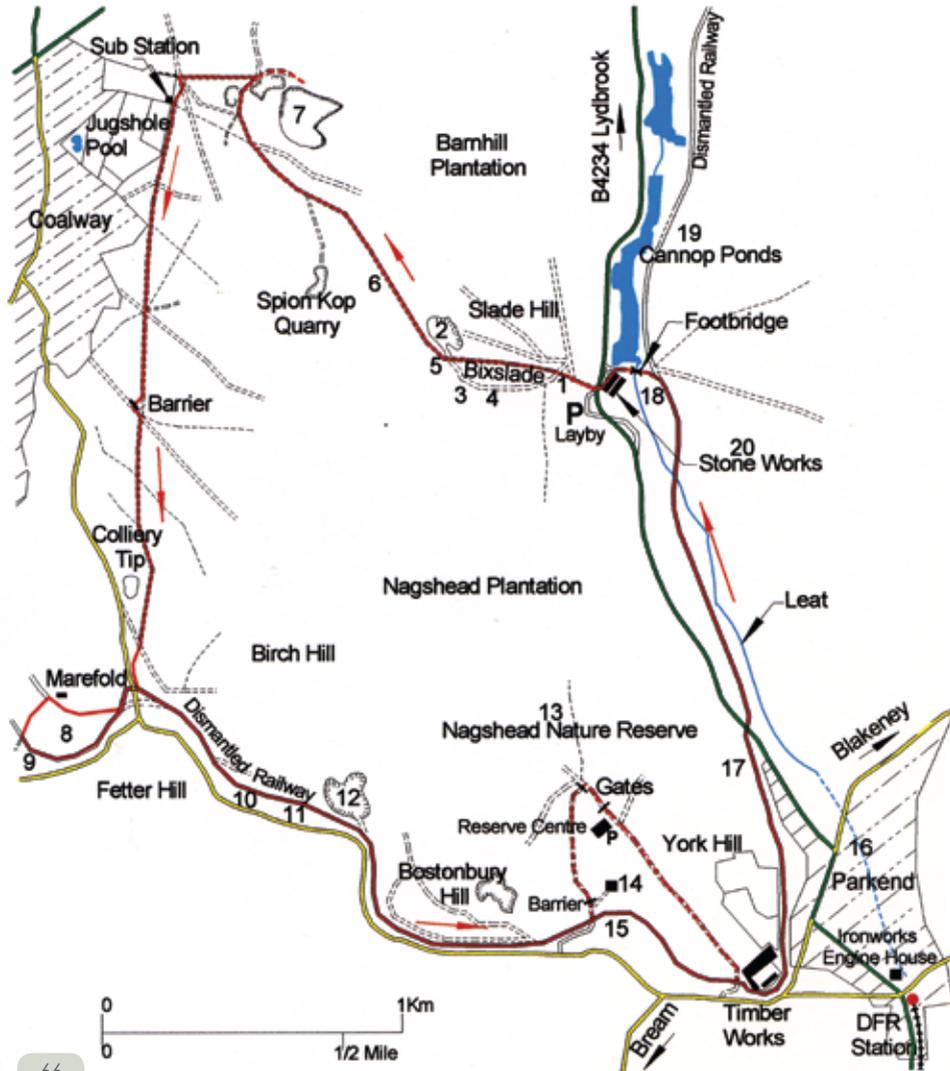


## Cannop, Nagshead, and Parkend

Old tramroads and collieries, stone quarries, a famous iron works, a nature reserve, and a typical Forest village. Alternative 7 miles/11 km route including Nagshead detour.

The walk is mainly on forest tracks and old railway trackbeds, with one steady climb up Bixslade and a short steep descent towards Darkhill. **Refreshments:** Pubs and shop in Parkend. **Bus:** 727 (Lydney–Parkend) to Parkend. **Start** at the lay-by opposite the Forest of Dean Stoneworks (or the one beside the works) at the southern end of Cannop Ponds on the Parkend–Lydbrook Road (B4234): GR SO 607099.



THE WALK STARTS along the gravel road just across the main road from the Forest of Dean Stone Firms' stoneworks, briefly following the Gloucestershire Way (see Walk 14). After 100 yds, where the gravel road bends right, bear slightly left onto a footpath. Note the stone blocks of the Severn & Wye Railway's Bicslade (sic) Tramroad (1), which was the last horse-drawn tramroad operating in Dean. Cross a gravel road and continue up the valley (Bixslade), with more stone blocks visible, to a small clearing with a quarry entrance on the right. This is Mine Train Quarry (2). About 50 yds back along a gravel track on the left is a memorial to the disaster at Union Colliery (3) in 1902, which killed four men, and just beyond that is Monument Mine (4), one of the few remaining coal mines in the Forest.

Return to the clearing, and in a dip opposite the quarry entrance is Bixslade Low Level, part of Bixslade Colliery (5). Go past two large rocks and follow a footpath up the valley. Bixslade High Level (6) is down on the left after about 350 yds, but in summer may be hidden behind undergrowth. Continue past other old mine and quarry workings to a junction, where a side path goes left under powerlines. Keep straight ahead here for 150 yds to a clearing, where the track bears slightly right between fenced-off quarries. Continue for about 100 yds, noting some old iron tramroad plates in the fence on the right, and then turn left on a track which initially follows powerlines. Alternatively, you can turn right here for a short distance to see (from outside the fence) some of the extensive workings of Bixhead Quarries (7) before returning to the track junction. Follow the track to the next junction, where you turn left and then almost immediately bear right onto a footpath. This passes to the left of an electricity substation and then follows powerlines as a mostly wider track, with pine forest on the left. After about ¾ mile, the track bends right to a barrier, beyond

which you turn left on a forest road. Take the next track on the right, again following the powerlines and ignoring side paths, for a further ½ mile until you come out onto a gravel road. Cross this and take the narrow footpath almost opposite, which goes steeply downhill to emerge onto a tarmac road at a cycle track crossing.

The walk can be shortened by about ½ mile here by turning sharp left through the gate onto the cycle track. Otherwise, cross over the main road, follow the cycle track for 50 yds, and then fork right onto a footpath by a large boulder. The remains of Darkhill Ironworks (8) are soon seen on the left, and note the stone tramroad blocks along the path. Turn left between stone posts onto a descending footpath just opposite the entrance to Marefold (note the large lumps of slag here). On reaching a gravel cycle track, go left. This is the trackbed of the former Severn & Wye Railway's Coleford Branch (9). There are more views of the ironworks, a memorial to the Mushet family, and an information board before the track returns you to the main road.

Cross the road and follow the cycle track, soon passing the sites of Darkhill (10) and Hopewell Engine (11) Collieries on the right. The circular shaft of the latter is just beside the track. The disused Point Quarry (12) is on the left, about 200 yds further on: note the line of the original tramroad from the quarry, which passed under the railway through a short tunnel here and continued towards Parkend below and to the right of the railway. Where the cycle track crosses a tarmac lane just before some cottages, a worthwhile half-mile detour can be made to Nagshead Nature Reserve (13). To visit this, turn left here, following a waymarked footpath, the Gloucestershire Way, past the driveway to Western Lodge (14) on the right, and passing a barrier onto a gravel track. Follow this through a gate, turn right to go past the visitors' centre and car park, and continue ahead along the gravel access road. This eventually takes you back

to the cycle track, where you turn left, near sawmill buildings. Otherwise, keep ahead past the site of Venus and Jupiter Colliery (15) to a Parkend sign, where the detour rejoins from the left, continuing with the sawmill on your left and a road on your right.

Follow the cycle track signs left at Hughes Terrace, then right behind houses. This is Parkend (16), which has several points of interest worth a detour around the village green. The cycle track passes the site of Coleford Junction, before continuing along the trackbed of the former Severn & Wye Railway's main line (17). Cross a main road and continue

along the cycle track. Visible at several points (including one behind some stone walling on the right and another where the track crosses it) is the leat which fed water from Cannop Ponds to Parkend Ironworks. A few yards before reaching a Cannop Wharf [*sic*] nameboard (and signpost to Dilke Bridge) are the remains of Bicslade Wharf (18), with several large stone blocks, on the left. Turn left just before the nameboard to cross a footbridge at the end of Cannop Ponds (19), keeping right of the stoneworks (20). As you climb up to the main road and parking area, look down to spot the last piece of tramroad track still in situ.



Ian Pope Collection.



The tramroad today.

### Bicslade Tramroad (1)

The Bicslade Tramroad was a branch of the Severn and Wye Railway's tramroad from Lydney to Lydbrook (see 17), which opened in 1810. The ¾-mile branch was built to serve collieries and stone quarries along Bixslade and had opened by June 1812. Horse-drawn 4-wheeled wagons were used for transporting coal and twin-bogie wagons for stone. The original track consisted of L-section cast iron plates, 3 ft long and weighing 42 lbs, spiked to 14 inch-square stone blocks (or setts) with single iron nails. Later track utilised longer plates, set on chairs which were attached to the blocks with two tapered bosses. The gauge was nominally 3 ft 6 in., but this tended to widen with time. After 1874, when the main tramroad was abandoned in favour of a standard-gauge line, traffic was transhipped to the latter at Bicslade Wharf (18). Traffic declined in the 20th century, the last load of stone being taken out on 25 July 1944 and coal traffic had ceased by

November 1946. However, the short section between the stoneworks and Bicslade Wharf remained in use into the 1950s. This was the last working tramroad in the Forest. Note that the S&WR used the spelling 'Bicslade', whereas most maps show 'Bixslade'.

### Mine Train Quarry (2)

There was a quarry here by 1835, at least, working the Pennant Sandstone of the Upper Coal Measures. Together with many other Forest quarries, it was taken over by Messrs. Trotter, Thomas & Co. in 1836. The firm was amalgamated into David & Sant Limited in 1892, and this was acquired by the Forest of Dean Stone Firms in 1900. In 1910 the United Stone Firms was formed to operate all the major quarries in the Forest, and the quarry is still active today, owned by Robert and John Tainton and providing stone for customers as far away as Scotland. In 1899 stone from Mine Train Quarry was supplied to the Marquis of Bute for use in Cardiff Castle. The quarry workings have intersected part of Birch Hill Iron Mine, which was galed to Mr Stopford of Macclesfield in 1858, and produced 3600 tons of hematite between 1906 and 1932. This mine was unusual in being located in Pennant Group rocks, whereas most of the Dean iron mines are in or near the underlying Crease Limestone. Thin veins of hematite can be seen in some of the large sandstone blocks outside the quarry entrance.

### Union Colliery (3)

The Union gale was leased by James and Robert Morrell, Oxford bankers, in 1824 to allow further extension of their interests along Bixslade. They had leased Miles Level, near the southern end of Cannop Ponds, since 1815, and Hopewell Engine gale since 1822; all of these were eventually connected underground. By 1841, Union Pit (or Bixhead Slade Pit) on Miles Level was 75 ft deep and producing about 8400 tons of coal per year from the Coleford High Delf and Yorkley Seams. Work had ceased by 1877 when the gale was surrendered. In 1892 the gales were bought by the Parkend Deep Navigation Collieries Co. Ltd, who re-opened Slade Pit (as the Royal Union Steam Navigation Colliery), the shaft ultimately being 252 ft deep. About 100 men were employed and about 100 tons of coal per day were produced. The latter was taken down the Bicslade Tramroad for transhipment onto the S&WR at Bicslade Wharf. However, the coal was of inferior quality and there were serious problems with water. On 4th September 1902 the colliery was flooded by an influx of water from abandoned workings, trapping seven men, of whom three were found alive after five days. The colliery was then closed, the gale being sold to the Princess Royal Collieries Co. Ltd, who worked the remaining coal from the Fetter Hill direction. The site is now largely overgrown and there is little to be seen, apart from a stone structure on the site of the shaft, and a nearby adit, now marked by a steel pipe used by bats. The disaster is commemorated



by a statue of two trapped miners (the James brothers) embracing, commissioned by the Forest Freeminers, and a plaque. The statue is the work of sculptor Matt Baker, and is carved from Pennant Sandstone from nearby Mine Train Quarry.



#### Monument Mine (4)

Formerly known as Hayners Bailey or Bixslade Free Mine, Monument Mine (named after the nearby Union Pit Disaster Memorial) is one of only a handful of small mines (3 at the time of writing) still producing coal in the Forest. It works the Yorkley Seam of the Pennant Group via a 200 yd inclined drift. A typical working Forest mine, it includes the drift entrance, tramway with tubs, and a coal-loading wharf with screens. The mine is currently operated by Ray Ashley, Neil Jones, and Richard Daniels. The origin of the ancient rights of Free Miners

to mine a gale (a mining licence area) are thought to have been awarded to Forest miners as a reward for undermining the walls of Berwick Castle during one of the sieges by either Edward I or III in the late 13th or early 14th century. To qualify, a miner must be male, have been born in, and abide in, the Hundred of St Briavels, be over the age of 21 years, and have worked in a mine for a year and a day. The gales are granted on behalf of the Crown, subject to compliance with the 1841 regulations, by the Gaveller or his deputy.

#### Bixslade Low Level (5)

There was a colliery in Bixslade at least by the 1790s, when James Teague was a partner in Bixslade Water Engine Pit. Bixslade Low (or Deep) Level was begun in 1809 by Thomas Halford and David Mushet to exploit the Coleford High Delf Seam. By 1841 Bixslade Colliery (which included the High Level) was producing about 30000 tons of coal per year, which was transported on the Bixslade Tramroad, but production seems to have ceased by about 1871. Martin James was killed by a fall in 1853, his age being recorded as 8 years! In 1908 the Bixslade Colliery Co. employed 20 people, and the tramroad was conveying coal until 1946. Since then, free miners have worked parts of the Bixslade gale via several new levels. The stone-lined entrances to Bixslade Low and High Levels survive, as do several infilled shafts.

#### Bixslade High Level (6)

Bixslade High (or Land) Level was driven in 1826 by David Mushet and, like the Low Level, worked the Coleford High Delf Seam, as well as draining a large area west of the Cannop Valley. There are two shafts nearby.

#### Bixhead Quarries (7)

There were around 20 quarries in the area in 1675, working the Pennant Sandstone for building stone and other purposes. The Bixslade Tramroad had opened by 1812, and stone, as well as

coal, could then be transported to the Severn & Wye Railway's main line at Cannop. Various quarries at Bixhead were owned by Messrs. Trotter, Thomas & Co., T. Porter, and E.R. Payne in 1877. The first two became part of David & Sant Ltd in 1892, which had 41 quarries by 1899, but further amalgamations resulted in formation of the Forest of Dean Stone Firms Ltd in 1900. The United Stone Firms was formed in 1910 to operate all the major quarries in the Forest, but went into liquidation in 1913. It was re-organised in 1926, but went into receivership again in 1931. Work continued under the receiver until 1939, when the firm was acquired by the Forest of Dean Stone Firms Ltd who still operate the largest quarry. Until recently, a large crane was used to lift stone blocks from the quarry floor. There are extensive underground workings, and a large area southeast of the present Bixhead Quarry has been quarried over the centuries. The abandoned quarries make good habitats for ferns, and one of them, Spion Kop Quarry a little way down the valley, is a nature reserve.



#### Darkhill Ironworks (8)

These were built in 1818 by David Mushet, a Scottish metallurgist who had originally come to Coleford in 1810 to run Whitecliff Furnace (*see Walk 9*). At Darkhill, he developed a method for producing high-quality iron by direct smelting. In 1845 the works were transferred to his three sons, who, unfortunately, were not on good terms, which led to many problems. Robert became manager, and developed the steel used in the first successful steel railway rail. This was rolled



by the Ebbw Vale Iron Co. and laid in Derby Station in 1857. Its manufacture involved adding spiegeleisen (a type of pig iron rich in manganese and carbon) to the molten iron. Unfortunately, due to lack of funding and poor health, Robert Mushet lost his patent, and the technique was adopted by Henry Bessemer in his Bessemer Converter method. Bessemer later admitted that his success was due to Robert's experimental work, and, at the urging of Robert's daughter, Mary, paid off his debts of £344 14s 10d. Robert went on to develop self-hardening steel, which contained titanium and could be used for making drill bits. To manufacture this he built the

Titanic Steelworks, immediately to the west. However, economic success was still not achieved, and the Titanic Co. was wound up in 1874. Today the Darkhill site is difficult to interpret, due in part to the secrecy with which much of the work was done. The blast furnace and blowing-engine house near the bottom of the site date from the later period of operation. There are also remains of experimental furnaces, as well as brick-making kilns and drying rooms. Little survives at the Titanic Steelworks site.

### Coleford Branch (9)

This originated as the Milkwall (or Darkhill) branch of the Severn & Wye Railway's tramroad, one of about 10 branches. The first section from Parkend to Dark Hill opened not long after the main tramroad, in about 1812. It served stone quarries and collieries around Fetter Hill and Dark Hill, and iron mines at Milkwall. The tramroad remained in use until the Coleford Branch railway was opened to goods traffic on 9 December 1875, and to passenger trains the following month. However, a short section of tramroad to Point Quarry was retained for some time after this. In 1900 there were 5 or 6 daily passenger trains each way on the Coleford Branch, most of which connected with Lydney/Berkeley Road or Lydbrook services at Parkend. Regular passenger services ceased on 6 July 1929, but goods services lasted longer: stone from Whitecliff Quarry (actually situated on the remaining stub of the Coleford Railway, see Walk 9) was carried until 1967.

### Darkhill Colliery (10)

There was a colliery at Dark Hill by 1813 when it was sold to John Hawkins. The gale was confirmed as being awarded to David Mushet in 1841, and by 1847 he had also obtained the neighbouring Shutcastle gale. Dark Hill (or Darkhill) level was close to the S&WR's Milkwall (later Coleford) Branch, and after about 1875 was served by Fetterhill Sidings. It worked the Coleford High Delf Seam (6 ft thick here). On Mushet's death in 1847, the colliery, together with his Darkhill Ironworks and Shutcastle Colliery, were put up for auction, but did not sell and passed to his three sons, soon being held by David Mushet (Jr) alone. Darkhill was worked intermittently thereafter, only 4206 tons of coal being produced in 1880. It was bought by Thomas Bennett Brain in 1899. Little work seems to have been done after his death in 1914, although the gale continued to be worked from several adjoining gales. Nearby was Darkhill Brickworks, which were also owned by Mushet in 1841. A brickworks at or near the same site was owned by Messrs Wanklyn and Grindle from the mid-1850s until about 1900. There were also stoneworks here, using stone from local quarries. E. Turner and Sons operated one in the early 20th century, and Thomas Pullen owned one from 1920 until at least the 1950s, after which it was taken over by Simpsons.

### Hopewell Engine Colliery (11)

There was a colliery here in 1836, when Thomas and James Bennett (presumably the lessees) applied to erect a steam engine at 'Hope-Well Pit', although the gale had been held by James and Robert Morrell since 1822. The pit was open in 1863, and a connection was made with the S&WR's Milkwall (later Coleford) Branch. Sidings at Fetterhill, laid in 1875, served several collieries, including Hopewell Engine and Darkhill. Like the latter, Hopewell presumably worked the Coleford High Delf Seam, and 4331 tons of coal were produced in 1880. A dispute arose with the S&WR in 1889–90 over workings causing damage to the line. In 1909 the colliery was up for sale, and by 1913 it was owned by the Parkend Deep Navigation Collieries Co. Ltd, who used it simply to protect their other interests from flooding. It was transferred to the Mapelford Colliery Ltd in 1928, but it is uncertain if any more work was done.

### Point Quarry (12)

Sandstone of the Pennant Group has been worked for building stone and other uses for centuries. Point Quarry is one of several in the valley (Quest Slade) between Fetterhill and Parkend, others being on Birch and Bostonbury Hills. It was owned by Edwin Payne in the 1870s and Richard and Juliana Payne in the 1890s, the family firm dating back to 1760. A new company, E.R. Payne & Son, was set up in 1905, and a well-equipped stone works was opened in the quarry soon after. The Paynes also had quarries at Dark Hill, Wimberry, Bixhead, and Barnhill. Sidings were provided when the S&WR's Coleford Branch was opened in 1875, although there had been a tramroad connection to Parkend since about 1812. Like many others, Point Quarry was taken over by the United Stone Firms Co. Ltd in 1910, but seems to have closed by 1939, although some stone may have been quarried after WW2. A few stone blocks and remains of the loading wharf survive, but the quarry is much overgrown. The stone-lined tramroad tunnel under the Coleford Branch trackbed is in good condition

### Nagshead Nature Reserve (13)

This reserve, run by the RSPB, covers 435 acres, more than half of which is covered by oak trees planted in the early 19th century for use in naval ships. A wide variety of breeding and visiting birds can be seen at different times of the year, notably blackcaps, bullfinches, crossbills, dippers, goldcrests, grey wagtails, nuthatches, pied and spotted flycatchers, redstarts, redwings, siskins, tits, treecreepers, wood warblers, and woodpeckers. Buzzards and goshawks may be seen circling overhead. The reserve is also home to many species of reptiles (lizards, adders, slow worms, grass snakes), amphibians (frogs, toads, and newts), butterflies, and dragonflies.

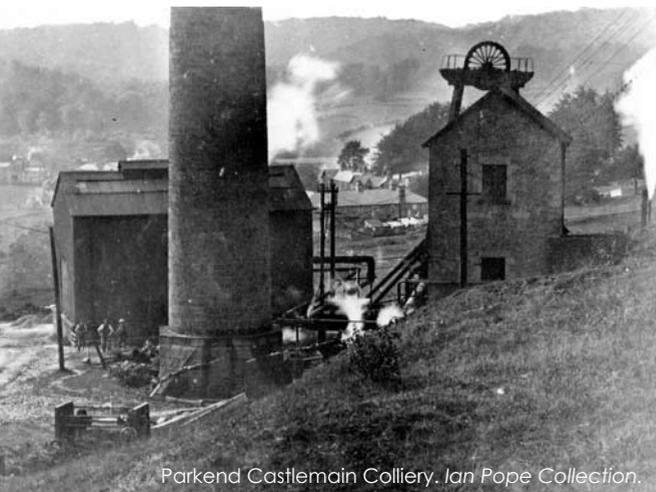
### Western Lode (14)

After excessive timber felling by Sir John Wynter in the mid-17th century, the Dean Forest (Reafforestation) Act of 1668 allowed the enclosure of 11 000 acres, divided into six Walks, each with a lodge, which housed a keeper (*see Walk 5*). Further problems continued throughout the 18th century, resulting in a new Enclosure Act in 1808. This allowed construction of 24 new lodges, and several more were built later in the 19th century. Western Lodge is a typical example.

### Venus and Jupiter Colliery (15)

Venus & Jupiter gale was granted to George and James Baldwin in 1841, who sold it to Thomas Protheroe and Thomas Phillips. A pit (known at that time as Great Western Colliery) was sunk to the Yorkley Seam (Pennant Group), but little useable coal was found and there were





Parkend Castlemain Colliery. Ian Pope Collection.



Castlemain shaft today.

major problems with water; the gale was surrendered in 1887. The Venus Colliery Co. Ltd was formed in 1895, but also met with little success and the company went into liquidation in 1900, the only coal produced having come from old workings. A siding from the Severn and Wye Joint Railway's Coleford branch was laid in 1895, but was removed around 1903. The gale passed to Princess Royal Colliery Co. Ltd in 1900.

### Parkend (16)

Probably the most typical of the Forest villages, Parkend was once a thriving industrial centre, but is now a peaceful backwater surrounded by woodlands. The parish of Parkend was not founded until 1822, prior to which the area was part of the Royal Hunting Forest. There was an iron furnace, using charcoal, and a forge here in 1612, but Parkend only became an important iron-making centre with the coming of blast furnaces which could use coke made from local coal. A new ironworks was set up in 1799, and much of the present day village was built as a result. The works fell idle in about 1807, but were bought in 1824 by

the management of Thomas Deakin they were soon prosperous again. Working was integrated with that of New Fancy Colliery, the combined output averaging 80000 tons/year in the 1880s. A rail connection was made in 1887 by extending the Furnace branch of the Parkend ironworks (the Parkend Royal branch), which joined the S&WR near Coleford Junction. Parkend had one pumping shaft (Castlemain, 476 ft deep) and two other shafts (Parkend Royal, the deeper being 590 ft). Pumping was carried out by a 72-inch Cornish engine, installed in 1877. The workings were in the Supra-Pennant Group, which includes the 3 ft-thick Parkend High Delf Seam. Although Parkend itself ceased to produce coal in 1929, it remained connected underground to New Fancy to provide an emergency exit, with Castlemain shaft used for pumping and ventilation, until final closure in 1944.

Parkend has a number of interesting buildings. The ironworks engine house (1849) became the first Forestry Training School in 1908, and is now the Dean Field Studies Centre. Castlemain Mill was formerly the colliery offices. St Paul's Church, designed by Richard James and built in 1822, has an unusual octagonal shape. Parkend County Primary School, built in 1822, has a fine Gothic-style window. There are two pubs, the Fountain (late 18th century) and the Woodman. Parkend Station was on the S&WR between Lydney and Lydbrook, which opened to passengers on 23 September 1875. It was the junction for the Coleford Branch, which opened to passengers in January 1876. There were two platforms, with the wooden station building on the down side, and a small shelter on the up. Regular passenger services ended on 6 July 1929, but goods services to Lydney ran until 1976. Happily, it is still possible to travel from Lydney to Parkend by steam train: the volunteer-run Dean Forest Railway operates regular services at popular times (*see Walk 2*). A useful leaflet (Parkend Village Walk, by Keith Webb) is available from the DFR at Norchard.

### Severn and Wye Railway (17)

Originally authorised by Act of Parliament as the 'Lydney and Lydbrook Railway' in 1809, the name was changed to the Severn and Wye Railway and Canal Co. the following year. Two of the original subscribers were Edward Protheroe, who went on to become chairman, and David Mushet, both prominent industrialists. The company opened a 3 ft 6 in. gauge horse tramroad from Lydney to Lydbrook via Serridge Junction in 1810. The main line, together with a number of branches, was built to serve collieries and stone quarries in the area. The southern part of the main tramroad was converted to broad gauge in 1868, and steam locomotives were introduced. A mineral loop line from Tufts Junction, near Whitecroft, to Drybrook Road (*see Walk 5*) was opened in 1872. This served several important collieries, including New Fancy, Lightmoor, Foxes Bridge, and Crump Meadow, as well as other industries. The broad-gauge lines were soon converted to standard gauge, and the first passenger train ran from Lydney to Lydbrook on 23 September 1875. With the opening of the Severn railway bridge in 1879, the company became the Severn and Wye and Severn Bridge Railway. This, in turn, became the Severn and Wye Joint Railway (Great Western and Midland Railways) in 1894. An extension to Cinderford opened in 1900. In that year there were five passenger services each way between Lydbrook Junction and Lydney Town, most of which worked to or from Berkeley Road over the Severn Bridge; additional trains served the Coleford Branch. Regular passenger services from Lydney to Cinderford and Lydbrook ceased on 6 July 1929, although the service from Berkeley Road (on the former Midland Railway's Gloucester-Bristol line) to Lydney Town was only terminated by the collapse of the Severn Bridge in 1960 (*see Walk 4*). Freight traffic generally lasted longer: the Lydbrook branch was closed to goods on 30 January 1956, although there had been little or no traffic for over three years; stone from Whitecliff Quarry was transported over the Coleford Branch until 1967; and the Parkend to Lydney section survived until 1976.

Bicslade Wharf in 1948. Ian Pope Collection.



### Bicslade Wharf (18)

After 1874, when the main Severn & Wye tramroad was abandoned in favour of a standard-gauge railway, traffic from the Bicslade Tramroad was transhipped at Bicslade Wharf, near Cannop Ponds. The main traffic was coal and stone, but this declined in the first half of the 20th century. Stone was moved by cranes erected by the quarry owners, such as E.R. Payne, Turner & Son, and Davis & Sant, and there were still two in situ in the 1940s. The short section of tramroad between Bixslade Stone Works and Bicslade Wharf did not close until the 1950s, and a short section of L-section tramroad rail can still be seen nearby. The wharf is badly overgrown, but large stone blocks, which once held down a tripod crane, can still be seen.

### Cannop Ponds (19)

Cannop Ponds were constructed in the early 19th century to supply water, via a stone-lined leat, to Parkend Ironworks. The water powered a 51ft diameter water wheel, which operated the blast furnaces and forge hammers. The ponds are now an attractive place for walking, picnics, and bird watching, mandarin ducks and other water birds being common here. The mixed plantations in the Cannop Valley include oak, beech, sweet chestnut, Norway spruce, and Douglas fir.

### Forest of Dean Stone Firms Stoneworks (20)

The original Forest of Dean Stone Firms Ltd was formed in 1900 to operate many of the Forest quarries. Further amalgamations resulted in the formation of The United Stone Firms Co. Ltd in 1910. This was eventually acquired by the present Forest of Dean Stone Firms Ltd. The stoneworks were built in 1901 by Messrs E. Turner & Sons of Cardiff, who operated a quarry in Bixslade. Only in recent years has it been modernised with the introduction of computer-controlled stone-cutting saws. Bixhead Quarry is still used as a source of stone by the company. Miles Level, which exits below the stoneworks, is about 4 miles long and drains a large area below Bixslade and Birch Hill.

