworks appeared to afford the most favourable field from the point of view of the above mentioned requirements, and steps were at once taken with a view to acquiring suitable properties. In arriving at this conclusion due consideration was given to the effect any acquiring of properties might have on the general trade of the country.

Continued/



In addition therefore to their general suitability for conversion into temporary Magazines, the labour hitherto employed in these brickfields formed the nucleus of the necessary labour supply at each magazine, in most cases consisting of local men of a reliable stamp who had been employed for years in the works, thus minimising the risks of undesirable characters being employed in magazines, which might have proved a serious danger.

Further in taking over the Managers of these properties to act as "Superintendents". it was possible to enlist a body of men who were capable businessmen and whose interests were closely interwoven with the Department, certainly as regards the labour question, the rates paid to men employed in these works being somewhat lower than those paid in other trades. It was not to their interests to recklessly increase wages when transferring men during the war to Government Service, as this was bound to re-act after the War, when the normal course of business was resumed.

The result of this selection of premises is shown on the list of Magazines, and is made up as follows:-

H.E. Magazines	16
Propellant Magazines	25
Military Magazines	4

The majority of premises acquired therefore, were in the nature of more or less "inactive" Brick Works.

H. W. Kempster.  
Lt. Col.

Director of Explosives Storage.  
(9.16)

(Extract)

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CONFIDENTIAL LIST OF MAGAZINES, 15TH JULY 1916

Registered Number. 23.

Reference Name. Gloucester.

County. Gloucestershire.

Address for consignments. H.M. Magazine, Gossington Sidings, Coaley Junction, Gloucestershire. Midland Railway.

Superintendent's Name. Linck, F. W.

Address for correspondence. Slimbridge near Stonehouse, Gloucester.

Telegraphic Address. Magazine, Slimbridge.

Telephone. Saul - .

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PRO. MUN5/381/1540/2

DEPARTMENT OF EXPLOSIVES SUPPLY  
[1917]

Branch Memorandum.

At about the end of August 1917 a somewhat important feature presented itself, as it was foreseen by the Director that a drastic change in the programme of Shell Filling would automatically affect the Storage question. It was decided by those responsible for the Filling Programme that no increase on the existing scale would be undertaken during the 1917/18 Winter months in respect of the consumption of Propellants etc for Filling purposes, but, that the

Continued/

Production Programme would not be curtailed during the same period; in consequence of this decision and of the probability of the conditions of increasing stocks obtaining until April, 1918, the Section was forced to set about establishing accommodation for a considerably augmented tonnage. Whilst, therefore, further intensive endeavours were made for the discovery and conversion of likely premises, it was foreseen that at the rate of acquisition of these premises together with the probability of the compulsory retention of some of them at the cessation of hostilities (creating heavy compensation costs) it was not a business-like or practical policy to pursue.

It was decided to immediately commence a programme of rapid construction of Depots on sites adapted to rail transit facilities and isolation. The selection of such sites has formed an onerous part of the Section's functions during recent months, as it has been extremely hard to find available sites where the value of agricultural land would not be jeopardised.

At mid November, 1917 we had in our various Magazines 88,700 tons, consisting of Propellants 64,000 and High Explosives 24,700 tons, for which storage had been found in the Magazines established by this Section.

As regards storage, no less than 500 properties have been considered out of which 390 were actually examined and reported upon. In addition some 100 sites suitable for erection of isolated Depots with suitable transport facilities have been examined out of which some seven have been finally selected.

The Safety of Magazines is provided for by:-

- (a) The provision of barbed wire fencing, and the posting of a Military Guard in connection therewith.
- (b) The issue of authorised Red Book, "Rules & Regulations" to all employees at Magazines.
- (c) The issue of special Passes strictly controlled from Head Office as regards issue and cancellation.
- (d) Periodical inspection visits by officers of the Safety of Factories Branch in addition to special visits of Inspection by the Director or an authorised member of Head Office Staff.

C. F. Heathcote.  
Director of Explosives Storage.

[24.11.17]

#### STAFF AND EMPLOYEES AT PROPELLANT MAGAZINES

Branch Memorandum, January 1916.

For each magazine there are required as a minimum one Superintendent, one Clerk (Junior), one Tally Man, and nine labourers. The larger magazines require one Superintendent, one Sampler and Weigher, one Storekeeper (foreman) one Clerk (Junior), two Tally men, and twenty labourers.

The two large Propellant Stores where work will be concentrated will require a Superintendent, one Sampler and Weigher, (to act as Assistant Superintendent), one Chief Clerk (to act as Assistant Sampler), two Junior Clerks, one Typist, one Labour Foreman, five Fettleers, one Loco Driver, one Loco Fireman, from four to six Tally men, and forty to sixty Labourers, total employees from fifty-eight to eighty.

The total employed at the end of January 1916 in work at the various magazines then in use was as follows:-

19 Superintendents, 5 Samplers, 2 Storekeepers, 25 Tallymen, and about 300 Labourers, of whom about 100 were military fatigue parties. It is estimated that the total number employed in May or June 1916 will be about 650 - 700 men.

Continued/

## MAGAZINES

Branch Memorandum, January 1916.

The two propellant magazines under construction will each consist of 16 buildings at 200 yards minimum spacing, capacity of 200 tons in each building, when these are complete some of the propellant stores now in use will be converted into High Explosives excess stores.

The individual High Explosive stores vary in capacity from 225 to 750 tons on surface and up to 2,000 tons in the case of underground storage.

Stores in various parts of the country are necessary for distribution purposes, at many the input or output is limited to about 50 tons per day, and it is in some of these that the largest individual capacity is found.

Over 100 possible premises have been considered for storage purposes and over 50 individual properties have been personally inspected by officers of this Section.

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STAFF AND PERSONNEL AT MAGAZINESMemorandum drawn up 26th May, 1916.

Superintendents. The salary for such appointment varies from £120 to £400 according to the importance of the Magazine and whether the position is one of entire or subordinate responsibility.

For example, Mr. J. J. Addenbrook (J.P.) undertakes the superintendence of the Dudley mines for £120 per annum, this including the clerical assistance required, whereas superintendence of the new specially constructed Magazines at Skipton and Gloucester carries a salary of £400 - a duly approved rate.

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PROVING OF PROPELLANTS

A Sampler is appointed to each Magazine at which English Cordite is being delivered. Others are visited from time to time by a travelling sampler.

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STORAGE SECTIONList of Field Staff at 24th November 1917  
(70 Magazines)

Labourers:		Avg wklly wages
Skilled, unskilled, (men and women)	1,100	41/-
Office Staff:		
Clerks, Tallyclerks, messengers etc	70	45/-
Samplers and Weighers	10	65/-
Superintendents	50	96/-
	<hr/>	
	1,230	Wkly wages
		£2000/£3000.

[Extracts]  
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DEPARTMENT OF EXPLOSIVE SUPPLY  
Summary of Confidential List of Magazines, 15th July 1916  
Registered Numbers and Names.

1 WEEDON. 2 WOOLWICH, Royal Arsenal. 3 PURFLEET. 4 DEVONPORT. 5 PORTSMOUTH Cosham. 6 PORTLAND. 7 WEYMOUTH, Nothe Fort. 10 BARKING, Creekmouth. 11 DUDLEY, Wren's Nest Lime Works. 12 HERCULANEUM. Herculaneum Dock Stores, Liverpool. 13 NORTHWICH. Fletcher & Rigby Mine or Crystal Mine, No 1 Salt Branch Sdg, Marston, Cheshire. 14 REIGATE, Tunnel Stores. 15 BATH. Ridge & Monk Mines, Corsham. 16 WANDSWORTH, Falcon Lane Sdg. 17 WOOD'S HULKS, Essex. 18 WARNHAM. Sussex Brick & Estate Co's Works. 19 HM MAGAZINE MIDDLETON. Middleton Fireclay Wks, Hunslet Sdgs, near Leeds. 20 HM MAGAZINE RISHTON. Queen's Red Facing Brick Wks, Sidebeet, Lancs. 21 HM MAGAZINE PINHOE. Poltimore Brick & Tile Wks, Pinhoe, Devon. 22 HM MAGAZINE SKIPTON, Earby, Yorks. 23 GLOUCESTER. Gossington Sdgs, Coaley Jcn. 24 SOUTHWATER. Sussex Brick & Estates Co. 25 HM MAGAZINE GODSTONE. Terra Cotta Wks, S. Godstone, Surrey. 26 HM MAGAZINE THURMASTON. Star Brick Wks, Syston, Leics. 27 HM MAGAZINE SHUTFIELD. Shutfield Tile Wks, Lightmoor, Coalbrookdale, Salop. 28 HM MAGAZINE DERBY. Derby Brick Co's Wks, Rowditch. 29 HM MAGAZINE EDWALTON. Ludlow Hill Brick Wks, Notts. 30 HM MAGAZINE WHITTLESEA. United Brick Co's Wks, Cambs. 31 HM MAGAZINE HIGH CARR. High Carr Brick Sdgs, Talk o' the Hill Branch, Staffs. 32 HM MAGAZINE BUTTINGTON, near Welshpool, Mont. 33 HM MAGAZINE WESTBURY. Sarn Brick & Pipe Wks, Salop. 34 HM MAGAZINE CROWHURST. Fletton Crown Wks, Lingfield, Surrey. 35 WHARTON. Bostock's Wagon Wks, Cheshire. 36 HM MAGAZINE EXETER. Exeter Brick & Tile Co's Wks, Topsham, Devon. 37 HM MAGAZINE TRAFFORD PARK, Manchester. 38 HM MAGAZINE BAYNARDS. Hazlewood Brick Co's Wks, Surrey. 39 HM MAGAZINE PETERBOROUGH. New Peterborough Brick Co's Wks, Fletton Sdgs, Hunts. 40 HM MAGAZINE PINGLE SDG. Star Pressed Brick Co's Wks, Whittlesea, Cambs. 41 HM MAGAZINE MADELEY. Madeley Wood Tile Wks, Salop. 42 HM MAGAZINE HAMWORTHY. Kinson Potteries, Dorset. 43 HM MAGAZINE MEASHAM. Coronet Brick & Terra Cotta Co's Wks, Leics. 44 HM MAGAZINE GLENFIELD. Glenfield Premier Co's Wks, Leics. 45 HM MAGAZINE SHORTWOOD. Shortwood Sdgs, Mangotsfield, Glos. 46 HM MAGAZINE WREXHAM. Kings Mills Wks, Denbigh. 47 HM MAGAZINE RHOS. Llwyn Einion Sdgs, Denbigh. 48 HM MAGAZINE RUABON. Ruabon Brick & Terra Cotta Co's Wks, Denbigh. 49 HM MAGAZINE HEATHER. Heather Brick & Terra Cotta Co's Wks, Leics. 50 HM MAGAZINE EYE GREEN. Northam Brick Co's Wks, Northants.

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PRO. MUN5/381/1540/2

List of Magazines, 24th November 1917.

10 & 12 Relinquished. 51 HM MAGAZINE LONGTOWN, Cumberland. 52 DAGENHAM. Not acquired. 53 HM MAGAZINE DOGSTHORPE, Northants. 54 HM MONK & NEWELL'S MAGAZINE, Ruabon, Denbigh. 55 MOSLEY, Lancs. Not acquired. 56 HM MAGAZINE FLETTON, Hunts. 57 HM MAGAZINE WHEATSHEAF, Denbigh. 58 HM MAGAZINE WARBOYS, Hunts. 59 HM (HICKS) MAGAZINE, Fletton Sdgs, Hunts. 60 HM MAGAZINE MOIRA. Newfield Wks, Leics. 61 HM MAGAZINE COALPORT. Gitchfield Tile Wks, Salop. 62 HM MAGAZINE MILBURGH. Milburgh Tileries, Jackfield Sdg, Ironbridge, Salop. 63 HM MAGAZINE PANT. Pant Brick Works Sdg, Rhos, Denbigh. 64 HM MAGAZINE HIGH BROOMS. High Brooms Brick Sdgs, Kent. 65 HM MAGAZINE HOLWELL. Lion Brick Wks, Leics. 66 HM MAGAZINE BURSLEDON. Bursledon Brick Wks, Hants. 67 HM MAGAZINE ROWLANDS CASTLE, Hants. Brickworks. 68 HM MAGAZINE BINFIELD. Binfield Brick & Tile Works, Berks. 69 HM MAGAZINE WOBURN SANDS, Bucks. 70 HM MAGAZINE JACKFIELD. Jackfield Sdg, Ironbridge, Salop. 71 HM MAGAZINE ENDERBY. Enderby Brick Co's Wks, Leics. 72 HM MAGAZINE CALVERT, Bucks. 73 HM MAGAZINE CAERLEON. St. Julian Brickworks, Mon. 74 HM MAGAZINE FENN'S BANK, Flint. 75 GLOUCESTER. Under construction. 76 PEMBREY. Under construction. 77 GROBY. Under construction. 78 RATBY EAST. Under construction. 79 DESFORD. Under construction. 80 HM MAGAZINE IRVINE. Perceton Fireclay Wks, Ayr. -- NUNEATON.

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Relinquished at 24.11.17: Nos. 1, 3, 10, 12, 16 and 35.

Deleted at 15.7.16: 8 FORT HALSTEAD. 9 SEAFORTH & PERCH ROCK BATTERIES.

MINISTRY OF MUNITIONS  
DEPARTMENT OF EXPLOSIVE SUPPLY

List of Magazines, 15th February 1917.

GLOUCESTER. Registered Number 23.

Superintendent. H. B. Corbin.

Address for consignments. H. M. Magazine, Gossington Sidings, Coaley Junction, Gloucestershire. Midland Railway.

(Rail parcels, sample boxes etc., to H. M. Magazine, Berkeley Road Station).

Address for correspondence. The Superintendent, H. M. Magazine, Slimbridge, Near Stonehouse, Gloucestershire.

Telegraphic address. Magazine, Slimbridge.

Telephone. Saul 14.

Alterations and Additions  
1st June 1917.

Delete:- H. B. Corbin. Insert:- J. T. Palmer.

ACCOMMODATION AT PROPELLANT MAGAZINES  
18th July 1917.

GLOUCESTER.

Approved Maximum	Capacity Working	Normal Maximum Capacity
3,300	2,200	4,680

ACCOMMODATION AT MISCELLANEOUS MAGAZINES

<u>TNT</u>	---	---	---
<u>GUNPOWDER</u>	1,700	---	1,200 (3 magazines only)
		Short Tons	

[Note. Listed 33 propellant, 13 TNT and 9 miscellaneous magazines]

STATEMENT OF PROPELLANTS USED IN FACTORIES DURING WEEK ENDING 21.7.17.

No.5 NATIONAL FILLING FACTORY.

	Gun 8" MkVII		18-pdr		4.7"		60-pdr		8"		Total used
	Used	Stock	Used	Stock	Used	Stock	Used	Stock	Used	Stock	
<u>CORDITE</u>	--	28%	29	173%	--	17	114%	170%	51%	191%	195
<u>NITRO-CELLULOSE</u>			20%	141%	149%	81%					170%

Amounts in 2000lb. tons.

Explosive Storage Section, 24th July 1917.

DEPARTMENT OF EXPLOSIVE SUPPLY

TONNAGE HANDLED AT PROPELLANT MAGAZINES, 2ND APRIL - 29TH SEPTEMBER 1917  
GLOUCESTER

Period (Weeks)	Tons handled in and out	Average tons handled per week	Gross capacity	No. Trucks daily
26	22,065	848	5,840	23

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STATEMENT OF TONNAGE MOVEMENTS AT E.S.S. MAGAZINES  
UP TO THE END OF DECEMBER 1917.  
GLOUCESTER

Date of first receipt of munitions	Capacity at 29.12.17	Stock at 29.12.17
5.9.16	5,840	5,126

Tonnage handled from commencement to 29.12.17	No. of weeks from commencement	Average per week
24,535 in 19,409 out 43,944 total	69	639

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STORAGE POSITION OF PROPELLANT MAGAZINES  
31st March 1918.  
RESERVED FOR HOME PRODUCTION  
GLOUCESTER

Working capacity	Stock	Vacant on maximum capacity
4,260	6,316	----
HIGH EXPLOSIVES AND MISCELLANEOUS		
440	770	30

Tons nett.

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E.S.S. - Explosives Storage Section.

## PROVISION OF NEW MAGAZINES

New Buildings Required. One building with a capacity of 2,000 tons nett. equivalent to 30,000 sq. ft. floor area, with about 8 ft. head room at eaves. The best width of building is from 40 to 45 ft; this allows of 10 ton lots being stacked close in double rows; each lot then forms its own alley way for removal.

One Sampling and Weighing Room; approximate size required 14 x 20, centrally situated, but isolated from the main building.

Shelter for unloading at one or two points with covered way where necessary, 6 ft. wide to allow sack barrow wheelers to pass one another.

C. F. Heathcote.  
Director.

E.S.S.  
22.9.17

24.9.17 Memo. To Major Corbett. A large scheme has been submitted to me for the storage of propellants. Mr. Heathcote thinks he will be called upon to find storage for 100,000 tons by 1st April. Mr. Heathcote further states that he has only storage capacity for 25,000 tons of high explosive.

Henriques.

26.9.17 Memo. To Mr. Henriques. I agree with Mr. Heathcote's estimate and feel satisfied that the amount of magazine accommodation for which he asks is not excessive. We shall certainly be called upon to store 25,000 tons of T.N.T. and Picric Acid, quite apart from a very large quantity indeed, probably 40,000 tons of Ammonium Nitrate.

A. Corbett.

Magazines the property of the Department which need not of necessity be given up on termination of hostilities:-

(Short Tons)  
Gloucester 5,840. Skipton 5,500. Longtown 11,520.

[Also listed: 8 derelict brickworks, 4 underground stores, 2 miscellaneous.]

Total 55,854 Tons.

E.S.S.  
2.10.17

[Note. Such was the urgency for more accommodation, consideration would be given to any redundant buildings to which a railway line was or could be laid. Already, 42 brickworks which had ceased production because of the war were being used for storage of explosives. 3.10.17.]

26.10.17 Memo. At the Treasury Committee Meeting held today sanction was given for the erection of stores for propellants and high explosives.

74/Storage (1219) GLOUCESTER. Notice to secure land under Defence of the Realm Act has been served. The provisional estimates provided by Mr. Unwin, and plan of building have been forwarded to Munition Works Board.

Mr. Henriques. I have to report that a number of sites for these new Magazine buildings have been provisionally reported on and that further reports are coming daily. The percentage of success is not high. So far the following have been selected:-

Gloucester  
Pembrey  
Ratby West  
Ratby East  
Desford

E.S.S.  
26.10.17

C. F. Heathcote.  
Director.

[Note. Ratby East to be renamed Groby Magazine at the request of the Midland Railway Company, due to relocation.]

Memo. All the material for the buildings at Slimbridge is now on order, and in addition there are four sets of steelwork including roof trusses and stanchions for magazines of 27 feet bays now ready for delivery and one for a magazine of 40 feet bays will be ready in a fortnight. Sufficient concrete slabs have been ordered from Messrs. J. A. King & Sons for three magazines. The floors of those in the Glenfield district could be paved with 2½" granite concrete slabs to be supplied by the Croft Granite Company or others who hold large stocks of these.

Explosives Housing Branch.  
29.10.17

R. Unwin.  
Director H.B.

	Ref. No. of Paper	Land Applied For	Plans to Munition Works Board
Gloucester	74/St./1219	Yes	Yes
Pembrey	74/St./1220	No	No
Ratby West	74/St./1228	Yes	No
Ratby East	74/st./1227	Yes	No
Desford	74/st./1232	Yes	No

E.S.S.  
30.10.17

C. F. Heathcote.  
Director.

[Note. "The new Gloucester magazine is the only case in which a guard is already on the spot, and would be of course an exception."]

17.11.17 Memo. GLOUCESTER. The whole of the foundations are in, three bays have been erected, and it is hoped to complete within the next six weeks.

[Note. Desford abandoned due to M.R. Co. discovering 1:75 gradient on site. E.S.S. cannot find such a gradient there, stating the railway company have a 1:37 gradient on their line. 17.11.17.]

[Note. Pauling & Co., Ltd, Construction Managers to the Minister of Munitions to build magazines at Ratby, Groby, Lanemark, Ridgmont, Marsh Gibbon, Daiston and Curthwaite. 12.17.]

10.1.18 Memo. To General Saville. I attach a copy of a letter from the Superintendent of the Gloucester Magazine with reference to the erection of the guard fence at the new magazine under construction.

If the proposal of General Groves be adopted, the approach line to our magazine from the Gossington Sidings will be blocked, and even with gates, the blocking will cause much inconvenience to our traffic.

C. F. Heathcote.  
Director, Dept. of Explosives Storage.

20.1.18 To Ministry of Munitions of War, Storey's Gate, Westminster, S.W.1. Reference your letter dated 11th January 1918, regarding the magazine fence at Slimbridge. Your suggestion that the fence should be erected on the north side of the main line is concurred in, and instructions have been given to Southern Command.

S. Powell, Brig. General, General Staff, Home Forces,  
General Headquarters, Home Forces,  
Horse Guards,  
London, S.W.1.

Continued/



It is essential that all possible steps should be taken to increase the magazine capacity held by this Section at the earliest possible date. At the end of December 1916, there were 45 magazines in commission containing on the average 750 tons each. At the beginning of this month there were 60 in commission and the average contents had risen to over 1,738 tons each. The number in commission will be increased to 77 when all those now under consideration are completed, which at the present average contents would give room for 133,200 tons.

For safety purposes the average should in my opinion not exceed 1,000 tons and even at this reduced quantity the risks taken are very great. If possible the former average of 750 tons should be our aim as soon as circumstances permit.

C. F. Heathcote.  
Director.

E.S.S.  
16.2.18

25.2.18 From Pauling & Co., Ltd.

As Mr. Unwin wished to build the new Magazines at Ridgmont and Marsh Gibbon with the Contractor who has been building the new Magazine attached to H.M. (Gloucester) Magazines, there was no reason for us having anything more to do with these magazines.

26.2.18 Memo. GLOUCESTER. Site determined on 8th October 1917. Magazine completed and first delivery took place on the 4th February 1918. It is estimated that it will be full by March 9th.

[Note. New magazines at Gloucester (completed), Pembrey (completed), Groby, Ratby, Lanemark, Curthwaite, Dalston, Normanton Hill, Ridgmont, Marsh Gibbon, Ellesmere and Hardwick.]

The total number of magazines now in commission is 64, the number of sites selected and works under preparation 14, total 78. Four of the 64 magazines have been brought into use during the past month, the average contents of the 64 are 1,687 tons.

C. F. Heathcote.  
Director Explosives Storage

E.S.S.  
26.2.18

#### STORAGE POSITION AT PROPELLANT MAGAZINES

1. Reserved for home production:  
Crowhurst, Edwalton, Gloucester, High Brooms, Jackfield, Measham (Rld), Reigate, Skipton, Woburn Sands.
2. Special reserve Magazines:  
Irvine (Ardeer), Longtown (Gretna), Nuneaton (Gretna), Pembrey (Pembrey).
3. Dealing with overseas propellants:  
Baynards, Binfield, Calvert, Coalport, Derby, Dogsthorpe, Exeter, Eye Green, Glenfield, Hamworthy, Heather, Madeley, Measham (Cor), Middleton, Milburgh, Moira, Pant, Pinhoe, Rushton, Rowlands Castle, Ruabon, Shortwood, Shutfield, Southwater, Trafford Park, Warnham.
4. Recently brought into use:  
Caerleon, Fenn's Bank.

#### HIGH EXPLOSIVES AND MISCELLANEOUS

Bath, Dudley, Enderby, Fletton, Gloucester, Godstone, Hicks, Northwich, Peterborough, Pingle, Thurmaston, Warboys, Wheatsheaf, Whittlesea, Woods Hulks, Wrexham.

Specially reserved:

Buttington, High Carr, Holwell, Monk & Newell's, Rhos, Westbury.

31st March  
1918

STOCKS OF PROPELLANTS, EXPLOSIVES ETC ON CHARGE AT ESS MAGAZINES  
All short tons

Magazine	Nature	Stock at 8.1.21	Reserve stock (approx)
Gloucester	TNT Picric Acid Propellants	6,851	2,444

11.4.21. Slimbridge.

Stores held - Propellants & H.E.

Present armed guard of specially selected civilians - 11.

EXTRACT FROM REPORT FROM CHIEF CONSTABLE OF GLOUCESTERSHIRE.  
H.M. MAGAZINE, SLIMBRIDGE.

I beg to inform you that I have caused the Manager of these Stores to be interviewed by my Superintendent of the Special Branch at these Headquarters, who visited the Stores at Slimbridge and had a long conference with the Manager there with a view to improving the existing arrangements for the protection of that Depot, and he reports as follows:-

1. That the number of watchmen at present employed there is insufficient for the adequate protection of the Stores and that an additional 5 men should be employed so as to increase the protection, especially at night.

At present there are two men on duty from 6 a.m. to 10 p.m. and three from 10 p.m. to 6 a.m. guarding 16 temporary structures. The structures are 200 yards apart and spread over an area, surrounded by a barbed wire fence, the circumference of which is 4,000 yards. The men have to guard a stretch of 1,300 yards each by night and 2,000 by day, round the boundary of the fence, and it takes about 35 minutes to go from one end of a beat to the other and back again; in addition to this they have to visit and examine the sheds once before and once after midnight, thus, for the time being, leaving the fence unguarded.

Then there is the Standard Magazine situated in another part of the Depot and enclosed by a barbed wire fence 800 feet by 400 feet and 10 feet high; one man is constantly on duty there by day and two by night; they are relieved for meals by the overseer watchman. This overseer also posts the reliefs and visits them once by day and once by night. There is also in addition one overlap man.

2. I think it would be much more preferable to retain the services of watchmen, than to appoint them Special Constables, provided they are armed.

3. The men employed at the Depot as watchmen, with the exception of one, are all ex-service men, their characters are good and the local Police, after making enquiries into their antecedents, consider them reliable men. I have recommended them to the Manager as suitable men to be armed should the necessity arise.

4. I recommend that whilst on duty the watchmen should carry firearms and I see no objection to this course having regard to the character of the men. In my opinion the conditions are such that the use of firearms in experienced hands are not likely to endanger the contents of the Depot.

In view of what might happen if an attack was made on the Depot, I consider it only fair to arm the men who are running such considerable risks in the protection of these important stores.

I may add that my Superintendent, after examining the conditions on the spot, is satisfied that although insufficient men are employed, there is every reason to believe that they are loyally discharging their duty. The Manager is doing his very best under difficult circumstances and he fully concurs with the suggested increase in the number of men.

[c. 4/1921]

SHARPNESS NEW DOCKS  
&  
GLOUCESTER & BIRMINGHAM NAVIGATION COMPANY

Meetings of the Finance and General Purposes Committee  
held at the Dock Office, Gloucester.

Workman Bros. re Shed Accommodation at Patch.

6.4.1910

The General Manager [Hubert Waddy] reported that Mr. Workman of Cam Flour Mills had met him with reference to renting land near the Patch Bridge for storing grain to the extent of 2,000 sacks. He hoped to bring about 1,000 sacks of grain per week from Sharpness and they wished the Company to erect a Shed.

The Committee recommended that the Company put up the Shed at a cost not exceeding £250, and charge Messrs. Workman £20 for ground rent and rent of shed. But in case that they should not require the shed at a future date they should pay the Company £200 towards the cost with power to remove.

25.5.1910

The Committee considered this matter and Mr. Cullis [Engineer] produced estimates as to the cost of the proposed shed and the matter was left in the hands of the General Manager to make the best arrangements he could.

15.6.1910

The General Manager reported that he had received a communication from Messrs. Workman Bros., in which they asked for a further consideration of the rent in view of them having to pay for the erection of the shed.

Resolved that Messrs. Workman be granted a lease of 7 or 14 years at their option at a rent of £12 a year.

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Letter Books.  
SHARPNESS NEW DOCKS  
&  
GLOUCESTER & BIRMINGHAM NAVIGATION COMPANY.

Messrs. Workman Bros:  
Draycott Flour Mills,  
Coaley Junction,  
Glos:

November 17th, 1915.

Dear Sir,

Shepherd's Patch Wharf.

We have Government instructions to strengthen this wharf and for this purpose it will be necessary to put in some concrete blocks under the floor of your warehouse. I shall be glad if you will arrange to leave the key with the bridgeman so that we can obtain access.

Yours faithfully,

[signed] A. J. Cullis

Engineer.

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P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.,  
26 Victoria Street,  
London S.W.

November 17th, 1915.

Dear Sir,

Canal Wharf. Shepherd's Patch.

I shall be glad to know when you will be in this vicinity, or if I could see you elsewhere in regard to some of the details of the new wharf.

I have commenced the work of strengthening the existing wharf, but the construction of the new wharf, to some extent, depends upon your proposals in regard to the land behind the canal bank.

Yours faithfully,

[signed] A. J. Cullis.

-----

R. Read Esq.  
Guildhall,  
Gloucester.

November 17th, 1915.

Dear Sir,

Munition Factory, Quedgeley.

In reference to your letter of the 16th inst: the Company grant you permission to open their ground and lay in the water main for the above, along the course you describe, and for the urgent purpose named.

Yours faithfully,

[signed] A. J. Cullis.

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Continued/

GRO. D2460/86a (Continued)

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

November 26th, 1915.

Dear Sir,

7. Munitions. Shepherd's Patch.

I have pleasure in enclosing a tracing from our one chain scale plan and also of the cross sections of the canal bank below the Bridge.

Yours faithfully,

[signed] A. J. Cullis.

-----

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

December 8th, 1915.

Dear Sir,

7. Munitions. Shepherd's Patch.

The work of strengthening the wharf will be entirely completed by Wednesday next, if not before, and I shall be obliged if you will let me know the decision of the Ministry of Munitions in regard to the proposed new wharf below the Bridge as soon as possible.

It would seem a pity to dismantle the gear and to lose the men now employed if that work is to proceed.

Yours faithfully,

[signed] A. J. Cullis.

P.S.

Messrs. A. King & Sons, Builders, Gloucester, desire me to bring their name before you. They are an old established firm and I understand are doing no government work at present.

A.J.C.

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Messrs. Workman Bros:  
Draycott Flour Mills.

December 11th, 1915.

Dear Sirs,

Shepherd's Patch.

On Tuesday December 21st, the Government representative will be at the above, and if you will arrange to be there on that day, I think there is every probability of a satisfactory arrangement being made as to your warehouse.

I will let you know time later on.

Yours faithfully,

[signed] A. J. Cullis.

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Continued/

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

December 14th, 1915.

Dear Sir,

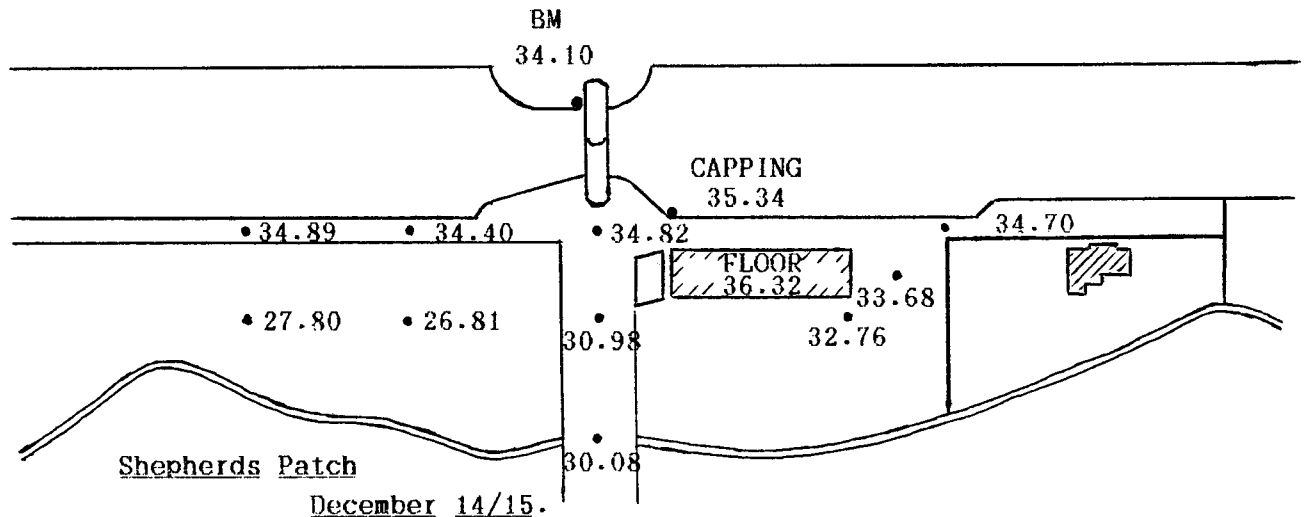
Munitions No 22.

Referring to your visit on Friday last I send you herewith the spot levels you ask for.

Yours faithfully,

[signed] A. J. Cullis.

Enclosure



P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

December 31st, 1915.

Dear Sir,

Munitions No 86.

In reference to your letter of the 30th inst: I have not received any advice notes for sleepers - neither have any sleepers yet arrived.

I have given the railway people the wagon numbers you mention and they promise to look into the matter.

In regard to the rails I have received advices from Messrs. Guest, Keen & Nettlefolds Ltd amounting to 40 trucks and a total weight of 745 tons 15 cwt. So far only 15 trucks have been delivered, and these at long intervals which has led to some waste of time on the part of the men unloading.

Yours faithfully,

[signed] A. J. Cullis.

Continued/

Mr. F. Rowles,  
Tardebigge.  
[Bromsgrove]

January 18th, 1916.

Dear Rowles,

If the boats can bring them, there will be some thousands of tons of ashes to load at Stoke, for Shepherds Patch, but I understand there is a difficulty owing to the want of dredging at the wharf.

Are you in a position to deal with this?

Yours truly,

[signed] A. J. Cullis.

[Stoke - Stoke Prior,  
Frank Rowles - Superintendent, Worcester & Birmingham Canal Section]

Messrs. Pauling & Co. Ltd.,  
26 Victoria Street,  
Westminster, S.W. .

January 13th, 1916.

Dear Sirs,

Munitions No 134.

I am obliged by your letter of the 12th inst: and will send forward the trucks of rails to Burnley in accordance with your instructions.

The only number which has been already unloaded and sent to Shepherds Patch happens to be G.C.473; the short rails in which were badly wanted down there.

Truck No 7676 has also arrived this morning containing 13, 19'2½" and 34 19fts. but Mr. Hobrough tells me he wants all the former and twelve of the latter so I have arranged to unload this truck here.

Yours faithfully,

[signed] A. J. Cullis.

Messrs. Pauling & Co. Ltd.,  
Westminster, S.W.

January 13th, 1916.

Dear Sirs,

Munitions No 128.

In reference to your letter of the 11th inst: I have gone carefully into the costs of handling the material for Shepherd's Patch and I propose to charge at the rates mentioned below for the work we are doing. If you wish I shall be pleased to give you the details shewing how these are made up.

1. Unloading rails and sleepers from trucks at Gloucester, loading into barges and towing to wharf at Shepherd's Patch. per ton 3s. 0d.
2. Collecting ashes, loading into barges and towing to wharf. per ton 3s. 0d.
3. Getting marl at Sharpness for filling, loading into barges and towing to wharf. (Excluding Bargemen) per ton 2s. 0d.  
(I have arranged for Messrs Hobrough & Co to find the bargemen in this case as I have no men to spare at Sharpness)

These rates are quoted on the understanding that the barges belonging to the Engineer's Department are used.

Yours faithfully,

[signed] A. J. Cullis.

GRO. D2460/86a (Continued)

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

January 20th, 1916.

Dear Mr. Hull,

Munitions No. 155.

The Locomotive has been unloaded at Sharpness and for the time being has been placed in our Loco Shed. Only two lamps were received instead of three as on your advice from Greenford.

Yours faithfully,

[signed] A. J. Cullis.

[Extract]

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January 31st, 1916.

SHEPHERD'S PATCH. MINISTRY OF MUNITIONS.

## Goods received at Gloucester Docks.

Rails 19ft. to 30ft.

Date of Advice	
Dec 21st 1915	
-Jan 15th 1916	3620
Sent to Burnley	<u>371</u>
	3249

Sleepers

Dec 20th 1915	
-Jan 25th 1916	2715

Sundry Goods

Date of Advice	
Dec 14th 1915	
-Jan 20th 1916	

Assorted Rails (second-hand). Points, Crossings, Tools, etc. Fishplates 1470. Portable Buildings. Railway Material. Switches, Crossings, & Lever Frames. Two End Tip Wagons. Two Low Sided Trucks No's 1 & 2. Locomotive etc etc (Date of Advice January 12th). One Rail Truck. Two End Wagons. 40cwt. Wire Nails. Fishplates 2804, 2800. One Covered Truck. Two End Tip Wagons. Two Rail Trucks. 6 rails. Pumps. Timber.

Goods received to Saturday January 29th, 1916.

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Continued/



Week Ending February 5th, 1916.

SHEPHERD'S PATCH. MINISTRY OF MUNITIONS.

Goods received at Gloucester Docks.

Sleepers

Date of Advice

Feb 1st 1916

719

Sundry GoodsJan 25th 1916  
-Jan 29th 19162 End Wagons, 3 machines, cir: saws etc.  
14 bags Bolts, 1 bag Washers. (T. Kiss & Co.).  
4 End Tip Wagons.  
2 bags Spikes. (T. Kiss & Co.).

-----

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

February 12th, 1916.

Dear Sir,

Munitions No. 335.I have your letter of the 11th inst: in regard to your proposed visit to Slim-  
bridge on Thursday next the 17th inst: with Colonel Kempster and Mr. Unwin.I shall be pleased to arrange for the launch to be placed at your service, and  
to see that some lunch is provided.

Yours faithfully,

[signed] A. J. Cullis.

-----

Week Ending February 12th, 1916.

Goods received at Gloucester Docks.

Sleepers

Date of Advice

Jan 22nd 1916  
-Feb 5th 1916

2826

Sundry Goods

Jan 22nd 1916

6 sets of Switches &amp; Crossings complete.

-----

Continued/

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

February 21st, 1916.

Dear Sir,

The Royal Engineers have an officer in this district recruiting Tugmen and Lightermen who are led to understand that if they do not enlist at once at the higher rate of pay offered, they will only get the usual infantry pay when their groups are called up.

The driver of the steamboat "Wave" conveying the workmen to Slimbridge is one of those influenced by this argument and unless he can be "starred" I understand from Mr. Francillon that the boat will have to stop running as he cannot find another man to take his place.

The man's name is H. Hurcombe, he is married and has been attested for Group No.33.

I have promised to inform you of the matter and I shall be glad to know, by return, if possible, whether this man can be exempted.

Yours faithfully,

[signed] A. J. Cullis.

-----

Week Ending February 19th, 1916.

Sleepers received at Gloucester Docks.

From Messrs. J. Wardle & Co.  
Jan 25th - Feb 7th 336

From New Forest.  
Jan 22nd - Feb 8th 698

Goods received at Gloucester Docks.

From Messrs. Denny, Mott & Dickson Ltd. Feb 5th - Feb 9th	Description of Goods.
	3285 pieces of 5 x 1 4th Yellow Boards.

Goods received at Gloucester Docks.

From Messrs. R. W. Blackwell & Co. Ltd. Feb 10th	200 Rolls & 16 Cases Roofing Felt & Fastenings.
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Week Ending February 26th, 1916.

Sleepers received at Gloucester Docks.

From Messrs. J. Wardle & Co. Feb 10th	Half-round 69
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From New Forest. Feb 11th	65
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From Messrs. E. Jones & Sons. Feb 18th	257
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Continued/

From Denny Mott.  
Feb 15th 7157 pieces of 5 x 1 Yellow Boards.

From J. G. Russell.  
Feb 12th 80 bags 4 x ½ Brobs.

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

May 3rd, 1916.

Dear Sir,

I beg to enclose herewith...account for work in connection with Slimbridge ... submitted for your approval.

Yours faithfully,

[signed] A. J. Cullis.

May 1st, 1916.

Messrs. Pauling & Co. Ltd.

Goods unloaded from railway trucks, loaded into barges and towed to Shepherd's Patch Wharf from January to March 1916.

1416 New Rails	297 tons 3/-	44	11	-
Quay Rent	150 tons x 4 weeks 2d	5	-	-
516 Bundles Fishplates	25¼ tons 4/-	5	1	-
12 Sets Switches & Crossings	8 tons 3/-	1	4	-
10719 Sleepers	357 tons 3/-	53	11	-
Loco Engine "Cefn" including use of 30 ton Crane - housing for 3½ weeks and fitting up barge with gear for getting engine ashore		20	-	-
Steam Crane in parts	20¼ tons	5	18	-
6 Rail Trucks	18 tons	6	-	-
12 Tip Wagons	24 tons	6	-	-
Office Buildings	10 tons	3	10	-
Old rails from Greenford	39¾ tons 3/-	5	19	3
Sundry plant & materials from Greenford	21 tons 6/-	6	6	-
Bolts, nails etc	17½ tons 5/-	4	7	6
Felt and cases	9 tons 4/-	1	16	-
1 x 5 Boards Barges & towing	155 tons 2/-	15	10	-
Hire of No.23 Lighter & towing buildings sections & principals	3 loads £7/5/-	21	15	-
Sundries			14	5

Hire of Plant

Jan 11 - Mar 28	7 ton Pontoon Crane at Wharf	11 weeks	44	-	-
Feb 11 - Mar 31	Four railway trolleys	7 weeks	7	-	-
April 1st	Wrot Iron Water Tank 12ft x 6ft x 3½ft Cutting hole & fitting 4" outlet pipe & delivering tank to Wharf		15	-	-
			1	5	-
			<u>274</u>	<u>12</u>	<u>2</u>

[Also Skipton A/c]

Continued/

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

May 6th, 1916.

Dear Sir,

I enclose herewith weekly statement of goods received for the week ending May 6th 1916.

Yours faithfully,  
[signed] A. J. Cullis.

Goods received at Gloucester Docks.

Week Ending May 6th, 1916.

From Messrs. Denny, Mott & Dickson Ltd.  
Date of Advice  
April 11th

Spruce & Yellow Boards.

From Messrs. J. B. Marr & Co. (Not advised)  
Date received  
May 2nd per G.W.R. dray.  
May 4th " " "

1 Box.  
1 Box.

T. H. Garner Esq. [Pauling & Co]  
Munition Works,  
Slimbridge,  
Glos.

May 12th, 1916.

Dear Sir,

I have your letter of the 11th inst: and note that you do not want any more rails at the Patch. The twenty rails I got sent you were loaded before I heard from Mr. Martin that you had sufficient.

On the other hand the wharf where they are lying here, has been taken over by the A.O.D. and I am being pressed to get it cleared; but I will let the matter stand over until I hear from Mr. Hull.

Yours faithfully,  
[signed] A. J. Cullis.

Messrs. F. Braby & Co., Ashton Gate Works, Bristol.  
Messrs. Lysaght & Co., Newport, Mon.

May 13th, 1916.

Dear Sirs,

I am expecting instructions to enclose certain sheds at Sharpness for the storage of a cargo for the Ministry of Munitions, and as a preliminary enquiry I shall be glad to know what corrugated sheets - either black or galvanised, you have in stock, or how soon you could undertake to supply a quantity of about 9 tons in 7 or 10 feet lengths.

Yours faithfully,  
[signed] A. J. Cullis.

[Note: 2 timber sheds. Letter 19.6.16  
On west side of docks. Letter 22.6.16]

Continued/

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

June 7th, 1916.

A/c for conveying to Shepherd's Patch, 31st March to 31st May.

[Missing]

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P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

July 15th, 1916.

Dear Sir,

I enclose statement of goods received for the fortnight ending July 15th.

Yours faithfully,

[signed] A. J. Cullis.

Goods received at Gloucester Docks.

Week Ending July 8th, 1916.

From Messrs. The Royle Engineering Co. (Not advised)

Date received

July 8th per G.W.R. dray.

1 Drum & 1 Coil Wire.

Week Ending July 15th, 1916.

From T. Kiss.

Date of Advice

July 5th per M.R. dray.

5 bags Bolts & Nuts.

From Messrs. Knight & Co. (Not advised)

Date received

July 10th per M.R. dray.

1 Box.

From Messrs. J. B. Marr & Co. (Not advised)

Date received

July 14th per M.R. dray.

1 Coil Copper Wire.

-----

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

July 22nd, 1916.

Dear Sir,

In accordance with your instructions by telephone on Thursday I have despatched to Messrs. Summerson & Son, Darlington, 100. 30ft. rails in G.W.R. trucks nos. 70639/40, & 48515/6.

The balance remaining consisted of

15. 30fts.

2. 29½fts.

9. 28fts.

and these have been loaded into a boat and sent to Shepherd's Patch.

Yours faithfully,

[signed] A. J. Cullis.

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Continued/

Mrs. M. F. Tudor,  
Tudor Arms,  
Slimbridge.

October 3rd, 1916.

Dear Madam,

In reference to your letter of the 16th Sept. last and confirming my interview yesterday with Mr. A. E. Viney, I accept your notice to give up your tenancy of the canal bank at Slimbridge and the piece of ground adjoining at Christmas next.

As pointed out to him, the agreement entered into with Mr. G. Tudor and continued by yourself distinctly stipulates that rates and taxes are to be paid by the tenant hence the Company cannot recognise any claim for their repayment.

Yours faithfully,

[signed] A. J. Cullis.

-----

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

February 15th, 1917.

Dear Sir,

Shepherd's Patch

There has been correspondence with several departments of the War Office in regard to Messrs. Workman Bros claim, and we were instructed to terminate their tenancy of the grain shed on the wharf. The notice expired at Michaelmas last up to which time Messrs. Workman Bros paid rent to us, but on our Accountant applying to the Ministry of Munitions for the Christmas quarter's rent, we are asked to give the date and number of the contract under which it is due!

Besides Messrs. Workman Bros, my Company have lost as tenants The Dursley District Council, who rented part of the wharf for landing stone, and Mrs. Tudor, who rented the Canal bank between the Glebe land and Gilgal Brook and has given it up owing to the access being cut off.

There is also the question of compensation for loss of dues on grain, stone, and coal formerly landed at the wharf and I enumerate approximately below, the various items which will form the subject of claims by my Company.

As you are familiar with the whole of the circumstances perhaps you will be good enough to put these matters through for settlement; or if you will direct us to the proper channel for getting them dealt with, we shall be obliged.

		Annual Loss
Grain Shed on wharf.	Rent from Sept. 1916	20. 0. 0.
Part of wharf occupied by Dursley D.C.	Rent from Decr. 1916	2. 0. 0.
Loss of Dues.	On grain, stone and Coal	150. 0. 0.
Canal Bank let to Mrs. Tudor.	Rent from Decr. 1916	5. 0. 0.

Yours faithfully,

[signed] A. J. Cullis.

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Continued/

P. C. Pope Esq.,  
Stores Purchase Dept.,  
Ministry of Munitions,  
Westminster,  
S.W.

February 28th, 1917.

Dear Sir,

Locomotive Crane, Shepherd's Patch.

In reference to your letter of the 27th inst: I think The Severn & Canal Carrying Co. Ltd., Gloucester, would be the most suitable firm to take this crane to Avonmouth, as they run a regular service of barges there.

There would, however, be the question of loading into barge, which the carrying firm could not undertake; but I shall be pleased to provide a floating crane and a skilled man to take the crane apart, as in the case of its erection, if you decide to send it by water.

Yours faithfully,

[signed] A. J. Cullis.

[Note: Property of the Ministry of Munitions]

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Lieut: Lambert,  
War Office Land Agent,  
Southern Command,  
Winchester.

March 5th, 1917.

Dear Sir,

H.M. (Gloucester) Magazines.

Our former tenants (Messrs. Workman Bros) of the grain shed at Shepherd's Patch wharf inform us that you have notified them that they can resume occupation, but they ask us to reinstate the roadways giving access to the back of the shed and say it is of no use to them unless they can get their motor wagons up to it. They also ask us to rehang doors which have been altered to open inwards and to relay a portion of the boarded floor which is permeated with oil.

As these are matters purely of reinstatement and the Construction contractors are still on the ground may I suggest that immediate instructions could be given them to put these matters right?

I need hardly say it is of considerable importance at the present time that the facilities for getting wheat from Avonmouth by water should be restored and Messrs. Workman Bros are anxious not to lose a day.

Would you also kindly send me any forms which you may require us to fill up in respect of our claims for loss of rent and tonnage referred to in letters dated 15th and 22nd Feby 1917, which Messrs. Pauling & Co inform me they have transmitted to you.

I am, Sir,

Your obedient Servant,

[signed] A. J. Cullis.

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Continued/

P. W. Hull Esq.  
Messrs. Pauling & Co. Ltd.

July 21st, 1917.

Dear Mr. Hull,

I enclose a copy of a letter received from Messrs. Workman Bros. and shall be glad to know if I have your permission to pick up the length of rails they mention. You will remember that the road is already broken.

We are being urged by the Wheat Commission to utilize every bit of space available for grain storage.

Yours faithfully,  
[signed] A. J. Cullis.

-----

J. T. Palmer,  
The Magazine Superintendent,  
Slimbridge.

July 26th, 1917.

Dear Mr. Palmer,

I thank you for your letter of the 25th inst: respecting the removal of the further length of rails and sleepers. It is, of course understood that you do not relinquish your right to replace these rails if the necessity arises.

Yours faithfully,  
[signed] A. J. Cullis.

-----

Messrs. Workman Bros.,  
Draycott Flour Mills,  
Coaley Junction,  
Glos:

August 1st, 1917.

Dear Sirs,

Referring to your letter of the 19th ulto: I have had some correspondence with the Authorities concerned, and am now pleased to hear the rails and sleepers have been removed, as you desired.

Yours faithfully,  
[signed] A. J. Cullis.

-----

Mr. M. Pearce,  
Slimbridge,  
Stonehouse.

September 17th, 1917.

Dear Sir,

Slimbridge Magazines.

I understand the water service about which you wrote me on June 30th last has been put in. In the ordinary course notice should have been given my Company before the work was done and an agreement entered into for the supply.

[Note: For the purpose of watering cattle]

Continued/



[17.9.1917]

Further it appears a trench has been cut across the Canal bank, to which I have a very serious objection.

I shall be obliged if you will kindly let me know who is the responsible Authority in this matter.

Yours faithfully,

[signed] A. J. Cullis.

-----

Lieut: Banham,  
War Dept. Estate Office,  
Durrington,  
Salisbury.

February 11th, 1918.

Dear Sir,

Slimbridge Magazines.

An application to rent the Canal bank and land between the Kingston Rhine and the Canal has been received by my Company, but before letting this land I shall be glad to know that the War Office have no objection.

It is, of course, outside the fence of the magazine area, but forms a part of our claim. (under letter D), the former tenant Mrs. Tudor having given it up on the ground that the access had been cut off by the enclosure of the magazine area.

Yours faithfully,

[signed] A. J. Cullis.

-----

Mr. Isaiah Ellis,  
Kingston,  
Slimbridge,  
Glos:.

March 6th, 1918.

Dear Sir,

The Munitions Authorities have telephoned me that owing to your burning rubbish on the Canal Bank there has been a risk of fire at one of their buildings.

You, of course, understand how extremely serious and disastrous such an occurrence might be and I must warn you that a fire cannot be allowed on any part of the bank, where it may in the slightest degree endanger the buildings.

Yours faithfully,

[signed] A. J. Cullis.

[Note: Let from Lady Day. Access via Canal frontage. Letters 14/15.2.1918]

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Mr. G. Payne,  
Moor End Farm,  
Slimbridge,  
Glos:

March 11th, 1918.

Dear Sir,

Mr. I. Ellis having become the tenant of the Bank at Shepherd's Patch, please note that the verbal permission I gave you to graze sheep on this bank is withdrawn.

Yours faithfully,

[signed] A. J. Cullis.

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NOTES

17.11.15.

To Dursley R.D.C. We are commencing tomorrow the strengthening of the wharf at Shepherd's Patch.

4.12.15.

GW Warehouse. Royal Arsenal enquires as to suitability for storage, dimensions.

23.12.15.

To District Goods Manager's Office, G.W.R., Glo'ster. Docks wagons for Nitrate, Sharpness. Load wagons into barges at Gloucester and convey to Sharpness by canal. Required at the end of this month. Railway Co. to instruct foreman at Llanthony Yard.

20.1.16.

Contractor for Skipton Magazine, Messrs. Baldry, Yerburch & Hutchinson Ltd., Bank Hall Colliery, Burnley, Lancashire. Rails to Burnley Brick & Lime Company ex Pauling & Co.

11.2.16.

Sale of Dock Co's railway materials to Messrs. Richard White & Sons, Widnes.

3.3.16.

Skipton (Earby) Magazine. Rails from Gloucester to Salterforth by water.

4.3.16.

Rails to B. Y. & H. Ltd., Earby Station, Nr. Colne, Lancashire.

15/20.3.16.

Rails to "Munition Works" Salterforth via Leeds & Liverpool Canal.

Boats trading on our water-way too long [70 ft. long, 7 ft. beam] for locks. Can carry 35 tons to Birmingham, 28 tons beyond to Wigan due to canal being in bad order. Necessary to consider transshipment.

18.3.16.

From Leeds & Liverpool Canal Co., Traffic Manager's Office, Liverpool.

Boats exceeding 61 feet cannot pass in this Canal excepting between Liverpool, Wigan and Leigh (Junction with the Bridgewater Canal). The question of getting the various articles on to the site of the Munition Works at Salterforth is at the moment in correspondence with the Ministry of Munitions people in London and I believe they are arranging for the necessary materials to be transferred from rails to our canal at Leeds and Burnley.

As regards the traffic you specifically-refer to I regret we cannot arrange to receive the rails from you at any point this side of Wigan. We are exceedingly short of Boatmen and have numerous boats out of regular service in consequence.

Alfred Peploe.

20.3.16.

From Gloucester to Liverpool: It has taken so long to get the rails to Burnley by railway that the Munitions people are anxious to try water transport.

3.4.16.

Rails sent by canal to Munition Wharf, Salterforth, via transshipment at Wigan.

8/15.4.16.

Rails to Earby/Skipton per railway from now on - Mr. Hull, Pauling & Co.

27.4.16.

Government nitrate, further storage.

23.6.16.

Arrival of Nitrate cargo not before July 10th. Discharge into railway wagons from vessel.

27.6.16.

First Nitrate cargo due to arrive 10th/15th July.

22.7.16.

26 rails to Shepherd's Patch by water.

3.8.16.

To G.W.R. District Goods Manager, London Road, Gloucester.

"Cross" wagons on hire at Sharpness in connection with Nitrate cargo finished with for time being and have been put into Joint Co's siding.

[Wagons put to work on second cargo, 14.8.16].

6/25/30.9.16.

Boilers of ST Myrtle and Primrose requisitioned by the Director of Transports, Admiralty, on August 9th and 18th respectively. See also letters 6&7.1917. \*

18.10.16.

"Cross" wagons put to work on third Nitrate cargo 16th October.

11.11.16.

Dimensions of Severn tugs: Length 42 ft., Beam 7 ft., Draft 3 ft. 8 in.

25.11.16.

Rails per trow Lillea Venn to Avonmouth.

28.2.17.

Canal taken over by the Canal Control Committee. [Letter 12.17].

--.3.17.

Further Nitrate cargo.

Henbury factory: Abstraction of water from canal, provision of pumping station. Govt. Cartridge Factory, Blackpole, Worc. Contractor, Thomas Robotham & Co.

3.4.17.

Possible supply of boat loads of bricks:

Mr. F. Tandy, Brickyards, Sandhurst. Messrs. Wintle & Sons, Barton Street.

13.4.17.

Dimensions etc. of dry docks at Sharpness and Gloucester.

--.5.17.

Admiralty ships discharging at Sharpness.

24/28.11.17.

A.O.D. Monk Meadow. Areas Occupied.

	sq yds
South Side, Monk Meadow Dock	22,000
West of Adams & Sons Yard	11,000
Frontage to Canal	27,000
Between railways and Hempsted Lane	20,000
Thos Adams & Sons Yard and Frontage	37,500
Llanthony Dock (land near the G.W. and Alexandra warehouses)	2,000

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\* Includes sale of ST Primrose (built 1907) to Devonport.

SHARPNESS NEW DOCKS  
&  
GLOUCESTER & BIRMINGHAM NAVIGATION COMPANY

Meetings of the Board of Directors held at the Dock Office, Gloucester.

17.11.1915 Ministry of Munitions.

The General Manager [Hubert Waddy] reported that in consequence of a telephonic communication from the Ministry of Munitions, he had with Mr. A J Cullis [Engineer] met Mr. Marriott of the Explosives Department with reference to a plan they had of erecting Works near the Shepherd's Patch Bridge and that with Mr. Marriott and several officials of the Midland Railway Co. they had proceeded to the site, that Mr. Marriott had given instructions for the present wharf to be strengthened to carry railway lines and for a new wharf to be made immediately on the lower side of the Bridge.

The General Manager also stated that he had written to the Minister of Munitions asking for confirmation of these orders and he now read a letter sanctioning the costs.

1.12.1915 Ministry of Munitions.

Mr. Cullis reported satisfactory progress at Shepherd's Patch.

Meeting of the Finance and General Purposes Committee

15.12.1915 Ministry of Munitions.

The Engineer reported that it would probably not be necessary to construct a Wharf below the Patch Bridge and that work on the Wharf on the opposite side was proceeding.

Meeting of the Board of Directors

5.1.1916 Ministry of Munitions.

Mr. Cullis reported that the work at Shepherd's Patch was proceeding satisfactorily and that rails were being sent there from Gloucester. Mr. Thomas . [J. V. Thomas, Traffic Manager, Sharpness.] reported that he was sending about 250 standards of deals from Sharpness.

Meeting of the Finance and General Purposes Committee

19.1.1916 Ministry of Munitions.

The Engineer reported the work in progress at Shepherd's Patch, and a letter was read from the War Office asking the Company to give Messrs. Workman Bros. [Draycott Mills, Cam,] notice to quit the shed they rent at the Wharf. The General Manager was instructed to look further into the advisability of acting on the suggestion.

Meeting of the Board of Directors

2.2.1916 Ministry of Munitions.

The General Manager reported an interview he had had with a representative of Messrs. Pauling and Co. with reference to the Shed which they had taken from Messrs. Workman Bros. at Shepherd's Patch. The General Manager pointed out that owing to this action the Company would lose £150 a year paid in dues by Messrs. Workman, and that the gentleman he had seen thought there would be no difficulty in the Munitions Department making up the loss after taking into consideration the dues which the Department itself would pay. The Chairman [Richard G Foster] reported that with the Deputy Chairman and Officials he had accompanied Mr. Wyatt, Secretary for the West of England of the Ministry of Munitions and others down the Canal on the 27th January, and had inspected the Gas Works lie bye with a view to seeing whether the railway could be used in connection with the land at Naas, that they had also visited Shepherd's Patch, but no decision had been reached, although Mr. Wyatt had expressed himself as being pleased with what he had seen.

Continued/

## Meeting of the Finance and General Purposes Committee

16.2.1916 Ministry of Munitions.

The General Manager reported that a Representative of the Minister of Munitions with other gentlemen would be going to Shepherd's Patch tomorrow and that he and Mr. Cullis would accompany them.

## Meeting of the Board of Directors

1.3.1916 Ministry of Munitions.

The General Manager was instructed to send in an account for dues on boxes stored in the Llanthony Warehouse.

## Meeting of the Finance and General Purposes Committee

19.7.1916 Ministry of Munitions.

The Engineer reported that the work at Shepherd's Patch was practically completed.

## Meeting of the Board of Directors

1.11.1916 Engineer's Report.

...Part of the Engineering Staff and plant has been employed on works of construction for the Ministry of Munitions.

## Meetings of the Finance and General Purposes Committee

20.12.1916 NOTE ONLY.

Ministry of Munitions propose to take 20,000,000 gallons of water daily from the Canal at Sharpness for a munition factory near Avonmouth. Committee agreed to this.

21.2.1917 Grain Warehouse at Shepherd's Patch.

A letter was read from Messrs. Workman Brothers of Draycott Mills, Cam, stating that they had been informed by the War Office that the Shed at Shepherd's Patch was no longer required for Government purposes. Messrs. Workman Bros. desired to know whether the Board would agree to their resuming the occupation of the shed on the old terms. The General Manager was instructed to inform them that the Directors could do nothing in the matter until they had heard officially from the War Office.

PRO. RAIL864/9

## Meeting of the Finance and General Purposes Committee

19.6.1918 Slimbridge Magazines Claim.

It was reported that the War Department Valuer contended that the dues and towage paid by the Ministry of Munitions on the materials used in the construction of these premises should be set off against the Company's claim for loss of dues and towage on grain etc. at the Shepherd's Patch Wharf, and it was decided to leave the terms of settlement to the discretion of the General Manager and the Engineer.

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SHARPNESS NEW DOCKS  
&  
GLOUCESTER & BIRMINGHAM NAVIGATION COMPANY

Meetings of the Finance and General Purposes Committee

18.10.1922 Shipment of Explosives.

The General Manager [E Manning Lewis] reported on correspondence which had passed with the Assistant Director of Military Transport, Woolwich Arsenal, with reference to the liability for any accident which might occur through shipping Cordite and other Explosives at Sharpness Docks. It had been pointed out to the Director that in shipping more than 50,000 lbs. weight at any one time, the bye-laws of the Company were being contravened, but he had written stating the Board of Trade had informed him they were not bound by the Company's Bye-laws...

The Directors were of the opinion that whilst the Government would not agree to accept liability, they were bound to compensate the Company in the event of damage occurring through their action.

20.12.1922 Shipment of Explosives at Sharpness. S.S. "Lord Wolseley".

It was stated that this Government vessel had again come into Sharpness for the purpose of loading Cordite, and a letter which the General Manager had written to the Assistant Director of Military Transport, Royal Arsenal, Woolwich, holding them liable for any damage that may be sustained...[was] submitted.

The Committee approved of the course adopted.

Meeting of the Board of Directors

5.9.1923 Shipment of Explosives at Sharpness.

The General Manager stated that correspondence had taken place with the War Office regarding the shipment of gunpowder and other explosives on a vessel at Sharpness, the War Office stating that notwithstanding the Bye-laws of the Company restricting such shipments, they proposed to put the work in hand, but would provide a guard and expert superintendence for the transfer from rail to vessel.

[Extracts]

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PRO. RAIL491/166

MIDLAND RAILWAY  
TRAFFIC COMMITTEE MINUTES

Meeting of the Traffic Committee, Derby.

Thursday 20.1.1916. Gossington, (between Coaley Junction and Berkeley Road).

Resolved that siding accommodation be provided at Gossington, between Coaley Junction and Berkeley Road, for dealing with the traffic to the Government Store, which it is proposed to erect at that place, as shewn in block red colour, on the plan now produced, at an estimated cost of £6,000.

The actual cost will be borne by the War Office.

The matter was referred to the Way and Works Committee.

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General Manager's Office,  
Midland Railway,  
Derby.

12th February, 1916.

Sir,

GOSSINGTON NEAR COALEY JUNCTION.  
Proposed accommodation for Government stores.

I enclose herewith for the approval of the Board of Trade plan No.4890 shewing the connections at the above place for the accommodation for the Government Stores.

It is proposed to lay in the connection in the Up line and bring the same into use on the 20th instant, and I shall be glad to hear that the Department approve of the connections being brought into use as and when required; subject to the requirements, if any, of the Inspecting Officer being complied with after he shall have visited the place.

I am,  
Sir,  
Your obedient Servant,

For W. Guy Granet.

The Asst. Secretary,  
Railway Department,  
BOARD OF TRADE.

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BOARD OF TRADE  
(RAILWAY DEPARTMENT),  
7, WHITEHALL GARDENS,  
LONDON, S.W.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 12th Feby, giving notice, with a view to inspection on behalf of the Department that it is intended to open for public traffic certain new works at Gossington near Coaley Junction, on the Midland Rly.

In reply I am to inform you that the Board of Trade have appointed Colonel Druitt, R.E., to make the inspection as soon as he conveniently can.

I am to add that the usual month's notice of the Company's intention to open the work for public traffic is dispensed with in this case, upon condition that should the works in question be brought into use before such inspection has taken place, any requirements which the Inspecting Officer may make shall be complied with, and that the Inspecting Officer shall be at liberty to make a re-inspection of the work at any subsequent time.

I am,  
SIR,  
Your obedient Servant,

(Sgd) W. F. MARWOOD  
(Dated) 15 FEB 1916

To the General Manager of the  
Midland Railway.

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Continued/

RAILWAY DEPARTMENT,  
BOARD OF TRADE,  
S, Richmond Terrace,  
Whitehall, London, S.W.

12th May, 1916.

SIR,

I have the honour to report for the information of the Board of Trade, that in compliance with the instructions contained in your Minute of the 15th February, I have inspected the new works at Gossington on the Midland Railway.

At this place a new siding has been laid down on the up side with the following connections, viz. (1) a trailing connection to the up line, and (2) a through connection to the down line with slip points so as to form a crossover road between the down and up lines.

The necessary running and shunting signals are worked from a new signal-box, containing 16 working 4 spare levers.

The interlocking and other arrangements being satisfactory, I can recommend the Board of Trade to sanction the use of the new works in question.

I have, etc.,  
[Sgd] E. Druitt.

The Assistant Secretary,  
Railway Dept.,  
Board of Trade.

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[No heading]

Sir,

I am directed by the Board of Trade to transmit to you the enclosed Copy of Colonel Druitt's Report of his inspection of certain new works at Gossington on the Midland Railway, and I am to inform you that the Board sanction the use of the works in question.

I am,  
Sir,  
Your obedient Servant,  
(Signed) ERNEST G. MOGGRIDGE.  
(Dated) 15 MAY, 1916.

The General Manager,  
Midland Railway.

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PRO. RAIL491/1132

MIDLAND RAILWAY EXTRA WORKS

GOSSINGTON near Coaley. Siding accommodation to Govt. Store. Estimate: £6,000.

17th February 1916 - 31st August 1916.

	£	s	d
Pt. Way	3574.	16.	1
Signals	896.	0.	9
Telegraphs	95.	17.	5

Reported complete 22nd June 1916.

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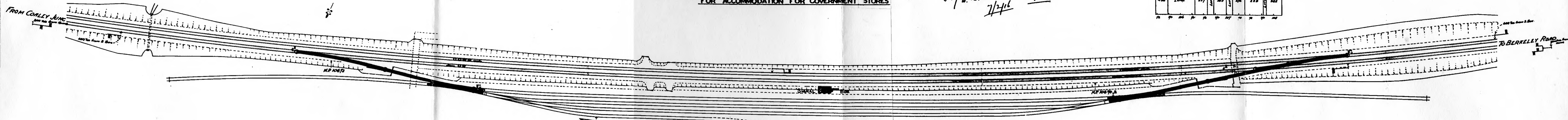
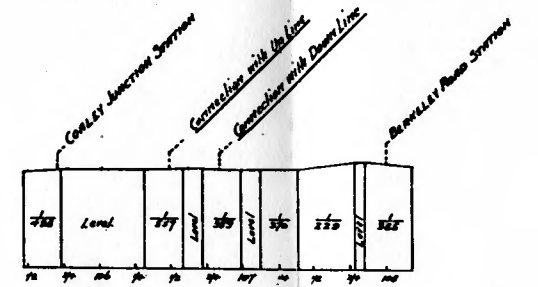
MIDLAND / L.M.S. RAILWAY WEEKLY NOTICES  
RELATING TO  
GOSSINGTON SIGNAL BOX  
1916 - 1926

H.M. Magazine, Slimbridge

MIDLAND RAILWAY  
BETWEEN BERKELEY ROAD & COALEY JUNCTION  
COSSINGTON

TRAILING CONNECTIONS IN UP & DOWN LINES & SLIP POINTS,  
FOR ACCOMMODATION FOR GOVERNMENT STORES

*Prof. W. S. Huntington*  
*7/2/16*



SCALE 40 FEET TO AN INCH.



Reference: MT 6/2430/7 RC4037

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Reference: MT 6/2430/7 RC4037

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## MIDLAND RAILWAY WEEKLY NOTICES

Week ending February 12th 1916.

On Sunday next, February 6th, from 7.0 a.m. until about 5.0 p.m., the Engineer will, between the running of trains, have possession of the up main line between Berkeley Road and Coaley, for the purpose of removing earth.

The Coaley Junction Signal Box will be open.

Week ending February 26th 1916.

On Sunday next, February 20th, from 7.0 a.m. until about 5.0 p.m., the Engineer will have possession of the up main line between Berkeley Road Junction and Coaley Junction, for the purpose of laying in points and crossings. During the operation, single line working will be adopted on the down main line between Coaley Junction and Berkeley Road Junction. Inspector Etches will appoint a Pilotman, and the Coaley Junction Signal Box will be open.

Gossington:- On the same day, commencing at 7.0 a.m., the following alterations will be made:-

A new intermediate Block Telegraph Signal Post on the up side of the line between the 106½ and 106¾ mile posts will be opened and named "Gossington".

A new connection with the up main line will be brought into use for construction purposes.

The signals will be:-

A distant signal on the up side of the post carrying the Berkeley Road Junction down main line to down Sharpness Branch line distant signal, and a home signal and a starting signal on the up side of the line, to regulate the running of trains on the up main line.

A distant signal on the up side of the line, and a home signal and a starting signal on the down side of the line, to regulate the running of trains on the down main line.

Single-armed dwarf signals to give permission for trains to set back from the up main line into the up sidings, and to regulate the running of trains from the up sidings on to the up main line.

This Signal Box will be open as required for the running of a ballast train between 7.0 a.m. and 5.0 p.m. on weekdays only.

Coaley Junction:- The distant signal for the up main line will be superseded by a new signal on the up side of the post carrying the Gossington new down main line distant signal.

Berkeley Road Junction:- The distant signals for the down main line will be superseded by new signals about 40 yards nearer the Signal Box.

Week ending March 4th 1916.

The Gossington Signal Box will be open as required for the running of the ballast train between 7.0 a.m. and 5.0 p.m. on weekdays only.

Week ending March 4th 1916, continued.

On Sunday next, February 27th, the Coaley Junction Signal Box will be open as long as required in connection with the unloading of permanent way material at Gossington.

On Sunday next, February 27th, the Gossington Signal Box will be open from 7.0 a.m. to 5.0 p.m.

Week ending March 11th 1916.

On Sunday next, March 5th, from 6.0 a.m. until about 5.0 p.m., the Engineer will, between the running of trains, have possession of the down main line between Coaley Junction and Berkeley Road, for the purpose of laying in points and crossings at Gossington. The Coaley Junction and Gossington Signal Boxes will be open.

Gossington:- On the same day, commencing at 7.0 a.m., the following alterations will be made:-

A new connection between the down main line and the up sidings, and the following new single-armed dwarf signals will be brought into use:-

One to give permission for trains to set back from the up main line on to the down main line, one to give permission for trains to set back from the down main line on to the up main line or into the up sidings, and one to regulate the running of trains from the up sidings on to the down main line.

Week ending March 18th 1916.

On Sunday next, March 12th, the Gossington Signal Box will be open from 7.0 a.m. to 5.0 p.m.

Week ending March 25th 1916.

On Sunday next, March 19th, the Gossington Signal Box will be open from 6.15 a.m. to 5.0 p.m. in connection with engineering operations in the sidings.

(Identical notices for Sundays March 26th, April 2nd, April 9th and April 16th).

Week ending May 20th 1916.

Gossington:- On Wednesday, May 17th, commencing at 8 a.m., the double slip points at each end of the sidings will be connected to, and worked from the Signal Box. The single-armed dwarf signals regulating the running of trains from the sidings on to the up and down main lines will be placed at the double slip points, and a new single-armed signal to regulate the running of trains from the Government Stores siding will be brought into use.

The Signal Box will be open.

Week ending June 17th 1916.

Gossington:- This Signal Box will be closed on Monday, June 12th, and Tuesday, June 13th.

Week ending June 24th 1916.

Gossington:- This Signal Box is open only for freight and mineral trains stopping at the sidings for traffic purposes.

Fortnight ending April 17th 1920.

Closing of Stations and Signal Boxes.

Gossington:- Closed on Monday unless required open for traffic purposes.

Fortnight ending June 17th 1922.

Hours of duty at Midland and Joint Line Signal Boxes.

Gossington:- Closed on Monday.

Fortnight ending June 21st 1924.

Midland Division and Joint Lines. Closing of Stations and Signal Boxes.

Gossington:- Closed on Monday.

Fortnight ending April 25th 1925.

Gossington:- Closed on Monday unless required to be kept open for traffic purposes.

Fortnight ending June 13th 1925.

Gossington:- Closed on Monday.

Week ending February 27th 1926.

On Sunday next, February 21st, from 7.0 a.m. until about 12.0 noon, the Engineer will have possession of the up main line, and from 12.0 noon until about 5.0 p.m., possession of the down main line between Coaley Junction and Berkeley Road Junction. During the operation, single line working will be adopted on the up and down main lines, alternately, as required, between Berkeley Road Junction and Coaley Junction. Mr. Robinson will appoint a Pilotman, and the Coaley Junction and Berkeley Road Junction Signal Boxes will be open.

A ballast train will leave Gloucester at 6.30 a.m. for Berkeley Road, and return about 5.0 p.m., and the necessary Signal Boxes will be open as long as required.

Gossington:- On the same day, commencing at 7.0 a.m., the points and signals worked from the Gossington Signal Box will be dispensed with.

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[Note]

PRO. RAIL963/110

Hours of duty at Gossington S.B. from 1.9.17 same as w/e 24.6.16. See Quedgeley.

PRO. RAIL963/110

MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 OCTOBER 1ST, 1917, UNTIL FURTHER NOTICE.

Weekdays

		Mineral am	Stopping Freight am	E&B pm	Through Freight pm
GLOUCESTER	dep.	10 15	11 20	-	6 30
BARTON STREET JC.		10 17	11 22	-	6 32
TUFFLEY JC.		-	-	3 30	-
QUEDGELEY	arr.	10 30	-	3 35	6 45
COALEY JC.	arr.	=====	11 55	=====	=====
	dep.		12 10		
GOSSINGTON	arr.		12 15		
	dep.		12 45		

(To Bristol)  
-extract-

		Empties am	Stopping Freight am	
BRISTOL (St. Philip's)	dep.	10 20	10 50	
GOSSINGTON	arr.	-	2 5	
	dep.	-	2 45	w - Take water.
COALEY JC.	arr.	-	2 50	* - Stops to shunt
	dep.	-	4 20	for or follow
QUEDGELEY	arr.	12 40	-	other trains,
	dep.	12 52	-	or for staff.
BARTON STREET JC.		-	4 58	tablet, or
GLOUCESTER	arr.	1w20	5 0	examination.
	dep.	1*25		
BARNWOOD SIDINGS	arr	1 30		

-extract-                      -extract-

		Mineral S am	Mineral SO pm		Mineral pm
QUEDGELEY	dep.	11 40	12 25	4 15	7 30
BARTON STREET JC.		11 52	12 38	4 32	7 43
GLOUCESTER	arr.	11 55	12 40	4 35	7 45
	dep.	1 5	1 5	=====	=====
BARNWOOD SIDINGS.	arr.	1 10	1 10		

S - Does not run on Saturdays. SO - Saturdays only.

PRO. RAIL963/112

MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 JANUARY 1ST, 1918, UNTIL FURTHER NOTICE.

Weekdays only

		Mineral am	Stopping Freight am	E&B (10 50 am ex Bristol)	E&B pm	Through Freight pm
GLOUCESTER	dep.	10 15	11 20		-	6 30
BARTON STREET JC.		10 17	11 22	-	-	6 32
TUFFLEY JC.		-	-	-	3 30	-
QUEDGELEY	arr.	10 30	-	-	3 35	6 45
COALEY JC.	arr	=====	11 55	-	=====	=====
	dep.		12 10	3 5		
GOSSINGTON	arr.		12 15	3 10		
	dep.		12 45	=====		
			To Bristol (St. Philip's)			

		Mineral S am	Mineral SO pm	Empties pm
BRISTOL (St. Philip's)	dep.	-	-	10 20
QUEDGELEY	arr.	=====	=====	12 40
	dep.	11 40	12 30	12 52
BARTON STREET JC.		11 52	12 43	-
GLOUCESTER	arr.	11 55	12 45	1w20
	dep.	12 55	12 55	1*25
BARNWOOD SIDINGS	arr.	1 0	1 0	1 30
				-extract-

		Stopping Freight pm	Mineral pm
GOSSINGTON	dep.	3+55	-
COALEY JC.	arr.	4 0	=====
QUEDGELEY	dep.	=====	4 15
BARTON STREET JC.			4 32
GLOUCESTER	arr.		4 35
			7 45

S - Does not run on Saturdays. SO - Saturdays only.

+ - Worked by 10 50 am Bristol.

w - Take water.

\* - Stops to shunt for or follow other trains,  
 or for staff, tablet, or examination.

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MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 MAY 5TH, 1919, UNTIL FURTHER NOTICE.

Weekdays only

		Mineral am	Stopping Freight am
GLOUCESTER	dep.	10 15	11 20
BARTON STREET JC.		10 17	11 22
QUEDGELEY	arr.	10 30	-
COALEY JC.	arr.	=====	11 55
	dep.		12 10
GOSSINGTON	arr.		12 15
	dep.		12 45
			-extract-
			To
			Bristol
			(St. Philip's)
			8 0 pm

---

		Mineral am
QUEDGELEY	dep.	11 40
BARTON STREET JC.		11 52
GLOUCESTER	arr.	11 55
	dep.	12 55
BARNWOOD SIDINGS.	arr.	1 0

OCTOBER 1ST, 1919, UNTIL FURTHER NOTICE.

Weekdays only

		Mineral am	Stopping Freight am
GLOUCESTER	dep.	10 15	11 20
BARTON STREET JC.		10 17	11 22
QUEDGELEY	arr.	10 30	-
COALEY JC.	arr.	=====	11 55
	dep.		12 10
GOSSINGTON	arr.		12 15
	dep.		12 52
			-extract-
			To
			Bristol
			(Engine Shed
			Sidings)
			6 50 pm

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		Mineral am
QUEDGELEY	dep.	11 40
BARTON STREET JC.		11 52
GLOUCESTER	arr.	11 55
	dep.	12 55
BARNWOOD SIDINGS	arr.	1 0

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PRO. RAIL963/117+118+120

MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 MAY 3RD, 1920, AND OCTOBER 4TH, 1920, UNTIL FURTHER NOTICE.

Weekdays only

		Mineral am	Stopping Freight am
GLOUCESTER	dep.	10 30	11 20
BARTON STREET JC.		10 32	11 22
QUEDGELEY	arr.	10 47	-
COALEY JC.	arr.	====	11 55
	dep.		12 10
GOSSINGTON	arr.		12 15
	dep.		12 52
			-extract-
			To
			Bristol
			(Engine Shed
			Sidings)
			6 50 pm

---

		Mineral am
QUEDGELEY	dep.	11 40
BARTON STREET JC.		11 52
GLOUCESTER	arr.	11 55
	dep.	12 55
BARNWOOD SIDINGS	arr.	1 0

---

PRO. RAIL963/121

## MIDLAND RAILWAY

General Superintendent's Office,  
 DERBY.

## FREIGHT TRAIN ALTERATIONS

10 30am Gloucester to Quedgeley )  
 11 15am Quedgeley to Barnwood ) Will run when required only.

TRAINS OFFICE.  
 OCTOBER 28th, 1921.

-----

PRO. RAIL963/120

MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES.  
 JULY 11TH, 1921, UNTIL FURTHER NOTICE.

Weekdays only

		Mineral am	Stopping Freight am
GLOUCESTER	dep.	10 30	11 15
BARTON STREET JC.		10 32	11 17
QUEDGELEY	arr.	10 47	-
COALEY JC.	arr.	====	11 49
	dep.		12 20
GOSSINGTON	arr.		12 25
	dep.		12 52
BERKELEY ROAD	arr.		12 57
	dep.		1 12
			-extract-
			To
			Bristol
			(Engine Shed
			Sidings)
			6 50 pm

---

		Mineral am
QUEDGELEY	dep.	11 15
BARTON STREET JC.		11 27
GLOUCESTER	arr.	11 30
	dep.	11 40
BARNWOOD SIDINGS	arr.	11 45
		(LE from
		Gloucester)

---

PRO. RAIL963/121+123

OCTOBER 3RD, 1921, UNTIL FURTHER NOTICE.

		Mineral am	Stopping Freight am
GLOUCESTER	dep.	10 30	11 35
BARTON STREET JC.		10 32	11 37
QUEDGELEY	arr.	10 47	-
STANDISH JC.		====	11 56
COALEY JC.	arr.		12 8
	dep.		12 20
GOSSINGTON	arr.		12 25
	dep.		12 43
BERKELEY ROAD	arr.		12 48
	dep.		1 12
			-extract-
			To
			Bristol
			(Engine Shed
			Sidings)
			6 50 pm

Continued/

PRO. RAIL963/121+123 Continued.

MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 OCTOBER 3RD, 1921, UNTIL FURTHER NOTICE.

		<u>Weekdays only</u>	Mineral am
QUEDGELEY	dep.		11 15
BARTON STREET JC.			11 27
GLOUCESTER	arr.		11 30
	dep.		11 40
BARNWOOD SIDINGS	arr.		11 45

---

PRO. RAIL963/124

MAY 1ST, 1922, UNTIL FURTHER NOTICE.

		<u>Weekdays only</u>	Mineral Q am	Stopping Freight am
GLOUCESTER	dep.		10 30	11 35
BARTON STREET JC.			10 32	11 37
QUEDGELEY	arr.		10 47	-
COALEY JC.	arr.	=====		12 8
	dep.			12 20
GOSSINGTON	arr.			12 25
	dep.			12 38
BERKELEY ROAD	arr.			12 43
	dep.			1 23
				-extract-
				To
				Bristol
				(Engine Shed
				Sidings)
				8 33 pm

---

		Mineral Q am
QUEDGELEY	dep.	11 15
BARTON STREET JC.		11 27
GLOUCESTER	arr.	11 30
	dep.	11 40
BARNWOOD SIDINGS	arr.	11 45

Q - Runs when required.

PRO. RAIL963/124

MIDLAND RAILWAY WORKING TIME-TABLE.  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 OCTOBER 2ND, 1922, UNTIL FURTHER NOTICE.

Weekdays only

		Mineral Q am	Stopping Freight am
GLOUCESTER	dep.	10 20	11 35
BARTON STREET JC.		10 22	11 37
QUEDGELEY	arr.	10 35	-
COALEY JC.	arr.	====	12 8
	dep.		12 20
GOSSINGTON	arr.		12 25
	dep.		12 38
BERKELEY ROAD	arr.		12 43
	dep.		1 23
			-extract-
			To
			Bristol
			(Engine Shed
			Sidings)
			8 33 pm

---

		Mineral Q am
QUEDGELEY	dep.	11 15
BARTON STREET JC.		11 27
GLOUCESTER	arr.	11 30
	dep.	11 40
BARNWOOD SIDINGS	arr.	11 45

PRO. RAIL957/3

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY  
 (MIDLAND DIVISION)  
 FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
 JULY 9TH, 1923, AND OCTOBER 1ST, 1923, UNTIL FURTHER NOTICE.

- 10 20 `Q` Gloucester to Quedgeley, now Stopping Freight.  
 11 35 Gloucester to Bristol (St. Philip's) 8 10 pm.  
 11 15 `Q` Quedgeley to Barnwood Sidings, now Stopping Freight, and terminates  
Gloucester 11 30.

Q - Runs when required.

PRO. RAIL957/6

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY  
(MIDLAND DIVISION)  
FREIGHT SERVICE BETWEEN GLOUCESTER AND BRISTOL AND BRANCHES,  
JULY 14TH, 1924, AND SEPTEMBER 22ND, 1924, UNTIL FURTHER NOTICE.

Weekdays only

		Stopping Freight Q am	Stopping Freight am
GLOUCESTER	dep.	10 20	11 25
BARTON STREET JC.		10 22	11 27
QUEDGELEY	arr.	10 35	-
COALEY JC.	arr.	====	11 58
	dep.		12 20
GOSSINGTON	arr.		12 25
	dep.		12 38
BERKELEY ROAD	arr.		12 43
	dep.		1 23
			-extract-
			To
			Bristol
			(St. Philip's)
			8 10 pm

---

		Stopping Freight Q am
QUEDGELEY	dep.	11 15
BARTON STREET JC.		11 27
GLOUCESTER	arr.	11 30

PRO. RAIL957/S+9

JULY 13TH, 1925, AND SEPTEMBER 21ST, 1925, UNTIL FURTHER NOTICE.

Weekdays only

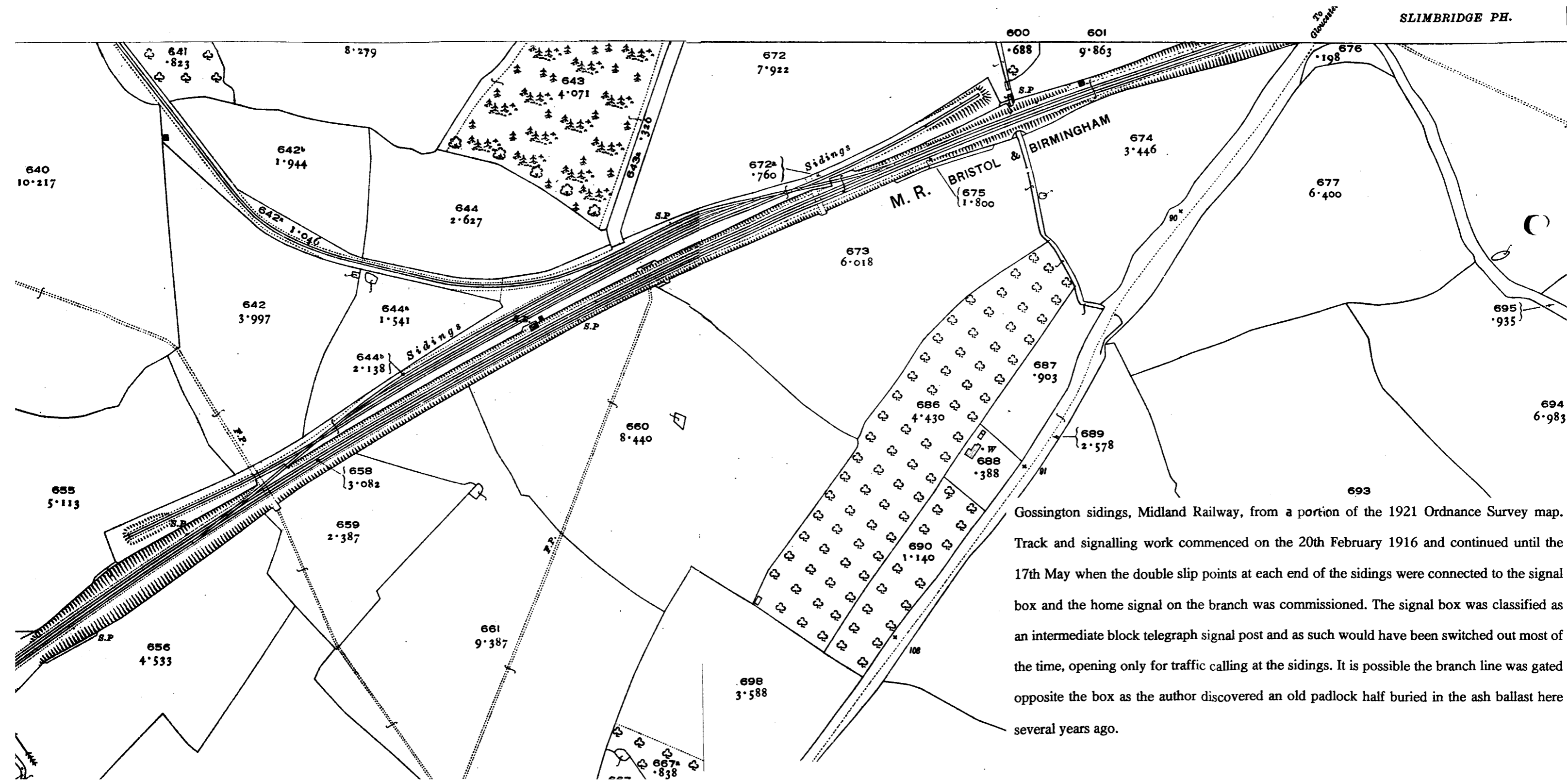
- 10 20 `Q` Gloucester to Quedgeley (10 35) stopping freight.
- 11 25 Gloucester to Bristol (St. Philip's) (8 10) stopping freight,  
now suspended on Saturdays.
- 11 15 `Q` Quedgeley to Gloucester (11 30) stopping freight.

Final



Slimbridge magazine and branch line shown on the Ordnance Survey map of 1922. In peacetime, much greater distances between adjacent buildings and, for example, a navigable waterway would be required. The magazines having external platforms are thought to have been reserved for gunpowder. To the south, grouped around a spur from the branch line is a barracks, with another just to the west. The 1917 standard magazine can be seen lower right.





Gossington sidings, Midland Railway, from a portion of the 1921 Ordnance Survey map. Track and signalling work commenced on the 20th February 1916 and continued until the 17th May when the double slip points at each end of the sidings were connected to the signal box and the home signal on the branch was commissioned. The signal box was classified as an intermediate block telegraph signal post and as such would have been switched out most of the time, opening only for traffic calling at the sidings. It is possible the branch line was gated opposite the box as the author discovered an old padlock half buried in the ash ballast here several years ago.



## GOSSINGTON - SLIMBRIDGE

### GRADIENTS

Junction with Midland Railway 106 miles 39¼ chains = 0m 00c

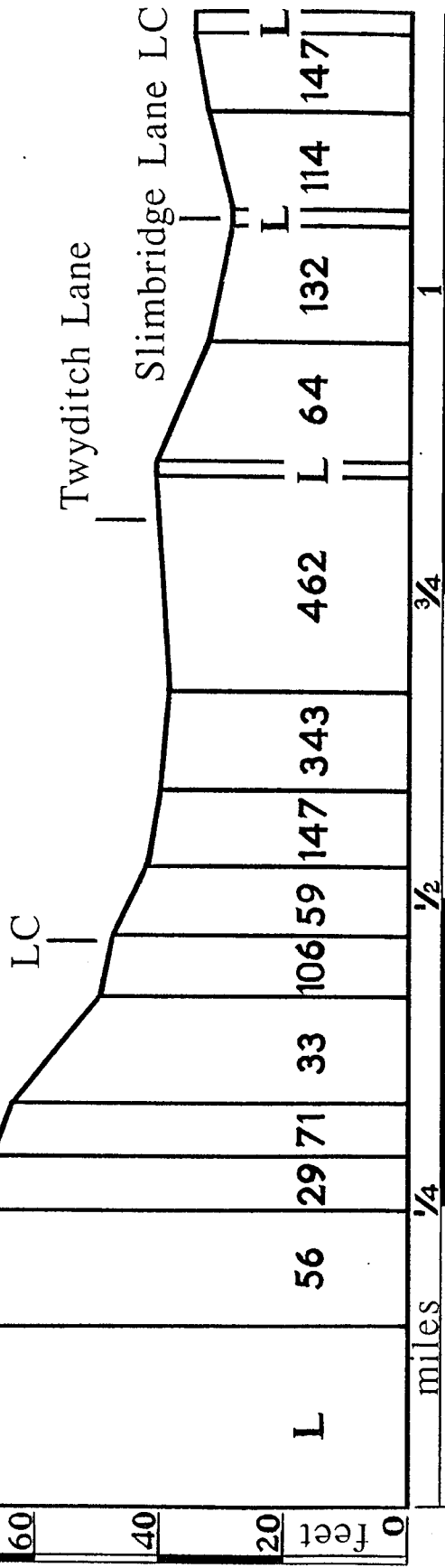
<b>M</b>	<b>C</b>	<b>-</b>	<b>M</b>	<b>C</b>	<b>Elev. (ft)</b>	<b>Gradient</b>	<b>Notes</b>
0	00		0	12	84	Level	
0	12		0	19½	75¼	1: 56	
0	19½		0	23	67¼	29	
0	23		0	26½	64	71	
0	26½		0	33½	50	33	
0	33½		0	37½	47½	106	Road elevation: 49ft.
0	37½		0	42	42½	59	
0	42		0	47	40¼	147	
0	47		0	53½	39	343	
0	53½		0	67½	41	462	Twyditch Lane bridging: 40¾ft.
0	67½		0	68½	41	Level	
0	68½		0	76½	32¾	64	
0	76½		1	04	29	132	
1	04		1	05	29	Level	Road elevation: 30ft.
1	05		1	11½	32¾	114	
1	11½		1	16½	35	147	
1	16½		1	18	35	Level	
1	18		1	43½	26¼	192	
1	43½		1	49½	26¼	Level	
1	49½		1	55	23¾	145	
1	55		1	76	28¼	308	
1	76		2	01	27	264	
2	01		2	17½	28	1089	
2	17½		2	22	34¾	44	
2	22		2	29	34¾	Level	

100  
80  
60  
40  
20  
0  
feet

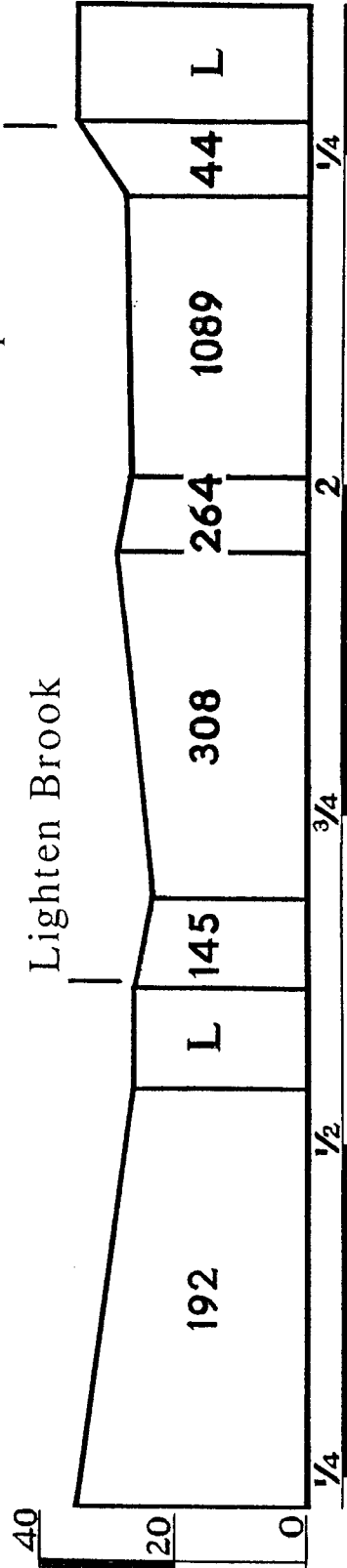
Junction with M.R. 106m 39 1/4 c

# GRADIENT DIAGRAM

## Gossington — Slimbridge



## Shepherd's Patch LC







DENOTES LAND TAKEN  
DENOTES EASEMENTS

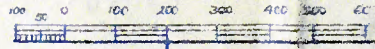
M. K. BRISTOL & BARNHAM

Handwritten notes and signature in the bottom right corner.



CANAL

SCALE



GLOUCESTER & BERKELEY

16

15

14

13

12

11

10

9

8

NEW FOND

148

13-309

150

16-451

4

3

2

1

6

5

CASTLE

SAMPLING SHED

16-644

ROAD STAGE

OIL STONE OIL PLATFORM

WORKSHOP

ROADHOUSE

DRIVING ROAD

DOUBLE POINT

PENNY

121

3-422

131A

9-567

11

3-410

121A

9-567

122A

12-098

123A

1-649

124

13-224

125

4-621

129A

2-128

130

7-722

131

11-545

132

10-269

124

7-927

331

28-260

334

18-396

336

6-818

340

7-13

342

2-539

341

98-7

339

8-338

337

3-037

338

1-277

344

13-137

345

13-137

387

19-948

336

1-389

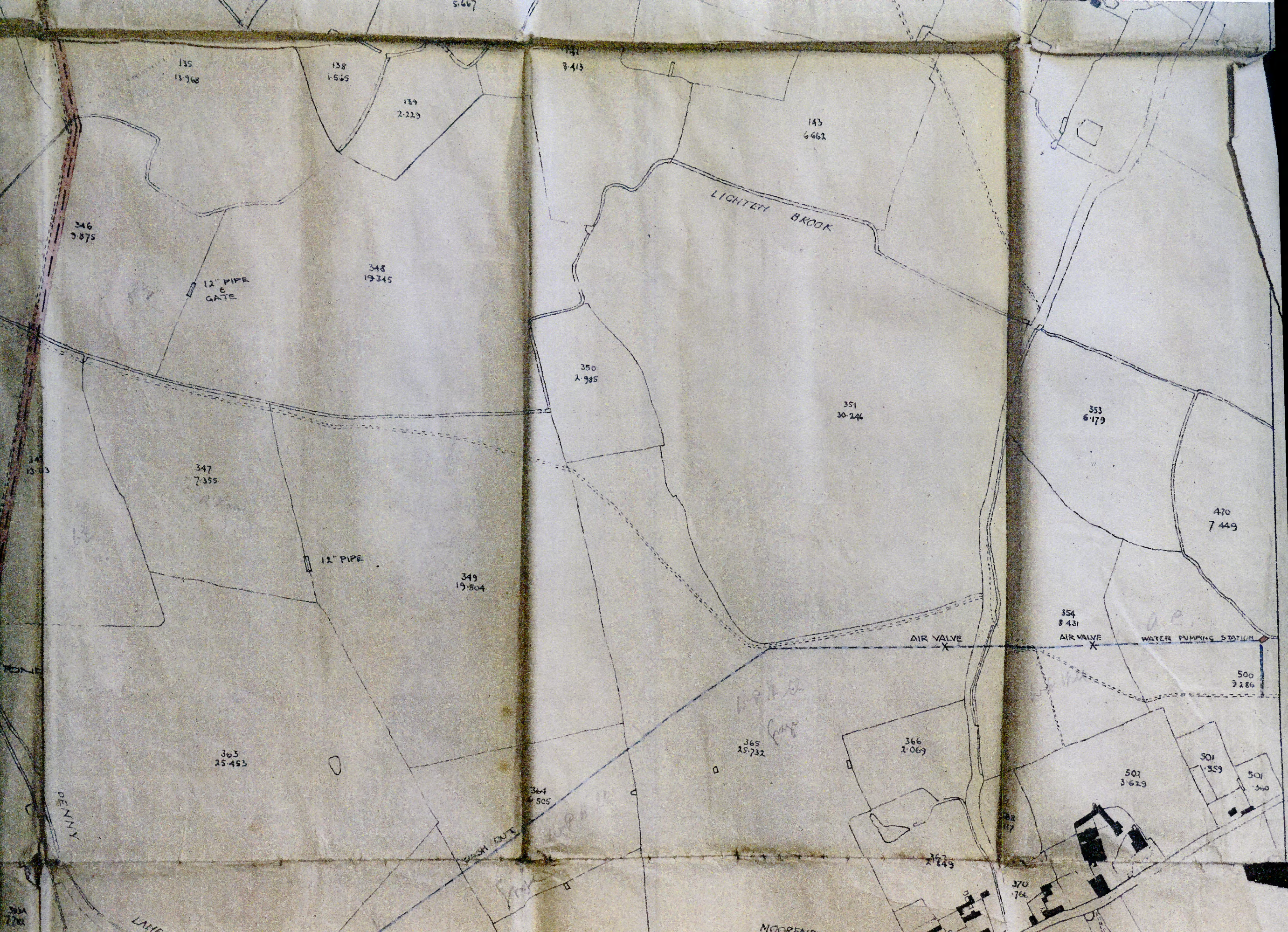
361

3-851

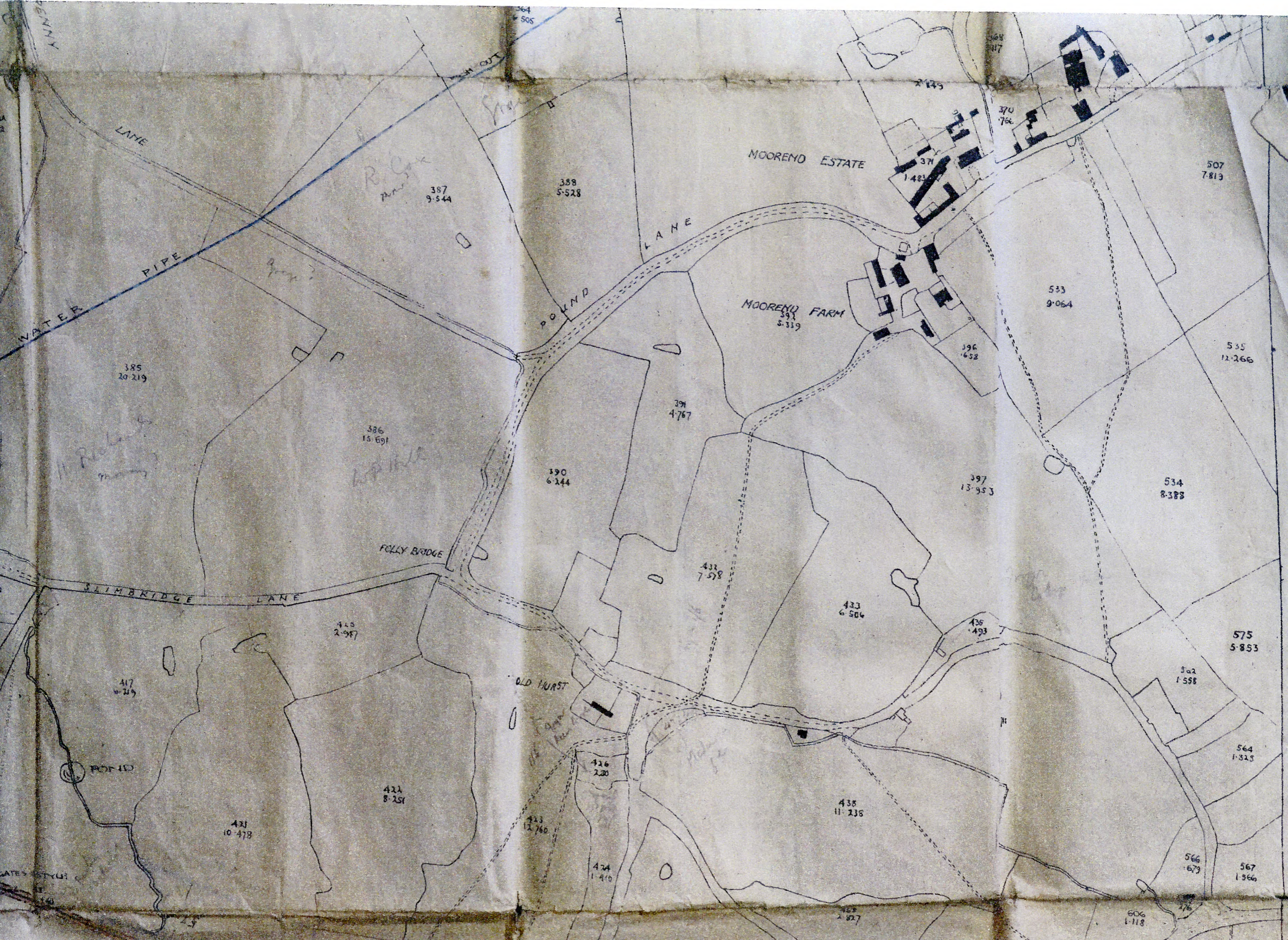
378

11-110









MOOREND ESTATE

MOOREND FARM

OLD HURST

LANE

PIPE

WATER

POUND

LANE

SLIMBRIDGE LANE

FOLLY BRIDGE

POND

387  
9.544

388  
5.528

385  
20.219

386  
13.691

391  
4.767

390  
6.144

396  
1.652

397  
13.953

507  
7.813

533  
9.064

535  
12.266

534  
8.388

575  
5.853

562  
1.588

564  
1.313

410  
2.947

417  
0.219

431  
7.578

431  
6.586

435  
1.493

422  
8.251

431  
10.478

423  
12.740

426  
2.200

438  
11.238

474  
1.410

566  
1.679

567  
1.966

606  
1.118

*R. Cox*

*W.P. Hill*

*W.P. Hill*

*W.P. Hill*





MIR  
BRISTOL & BIRMINGHAM

DENOTES LAND TAKEN  
 EASEMENTS

RENTALS  
 MINISTRY OF  
 HOUSING  
 DRAWING NO. 50504  
 OCTOBE 1916

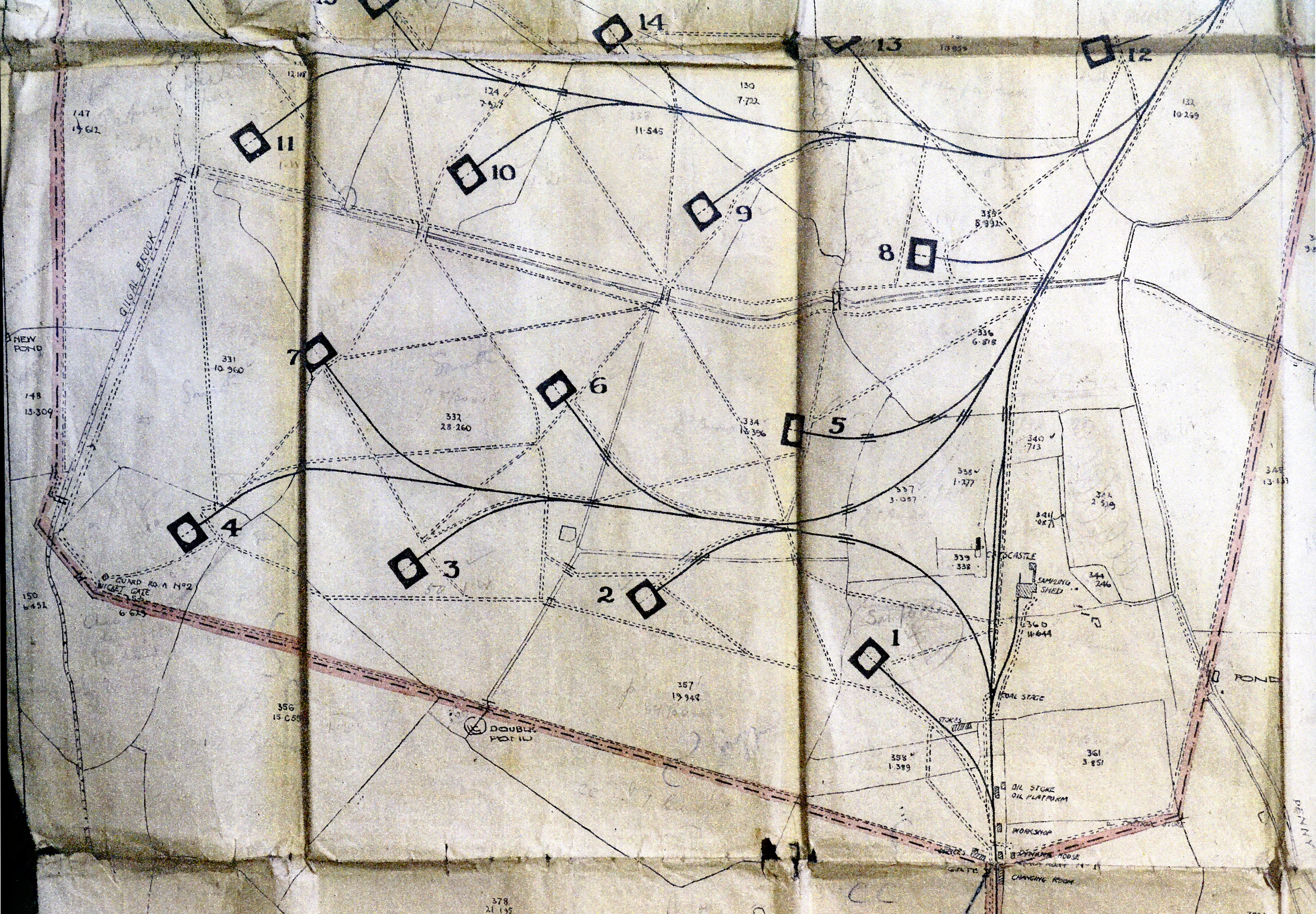
R. M. W.

*Handwritten notes at the bottom left of the page.*









147  
19612

NEW  
POND

148  
13-309

150  
6451

356  
15 658

11

10

14

9

8

12

4

3

6

2

5

1

124  
7527

130  
772

11-545

339  
8-932

131  
10-249

331  
10-960

332  
28-260

334  
18-396

336  
6-818

337  
3-057

340  
713

341  
2-519

341  
087

338  
1-377

339  
338

344  
246

336  
11644

367  
19948

358  
1-389

361  
3-851

378  
21-195

GIGAL BROOK

GUARD ROAD NO 2  
WICKET GATE

CASTLE

SAMPLING SHED

ROAD STAGE

OIL STORAGE  
OIL PLATFORM

WORKSHOP

DYNAMO ROUSE

CHANGING ROOM

DOUBLE POND

POND

DENNY



CANAL

121  
3-418

121A  
9-567

SCALE



GLOUCESTER & BERKE

121A  
9-567

121  
3-418

125A  
1-699

122  
12-088

129A  
2-158

129  
4-021

123  
12-214

16

15

14

13

12

131  
10-859

130  
7-722

124  
7-527

11-545

132  
10-169

11

147  
13-612

11  
12-088

*Handwritten notes in the top left section of the map.*

*Handwritten notes in the top right section of the map.*

*Handwritten notes in the middle right section of the map.*

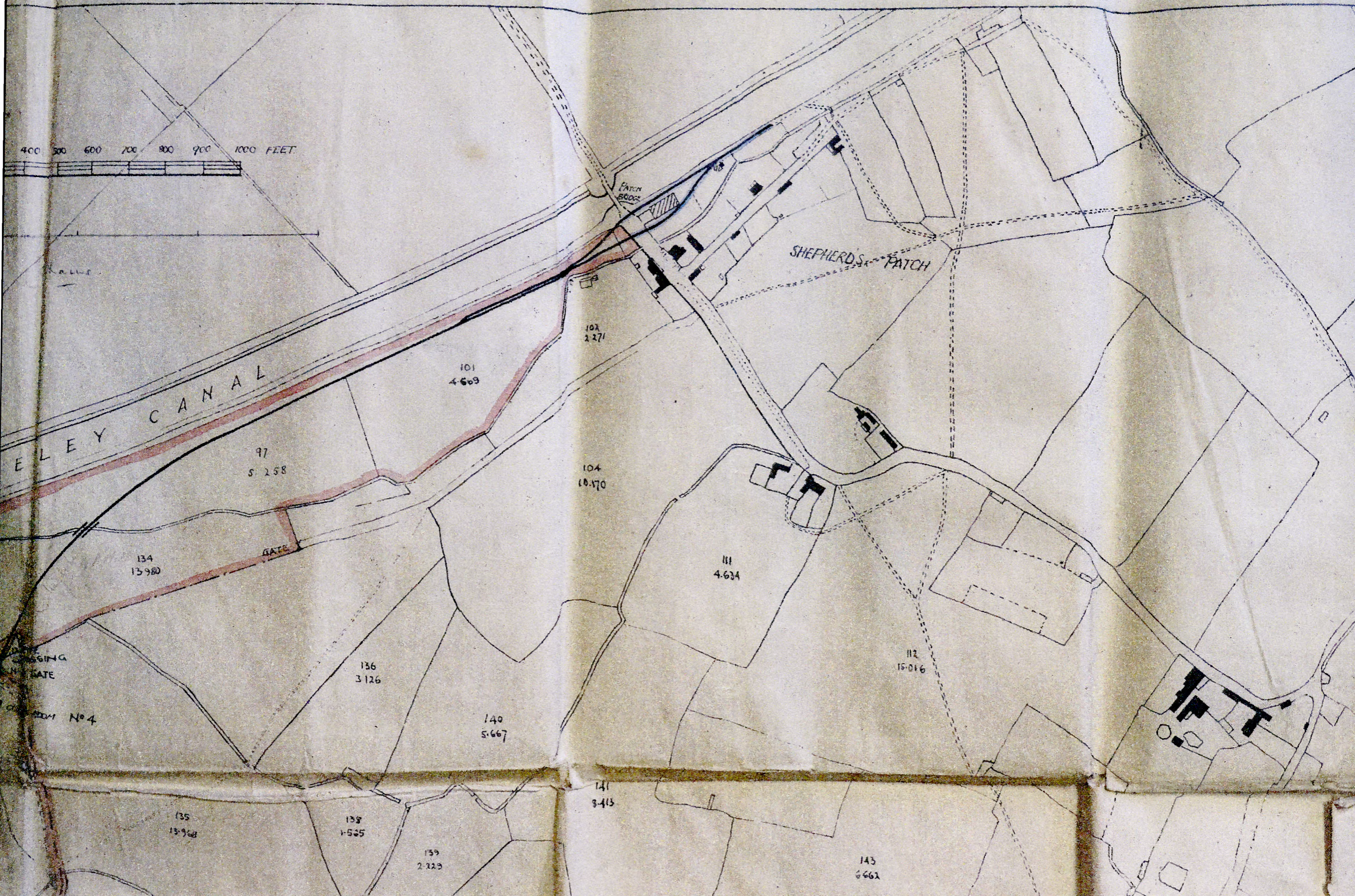
*Handwritten notes in the bottom right section of the map.*

*Handwritten notes in the bottom middle section of the map.*

*Handwritten notes in the bottom left section of the map.*



400 500 600 700 800 900 1000 FEET



ELEY CANAL

FARM BROOK

SHEPHERD'S PATCH

97  
5.258

101  
4.609

102  
2.271

104  
10.170

111  
4.634

112  
15.016

134  
13.980

136  
3.126

140  
5.667

141  
3.415

145  
6.662

135  
15.968

138  
1.505

139  
2.225

SLUICING GATE

GATE

SECTION No 4





The Gloucester - Bristol main line looking west at the site of the junction for Gossington sidings. The points were situated on the extreme right of the photograph at 106 miles 39¼ chains from London Road, Derby.

11.8.1989



Looking east along the site of Gossington reception sidings.

21.7.1984





Two views looking west towards a cutting made into the rising ground.

21.7.1984







A cutting at the west end of Gossington sidings recently cleared and planted with tree saplings. The maximum depth measures 5 feet.  
31.1.1987





An embankment on falling ridge and furrow land at the east end of Gossington sidings on which a stop block was positioned. Gossington bridge can be glimpsed in the lower picture.

31.1.1987





**A shallow cutting on approach to the Gossington embankment and below, a view prior to the removal of the earthwork.**

**11.8.1989**







**15-foot rails and 1896 dated chairs which once supported a stop block, unearthed from the end of the embankment.**

**11.8.1989**









Two views of the branch line descending the incline from Gossington sidings. 21.7.1984







The clinker and ash formation of the branch line and views looking north west towards the lane to Tumpy Green farm.

21.7.1984





**A poor photograph showing the formation of the branch line curving away from the sidings towards the north west.**

**26.7.1996**







Top, 1.8.1994. Below, 21.7.1984.





Descending towards the level crossing of the lane to Tumpy Green farm. Note the parch marks revealing the sleeper spacings in the foreground of the lower picture.

21.7.1984





View from Tumpy Green farm lane up the gradient towards Gossington sidings. 21.7.1984



Top, site of the branch line heading west into the middle distance passing the remains of the standard magazine, now a raised hard standing and storage area. Below, rear view, 1988.







Top, a corner construction detail, standard magazine, 1988.  
Below, a fence post-hole 18" square with 6" round hole near the former running line at the west end of the magazine. Two similar ones with square holes were visible to the east, running northwards.

14.3.1987







Gardiner's garage, Cambridge, Glos, built from materials recovered from Slimbridge magazine. The roof is supported on 8 Belfast roof principals. Demolished end October 1993.

21.9.1993





Demolition of the WW1 windpump on Moorend Farm, March 1995.



Via Den Bannister, Slimbridge.

### Cordite transit boxes

Recovered from Pool Farm, Slimbridge Lane, Halmore in July 2020

The N carved in the boxes signifies its use by the Navy.

Cordite MD, which is painted on the boxes, stands for Cordite modified.

The composition of cordite was changed from 58% nitroglycerine, by weight, 37% guncotton (nitrocellulose) and 5% petroleum jelly to 65% guncotton and 30% nitroglycerine (keeping 5% petroleum jelly) shortly after the end of the Second Boer War. This was known as *Cordite MD* (modified).

We don't know the significance of the 45/35 annotation.



## Alexandria filling factory

The First World War had the same impact on Alexandria as on any other part of Britain. Young men marched off and many of them never returned, and many who did return carried severe wounds.

On the home front, Alexandria people learned new skills in the manufacture of explosives and munitions. Armstrong Whitworth, an armaments and munitions manufacturer acquired the Argyll Works in 1915 and started munitions production there. On the adjacent grounds of Argyll Park, which included the cricket club ground, just across the Heather Avenue from the works, they built a semi-underground complex for the production of explosives.

This complex was a network of bunkers, sunk to protect the outside world from any blasts from accidents in the manufacturing process, and pits in which low-level tests were carried out. The explosive being manufactured there was called Lyddite. Lyddite was itself yellow, and the skin of people working on Lyddite production turned yellow. It was obviously an unhealthy environment in every respect and made a deep impression on the Vale collective memory for a couple of generations.

Many of the people working with Lyddite were the Vale's latest immigrants - refugees from Belgium. Many of them were housed in the newly built Admiralty Cottages which were on the south-east corner of what is now Levenvale They were also popularly known as "The Huts". At the outbreak of War, the Germans swept through much of Belgium in an attempt to outflank the French and deny the British army access to the seaports through which it could support the French.

The Germans almost succeeded, but not quite. The British army arrived just in time to hold the strategically important town of Ypres, and a very narrow strip of land around it. This British-held area denied the Germans access to the French channel ports., but the price was excruciatingly high. Many of the worst battles of the First World War took place in this part of Belgium, and from an early part of the war, it was clear that all towns and villages in the battle zone were going to be destroyed. The Allies therefore evacuated all civilians from the parts of Flanders which they controlled, in early 1915. Some of these refugees came to Alexandria, and they worked in the Lyddite for the duration.

It may not have been pleasant or very healthy, but back home every village and town was totally obliterated - not one single building was standing in Ypres, a town of 40,000, at the end of the war - while the horrific military casualties tell what the cost was of being there at all. At the end of the war, the Belgians all went home by about 1920 to begin a twenty-year task of rebuilding their homes, more or less completed just in time for the Germans to arrive again. Perhaps surprisingly, there is no trace at all of their years in the Vale. Then again, perhaps it is not so surprising. Even with the best efforts of the Vale people to make them welcome, what was happening to their homes must have been heart-breaking. Also, they were in a foreign land, and the work they were carrying out, while it was important for the war effort, was hardly of their own choosing. You could well understand if their memories of their time in Alexandria were not happy ones and they thought them best forgotten.

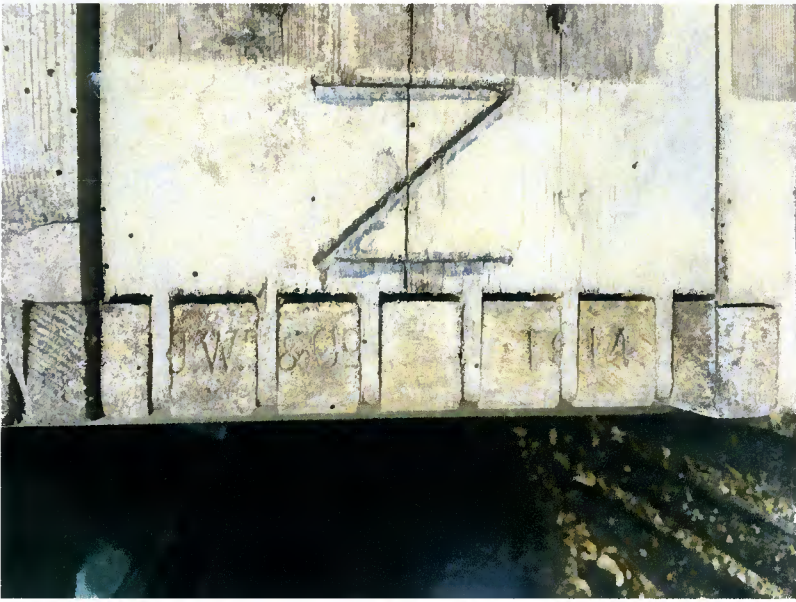














## HUBERT F. FINN-KELCEY

H.M. MAGAZINE, SLIMBRIDGE,  
Near GLOUCESTER.

(2½ Miles from Coaley Junction, L.M.S. Railway, 1½ Miles from Main Bristol-Gloucester Road, Gossington Corner, 12 Miles from Gloucester).

**HUBERT F. FINN-KELCEY,**  
F.S.I., F.A.I.

WILL SELL BY AUCTION  
On the premises, as above,

On TUESDAY, JULY 8th, 1924

**B**UILDINGS, BUILDING MATERIALS etc., comprising: 600 Squares Roof Boarding and Flooring, 6" x 1" and 6" x 3"; 50,000 Feet run Quarterings and Scantlings, from 11 x 3 to 3 x 2; 120 Hut Sections; Belfast Roof Principals, Doors, Windows; 12 Galvanized and other Water Tanks; 15,000 Yards Run 7/15 Stranded Galvanized Wire and Standards in large and small lots; 3 Iron Gates 12ft. x 6ft., 14 10ft. Iron Gates, etc.

THE BUILDINGS comprise: A delightful Bungalow 50 x 28ft., sectional, weatherboarded, slated roof, divided into rooms and completely fitted with range, bath, h. and c. supplies; 2 other Sectional Bungalows, 90 x 15 and 60 x 15; and 6 smaller Timber and Corrugated Iron Buildings; Railway Sleepers, Roofing Felt, and miscellaneous items.

Sale to commence at 11 o'clock. Refreshments obtainable on the site.

Catalogues on application to Mr. R. E. Knapp, H.M. Magazine, Slimbridge, house, Glos.

Auction Office: Lyminge, Kent. 8666

## HUBERT F. FINN-KELCEY

H.M. MAGAZINE, SLIMBRIDGE,  
GLOS.

(2½ Miles from Coaley Junction, L.M.S. Main Line, 12 Miles from Gloucester).

**HUBERT F. FINN-KELCEY,**  
F.S.I., F.A.I.

Will hold a further SALE BY AUCTION, on the premises as above, on THURSDAY, JULY 31st, 1924, comprising

**6½ MILES RAILWAY TRACK**, viz.:—  
Approx. 220 Tons Bull Head Standard Gauge. Rails, Points, Crossing and Chairs; 450 Tons Flat Bottom Standard Gauge Rails, both laid; and about 27 Tons Flat Bottom Standard Gauge Track, re-covered; 3 Open Railway Wagons; 2 Hand Tipping Wagons; 4 Platelayers' Bogies; 2,000 Creosoted Sleepers.

Also a large assortment of BUILDING MATERIALS, comprising about 600 SQUARES SAWN TIMBER, viz.: 5 x 1 and 6 x 1; 50,000 FEET RUN QUARTERINGS and SCANTLINGS from 9 x 3 to 3 x 3; 100 Belfast Roof Principals, 45ft. span; 100 Pitch Roof Principals, 28 feet span; 150 Hut Sections, Doors, Windows; 1,000 Corrugated Asbestos Sheets; 200 New Galvanized Sheets; 12 Water Tanks; 2 H.P. LISTER Petrol Engine; SECTIONAL WEATHER-BOARDED BUNGALOW, 85 x 15ft.; Matchboard Lined, Slated Roof, divided into 5 Rooms, Kitchen, Bathroom with Bath, w.c. and Lavatory Basins; and many other items.

Sale commence at 11 o'clock.

Catalogues and all particulars and orders to view the Bungalow, from Mr. R. E. Knapp, The Magazine, Slimbridge, Stonehouse, Glos.

Auction Office: Lyminge, Kent (Phone 21). 8872