

Lincolnshire  
County Council

15 FEB 2007

Planning &  
Conservation

## HOLDINGHAM MILL

### HISTORICAL RECORD



PLANNING PERMISSION 06/0494 & LB/2035

D B Lawrence & Associates

October 2006

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**General Description**

**Listing Description**

**1891 O S Map**

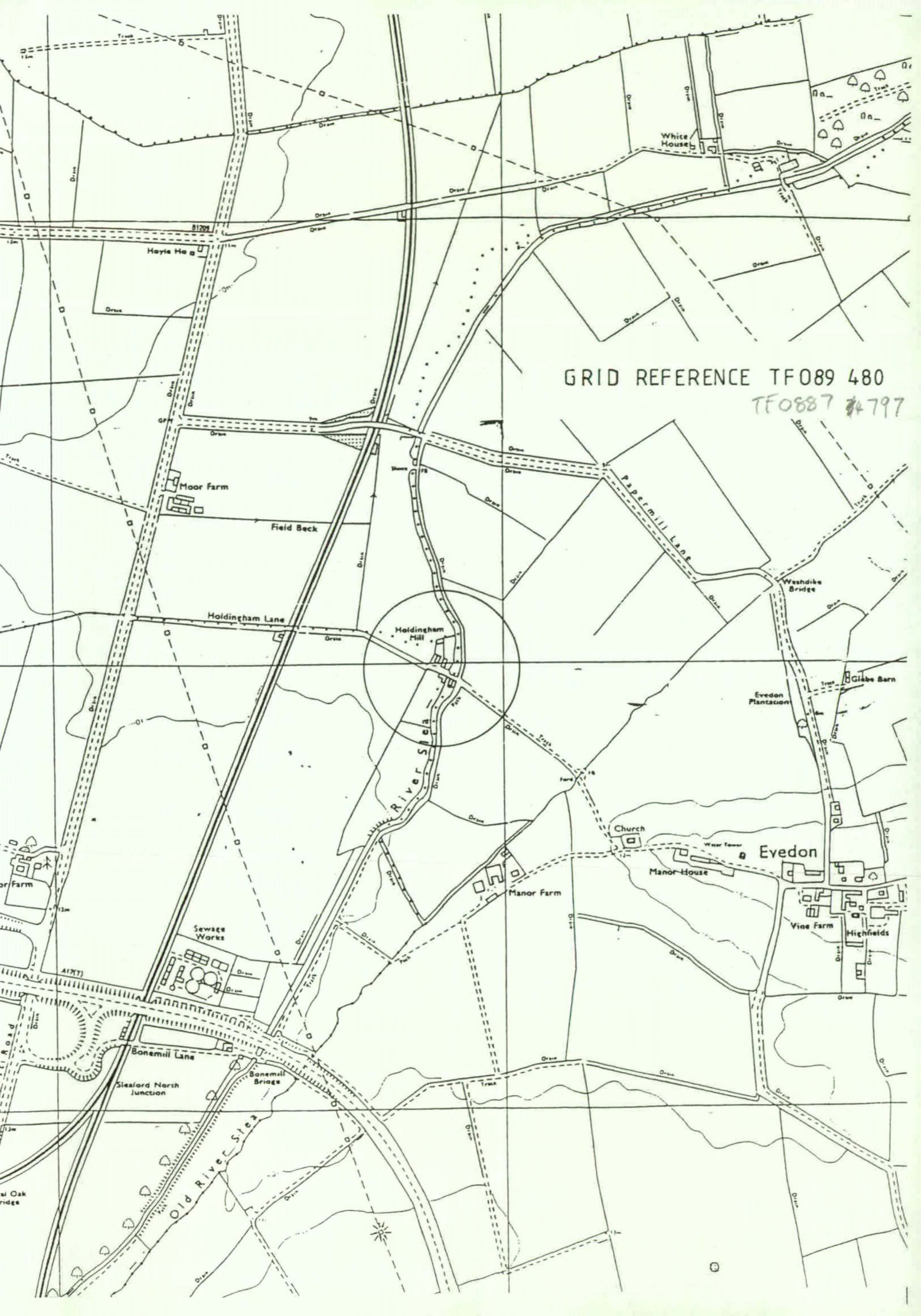
**Historical Archive**

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**Old Photographs**

**Photographic Record**



GRID REFERENCE TF089 480

TF0887 4797

## ENGINE SHED ATTACHED TO HOLDINGHAM MILL NEAR SLEAFORD

### 1. Background.

This building, the most recent part of the Mill complex to be constructed, collapsed during the 1990's. The owner, Mr G Kench has obtained Listed Building Consent and Planning Permission to rebuild the Engine Shed as part of a scheme to bring back into use both this element and the Cottage situated to the south of the main Mill building.

The Mill building still possesses its wheel and machinery intact, albeit the wheel's timber parts are badly decayed. The present description, however, deals only with the Engine Shed as it is understood that the main Mill will be the subject of a detailed survey and analysis by the Lincolnshire Mill Society.

### 2. History.

The Mill is located immediately adjacent to the River Slea which is canalized at this point. The river is known hereabouts as the New River Slea, the old course of the river diverging from the new just outside Sleaford and making a more direct course to Anwick via Haverholme Park. The formation of the canal took place in the late 18<sup>th</sup> century and the canal was opened to traffic in 1794. It linked the centre of Sleaford with the Witham at Chapel Hill. An octagonal toll booth still stands adjacent to the canal. Although the land through which the canal passes is quite flat there are seven locks on its route and one of these is immediately adjacent to the Mill. A loop around the lock ensured that water could be diverted to run the mill wheel. Given the present layout of River/Canal and Mill race it would seem most probable that the present Mill dates from the period of the canal construction or shortly afterwards.

The canal closed to traffic in 1881. This closure, allied to water abstraction higher upstream, led to the water supply to the Mill becoming unreliable and a different method had to be found to run the machinery. It is interesting to note that Cogglesford Mill, the next Mill upstream, ceased operations in 1885. It may be assumed therefore that the engine shed, built to house a static steam engine, was erected at this time. A small square hole was broken into the side of the Mill proper for a drive belt to pass through. Lots of clinker and coal has been found in the shed area probably from the operation of such an engine. Mr Kench has suggested that it may have been a locally-built Robey-type engine.

An unusual feature of the shed are the two pointed 'gothic' steel windows (one still in situ, one removed but still extant). These are of identical type to the toll booth and are of a pattern popular between 1790 and 1820 – that is in the pre-archaeological phase of the Gothic Revival. It seems likely that they were re-used in this building, possibly from another building on site demolished at the time.

Within the Mill a brand new cylinder head gasket has been found which has been identified as an international tractor spare which belongs to a 'Titan' twin cylinder tractor manufactured between 1914 and 1924. These tractors were not used as trailer-pulling vehicles and only had a 2-speed gear box for ploughing or machinery driving. Such an engine would have driven 3 of the millstones.

Milling took place as late as 1957. Upon closure some work was done on the main building roof which has kept the machinery intact, but the engine shed was neglected. Finally in the 1990s the roof spread and pushed out the side walls of the building which collapsed leaving only part of the eastern wall standing and the western wall beyond the house standing to virtually its full height. As all materials other than this having been removed there is no evidence of the type of roof construction.

### 3. Historical Photographs

Evidence of the external appearance of the Engine Shed can be gleaned from photographs taken by Mr Kench and his family.

The roof was in clay pantiles. It had a hipped end to the south. The ridge and hips were cloaked in socketed, angular clay ridge riles. A pair of ledged and braced doors, opening out on strap hinges, were centrally located on the south end. It would appear that the original doors had their tops cut off – for combustion air and ventilation - but a new set of full height doors were added in the early 1950's.

Along the western wall from the s.w corner to the cottage a pantiled lean-to once stood. After its removal the wall was white washed.

#### 4. Description of Remains

All the remaining walls have been pushed outwards by the roof and only their lowest sections are still vertical.

##### a. East wall (see survey drawing K75.07)

The wall is immediately adjacent to the dried-up Mill Race. The lower walls, nearest the mill and topped with stone blocks, held an upright grooved channel, the lower part of which, in timber, still remains. Within this groove ran a 'guillotine type' sluice-board to stop the water from entering the mill wheel when the mill was not working. Evidence of this wall and the stone cappings is visible inside the building which leads to the conclusion that these pre-date the newer structure. Of the two windows only one remains in situ but the location of the other is easily seen by the remains of its cill. The windows are/were surrounded by canted bricks and voussoirs on the inside. Note that two of these are timber replacements. At the southern end is a doorstep and steel spike. This was the location of a doorway that led out from the building to the canal side. Brickwork is in English bond.

##### b. West wall

This is quite plain, but at its southern end has the original return with stone pintle-blocks and the original pintles.

##### c. Cottage wall

This shows evidence of a window and 2 blocked-up doors all at very low-level. (The cottage floor is considerably lower than the Engine Shed). It is impossible to say what these were, but they were probably a door and window to the canal side before the 'new' engine shed was built.

#### Brickwork

The brick face size is approximately 215 x 70      the bricks are red

The bond varies

Below the window cill on the east side	one course of headers/ four courses of stretchers/ one course of headers, etc.
Above the window cill on the east side	a course of two headers, two stretchers/ variable number of courses of stretchers/ a course of two headers, two stretchers.
West wall	two headers, two stretchers/ four courses of stretchers/ two headers, two stretchers, etc

1.  
5312

HOLDINGHAM  
(East End)  
-----

Nos 13 and 14

TF 0647 5/54

II

GV

2.  
Pair of rubble cottages of mid C18. 1 storey and attics. 4 gabled dormers. 3 yellow brick stacks. Coped gable ends. Coved eaves. 5 windows, 4 of 3 lights and 1 of 2 lights, wood lintels, modern casements. 2 modern doors, wood lintels. Pantile roof.

Nos 13 and 14 form a group.

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1.  
5312

HOLDINGHAM LANE  
HOLDINGHAM  
-----

Holdingham Farmhouse

TF 0847 6/51

II

GV

2.  
House of late C18. 2 storeys in red brick with pantile roof with stacks at gable ends. Part rendered. 3 windows, no glazing bars, segmental arches. 2 similar windows on ground floor and recessed double door of 6 panels in wood pilastered architrave with radiating semi-circular fanlight. Wood eaves cornice.

Holdingham Farmhouse and Mill buildings form a group.

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1.  
5312

HOLDINGHAM LANE  
HOLDINGHAM  
-----

Mill buildings to  
Holdingham Farm

TF 0847 6/51A

II

GV

2.  
Mill buildings of 2 builds of C19 in red brick with diagonal-set brick eaves cornice. Irregular windows and doors, at time of survey apparently undergoing restoration. Small separate octagonal toll-house of 1 storey for lock-keeper, mid C19. 1 'Gothic' window in each face and slate roof which has lost its finial.

Holdingham Farmhouse and Mill buildings form a group.

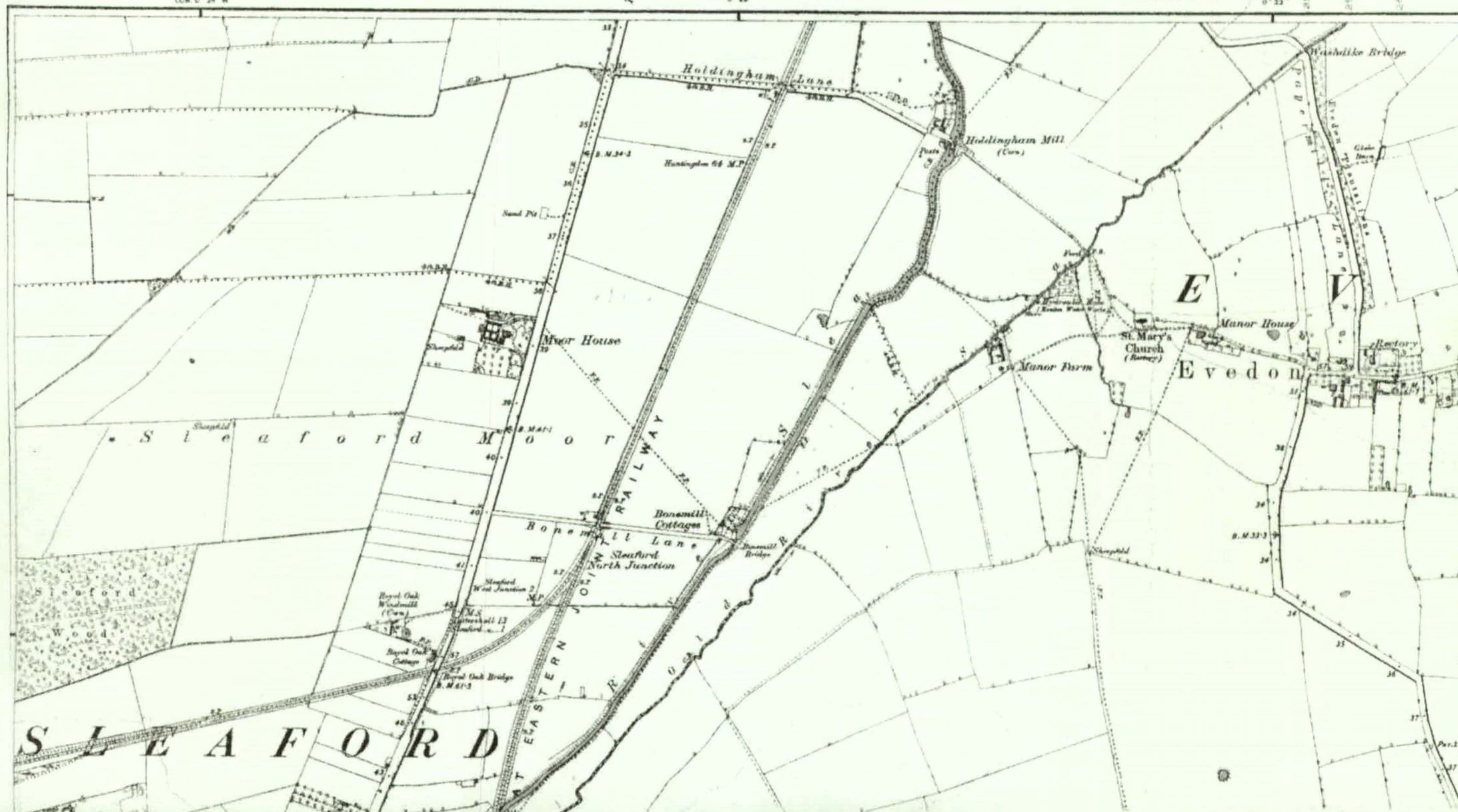
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*The Tattershall*

0° 22'

North Kesteven or Sleaford Division

4444



## HOLDINGHAM MILL

Alternative names: **Willow Mill** recorded in vicinity in Middle Ages  
**Cropper's Flour Mill**  
(Paper Mill also called John Cropper's Mill)  
**Nesbitt's Mill**  
Possibly also **Goodacres Mill**  
**Tomlinson's Corn Mill**  
**Nash's Mill**

**Our River Sle**a (Les Gostick) suggests that 'The course of this river is through the low lying area which was probably the 185 acres of marshland shown in the Domesday Book (1086) under Evedon.

Translation of Domesday Book which Relates to Lincolnshire and Rutland by Charles Gowen Smith (1870?) contains the following

The Land of Geoffrey Alselin: Berewick. In EVEDON (Euedune) there are 2 carucate of land rateable to gelt: the land is 14 bovates. It is a Berewick. Geoffrey and his grandson have there a mill and 20 acres of marshland.

The land of the King: Berewick. In EVEDON (Euedune), which belongs to the above manor (Aswardhurn Wapentake) there are 10 bovates of land rateable to gelt: the land is one caruate, and 2 sokemen and 2 villeins are there with 1 caruate. There is also a mill worth 5s 4d yearly; and the site of a mill and 6 acres of meadow.

*Either or neither could be the site of the present mill, more likely if any to be the first as marshland is mentioned.*

**1724 Sleaford Entry** "Within the town and 2 miles below it (the River Sle)a drives 5 corn mills, 2 fulling mills and 1 paper mill ... then falls into the Witham" (Herman Moll A New Description for England and Wales with Adjacent Islands, from Hunt's thesis)

**1773 James Creasey Survey** Plan showing works proposed to be Executed thereon as a 'cornmill'. (Lincoln Archive doc)

**Undated – John Varley's Survey (2<sup>nd</sup> report)** discussing locks "The 3<sup>rd</sup> at a piece of land belonging to a Mrs Nesbitt... in the occupation of William Bailey. Fourth adjoining Mrs Nesbitt's land at the eastern corner of a plot occupied by Joseph Greenfield. Bridge over ford from Goodacres Cornmill to Evedon Church. (SGS BS 14/8, Lincoln Archive read in Hunt's Thesis)

**1792 From Navigation Act** (read in Cragg 1 / 4 Lincoln Archives)

Watchhouses to be built at or near the side of 1<sup>st</sup> lock or in such other place or places as they shall think necessary for persons to reside therein and have care and management of the ... locks and receive the Tolls and Duties granted by this act.

*(It could be possible that the Toll House was built at the same time as the barn wall facing the river – similar bricks and windows etc., perhaps the barn wall was an*

*addition to the cottage as a 'watchhouse' and that the door facing the river was to keep a lookout in the Sleaford direction, this part of the river being on a bend. However, this can't be possible if the barn wall was built in the 1880s as suspected.)*

**1792 – Jessop drew up navigation plans for locks around watermills** (Dr Pauley's book on Sleaford)

Appears to be in Sleaford Lordship? (map by John Hudson Navigation engineer)

**1793 – John Jagger** was paid £50 for the swivel bridge at Cropper's Mill where there used to be a ford (*unsure which Cropper's Mill*). (Slea Navigation Accs. Hunt's Thesis)

**1794 from 'Copy of an award for Inclosing .... In the Parish of New Sleaford.** Printed by W Fawcett. Area along the Slea numbered 245, 246, 247 belongs to Mary Nysbitt (Nesbitt) plus 54 6.2.18 to the west of these fields. (P12) One other private carriage & drift road in Holdingham of the breadth of 30 feet beginning at the east side of Tattershall Road across the Great Moor in an eastward direction over lands ... to the said Mary Nisbitt's Mill House. (P29) ... marked 54, repair and maintain essential fences and ditches on the NW side.

**1794 – Navigation opened** - first commercial boats travelled along the Navigation

**1795 Navigation Tolls were let** (Topography and History of Sleaford New & Old, 1825, published J Creasey)

**1796 Enclosure Award (W Taylor – Bardney)** confirms 1794 award. Road from East Road (the Tattershall Road) to Mill is marked as Mary Nysbitt Mill Road. (Lincoln Archives)

(1826 White's Lincolnshire – Rt Thos Almond, Miller/Baker, Southgate, Sleaford  
John Mowbray, Corn Merchant, Southgate, Sleaford  
Sam Cropper, Corn Merchant, Northgate, Sleaford )

**1827** To be sold by auction a water corn mill situate in Holdingham with a 4ft fall of water and driving two pairs of stones and upon the sleaford Navigation which empites itself into the River Witham in the occupation of Samuel Cropper. (Lincoln Rutland Stamford Mercury 29<sup>th</sup> June 1827)

**1836-1859** With the exception of 1 year in excess of 11,000 tons of grain was transported alone the Slea Navigation. (Slea Navigation Accs – Lincoln Archives)

**1841 Cast iron bridge trees** - made by Brown of Little Gonerby for the 2 sets of water driven mill stones

**1841 Census**

Joseph Tomlinson	55	Farmer	<i>sometimes called</i>
Ann	52		<i>Tomlinson's Mill</i>
Charles	26	Miller	
Alfred	11		
Rhodia	25		
Bar Penning	20	Miller	

Edward Hobbins      86?      Ag Labourer

There is another family called Gray in Holdingham Lane and a note in the margin saying that there are also 9 persons living in tents.

**1842    Whites Lincolnshire** - Joseph Tomlinson , Miller

**1849    Joseph Tomlinson died.** The Will stated that the Mill was to be sold by public auction. Executors were John and Augustus Tomlinson.

**1851    Census**

**Evedon Road, Holdingham Mill**

Ann Tomlinson	62	Widow	?
Elizabeth	21?		
Alfred	21	Miller employing 4 men	
Dinah S Ansell	48	Visitor?	
William Ansell	48	Lodger Miller?	
Robert Ansell	9		
Joseph Fletcher	16	Farm Servant?	
Catherine Simons	18	General Servant	

**Mill House**

Thomas Bennett	40	Journeyman Miller
Ann	30	
Thomas T	11	
John S	6	
William T	2	

**1853** To be sold by auction at the Bristol Arms Inn Sleaford on 3<sup>rd</sup> October by order of the trustees under the will of the late Mr Joseph Tomlinson:

Lot 2 A water corn mill three stories high working two pairs of French and one pair of grey stones with dressing machine, counting house etc. with house attached for a working miller. Also a post wind corn mill working one pair of French and one pair of grey stones abutting on the Sleaford Navigation to the south within two miles of Sleaford and chiefly in the hamlet of Holdingham, partly in the parish of New Sleaford. (Lincoln Rutland Stamford Mercury 23<sup>rd</sup> September 1853)

**1854    Indenture** between John Tomlinson, Alfred Falding Tomlinson and John Payne and **Mortgage** between AF Tomlinson/John & Augustus Tomlinson (Abstract of Title Deeds ES Tomlinson 1828-1924) (Lincoln Archive)

From a reference in White's 1856 Lincolnshire –  
HOLDINGHAM....Alfred Falding Tomlinson, *miller*

**1859** Railway linking Grantham via Sleaford to Boston opened

**1861    Census**

**Mills**

Alfred Tomlinson	31	Miller Baker
Ann	23	Wife
Ann	10mths	
Phillis Warn	31	House Servant
Sarah Brunker	17	House Servant

1866 John Tomlinson died

1870 RW Payne Indenture of mortgage for £1,000 for Paper and Corn mill (doc evidence)

1871 **Indenture** AF Tomlinson/Ed Robinson and Erasmus Tomlinson (mortgagees) Mentions **Bank Piece** adjacent to Slea Navigation and **Wind Cornmill** in the Parish of Evedon, hamlet of Holdingham, occupied by Thomas Goodacre. Elizabeth Almond is mentioned. (Abstract of Title Deeds, ES Tomlinson 1828-1924) (Lincoln Archives)

# 1871 Census

## Mills

Swingler Bellamy	64	Farm Labourer	<i>Previously listed as living in the East Tollbar</i>
Ann	64		
George Armstrong	38	Journeyman Miller	<i>Probably living in the Mill</i>
Ann Armstrong	38		
William C Armstrong	6	Nephew	
George Benstead	35	Miller (Lodger)	
John Thyer	22	Miller (Lodger)	
Herbert H Hodson	26	Miller	<i>I imagine this group would be in the present 'Mill House'</i>
Clarinda	27		
Edith	2		
Arthur EH	6mths		
Katie	3		
Fannie Green	18	Sister in law	
Elizabeth Birch?	22	Cook	
Eliza Birch?	16	Housemaid	
Lucy Ingall?		Nurse	
Frederick Appleton	18	Groom	
John Cupid		Carman	

1872 Roland William Payne sold to J Ward for £750 but conveyance had not been executed (doc. evidence)

1873 New railway took trade from Slea Navigation

1873 RW Payne declared bankrupt – Wm Sharp appointed Trustee of Estate. J Ward obtained legal ownership. Dwelling house and outhouse offices water cornmill malt kin granaries stables sheds.

Mill formerly in the occupation of John Mowbray (*paper mill?*), then William Shearwood Mowbray (*paper mill?*), then John Garton (*paper mill?*), John Almond,

Alfred Tomlinson. Later Rowland William Payne's tenants .... Being in the Parishes of Evedon and Leasingham (doc. evidence)

**1878** – Navigation Closure Bill

**1881** Census

George Armstrong is listed as living with his wife and William C at 1 Almonds Yard in Sleaford – his occupation is Miller Unemployed (Corn).

None of the persons listed on the 1871 census are now living at Holdingham Mill

Unable to locate Holdingham Mill on further census returns.

**1885** Cogglesford Mill ceased operations.

**1880s** *The barn wall/machine shed was probably built in the late 1880s (visiting experts). If the 'toll booth' was built at the same time it can't have been a watch house, however, a counting house is mentioned in the sales particulars of 1853 and in 1873 an outhouse office is mentioned. No lath and plaster has ever been evident in the barn, unlike most other parts of the mill buildings. It is likely that the barn wall was built and area roofed specifically to house the steam engine. Possibly the door onto the river was to enable persons tending the steam engine to access water easily.*

**1889 Indenture** mentions the Wind Cornmill at Bank Piece adj to the Slea Navigation (see 1871) Transfer of Mortgage from Edward Robinson and Erasmus Tomlinson to Erasmus Tomlinson. (Abst of Title Deeds ES Tomlinson ) Lincoln Archive

**1896 Reconveyance** From Erasmus Tomlinson to A F Tomlinson (Abst of Title Deeds ES Tomlinson ) Lincoln Archive

**1896** James Ward of Boston left Corn Mill to his daughter Mary Jane Payne – (doc. evidence)

**1899** Indenture of Mortgage between Alfred Faulding Tomlinson of Rauceby Grange, and Erasmus Tomlinson .. the vendors and Joseph Thompson (doc. evidence) Occupied by Sarah Almond.

### **Leasingham Moor Mill – on map as the Paper Mill**

**1900 and 1922** Kelly's Lincolnshire Directory lists Frederick James Payne as Miller (water) at Leasingham Moor. F J Payne listed as a corn Merchant 82 Southgate in 1896.

**1905** Erasmus Tomlinson died

**1906** Owned By Mrs Mary Jane Payne (doc. evidence)

**1907** AF Tomlinson died

**1909** At the instance of Mr E H Tomlinson of Holdingham mill a writ has been served on Sleaford UDC claiming an injunction to prevent the council doing anything

to diminish the head of water on account of proposal to take water from the river for public baths. (The Mill 6<sup>th</sup> September 1909)

1914-1924 *Lots of clinker and coal has been found in the shed area probably from a stationary steam engine at some time. This may well have been a locally built Robey type engine.*

*Within the mill, a brand new cylinder head gasket has been found which has been recognised as an International tractor spare which belongs to a Titan twin cylinder tractor manufactured between 1914 and approx 1924. These tractors were not used as trailer pulling vehicles but only had a 2 speed gear box for ploughing or machinery driving. The engine would have driven 3 of the mill stones*

**1915** Indenture of Reconveyance as 1899 (doc. evidence)

**1915** Indenture of Mortgage between vendors AFT and Edward Shearwood Tomlinson and Mrs E Hardy and George Sardeson (died 1916) and Joseph Thompson (doc. evidence)

**1915** Edward Shearwood Tomlinson conveys beneficial order to Katerine Tomlinson (Abst of Title Deeds ES Tomlinson ) Lincoln Archive

**1918** Reconveyance endorsed between vendor and Mrs E Hardy and Joseph Thompson (doc. evidence) ES Tomlinson now owner.

**1923** **Edward Shearwood Tomlinson** (of North Rauceby) sold the Water Corn Mill in the parish of Holdingham to Francis James Nash for £400.00 (doc. evidence)

**1923** **Francis James Nash** mortgaged the watermill in the parish of Holdingham for £250. (doc.evidence)

**1923** (Mill House ES Tomlinson sold the Mill House, occupied by Flt Lt John Williams, to John Matthieson) Map with conveyance shows the old line of the river with the 'toll house' much nearer to the river (doc evidence)

**1926** Kelly's Lincolnshire Directory lists **Frank Nash** as Miller (water) at Leasingham Moor. (page 873).

**1926** **Francis James Nash** ?sold?rented?leased? the mill to William H Teal – a railway porter from Ancaster for £250

**1952** Miss LE Teal was housekeeper living at mill.

**1954** **FJ Nash** Remortgaged the mill for £275 – Louise E Teal now listed as living at 2 Sharpes Court, Sleaford as householder.

**1957** The mill said to have last operated commercially

**1963** **Francis James Nash** who lived at 1 Sharpes Court in Sleaford (retired Miller) sold Holdingham Mill to Jack Lucas and Leslie Bowness of Lincoln for £450.

**1964 Dorothy May Kench** bought the mill

**1966** The mill roof had rotten timbers and was in danger of collapse. It was replaced and the dormer window at the east end on the north side was removed.

**1971** British Archaeology Cttee listed Holdingham Watermill and Tollhouse as an industrial building of architectural or historical interest. Grade II

**1990s** The barn/engine shed collapsed when the roof spread and pushed the eastern wall down.

**2006 Graham Charles Kench** inherited the mill

### *Possible building sequence*

*Stone cottage parallel to mill stream north to south, working a small 2?stone water mill. The original cottage doors and windows to the east are at a lower level than the later 'barn' wall.*

*Once the Navigation opened and more water was available to drive the wheel and transport of grain and flour was easier more investment was put into the mill. The first part of the mill housing the stones is built of thinner 2" bricks.*

*As the Navigation flourished various of the Sleaford corn merchants appear to have had an interest in the mill. Investment was obviously put in in 1841 with the new adjuster bars. At some time further stones must have been added and the mill building from east to west extended at least twice – evident from the different brickwork.*

*It may be that the north part of the stone cottage was demolished to make way for the new brick building as it abuts the brick building using one side as the north end wall and the top roof cottage timber rested above the new fancy brickwork.*

*Reclaimed timber was used in the cottage roof.*

*Presumably, as the level of the Slea dropped after the closure of the Navigation 1878, the mill was adapted to being driven by a steam engine housed in the 'barn'. Possibly the Bone and Paper Mills at either side of Holdingham Mill were of much older fabric, having been larger and better established before the Navigation existed. If Holdingham Mill was of newer fabric perhaps this was why it continued working after these closed.*



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						H.O.107	2100

Rank or Promoted	Residential District	Origin	Birth, Profession, or Occupation	Where Born	Whether Living or Deceased
Hamlet of Thelpham					
19. Trenchard & Co. Ltd.	John Trenchard	1842	1842	London, England	
20. Thelpham Mill	Elizabeth J. A.	1842	1842	London, England	
	William L. Trenchard	1842	1842	London, England	
	William L. Trenchard	1842	1842	London, England	
	Robert J. A.	1842	1842	London, England	
	Joseph Trenchard	1842	1842	London, England	
	Katherine Trenchard	1842	1842	London, England	
23. Thelpham	Thomas Trenchard	1842	1842	London, England	
	John T. A.	1842	1842	London, England	
	Thomas J. A.	1842	1842	London, England	
	John A. D. C.	1842	1842	London, England	
	William T. A.	1842	1842	London, England	
	End of the District of the Hamlet of Thelpham				
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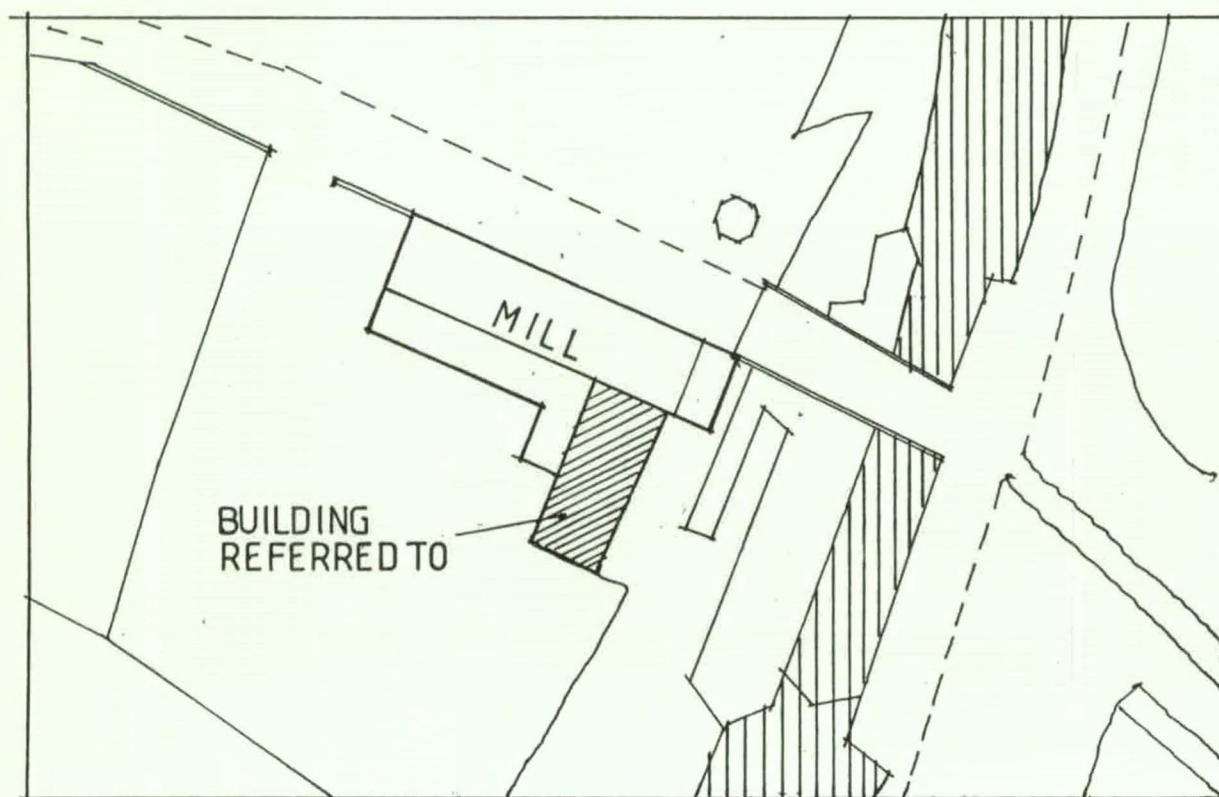
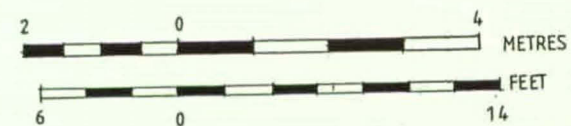
Page of		Municipal Borough of		Municipal Ward of		Parliamentary Borough of		Township		Hamlet or Tything, &c., of		Municipal District of																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
No. of		Road, Street, &c., and No. or Name of House		MOUNDS		Name and Surnames of each Person		Relation to Head of Family		Condition		Age of		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females		Males		Females			

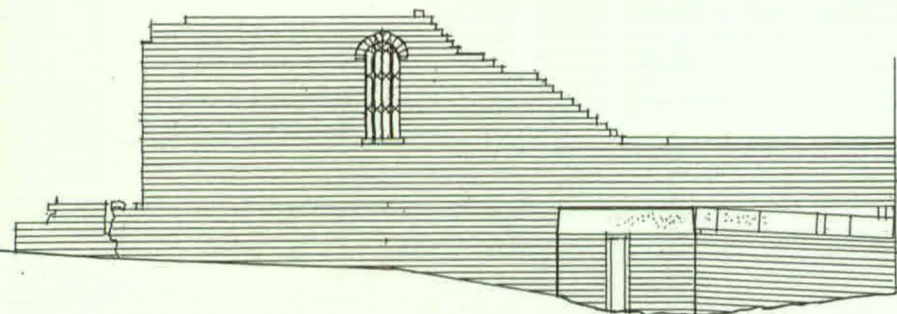
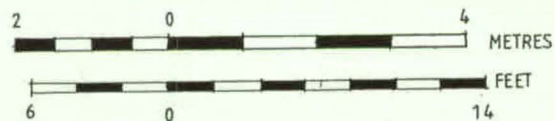


MILL

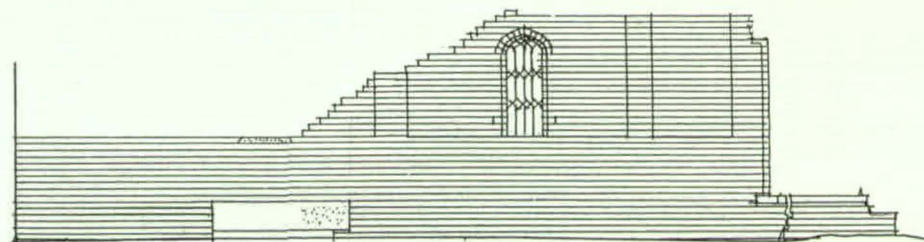
COTTAGE

PLAN

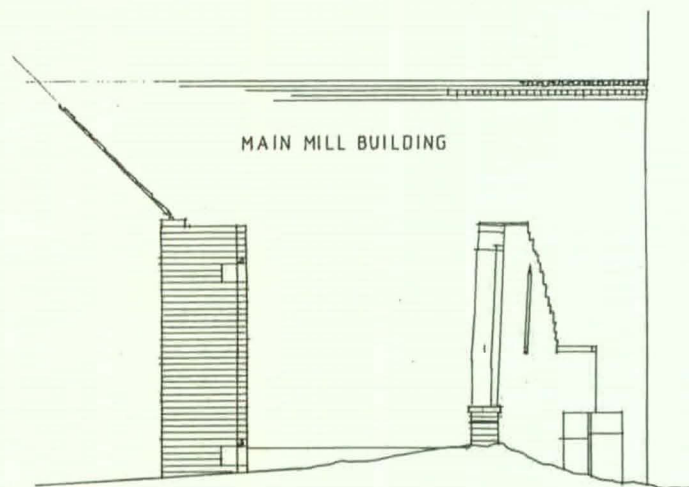




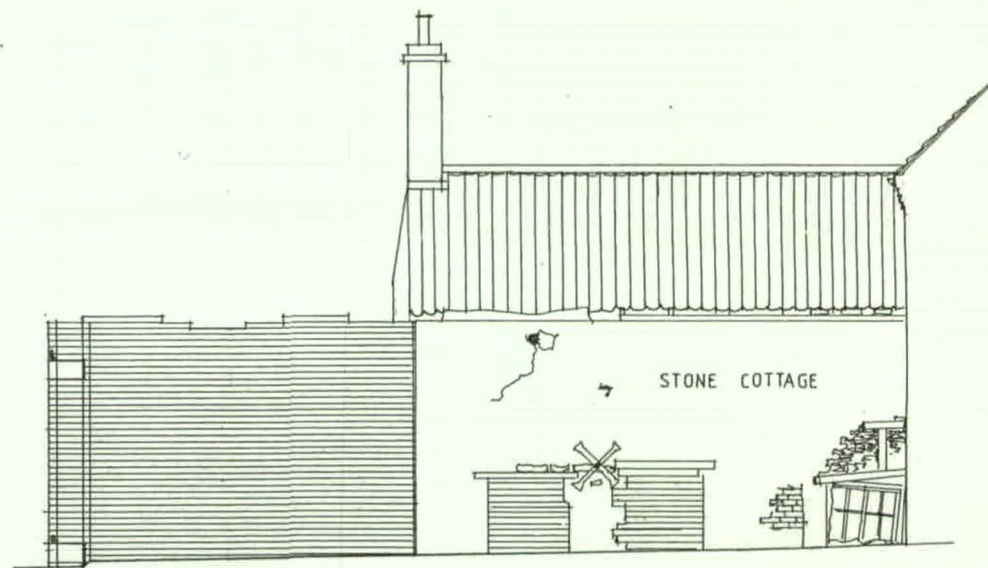
EAST WALL OUTSIDE



EAST WALL INSIDE



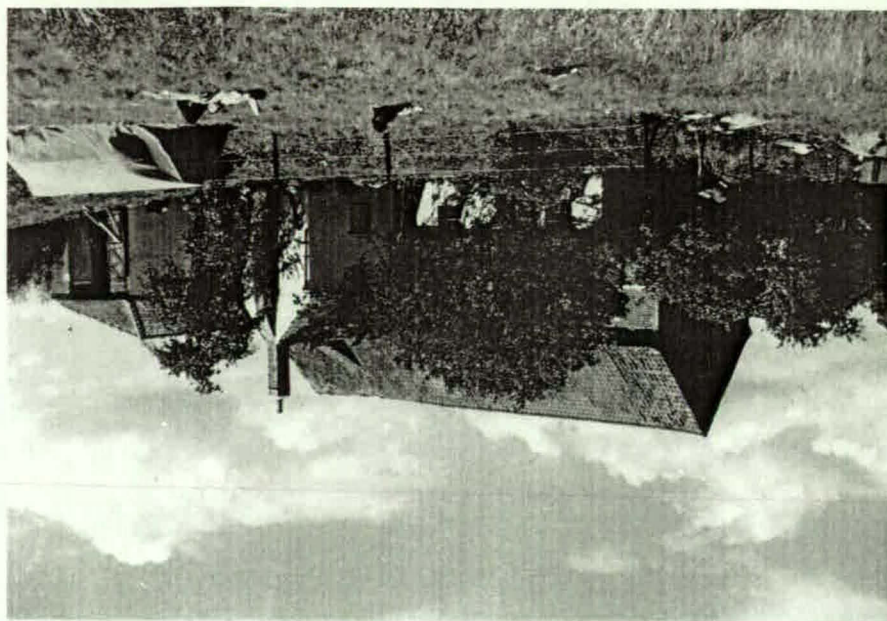
SOUTH WALL



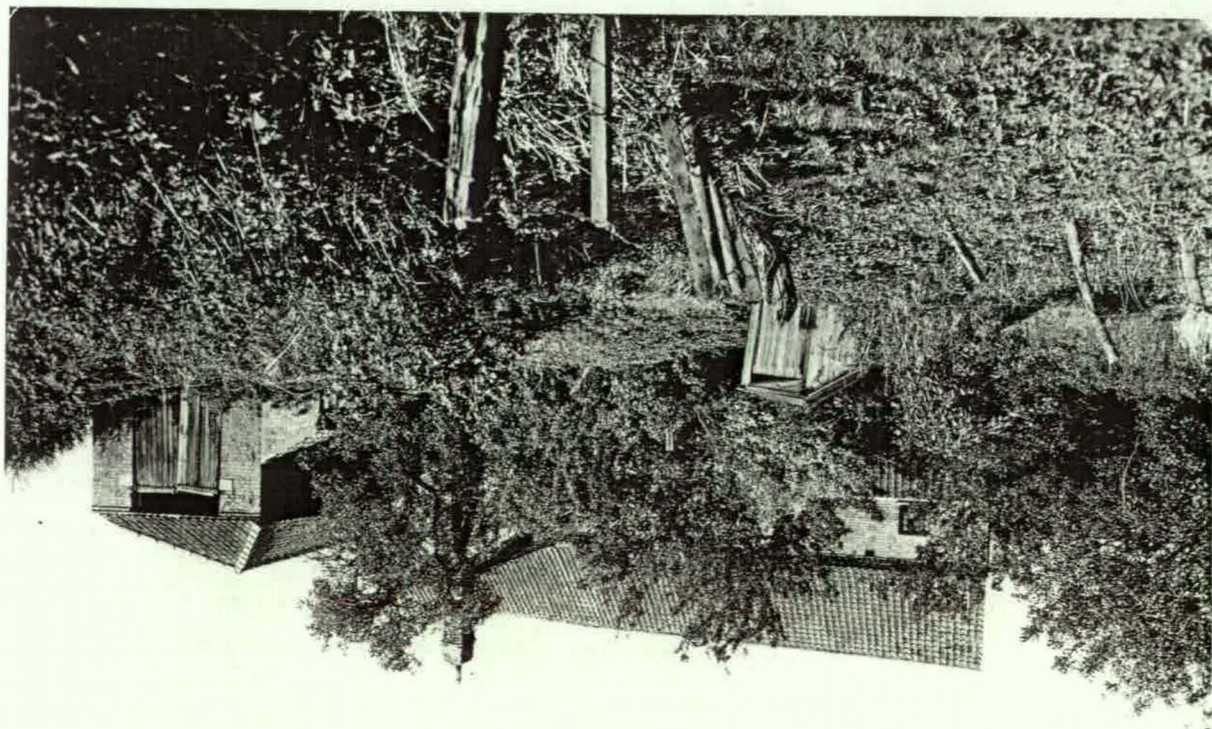
WEST WALL INSIDE

ELEVATIONS

VIEW FROM SOUTH-WEST c 1960?

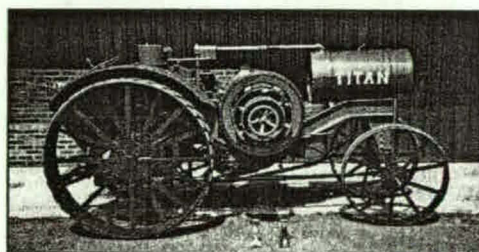


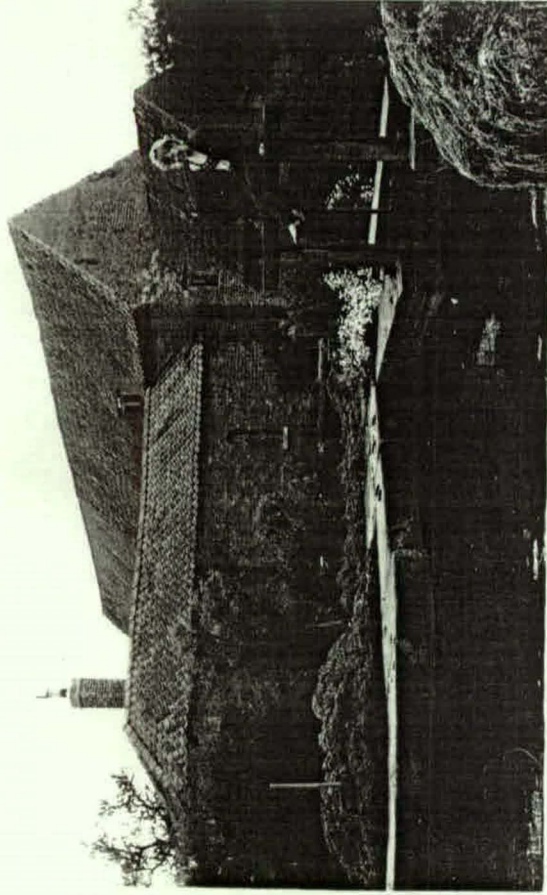
GENERAL VIEW FROM SOUTH SHOWING LEAN-TO





*Possibly one of the first International Titan 10/20's to be rallied in Ireland is Frances Brady's 1916 example from Gowan, County Cork. The tractor carries an interesting front axle and wheels, collected during its working life.*

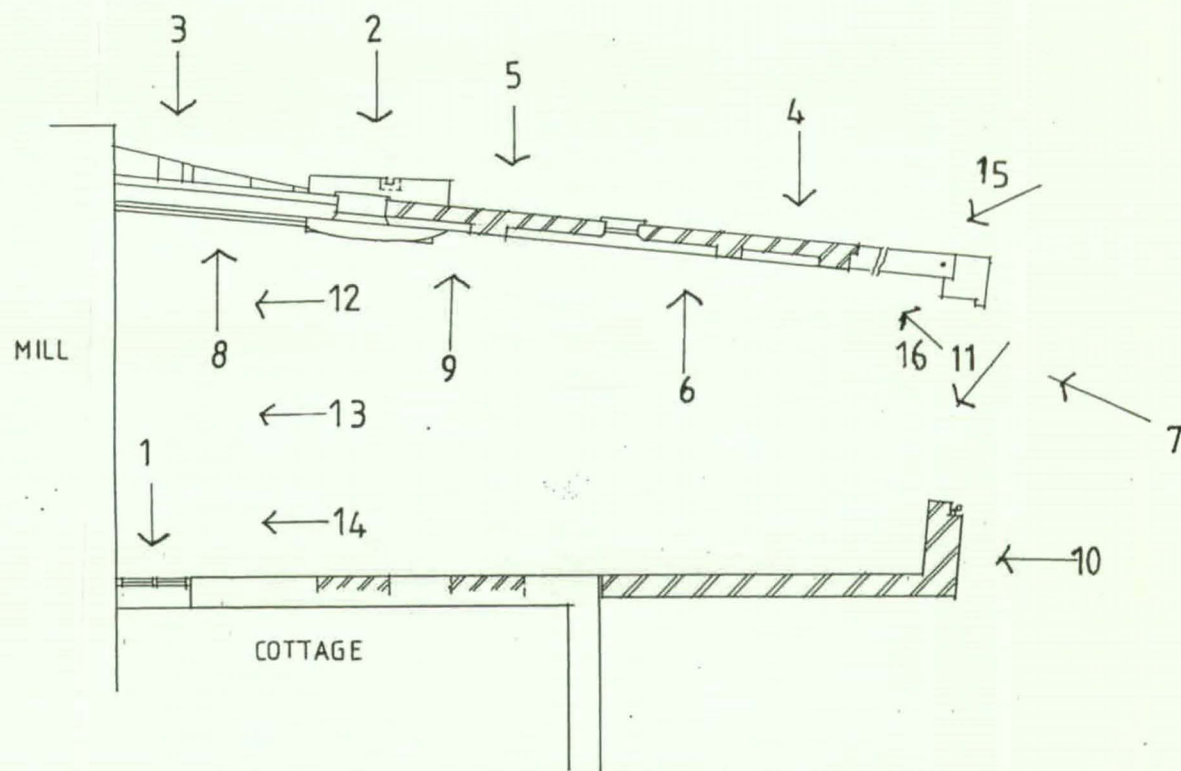




VIEW FROM RIVER c 1960



END OF ENGINE SHED  
c 1950



LOCATION OF PHOTOGRAPHS





2



3



4



5



6



7

6

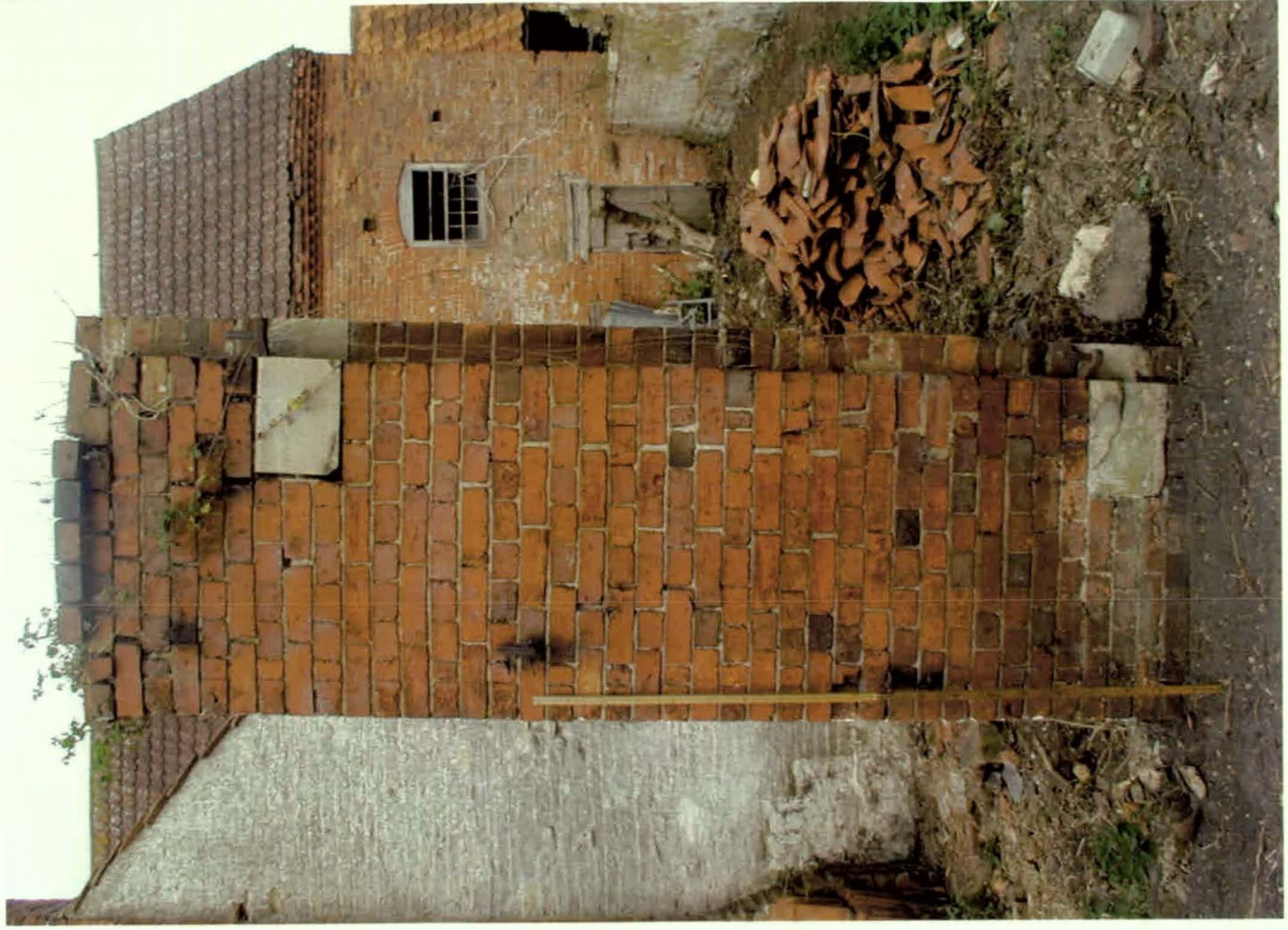


8





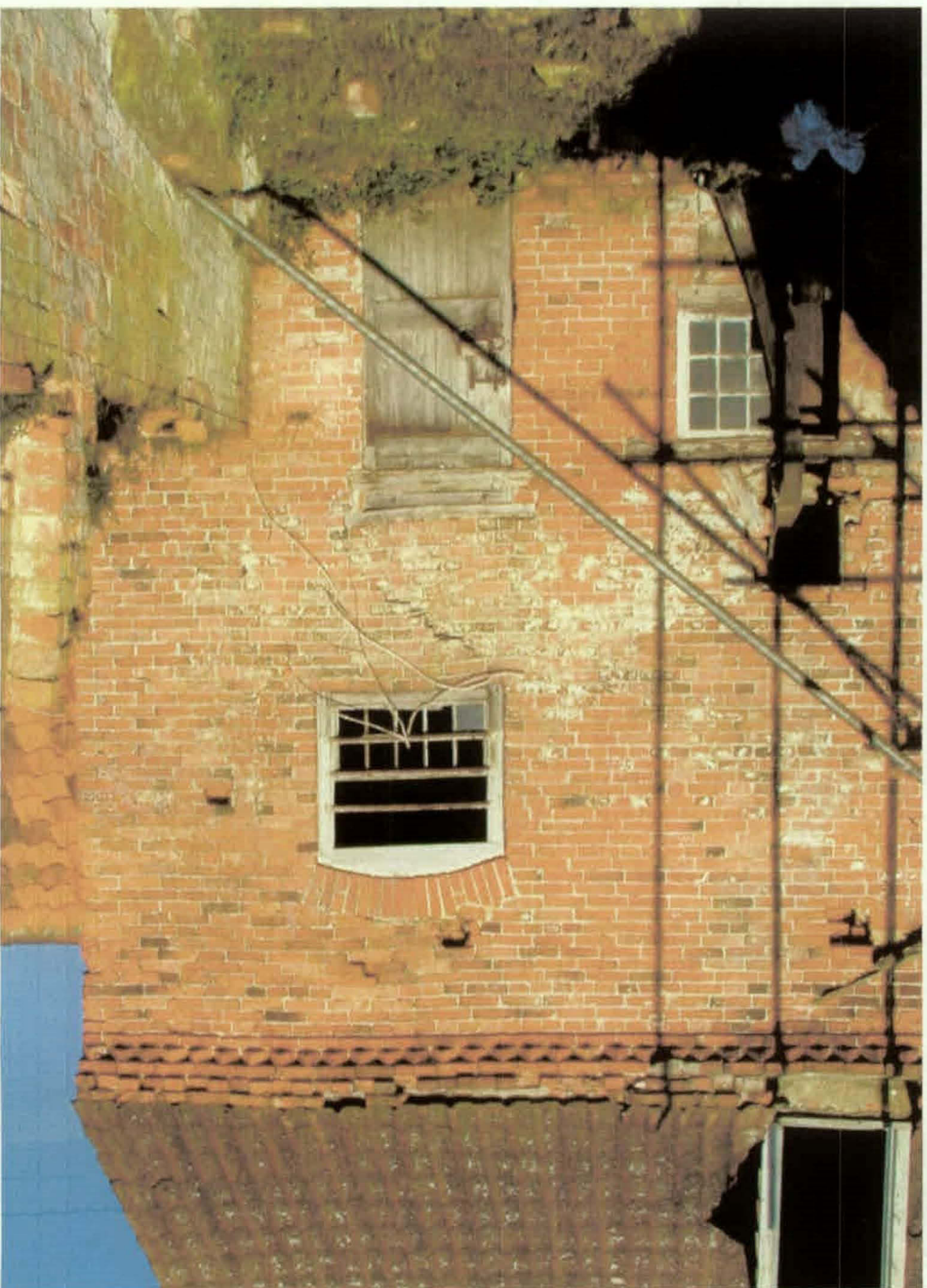
10



11



13

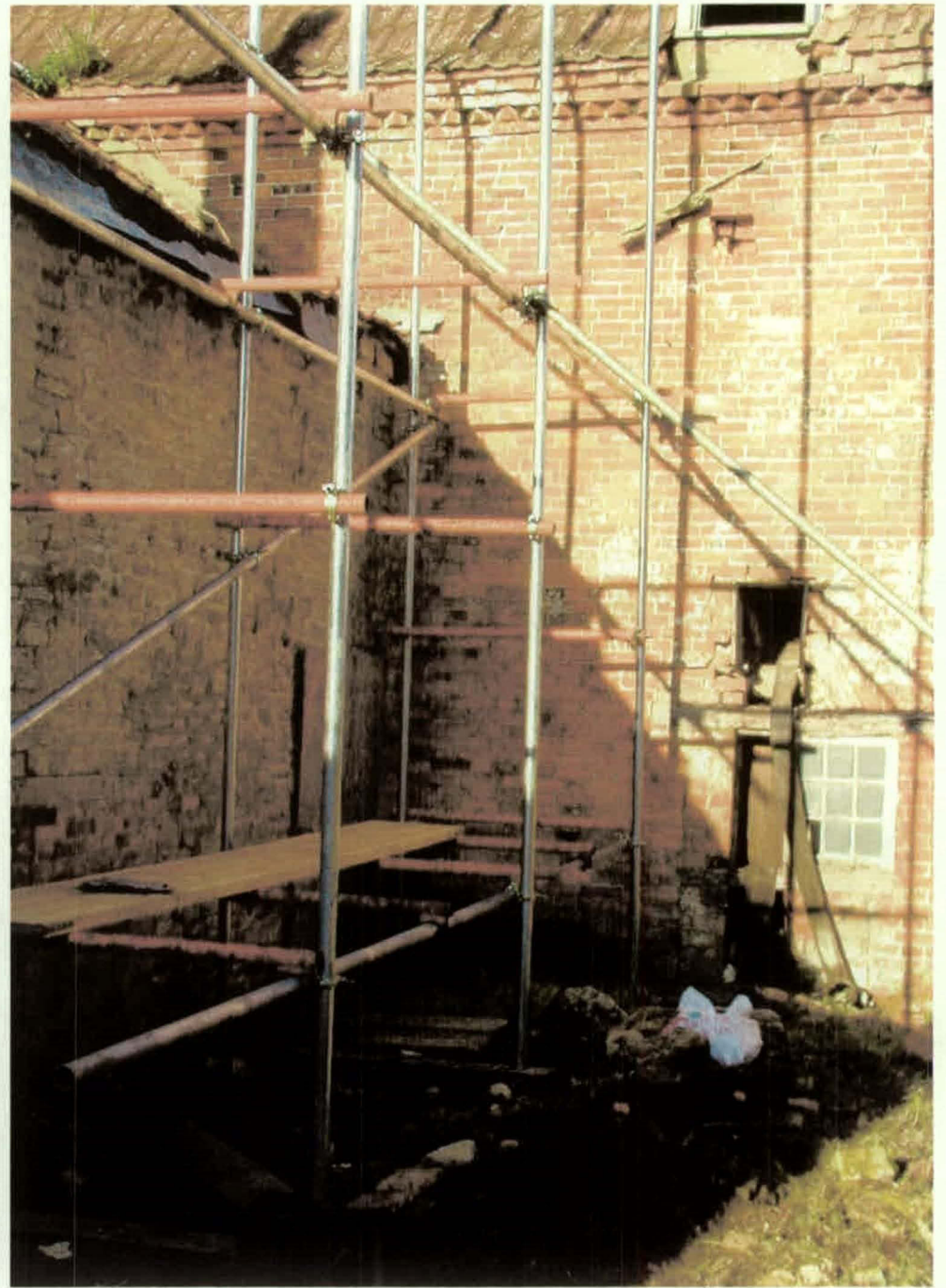


12

12



13 (enlarged)





15



16