

# Warwickshire Industrial Archaeology Society

## SITES DATABASE - Industry

To access the photograph album and see a photograph of a site click here and enter the Photo Ref. number

The database is arranged in alphabetical order of Industry

| Site Name                    | Location                                    | NGR          | Industry      | Access | Description   | Ph   |
|------------------------------|---|--------------|---------------|--------|---|------|
| Hearsall Common, Coventry    | COV Hearsall Lane, Coventry                 | 140 SP317786 | Air:Airfield  | A      | Hearsall Common is the location where jet engine inventor Sir Frank Whittle first experienced the power of flight. He flew kites here and saw an aircraft land in 1916. There is an urban myth that the aircraft blew his hat off and a plaque on the common shows this! He lived close by in Newcombe Road.  | 0375 |
| Midland Air Museum           | WAR Coventry Airport, Rowley Road, Baginton | 140 SP355751 | Air:Airfield  | O      | The Midland Air Museum – located adjacent to Coventry Airport – has 45 aircraft on display, some in the hangar, others in the open. The Museum also houses the Sir Frank Whittle Jet Engine Centre, and has a display on the history of aviation in Coventry.   | 0257 |
| Signpost, Birmingham Airport | SOL Outside Terminal 2, Birmingham Airport  | 139 SP183838 | Air:Buildings | V      | Originally located at the entrance to Elmdon Airport, the signpost was moved to its present site in 1985 to commemorate the first-year anniversary of the opening of the new Terminal Building.   | 0209 |
| Terminal Building, Elmdon    | SOL Off A45 Coventry Road, Elmdon           | 139 SP170835 | Air:Buildings | V      | The original terminal building for the Elmdon (Birmingham) Airport by architect Nigel Norman and engineer Sir Graham Dawbarn, opened in 1939. Innovative design with 50 ft. (5m) wing canopies on either side of the round-nosed main structure. Period detailing together with coat of arms of the City of Birmingham. With the opening of the new Terminal in 1984 the original terminal concentrated on freight transport. | 0208 |

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| Aircraft Hanger, Kineton | STR Near 'New Farm',<br>Kineton | 151 SP345519 | Air:Buildings   | P      | In the 1930s the then Lord Willoughby de Broke was an aviator and used a field near Kineton as a private landing ground. Although the date that the landing ground was first used is not known, Lord Willoughby is known to have hosted a flying display at Kineton on the 23rd July 1932. An original wooden hanger was replaced by the following structure in the late 1930s. A steel framed building in two bays originally giving clear floor area of about 40 ft. (12m) by 30 ft. (9m) deep. The remaining wall cladding is galvanised corrugated iron but the roof is corrugated asbestos sheeting. The hanger has four sliding doors 10ft. (3m) wide and high, hung from one of two overhead rails that extend beyond the hanger to be terminated on fabricated rivetted steel 'A' frames. This arrangement allows the doors to be fully retracted from the hanger entrance and thus maximise the width of the access. Across the hanger the door gear is protected by a weather shield but beyond the hanger the rails are exposed. A small side door gives access for personnel without the need to open the main doors. On this door a nameplate gives the manufacturer as 'Boulton and Paul Ltd. of Norwich'. | 0430 |
| Nelson Club, Warwick     | WAR Charles Street,<br>Warwick  | 151 SP295656 | Animal:Gelatine | V      | A Club provided by George Nelson Dale & Co. (gelatine manufacturers) for its workers and their families, opened in 1883. Designed by Frederick H. Moore, it included a theatre/dining hall, library and reading room plus billiard room, bagatelle room and amusement room. Now much changed internally, the frontage to Charles Street remains largely intact. Attractive red brick two storey building with brick and terracotta detailing, including 'AD 1882' and 'THE NELSON CLUB'. Still functions as a club.  | 0161 |

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| Nelson Village Housing | WAR Charles Street & All Saints Road, Warwick | 151 SP295659 | Animal:Gelatine | V      | Housing built by George Nelson Dale & Co. (gelatine manufacturers) for its workers and managers at the end of the 19th century. Interesting cement block construction. Managers' housing located in road now known as All Saints Road (previously Charles Street)   | 0159 |
| Nelsons Gelatine Works | WAR Wharf Street, Warwick                     | 151 SP293657 | Animal:Gelatine | V      | Some of the remaining buildings of what were the extensive works of George Nelson Dale & Co., gelatine manufacturers at Emscote Mills, Wharf Street, Warwick bounded to the north by the Warwick & Napton (now Grand Union) Canal. The firm was founded in 1837, moved to Emscote in 1841 and was in production until 1972. The various buildings are now used for a mix of light industrial and commercial purposes.   | 0160 |
| Horn Comb Factory      | WAR Castle Hill, Kenilworth                   | 140 SP281724 | Animal:Horn     | P      | The attics of a number of properties on the north side of Castle Hill (New Row ), Kenilworth were used in connection with the horn-comb industry. Horn-comb manufacturers were reliant upon a supply of animal horn from slaughterhouses. The horn was soaked for two months then boiled for at least an hour to soften them. After trimnming, the horn would be split longitudinally before being flattened between hot iron plates. The next stage involved smoothing and polishing. The 1841 census shows that out of 22 properties, 15 were occupied by persons employed in the horn-comb industry. There wasa horn-comb factory at 58 High Street. | 0436 |

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| Wall Crane, Roebuck Inn Wk.     | WAR Priory Road, Warwick                   | 151 SP286651 | Bldgs. Ancillary | A      | A wall crane mounted on the rear wall of the Roebuck Inn in Priory Road, Warwick. To service a hay loft. A 'gallows' type structure with a horizontal beam with pulley at the outer end which is bracketed from a vertical pivoted member mounted adjacent to the brick wall of the building. Supported by a digonal member. On the right hand side of and adjacent to a doorway at first floor level.                | 0364 |
| Forge & Blacksmith, Kenilworth  | WAR 200, Warwick Road, Kenilworth          | 140 SP292710 | Bldgs:Ancillary  | V      | Former forge and blacksmith.  | 0446 |
| Locke & England Pillars         | WAR 12 Guy Street, Leamington Spa CV32 4RT | 140 SP318661 | Bldgs:Ancillary  | O      | Cast iron supporting pillars manufactured by W. Glover & Sons of Warwick. Located inside the rear of the building which may have been used for garaging or a coach house in the past. Visible anytime the auction house is open to the public.  | 0366 |
| Stoneleigh Abbey Ice House No.2 | WAR Stoneleigh Abbey, Stoneleigh           | 140 SP319713 | Bldgs:Ancillary  | P      | A second ice house constructed close to the abbey building and used to store ice locally. The main ice house on the Repton Walk is a considerable distance away. Stone construction (date unknown, possibly Georgian) and tunnel shaped under grass, earth and trees. Thought to have been used as an air raid shelter in WWII, the entrance sealed up in c.1958. Please note: in private grounds and not accessible. | 0464 |

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| Goldfinger House           | SOL Cranmore Boulevard,<br>Solihull      | 151 SP129775 | Bldgs:Architectural | V      | Former offices of Carr Protective Paper Co. built in 1955 adjacent to the factory and intended as a prestigious headquarters for the company. Notable because of the architect Erno Goldfinger and the building is reagrded as the first of Goldfinger's 'mature phase'. It has 'a clean crisp design, with a rhythm created by the regularity of its grid construction, expressed through the concrete frame and piloti,' Various occupants since the demise of the company, wth the Chartered Institute of Payroll Professionals (CIPP) currently in residence. | 0204 |
| Research Building, Shirley | SOL Stratford Road,<br>Shirley, Solihull | 139 SP126774 | Bldgs:Architectural | V      | Originally built as the Research Centre for Lucas Industries in 1965 to the design of Clifford, Tee and Gale. It is a two storey building constructed in concrete, glass and brick, with a sweeping elongated front elevation, complemented by a projecting circular canopy with a flat conical roof resting on slender supports. Impressive internal design as well, with murals by George Mitchell. The landscaping was reputedly designed by Sylvia Crowe, an acknowledged expert in her field. The building is now (2015) occupied by TRW Automotive.         | 0205 |
| Cast Iron Columns          | STR Ashorne Hill Farm,<br>Ashorne        | 151 SP303586 | Bldgs:Architectural | V      | Cast iron classical style columns by Glovers of Warwick on a Dutch barn at Ashorne Hill Farm, Ashorne.  | 0395 |
| Kendalls Mill, Stockton    | STR Station Road, Stockton               | 151 SP446644 | Bldgs:Architectural | V      | Established by the (farming) Kendall family, it served the surrounding, mainly rural, community, utilising road, canal and railway connections. The mill dealt in coal and a range of agricultural goods including the processing of grains. The building continues this basic function today, serving as a Countrywide Store. It has been much altered but the upper floors contain evidence of its former life and the protruding hoist is a distinctive feature of the building.   | 0330 |

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| Cob Wall, Claverdon                      | WAR Wheelbarrow Lane, Claverdon           | 151 SP291648 | Bldgs:Architectural | V      | This cob-constructed wall is approximately 72 ft. long , 6 ft. high and 2 ft. wide. A shaped corrugated iron coping with a good overhang is in place to keep the cob dry. This wall is adjacent to a public road (Wheelbarrow Lane) and is quite rare in this part of the county.   | 0461 |
| Corrugated Iron Building, Leamington Spa | WAR Rear of St. Mary's Church, Leamington | 151 SP328652 | Bldgs:Architectural | V      | A corrugated iron building ('Tin Tabernacle') at the rear of St. Mary's Church, Leamington. Constructed of corrugated iron sheeting on a timber frame with matchboard lining. Made and erected by Glovers of Warwick, 1888.   | 0396 |
| St. Barnabas Church, Kenilworth          | WAR Albion Street, Kenilworth             | 140 SP293725 | Bldgs:Architectural | O      | A Victorian 'tin atbernacle' mission church clad in tradinitional corrugated iron material. Formerly known as St. Nicholas Mission Room. Services began in 1886.  | 0382 |
| Stoneleigh Abbey Fountain                | WAR Stoneleigh Abbey, Stoneleigh          | 140 SP320711 | Bldgs:Architectural | O      | Coade stone or Lithodipyra was stoneware that was often described as an artificial stone in the late 18th and early 19th centuries. It was used for moulding Neoclassical statues, architectural decorations and garden ornaments that remain virtually weatherproof today. It was first created about 1770 by Eleanor Coade who ran Coade's Artificial Stone Manufactory, Coade and Sealey and Coade in Lambeth London from 1769 until her death in 1821 after which it was continued to be manufactured by her last business partner William Croggon until 1833.<br><br>The recipe and techniques for producing Coade stone have ben rediscovered by the team at Coade Ltd. who now reproduce a range of Coade sculpture at their workshops in Wilton (Wikipedia) | 0202 |

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| The Old Coffee Tavern, Warwick   | WAR Old Square, Warwick                    | 151 SP281650 | Bldgs:archtectural  | V      | Built in 1880 by Warwick manufacturer and philanthropist Thomas Bellamy Dale as a teetotal venue to counter the temptations for local workmen provided by the public houses in the town. Dale was in partnership with his cousin George Nelson, of Nelson Dale & Co. Gelatine Manufacturers of Warwick. The building was designed by Frederick H. Moore, who also designed the Nelson Club in Charles Street (see photo No. 0161) The building is of brick with terracotta detailing, including the lettering COFFEE TAVERN AD 1880 and two floral panels and other detailing in Arts and Crafts style. After Dale's death it continued as the Dale Temperence Hotel until it was bought in 1936 by Warwickshire County Council and used as the Council's Staff Club. In later years the interior was partitioned for use as office space. In its latest incarnation it was re-opened in 2017 as a restaurant - The Old Coffee Tavern - but this time serving alcohol as well! | 0429 |
| A.R.P. Warden Post, Kenilworth   | WAR The Pound, High St. Kenilworth         | 140 SP285725 | Buildings:Ancillary | A      | The site of A.R.P.Post No. 12 is marked by the brick outline in the flags. Externally 10ft. x 8ft. with a 4ft. square extension forming a defence of the doorway. Essentially a small brick built air raid shelter where Wardens would keep equipment and a telephone. Last in the number chain of 12 posts in Kenilworth. Built October 1939.   | 0404 |
| Iron Railings, St. Mary's Church | WAR St. Mary's Church, Church St., Warwick | 151 SP282650 | Buildings:Ancillary | A      | Iron railings located on both sides of the small door north of the main entrance to the church. Both sets of railings have a built in boot scraper.  | 0413 |

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| Royal Pump Rooms,<br>Leamington Spa | WAR Victoria Terrace,<br>Leamington Spa | 151 SP318655 | Buildings:Architectur | O      | The New Pump Rooms and Baths were opened in 1814 to take advantage of the rising tide of visitors wanting to enjoy the benefits of 'taking the waters' of the expanding town of Leamington. It was the largest of several spa baths built in the town, but the only one north of the River Leam. Despite the fall in popularity of such treatments from 1850, the landmark Royal Pump Rooms managed to survive as local investors refurbished the building in the 1860s with the addition of a Turkish bath and a swimming pool. A further swimming pool was added in 1890 (see photo entry 0040) and treatments developed further in the twentieth century (e.g. physiotherapy and hydrotherapy). Despite various changes to the building, the core remains to this day and, after closure, it was converted in the 1990s to a cultural centre that includes Art Gallery, Museum and Library. Part of the Museum's display presents a history of the Pump Rooms. | 0415 |
| Cosford Aqueduct                    | RUG Oxford Canal NE of<br>Rugby         | 140 SP503771 | Canal:Aqueducts       | A      | Dating from about 1834 and built when the line of the Oxford Canal was being straightened. Carries the canal over a road. An iron trough 15ft wide spanning 23ft 6in, supported by four segmental cast iron arch ribs (renewed in 1991).  | 0019 |
| Bearley Aqueduct                    | STR Near Bearley,<br>Warwickshire       | 151 SP162609 | Canal:Aqueducts       | A      | The second longest cast iron aqueduct in Britain. 14 spans of about 34ft. with a total length of 498ft. The waterway is carried in a cast iron trough with the towpath alongside level with the base of the trough. Engineer William Whitmore, completed in 1816.   | 0009 |
| Wootton Wawen Aqueduct              | STR Over A3400 road at<br>Wootton Wawen | 151 SP159630 | Canal:Aqueducts       | A      | The second largest of three similar aqueducts on the Stratford Canal. Cast iron trough made up of twelve sections with bolted joints. Towpath level with base of the trough. Engineer William Whitmore October 1813.  | 0030 |

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| Yarningale Aqueduct         | STR On Stratford Canal adjacent to Lock 34, Yarningale Common                                  | 151 SP184664 | Canal:Aqueducts | A      | The smallest of the three cast iron aqueducts on the southern section of the Stratford Canal and, unusually, situated immediately adjacent to a lock. Structurally identical to Wootton Wawen and Bearley aqueducts with a cast iron trough. Ironwork by Horseley Company. Dates from 1834, built to replace an earlier aqueduct destroyed in a flood.   | 0031 |
| Avon Aqueduct               | WAR Over River Avon on Warwick & Napton Canal  | 151 SP301655 | Canal:Aqueducts | A      | Carries the canal over the River Avon about 30ft above normal river level. Three masonry arches of 43ft span dating from about 1798. Built by Benjamin Lloyd, Moses Wilson (masons) and John Docker and Thomas Wilson (carpenters). Engineer William Felkin until 1796 then Charles Handley.   | 0042 |
| Leamington Aqueduct         | WAR On Warwick & Napton Canal where it passes over the GWR line between Leamington and Warwick | 151 SP303653 | Canal:Aqueducts | V      | A cast iron aqueduct built by the Great Western Railway to carry the Warwick & Napton Canal over their line. Water is retained in a cast iron trough which is supported by six cast iron arches of unusual design. The ribs are cast as double cantilevers which engage with lugs cast on the bottom of the trough. Towpath is carried on external brick arches. Contractors were Peto and Betts and it was completed in 1852. | 0035 |
| Bridge No. 1 Coventry Basin | COV Coventry Canal Basin   | 140 SP333796 | Canal:Bridges   | A      | Built in 1769 but altered subsequently as shown by the changes in brickwork. Interesting because it has no towpath, designed for security reasons to prevent public access from the towpath of the canal. Originally boats were not allowed to moor inside the basin at night and at dusk a floating beam was locked into position on the northern side of the bridge.   | 0350 |

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| Hawkesbury Junction Bridge   | NUN Hawkesbury Junction, Bedworth        | 140 SP363846 | Canal:Bridges   | A      | This relatively large bridge carries the towpath of the Coventry Canal over the entrance to the Oxford Canal. Erected in 1837 with a single cast iron arch of 60ft. span. Engineer John Sinclair, ironwork cast by Handysides of Derby.  | 0012 |
| Oxford Canal Bridges 45 & 48 | RUG Oxford Canal near Newbold, Rugby     | 140 SP481779 | Canal:Bridges   | A      | The left hand bridge - No. 48 Falls Bridge- carries the B4112 road over the Oxford Canal. The right hand bridge - No. 45 - takes the towpath over the disused Newbold Arm of the original course of the canal built in the 1770s which was kept open for a period to Newbold Wharf. It is a cast iron arch bridge cast by the Horseley Company and erected during the straightening of the liline of the canal in the 1830s. | 0181 |
| Rugby Wharf Junction Bridge  | RUG Rugby Wharf Junction, Newbold, Rugby | 140 SP502770 | Canal:Bridges   | V      | A cast iron bridge carrying the towpath of the Oxford Canal over the Rugby Wharf arm. Built in the period 1829-34 when the Oxford Canal was re-aligned to shorten the line from the 1773 route. Cast by the Horseley Ironworks.  | 0292 |
| Oxford Canal Towpath Bridge  | STR Fenny Compton 'Tunnel'               | 151 SP433524 | Canal:Bridges   | A      | Bridge No. 137A was built following the opening out of the tunnel on the Oxford Canal at Fenny Compton. It is a cast iron arch bridge which transfers the towpath across the canal. Semi-elliptical arch of 26ft 9in span formed from two half arch ribs on each side with a central bolted joint.   | 0026 |
| Yarningale Cmn. Lock Cottage | STR Stratford Canal Yarningale Common    | 151 SP183663 | Canal:Buildings | V      | Known as Bucket Lock Cottage, this is one of small number of (unique?) barrel-roofed lock-keeper's cottages on the southern section of the Stratford upon Avon Canal. The barrel-roof reputedly derives from the experience of building arch bridges on the canal. A private house, it has been much altered and extended.   | 0318 |

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| Canal House, Coventry Canal Basin | COV Coventry Canal Basin       | 140 SP333796 | Canal:Buildings | V      | Probably built in the 1840s to replace an earlier house which was demolished to provide new access to the basin via Drapers Field bridge. The house was used by successive canal managers. Now occupied by a children's nursery.   | 0349 |
| Canal Warehouses, Coventry Basin  | COV Leicester Row, Coventry    | 140 SP333795 | Canal:Buildings | V      | Warehouses serving the Coventry Canal Basin with roadside access from Leicester Row. The extensive frontage was built over the period 1787 to 1914 in four stages, reflected in the different styles, scale and roof heights. All in brick with slate roofs with interesting variations in arch entrances and windows. Warehouse at the southern end has COVENTRY CANAL BASIN painted on its front whilst the next door building has COVENTRY CANAL WAREHOUSE on the gable. Now converted for a variety of uses. | 0351 |
| Bridge Cottage, Hartshill         | NOR Apple Pie Lane, Hartshill  | 140 SP329952 | Canal:Buildings | V      | Bridge Cottage adjacent to Bridge 31 on the Coventry Canal is part of Hartshill Canal Maintenance Yard. Built of purple-blue brick, the cottage is 2-storey to the road but 3-storey to the canal. On the canal side there is a wide low basket-arch which previously gave access to the wharf. It is now blocked off. Plaque on the cottage reads 'Take Notice: This bridge is insufficient to carry any weight beyond the ordinary traffic of the district. G.F.Twist Clerk to the Company. February 1892'     | 0106 |
| Hartshill Maintenance Yard        | NOR Atherstone Road, Hartshill | 140 SP328952 | Canal:Buildings | V      | Maintenance yard on the Coventry Canal with covered dock and workshops in blue-purple brick, together with a distinctive clock tower. Canal side crane.  | 0104 |
| Hillmorton Yard                   | RUG Oxford Canal, Hillmorton   | 140 SP538745 | Canal:Buildings | V      | Hillmorton Yard contains a number of features that typify the work of a small canal yard. In particular the dry dock and boatbuilders' facilities, various ancillary buildings and a former engine house maintain the scale and atmosphere of this important canal location.   | 0316 |

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| Preston Bagot Lock Cottage   | STR Stratford Canal,<br>Preston Bagot                              | 151 SP177656 | Canal:Buildings | V      | One of a small number of (unique?) barrel-roofed lock-keeper's cottages on the southern section of the Stratford upon Avon Canal. The barrel roof reputedly derives from the experience of building arch bridges on the canal. A private house, it has ben much altered and extended.   | 0317 |
| Kingswood Junc. Lock Cottage | WAR Kingswood Junction,<br>Lapworth                                | 139 SP186708 | Canal:Buildings | V      | One of small number of (unique?) barrel-roofed lock-keeper's cottages on the southern section of the Stratford upon Avon Canal. The barrel-roof reputedly derives from the experience of building arch bridges on the canal. Located at the start of the southern section it is now a private house.  | 0320 |
| Lapworth Lock Cottage        | WAR Dick's Lane Wharf,<br>Lapworth                                 | 139 SP186699 | Canal:Buildings | V      | One of a small number of (unique?) barrel-roofed lock-keeper's cottages on the southern section of the Stratford upon Avon Canal. The barrel-roof reputedly derives from the experience of building arch bridges on the canal. An integral part of Dick's Lane Wharf, it is now a private house, much altered and extended.   | 0319 |
| Lock Keeper's Cottage        | WAR Old Budbrooke Road,<br>Budbrooke, Warwick                      | 151 SP266855 | Canal:Buildings | V      | The lock keeper's cottage at the bottom of Hatton Lock flight   | 0305 |
| Lengthman's Canal Cottage    | WAR Adjacent to Lock 31,<br>Stratford on Avon<br>Canal, Lowsonford | 139 SP188677 | Canal:Builings  | V      | The best example of one of the six barrel roofed Lengthman's cottages on the Stratford upon Avon Canal. Dates from 1812 and formerly occupied from 1926 by Ned Taylor, a canal employee who resided there for around 80 years. Currently a holiday let by the Landmark Trust. In 2015 a modern iron sculpture by Sir Anthony Gormley was placed next to the nearby Lock 31. | 0309 |

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| Atherstone Locks | NUN Atherstone                    | 140 SP300893 | Canal:Locks | A      | A flight of 11 locks on the Coventry Canal, with 5 concentrated in Atherstone town centre. The locks are unusual because they have sideponds to assist in the conservation of water. Some of these have been filled in, others no longer function, but the pond adjacent to lock 6 can still operate with paddle gear intact.   | 0273 |
| Sutton Stop Lock | NUN Hawkesbury Junction           | 140 SP360846 | Canal:Locks | A      | Sutton Stop Lock is a narrow lock situated near Hawkesbury Junction Basin. It was built to prevent the Oxford Canal losing water to the Coventry Canal at the junction. The fall of the lock is only 7 inches. The original lockkeepers were the Sutton family from which the lock is named.  | 0362 |
| Hillmorton Locks | RUG Oxford Canal, Hillmorton      | 140 SP537745 | Canal:Locks | A      | Opened in 1790, congestion on the Oxford Canal initiated the construction of a duplicate set of the three locks at Hillmorton in 1840. This created three pairs of two parallel narrow locks. The intention was that the locks would act as mutual side ponds, thereby saving water. Although no longer operational, the winding gear between the locks can still be seen.  | 0315 |
| Knowle Locks     | SOL Off Knowle to Kenilworth road | 139 SP189761 | Canal:Locks | A      | A flight of five locks which are 14 ft. wide. Locks have side ponds (now silted up) and intermedaite pounds. These lower the Warwick & Napton Canal (now Grand Union) 42 ft. from the summit height to 90m AOD (295 ft.). The original narrower 7 ft. locks can still be seen next to the wider locks. They were established in 1793 by Act of Parliament and in use by 1799. The wider locks were built in the early 1930s. A signpost reads: London 124 miles/Birmingham (Gas Street Basin) 13 miles. | 0166 |

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| Hatton Locks              | WAR Grand Union Canal near Hatton      | 151 SP250665 | Canal:Locks      | A      | A flight of 21 locks which lowers the Warwick & Birmingham Canal (Grand Union) 147ft into the Avon valley. Originally built 1799 as narrow locks. Widened in 1932-34 for 14ft wide boats. The original lock chambers have been retained in most cases as overflows.  | 0032 |
| Seeswood Reservoir        | NOR B4102 road, Nuneaton to Fillongley | 140 SP329905 | Canal:Reservoirs | V      | An early canal reservoir, probably the earliest when built in 1764. Supplied water to the private canal system at Arbury Hall built by Sir Roger Newdigate. Unusually there is a (later) lock through the embankment to allow boats to enter the reservoir. (Lock now disused and forming the spillway.)   | 0004 |
| Earlswood Lakes Reservoir | STR Earlswood                          | 139 SP113742 | Canal:Reservoirs | A      | Three pools which form a canal reservoir designed and built by Thomas Baylis for the Stratford Canal. Windmill Pool, Engine Pool and Terry's Pool. Windmill and Engine pools are retained by an earth dam 1,400ft long and 20ft high. A feeder channel runs from the dam to the canal. Top water level is only a few inches above the canal water level. The brick building at the north-east end of the dam housed a beam pumping engine installed in 1823 which worked until 1936. | 0024 |
| Napton Reservoir          | STR Napton Junction, Grand Union Canal | 151 SP466629 | Canal:Reservoirs | A      | A canal reservoir at the junction between the Grand Union Canal (Warwick & Napton Canal) and the North Oxford Canal. It is used to store excess water from the North Oxford Canal to supply water to the Grand Union Canal on its way down to Leamington Spa. Used as a fishery and in the past by Automotive Products Sports and Social Club as its Dinghy Sailing Club water. Old winch and concrete slipway remain.   | 0365 |

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| Arbury Hall Canals           | NUN In the grounds of Arbury Hall, Nuneaton    | 140 SP366883 | Canal:Routes | O      | A network of private canals built by Sir Roger Newdigate starting in 1770. Seven separate canals can be identified including a link to the Coventry Canal together with the Griff Hollows Canal (1785-7). 13 locks on the system which extended for about 6.25 miles. The triple lock on the Arbury Upper Canal was Y-shaped with two sets of upper gates. Traces of the canals remain. | 0018 |
| Hawkesbury Junction Basin    | NUN At junction of Coventry and Oxford canals. | 140 SP363846 | Canal:Routes | A      | A basin situated at the junction of the Coventry and Oxford canals requiring a sharp U turn between the canals. Greyhound Inn at canalside. Stop lock on Oxford Canal just to the north of the basin. Junction originally sited about 1 mile south.   | 0072 |
| Oxford Canal Rugby Wharf Arm | RUG Newbold, Rugby                             | 140 SP501767 | Canal:Routes | V      | The Rugby Wharf Arm is 2 furlongs long and is now a dead end with a winding hole and joins the Oxford Canal at Rugby Wharf Arm Junction. Once the main line of the canal, it went as far as Newbold before turning north to join the present alignment of the canal by Newbold Quarry. Built 1773 but altered to an arm in the 1830s.   | 0293 |
| Kaye's Arm W. & N. Canal     | STR Long Itchington                            | 151 SP422642 | Canal:Routes | V      | An arm of the Warwick and Napton Canal serving Kaye's cement works in Long Itchington. It pre-dates the Marton Junction-Weedon railway from which also served the works. The arm is now used for as mooring for a range of residential and commercial boats, but beyond the railway bridge it is still possible to see the head of the arm as it enters the cement works site.          | 0272 |
| Nelson's Arm G. Union Canal  | STR Stockton                                   | 151 SP442649 | Canal:Routes | V      | A canal arm previously serving Nelson's Lime and Cement Works. Currently (2016) undergoing major excavation and restoration by Willow Wren Training. The former route of the Marton Junction to Weedon railway line passes over the arm.  | 0325 |

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| Kingswood Canal Junction   | WAR Lapworth  | 139 SP185708 | Canal:Routes  | A      | The site of a 250 yard Link Canal built in 1803 to connect the Stratford upon Avon Canal to the Warwick & Birmingham (now Grand Union Canal). Originally the Link was accessed through a lock off the Stratford Canal to hold back water. It is now accessed through a cutting to a lower level basin. On this site are also examples of split bridges, two small reservoirs, maintenance and toll buildings and a barrel roofed lock ottage.   | 0064 |
| Newbold Canal Tunnel (Old) | RUG Adjacent to the church yard of St. Botolphs Church, Newbold | 140 SP484770 | Canal:Tunnels | V      | The bricked up south portal of the disused tunnel of the Oxford Canal. Situated in a field adjacent to the church yard of St. Botolph Church in Newbold. Part of the original route of the Oxford Canal engineered by James Brindley until his death in 1772 (succeeded by Samuel Simcock) which followed the contours of the ground. The tunnel was 125 yards long with a towpath built out from the wall with the water passing beneath. The tunnel was abandoned when the line of the canal was straightened in the 1830s. (See also Newbold Canal Tunnel Portals (0178 & 0179). | 0180 |
| Newbold Tunnel E. Portal   | RUG Newbold, Rugby  | 140 SP487774 | Canal:Tunnels | V      | This tunnel was built in the 1830s when to route of the Oxford Canal was shortened by Charles Vignoles by 14 miles from that built by James Bridley. Earthworks were carried out by George Watson and then Charles Dutton and Thomas Hough laid the bricks in the new tunnel in 1833. The tunnel has two towpaths and is 204 yards long. The Resident Engineer was John Ferguson and the Company Engineer was Frederick Wood.   | 0178 |
| Newbold Tunnel W. Portal   | RUG Newbold, Rugby  | 140 SP485775 | Canal:Tunnels | V      | The west portal of Newbold Canal Tunnel. Built during the straightening of the Oxford Canal in the 1830s. The tunnel is 204 yards long and 24 ft. wide with a towpath on both sides. For further details see Newbold Canal Tunnel W. Portal (0178)  | 0179 |

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| Fenny Compton 'Tunnel' | STR On Oxford Canal 1 mile E of Fenny Compton      | 151 SP438523 | Canal:Tunnels | A      | The Oxford Canal originally passed through a shallow tunnel 1,138yd long. In1838-40 it was partially opened out to leave two short tunnels. In 1866-69 the remaining tunnels were opened out. The Engineer for the later work was Richard Gillett and the contractor was William Death.                                 | 0048 |
| Shrewley Canal Tunnel  | WAR On Warwick & B'ham Canal, Shrewley             | 151 SP213673 | Canal:Tunnels | A      | A 443 yard long canal tunnel under the village of Shrewley completed in 1799. At the west end the towpath, rising from the side of the deep cutting, passes through a short tunnel of its own high above the canal. The towpath tunnel is 175ft long on a steeply rising gradient. A very rare, if not unique, feature. | 0038 |
| Coventry Canal Basin   | COV Bishop Street, Coventry                        | 140 SP333796 | Canal:Wharves | A      | A canal basin at the termination of the Coventry Canal in Coventry. A twin basin completed in 1769 with a mix of older features and modern redevelopment. The former includes weighbridge office, crane, coal storage vaults and canal-side wharves with canopies.  | 0001 |
| Canal Boat Rudder      | WAR Saltisford Canal Basin, Birmingham Rd. Warwick | 151 SP273656 | Canal:Wharves | O      | The rudder from a Warwick & Napton Navigation Company narrow boat found during dredging at Saltisford as part of the restoration of the Saltisford Arm to navigation.   | 0385 |
| Saltisford Canal Basin | WAR Birmingham Road, Warwick                       | 151 SP273656 | Canal:Wharves | O      | Officially opened in 1799, the Warwick & Birmingham Canal terminated in the town of Warwick, serviced by the Saltisford Wharf. Derelict for many years, now restored by the Saltisford Canal Trust Ltd.   | 0384 |

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| Ashwin's Warehouse       | STR Union Street,<br>Stratford upon Avon | 151 SP201550 | Commercial:Retail | V      | An extensive warehouse occupying much of the western side of Union Street and the corner of Guild Street. A fine 3-storey red, blue and yellow brick building, with stone facing, it seems to have been built in several stages with the changes in red brick colours in different sections of the building. Two broad entrances on Guild Street capable of receiving carts/vehicles. Ashwin's were general merchants, trading, for example in 1873, in 'Agricultural Implements, Corn, Seed & Oil Cake', and provided valuable commercial facilities to traders on Stratford's canal, river and roads. Now occupied by a number of different businesses. | 0287 |
| Sheldon's Wine Warehouse | STR New Street, Shipston<br>on Stour     | 151 SP258404 | Commercial:Retail | O      | Edward Sheldon Wine Merchants have been trading in Shipston-on-Stour since 1842. Richard Badger, who started the business, passed the reins to his nephew, Edward Sheldon in the late 1850s. The firm experienced considerable expansion in the late 19th. century supplying wines to many parts of the Empire, and the business continues to this day. Interesting stone and brick building with 12,000 sq. ft. of original cellars (occasionally open for public tours) and engraved stone 'SHELDON WINE MERCHANTS' above the New Street entrance.  | 0286 |

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| Copeswood Grange, Coventry   | COV Stoke, Coventry                    | 140 SP365785 | Comms.Telephone | V      | A grand three storey red brick mansion with stone detailing and a prominent porch and entrance. Built in 1872 for the wealthy silk ribbon weaver James Hart, passing on to Sir Richard Moon of L.N.W.R. fame before eventually being bought by Peel Connor - later GEC - in 1921 as a club and hostel for its employees. It gained a reputation for the excellence of its facilities. Continued as a club through company changes GPT and Marconi until the demise of the company and the demolition of the site. Copsewood Grange remained but was subject to a series of arson attacks and is now in poor condition. Its future is uncertain with the development of the GEC site for housing. | 0173 |
| Pillar Box, Shirley          | SOL Dog Kennel Lane, Shirley, Solihull | 139 SP129771 | Comms:Postal    | A      | A cast iron pillar box, mid 18th century. Fluted column on base, tapered towards the top. Band on top marked VR and POST OFFICE, with royal crests. Manufactured by Smith and Hawkes Ironfoundry, Broad Street, Birmingham   | 0158 |
| Post Box, Ratley             | STR West End, Ratley                   | 151 SP368479 | Comms:Postal    | A      | Edward VII (1901-1910) post box, West End, Ratley. Quite rare with an extremely small slot for letters. Attached to a telegraph pole. Makers name not visible.   | 0422 |
| Pillar Box, Eastgate Warwick | WAR Eastgate, Warwick                  | 151 SP284650 | Comms:Postal    | A      | Cylindrical Pillar Box cast in 1856 at Smith & Hawkes Eagle Foundry Broad Street, Birmingham. Fluted cast iron with vertical aperture marked 'LETTER BOX'. Round cap embossed on each side with POST OFFICE VR with crown between the initials and a conical top, Similar version at Westgate, Warwick (q.v.)  | 0171 |

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| Pillar Box, Westgate, Warwick | WAR Westgate, Warwick                           | 151 SP280647 | Comms:Postal    | A      | Cylindrical Pillar Box cast in 1856 at Smith & Hawkes Eagle Foundry, Broad Street, Birmingham. Fluted cast iron with vertical aperture marked 'LETTER BOX'. Round cap embossed on each side with POST OFFICE VR with crown between the initials and a conical top. Similar version at Eastgate, Warwick (q.v.).                       | 0172 |
| Stoneleigh Abbey Post Box     | WAR Stoneleigh Abbey, Stoneleigh                | 140 SP321713 | Comms:Postal    | A      | A Victorian post box with vertical letter posting slot and VR casting on the front. Manufactured by Handyside & Co. of Derby and London. Located at the rear of the former riding school.   | 0438 |
| Victorian Post Box            | WAR The Stone House, High Street, Kenilworth    | 140 SP284725 | Comms:Postal    | A      | Small Victorian cast metal post box built into the garden wall of The Stone House in High Street. The post box was manufactured by W.T.Allen & Co. of London.   | 0405 |
| Victorian Post Box 2          | WAR Fieldgate Lane, Kenilworth                  | 140 SP285730 | Comms:Postal    | A      | A small Victorian cast metal post box built into a garden wall in Fieldgate Lane near to Upper Spring Lane, Kenilworth. The post box was manufactured by W.T.Allen & Co. London. Although similar in appearance to the VR post box in nearby High Street, there is a significant difference in the design of the opening for letters. | 0406 |
| Telegraph Cable Marker        | WAR St. Nicholas Church Street, Warwick         | 151 SP285648 | Comms:Telegraph | A      | One of a series of (Victorian) telegraph cable markers in the centre of Warwick indicating the early existence of a telegraph system in the town. Cast iron, set in the wall at ground level and marked 'V (crown) R' with 'ft in' beneath. Originally identified and researched by WIAS member John Brace.                           | 0231 |
| Telegraph pole stump          | WAR Between Emescote and Coventry Road, Warwick | 151 SP293658 | Comms:Telegraph | A      | Stump of one of the poles erected by the United Kingdom Telegraph Company for its London to Birmingham telegraph in the early 1860s. One of many stumps to be found alongside the canal towpath between Emescote and Coventry Road, Warwick.  | 0393 |

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| GEC Midland Bank Branch               | COV 74, Crescent Avenue,<br>Coventry                            | 140 SP361787 | Comms:Telephone | V      | One of the few remaining buildings of the GEC site. Originally a wireless laboratory, but for many years served as the Midland Bank branch for GEC employees. Now the home of T.S.Coventry Sea Cadet Corps.  | 0214 |
| Old Nail Factory, Earlsdon            | COV Moor Street,<br>Earlsdon, Coventry                          | 140 SP318781 | Cycles          | V      | Began life as a nail factory in 1885, but this was short-lived, and it soon became the premises of Fred Allard's Cycle Works. Allard was joined by William Pilkington and between them they developed particular styles of motor cycles. Subsequently, the Moor Street building experienced many changes in occupancy, mostly associated with the cycle, motor cycle and allied trades. Part of the Earlsdon Heritage Trail. | 0253 |
| Barrage Balloon Defences,<br>Coventry | COV War Memorial Park,<br>Coat of Arms Bridge<br>Road, Coventry | 140 SP322767 | Defemce:Army    | A      | During the Second World War, barrage balloons and anti-aircraft guns were sited in the Memorial Park as part of the defence of the City. The three large concrete blocks near Coat of Arms Bridge Road were tethering points for the barrage balloons. Similar blocks remain in place in Banner Lane, Coventry.  | 0414 |

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| Former Nuclear Bomb Store | STR Lighthorne Rough      | 151 SP321544 | Defence:Airforce | P      | A former nuclear bomb remote weapons 'clutch' store for V-bombers constructed in 1955 at Lighthorne Rough to serve adjacent RAF Gaydon. Some of the original bunkers still exist although the site has recently been subject to major re-building and upgrading. (Full details <a href="http://www.warwickshireias.org">www.warwickshireias.org</a> ). This site was originally acquired in the early 1950s by the Ministry of Defence. Heavy reinforced bunkers were constructed for the assembly and storage of nuclear weapons which would be carried by the V-bombers stationed at RAF Gaydon. In the 1970s the UK nuclear weapons strategy changed from an 'air capable nuclear defence' to a submarine based deterrent, leading to the closure of both the airfield and the weapons store. The British Film Institute purchased the site in 1976 to use as a store for film and media collections and particularly its nitrate film collection, which is presently stored in a series of buildings constructed in 1979 and 1999. Because it is not possible to extinguish nitrate films if they catch fire, these stores are designed with pressure relief vents to allow ventilation to outside air and the film to burn out safely. Another problem is that chemical reactions cause decay in these films over time. Once film is in an active state of decay, only storage at sub-zero temperatures and low humidity will arrest further decay and prevent ultimate loss (Warks. CC) | 0425 |
| WWII Concrete Defences    | COV Banner Lane, Coventry | 140 SP276782 | Defence:Army     | A      | WWII Concrete Defences, Banner Lane, Tile Hill, Coventry. Four extremely large concrete blocks, identical to others in the Coventry War Memorial Park (see record No.0414). There is some debate as to whether they were anchorages for barrage balloons to protect the many factories and shadow factories or were tank traps.   | 0417 |

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| Hartshill Concrete Defences | NUN Leather Mill Lane, Hartshill   | 140 SP339955 | Defence:Army     | A      | Concrete pyramids known as 'dragons teeth'. A device designed to restrict enemy movement. Arranged in multiple rows and in a staggered pattern the 'dragons teeth' were impassible to vehicles. Second World War.  | 0381 |
| Napton Concrete Defences    | STR Canal bridge SW of Napton on the Hill  | 151 SP456604 | Defence:Army     | A      | These concrete blocks were intended to form obstructions in the event of an enemy invasion in the Second World War. The blocks were to be rolled into position and then tipped on their sides.   | 0380 |
| WWII Pill Box               | WAR On the former Leamington Spa to Rugby line close to Radford Bottom Lock, Offchurch | 140 SP353649 | Defence:Army     | V      | A WWII Pill Box located on the former Leamington Spa to Rugby railway line close to Radford Bottom Lock near Offchurch. Note: the location is often obscured by seasonal undergrowth.  | 0416 |
| Cold War Lay-bys            | STR Lighthorne Road  | 151 SP323533 | Devence:Airforce | A      | In 1955 a nuclear bomb storage facility was constructed at Lighthorne Rough to store nuclear weapons for V-bombers based at nearby RAF Gaydon. (See Record No. 0425). Weapons and equipment were brought to the store by road and large concrete lay-bys or passing places were constructed along Lighthorne Road which is particularly remote and quite narrow. | 0427 |
| Charlecote Park Brewery     | STR Charlecote Park, Hampton Lucy  | 151 SP259563 | Drink:Brewing    | O      | Brewery buildings and equipment on display within the National Trust property of Charlecote Park. Brewing seems to have been in operation at Charlecote from Elizabethan times, but the equipment housed in the brewery building is mostly eighteenth century. A static display with information boards.   | 0323 |
| Cider Mill, Walcote         | STR Walcote, Haselor   | 150 SP126581 | Drink:Brewing    | V      | Remains of a cider mill and cider press attached to Cider Mill Cottage. The cider mill has a notable stone trough and roller.  | 0226 |

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| Maltings, Stratford        | STR Clopton Road,<br>Stratford upon Avon    | 151 SP199553 | Drink:Brewing | V      | Part of a block of former maltings of the Flower's brewery. Converted to housing, with major modern extensions in the 1990s.   | 0245 |
| Mayflower Green, Stratford | STR Birmingham Road.<br>Stratford upon Avon | 151 SP198555 | Drink:Brewing | V      | A terrace of seven cottages built for Flower's brewery workers in 1938. It is a late example of company-provided housing but an early example of this style of housing, which became popular in the 1960s. Two storey, buff brick, with end wall of stone  | 0244 |
| The Maltings Brewery       | WAR Lillington Avenue,<br>Leamington Spa    | 151 SP316667 | Drink:Brewing | V      | Brewing on the Lillington Avenue site began in 1841 with significant buildings constructed in 1861 and further changes in 1896. The brewery passed through a number of hands, in 1885 becoming Lucas, Blackwell and Arkwright, later Lucas & Co. It was eventually sold to Ansell and in its later years served as a store for the local authority. Two of the original buildings remain - the long malthouse and beer store and the brewmaster's house and office. The imposing malthouse is mainly red brick with attractive detailing in stone and blue brick, with two prominent sack hoists retained. The buildings are now converted to housing. Impressive gates and railings by renowned manufacturer Bayliss, Jones and Bayliss of Wolverhampton. | 0129 |

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| Claybrooes Marsh, Binley   | COV Grange Avenue, Binley                    | 140 SP379771 | Exrtract:Coal | O      | Claybrookes Marsh is a nature reserve utilsing waste land from the rail sidings of Binley Colliery, a mine that operated in Coventry for over 50 years. The mine was sunk in 1907 by Scottish Iron and Coalmasters Merry and Cunninghame, of the Glenarnock Iron Works. Coal winding was achieved in 1911 and rail commections were made with the L.N.W.R., with extensive sidings constructed. Much of the surrounding housing was constructed as accommodation for miners and their families. Over one thousand men were still employed in the 1950s, but the mine closed in 1963. The site of the mine is now Herald Way Industrial Estate but Claybrooke Marsh is a reminder of the industry as the site is named after Jack Clay and James Brookes, two of the miners killed by a roof fall un the mine in 1947, and it acts as a memorial to all those killed in accidents at Binley Colliery. | 0070 |
| Webster-Hemming Brickworks | COV Stoney Stanton Road, Coventry            | 140 SP342804 | Extract:Brick | V      | Clay was first dug in 1870 and brick production continued until the 1990s. Websters had ownership from 1896, with the Hemming name added in 1938. Firing took place in an 18-chamber Hoffman kiln (rebuilt in 1950). Visited whilst still in operation in 1993 by WIAS. Some of the site has been cleared but in 2014 two chimneys, kiln, some sheds and a reception office remain. Site is destined for conversion to housing.  | 0155 |
| Baggeridge Brick           | NOR Off Rush Lane, Tamworth (E. Of A51 road) | 140 SP218992 | Extract:Brick | V      | The only brickworks in Warwickshire still in production . Since 2007 owned by Austrian Company Weinberger. Modern tunnel kilns with some older kilns converted to other uses. Large area of clay extraction to the south of the works, up to the M42.  | 0085 |

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| Clay Pool Whittleford Park    | NUN Whittleford Park,<br>Nuneaton  | 140 SP335919 | Extract:Brick | A      | The former clay pit of the Haunchwood Brick and Tile Company is the principal physical remains of the (large) Haunchwood Brick and Tile Company that occupied land between Stockingford and Camp Hill. The works closed in 1970, the buildings were demolished and the land became derelict, before a recent renovation project has created Whittleford Park, a green space for the community. The (flooded) clay pit now known as Clay Pool forms part of this Park. To aid interpretation of the space - and to remind the community of past history - the Park also contains an industrial heritage trail which has been created with a series of modern sculptures (often using Haunchwood products) concentrating on different aspects of the industry. | 0235 |
| Redland Tile Works            | NUN Bayton Road,<br>Bedworth   | 140 SP361859 | Extract:Brick | V      | In 1838 Staffordshire firm G.W.Lewis Tileries began producing 'Rosemary' (after Lewis's daughter) roof tiles from the local Etruria Marl clay. In 1920 G.W.Lewis joined with Haunchwood of Nuneaton. In 1984, Redland bought the Staffordshire company and decided to build a new production plant at Bedworth. Redland (part of worldwide Braas Monier Building Group) continues to produce the Rosemary tile.  | 0274 |
| Jackson's Brickworks (former) | SOL Coventry Road,<br>Bickenhill. Off slip<br>road from A45 W of<br>Stonebridge<br>roundabout. | 139 SP206830 | Extract:Brick | V      | The remaining chimney of Jackson's Brickworks. Now within the Waste Recycling Centre.  | 0107 |

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| Fenny Compton Brick Kiln   | STR A short distance to the east of the A423 bridge over the Oxford Canal near Fenny Compton. Access from the road or canal. | 151 SP437524 | Extract:Brick  | V      | This 19th century intermittent downdraught kiln is an unusual surviving example of a small local brickworks. The kiln - using spoil from the opened out Fenny Compton Tunnel on the adjacent Oxford Canal - produced bricks for use on the canal network and to supply local builders. It operated until at least 1917. Since closure it has been the subject of a survey by WIAS, and a recent restoration project by the Guild of Bricklayers - a considerable task in view of the pace at which vegetation returns to invade the site.   | 0145 |
| Napton Quarry & Brickworks | STR Napton on the Hill   | 151 SP456613 | Extract:Brick  | V      | A brickworks (Nelson, Watson & Co.) was established in 1885 with a loading wharf to the Oxford Canal and a tramway serving the adjacent quarry. This became the Napton Brick and Tile Works in 1905. The brickworks closed in the 1970s and the last remaining buildings were demolished in 2016. The quarry contains much of geological interest and the brickworks area remains undeveloped. No public access but visible from a distance.  | 0329 |
| Rugby Cement Works         | RUG Lawford Road, Rugby  | 140 SP487756 | Extract:Cement | V      | As the UK's oldest cement works site still in operation, the Rugby Works are an important site in the history of the cement industry, both local and national. With origins in the 1850s, the quarries and works occupy an extensive site to the north of Lawford Road. Trading as Rugby Portland Cement 1871-1979 and the Rugby Group 1979-2000, upgrading of the plant (with associated closure of the Southam works) was undertaken from 2000 under RMC (Ready Mixed Concrete) ownership, with Cemex (Cementos Mexicanos) taking over in 2005. The modern works are a dominant feature of the local landscape, with some elements of former operations occasionally visible. | 0288 |

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| Cement Works, Long Itchington | STR Southam Road, Long Itchington     | 151 SP419639 | Extract:Cement | P      | The closure of Southam Cement Works in 2000 signalled the likely demolition of many of the associated buildings. For the time being (2015), some of these buildings remain, including the kiln chimney - a notable local landmark. The quarry and Cemex's National Technical Centre remain in operation on the site.  | 0276 |
| Cemex Cement Works            | STR Off Southam Road, Long Itchington | 151 SP420641 | Extract:Cement | P      | Subsequent to the closure of the Southam cement works, Cemex now use the remaining premises as a National Technical Centre. This includes the 1913 building with 'Kaye & Co. Ltd AD 1913' displayed above the entrance, reminding visitors of the firm's founding family.   | 0277 |
| Greaves Cement Works          | STR Bishops Itchington                | 151 SP392583 | Extract:Cement | P      | The site of the Greaves, Bull and Lakin Cement Works, Bishop's Itchington, originating in 1820 when Richard Greaves first started quarrying Blue Lias from a quarry to the north of the village. It expanded into a large site in the twentieth century, but in 1970 Blue Circle ceased cement-making and the site was cleared in 1994. It is now derelict and there are plans for redevelopment for housing. The works has an interesting railway history, with some remaining evidence, particularly of the links to the Great Western Railway. | 0283 |
| Greaves Club                  | STR Bishops Itchington                | 151 SP390578 | Extract:Cement | V      | A club established for workers at the Greaves, Bull and Lakin Cement Works. A plaque on the wall reads 'GREAVES CLUB 1887'  | 0282 |
| Nelson Club, Stockton         | STR Napton Road, Stockton             | 151 SP440639 | Extract:Cement | V      | A working men's club built in 1914 for workers at the Charles Nelson Lime and Cement Works, Stockton. Still functions as a club.  | 0154 |

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| Nelsons Lime & Cement Works | STR      | Stockton                            | 151 SP441648 | Extract:Cement | V      | Access to the limited remains of the Nelson's Lime and Cement Works has been considerably enhanced by the current (2016) excavation and restoration work of Willow Wren Training. This has exposed a number of kilns on the canal arm. The nearby water tower (on private land) is marked with the trademark 'NELSON'S COCK BRAND CEMENT'. | 0324 |
| Southam Cement Quarry       | STR      | Southam                             | 151 SP421624 | Extract:Cement | P      | The large quarry which served Southam Cement Works is still operative although the quarried material is now taken to Rugby for processing. Some parts of the quarry are undergoing restoration   | 0278 |
| Coventry Colliery Memorial  | COV      | Bennets Road,<br>Keresley, Coventry | 140 SP318845 | Extract:Coal   | A      | One of four pithead wheels in use at the time of closure, now serving as a memorial to the workers at Coventry Colliery and the Homefire Plant. The Coventry Colliery opened in 1912 and finally closed in the 1990s. The Homefire (smokeless fuel) Plant was operational 1960 to 2000. Site now developed for Prologis Business Park.     | 0137 |
| Alvecote Cottages           | NOR      | Alvecote Lane,<br>Alvecote          | 139 SK247045 | Extract:Coal   | V      | Former miners' cottages serving the nearby Alvecote Colliery. This colliery was later merged with Pooley Hall (in Warwickshire) and Amington (in Staffordshire) to create the North Warwick Colliery in 1952. Alvecote Colliery was closed soon afterwards and the merged operation closed in 1965.  | 0230 |
| Alvecote Pools, Alvecote    | NOR      | Alvecote                            | 140 SK253047 | Extract:Coal   | A      | Pools in the course of the River Anker created by mining subsidence. Most are in Warwickshire with the Pretty Pigs Pool in Staffordshire. Subsidence occurred over a long period, but was most noticable during 1940-45 as a result of more intensive working of coal during the war period. The whole area is now a nature reserve.       | 0094 |

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| Baddeley Colliery Offices      | NOR Main Road, Baxterley                              | 140 SP279969 | Extract:Coal | V      | One of the few remaining buildings of Warwickshire's coal mining industry. Baddesley Colliery was begun in 1850 and eventually closed in 1989. The Colliery Offices were saved and converted for modern office use.   | 0098 |
| Kingsbury Colliery, Piccadilly | NOR Piccadilly, Kingsbury                             | 139 SP229981 | Extract:Coal | V      | Converted buildings that previously housed the baths and medical centre of Kingsbury Colliery. Now used by Spline Gauges.   | 0122 |
| Miners' Housing, New Arley     | NOR Hill Top, New Arley                               | 140 SP297902 | Extract:coal | V      | A street of 34 terraced houses specifically built for local miners which passed into National Coal Board, and then council, ownership. Recently (2012) refurbished.   | 0207 |
| Miners' Memorial, Piccadilly   | NOR Trinity Road, Piccadilly                          | 139 SP227981 | Extract:Coal | A      | A memorial dedicated to all those who worked in the Kingsbury and Dexter collieries. Opened in 2009, miner's names are recorded on the (Baggeridge) bricks in the wall.   | 0123 |
| Miners' War Memorial           | NOR Pooley Lane, Polesworth                           | 140 SK257030 | Extract:Coal | A      | Memorial to miners from the Pooley Hall Colliery who lost their lives in the First World War. The inscription reads: 'This pillar of remembrance is erected by the workpeople and owners of Pooley Hall Colliery to the undying memory of those from this mine who answered the Nation's call and fell in the Great War 1914-1919'. | 0091 |
| Pit Head Baths, Polesworth     | NOR Pooley Lane, Polesworth                           | 140 SK257033 | Extract:Coal | V      | Pit head baths opened in 1928, reputedly the first in the country. Buildings now in commercial use.   | 0092 |
| Pit Wheel Memorial             | NOR Baddesley Ensor, corner of New St. and The Common | 140 SP273984 | Extract:Coal | A      | Mounted pit wheel with inscription 'This wheel was erected by the Baddesley Ensor Parish Council in 1991 in memory of all the miners who for 300 years worked and many who died in the mines at Baddesley Ensor. The last mine closed in March 1989'  | 0086 |
| Pithead Wheel, Baxterley       | NOR Baxterley, opposite The Rose Inn                  | 140 SP279969 | Extract:Coal | A      | A pithead wheel memorial with inscription: 'In memory of the Baxterley pits and the people of this village who worked there 1850-1989'. Manufacturer's name 'Thompson Southwick Ltd. Tamworth, England.   | 0093 |

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| Pooley Hall Colliery Site          | NOR Pooley Country Park,<br>Pooley Lane,<br>Polesworth | 140 SK257033 | Extract:Coal | A      | Site of Pooley Hall Colliery, now converted to Pooley Country Park. Coal was first dug on this site in 1850 and the Pooley Hall Colliery was formed in 1897 to be combined with other local collieries to form the North Warwickshire Colliery in 1951. It closed in 1965. The Country Park includes the mine waste tip, a stretch of the Coventry Canal with coal wharf, a pit wheel from Pooley and a visitor centre with memorabilia of the coal industry donated by local miners. | 0090 |
| Spoil Heap, Birch Coppice Colliery | NOR Dordon   | 140 SP250997 | Extract:Coal | V      | The Hall End Colliery opened in 1878 and became the main colliery within the group known as Birch Coppice Collieries. The collieries were closed in 1987 and the area has been transformed into the Birch Coppice Business Park and Distribution Centre. The huge (partly landscaped) spoil heap remains.   | 0095 |
| Ansley Colliery Pit Head Baths     | NUN B4114 Coleshill to<br>Nuneaton road.               | 140 SP307935 | Extract:Coal | V      | Ansley Hall Colliery opened in the 1870s and continued mining coal until 1959. Surviving pithead baths and offices are on the opposite side of the road from the former colliery. Opened in 1938, suitably reflected in the architectural style. Used by engineering firm A.B.M. Precisions (Nuneaton) until recently.  | 0162 |
| Ansley Hall Colliery Pit Wheel     | NUN Junction of B4112 and<br>Tunnel Rd. Arley          | 140 SP302911 | Extract:Coal | A      | Pitwheel from Ansley Hall Colliery placed in the middle of the roundabout (actually some distance from the colliery). No plaque. Comprehensive book on Ansley Hall Colliery (1873-1959) by Lee Randle available from Nuneaton Local History Society.<br><a href="http://www.nuneatonhistory.com">www.nuneatonhistory.com</a>  | 0373 |

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| Bermuda Village Nuneaton       | NUN Bermuda Road, Nuneaton         | 140 SP354899 | Extract:Coal | V      | A small pit village constructed in 1893 to house miners for the new mine originally known as 'New Winnings', later 'Griff Clara'. Ninety houses were built, with a working Men's Club and Mission Hall (both of which have subsequently been demolished).The name 'Bermuda' was chosen because the driving force of the Griff Colliery Company Sir Francis Newdigate had once been Governor of Bermuda. Previously a relatively isolated row of houses in a fairly bleak industrial area, the land around Bermuda village has been subject to a great deal of redevelopment in recent years. | 0236 |
| Miners' Welfare Park, Bedworth | NUN Bedworth                       | 140 SP359867 | Extract:Coal | O      | The gates to the Miners' Welfare Park, Bedworth, a large recreation area in the heart of Bedworth reflecting the importance of coal mining to the community. It was built in the early 1920s and opened in 1923, financed by funds donated from the Miners' Welfare Fund.  | 0222 |
| Newdigate Colliery Wheel       | NUN Miners' Welfare Park, Bedworth | 140 SP361867 | Extract:Coal | O      | The winding wheel from the Newdigate Colliery, the last working mine in the Borough of Nuneaton and Bedworth until its closure on 5th February 1982. Erected 'to commemorate and in tribute to the miners of the local Coal Mining Industry'. Manufactured by Thompson and Southwick, Makers, Tamworth.  | 0223 |

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| Queen Elizabeth Rd. Nuneaton | NUN Camp Hill, Nuneaton | 140 SP336923 | Extract:coal     | V      | Camp Hill, Nuneaton was chosen by the National Coal Board in the 1950s as the site for housing specifically for workers in the local mining industry. Many of these workers were attracted from the north-east (and elsewhere) to the (then) bouyant job opportunities in the N. Warwickshire coal industry. It also received displaced workers from overseas e.g. Hugarians fleeing the 1956 uprising. The main NCB housing was between Queen Elizabeth and Edinburgh streets whilst council housing occupied the streets higher up the hill. The NCB estate was seen as a pioneering post-war scheme, cheap and easy to construct with rough-cast finish. With the decline of coal mining in Warwickshire the Camp Hill estate suffered considerably and the rather drab nature of much of the housing did little to help. A major renovation programme is currently in operation. Many of these ex-NCB houses are due for demolition but those on Queen Elizabeth road will remain. They overlook Whittleford Park, a green space which was once the location of coal mining and then Haunchwood brick and tile manufacture. | 0232 |
| Burton Dassett Qry & Beacon  | STR Burton Dassett      | 151 SP395522 | Extract:Iron Ore | A      | The Burton Dassett Hills are of Jurassic Ironstone and were quarried for stone and iron ore. The quarries have existed since early times but were most active during the periods 1898-1909 and 1918-1925 after which they were abandoned. Ore was moved by horse walkways around the site and by an aerial endless wire ropeway. This was 1.5 miles long, ran down to the Burton Dassett sidings on the S.M.J. railway and could tranport 200 tons per 10 hour day. A stone beacon is also on the site, circa 1500. The site is now a Warwickshire Country Park.  | 0199 |

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| Bishop's Bowl Lakes         | STR Bishops Itchington               | 151 SP386588 | Extract:Lime      | P      | The 90 acre site of the former Greaves, Bull and Lakin limestone quarries that fed the nearby cement works. The quarries have been abandoned and allowed to flood and these are now used by Bishops Bowl Fishery. Most of the pools lie to the west of the B4451, and the site can be accessed by fishermen!  | 0281 |
| The Eighteens, Wilmcote     | STR Aston Cantlow Road, Wilmcote     | 151 SP158583 | Extract:Lime      | V      | Three sets of six stone-built quarrymen's cottages (making 'The Eighteens') to house workers for the Wilmcote limestone quarries. Their appearance has been altered by the addition of various styles of porch at the front and extensions to the rear. The quarries themselves closed at the beginning of the twentieth century and few traces remain. The local pub - the Masons Arms - serves as a reminder of this activity.  | 0240 |
| The Tens, Wilmcote          | STR off Aston Cantlow Road, Wilmcote | 151 SP162580 | Extract:Lime      | V      | Row of ten stone-built quarrymen's cottages to house workers for the Wilmcote limestone quarries. Their appearance has been altered by the addition of various styles of porch at front and rear. Separate coal house and toilet at rear. A current resident suggested that 'The Tens' were foremen's cottages, whilst 'The Eighteens' (see database entry) were workers' cottages. The quarries themselves closed at the beginning of the twentieth century and few traces remain. The name of the local pub - the Masons Arms - serves as a reminder of this activity | 0239 |
| Newbold Quarry Park         | RUG Newbold on Avon                  | 140 SP495770 | Extract:Limestone | A      | A flooded limestone quarry which provided raw materials for the local cement industry until the 1920s. Later used as a top-up reservoir for the Oxford Canal. Now a nature reserve - Newbold Quarry Park.   | 0138 |
| Parkfield Road Quarry Rugby | RUG Parkfield Road, Rugby            | 140 SP493759 | Extract:Limestone | V      | An abandoned quarry of the Rugby Cement (now Cemex) works. Currently (2014) being converted into a nature reserve.  | 0139 |

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| Kingsbury Water Park         | NOR Kingsbury               | 139 SP206960 | Extract:sandgravel | O      | Part of the sand and gravel landscape of the Tame valley. An area covering 625 acres with 15 lakes, which was previously used for sand and gravel extraction. Workings began in the 1930s and lasted until the 1980s. The first gravel company involved was Midland Gravel who were later bought out by Blue Circle Aggregates which later became Amey Roadstone Corporation and eventually Hanson Aggregates drew the extraction to an end in 1981. The Water Park - providing a wide range of recreational options - was first opened in 1975 and has become a very popular site for visitors. | 0227 |
| Lea Marston Lakes            | NOR Coton Road, Lea Marston | 139 SP213942 | Extract:sandgravel | V      | Part of the sand and gravel landscape of the Tame valley. Originally flooded gravel pits, in the 1960s they were incorporated in a scheme to improve the (highly polluted) River Tame. The river was re-directed into the lakes as a means of cleaning the water, with regular dredging and disposal of the resulting waste. The scheme was very successful and water purity was much improved. This, together with developments elsewhere on the system, has meant that this purification role is no longer required and consideration is being given to the future use of the lakes.           | 0229 |
| Brandon Marsh Nature Reserve | RUG Brandon Lane, Brandon   | 140 SP385754 | Extract:sandgravel | O      | Part of the sand and gravel landscape of the Avon valley. The first pools were created by mining subsidence in the 1940s and 1950s from nearby Binley Colliery. The area then became a site for gravel extraction and a large area of flooded pits, fen and scrub now remain. It has become a Nature Reserve and an important site for bird watchers. Hope Construction Materials currently (2015) maintain a ready-mixed concrete plant on a site adjacent to the approach road to the Reserve.   | 0228 |

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| Jee's Hartshill Quarry     | NOR SW of B4111<br>Nuneaton-Atherstone<br>road | 140 SP333940 | Extract:Stone | V      | Originally started by Richard Gee in 1822, these workings became a very extensive roadstone quarry, occupying a large area between the B4111 and Hartshill to the west. Quarry working ended by 2000, the buildings abandoned and the quarry is flooded. Only viewable through security fencing.   | 0105 |
| Mancetter Quarries         | NOR Mancetter                                  | 140 SP307955 | Extract:Stone | V      | Mancetter Quarries refers to three quarries - Purley Quarry, Jubilee Quarry and Oldbury Quarry. The stone quarried is Diorite (an igneous rock of the granite family). It may have been quarried over a long period but there is certainly evidence of quarrying activity from 1873. Originally in private hands, the quarries have passed through a number of different corporate owners, with Larfarge Tarmac the present operators of the site. Current activities are visible from public footpaths. The quarries have been the subject of research by the Warwickshire Geological Conservation Group.   | 0087 |
| Griff No. 4 Granite Quarry | NUN Gipsy Lane, Nuneaton                       | 140 SP363887 | Extract:Stone | P      | One of several granite quarries that once existed in the area, Griff No. 4 Granite Quarry has been in existence for over 90 years and now covers an area of over 60 acres. It has been operated by a number of different companies over the years (most recently Midland Quarry Products), supplying granite products to the Midlands aggregates market. Quarrying has now ceased and a long term plan of infilling has been enacted, with the eventual goal of returning the site to agriculture, nature conservation and the preservation of the on-site geological SSSI. Midland Quarry Products currently (2015) continue to operate an on-site asphalt plant. | 0234 |

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| Judkins Quarry Tuttle Hill  | NUN NE of B4111, Tuttle Hill, Nuneaton                         | 140 SP343932 | Extract:Stone | V      | A very large, disused, roadstone quarry. Quarrying began in the early 19th century with the Judkins family certainly involved from mid-century. The Judkins company through land purchase and absorption of other quarries created a large operation which in the 1970s was taken over by Amey Roadstone Corporation (ARC). Quarrying has now ceased and after a period as a landfill site, part of the quarry has become the Judkins Waste Recycling Centre. Partial views through security fencing.                             | 0110 |
| Midland Quarry, Tuttle Hill | NUN South side of Nuneaton-Atherstone road B4114 (Tuttle Hill) | 140 SP349925 | Extract:Stone | V      | A disused and flooded diorite and quartzite quarry previously supplying roadstone and railway ballast. Recent regeneration as a feature of Camp Hill Development. Excellent views of the quarry from Corrib Road (off Tuttle Hill).   | 0101 |
| Mount Jud, Tuttle Hill      | NUN Tuttle Hill, Nuneaton                                      | 140 SP349929 | Extract:Stone | V      | The waste tip of the extensive Judkins Quarry. A local landmark known as 'Mount Jud'.   | 0111 |
| Grendon Hall Ice House      | NOR Farm Lane, Grendon   | 140 SP288010 | Food:Ice      | V      | The Ice House at Grendon Hall (demolished 1933) is made from red brick with a domed ceiling. The building is buried under a covering of earth and thick ivy. There is a low and narrow arched entrance which is approximately 3.5 metres (11.5 ft) long and 1.5 metres (5 ft) high. The main body of the structure is approximately 3 - 4 metres (10 - 13 ft) in diameter and about 5 metres (16.5 ft) high. The fabric is in remarkably good condition and dry although a considerable amount of rubbish has been dumped inside. | 0361 |
| Compton Verney Ice House    | STR Compton Verney   | 151 SP313528 | Food:Ice      | O      | The restored ice-house at Compton Verney dates from 1771 with an unusual thatched roof covering the brick built structure. Entry to Compton Verney is required in order to view.  | 0327 |

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| Farnborough Hall Ice House     | STR Farnborough Hall, Farnborough     | 151 SP429494 | Food:Ice       | O      | An eighteenth century ice-house, brick lined with ironstone surround and curved retaining walls. Currently (2016) undergoing restoration after the collapse of a nearby yew tree damaged the structure.   | 0326 |
| Ice House, Stonleigh Abbey     | WAR Stoneleigh Abbey Grounds          | 151 SP315709 | Food:Ice       | O      | Remains of an Ice House on the west bank of the River Avon in the grounds of Stoneleigh Abbey estate. Approach with extreme care! Location is heavily over-grown and on a steep bank.   | 0301 |
| Warwick Castle Ice House       | WAR Warwick Castle, Warwick           | 151 SP284648 | Food:Ice       | O      | A double vaulted ice-house dating from 1830, located in the rose garden at Warwick Castle. Entry to Warwick Castle is required in order to view.  | 0328 |
| Model Village, Long Itchington | STR Off Southam Road, Long Itchington | 151 SP415641 | Housing:Cement | V      | A 'model village' provided by Kaye's Cement for its workers which still retains a certain atmosphere with a broad, tree-lined main road with houses either side. Started in 1912, it was built in several stages (reflected in the different house-styles), although the plans for a shop and village hall never materialised. The early concrete-built houses used the Calway System. In 1934, Kaye's was taken over by Rugby Cement, and the houses were sold off into private hands from the 1980s onwards. In several instances new types of windows and the addition of porches have altered the uniformity of the housing but the fundamental lay-out remains the same. | 0279 |

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|---------------------------------|---|--------------|------------------|--------|--|------|
| Victoria Terrace Housing        | STR Victoria Terrace, Stockton              | 151 SP437639 | Housing:Cement   | V      | Stockton is a village that developed as a result of the growth of the nearby Nelson's cement works. The company was instrumental in providing housing for its workers, and there are many examples in the village - e.g. Victoria Terrace, Napton Road, George Street, Elm Row (where the manager's house was also located). The houses are distinctive in their use of red and yellow brick, and Victoria Terrace has some interesting concrete pillars supporting the front porches. Nelsons also funded the provision of Stockton Methodist Church and The Nelson Working Men's Club, such that it lays claim to be one of Warwickshire's best examples of a 'company village'. | 0275 |
| Alpha House, Coventry           | COV Stoke Heath, W. of Coventry City centre | 140 SP352798 | Housing:Domestic | V      | The first multi storey building in the world to be built by the 'Jack Block' system. Construction began with the roof which was then jacked up and the next storey added below. This process was continued until all 17 storeys had been added. Completed in 1963. Contractor Richard Costain for Coventry City Council.   | 0053 |
| Miners' Housing, Piccadilly     | NOR Piccadilly, Kingsbury                   | 139 SP229980 | Housing:Mining   | V      | Two terraces built in 1906 specifically to house the miners working at the nearby (newly opened) Kingsbury Colliery.   | 0121 |
| Railway Cottages, Flecknoe      | STR Flecknoe Station Road, Flecknoe         | 151 SP496645 | Housing:Rail     | V      | A terraced row of cottages built for staff at Flecknoe station on the L.N.W.R. line from Leamington to Weedon.   | 0334 |
| Station Cottages, L. Itchington | STR Southam Road, Long Itchington           | 151 SP417641 | Housing:Rail     | V      | A terraced row of cottages provided by the L.N.W.R. for staff working at Southam and Long Itchington station on the Leamington to Weedon line.   | 0336 |
| Station Cottages, Stockton      | STR Station Road, Stockton                  | 151 SP447645 | Housing:Rail     | V      | A terraced row of cottages provided for staff at the Napton and Stockton station on the L.N.W.R. line from Leamington to Weedon.   | 0335 |

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|------------------------------|------------------------------|--------------|---------------|--------|--|------|
| A. Herbert Factored Premises | COV Waterman Road, Coventry  | 140 SP350807 | Machine Tols  | V      | Purchased by Alfred Herbert in 1946 to serve as the location for the comany's (important) Factored Division. Previously in the ownership of ?Rover. Currently (2021) used as a tile and bathroom distribution cente 'Tubs and Tiles'. The brick abd stone frontage carries the date above 1937.  | 0456 |
| Alfred Herbert Laboratory    | COV Canal Road, Coventry     | 140 SP345818 | Machine Tools | V      | One of the few remaining buildings of the Alfred Herbert Machine Tools site at Edgwick. Previously the company's laboratory, it is now occupied by a car repair works.   | 0431 |
| Alfred Herbert Social Club   | COV Cross Road, Coventry     | 140 SP347814 | Machine Tools | V      | The Social Club of machine tool giant Alfred Herbert Ltd., one of the very few buildings associated with the firm that remain. According to the moulding above the entrance (with the AH logo), it was built in 1938. It is now used by the Sikh community of the area.  | 0218 |
| Alfred Herbert Surgery       | COV off Cross Road, Coventry | 140 SP346816 | Machine Tools | V      | One of the very few buildings that remain of the Alfred Herbert Machine Tool Works in Edgwick, Coventry. The surgery was opened in 1934, with the expressed desire that it should be a perpetual memorial to Lady Florence Herbert (who died in 1930). When in operation, the surgery was open from 7.30 a.m. to 8.00 p.m. and dealt with between 70 and 80 cases a day. Though the building is now largely hidden from view by walls, barbed wire and undergrowth, the commenorative plaque is still visible. It reads:<br>'BUILT BY ALFRED HERBERT LTD. IN MEMORY OF LADY (FLORENCE) HERBERT WHO DIED MAY 25 1930. HER CONSTANT LOVING CARE FOR US ALL IS NOT FORGOTTEN' | 0367 |

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| Atritor, Coventry           | COV The Stampings, Blue Ribbon Park, Coventry | 140 SP345818 | Machine Tools    | V      | In the early 1920s a relative of Alfred Herbert devised a new concept to supply fuel to the rotary kilns at his cement works. This involved the continuous feeding of lump coal into a machine where it was dried and pulverised before being blown into the kiln burner via an integral internal fan. He turned to Alfred Herbert for assistance in developing this idea and the multifunctional machine that emerged was known as the 'Atritor'. In order to withstand the rigours of coal pulverising, high chrome iron castings were used, cast at the Herbert foundry - which remains in operation to this day. The firm of Atritor - occupying the Herbert site - was formed in 1980 and produces a range of drying and milling machines (including the latest version of the Atritor Dryer-Pulverisor) for a number of different industry groups. | 0432 |
| Hey Machine Tools           | COV Lythalls Lane. Coventry                   | 140 SP343822 | Machine Tools    | V      | One of the few remaining sites of the (renowned) machine tool industry of Coventry. Reception and office building fronting the workshops behind  | 0284 |
| Chedhams Yard               | STR Church Walk, Wellesbourne                 | 151 SP277554 | Mfg:Agricultural | O      | Yard incorporating blacksmith's shop and wheelwright's shop working for the local farming community. Closed in 1965 but restored and open to the public at times. Visitor Centre.  | 0083 |
| Coventry Ordnance Works     | COV Red Lane, Coventry                        | 140 SP346803 | Mfg:Armaments    | V      | The enormous buildings that housed the Coventry Ordnance Works, established in 1905, which had a major role to play in the production of munitions in World War One. Taken over by English Electric in 1919 and closed in 1925. Subsequently used by a number of firms and today forms part of an industrial estate.   | 0146 |
| Rail Link to Ordnance Works | COV Smith Street, off Red Lane, Coventry      | 140 SP346801 | Mfg:Armaments    | A      | The remains of the rail link that served Coventry Ordnance Works.  | 0149 |

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| Armstrong Siddley Gate | COV Coventry University Technology Park, Parkside Coventry | 140 SP338784 | Mfg:Aviation   | A      | The Parkside area of Coventry was home to a number of motor manufacturers in the first half of the 20th century, dominated by Armstrong Siddley Motors (1919-1959) which went on through mergers to be involved in aero and rocket engines, eventually being absorbed into the Rolls Royce conglomerate. Site cleared in 1996 to be developed into Coventry University Technology Park with the remaining production moving to Rolls Royce at Ansty. A small reminder is provided by the ironwork from No. 2 gate of the Parkside factory. | 0118 |
| Aero Engine Test Beds  | WAR Bubbenhall Road Baginton CV8 3BB                       | 140 SP348738 | Mfg:Aviation   | V      | Buildings formerly owned by Alvis Company comprising workshops, offices and engine test beds. Probably constructed prior to W.W.II. Alvis Leonides engines tested here. Test track at rear used for testing Alvis military vehicles. See Flight Magazine 15.2.1957.  | 0084 |
| B.T.H. Factory Site    | RUG Off Leicester Road, Rugby                              | 140 SP508765 | Mfg:Electrical | V      | Remaining buildings of former British-Thomson Houston Works. Part of buildings No. 4 and 29 (dating from 1913-14) and building 140 (dating from 1940s and 1950s) and building 193 (1980s). Building 29 is an early example of a precast concrete framed building.  | 0081 |
| BTH War Memorial       | RUG Technology Drive Rugby                                 | 140 SP509763 | Mfg:Electrical | V      | Remaining evidence of the size and importance in Rugby of the British-Thomson Houston Company. Designed by Sir Edwin Lutyens RA it was erected in 1920 in the entrance to the works and relocated in July 2010. It carries the names of 418 B-TH workers and the inscription is: 'In memory of the men of British-Thomson Houston Company who gave their lives in the Great Wars'.   | 0177 |

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|-------------------------------|-----------------------------------|--------------|------------|--------|---|------|
| COVRAD Coventry               | COV Canley Road, Canley, Coventry | 140 SP307778 | Mfg:Metals | V      | The 1930s factory of the Coventry Radiator and Presswork Company Limited (COVRAD) with the original Art Deco style office buildings facing Canley Road. The site was purpose built in the 1930s when the company, started in 1890 by the Jackson brothers, re-located from Trafalgar Street, Coventry. The company has a reputation for high quality products for the motor industry including radiators, plated parts and other components. The original 'fire pool' from WWII survives just inside the main gates and now serves as a duck pond.  | 0347 |
| Lawton Copper Tubes, Coventry | COV Torrington Avenue, Coventry   | 140 SP296780 | Mfg:Metals | V      | A surviving example of a long-established manufacturing firm in Coventry. Founded in 1918 producing copper and brass tubes for the motor, rail and shipbuilding industries, it moved to its present site in 1937 and has recently opened a (striking) new facility on the opposite side of Torrington Avenue. It supplies a multitude of copper products to a range of companies including the Scottish distillery industry.  | 0337 |
| Sarginsons Factory            | COV Torrington Avenue, Coventry   | 140 SP295778 | Mfg:Metals | V      | An important survivor of manufacturing in the city, Sarginsons have been specialising in aluminium diecasting in Coventry since the 1930s. They have kept pace with developments in foundry technology via investment on the (functional, brick built) Torrington Avenue site. Sarginsons are now one of the few European companies that can offer low pressure diecasting, sandcasting and gravity diecasting in a single foundry. Clients include some of the most respected names in the automotive, petrochemical, energy and engineering sectors including Rotork, Jaguar Land Rover, Caterpillar, Bosch, JCB, Aston Martin, Tata and Siemens. | 0341 |

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| Nuneaton Engineering Co.   | NUN Tuttle Hill, Nuneaton           | 140 SP352925 | Mfg:Metals | V      | Nuneaton Engineering Co. (former) Foundry. Constructed in 1898 to enable a larger foundry capacity for the Nuneaton Engineering Co. (formerly Hall West & Co.), owned by Reginald Stanley (of brick making fame). It made many different types of casting for the industries of Nuneaton (especially coal mining and brick making) as well as carrying out general engineering work and repairs. The foundry is long closed with the site now known as Ratcliffe Buildings and, whilst some of the original brickwork on the frontage has survived, the site is generally in a poor state of repair.   | 0310 |
| Alstom Power Willans Works | RUG Newbold Road, Rugby CV21 2NH    | 140 SP498759 | Mfg:Metals | V      | Works opened by Willans and Robinson in 1897 for the manufacture of Willans Central Valve engines.   | 0195 |
| Cast iron grave markers    | RUG Upper Shuckburgh churchyard     | 151 SP497617 | Mfg:Metals | A      | Cast iron gravemarkers, Upper Shuckburgh churchyard. Manufactured by John Smith of the Royal Label Factory, Stratford upon Avon.   | 0397 |
| Aga/Rangemaster Foundry    | WAR Clarence Street, Leamington Spa | 151 SP322649 | Mfg:metals | V      | Originally built in its canal-side location by William Carter and others in 1833 as The Eagle Foundry, the site has long been associated with the production of kitchen stoves and cookers. In 1856 it was taken over by Sidney Flavel, a member of the Leamington family that pioneered the development of the closed iron range - the Leamington kitchener. It has expanded and diversified considerably since that date and buildings of various ages make up the large site. Perhaps the most interesting is the 1930s re-build after a fire, constructed in an Art Deco style (viewable from the Eagle Recreation Ground). There have been various changes in ownership, but production has been continuous since the 1830s and Rangemaster cookers are still produced on site. One of the early ranges is on display in the entrance foyer of the Company. | 0428 |

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| Leamington Valve & Piston Co. | WAR Clinton Street,<br>Leamington Spa                               | 151 SP321654 | Mfg:Metals     | V      | The former Leamington Valve and Piston Ring Co. Engineering Workshop on the west side of Clinton Street, Leamington Spa. The business of Moses Whittle, the father of Sir Frank Whittle. Now converted into accommodation - 'Frank Whittle Mews'.  | 0434 |
| George Clifford Stone Masons  | STR Sanctus Street,<br>Stratford upon Avon                          | 151 SP198544 | Mfg:Stone      | O      | One of the oldest surviving firms in Stratford, the Clifford family have been stone masons in the Stratford area since 1770. The current firm was founded by George Clifford and has been operating on the Sanctus Street site since 1891.   | 0426 |
| National Motorcycle Museum    | SOL Coventry Road,<br>Solihull                                      | 139 SP200828 | Motor Cycles   | O      | Developed by millionaire Roy Richards the Museum houses the world's largest collection of British motorcycles. Some local producers are featured. Suffered a disastrous fire in 2003 when 380 motor cycles were lost, including some of the rarest exhibits  | 0260 |
| Art Deco Factory frontage     | COV A45 Birmingham<br>Road. Allesley                                | 140 SP286813 | Motor vehicles | V      | 1930s Art Deco frontage with workshops behind. Occupied by a variety of firms over time including engineers Peerless Ericsson & Co. and the Service Division of the Standard Motor Company. Currently HPL Proto, a firm specialising in the production of prototypes for the automotive and aerospace industries.  | 0126 |
| Black Swan Terrace, Coventry  | COV Black Swan Terrace,<br>Upper Spon Street,<br>Spon End, Coventry | 140 SP325790 | Motor Vehicles | A      | Originally built as six cottages in 1455! After a variety of uses, converted to shop fronts between 1900 and 1914. The buildings housed Glover Brothers Motor Cars producing vehicles in the stables of the former Black Swan Inn. Glovers attempted to build a 'plane to win the Daily Mail challenge for the first flying machine to cross the English Channel but were beaten by Bleriot. One of the cottages is fully restored to how it would have looked in 1540. This shows how John Croke, a Coventry narrow loom weaver and his family would have lived and worked. | 0371 |

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| British Leyland Capmartin Rd. | COV Capmartin Road,<br>Radford, Coventry<br>CV6 3LT | 140 SP334810 | Motor vehicles | V      | Work on the Capmartin Road Shadow Factory, designated Daimler No. 1 started in 1937. The plant was located adjacent to the main Daimler plant by the Coventry to Nuneaton railway line. The standard design was adopted, containing a manufacturing hall along with boiler and compressor houses, an office block and messing facilities. All the above were the original build. Wartime production focussed on aero engine components employing c. 2,500 employees. Postwar the plant continued with production of Daimler Scout cars until 1957. The Standard Motor Company took a 30 year lease in 1958 and the site was fenced off. Production centered on the manufacture/assembly of axles and transmissions for BL cars. In 1987 Jaguar purchased the site from BL. Redevelopment started in 1987 with demolition/disposal of surplus buildings. The first building disposed of was a wartime Robin Hanger which was donated to the Midland Air Museum. The manufacturing hall Paint Shop was demolished. Bays 1 - 14 were stripped of services and cladding. Bays 15 upwards were demolished. Isolated bases for KTM CNC machine tools were built and then new steelwork for bays 13 - 30. The buiding was reclad and serviced. The Capmartin site was sold to Kings Automotive Systems before the main Daimler site was redeveloped for housing. The Capmartin Road building bays 1 to 14 is the largest part of the former Daimler site remaining. | 0192 |

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| Calcutt Brothers Offices | COV Far Gosford Street,<br>Coventry                   | 140 SP344788 | Motor vehicles | V      | One of the few remaining city centre locations of Coventry's motor industry. Calcott Brothers started as cycle manufacturers in the late 19th century, turned to motor cycles in 1905 and motor vehicles in 1913. Office buildings constructed in 1896. Three storey brick with hipped slate roof and prominent Dutch gables as well as yellow terracotta (including 1896 date). Trace of 'CALCOTT BROS' sign remains. High quality internal decoration including mosaic floors, etched glass screens and oak staircases. Manufacturing took place in sheds behind the building. Taken over by Singer in 1927, closed soon afterwards. Site sold to Astleys in 1939. Recently became part of Coventry University.   | 0108 |
| Castle Works, Coventry   | COV Aldbourne Road.<br>Bishopsgate Green,<br>Coventry | 140 SP334802 | Motor vehicles | V      | The Riley Engine Company was formed in 1903 by Percy Riley to supply engines to the Riley Cycle Co. and Singer. In 1906 it moved to Castle Works. An existing factory building with riveted steel frame with brick panel infill and a north light roof. Additions have been made but the original building detail is still visible. In 1931 Riley Engines was taken over by the Riley Company. The Riley Engine Co. was taken independent in 1938 by Percy Riley. In 1941 following Percy's death the company, now renamed PR Motors, started design and manufacture of gearboxes and transmissions for construction dumpers expanding later to marine and other specialist applications. In 1964 a No. 2 factory was acquired in Earlsdon. In 1966 the company was taken over by Newage Engineers. Since then there have been a number of owners and names. Most recent, in 2014, is PRM Marine. The Castle Works is still operational but the main works is now Barlow Road, Aldermans Green. | 0190 |

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| Challenge Cycle Co. Offices | COV 216 Foleshill Road,<br>Coventry       | 140 SP337803 | Motor vehicles | V      | The Challenge Cycle Company moved to premises on the Foleshill Road in 1906 where they went on to make motor cycles and cars. The factory consisted of rather grandiose offices fronting the Foleshill Road and extensive workshops behind. The offices remain today, red brick and stone, with large gables at either end of a central entrance. Subsequently passed through a range of other uses.  | 0116 |
| Cunard Works/Riley          | COV Durbar Avenue,<br>Foleshill, Coventry | 140 SP340823 | Motor vehicles | V      | In 1916 Stanley Riley established the Nero Engine Company in the Cunard Works to build a 4cyl 10hp car. After making a contribution to the WW1 war effort, the company was absorbed into Riley (Coventry) Ltd. in 1918. By 1919 Riley had disposed of their Nicholas Street works and moved to Durbar Avenue. A May 1929 aerial photograph shows an expanding site covering a number of phases. The buildings are mainly northlight construction though two large sheds are in build progress. Compared to a c. 2012 aerial photograph it can be seen that most of the 1929 buildings have survived. An external site inspection confirms the position with the building framework showing through later cladding. Many high end models were produced in the 1920s and 30s but the company over extended itself leading to a takeover by Nuffield in 1938 and assignment to Morris Motors. Following WW2 war production, car building re-started in 1945. However production of Riley cars was moved to MG in Abingdon in 1948. Morris Motors took over in 1948 (as Engine Division) and continued for a number of years. This was followed by Unipart spares and Unipart Eberspacher Exhaust Systems (2014). | 0191 |

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| Jaguar Cars Browns Lane | COV Browns Lane, Allesley,<br>Coventry CV5 9DR | 140 SP301817 | Motor vehicles | V      | Browns Lane was built as WW2 Shadow Factory in 1939 managed by the Daimler Motor Co. and designated Daimler No. 2 Shadow Factory. The plant comprised a 51 bay 1530 ft x 240 ft manufacturing hall and supporting service buildings for production of aircraft sub-assemblies - which may have included complete engines. Jaguar Cars acquired the site in 1951, moving from Swallow Road by November 1952. (see 0193 - Jaguar Cars Swallow Road). Extensive building took place post 1952, part of which was designated 'No.2' factory, at various times this included: vehicle finish lines; Service workshops; Seat build; No. 2 paint shop and Veneer manufacturing - VMC. Jaguar vehicles built at Browns Lane 1952 - 2005 included: XK, XJ, E Type, Mark VII-X, XJS with Daimler and Van Den Plas badged variants and limousines. Trim and final assembly operations were transferred to the Jaguar Castle Bromwich site by 2005 because of production over capacity. A large part of the site comprising the majority of the original shadow factory was then sold off in 2008 for demolition and redevelopment. All that remains of the original shadow factory is the 36 MW 'Lamont' site central boiler house. In 2010 the VMC was sold to Lawrence Automotive Interiors and the site was split again. Jaguar, now named Janguar Land Rover, operate the remainder. 2014 operations are: vehicle pilot build; Education in the Community; support operations. Vehicle manufacturing returned in 2014 to build 6 No. 'Lightweight E Types' in a new 'Customer Heritage Vehicle' facility to complete the original 1962 plan for 18 No. vehicles. A prototype was completed in August 2014. | 0194 |

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| Jaguar Cars Swallow Road | COV Swallow Road,<br>Whitmore Park,<br>Coventry | 140 SP329823 | Motor vehicles | V      | Jaguar Cars original name was Swallow Sidecars. They started business in Blackpool in 1922 manufacturing motorcycle sidecars. They eventually expanded into car body coach building in 1927 making the Swallow body for Austin 7's. The company ran out of manufacturing space in 1927 and moved to Coventry in 1928. The first site was in Whitmore Park, Holbrooks. They occupied the two NW blocks of a 16 block former White and Poppe WW1 shell filling factory. By 1932 they had occupied half of the original site. An office block was added along with other smaller buildings. Two or more of the original shell filling buildings are thought to be still in existence. Further land was purchased in 1937 and 1938 to cater for the new pressed steel SS car body. Motor Panels was purchased for the same purpose in 1938 - sold to Rubery Owen in 1941. Production developed in the 1930s to SS car bodies and full vehicles in 1935. In 1939-40 an 8 acre Air Ministry funded factory for the manufacture and repair of military aero components was built to the west. In 1945 car production moved into the new plant. The site still exists. In 1945 the company changed its name from SS cars to Jaguar Cars because of obvious wartime links. By 1950 the site was very cramped. Jaguar negotiated purchase of the former Daimler No. 2 Shadow Factory at Browns Lane in 1951. Full production was transferred to Browns Lane by November 1952 and the old site was sold for £443,000. | 0193 |

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|--------------------------|--|--------------|----------------|--------|--|------|
| London Taxi Company      | COV Holyhead Road,<br>Coventry CV5 8JJ | 140 SP323795 | Motor Vehicles | V      | In 1928 Carbodies, a coach builder, moved from West Orchards in the centre of Coventry to the Holyhead Road site to increase production capacity. A 1934 aerial photograph shows a fairly well developed site. The company built car bodies for a range of manufacturers including Alvis, Austin, MG, Rover and Rootes Group before WW2. During the war they switched to military vehicle bodies and pressed aircraft components. Post war body shell customers included: Austin, Daimler, Ford, Hillman and the Austin FX taxi plant. In 1958 final assembly, finishing and delivery was started for the FX taxi. The full production of the taxi was completed with the move of the FX4 chassis line from BL Adderley Park in 1971, Carbodies taking full responsibility for design and production from 1984. Taxi production is now the prime manufacturing focus and continues to date. Over time Carbodies has also produced prototype car bodies and motor cycle panels. Carbodies changed ownership a number of times, moving to BSA, Manganese Bronze Holdings, London Taxi Intenational and fianlly the London Taxi Company in 2010. The company has now entered a partnership with Geely, a Chinese auto manufacturer, to build a plant for London Taxi production in China for export purposes. | 0183 |
| Massey Ferguson Memorial | COV Banner Lane, Coventry              | 140 SP274794 | Motor Vehicles | A      | The Massey Ferguson Memorial. At the former entrance to the site of the western world's largest tractor manufacturing plant. The plant produced 3,307,996 units for home use and export between 1946 and 2003. Nothing remains of the site today except some perimeter fencing. Close by in Broad Lane the MF Social Club still thrives. An early brick farm house building and pig sty are incorporated into the club which contains a wonderful collection of photographs, some taken indside the old plant.   | 0360 |

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|-------------------------------|--|--------------|----------------|--------|---|------|
| Quinton Works, Coventry       | COV Corner of Mile Lane and Parkside, Coventry   | 140 SP336785 | Motor vehicles | V      | Built in 1890 as the office block of S.& B. Gorton's Cycle Works, then occupied by Quinton Cycle Co. from 1891, and the New Beeston Cycle Company from 1896. An important site for the development of Coventry's motor industry for early experiments by the Beeston Company produced a motorised tricycle in 1896. The Beeston Car Company used the site until 1900, then becoming Rademaker's Chocolate factory until 1905 before being occupied by the Swift Motor Co. until 1931. The buildings were restored in 1999 and part was adapted to become a hotel.   | 0117 |
| Renold & Coventry Chain Works | COV Arches Industrial Estate, Spon End, Coventry | 140 SP322791 | Motor Vehicles | V      | Formed as a cycle chain business in Dale Street in 1896 by Alexander Hill (of the Hill watchmaking family) the Coventry Chain Co. moved to new premises in Spon End in 1907. The firm grew considerably and in 1930 decided to merge with (former rival) Hans Renold Ltd. to form Renold and Coventry Chain Company. Eventually the Renold company ended production in Coventry and the buildings now make up part of the Arches Industrial Estate. The distinctive office block and various production units remain, now occupied by a mix of industrial and commercial enterprises. Interesting war memorial in front of the office block with the inscription 'Erected by the Employees of The Coventry Chain Co. in Memory of their 45 comrades who fell in the Great War 1914-1918'. | 0174 |

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| Singer Office Block Coventry | COV Canterbury Street, Coventry  | 140 SP342794 | Motor vehicles | V      | The Singer Company was formed in 1874 by cycle manufacturer George Singer and the office block of the Canterbury Street works was built in 1891 to front a large works behind. Chateau-syle building designed by Harry Quick, now white rendered. Singer moved from cycle to motor cycle (to 1915) and car manufacture (from 1905). The building, known as Singer Hall, is now accommodation for Coventry University students.  | 0128 |
| Townsend/Humber Works        | COV Far Gosford Street, Coventry | 140 SP346791 | Motor vehicles | V      | Built as a factory for Townsend Brothers in 1891 with impressive office frontage to Far Gosford Street and extensive workshops to the rear. Bought by Coronet Motor Co. (motor cycles, later cars) in 1903 and by Humber in 1906 although a fire soon persuaded them to move location. Front of the building converted into shops although some of the buildings were utilized by Payne's Lane Motor Engine Works. More recently the building has been reduced in size to accommodate road improvements and is currently occupied by Lloyds Bank. Three storey white rendered building with prominent central gabled porch, partially obscured by later developments. | 0112 |

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| William Morris Building | COV Gosford Street,<br>Coventry | 140 SP341788 | Motor vehicles | V      | In the First World War Hotchkiss (a French arms manufacturer) transferred its production to England and chose this site (formerly Arno Motor Works). After the war Hotchkiss gained a contract to produce Morris engines but in 1923 Morris acquired Hotchkiss, renamed it Morris Engines Ltd. and embarked on an expansion programme. The western part of the current building is the original factory whilst the lower part was built by Morris as his engine plant. Morris soon had to move further out to Courthouse Green to meet production needs. The Gosford Street factory went through various changes of function with Coventry University adapting it to its current use with the addition of two top floors above the original red brick and stone building. | 0109 |
| Bluemels Office Block   | RUG Bluemels Drive,<br>Wolston  | 140 SP411758 | Motor vehicles | V      | Originally built for Cash's of Coventry in 1899 as a location for their (unsuccessful) experimentation with artificial silk. The London based Bluemel Brothers purchased the site in 1902 to supply Coventry's rapidly growing cycle and motor industry with a range of accessories such as cycle pumps and mudguards for cycles and spark plugs and accumulators for cars. After the closure of the factory in 1985 the workshops became a Business Park before being demolished in 2004. The Office Block was saved, now converted to housing. Two storey red brick with additional stone and browner brick detailing. Impressive wood panelling and staircase inside. Over the front entrance is the familiar Bluemel 'no weight' trademark, a 'B' with feather        | 0132 |

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| Wilsdon Coachworks          | SOL Lode Lane, Solihull                                       | 139 SP153810 | Motor vehicles | V      | The former premises (the 'Herculite Works') of Wilsdon and Co. Coachworks, a firm specialising in bodywork and coachwork for a range of vehicles. Established in 1892 in central Solihull, the firm moved to the new Lode Lane industrial estate in the 1960s. Extensive workshops lie behind and to the right of the frontage. Taken over in 1995, production was moved elsewhere and the buildings became the home for a Christian Renewal Centre.    | 0206 |
| Motor Heritage Ctr., Gaydon | STR Gaydon, Warwickshire                                      | 151 SP356546 | Motor Vehicles | O      | A collection of nearly 300 cars, covering a number of UK producers from the smaller manufacturers such as Morgan, via niche producers such as Land Rover, to the mainstream producers such as Austin and Morris. The Museum Trust also works closely with the heritage arms of Britain's major car concerns, including Ford, Jaguar and Vauxhall. The Museum has a considerable archive collection as well, covering documents, photographs, and films. | 0269 |
| Automotive Products Factory | WAR Office and Factory 32<br>Clemens Street<br>Leamington Spa | 151 SP320651 | Motor Vehicles | V      | Automotive Products of London bought the Zephyr Carburettor Co. in Clemens Street in 1929 and started making Lockheed Brakes and later Borg and Beck Clutches. They expanded to a new factory in Tachbrook Road in 1931. The Clemens Street site was used for their Test Equipment manufacture well into the 1970s.   | 0170 |

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| Gunnery House, Leamington | WAR Gunnery Terrace,<br>Leamington Spa | 151 SP309661 | Motor vehicles | V      | <p>An interesting three storey building with a large archway access from Gunnery Terrace. The buildings run through to Guy's Cliffe Road, and nineteenth century maps appear to show them as a single entity. The buildings facing Gunnery Terrace are constructed in red brick with blue brick detailing on windwos, archway and doors. A date stone of 'VR 1859' and an external crane are attached to the second floor.</p> <p>At present the original function of the building is unclear, but it certainly served as a dairy between the late 1880s and 1919. The sales particulars for 1919 give some idea of the extent of the premises. "STONELEIGH DAIRY, 7, GUY'S CLIFFE ROAD and GUNNERY TERRACE, occupying an excellent position and highly suitable for conversion into MOTOR GARAGE or FACTORY, having a frontage to Guy's Cliffe Road of about 30ft. and frontage to Gunnery Terrace of about 33ft. 6in. and a total depth of about 101ft. 6in. The premises comprise Shop with Office, Dwelling House with five bedrooms, spacious covered-in Yard with Stabling for seven horses and extensive Lofts and Store Rooms over, all substantially brick-built and slated. Available floor space about 8,349 square feet." Several light engineering firms seem to have been resident in the inter-war period before the premises became the wartime home of Supercars, a firm specialising in the production of small cars for the fairground. The Supercars firm vacated their premises in Coventry because of the threats of air-raids, and after the war moved again from Gunnery Terrace to Lock Lane in Warwick. The premises were then used by different firms over time, with a removals business utilising the space for storage as the last occupant before conversioun in 1985 to Offices.</p> | 0403 |

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| Healey Motor Works         | WAR Lock Lane, Warwick                                   | 151 SP259660 | Motor Vehicles  | V      | Remaining buildings of the motor works established in 1945 by Donald Healey. Early Healeys and Austin Healeys manufactured here. Since 2008 the site has been occupied by JME Healeys (John Everard), a firm dedicated to the restoration of Healey cars.  | 0203 |
| Barston Garage             | SOL Barston Lane, Barston                                | 139 SP197787 | Motor:Ancillary | V      | Surviving buildings of a typical country garage supplying the needs of the local motorist.   | 0331 |
| Catteralls Coach Depot     | STR Southam Road, Southam                                | 151 SP417644 | Motor:Ancillary | V      | A roadside garage (with inspection pit) acting as a depot for Catteralls Coaches, a small scale operator supplying local needs.  | 0332 |
| Compton Garage, L. Compton | STR Shipston Road, Long Compton on A3400 oppoiste church | 151 SP287329 | Motor:Ancillary | V      | The twin arch entrance to a stone building functioning as a garage on the main street of Long Compton. Some old pumps and equipment remain.  | 0339 |
| Forge Garage, Kenilworth   | WAR Mill End, Kenilworth                                 | 140 SP294727 | Motor:Ancillary | V      | Formerly known as Forge Garage, now 'Just Tyres', the building (much altered), was originally a forge/smithy. Located on the corner of Mill End and Forge Road close to the site of a demolished mill.   | 0353 |
| Coventry Transport Museum  | COV Millenium Place, Hales Street, Coventry              | 140 SP334793 | Motor:Vehicles  | O      | The Museum's collection consists of motor cars, commercial vehicles, cycles and motorcycles, many with local connections. In addition, extensive collections of automobilia, books, photographs and a wealth of other archive material is held and conserved.  | 0259 |
| Minerva Works, Alcester    | STR Station Road, Alcester                               | 150 SP086576 | Needlemaking    | V      | Former Minerva Needle Works built in the 1880s for Alfred Allwood, needlemaker. An unusually large premises for needle making - an industry characterised by outworking of some of its processes. Three storey red brick with terracotta dressing. Sold in 1912 to Terry's Springs and then to a series of other firms before being restored and converted into a number of small business units under its present status as Minerva Mill. | 0143 |

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| Priory Needleworks, Alcester  | STR 81, Priory Road, Alcester             | 150 SP087575 | Needlemaking   | V      | Priory needleworks at the rear of The Priory - the frontage to Priory Road gives no indication of what lies behind. Two storey red brick building at right angles to the main house. Row of 11 arched cast iron window frames on top storey. Nineteenth century needleworks later converted to bicycle manufacture. Strictly no access - partial view of rear of building from School Road.  | 0168 |
| Ragley Needle Mill, Alcester  | STR Ragley Mill Lane, Alcester            | 150 SP086580 | Needlemaking   | V      | Long history of a watermill on the site which was given over to needlemaking in the 18th and 19th centuries. Ceased working as a mill in the 1920s, with buildings subsequently utilised for agricultural and residential purposes. An intricate 2 and 3 storey red brick set of buildings arranged in a right angle. Major renovation in the 1980s to create a number of dwellings. Some machinery remains in one of the (private) houses. Only a general view of the buildings is available from Ragley Mill Lane. | 0169 |
| The Old Mill, Kineton         | STR Mill Lane, Kineton                    | 151 SP339511 | Power:         | V      | A former working mill, now converted to business units.  | 0437 |
| Daimler Power House           | COV Sandy Lane, Coventry                  | 140 SP333800 | Power:Electric | V      | The Power House, Sandy Lane, one of the few remaining buildings of the Daimler Works, first established by Harry Lawson in 1896 in a converted cotton mill. ('Motor Mills')  | 0134 |
| Electric Wharf, Sandy Lane    | COV Off Sandy Lane, Coventry              | 140 SP333801 | Power:Electric | V      | Canalside location of Coventry's power station and depot. Operated from 1896 until 1936. It has been imaginatively converted to accommodate business premises and homes, retaining bold elements of the original structure.  | 0133 |
| Electricity Station, Coventry | COV Abercorn Road, Chapelfields, Coventry | 140 SP314787 | Power:Electric | V      | A red brick electricity station supplying power to the western side of the City. Constructed in the early 20th century and proudly displaying the name of the city on the front.   | 0378 |

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| Warwick Gas Works        | WAR Birmingham Road, Warwick                                | 151 SP275656 | Power:Gas   | V      | The site of one of the earliest gas works in the world. The original buildings, erected in 1822 included the two existing octagonal towers which contained the gas holders. In 1905 an office block was erected between the towers. Other buldings to the rear have been demolished.  | 0006 |
| Hawkesbury Engine House  | NUN Hawkesbury Canal Junction of Coventry and Oxford Canals | 140 SP362846 | Power:Steam | V      | An engine and pump house used to raise water into the Coventry Canal. First used in 1821 with 'Lady Godiva', a Newcomen beam engine. Later supplemented by a more powerful engine. 'Lady Godiva' was moved to Dartmouth (birthplace of Thomas Newcomen) in 1963 where it is on display. Solid three storey blue brick building with chimney.  | 0136 |
| Mancetter Mill           | NOR Mill Lane, Mancetter                                    | 140 SP322966 | Power:Water | V      | A small water mill on the River Anker, much reduced in height and showing scant evidence of mill activity. Mill Lane crosses the mill race on a footbridge with the (undershot) wheel pit discernible from the bridge.  | 0340 |
| Packington Mill          | NOR Packington Park Estate, Great Packington                | 140 SP216837 | Power:Water | P      | The ruins of Packington Mill are sited deep in woodland. Some of the fabric dates from The 17th century. The overshot wheel was originally fed by a long leat from the Great Pool. After the Hall Pool was constructed a much shorter leat was made from this pool. The mill was disused by 1905 and largely dismantled during WWII. Remains of the waterwheel, millstones and some gearing are in the derelict (sandstone and brick) building. | 0346 |
| Little Lawford Watermill | RUG Claymill Lane, Little Lawford                           | 140 SP469771 | Power:Water | V      | Evidence of a mill on this site for a long period prior to the construction of the current buildings in the 19th century. Three storey red brick mill, integrated with the mill house. Milling continued to the 1920s but the water wheel was removed in the 1940s. Recent renovation for enhanced residential accommodation.   | 0131 |

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|---------------------|-------------------------------------|--------------|-------------|--------|--|------|
| Arrow Watermill     | STR Arrow, Near Alcester            | 150 SP082560 | Power:Water | V      | A long-established mill site, the current building dates from the early 19th century. The Sisam family ran the mill for many years after 1825, before Adkins & Thomas Ltd. assumed responsibility 1921-1962. The mill was then converted into a restaurant and hotel facility with considerable changes to the buildings.  | 0313 |
| Blackford Watermill | STR Stratford Road, Henley in Arden | 151 SP153651 | Power:Water | V      | This mill on the River Alne just south of Henley in Arden is a fine set of buildings and associated water features. Milling has a long history on the site, with the production of animal foodstuffs continuing until the 1950s. The three storey brick building with central lucam is the main feature - now converted into offices - with the mill house on the eastern side of the mill. The breast-shot waterwheel was housed externally, protected by a whell house. The cast iron machinery is marked: R.SUMMERS WHEELWRIGHT TANWORTH. The mill building is Listed Grade 2.  | 0450 |
| Burmington Mill     | STR Burmington                      | 151 SP261381 | Power:Water | V      | This large 4-storey mill was built in two phases - the southern section in the 18th century, the northern in the 19th. Powered by two waterwheels, later replaced by turbines. These are now all removed. Milling ceased in the 1950s and the building was used by a firm manufacturing prefabricated buildings before being partly converted into flats, then becoming a Christian Retreat. A serious flood - and subsequent fire in 2007 when a faulty humidifier sparked the blaze - has resulted in a major refit internally and the removal of the external lucam from the eastern end of the mill. An (unrestored) forge exists on the western end and there is a separate mill house building marked 'J C E of N 1752'. | 0357 |

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| Charlecote Water Mill          | STR On Hampton Lucy to Charlecote lane near R. Avon bridge | 151 SP258572 | Power:Water | O      | A red brick three storey mill probably built in the 18th century on the site of earlier mills. Two undershot water wheels. West wheel drives two pairs of stones, east wheel drives the ancillary machinery. Restored to use.  | 0049 |
| Cherrington Mill               | STR Cherrington, Shipston on Stour                         | 151 SP291368 | Power:Water | V      | A mill on the River Stour, with the mill building dating from the mid nineteenth century, although there had been a mill at Cherrington for many years prior to that date. Unusually, the three storey building is built of alternate red and yellow brick, with a (sadly illegible) date stone high on the front wall. It is situated between the mill house to the south and farm buildings to the north and has been much altered in order to fulfill its current function as bed and breakfast accommodation.  | 0445 |
| Clifford Chambers (Forge) Mill | STR Clifford Chambers (River Stour)                        | 151 SP197527 | Power:Water | V      | One of two mills in Clifford Chambers on the river Stour, the mill is known as Clifford Mill or Clifford Forge Mill, for it had been used as an iron forge in the 18th century. It was rebuilt in 1853 and used for flour milling. In 1946 Tibor Reich - the renowned textile designer - set up business within the mill buildings. He designed and produced fabrics that were innovative in their textured surfaces and abstract patterns. A weaving unit flourished for many years, with a maximum workforce of 80 and Reich received many high profile commissions. The mill was closed in 1978, a decision much influenced by the constant risk of flooding. Much conversion and extension has taken place since then and the buildings are now converted into dwellings and small business units, with an impressive chimney remaining. The mill manager's house - Clifford Forge House (listed) - is nearby. | 0217 |

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| Clifford Chambers (Old) Mill | STR Clifford Chambers (River Stour) | 151 SP199520 | Power:Water | V      | One of two mills in Clifford Chambers located on the River Stour. A mill had long existed on the site but the current brick building dates from the 18th century. It was a water mill until 1926 when an electricity generating turbine was installed. Adapted for various uses over time, including a laundry for Clifford Chambers Manor, it is now a private house. A public footpath runs directly in front of the mill and evidence of the building's former life as a mill can be seen. | 0216 |
| Great Alne Mills             | STR Mill Lane, Great Alne           | 150 SP122589 | Power:Water | V      | A collection of buildings clustered round a red brick four storey water powered corn mill of (mainly) 19th century buildings which have been much altered over time. These changes have been conditioned by the need to expand production, the introduction of new technology (turbine and diesel engine) and the accommodation of grain handling facilities. The complex includes the mill manager's house. Latest incarnation as a series of luxury apartments and houses.                  | 0141 |
| Halford Mill                 | STR Mill Lane, Halford Bridge       | 151 SP258455 | Power:Water | P      | This mill on the River Stour is a three storey stone building, with considerable brick infilling. A wheelhouse covering the waterwheel was positioned at the eastern end of the mill building. This wheelhouse has been demolished, the wheel removed, and the mill is thought not to have worked since the late 1930s, with parts now converted into residential accommodation. The mill house adjoins the mill at right angles.   | 0443 |
| Hoo Mill, Haselor            | STR Haselor, Alcester               | 150 SP106578 | Power:Water | V      | An interesting mill complex that contains a former corn mill and a needle-pointing mill, together with a mill house. The mill buildings largely date from 1810 with the needle mill added in the mid 19th century. The mills were powered by a low breast-shot waterwheel. Now a private residence it can be (partially) viewed from a footpath that runs alongside the River Alne.   | 0225 |

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| Long Compton Watermill  | STR Barton Road, Long Compton      | 151 SP278333 | Power:Water | V      | Situated on Nethercote Brook, a tributary of the River Stour, Long Compton Mill adjoins the Miill House. The mill is a stone structure, three storeys high, the mill house, also stone, is two storeys high with a date stone 'R.H. 1758'. The mill ceased working in the 1950s, but the building is not converted and some machinery and the waterwheel remain.         | 0441 |
| Shipston Mill           | STR Mill Street, Shipston on Stour | 151 SP260404 | Power:Water | V      | Three storey (painted) brick mill on the River Stour. Undershot water wheel and machinery removed when the mill closed. Converted into an hotel.   | 0157 |
| Wellesbourne Water Mill | STR Wellesbourne                   | 151 SP287537 | Power:Water | P      | A water mill powered by the River Dene with a breast shot water wheel 17ft diameter powering two sets of stones. Dated 1834 on the building. Water retained by a dam with spillway. Last worked by water power before 1939 but continued with external power. Dam repaired in 1988, mill restored to use in 1989.  | 0028 |
| Whichford Watermill     | STR Whichford                      | 151 SP316635 | Power:Water | V      | The mill is a stone building of three storeys, with an adjoining mill cottage carrying a date stone 'R.M.E. 1711'. Other than the external structure of the mill building there is little evidence of mill activity, having been converted into residential accommodation. Outside, some evidence of the millpond and the leat to the mill from the River Stour remains. | 0442 |

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| Wootton Wawen Mill         | STR Stratford Road,<br>Wootton Wawen     | 151 SP156631 | Power:Water | V      | There is evidence of mills on the river Alne at Wootton Wawen over a long period, and in the 18th. century the mill was converted to paper making. It had become a corn mill by the mid-19th, and this lasted until 1912. The waterwheels were replaced by water turbines and electricity was supplied to nearby Wootton Hall. The impressive brick-built 5-storey mill complex fronting the Stratford Road dates from the 18th. century and has been used for number of purposes since milling stopped, (including storage for Atco lawnmowers) and has now been converted into a number of residential units.   | 0242 |
| Blackdown Mill, Leamington | WAR Hill Wootton Road,<br>Leamington Spa | 151 SP311691 | Power:Water | V      | Long history of milling on the site with activity probably ending in the 1920s. Current building is a mix of 18th and 19th century buildings and later conversions. Oldest part is the three storey brick building housing the remains of a low breast shot wheel, viewable through a grille beneath a stone arch. Wooden extension plus elaborate doors and balconies create a unique building, together with chimney and large flywheel (associated with steam power installed in the mid 19th century) at the rear of the building. Original mill race filled in. There have been further alterations in recent years at the rear of the building which is now used for accommodation. | 0147 |
| Guy's Cliffe (Saxon) Mill  | WAR Coventry Road,<br>Warwick            | 151 SP291671 | Power:Water | V      | Reputedly of Saxon origin, a mill has long existed on this site, with a granary attached. The mill buildings are of stone with brick additions, particularly to the rear. Previously two waterwheels but only the smaller one remains. The iron axle of the main wheel is mounted on the wall adjacent to the mill pool, and two millstones are in evidence. The mill closed in 1938 and was converted to a restaurant in 1952. but the mill retains its attractive setting and is a popular venue for visitors.  | 0224 |

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|---------------------------|---------------------------------------|--------------|-------------|--------|--|------|
| Rock Mill, Leamington Spa | WAR Rock Mill Lane,<br>Leamington Spa | 151 SP301662 | Power:Water | V      | An important site, for in 1792 it was constructed by Benjamin Smart as a cotton mill, very unusual for the county. It later converted to corn and eventually animal feedstuffs, and was extended in the late 19th century with an additional wing on the eastern end. It was run by Kench and Sons from 1888 to 1961. The mill is a four storey building with attics, with the remains of two breast-shot wheels and a chimney on the western end associated with later conversion to steam power. Ground floor constucted of stone with brick upper floors with stone dressing. It has recently been converted to accommodation with additional new properties built at the rear of the mill. Fine (stone and brick dressing) mill house to the east of the mill. | 0144 |

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|-----------------------------|---------------------------------|--------------|-------------|--------|---|------|
| Warwick Castle Engine House | WAR Warwick Castle grounds      | 151 SP284646 | Power:Water | O      | A watermill had been in existence on the site since the 14th century, supplying corn to the castle but in 1894 a re-building created a facility for the generation of electricity from water power. This was done via the 19th century low breastshot water wheel and a water turbine (of which little remains) with links to dynamos and thence to batteries. This is an early example of the generation of hydro-electric power, used for the provision of lighting for the castle and also to power electric vehicles and an electric boat. Gas engines were also used. There was also an electrically powered pump for supplying water for fire hydrants to the castle and the town. The engine house was abandoned in 1954 but a recent restoration seeks to illustrate these various methods of generating power, with some original material and some engines brought in from elsewhere to illustrate what would have been present. The latter include a Crossley gas engine with throttle governing gear, originally from the Co-op Dairy Association, Fenwick, Kilmarnock and a Crossley cold start oil engine from High Royds Hospital, Menston, W. Yorkshire. Admission is via entry ticket to Warwick Castle. | 0215 |
| Tuttle Hill Windmill        | NUN Tuttle Hill, off B4114 road | 140 SP341932 | Power:Wind  | V      | A 4-storey red brick tower mill with the top cemented over. Originally 4 sails; rebuilt in 1905 with 5 sails. The last working windmill in Warwickshire, ceasing work in 1936 after storm damage. Currently used as a store.  | 0103 |
| Thurlaston Windmill         | RUG Church Lane, Thurlaston     | 140 SP469710 | Power:Wind  | V      | Tall (5-storey) tapering red brick tower built in 1794. Milling ceased in 1920s. Now converted to a house with modern tiled conical roof.   | 0127 |

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|----------------------|-----------------------------------|--------------|------------|--------|--|------|
| Berkswell Windmill   | SOL Windmill Lane, Balsall Common | 139 SP249759 | Power:Wind | O      | A tower mill standing on a low mound and surrounded by a circular wall. A red brick tower with a boat shaped cap. Two common sails and two patent sails spanning 60ft. Two pairs of stones. Built in 1826 and worked by wind until 1927. Recently restored.  | 0014 |
| Chesterton Windmill  | STR Chesterton                    | 151 SP348594 | Power:Wind | V      | A unique tower windmill dating from 1632. The circular arcaded base of the windmill is surmounted by the first floor housing the two pairs of stones above which is the rotating domed timber cap with four common sails with a diameter of 60ft. Built for Sir Edward Peyto.  | 0005 |
| Harbury Windmill     | STR In Harbury village.           | 151 SP373600 | Power:Wind | V      | A 60ft high tower mill, the tallest in Warwickshire. Built about 1805 with three pairs of stones. Worked until the early 20th century when the sails were removed and a steam engine (later electrical power) substituted. Now converted into a dwelling.  | 0050 |
| Kineton Windmill     | STR Pittern Hill, Kineton         | 151 SP325517 | Power:Wind | V      | A tower mill built of stone, now much patched with brick, with dome cap. Long out of use as a mill.  | 0148 |
| Upper Tysoe indmill  | STR Wimdmill Hill, Upper Tysoe    | 151 SP331427 | Power:Wind | A      | Upper Tysoe Windmill - built in the early 18th centruy. The structure is a 12 sided barrel shaped stone tower with batter. There are four sails. The conical cap is covered in aluminium with finial and tail projection for winding geasr, two stones and the windmill still contains all its machinery. The mill operated until 1915 when it was struck by lightening. | 0460 |
| Upper Tysoe Windmill | STR Upper Tysoe/Compton Wynyates  | 151 SP331426 | Power:Wind | V      | A (surprisingly small) 12 sided stone tower built in the 18th century with conical cap, located half a mile from the nearest road. Restored in the 1970s.  | 0150 |
| Rowington Windmill   | WAR Rowington Green               | 139 SP205702 | Power:Wind | V      | Late 19th century small three storey red brick tower mill. Converted to residential use with replacement roof and windows. Known as 'Bouncing Bess'.   | 0167 |

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| Danzey Green Windmill        | ZMU At Avoncroft Museum of Buildings Bromsgrove | 139 SO952683 | Power:Wind     | O      | A post mill originally situated at Danzey Green, Tanworth in Arden in Warwickshire. Disused since the 1870s, it was removed to Avoncroft Museum of Buildings in 1969 and restored to use. Four sails spanning 60ft, originally common sails but rebuilt with two common and two spring sails. The upper part of mill is mounted on a massive timber post and is rotated by a hand winch.                             | 0054 |
| Broom West Signal Box        | STR Off A46 between Broom and Salford Priors    | 150 SP080523 | Rail:Ancillary | A      | Broom West Signal Box was on the former Evesham to Birmingham route and was built to a wartime Air Raid Precautions (ARP) specification which was designed to prevent blast damage rather than a direct hit from a bomb. The ARP signal boxes were generally built with 13.5 inch brick walls (the equivalent of one and a half bricks thick) topped by a reinforced concrete roof with concrete floors and lintels. | 0458 |
| GWR Boundary Post            | STR near Holmes House                           | 151 SP408567 | Rail:Ancillary | V      | A GWR boundary post in the vicinity of uncompleted earthworks for the Oxford to Rugby Railway (see record 390) near Holmes House between Bishops Itchington and Knightcote. One of a number in fields indicating the extent of land take for the proposed junction with the Oxford to Birmingham railway.  | 0391 |
| Long Marston Railway Sidings | STR Station Road, Long Marston                  | 150 SP154475 | Rail:Ancillary | V      | Since the privatisation of Britoish Rail in the mid-1990s, rolling stock operating companies have used the former Ministry of Defence site to store out-of-lease rolling stock. The Long Marston site covers 135 acres and consists of 12 miles of storage sidings, a two mile test-track loop, a short length of electrified line and a number oif rail served light meintenance structures.                        | 0462 |
| Bridge Rail Fence Post       | WAR Lowsonford                                  | 151 SP189684 | Rail:Ancillary | V      | A length of GWR bridge rail used as a fence strainer post. In the boundary fence alongside the former Heley in Arden branch line at Lowsonford. Line opened 1894, closed completely in 1917  | 0389 |

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|-----------------------------------|--|--------------|--------------|--------|--|------|
| Coat of Arms Bridge               | COV Coat of Arms Bridge Road, Coventry | 140 SP325767 | Rail:Bridges | A      | A masonry arch bridge carrying the line of the Coventry to Leamington railway line over Coat of Arms Bridge Road. Built 1844. Bears the coat of arms of the Gregory family who owned the land through which the railway passes. Engineer Robert Dockray.   | 0002 |
| Spon End Viaduct                  | COV Spon End, Coventry                 | 140 SP322791 | Rail:Bridges | V      | The railway between Coventry and Nuneaton was opened in 1850 by the L.N.W.R. A viaduct was built across the valley of the River Sherbourne. In 1857 part of the viaduct collapsed and the railway was closed for 3 years until it was rebuilt. The present structure has 23 arches and a total length of about 350 yards. Arches 1 to 5 (from the south) are blue brick with sandstone outer rings, spandrels and piers. Arch 6 is a similar but smaller arch over the footway on the south side of Spon End. Arches 7 to 17 are in blue brickwork with brick piers (presumably the rebuilt section). Arches 18 to 23 are similar to arches 1 to 5. Arches span about 40 ft. | 0457 |
| Abutment of the 'Birdcage Bridge' | RUG Abbey Street, Rugby                | 140 SP516757 | Rail:Bridges | A      | The remaining abutment of the bridge which carried the Great Central Railway line over the London & North Western Railway (now the West Coast Main Line). The bridge was a large steel girder bridge which was demolished in recent times and known as the 'Birdcage Bridge'. Opened in 1899 the line continued northwards over a long viaduct before crossing the Oxford Canal. A large signal gantry was erected over the L.N.W.R. lines at the expense of the G.C.R. The area to the right hand side was a mecca for railway enthusiasts spotting locomotives on the W.C.M.L., the G.C.R and from the Rugby Test House nearby.  | 0298 |

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| Leicester Line Viaduct         | RUG A426 Leicester Road, Rugby | 140 SP502766 | Rail:Bridges | V      | A viaduct with 11 elliptical arches approximately 700 ft long which carried the Midland Counties Railway between Leicester and Rugby over the Leicester Rd. Engineered by Charles Vignoles and opened in 1840. Red brick with facings of Staffordshire blue brindles and sandstone dressings.   | 0290 |
| Leicester Line Viaduct Footway | RUG A426 Leicester Rd. Rugby   | 140 SP502766 | Rail:Bridges | A      | Leicester line viaduct (see 0290 for description) reopened to cyclists and pedestrians in 2007 by Rugby Council. Listed Grade 2 in 2000.  | 0291 |
| Priory Road Bridge             | RUG Priory Road, Wolston       | 140 SP420161 | Rail:Bridges | A      | An unusual bridge in red and blue brickwork dating from the opening of the London & Birmingham Railway in 1838 which carries a trackway (public footpath) under the line of the railway. Single span brick four-centered 'Tudor' style arch with a skew angle of 30 degrees. Square span 18ft 2in, skew span 21ft. Interesting skew brick coursing in arch. Six ring brick arch stepped in pairs spings from vertical side walls 7ft 6in. high with a much weathered sandstone decorative string course at the springing. Bridge is 33 ft wide with an overall maximum clear height in the centre of the arch of approximately 14ft 6in. Brick parapet walls with stone capping set away from the bridge on a 'corbelled' solid stone course. Wing walls of various configurations, the wall on the NW side is supported by a (modern) concrete buttress. The base of both wing walls on the south side is supported by a low brick wall 2ft 2in high with a grassed area between the two walls. Modern concrete roadway under the bridge. The section of the line on which the bridge stands was opened in April 1838. The Designer was Robert Stephenson and the Contractor was Samuel Hemmings (who failed and the work was taken over by the Company). Bridge No. RBS1/297. | 0321 |

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| Viaduct, Avon Street Rugby | RUG Avon Street, Rugby                                    | 140 SP523755 | Rail:Bridges | P      | This 13 arch viaduct was situated on the Rugby to Market Harborough railway line which opened in 1878 to allow trains to avoid a level crossing of the L.N.W.R. Northampton and London lines. It is now in the middle of a golf course. Passenger trains were withdrawn in 1966.                          | 0300 |
| Wolston Railway Bridge     | RUG Priory Road, Wolston                                  | 140 SP419760 | Rail:Bridges | A      | A Tudor style arch bridge carrying the London & Birmingham Railway over Priory Road, Wolston. Skew arch. Blue brick with stone dressing. Engineer Robert Stephenson.  | 0197 |
| Wolston Viaduct            | RUG In Wolston Village on Coventry to Rugby railway line. | 140 SP409761 | Rail:Bridges | V      | An original structure on the London & Birmingham Railway, dating from about 1837. Nine main semi-elliptical arches in brick with stone facings. At each end are smaller arches of 10ft span. Designer Robert Stephenson   | 0020 |
| Wood St. Footbridge, Rugby | RUG Wood Street, Rugby                                    | 140 SP506761 | Rail:Bridges | A      | A new structure opened in June 2009 to replace an earlier timber and riveted footbridge (the 'Black Path') which gave access over the tracks east of Rugby Station. Originally gave access to the BTH factory complex but now connects Wood Street to the Webb Ellis Business Park and Industrial Estate. | 0296 |
| Long Itchington Viaduct    | STR Near Long Itchington over River Itchen                | 151 SP411645 | Rail:Bridges | V      | A blue brick viaduct carrying the former Marton Junction to Weedon branch line over the River Itchen at Long Itchington. Built for double track by Messrs. Scott & Co. Line opened 1895, closed completely 1985.  | 0392 |
| Stannals Bridge            | STR The Greenway, Stratford upon Avon                     | 151 SP188533 | Rail:Bridges | A      | Stannals Bridge - a steel girder bridge, now partly derelict which formerly carried the G.W.R. Stratford to Cheltenham line over the River Avon. One half of the bridge now carries The Greenway footpath and cycle route.  | 0409 |

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|-------------------------------|--|--------------|--------------|--------|--|------|
| Tramway Bridge                | STR Over River Avon in Stratford upon Avon   | 151 SP206548 | Rail:Bridges | A      | A nine arch brick bridge with semi-elliptical arches built in 1826 to carry the line of the Stratford and Moreton Tramway over the River Avon. It was the largest structure on the tramway which was one of Britain's earliest railways. Engineer James Rastrick. Now used as a public footpath.   | 0010 |
| Umberslade Hall Drive Bridge  | STR Umberslade Hall Drive, Tanworth in Arden | 139 SP119709 | Rail:Bridges | A      | A bridge carrying the line of the GWR line from Tyseley to Stratford over the drive to Umberslade Hall. Three masonry arch spans on an acute skew angle, arches semi-elliptical in form in finely dressed sandstone ashlar. Built about 1908. Engineer was H.D.Smith, Contractor was C.J.Wills & Son.  | 0027 |
| Common Lane Railway Bridge    | WAR Common Lane, Kenilworth                  | 140 SP298731 | Rail:Bridges | A      | A railway bridge of stone construction at Common Lane, Kenilworth. Crosses the Coventry to Leamington railway line at the former Kenilworth Junction.  | 0185 |
| Common Lane Railway Bridge    | WAR Common Lane, Kenilworth                  | 140 SP298731 | Rail:Bridges | A      | A blue brick arch bridge over the former Kenilworth Junction to Berkswell railway line carrying Common Lane, Kenilworth. Now over part of the Greenway and cycle route with access from Coventry Road, Kenilworth.   | 0189 |
| Hollis Lane Bridge Kenilworth | WAR Hollis Lane, Kenilworth                  | 140 SP285744 | Rail:Bridges | V      | An interesting blue brick skew railway bridge at Hollis Lane, formerly used to carry the Kenilworth Junction to Berkswell railway line. The bricks under the arch are laid on the diagonal. The line closed in the 1960s and is now part of the national cycle route network.  | 0355 |
| Hunningham Railway Bridge     | WAR On trackway south of Hunningham          | 151 SP383665 | Rail:Bridges | A      | An unusual bridge carrying a trackway over the line of the LNWR railway from Leamington to Rugby. Built 1850, Engineer W.T.Doyne. Originally a 150ft span lattice girder bridge (longest in the world) but later propped at the third points by a complex arrangement of four lattice columns thus converting it into a three 50ft span bridge. Listed Grade 2*. | 0033 |

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| Kenilworth Common Viaduct  | WAR Kenilworth Common, Kenilworth                        | 140 SP296728 | Rail:Bridges   | A      | A brick viaduct crossing Finham Brook on Kenilworth Common. Tie bars and plates visible. Carries the Coventry to Leamington railway line.  | 0186 |
| Leamington High St. Bridge | WAR High Street/ Bath Street Junction Leamington Spa     | 151 SP320652 | Rail:Bridges   | A      | A large steel (?) railway bridge carrying the Leamington to Banbury railway line over the High Street/Bath Street/Clemens Street junction. An unusual configuration. The north girder has a single span of about 136ft. The centre girders cross in two spans of about 84ft supported by a single steel rivetted column and the south girders cross in two spans of about 100ft supported by a brick pier. The outer girders are hogged back rivetted lattice trusses, the centre girders are similar rivetted plate girders. It is uncertain if the present bridge is the original bridge of 1852 which was designed by Brunel with T.H. Bertram as Resident Engineer and Peto & Betts as Contractors. The present bridge may be a rebuild of unknown date. | 0077 |
| Mill End Bridges           | WAR Mill End, Dalehouse Lane, Kenilworth                 | 140 SP296727 | Rail:Bridges   | A      | A railway bridge carrying the Coventry to Leamington railway line over Dalehouse Lane at Mill End, Kenilworth. Brick arch and sandstone construction on the west side and iron girders on the east side. Single span. At this point there is a passing loop on the single track railway line.  | 0187 |
| Offchurch Railway Viaduct  | WAR Over Warwick & Napton Canal Offchurch/Radford Semele | 151 SP353649 | Rail:Bridges   | A      | A skewed railway viaduct which formerly carried the Leamington to Rugby line over the (former) Warwick & Napton Canal. Excellent brickwork with stone dressing. Viewable from canal level. No access from the railway line, now partly restored as a path/cycleway.  | 0344 |
| Coundon Road Station (1)   | COV Coundon Road, Coventry                               | 140 SP325796 | Rail:Buildings | A      | The former station building and house at Coundon Road Station, Coventry. Located at a level crossing approximately 2 mile north of Coventry Station on the Coventry to Nuneaton railway line.  | 0303 |

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|---------------------------------|----------------------------|--------------|----------------|--------|---|------|
| Coundon Road Station (2)        | COV Coundon Road, Coventry | 140 SP325796 | Rail:Buildings | V      | The remains of the former 'up' platform at Coundon Road Station, Coventry. Located at a level crossing approximately 2 miles north of Coventry Station on the Coventry to Nuneaton railway line.  | 0304 |
| Warwick Road Goods Yard         | COV Warwick Road, Coventry | 140 SP330782 | Rail:Buildings | A      | Believed to be part of the blacksmith's buildings in the former goods yard adjacent to Coventry Station. Location is alongside the footpath to the station, just the car park side of the Warwick Road bridge. Now modernised and used for plant.   | 0175 |
| Warwick Road Goods Yard Stables | COV Warwick Road, Coventry | 140 SP329783 | Rail:Buildings | A      | Stables located under the footbridge ramp from Grosvenor Street to Spencer Park in the former Warwick Road Goods Depot, Warwick Road, Coventry. The stables are now bricked up but hinges for the doors are still clearly visible, set in blocks. Curved engineering bricks also visible.   | 0176 |
| Crossing Keeper's Cottage       | NOR Quarry Lane, Mancetter | 140 SP318964 | Rail:Buildings | V      | A crossing keeper's cottage built circa 1847 for the Trent Valley Railway. Designed by J.W. Livock who was also responsible for Atherstone Station. Attractive building of red brick with stone dressing, 'fish-scale' roof tiles and Dutch gables. Later replaced by a bridge over the line., Now a private house with extensions to the original cottage. | 0338 |

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| Maxstoke Station                | NOR Maxstoke, North warwickshire | 140 SP212885 | Rail:Buildings | V      | Colehill station was opened by the Birmingham & Derby Junction Railway in 1839 to link Derby, via Whitacre Junction with Hampton in Arden from where trains travelled over the London & Birminham Railway's line to Curzon Street. The line lost its importance when the B.& D.J.R. opened its own direct route into Biringham in 1842. Closed to passenger taffic in 1917. In 1923 the station was renamed Maxstoke and retained as a goods facility until final closure in 1939 with the line being finally lifted in 1952. One platform with sloping ends is still visible, the red brick building and level crossing is long gone. | 0354 |
| Railway Station, Atherstone     | NOR Long Street, Atherstone      | 140 SP304979 | Rail:Buildings | V      | Built in 1847 as part of the Trent Valley Line. Designed by J.W.Livock. Brick building with limestone dressings and interesting architectural detail - patterned brickwork, steeply pitched tiled roofs with decorative chimney stacks and finials. Saved from demolition in the 1980s. Now offices, external viewing only.  | 0096 |
| G. C. Raliway Station (Site of) | RUG Hillmorton Road, Rugby       | 140 SP514745 | Rail:Buildings | A      | The remains of the Great Central Railway Station opened in 1899 and closed in 1969. Typical G.C.R. station with island platforms with one up and one down. Freight pens on the left hand side of the main line. Booking Office situated at road level, platforms accessed by a staircase from the Booking Office. Now part of a nature walk. Line was between London Marylebone and Sheffield via Leicester and Nottingham. Opened in 1899 and various sections closed during the 1960s.   | 0297 |

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| Rugby Station (a)              | RUG Murray Road, Rugby               | 140 SP511759 | Rail:Buildings | A      | The present Rugby Station was originally opened in 1885 and has been extensively modernised following the new track layout in the early 2000s. There is a new booking hall with cafe, toilets etc. which replaces the same, but much larger, facilities on the main island platform. The present station replaced two earlier stations to the west of the present site. Large steel and glass roof replaced in the early 2000s by modern 'gull wing' roofs over the platforms only. | 0294 |
| Olton Station, Solihull        | SOL Station Drive, Olton, Solihull   | 139 SP133822 | Rail:Buildings | V      | Original GWR station of 1869 re-modelled in 1933. Brick built booking hall with stone dressing, formerly with canopy fronting Station Drive. Tiled booking hall and underpass.  | 0212 |
| Milcote Station (site of)      | STR The Greenway, Milcote, Stratford | 151 SP171516 | Rail:Buildings | A      | The remains of the down platform at the former Milcote Railway Station on the G.W.R. Stratford to Cheltenham railway line. Now a Greenway for cyslists and walkers.   | 0407 |
| Salford Priors Railway Station | STR Station Road, Salford Priors     | 150 SP080513 | Rail:Buildings | V      | A railway station and goods shed opened im 1866 for the Evesham & Redditch Railway. The station closed in 1963. The station is still extant, it is little altered and used as an office. The brick goods shed still stands in the yard behind.  | 0459 |
| Station Road Level Crossing    | STR Station Road, Long Marston       | 151 SP155478 | Rail:Buildings | A      | A level crossing on the site of the former Long Marston station on the G.W.R. Brimingham, Stratford upon Avon, Cheltenham and Bristol route. Closed in the Beeching era.  | 0196 |

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|-----------------------------|--------------------------------------|--------------|----------------|--------|---|------|
| Wilmcote Station            | STR Station Road, Wilmcote           | 151 SP167582 | Rail:Buildings | V      | Original 1860 station replaced in 1908 as part of the development of the North Warwickshire Railway Birmingham to Stratford on Avon line. Red brick station buildings with wooden canopies with a notable footbridge. Cast iron columns support latticed iron frame and corrugated iron roof. Decorated with date 1883 and Great Western initials. Wooden canopies and finials with wooden staircase either side.   | 0211 |
| Former Kenilworth Rly. Stn. | WAR Station Road, Kenilworth         | 140 SP288717 | Rail:Buildings | A      | The facade at the entrance to the former Kings Arms assembly rooms in Station Road was the facade which was originally part of the original 1844 Kenilworth railway station. It was re-erected in Station Road about 500 yards from the site of the station when the station was rebuilt in 1883. The Station Road building is now a bistro.  | 0368 |
| Leamington Spa Station      | WAR Old Warwick Road, Leamington Spa | 151 SP317652 | Rail:Buildings | V      | The original GWR 1852 station on the Birmingham-Oxford line was replaced by the current Art Deco building in 1937-39. Many period features with sympathetic renovation of waiting rooms, booking hall and installation of period-style benches and running in boards. Gardens well maintained by Friends of Leamington Station. (To the north lies the site of the L.N.W.R. Leamington Avenue station serving Coventry-Rugby, originally separate but later linked to the GWR station). | 0210 |
| Water crane base            | WAR Cattell Road, Warwick            | 151 SP280654 | Rail:Buildings | A      | The base section of a water crane which was formerly located in the coal yard of Warwick Station. The site is now a small industrial estate.  | 0069 |

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| Railway Cutting, Clifton Road  | RUG Clifton Road, Rugby                | 140 SP523761 | Rail:Earthworks | V      | A cutting on the railway line from Rugby to Market Harborough. The line 'split' after Clifton Station in order that the 'up' line did not need to cross over the L.N.W.R. London and Northampton lines. It then became the down line to take trains into the down side of Rugby SAstation. Passenger Services were withdrawn in 1966.   | 0299 |
| Railway Earhworks (incomplete) | STR Holmes House, near Knightcote      | 151 SP409653 | Rail:Earthworks | V      | Uncompleted earthworks for the Oxford to Rugby Railway near Holmes House between Bishops Itchington and Knightcote.   | 0390 |
| Rugby Station (b)              | RUG Wood Street Bridge, Rugby          | 140 SP506761 | Rail:Routes     | V      | Rail tracks to the east of Rugby Station. The photograph shows a train passing through the station en route for the line to Birmingham via Coventry. Previously in this area were the Engineers Lodging House, Wood Street Goods Yard and the BTH/AEI factories. Rugby still retains an important presence in the rail industry including Network Rail's Operating Centre and the plant depot of Colas Rail.  | 0295 |
| Kineton Military Railway       | STR Banbury Road, Kineton              | 151 SP373523 | Rail:Routes     | V      | Kineton Military Railway has 76 miles of track and extends over a 2,200 acre site. It is linked to the Network Rail main line system by a branch line consisting of part of the former main line of the Stratford-upon-Avon and Midland Junction Railway from Fenny Compton. During the 1980s the extensive network of sidings was cut back when internal road transport to serve a central rai/road transfer facility was introduced. The depot stores spare railway carriages and locomotives on behalf of various U.K. Train Operating Companies, utilising some of the redundancy railway sidings for this purpose. | 0463 |
| Coal Sidings, Leamington Spa   | WAR near Princes Drive, Leamington Spa | 140 SP310653 | Rail:Routes     | O      | Former coal sidings now heavily overgrown with trees and undergrowth. Used to deliver coal to the nearby foundry. Visible from Foundry Wood, Princes Drive - open to the public daily.  | 0243 |

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| Tramway Pillar          | COV Lydgate Road, Sandy Lane junction                   | 140 SP331804 | Rail:Tramways | A      | Possibly the last remaining traction pillar (base only) for supporting cables of the overhead wiring of the Coventry Tramway system. The system never re-opened after the WWII raid on Coventry on the night of 14th November 1940.  | 0388 |
| Curdworth Tramway Route | NOR Curdworth Bridge, Curdworth                         | 140 SP186918 | Rail:Tramways | A      | There was once a mineral tramway running underneath Curdworth Bridge along the bank of the River Tame at this point. The tramway was part of the extensive network around Minworth water treatment works. The track was still in place in the 1970s and at least one of the small diesel locomotives is in preservation. The inset photographs (album ref. 0201) show the track in situ in the 1970s. The main photograph is taken from Curdworth Bridge. The metal bridge in the small photograph is visible in the back ground of the main photograph. | 0201 |
| S. & M. Tramway rail    | STR Guildhall Gardens, High St. Henley in Arden         | 151 SP151660 | Rail:Tramways | O      | A length of fish bellied iron rail from the Strtford & Moreton Tramway. Mounted on a wall in the Guild Hall Gardens in Henley in Arden. Visible when gardens are open.   | 0435 |
| Stratford Tramway Track | STR Stratford, south of the River Avon through parkland | 151 SP203546 | Rail:Tramways | A      | The route of the Stratford & Moreton Tramway in Stratford, now a public footpath. From the canal basin it crosses the River Avon by means of the Tramway Bridge (q.v.) then on a low embankment through parkland at the rear of houses on the A3400 road. Tramway originally opened on 5th September 1826. Horse drawn throughout until the conversion of the section between Moreton and Shipston on Stour by the G.W.R. in 1889.   | 0068 |

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| Tramway Wagon                          | STR On Tramway Bridge footpath at Stratford upon Avon | 151 SP207549 | Rail:Tramways | A      | Tramway wagon from the Stratford & Moreton Tramway now sited on the old tramway bridge over the River Avon at Stratford. Maximum laden weight 4 tons. Woodwork recently restored. Horse drawn. Stands on a typical section of fish-bellied cast iron rail.   | 0060 |
| Railway carriage dwelling              | STR Lane to Armscote off the A3400.                   | 151 SP249449 | Rail:Vehicles | V      | A residence constructed from a pair of 19th century railway carriages on the right of the lane leading from the A3400 in the direction of Armscote when approaching from Halford. Arranged in a T shape, the carriage facing the road is an 1884 ex Taff Vale Railway carriage and the one at the rear is an ex 1875 Brecon and Merthyr Tydfil Railway carriage. Believed to have been purchased in 1930 from the G.W.R. Swindon and brought to the present site by Mayo's the timber hauliers of Shipston on Stour on a timber carriage drawn by a traction engine. | 0433 |
| Railway Carriage, Milcote station site | STR Milcote station site, The Greenway, Stratford     | 151 SP170515 | Rail:Vehicles | A      | A 1967 built British Rail Derby Mark 2 TSO railway carriage, No. 5344. Recovered from Long Marston storage depot around 2003 and installed on The Greenway cycle and footpath as a cafe. Close to the site of the former Milcote Station, now a picnic area and access point.  | 0408 |
| Maglev Carriage, Burton Green          | WAR Field off Hodgetts Lane, Burton Green             | 140 SP265762 | Rail:Vehicles | V      | One of the carriages from the 'Maglev' (Magnetic Levitation) system that operated at Birmingham Airport from 1984 to 1995. The track length (between Birmingham International railway station and the Airport Terminal) was 600 metres and trains 'flew' at an altitude of 15 mm., levitated by electromagnets and propelled by linear induction motors. Increased unreliability and the obsolescence of electronic equipment caused its closure. The carriage was purchased by a private individual and placed on private land but can be seen from Hodgett's Lane. | 0213 |

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| Bandstand, Pump Room Gardens  | WAR Pump Room Gardens, Leamington Spa    | 151 SP318766 | Recreation      | A      | Built at the end of the 19th century (dates vary according to source), this cast iron bandstand was manufactured by Walter Macfarlane & Co., Saracen Foundry, Glasgow. It is listed as sample 224 in the Macfarlane Catalogue. It received a major - and generously funded - restoration in 2018-19.   | 0418 |
| Tea Pavilion, Jephson Gardens | WAR Jephson Gardens, Leamington Spa      | 151 SP321656 | Recreation      | O      | A nineteenth century ornately decorated cast iron tea pavilion, which was converted to an aviary for a period, only to be recently restored as The Aviary Cafe. Manufactured by James Allan, Embank Foundry, Glasgow.  | 0419 |
| Swimming Pool Roof            | WAR At rear of Pump Room, Leamington Spa | 151 SP318657 | Recreation:Roof | O      | Swimming Pool built in 1890 by William de Normanville. An iron and timber roof spanning 60ft and 120ft long. Hipped roof at the east end and a five sided apse at the west end. Timber purlins and rafters with iron trusses. Trusses have cast iron compression members and wrought iron tie rods. Two tensioned tie rods 2 in diameter connect the ends of the roof. Complex castings where the end trusses meet at the apex of the roof. Now converted to the Public Library. | 0040 |
| Stoneleigh Abbey Sluices (1)  | WAR Grounds of Stoneleigh Abbey          | 151 SP320710 | River:Weirs     | O      | Lower sluice mechanism and stone bridge across the River Avon on the Stoneleigh Abbey Estate.  | 0306 |
| Stoneleigh Abbey Sluices (2)  | WAR Grounds of Stoneleigh Abbey          | 151 SP316711 | River:Weirs     | O      | Upper sluice mechanism and stone bridge across the River Avon on the Stoneleigh Abbey estate.  | 0307 |
| Watts Garage                  | SOL Stratford Road Hockley Heath         | 140 SP152728 | Road:Ancillary  | V      | Watts Garage, established since at least 1917. Old petrol pump still located on side of road.  | 0233 |

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| Binley Bridge       | COV Binley Road, Coventry        | 140 SP369786 | Road:Bridges | A      | An early reinforced concrete bridge, built in 1911 with a single segmental arch of 36ft. span. Designed by L.G.Mouchel using the Hennebique system. The Contractors were Lambrick & Co. Only the northern face of the bridge is visible owing to later widening of the road.   | 0011 |
| Spon End Footbridge | COV Spon End, Coventry           | 140 SP327789 | Road:Bridges | A      | A single span cast iron bridge carrying a footway over the River Sowe. Originally located on the Oxford Canal north of Coventry. Taken down and re-erected at Spon End during the construction of the M6 Motorway.   | 0013 |
| Coleshill Bridge    | NOR Coleshill                    | 139 SP199895 | Road:Bridges | A      | A six span masonry arch bridge carrying a road over the River Cole. Originally built in the 15th or 16th century but widened in brick in 1900 on the east side. Arches span between 12ft 9in to 13ft 3in.  | 0003 |
| Curdworth Bridge    | NOR Lichfield Road, Curdworth    | 140 SP186918 | Road:Bridges | A      | Curdworth Bridge is situated on the A446 Lichfield Road near Curdworth over the River Tame. Rebuilt 1886, earliest record 16th century. County bridge 1764-1959. Five equal spans, segmental brick arches. Tie bars through arch rings. Brick piers. Brick parapet walls with stone copings. Northernmost span accommodated tramway from Minworth Sewage Works. (See 0201) | 0200 |
| Fieldon Bridge      | NOR On B4116 north of Atherstone | 140 SP308995 | Road:Bridges | A      | A single masonry arch in sandstone with deep V-jointed voussoirs. About 34ft span. To the north are two flood culverts in brick both circular in section. To the south is a pointed arch in brick with stone facing over a mill leat. Dates from 1786.   | 0076 |
| Furnace End Bridge  | NOR B4114 Road, Furnace End      | 139 SP248913 | Road:Bridges | A      | A single span bridge with a ribbed arch over the River Bourne. Span about 12 ft. Medieval but the bridge has been widened on the east side and it is now nearly impossible to see the original arch.   | 0015 |

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| Packington Park Iron Bridge | NOR Packington Park Estate, Great Packington                           | 140 SP223837 | Road:Bridges | P      | A circa 19th century cast iron bridge with two spans and stone abutments at both ends. Wooden decking. Ornate railing decoration to both spans. This attractive bridge spans the waterway and weir that connects the Great Pool built 1619-40 and the Hall Pool built by Capability Brown between 1752 and 1768.   | 0345 |
| Polesworth Bridge           | NOR Polesworth, over River Anker                                       | 140 SP261023 | Road:Bridges | A      | A bridge designed by Thomas Sheasby senior. Ten semi-circular arches , spans between 15ft 8in and 20ft 9in. Built in 1776. Widened on the east side in mass concrete in 1924. Parpet stone inscribed 'HL 1776 TS'. The HL almost certainly refers to Henry Lakin.  | 0016 |
| Shuttington Bridge          | NOR Tamworth to Shuttington road over River Anker (on County boundary) | 139 SK249051 | Road:Bridges | A      | Six span masonry arch bridge. Spans 1 and 6 are flood arches, spans 2,3,4 and 5 over River Anker. Two different periods - old south-western section (spans 1 to 3) in sandstone ashlar with three unequal spans abuts the newer north eastern section (spans 4 to 6) with three unequal brick arches. The newer section rebuilt in 1816, older section may be much older and there are records of repairs to the bridge from 1650. | 0079 |
| Water Orton Bridge          | NOR Over River Tame at Water Orton                                     | 139 SP174914 | Road:Bridges | A      | Dates from 16th century with six segmental arches in sandstone. Spans vary from 13ft 6in to 14ft 2in. Cutwaters form pedestrian refuges. Unusual in not having been widened.   | 0017 |
| Kings Newnham Bridge        | RUG Kings Newnham to Church Lawford Road over River Avon               | 140 SP449770 | Road:Bridges | A      | Two span brick arch bridge. Unusually the arches are of different spans, 21ft 3in and 16ft 6in. Pier is sandstone ashlar with a triangular cutwater. Built about 1800.   | 0078 |
| Mill Bridge, Rugby          | RUG Rugby, on A426 1km north of Rugby town centre                      | 140 SP501763 | Road:Bridges | A      | A three span masonry arch bridge over the River Avon. The original bridge, dating from the 18th century is on the SW side of the present bridge. Brick arches with sandstone facings. Widened on the NE side in 1857 with matching arches. Modern reinforced concrete footway extension on the NE face.  | 0057 |

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|--------------------------|--|--------------|--------------|--------|--|------|
| Pedlars Bridge           | RUG Off Smeaton Lane<br>1km NNW of Brinklow                    | 140 SP429806 | Road:Bridges | A      | A packhorse bridge now a footbridge over the Smite Brook. Two semicircular arches in sandstone ashlar Spans about 6ft. Rebuilt 1873. 5ft 6in wide, 3ft 8in between brick parapet walls.  | 0059 |
| Barston Bridge           | SOL Barston Lane, Barston                                      | 140 SP216783 | Road:Bridges | A      | An interesting brick and stone twin arch bridge spanning the River Blythe. Modern brick parapet on the north side and metal railing on the south side. The bridge received serious damage from a road vehicle. The north side parapet contains a stone plaque with the wording 'Erected by public subscription 1859 Samuel Brett Shirreff Rector' There is also an Ordnance Survey arrow bench mark. | 0356 |
| Hampton Packhorse Bridge | SOL On lane between<br>Bradnocks Marsh and<br>Hampton in Arden | 139 SP215801 | Road:Bridges | A      | A packhorse bridge only 6ft wide over the River Blythe. Five masonry arches, three pointed arches and two segmental arches. Spans from 9ft 9in to 10ft 2in. Bridge probably dates from the 15th century and has been extensively repaired.   | 0021 |
| Bidford Bridge           | STR On B4085 road over<br>River Avon at Bidford                | 150 SP099518 | Road:Bridges | A      | A late medieval bridge dating from the 15th century. Eight main arches and one flood arch. Arches have various forms and spans, having been rebuilt over a long period of time. The seven triangular cutwaters are extended upwards to form pedestrian refuges.  | 0022 |
| Clopton Bridge           | STR On A34 road over<br>River Avon at<br>Stratford.            | 151 SP206548 | Road:Bridges | A      | Dates from about 1485. 14 arches, part segmental with a slight point with spans varying from 18ft 6in to 18ft 0in. Widened in 1814 by building new arches 5ft 3in wide on new piers. 1827 a cast iron footway was added on the upstream side.  | 0023 |
| Compton Verney Bridge    | STR On drive leading to<br>Compton Verney off<br>B4086         | 151 SP313529 | Road:Bridges | O      | Three segmental arches in ashlar masonry. Designed by Robert Adam, built in the late 18th century.   | 0051 |

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| Deppers Bridge               | STR East of Deppers Bridge over River Itchen             | 151 SP400593 | Road:Bridges | A      | Reinforced concrete beam bridge built 1939. Single span of 22ft 6in (square) on a 60 degree skew. Date stone in south parapet wall.  | 0073 |
| Hampton Lucy Bridge          | STR Hampton Lucy over River Avon                         | 151 SP258572 | Road:Bridges | A      | A cast iron arch bridge with a single span of 60ft. Four arch ribs each of four segments with bolted joints. Ironwork cast by Horseley Ironworks, design probably by William Mackenzie. Contractor Thomas Townshend.   | 0025 |
| Honington Bridge             | STR South west of Honington village over River Stour     | 151 SP263422 | Road:Bridges | A      | Masonry arch bridge in yellow sandstone with 5 unequal spans. All arches segmental but the two NE arches have smaller arches underneath - possible widening? The easternmost arch is almost completely blocked. Stone parapet with ornamentation of stone balls on plinths. Pevsner considers the bridge may be earlier than 1682. | 0075 |
| Long Itchington Stone Bridge | STR Stonebridge Lane, Long Itchington                    | 151 SP406650 | Road:Bridges | A      | Three segmental arches in sandstone ashlar carrying a minor road over the River Itchen. Red brick piers. Spans are 9ft, 14ft 3in, 9ft. Large cutwaters on upstream face, buttresses on downstream face of piers. Modern raked steel handrails.   | 0071 |
| Marton Bridge                | STR Marton village, over River Leam                      | 151 SP407691 | Road:Bridges | A      | A two span masonry arch bridge with segmental pointed arches dating from 1414 with two nearby flood arches. Scheduled Ancient Monument. Recently restored to its original configuration by Warwickshire County Council.  | 0056 |
| Snowford Bridge              | STR Long Itchington to Hunningham road over River Itchen | 151 SP399664 | Road:Bridges | A      | A three span brick arch bridge, segmental arches with spans of 10ft 2in, 17ft, 10ft 2in. Blue brick arch rings, remainder red brick. Built 1868, repaired 1900.  | 0080 |

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| Tidmington Bridge            | STR On A34 road 2km. S of Shipston on Stour over River Stour                       | 151 SP261383 | Road:Bridges | A      | Three span bridge widened on the east side. Original bridge has semicircular brick arches of 12ft, 16ft and 12ft span. Cutwaters on brick piers. Northern arch has a larger radius arch above the main arch. Widened on the west side by reinforced concrete beams supported on concrete blocks on the tops of the cutwaters. Widened on the east side by casting concrete arches to the same form with red brick spandrels and abutment walls. | 0065 |
| Tidmington Pack Horse Bridge | STR On County boundary over Knee Brook on footpath between Todenham and High Furze | 151 SP245375 | Road:Bridges | A      | A packhorse bridge with two masonry arches, the north arch is pointed 10ft span, the south arch is semi-circular 11ft span. Overall width of bridge is 7ft. Modern tubular steel post and single rail parapet May date from 1615. Listed Grade 2.   | 0067 |
| Wixford Bridge               | STR B4085 road Wixford over River Arrow  | 150 SP087546 | Road:Bridges | A      | A brick bridge with a single segmental arch of 65ft span. Arch ring is 30in thick. Designed by Henry Couchman senior. Completed in 1801. A fine example of brick arch construction.   | 0029 |
| Abbey Fields Footbridge      | WAR Abbey Fields, Kenilworth   | 140 SP285722 | Road:Bridges | A      | A single span cast iron footbridge adjacent to Abbey Fields Swimming Pool over the Finham Brook. 17th 6in span, 4ft 3in wide. Two cast iron beams 9in deep, I section with possible bolted joint at mid-span. Macadam footway. Cast iron parapet handrail 36in high. Sandstone abutments which may date from an earlier bridge destroyed by a flood. Present bridge possibly 18th century.<br><br>Warwickshire Bridges Database ref. 161.       | 0451 |
| Barford Bridge               | WAR Barford, N of village over River Avon.   | 151 SP268610 | Road:Bridges | A      | A five arch bridge dating from the 18th century now bypassed by a modern concrete bridge.   | 0061 |

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| Common Lane Brook Bridge     | WAR Common Lane, Kenilworth                              | 140 SP301730 | Road:Bridges | A      | A single span beam bridge carrying Commn Lane over the Finham Brook. Cast iron beams with later reinforced concrete beams above. Stone abutments with brick wing walls. Red brick parapet walls with stone capping. Height varies with the slope of the roadway. Width 18". Modern separate pedestrian footbridge on the east side. Plaque on the west parapet wall records that the bridge was strengthened by Warwickshire County Council in 1992.                          | 0455 |
| Crackley Pedestrian Tunnel   | WAR Near Crackley Hill, Coventry Road                    | 140 SP295736 | Road:Bridges | A      | A blue brick pedestrian tunnel under the former Kenilworth Junction to Berkswell railway line. Now part of the Greenway route. Access from Coventry Road, Kenilworth.   | 0184 |
| Great Bridge, Warwick Castle | WAR Mill Street, Warwick                                 | 151 SP285646 | Road:Bridges | V      | Remains of a late medieval stone ashlar bridge marking an early crossing of the River Avon beneath the walls of Warwick Castle. Three arches in the river with fragments on each bank and cutwaters upstream and downstream on the piers. Replaced by a later bridge upstream, opened in 1793 (see entry No. 41). Distant view from this new bridge but best seen either from Mill Gardens or the bottom of Mill Street (entry fee) or from Warwick Castle (large entry fee). | 0359 |
| Grecian Lodge Bridge         | WAR On drive leading to Stoneleigh Abbey from B4115 road | 140 SP317715 | Road:Bridges | O      | Built in 1813, an elegant masonry arch bridge with a single segmental span of 91ft and two small side arches. Designed by John Rennie for Lord Leigh.   | 0039 |
| Hunningham Bridge            | WAR Hunningham Road, Leamington Spa                      | 140 SP372685 | Road:Bridges | A      | Built circa 1651. Sandstone ashlar with 3 semi-circular arches with cutwaters. Spans the river. 2 further semi-circular flood water arches on the west bank. Plain parapet with 2 pairs of splayed refuges off the roadway on each side in the cutwater piers. Said to have been probably built by the monks of Stoneleigh Abbey.   | 0348 |

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| Leaffield Bridge         | WAR On private road south-west of Warwick | 151 SP280630 | Road:Bridges | P      | A near twin of Castle Bridge at Warwick but built earlier in 1776 to a design by Robert Mylne. A single 102ft span segmental arch in banded ashlar masonry. Restoration needed.   | 0034 |
| Mill Road Bridge         | WAR Jephson Gardens, Leamington Spa       | 151 SP322656 | Road:Bridges | A      | A suspension footbridge between Mill Road and Jephson Gardens. Built 1903, designed by William de Normanville. Span 100ft. The bridge is supported by wrought iron rods extending from the tops of the two towers to the handrail truss, a design which foreshadows the modern cable stayed suspension bridge.  | 0008 |
| Park Hill Railway Bridge | WAR Park Hill, Kenilworth                 | 140 SP294725 | Road:Bridges | A      | A single span beam bridge carrying Park Hill over the Coventry to Leamington railway line. Possibly cast iron beams with a span of about 26ft. Recent red brick parapet wall with stone capping. Total length of bridge about 93ft. Stone abutments. Railway opened 1844, Engineer Robert Dockray. The bridge may have been rebuilt.  | 0454 |
| Park Hill Viaduct        | WAR Park Hill, Kenilworth                 | 140 SP294725 | Road:Bridges | A      | A viaduct of 7 mostly semi-circular sandstone arches which carry Park Hill on a rising gradient. Tanyard Brook flows through arch 6 (from the north end). Arches 3 to 7 are semi-circular with a span of about 15ft. 9in. Arches 1 and 2 are segmental. Arch height varies with the inclination of the road, the arch springing from a low wall from arch 3 onwards. Voussoirs are single, 18in. deep. Deep V-joints, sandstone much weathered. Arch 1 is bricked up. Arches 2 to 5 are bricked up, recessed on the west side with locked doorways. Arch 6 is half blocked with the brook passing through the other half. All arches are bricked up flush with the east face. Stone parapet walls on both sides. Roadway width, including a single footway on the east side, is about 25ft. Total length of the viaduct is 200ft. | 0453 |

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|-------------------------------|--|--------------|--------------|--------|---|------|
| Portobello Bridge             | WAR Over River Avon on A445 Warwick                  | 151 SP301658 | Road:Bridges | A      | Opened in May 1832 with two 60ft arches. In 1892 the arches were rebuilt in brick with stone facings following the sinking of the crowns of the original arches. Widened on both sides with an iron footway on the north side and modern widening on the south side.  | 0036 |
| Princes Drive Bridge          | WAR Over River Leam on Princes Drive, Leamington Spa | 151 SP309655 | Road:Bridges | A      | A relatively early reinforced concrete bridge opened on 14th June 1923 to a design by the Trussed Steel Concrete Co. Three 39ft 5in spans over the river with two flood spans to the north. There are ten beams across the width of the bridge supported on six reinforced concrete columns with transverse beams connecting the tops of the columns.   | 0037 |
| Stare Old Bridge              | WAR On B4113 1 mile south of Stoneleigh              | 140 SP329714 | Road:Bridges | A      | This bridge, with nine arches of varying sizes and styles dates from 14th or 15th century. The five southernmost arches, the first three of which cross the river, have pointed arches, the next two arches are segmental and the two northernmost arches are pointed. The roadway, now confined to pedestrian use, is only about 10ft wide.  | 0044 |
| Stoneleigh Abbey C. I. Bridge | WAR Grounds of Stoneleigh Abbey                      | 151 SP316711 | Road:Bridges | O      | The bridge spans over the River Avon in the grounds of Stoneleigh Abbey. Two spans with cast iron beams about 44ft. long, fish bellied, 20" deep at the ends and 24" at the centre. Lateral connection by cast iron cross beams and tie rods. Cast iron plate deck. Overall width 8ft 4in. Originally the cast iron beams, which are of a complex cross-section., contained large timber beams, hekl in position by a complex set of brackets. The reason for this is unknown and this form of construction may be unique. The date of the bridge is uncertain but 1821 is a possible date. The bridge has recently been refurbished. | 0308 |

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| Stoneleigh Bridge     | WAR In Stoneleigh village,<br>over River Sowe      | 140 SP332727 | Road:Bridges | A      | A red sandstone masonry arch bridge with 8 segmental spans. The fifth arch from the north is ribbed with three rectangular ribs. Widened on the downstream side in 1844, the new arches being discontinuous, having a greater span. Timber footbridge added in 1971.  | 0045 |
| Town Pool Bridge      | WAR Bridge Street,<br>Kenilworth                   | 140 SP288724 | Road:Bridges | A      | A masonry bridge with two separate spans. The southern span carries Bridge Street over the Finham Brook with a single segmental arch of 32ft. span and 6ft rise. Single row of voussoirs 14in deep. Prominent keystone. The face of the arch is in sandstone with V joints. Arch interior is in red brick. Overall width of the bridge is 32ft. Arch springs from low sandstone abutment walls about 18in high.<br>To the north is a separate dry flood arch also used for pedestrian access. A single masonry segmental arch with voussoirs 14in deep with a prominent keystone. Arch interior is in red brick. Arch springs from low sandstone abutment walls about 18in high.<br>Both arches have sandstone parapet walls 45in above a prominent string course on the outer face and 30in high above the footway.<br><br>Warwickshire Bridges Database ref. 135. | 0452 |
| Warwick Castle Bridge | WAR Over River Avon at<br>Warwick on A4177         | 151 SP288647 | Road:Bridges | A      | A masonry arch bridge with a single span of 105ft. Built by William Eboral, a stonemason, opened in 1793. Follows closely the design of Leafield Bridge of 1776. Replaced the nearby 'Great Bridge' of which traces remain. (See record No. 359)  | 0041 |
| Washbrook Bridge      | WAR Kenilworth, Manor<br>Road over Finham<br>Brook | 140 SP291726 | Road:Bridges | A      | Two span masonry arch bridge. Semi-circular arches with span 10ft 9in. Cutwaters on both sides of central pier. Some patching in red brickwork. Widened on east side with reinforced concrete beams on brick abutments to form a footway.   | 0063 |

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| Boundary Marker, Coventry   | COV Gibbet Hill,<br>Kenilworth Road,<br>Coventry               | 140 SP309747 | Road:Streetfurniture | A      | A Coventry Corporation boundary marker situated at the junction of Gibbet Hill Road and Kenilworth Road, Coventry.  | 0401 |
| Old Water Pump, Coventry    | COV Bayley Lane, Coventry.                                     | 140 SP336790 | Road:Streetfurniture | A      | A water pump (handle missing) outside St. Mary's Hall in Bayley Lane, Coventry. The drain gird at the foot of the pump is marked 'LOWES PATENT No.2 1851'. The pump mechanism is enclosed in a timber box.  | 0082 |
| Milestone, Atherstone       | NOR Red Lion Hotel, Long<br>Street, Atherstone                 | 140 SP308978 | Road:Streetfurniture | A      | An eighteenth century milestone attached to the front wall of the Red Lion Hotel. Triangular with top inscribed 'To London 100 Ms'; western face inscribed 'Lutterworth 17 3/4 Ms'; eastern face inscribed 'Litchfield 15' Black with gilt lettering.   | 0100 |
| Milepost, Bedworth          | NUN All Saints Square,<br>Bedworth                             | 140 SP359870 | Road:Streetfurniture | A      | A 'five-mile' milepost with the centre of Bedworth five miles from the centre of Coventry. Metal sign, now attached to the gate of the Almshouses. Marked 'To Coventry V Miles To Hinckley VIII Miles'. In earlier times the Five Mile Act forbade the establishment of non-conformist assemblies within five miles of a corporate town such as Coventry, thereby giving the opportunity for such assemblies in Bedworth beyond the milepost. | 0220 |
| Dunchurch Milestone         | RUG Dunchurch crossroads                                       | 140 SP485712 | Road:Streetfurniture | A      | Milestone, SW corner of junction of the Coventry Road (B4429, previously A45) and Rugby to Southam road (A426). Inscriptions read: 'Erected Anno Domini 1813; To LONDON 79 miles/To Holyhead 178 miles: To OXFORD 43 miles/To LEICESTER 23 miles'. Renovated in 1953 and 1977.  | 0130 |
| Easenhall Finger Signpost 1 | RUG Junction of Brinklow<br>Road, Farm Lane and<br>Main Street | 140 SP463796 | Road:Streetfurniture | A      | A cast iron sign post (painted in black and white sections) with finger boards (BRINKLOW; RUGBY; BRIDLE ROAD TO STRETTON under FOSSE). Marked Wm. Glover & Sons Ltd. Warwick.   | 0163 |

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| Easenhall Finger Signpost 2   | RUG Easenhall Village Green, junction of Brinklow Road, Rugby Road and Cord Lane            | 140 SP465795 | Road:streetfurniture | A      | A cast iron signpost (painted in black and white sections) with finger boards (BRINKLOW; HARBOROUGH MAGNA/RUGBY; PAILTON). Probably by Wm. Glover & Sons Ltd. Warwick though not marked as such. | 0164 |
| Stretton on Dunsmore Signpost | RUG Junction of Church Hill and Fineacre Lane   | 140 SP406724 | Road:streetfurniture | A      | Cast iron sign post with finger boards missing. Marked Wm. Glover & Sons Ltd. Warwick.   | 0165 |
| Distance marker, Shipston     | STR Stratford Road, Shipston on Stour. W side of Stratford Road A3400 N of Telegraph Street | 151 SP259407 | Road:Streetfurniture | A      | An unusual cast iron ('gaslight style') distance marker. One of six identified by the Milestone Society in various states of disrepair.  | 0156 |
| Kineton Bridge Sign           | STR Lighthorne Road, Kineton  | 151 SP335514 | Road:Streetfurniture | A      | A cast metal warning sign restricting traffic on the former railway bridge. Stratford upon Avon & Midland Junction Railway, company name at bottom of sign.                                      | 0058 |

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| Mileposts, A3400 | STR Stratford to Long Compton road | 151 Various | Road:Streetfurniture | A      | In 2011, buried in a thick hedge by a stretch of the A3400 near Little Wolford one of a series of nationally unique 10' tall cast iron mileposts was re-discovered. There were three others still in position elsewhere along the former Stratford to Long Compton turnpike (1730-1877) and a fifth broken to pieces but rescued at Newbold on Stour. To complete the set there was a sixth of unknown origin at the Shipston on Stour Museum. The Little Wolford post was granted Grade 2 listed status in December 2011. This added impulse to a plan to restore all six posts. Speculation had abounded as to what they actually were. One theory was that they were for use by mail coaches. Bags of post would be suspended from the arms for onward local delivery. The mystery was solved when a photograph was uncovered at the Shakespeare Birthplace Trust. It was of the Shipston on Stour Picture House from just before WW1 and alongside it was the Shipston post complete with its milpost direction board inserted in the top castings. Now we had evidence not only of the shape and size of the direction board but also the typeface in use. Leander Architectural was appointed for the restoration and RM Installations to deal with extraction, transport and re-erection. We had nothing but full co-operation from Paul Cowley and his team at W.C.C. Highways. W.C.C. provided full surveys of services at the location of the posts and consent for the work. We had good support from landowners, Parish Councils and Long Compton and Shipston History societies. Long Compton PC provided an original site for the post after its restoration. In early 2017 work began at Leander and went very well. The posts were collected by RMI and re-erected at their sites all in one day. There is just one abiding problem - we still do not know who made the posts or | 0375 |

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| Milestone, Henley in Arden | STR Milestone Cottage,185, High Street, Henley in Arden | 151 SP151658 | Road:Streetfurniture | A      | when.<br>A 1748 Milestone incorporated within the wall of Milestone Cottage. Inscribed 'From London CII miles/From Stratford VIII/To Birmingham XIV/1748'   | 0140 |
| Milestone, Shuckborough    | STR Park Hill, Lower Shuckborough                       | 151 SP492624 | Road:Streetfurniture | A      | Cast iron milepost by Tarver Foundry Daventry (name on base). Triangular prism form with curved top. Top face shows distances to NORTHAMPTON 20 LONDON 80 MILES. The left face shows distances to SOUTHAM 3 DAVENTRY 7 ¼. The right face shows distances to WARWICK 12 LEAMING-TON 10 | 0271 |
| Milestone, Ufton           | STR Southam Road, Ufton                                 | 151 SP386620 | Road:Streetfurniture | A      | Cast iron milepost by Tarver Foundry, Daventry (name on base). Triangular prism form with curved top. Top face shows distances to NORTHAMPTON 25 LONDON 85 MILES. The left face shows distances to SOUTHAM 2 DAVENTRY 12 ¼. The right face shows distances to WARWICK 7 LEAMING-TON 5 | 0270 |
| Shotteswell Milepost       | STR Warwick-Banbury Road, Shotteswell turn              | 151 SP421454 | Road:Streetfurniture | A      | Shottesewll milepost and benchmark. This milestone is situated by the main Warwick to Banbury road close to the junction with 'First Turn' for Shotteswell.   | 0266 |
| Street Lantern, Kineton    | STR Fixed to wall of coittages in Mill Street, Kineton  | 151 SP337510 | Road:Streetfurniture | A      | A cast iron 'swan neck' street lantern fixed to the wall of cottages in Mill Street, Kineton.   | 0412 |

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| Dicks Lane Canal Bridge Sign     | WAR Dicks Lane, Stratford Canal          | 151 SP186699 | Road:Streetfurniture | A      | The Great Western Railway Co. bridge sign showing the weight limit for the split canal bridge No. 39 on the Stratford upon Avon Canal. There is a Warwickshire County Council Unclassified County Road crossing the canal which is unsuitable for motors. The sign on the other side of the canal is similar but damaged. The G.W.R. owned the canal from 1865 until 1948 after which it was nationalised. See the Stratford upon Avon Canal Society for more details. | 0289 |
| Finger Post, Friars St. Warwick  | WAR Friars St./Bowling Green Rd. Warwick | 151 SP279647 | Road:Streetfurniture | A      | A 1930s 'finger post' manufactured by the Royal Label Factory, Stratford on Avon (marked on the base of the sign). Restored 2018. 'Warwickshire CC' finials missing.   | 0424 |
| Finger Post, Hampton Rd. Warwick | WAR Hampton Rd./Hampton St. Warwick      | 151 SP275645 | Road:Streetfurniture | A      | A 1930s 'finger post' possibly manufactured by the Royal Label Factory, Stratford on Avon. Restored 2018. Warwickshire CC finial missing.  | 0423 |
| Lamp Bases, Mill Bridge          | WAR Mill Bridge, Leamington Spa          | 151 SP321655 | Road:Streetfurniture | A      | Cast iron lamp bases on the northern and southern approaches to Mill Bridge, Leamington Spa. Manufactured by Walter Macfarlane, Saracen Foundry, Glasgow. The lamps are missing.   | 0420 |
| Park Gates, Leamington           | WAR Victoria Park, Leamington            | 151 SP313656 | Road:Streetfurniture | A      | Cast iron gates to the eastern entrances of Victoria Park, Leamington Spa, manufactured by Hill & Smith, Brierly Hill, acknowledged experts in this field. There are gates at the Archery Road entrance (this listing) and at the Park Avenue entrance SP313654  | 0421 |
| Pavement Lights, Leamington Spa  | WAR Lloyds Bank, Parade, Leamington Spa  | 151 SP318659 | Road:Streetfurniture | A      | Patented pavement lights at Lloyds Bank, Parade, Leamington Spa. Known as 'Haywards Patent Pavement Lights' after their manufacturer.  | 0399 |
| Road sign, Baginton              | WAR Coventry Road, Baginton              | 140 SP346742 | Road:Streetfurniture | A      | A road sign 'BAGINTON PLEASE DRIVE SLOWLY' Manufacturer's mark 'ROYAL LABEL FACTORY STRATFORD ON AVON'   | 0333 |

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| Water Pump, Barford       | WAR Church Street, Barford                           | 151 SP271607 | Road:Streetfurniture | A      | A cast iron hand operated jack pump in the Memorial Gradens, Church Street, Barford. Cast by T.Roberts of Warwick (name cast on barrel). Probably resited from elsewhere.   | 0198 |
| Milestone, Wootton Wawen  | STR Wootton Bridge, Wootton Wawen                    | 151 SP155631 | Road:Streetfurntiure | A      | Milestone, dated 1806, on the north side of Wootton Bridge. It forms part of the balustrade to the bridge which in turn is part of the low parapet wall to Wootton Hall. Inscription reads: To / London / 100 Miles / Stratford on Avon 6 / Henley in Arden 2 / Birmingham 8 / 1806'. Renovation to the parapet in 1906 is recorded on the south side of the bridge: `The / Stone Parapet / of this Bridge / was erected by / G H Capewell Hughes Esq JP/ Wootton Hall / 1906'. | 0241 |
| Tollgate Cottage          | NUN Monwode Lea on B41441 Nuneaton Road              | 140 SP267912 | Road:Tollhouses      | V      | Built in 1769 for the Coventry and Over Whitacre Turnpike Trust. Two storey mainly red sandstone building with a prominent porch. Gothic style with ornate finials and windows.   | 0102 |
| Arrow Tollhouse           | STR Junction A522/B4085                              | 150 SP080565 | Road:Tollhouses      | V      | A Tollhouse (originally two dwellings?) at the junctionj of the A422 (Worcester Road) and the B4085 (Evesham Road). Attractive two storey colour washed stucco building with arch-head windows with Gothic glazing. Hood moulds to door and wall above and to ground floor windows.   | 0312 |
| Clopton Bridge Toll House | STR North end of Clopton Bridge, Stratford upon Avon | 151 SP206548 | Road:Tollhouses      | V      | A ten sided stone toll house with crenellated parapet constructed in 1814. Disused for many years and in poor condition.  | 0119 |
| Ettington Toll House      | STR 24, Main Street Ettington on A422                | 151 SP271488 | Road:Tollhouses      | V      | A brick built dwelling with protruding tollhouse frontage, maintaining much of its original form. Extensions to the side and rear. Roofed in slate with stone dressings to windows and front. Now known as Tollgate Cottage.  | 0402 |

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| Tollbar Cottage, Haselor | STR Tollbar Cottage, Rollswood Junction, Haselor. NW corner of crossroads between A46 Stratford Road and Croft Lane. | 150 SP122566 | Road:Tollhouses | V      | Nineteenth century single storey tollhouse with three sided bay facing the main road. Painted brick with attractive drip moulding around some of the windows and a slate roof. Some modern alterations and extensions.   | 0142 |
| Tollgate Cottage Warwick | WAR Gallows Hill, Warwick  | 140 SP291642 | Road:Tollhouses | V      | A single storey 19th century stone toll house with Gothic arches to doors and windows. Sympathetically modernised and extended, it now occupies an island within a redesigned road junction.   | 0125 |
| Hattons Hat Factory      | NOR Rear of Long Street, Atherstone  | 140 SP307979 | Textiles: Hats  | V      | One of the few surviving buildings of Atherstone's hat making industry. The firm of W.A.Hatton was established in 1871 and in 1899 moved to the Long Street premises (originally built for Messrs. Sharrot & Furnace in 1873). Hattons remained in business until 1956 since when the buildings have been used for a variety of light industrial purposes. An Historic Building Record was carried out by Birmingham Archaeology in June 2009 prior to redevelopment of the site for housing. Five remaining buildings were identified as premises of Hattons, typically small scale, utilitarian in design with generous fenestration to provide natural light. | 0097 |

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| Symington's Corset Factory, Rugby | RUG Spring Street, Rugby       | 140 SP508755 | Textiles:Cotton | V      | The Market Harborough firm of R. & W.H. Symington, corset manufacturers, established a number of satellite 'stitching stations' in nearby towns and Rugby was chosen as one such location in 1881. It was one of the first factory industries to be established in Rugby and aroused much debate, but it was eventually decided to build a factory in Spring Street. By 1893 it was employing 250 workers. A modern concrete building was added in 1937 and further improvements were completed in 1949. In 1951 production was switched from corsets to brassieres and suspenders, then eventually to ladies' swimsuits. Symintons was taken over by Courtaulds in 1967 and the Rugby factory was the last of the Market Harborough based Symington sites to close in 1990. The building was subsequently used for a mix of business and commercial activities before its latest incarnation as residential units, although the recognisable shell of the factory remains. | 0379 |
| Victor Works, Atherstone          | NOR Station Street, Atherstone | 140 SP306978 | Textiles:Hats   | V      | Footwear (slipper) works developed on the site of a former hat making premises. Originally part of Willdays, taken on by Hall and Phillips, and then by Joseph Lester Vero as a slipper manufactory (until 1988). Inscribed 'Victor Works' above the entrance. Now converted to a variety of other uses including a night club. Forms part of a group of buildings that represent a remnant of the once typical industrial townscape of this part of Atherstone.  | 0088 |

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| Wilson & Stafford Hat Factory | NOR Coleshill Road, Atherstone | 140 SP306974 | Textiles:Hats   | V      | The last hat factory operating in Atherstone, closing in 1999. The site dates from 1828 but there have been several additions since then to create a mix of buildings. An interesting series of 19th century buildings fronting Coleshill Road with a high proportion of glazing in the ranges facing the Coventry Canal. Suffered from neglect, vandalism and fire but currently (2014) being considered for redevelopment.   | 0099 |
| Toye, Kenning & Spencer       | NUN Newtown Road, Bedworth     | 140 SP352869 | Textiles:Hats   | O      | One of the most important textile sites remaining in the county, specialising in regalia for civil and military markets. With origins in London in 1685, in the 20th century the firm moved its textile-based operations to Bedworth and its metal-based manufacturing to the Birmingham Jewellery Quarter. The firm is still in production in Bedworth, specialising in narrow fabric weaving (such as ribbons and braids), hand and machine embroidery and crafted hats and caps. The site has a range of buildings of different ages with the older buildings at the rear. Important examples of textile machinery are contained within these buildings. No access to the factory, but the shop is housed in the more modern block at the front and is open to visitors in the working day. | 0219 |
| Ribbon Factory Coventry       | COV New Buildings, Coventry    | 140 SP335791 | Textiles:Ribbon | V      | Built in the mid-19th century with later additions, this former ribbon factory is three storeys high with the basement, opening out at ground level to the rear of New Buildings. Built of red brick with slate roofs, it has the characteristic large windows utilised in the weaving industry. Attached to the south-west of the factory is the office or manager's house, two storeys high. After weaving had finished the buildings transferred to other uses before being converted to accommodation and a bar/restaurant in 2002.  | 0358 |

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| Cash's Cottage Factory, Cov. | COV Cash's Lane, Coventry    | 140 SP336806 | Textiles:Silk | V      | Quakers John and Joseph Cash decided in 1857 to move their ribbon weaving business to a site in Kingfield alongside the Coventry Canal. They created a model factory with two rows of three storey terraced cottages with living space on the first two floors and top shops on the third. The individual workshops were converted to a single factory in 1862. Steam powered beam engine for the looms throughout. 100 cottages were planned but only 48 were built and some of these were lost to wartime bombing. One row faces Cash's Lane, the other faces the canal. Red brick with barge boarded gables in centre and at either end and top shops well lit via large windows. Cash's moved elsewhere in Coventry and the cottages are now housing. | 0115 |
| Coventry Top Shops           | COV 67-72 Far Gosford Street | 140 SP345790 | Textiles:Silk | V      | Three storey red brick terraced houses with top shops on the second floor with generous supplies of light through the large (7 x 5 pane) windows. Used for weaving and ribbon making. Built in the first half of the 19th century. Shops now occupy the ground floor and recent renovation has included new window frames.  | 0113 |
| Herbert Art Gallery          | COV Jordan Well, Coventry    | 140 SP337789 | Textiles:Silk | O      | The Herbert contains a range of material relating to the history of Coventry industries. Most significant is the unique collection relating to the ribbon weaving industry including over 250 sample books, with 80 from Franklin and Son and about 50 from J and J Cash. The collection has several thousand individual pieces of ribbon, dating from 1760 onwards. There are also ribbon designs and other archival material, together with weaving equipment, including a rare handloom and a large jacquard loom. There is material relating to other Coventry industries e.g. watchmaking and machine tools, and the Herbert houses the Coventry History Centre available for research purposes  | 0248 |

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|-----------------------------|--|--------------|---------------|--------|---|------|
| Topshops, Coventry          | COV Lower Holyhead Road, Coventry          | 140 SP328791 | Textiles:Silk | V      | A row of workers' topshop cottages, with the typically larger top floor windows for maximum light for working purposes. Built in two phases, the lower row (13-23) was built in 1819; the higher row (25-29) in 1837. Formed part of a longer row truncated by the building of the Inner Ring Road. Used by workers in the ribbon weaving (and/or watchmaking?) industry.   | 0246 |
| Topshops, Hurst Road        | COV Hurst Road, Longford, Coventry         | 140 SP351838 | Textiles:Silk | V      | A row of three storey red brick weavers' cottages with former topshops now bricked up and replaced by smaller modern windows.   | 0124 |
| Weavers' Cottages, Coventry | COV Berkley Road South, Earlsdon, Coventry | 140 SP320778 | Textiles:Silk | V      | Unusual example of weavers' cottages in Earlsdon, primarily a watchmaking district. Three storey red brick building, with typical topshop windows (with modern window frames). With the decline of the ribbon trade after 1860, the cottages eventually became watchmakers' workshops. Part of the Earlsdon Heritage Trail.   | 0254 |
| Albion Buildings, Nuneaton  | NUN Attleborough Road, Nuneaton            | 140 SP368910 | Textiles:Silk | V      | Built in the 1840s for silk ribbon weavers. Originally three storey, but the top floor for the steam-powered looms has been removed. Brick built with stone facing around doors and windows. Later used by A.W. Phillips, tennis ball manufacturer, and Phillips Tuftex who made a range of sports goods. Southern section (towards Nuneaton town centre) has been renovated, whilst the northern section remains empty (2015). | 0285 |
| Top Shop, Bedworth          | NUN Mill Street, Bedworth                  | 140 SP356870 | Textiles:Silk | V      | Once a common sight in Bedworth, the Mill Street silk weaving topshops are a rare surviving example in the town. With modern rendering and changes in windows these are not obviously recognisable as topshops, but they did serve this purpose in the past.  | 0237 |

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| Top Shops, Bedworth         | NUN Rye Piece, Bedworth                          | 140 SP361868 | Textiles:Silk      | V      | Two three-storey former silk weaving topshops. Once a common sight in the town, these are rare surviving examples of topshops in Bedworth. The first two floors are living quarters, the top floor housed the loom(s). Chequered red and yellow brickwork, with the original top windows (designed for maximum light) now replaced by smaller versions, although the previous dimensions can still be seen in the brickwork.   | 0238 |
| Tower Court, Courtaulds Way | COV Courtaulds Way, off Foleshill Road, Coventry | 140 SP339808 | Textiles:Synthetic | V      | Courtaulds opened a factory on the Foleshill Road in 1905 and expanded production facilities considerably over a number of years to become a major presence in the city. Since closure much of the site has disappeared but the remaining clock tower buildings (1912) have been converted into offices (with modern extension). The original buildings were constructed with distinctive deep red brick with terracotta detailing. They were previously attached to the laboratory block which has disappeared. | 0151 |
| Courtaulds Entrance Gate    | NUN Marlborough Road, Nuneaton                   | 140 SP367914 | Textiles:Synthetic | V      | One of the few remaining elements of the large Courtaulds factory, and its clock tower, that once dominated the skyline in this part of Nuneaton. Entrance gate with date 1920. Familiar deep red brick and terracotta. Other former Courtaulds buildings on Marlborough Road have been converted to other uses.   | 0152 |

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|---|---|--------------|---------------|--------|--|------|
| The Gatehouse Tavern, Coventry          | COV Hill Street, Coventry                 | 140 SP329792 | Textiles:Wool | V      | The North Warwickshire Worsted & Wool Spinning & Weaving Co. Ltd. (later the Leigh Mills Co.) was established in Coventry under the chaimranship of Lord Leigh in 1863, with the aim of introducing cloth weaving to the city. It was hoped that this would, in part, relieve some of the distress being caused at that time to the city's ribbon weavers. The works were greatly enlarged in 1910 and equipped with the latest machinery for the manufacture of worsted coatings ranging from fine tropical to heavy winter cloths and a range of other products. It closed in the 1960s and subsequently was largely demolished. Only the gatehouse remains, now functioning as a public house, 'The Gatehouse Tavern' | 0398 |
| Knitwear Factory, Atherstone            | NOR Station Street, Atherstone            | 140 SP306978 | Textiles:Wool | V      | Previously used by Vero and Exeritt as a factory for making (principally) skirts as it diversified its hatting business. Three story brick building constructed in the early 20th century after fire destroyed previous premises. Now used for other purposes. Forms part of a group of buildings that represent a remnant of the once typical townscape of this part of Atherstone.   | 0089 |
| Clothing Factory, Abbey Green, Nuneaton | NUN Central Avenue, Abbey Green, Nuneaton | 140 SP360922 | Textiles:Wool | V      | Originally built in 1910, this branch of Hart & Levy of Leicester occupies the corner site of Central Avenue and Bath Road. Largely re-built in 1946 after war damage, the factory made 'Harlevia' suits, coats and other outerwear. Frontage to Central Avenue with workshops behind. The Central Avenue facade has 'HART & LEVY Ltd.' engraved in stone over the entrance. After closure it has been occupied by other manufacturers, the most recent being Cascade Textiles (swimwear and garment manufacturer). The site is currently empty (2015).  | 0280 |

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|-----------------------------|--|--------------|----------------|--------|---|------|
| Cox's Timber Yard           | STR Stratford upon Avon, between Tramway Bridge and Clopton Bridge | 151 SP205549 | Timber:Sawmill | V      | A collection of buildings including chimney, with main (weather-boarded) timber warehouse constructed in ?1830. Two storey with attic, five bays with painted signs:'J.COX AND SON TIMBER MERCHANTS'. Now converted into Cox's Yard restaurant complex.   | 0120 |
| Guy's Cliffe Racksaw        | ZMU Avoncroft Museum of Buildings                                  | 139 SO951683 | Timber:Sawmill | O      | A racksaw from the Heber-Percy estate at Guy's Cliffe, dating from 1896. The large-toothed circular saw would have originally been powered by a steam engine.   | 0322 |
| Chapelfields Watch District | COV Chapelfields, Coventry   | 140 SP320789 | Watchmaking    | V      | The broadly triangular area that lies between Allesley Old Road, Hearsall Lane and Mount Street (including Lord Street, Duke Street and Craven Street) represents a unique district of watchmakers' living and working premises. Developed from the mid-nineteenth century, it was specifically designed for the industry, with accommodation for all classes, from leading manufacturers to the humblest journeyman. The masters' houses were located mainly on Allesley Old Road, with rows of terraced housing elsewhere for the workers performing the multitude of tasks involved in watchmaking. Viewing these houses from the front gives no real indication of the workshops that lie behind, often with typical topshop windows for maximum light. One place where this can be viewed is on Hearsall Lane looking up at the backs of the Craven Street properties. The Coventry Watch Museum has developed a Watchmaking Heritage Trail around Chapelfields, with blue plaques on several properties, covering all types of accommodation. These sites are recorded as individual entries elsewhere in the database. | 0268 |

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| Coventry Watch Museum            | COV Court 7, Spon Street, Coventry         | 140 SP328790 | Watchmaking | O      | The Coventry Match Museum Project - run by a group of dedicated volunteers - is geared to encouraging the study of the history of watchmaking in Coventry and to develop a Museum to reflect that goal. Premises in Spon Street were secured in 2002, and the plans are to develop this site over time.  | 0261 |
| Rotherhams Offices, Coventry     | COV Spon Street, Coventry                  | 140 SP329791 | Watchmaking | V      | The offices of Rotherhams, the only surviving building of one of the largest watchmaking firms in Coventry. Founded in the mid 18th century, Rotherhams took the industry from top shop production into a factory environment. Three storey red brick with stone detailing. Blue plaque on the Coventry Watchmakers Trail.   | 0135 |
| Watchmakers 28 Lord Street       | COV 28 Lord Street, Chapelfields, Coventry | 140 SP318789 | Watchmaking | V      | House and workshop of watchmaker Charles Read, who specialised in silver cased watches with gold (garter) inlay. Brickwork now rendered. Part of the Coventry Watchmaking Trail developed by Coventry Watch Museum.  | 0262 |
| Watchmaker 13 Allesley Old Road  | COV 13, Allesley Old Road, Coventry        | 140 SP320790 | Watchmaking | V      | These sizeable premises, with large workshops at the rear, were the home and factory of Philip Cohen 1874-1898. Cohen claimed that every part of all the watches he produced were made on these premises. He was a significant employer, and a prominent member of the Jewish community in Coventry. Some modernisation of the rear workshops has been carried out. Part of the Coventry Watchmaking Trail developed by Coventry Watch Museum. | 0255 |
| Watchmaker 164 Allesley Old Road | COV 164, Allesley Old Road, Coventry       | 140 SP315790 | Watchmaking | V      | The premises of W.H.Adams (1889-1953), thought to be one of the last watchmakers in Coventry. Part of the Coventry Watchmaking Trail developed by Coventry Watch Museum  | 0256 |

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| Watchmaker 21 Allesley Old Road | COV 21, Allesley Old Road, Coventry               | 140 SP319790 | Watchmaking | V      | Substantial residence and large rear workshop of watch manufacturers Thomas and (son) Rowland White, who operated on this site from 1851 to 1896. Part of the Coventry Watchmaking Trail, developed by the Coventry Watch Museum  | 0249 |
| Watchmaker 31 Allesley Old Road | COV 31, Allesley Old Road, Chapelfields, Coventry | 140 SP319790 | Watchmaking | V      | The residence and workshop of William Henry Hill, a leading figure in the development of Chapelfields as a watchmaking centre. The workshops at the rear have in fact been re-built in the style of the original workshop buildings. Part of the Coventry Watchmaking Trail developed by Coventry Watch Museum. | 0263 |
| Watchmaker 49 Allesley Old Road | COV 49, Allesley Old Road, Coventry               | 140 SP318790 | Watchmaking | V      | Premises of William Williamson, gold watch dial maker. The metal framed windows of the (long) workshops at the rear are an original feature. Part of the Coventry Watchmaking Trail developed by Coventry Watch Museum.   | 0252 |
| Watchmakers 102 Spon End        | COV 102, Spon End, Coventry                       | 140 SP323790 | Watchmaking | V      | Workshop of William Henry Christie, watch case maker and movement cap maker 1896-1909. Part of the Coventry Watchmakers' Trail developed by Coventry Watch Museum.  | 0267 |
| Watchmakers 11 Craven St.       | COV 11, Craven Street, Chapelfields, Coventry     | 140 SP320789 | Watchmaking | V      | The premises of Thomas and Ebenezer Player, enamel watch dial makers and painters 1850-1909. Part of the Coventry Watchmaking Trail developed by the Coventry Watch Museum.   | 0264 |
| Watchmakers 125 Craven St.      | COV 125, Craven Street, Coventry                  | 140 SP317787 | Watchmaking | V      | Premises of watchmaker James Adams, 1874-1886. Bay window is a later addition. Part of the Coventry Watchmaking Trail developed by the Coventry Watch Museum  | 0265 |

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| Watchmakers 2 Mount St.     | COV 2, Mount Street,<br>Chapelfields, Coventry   | 140 SP317789 | Watchmaking     | V      | The premises of George Rice, watchmaker and jeweller, trades continued from the site by his son, also George Rice. Rendered front is a later development. Part of the Coventry Watchmaking Trail developed by the Coventry Watch Museum   | 0251 |
| Watchmakers 22 Craven St.   | COV 22, Craven Street,<br>Chapelfields, Coventry | 140 SP319789 | Watchmaking     | V      | The premises of watchmaker Charles Flint 1876-1886; later watch manufacturer C.T. Hewitt 1896-1909. Part of the Coventry Watchmaking trail developed by the Coventry Watch Museum.  | 0250 |
| Watchmakers 35 Mount St.    | COV 35, Mount Street<br>Chapelfields Coventry    | 140 SP317788 | Watchmaking     | V      | In this building the Coventry Co-operative Watch Manufacturing Society concentrated on assembling watches, using parts made by members of the Society   | 0247 |
| Watchmakers House, Coventry | COV 16 Norfolk Street,<br>Coventry               | 140 SP327791 | Watchmaking     | V      | Residence and workshop of Bahne Bonnicksen, watch manufacturer and inventor of the Karousel movement for watches and chronometers 1894. Modest two storey red brick house with workshop (with top shop windows) at rear accessed through (private) alleyway. Part of the Coventry Watchmakers Trail developed by Coventry Watch Museum.   | 0153 |
| Earlsdon Water Fountain     | COV Earlsdon Avenue,<br>Coventry                 | 140 SP323776 | Water:Ancillary | A      | Built in the 1860s by George Smith's Sun Foundry, Glasgow. One of a new generation of public drinking fountains designed to provide clean water as part of the war against water-borne diseases like cholera. Purchased by the City Corporation around 1870 and located outside St. John's Church in the City. Moved to its present location in 1921 shortly after the opening of the War Memorial Park close by. In use until the 1970s. After 150 years the fountain is again supplying clean fresh water and helping to reduce the number of plastic bottles in circulation. | 0377 |

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| Lay-By, Holyhead Road    | COV Holyhead Road, Coundon, Coventry                 | 140 SP308801 | Water:Ancillary | A      | A lay-by on the north side of Holyhead Road originally constructed to enable water to be taken from the River Sherbourne by steam lorries operating from the flour mill in Cox Street Coventry. It was in regular use until circa 1949.  | 0372 |
| Sluice Gate, Coventry    | COV On River Sherbourne, Charterhouse Road, Coventry | 140 SP346780 | Water:Ancillary | V      | A W.W.II sluice gate on the River Sherbourne, Charterhouse Road, Coventry. The sole survivor of 10 installed in 1939. Manufactured by Glenfield of Kilmarnock, their purpose was to impound the river and store water for fighting fires. Paid for by a special grant from the Home Office.  | 0400 |
| Water Fountain, Coventry | COV Top Green, Warwick Road, Coventry                | 140 SP330798 | Water:Ancillary | A      | This drinking fountain located on the eastern side of Top Green near Warwick Road, Coventry was donated to the community by Mayoress Alick Sergeant Hill. Designed and modified by Glenfield & Kennedy Ltd., this late 19th century design is known as Kennedy's patent, self closing, anti-freezing Pillar fountain. It consists of a short fluted shaft with a fluted domed cap and a (missing) small moulded finial resembling a pineapple. An attached plaque is embossed with the legend:'A Gift By Mrs Alick S Hill Mayoress Of Coventry 1916-1918'. Water, which was released by turning a decorative knob located directly above a lion mascaron spout, was captured in a tin cup suspended on a chain from the domed top. A small demi-lune trough at ground level captured overflow water for the use of dogs. | 0410 |
| Packington Park water    | NOR Packington Park Estate, Great Packington         | 140 SP226836 | Water:Ancillary | P      | The Great Pool has an issue fed by a circular spillway which flows through a series of small (abandoned) weirs and ponds into The Hall Pool. A similar circular spillway at the western end of Hall Pool carries the water into the River Blythe.  | 0342 |

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|--------------------------------|---|--------------|-----------------|--------|--|------|
| Packington Park water building | NOR Packington Park Estate, Great Packington    | 140 SP225837 | Water:Ancillary | P      | The Lion's Mouth is an attractive stone building situated at the northern end of the Great Pool, well below lake level. A conduit overflow came down from the lake allowing the water to flow through the mouth of a lion's head set into the arched building and onwards towards the Hall Pool. The conduit is no longer used. Thought to have been constructed in the late 18th century.   | 0343 |
| Double Water Pump, Kineton     | STR Banbury Street, Kineton                     | 151 SP339510 | Water:Ancillary | A      | A double water pump on the verge in Banbury Street, Kineton. At the front, facing the road, is a large pump with two threaded spouts. The bottom spout also carries a bucket hook. Manufacturer unknown. Mounted behind this pump is a smaller one complete with a side branch and an air vessel which leads to a high outlet pipe. Manufacturer Joseph Evans.   | 0411 |
| Sewer Ventilation Pipe         | WAR Abbey Fields, Bridge St. Kenilworth         | 140 SP285723 | Water:Ancillary | A      | A sewer ventilation pipe, possibly dating from 1881 when a sewer was laid across Abbey Fields (see 'The Abbey Fields' by Robin Leach). According to local historian Peter James, the pipe used to have a crown finial at the top. It must have looked like the one in Codsall Road, Wolverhampton (see <a href="http://www.historywebsite.co.uk/pipecodsall.htm">http://www.historywebsite.co.uk/pipecodsall.htm</a> ). Kenilworth photograph taken in 2003 but there has been no significant change to the pipe since then. | 0440 |
| Sewer Ventilation Pipe         | WAR Birmingham Road near junction with Red Lane | 140 SP275737 | Water:Ancillary | A      | A cast iron sewer ventilation pipe, silver in colour. Date unknown, some ornate work in the castings. Located on the verge in the southbound carriageway.  | 0439 |

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|--------------------------------|--------------------------------|--------------|---------------|--------|---|------|
| Whitley Pumping Station        | COV London Road, Coventry      | 140 SP357767 | Water:Pumping | V      | Built in 1893 to the design of John Hawksley, the Pumping Station housed two beam engines to pump water from the river Sowe to a reservoir. Fine gothic-style building, red brick (Websters) with stone dressing. Ornate porch carries the arms of the City of Coventry. Some adjacent buildings already demolished and the building is currently abandoned and in poor condition. Lodge at the entrance to the site built in similar style (and in similar condition). | 0258 |
| Bramcote Waterworks            | NOR Linden Lane, Warton        | 140 SK271039 | Water:Pumping | P      | After much debate in the 1880s, the waterworks was constructed adjacent to Bramcote Brook to supply the village of Polesworth. The original building has been much altered and extended, is now a residence, but retains a (re-positioned) plaque recording its opening in 1888 and those involved with the project. These included:<br>BALDWIN LATHAM M.INST.C.E. ENGINEER<br>J.W.FERRIDAY CONTRACTOR  | 0447 |
| Old Pump House, Birchley Heath | NOR Green Lane, Birchley Heath | 140 SK280942 | Water:Pumping | V      | A Pump House constructed in 1885 as another contribution to the supply of water to the town of Atherstone. Now converted into a residence, with features of the original building retained such as the roof supports and an access trap door in the lounge into the well below (specially revealed as part of the visit).. Waterworks Cottage (presumably originally for operatives of the waterworks) is located next door.  | 0448 |
| Old Pump House, Warton         | NOR Kisses Barn Lane, Warton   | 140 SK280026 | Water:Pumping | V      | Built in 1923, this Pump House was designed to boost existing supplies of water into the town of Atherstone. Now sensitively converted to a residence, the building includes a plaque over the front door ATHERSTONE DISTRICT WATERWORKS 1923 as well as rainwater hoppers carrying the 1923 date.  | 0449 |

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|--------------------------------|--|--------------|---------------|--------|---|------|
| Whitacre Water Works           | NOR Station Road, Shustoke                                   | 139 SP216912 | Water:Pumping | V      | Magnificent example of public works architecture on the grand scale. Pumping station functional from the early 1880s designed by Martin and Chamberlain for Birmingham Corporation. Ornate Venetian Gothic in style. Red brick with stone dressings with a variety of ornate windows. Tall gabled central part flanked by distinctive blocks with semi-conical roofs. After the Elan Valley scheme was completed in 1904 Whitacre was placed on standby and from 1908 was used to supply water to Coventry. Steam powered beam engines long since removed. Pumping station itself plus filter house, water well and Superintendent's house. | 0114 |
| Pump House, Bedworth           | NUN Nicholas Chamberlain Almshouses, Bedworth                | 140 SP359870 | Water:Pumping | V      | The current Almshouses date from 1840 and the square brick and stone building in the centre of the quadrangle was the Pump House, supplying fresh water to the residents from the Halesowen Sandstone beneath. Two hand pumps were housed within the building (no longer operational).  | 0221 |
| Disc Pump and Chain, Offchurch | WAR Manor Farm, Offchurch                                    | 151 SP361661 | Water:Pumping | V      | Disused disc pump and chain, Manor Farm, Offchurch. Capable of dealing with liquids containing a high percentage of semi-solid matter. Unusual height allows discharge into farm vehicles.  | 0394 |
| K'worth Common P. Station      | WAR Kenilworth Common, near Forge Road, Mill End, Kenilworth | 140 SP294728 | Water:pumping | V      | A water treatment pumping station built in 1884. Brick construction with pitched roof.  | 0188 |
| Pumping Station, S. Abbey      | WAR Stoneleigh Abbey estate.                                 | 151 SP316711 | Water:Pumping | O      | A stone built pumping station building for the Abbey lake. Due to be restored at a future date.   | 0302 |
| Stoneleigh Abbey Water Pump    | WAR Stoneleigh Abbey Estate, Stoneleigh                      | 151 SP316711 | Water:Pumping | O      | A restored and working water pump located in the pump house on the Stoneleigh Abbey Estate. Built circa 1851, the pump used to supply water to the main house from the adjacent River Avon.   | 0387 |

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| Coundon Reservoirs, Coventry | COV Scots Lane, Coundon, Coventry | 140 SP319806 | Water:Reservoirs | V      | Three covered reservoirs constructed 1896-2011 to provide resilience to the Coventry potable water distribution system. Visible from Scots Lane. Reservoir No. 1 c. 59 x 74 m.; No. 2 59 x 74 m (out of use); No. 3 57 x 89 m. Heights vary 5.5 to 8 m. depending upon site gradient. Nos. 1 and 2 (1895) of brick construction with soil and grass cover; No. 3 (2011)( built on the location of a 1932 concrete reservoir) of reinforced and mass fill concrete construction with 250 mm. slab and a membrane/drainage sheet/sand/topsoil and grass cover. No. 1 is suffering ingress and is close to the end of its asset life. Population expansion and a lack of chlorination [at] Whitley (until 1915) pushed Coventry to seek further supplies. In 1907 a pipeline was built between Whitacre pumping station at Shustoke and Coundon to provide 2 - 3 million gallons per day. | 0182 |
| Shustoke Reservoir           | NOR Shustoke, Warwickshire        | 140 SP227913 | Water:Reservoirs | A      | Shustoke drinking water reservoir consists of two pools. A 90 acre pool and an 8 acre settling pool. It holds 422 million gallons and is fed from the nearby rivers Bourne and Blythe. Water held is pumped to the nearby Whitacre Treatment plant. It was built by the Birmingham Waterworks Co. from 1879 to 1884. It quickly became inadequate for Birmingham and was replaced by the Elan Valley scheme. It then became an emergency supply only. Today it supplies Nuneaton, Bedworth, Atherstone and parts of Coventry. Recreational uses are the Shustoke Sailing Club, Shustoke Fly Fishers, birdwatchers and walkers.   | 0363 |

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The database is arranged in alphabetical order of Industry

| Site Name                   | Location                      | NGR          | Industry         | Access | Description  | Ph   |
|-----------------------------|-------------------------------|--------------|------------------|--------|--|------|
| Reservoir House, Crewe Lane | WAR Crew Lane, Kenilworth     | 140 SP303726 | Water:Reservoirs | V      | Built in 1925 by Kenilworth Urban District Council, the circular concrete structure was one vast tank that formerly was used to pump water to the local populace. Redundant for many years it was converted in 1991 into a home which includes an indoor swimming pool and roof terrace. At 105m the location is one of the highest in the Kenilworth area.  | 0444 |
| Tile Hill Water Tower       | COV Cromwell Lane, Coventry   | 140 SP272763 | Water:Towers     | V      | This large prominent water tower was erected in 1932. It is a reinforced concrete tower with a capacity of 300,000 gallons. The tank is supported by a central shaft and prominent reinforced concrete ribs. It is now out of use.   | 0007 |
| Corley Water Tower          | NOR Corley, Church Lane       | 140 SP296851 | Water:Towers     | V      | A sectional steel tank on a 50ft steel tower. 6000 gallons capacity. Built 1974.   | 0055 |
| Bedworth Waterworks Tower   | NUN Tower Road, Bedworth      | 140 SP354865 | Water:Towers     | V      | Bedworth waterworks tower was built by the local authority to meet the increasing demand for water at the end of the 19th century. It is an impressive brick and terracotta building, some 45 metres tall, reminiscent of an Italian campanile. There is a large framed panel above the door with the inscription 'BEDWORTH WATERWORKS 1898'. It is currently (2016) empty, awaiting redevelopment. Capacity was 60,000 gallons. | 0314 |
| Tuttle Hill Water Tower     | NUN On B4111 NW of Nuneaton.  | 140 SP340934 | Water:Towers     | V      | A square reinforced concrete water tower built in 1938. Nicely decorated. Capacity 25,000 gallons. Disused?  | 0074 |
| Ashlawn Water Tower         | RUG Off B4429, south of Rugby | 140 SP507729 | Water:Towers     | V      | Built in 1934 this water tower has a circular reinforced concrete 500,000 gallon tank supported on 12 reinforced concrete columns.   | 0052 |
| Deppers Bridge Water Tower  | STR Deppers Bridge village    | 151 SP397594 | Water:Towers     | V      | A square concrete water tower on four concrete legs. Built about 1920. Disused. DEMOLISHED.  | 0062 |

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|---------------------------|--|--------------|--------------|--------|---|------|
| Edge Hill Water Tower     | STR On crest of Edge Hill near B4086                 | 151 SP382483 | Water:Towers | V      | A large reinforced concrete water tower with a circular tank 49ft in diameter with two compartments supported by a central shaft and twelve columns 45ft high. 180,000 gallons capacity.  | 0047 |
| Lye Green Water Tower     | STR Lye Green village                                | 151 SP197657 | Water:Towers | V      | Large reinforced concrete circular tank 35ft diameter supported by a central ribbed shaft. 70,000 gallons capacity, 60ft overall height. Supplies high ground in Claverdon area. Built 1965/66.   | 0066 |
| Burton Green Water Tower  | WAR On private land on a lane south of Burton Green. | 140 SP268753 | Water:Towers | V      | Built about 1933, a reinforced concrete tower with a circular drum of 20,000 gallons capacity on four reinforced concrete columns. Now out of use and in 2019 converted into a dwelling.  | 0043 |
| Lapworth Water Tower      | WAR Lapworth Street, Lapworth                        | 139 SP175710 | Water:Towers | V      | A relatively large water tower constructed in 1957. Capacity 200,000 gallons. A reinforced concrete (rc) drum tank with domed floor and supported on 8 rc columns. Circular rc wall about 8ft high around base. Central access shaft through drum. 77 ft high overall. Brick building at base of tower housing valves, sink, heater and remote level indicator. Telephone. Supplies N. end of former Warwick RDC north and west parishes network. Now has a new life in telecommunications with a considerable array of masts and dishes. | 0352 |
| Tainters Hill Water Tower | WAR Kenilworth, on Tainters Hill                     | 140 SP290728 | Water:Towers | V      | This tower, now a house, was built in 1788 as a tower windmill. In 1854 the mill was converted to steam power and in 1884 was further converted into a water tower by placing a 26,000 gallon tank on the top of the tower. In 1925 the tank was replaced by one of 50,000 gallons capacity. The tower was derelict by the 1960s and in 1974 was converted to a dwelling by Architect E.R.Byron.  | 0046 |

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|--------------------------------------|---|--------------|-----------------|--------|--|------|
| Waterworks Manager's House, Coventry | COV Doe Bank Lane, Spon End, Coventry     | 140 SP323791 | Water:Treatment | V      | Constructed circa 1844, mainly sandstone. Originally the Manager's house for the once extensive Coventry City Waterworks. Now a private residence, the site was re-developed for housing after closure in the 1970s.   | 0370 |
| Artesian Well House, Coventry        | COV Cumbria Close, Spon End, Coventry     | 140 SP322791 | Water:Wells     | V      | Coventry Water Act authorised the construction of a waterworks and a deep artesian well in Doe Bank Lane. The works were completed in 1847. Large pumping houses with tall chimneys have long since gone and the site is now re-developed as housing. The works closed in the 1970s. | 0369 |
| St. Catherine's Well, Coventry       | COV Beaumont Crescent, Coundon , Coventry | 140 SP322796 | Water:Wells     | V      | A restored medieval chapel-like well of the Celtic type. Ashlar, gabled. Approximately 7 ft. by 5 ft. and 10 ft. high. Pointed arched opening. The well dates from the 15th C and at one time provided the west of the City with a supply of water, long since dried up.             | 0386 |
| Water Pump, Stretton on Dunsmore     | RUG Plott Lane, Stretton on Dunsmore      | 140 SP403730 | Water:Wells     | A      | Common land in Stretton was enclosed in 1704. This affected the village and a hamlet called The Plott was set up for labourers in Plott Lane. Although one cottage remains, the hamlet has virtually disappeared but the cast iron water pump commemorates the settlement.           | 0383 |

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