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## History

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The history of the site has been traced by reference to various editions of the Ordnance Survey as well as other documents and plans. Selected map extracts are included as Figures 9.1 to 9.6 and the history is outlined below.

- The Fire Insurance Plan, corrected to 1961 (BRO 35033(2)a), provides a good record of the paper mill at that time. Both paper bags and corrugated cardboard are recorded as being manufactured on the site. Smith, Stone and Knight are last listed by the 1972 edition of Kelly's, with 'Dolan corrugated Containers Ltd, corrugated cardboard box mfrs' listed in the 1973 - and final - directory. Dolan's occupied the premises until relatively recently, with West House Transport now on site.
- More recently the various scrap yards, cement depots and other industrial works in the area have been cleared as part of the Bristol Development corporation's brief in the 1980s. Assi Packaging vacated their premises in the mid-1990s and the site itself was cleared soon afterwards.
- All of what is now East Bristol was formerly Royal land attached to the castle and known by the general title of Kingswood. The low-lying area alongside the north bank of the River Avon was called Kings Marsh. Much of Kingswood, including the study area, lay within the parish of Saint Philip and Jacob. Only a relatively small part of the parish was included within the boundaries of the new County founded in 1371, and the present site remained in Gloucestershire until 1835. Wain Brook ran through part of the site on its way from St George to the Avon at Cuckolds Pill.
- Millerd's 1673 map shows the whole area north of Avon Street (Cheese Lane) as fields, although some development is recorded between the road and the river. The revised version of c1712 depicts a glass-cone on the landward side of the road, although probably not on the present site.
- Rocque's 1742 and 1750 maps record a changed picture. Development had taken place on the corner of Avon Street and the north/south leg of Chees (sic) Street. The thoroughfares subsequently to be known as Anvil, Kilkenny and Little Avon Streets has been built up, the last two on one side only. A relic of Kilkenny Street remains as the cobbled road. On the site of the later railway yard was a large pond, Brick Yard Pool, presumably the result of digging for brick clay and which extended for some distance along the west side of the then unnamed Barton Road. Between pond and built-up area was a large open area known as The Brick Fields.
- Donne's 1773 map shows an additional block of buildings on the east side of Little Avon Street, but otherwise adds little, the study area appearing close to the map edge.
- Mathew's 1794 map, accompanying his directory, shows Kilkenny (Street). The sole directory entry for that street is for Richard Riddle, innkeeper, Crown & Anchor, possibly the same building as that surviving adjacent to the site.

- Plumley and Ashmead's 1828 map records a situation little changed from 1794, although it is able to provide more detail, including naming Anvil Lane (Street) and Little Avon Street for the first time. The rectangular block of land to the north of Kilkenny is named Barley Field, occupied by housing and large gardens. A small L-shaped building, possibly a water mill, sits partly astride the course of Wain Brook at the north-eastern extremity of the present site, the watercourse itself not shown between there and Avon Street. Most of the study area is marked as garden, probably in horticultural use, although a small parcel of land fronting Avon Street appears to have been pasture. For the first time, the Jews' Burial Ground is shown with, a short distance to the south, the Brick Yard Pool now reduced to a rectangular area of water adjacent to Cooks Lane (Barton Road).
- The rails of one of the first railways in the country were laid in the early 1800s and ran to the east of the site from the mines on Coal Pit Heath and Kingsdown to a dock on the Avon, now the Floating Harbour.
- The situation had changed little by the time of the survey for the Tithe Award in 1842. Three long parallel buildings had been erected on the formerly open area marked as 'Iron Works' on the map, but described as 'Steam Engine Manufactory' in the apportionment. Henry Stothert had established a company on the site in 1837, with an eye to obtaining work from the Great Western Railway making locomotives. Edward Slaughter joined as partner two years later. Stothert, Slaughter & Co provided 'Arrow', one of the four locomotives available when the GWR opened. Dozens were subsequently produced for GWR, the Bristol & Exeter, Bristol & Gloucester, and other railways. Steam pumping engines were also manufactured. Henry Gruning joined the company in 1856. Mathew's 1858 directory lists 'Slaughter, Gruning & Co, locomotive, marine and stationary engine manufacturers etc', but the name was changed to 'Avonside Engine Co Limited (later Slaughter & Co)' from 1865. By the mid 1870s between 800 and 900 were employed on the site, producing about 50 locomotives annually. At one stage the combined total for all local companies equalled 11% of national production.
- At the end of the 1870s the company ran into financial problems, was rescued, but then forced into liquidation in July 1881. Edwin Walker acquired the company's machinery, patterns and spares in August of the following year, leased part of the former works, and locomotive assembly recommenced. The OS 1:500 plans, surveyed in 1883, show an extensive range of buildings fronting Avon Street, Barton Road, Kilkenny Street and Little Avon Street, with mixed-gauge railway track linking the various parts of the site. At that time the northern part of the study area was occupied by some of the Barleyfields Iron Works. Much later, it was occupied by prefabricated annexe buildings to the Hannah Moore School.
- John Mardon limited moved the Avonside Paper Mills onto part of the site from St Philip's Marsh in the mid-1880s. Street directories list the engine works and paper mill together until 1905. In the previous year Edwin Walker had taken Ronald Murray as a partner, and the input of new capital enabled a move to a new factory at Fishponds, where the company remained until closure in early 1935. The paper mill expanded into the former engine works (OS 1906, 1918). Directories from 1910 list Smith, Stone and Knight at the Avonside Paper Mills. Later editions name them specifically as paper bag makers. From about 1939, H J Heinz & Co are listed at Barton Road, possibly occupying the warehouse later recorded as Crosse & Blackwell's, now the easternmost building on the site.