



# MRIAS

## Manchester Region Industrial Archaeology Society Newsletter 149

### In this issue

- Programme 2015
- English Heritage Re-structure.
- Dorothy Smith.
- MRIAS contacts.
- Industrial Legacy and the Landscape of South Yorkshire Conference (& Booking Form)
- Endon Quarry Tramway, Kerridge.
- The Ancoats Dispensary Trust
- Dig Greater Manchester Conference
- The former Arkwright's Mill, Miller Street Manchester.

### MRIAS Website

www.mrias.co.uk has been re-launched. The contact email for the site has been changed to info@mrias.co.uk

### Next Lecture

Friday 10th April 2015

'Lion Salt Works Restoration'

Room 301, MMU Business School, Oxford Road, Manchester



## Editorial

Having considered moving the venue for our regular Friday night meetings from Manchester Metropolitan University's Business School to Mike Nevell's Centre for Applied Archaeology in Adelphi House, the decision has, effectively, been taken out of our hands, by Mike, and his Department, being relocated to the Peel Building. May I take this opportunity to restate that no decision on such a move would be taken without a majority agreement of you, our Society Members.

An important event, and one that may have a long term effect (which only time will tell whether this will be good or bad), is the recent announcement by the Government of it's plans for the re-structuring of English Heritage - a short article on this re-organisation is included below.

A number of interesting things have happened as of late and I have also outlined these below.



## New Bailey Prison, Salford

An article in the *Manchester Guardian* in July of 1868 said this of the prison, "The cells of the gaol of 1787 ..... were originally almost devoid of fittings, ... ventilated by an oval opening some height above the door, and are closed by a thick wooden door which is again secured by another door, a foot or two beyond it, made of cross bars of iron. The end of the wing is closed by a massive wooden door, which swings upon its centre, and is secured on both sides."

"As population increased the prison was found inadequate, and extensions were made at various times, and principally in 1816. In these extensions the original plan was entirely departed from, and the building of 1787 remains to this day almost a detached building, and pretty much as it was at first, except that the octagon is no longer the chapel."

"The piece of ground enclosed by the present gaol wall measures 685ft from New Bailey Street westward to Irwell Street, and 350ft at its greatest breadth, from the entrance, in Stanley Street, to Upper Booth Street, opposite the railway viaduct.

During some local disturbances, two small round turrets were erected at each angle of the walls, and pierced, so that a person within might be in perfect safety while directing musketry fire upon assailants on the gaol from any approaches. These turrets are perched upon the wall, without any means of access from the inside except by temporary ladders.

Formerly there were twelve such turrets; now the number is eight, and consequent upon the rounding of the angle at Irwell Street and Stanley Street, the two at that point have been removed some distance from each other. Parallel to the wall opposite the viaduct, are two rows of buildings, extending a length of 430ft. The outer row is of workshops, and the inner of cells, both for misdemeanants.

The refractory, hospitals, and schoolroom are also on these two lines. Extending south-westerly from the schoolroom are two rows of buildings, forming what may best be described as, though not quite accurately, of two concentric circles. The outer one is occupied above by workshops and dining-rooms for felons, while there are separate cells used as workshops below; and the inner row is occupied by the felons' cells for sleeping.

The old four-armed prison is now mainly appropriated to women, male prisoners only occupying one of the arms.

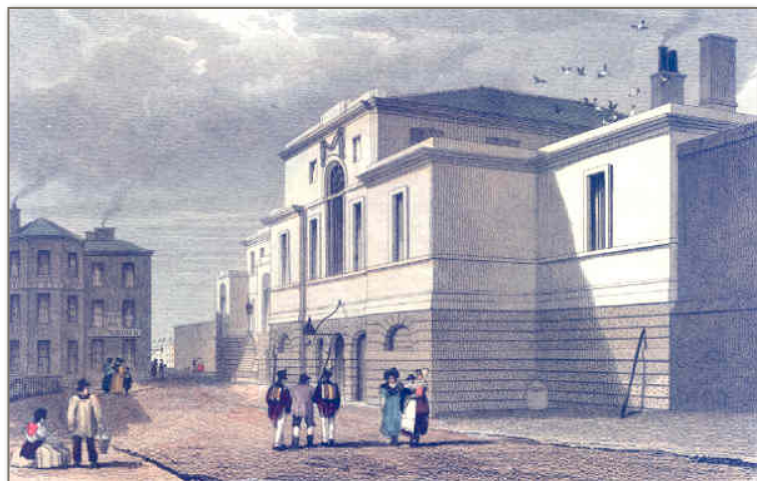
Between the felons' workshop and the boundary is a piece of ground where, some thirty years ago, vegetables grew abundantly, and the wall of the workshops bore a splendid crop of currants.

But the chemical and other works in the neighbourhood and the exhalations of the river have changed all that, and nothing but rhubarb will grow there now. At the other end of the prison buildings, and parallel with New Bailey Street, is a single row, partly occupied by workshops for women, and partly by the female felons' wards."

Prior to the New Bailey Prison in Salford was the Hunt's Bank House of Correction in Manchester:



The New Bailey Prison



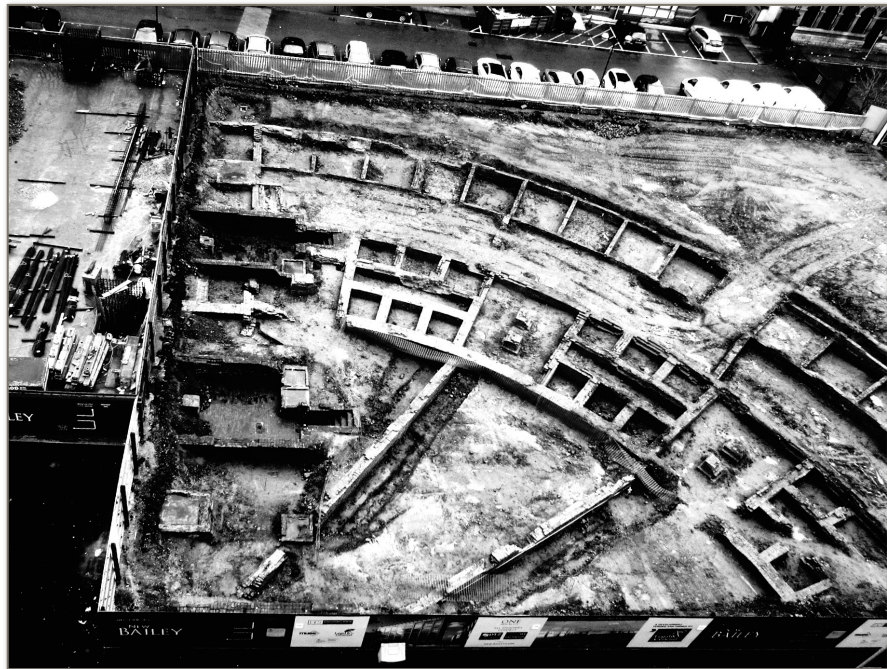
In 1866 a new prison was built in Manchester at Strangeways and the prisoners were transferred there and some time in 1868 the New Bailey prison was closed.

Archaeologists from the Centre for Applied Archaeology at Salford University are on site from the 9th March 2015 to the 20th March 2015 and volunteers are welcome (John Roberts 0161 295 3821)

The site is a few minute's walk from Salford Central Station. Open days/tours are also available 2-3pm 20th and 27th March. Also Sat 21st March 10-2pm. Site entrance corner of Irwell Street and Stanley Street.



Committee members Neil Davies and Tony Wright volunteered on the New Bailey Prison site on Monday 9th March.



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## MRIAS Contacts

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- **Membership Secretary:** Walter Payne, 27 Brompton Road, Poulton-le-Fylde. FY6 8BW.
- **Chairman** Mr Richard Pink
- **Editor & Archivist:** Neil Davies, Castle Naze House, Halifax Road, Todmorden, Lancashire. OL14 5SR tel. 01706 814998 email - mrias@btinternet.com
- **Vice Chairmen** Gordon Browne & Neil Davies.
- Peter Bone - **Projects Officer & Minutes Secretary**
- Steve Rhodes **Committee member.**
- David George - **Honorary Committee Member**
- **Treasurer:** Tony Wright.
- **Web site** - [www.mrias.co.uk](http://www.mrias.co.uk)
- **e-mail** - [info@mrias.co.uk](mailto:info@mrias.co.uk)
- Registered as a **UK Charity** No. 1113626

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## Programme 2015

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**Friday, 13th March** 'Silkstone Tramways' by Colin Bower.

**Friday 10th April** 'Lion Salt Works Restoration' by Chris Hewitson'

**Friday 8th May** - 'All Steamed Up' by Richard Pink

**Friday 11th September** - Buffet at the Trafford Park Heritage Centre. 'The Park at War' by Kevin Flanagan'

**Friday 9th October** 'Price's Bromborough Candle Works' by Gordon Browne.

**Friday 13th November** 'Whittaker Brickworks' by David Grayson

**Friday 4th December** 'Recent Industrial Archaeology in Manchester' by Norman Redhead.

Visits under discussion:

- A Walk Along the Silkstone Tramway
- Visit to Murgatroyd's Brine Pump & Lion Salt works.
- Visit to the Trolleybus Museum
- Walk - Price's Candle Works, Bromborough

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**Industrial Legacy and the Landscapes of South Yorkshire Conference & Booking Form**

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**18<sup>th</sup> April 2015, 10.00-16.00**

Showroom Workstation, 15, Paternoster Row, Sheffield, S1 2BX

The conference is being organised by PLACE - People, Landscape and Cultural Environment of Yorkshire <http://place.uk.com/>

Booking is essential !



Speakers:

**Professor Melvyn Jones** - The Wentworth-Fitzwilliams of Wentworth Woodhouse: Industrial Entrepreneurs for three centuries.

**Professor David Hey** - The Wilson family (Sheffield's Snuff Mill owners) and the Stanage Moors Estate.

**Dr. Leona Skelton** - Regulating a Pre-Modern, Industrial, Urban landscape: Street Cleaning, Waste-disposal and Insanitary Nuisances in Sheffield, 1500-1700

**Derek Bayliss** - Wortley Top Forge & Rockley Furnace and the work of the South Yorkshire Industrial History Society

**Professor Ian Rotherham** - Industrial Transformation of South Yorkshire Landscapes.

Several options for walks are also planned, such as around the city centre, into Norfolk Park or the Butcher Works.

**Booking form: Industrial Legacy 18th April 2015**

Contact Name: \_\_\_\_\_

Organisation: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Tel: \_\_\_\_\_ Email: \_\_\_\_\_

\_\_\_\_\_

Special requirements: \_\_\_\_\_

Dietary requirements: None/Vegetarian/Vegan/

Other (please specify) \_\_\_\_\_

Please give details of names/ requirements for additional bookings  
on this form (if applicable)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Cost:**

Includes refreshments on arrival and simple buffet lunch

1. £25 for waged ( )

2. £20 for students / retired / unwaged. ( )

Total fee enclosed: \_\_\_\_\_

Please make cheques payable to SYBRG and send to : PLACE office

York St. John University Lord Mayor's Walk York YO31 7EX

**CLOSING DATE FOR BOOKINGS 31st March 2015**

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**MRIAS - New Publications - Re-capturing the Past of Salford Quays & Manchester Docks**

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**Series Index (each volume 29pp to 40pp)**

**Part One 'Re-capturing the past of Salford Quays and Manchester Docks'**

- The Mersey and Irwell Navigation and the old port of Manchester.
- Building the Big Ditch.
- Mersey and Irwell Navigation to Manchester Docks.
- Ordsall and the Docks 1931.
- Sources for the history of the Manchester Docks and the Manchester Ship Canal

**Part Two 'Ships, Cargoes and Warehouses'**

- The Ships & Cargoes of the Manchester ship Canal and Docks
- The steam tug 'Reliant'
- Warehousing in the 20th century

**Part three 'Recapturing the past of Salford Quays & Manchester Docks'**

- Cargoes on the upper reaches of the ship Canal.
- Transformation from Manchester docks to Salford quays .
- A short trail of Salford quays with maps.
- Innovation in Building the Canal.
- The Daniel Adamson - from Canal Tug to Directors' Saloon.
- Ship Canal Tugs.
- Electric Cargo Cranes.

**Part1, Part 2 & Part 3 available separately - each £2.50p (plus £1.50 postage & packing)  
Cheques to David George, 30 Kingsway, Worsley, Manchester M28 4FD (telephone 0161 790 9904)**

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## English Heritage Re-structure.

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The successor bodies to English Heritage set out their programmes for the years ahead at an event held at the Chapter House in Westminster Abbey on 26th February 2015.

From 1st April 2015, English Heritage will separate into two organisations. **Historic England** is the new name for the public body that will provide statutory responsibilities including advice on listing and planning, research and guidance, and heritage at risk and championing the wider historic environment.

**The English Heritage Trust**, a new independent charity, will look after the National Heritage Collection consisting of more than 400 historic sites across England. At the event, it was confirmed that the new English Heritage Trust will receive a Government investment of almost £80m towards a major programme of interpretation, presentation and conservation. Historic England will also rescue major buildings on the Heritage at Risk register. Simon Thurley (current Head of English Heritage) confirmed that £52m of this would be used for a large-scale conservation programme which would clear the backlog of the highest priority repairs for the National Heritage Collection. Sites to receive funding include the Iron Bridge. Regarding the programme for Historic England, it was confirmed that the body would be launching a project enabling the public to upload their own information and images to the National Heritage List for England.

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## Dig Greater Manchester Conference

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Peel Building Salford University  
Saturday, 14th March 2015, 9:30am to 3pm.

The day will include a series of talks from the archaeologists, volunteers and other participants of the project. There will also be displays of finds uncovered over the past three years of digging. Admission is free but places must be pre-booked.

To book or your place or for further information please contact [d.atkin@salford.ac.uk](mailto:d.atkin@salford.ac.uk)

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## Endon Quarry Tramway, Kerridge

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The hard sandstone of Kerridge Hill has been quarried for centuries, usually by small scale operators. William Clayton, a wealthy Poynton colliery proprietor and merchant (recorded as William Clayton Esq., Adlington in 1834) bought the Endon estate as the Macclesfield Canal neared completion (opened on the 9<sup>th</sup> November 1831). In 1834 Pigot writes "on the Bollington side of [Kerridge] hill is a large quarry of stone, flags and slate."

William Clayton worked stone on Kerridge and the Macclesfield Canal minutes recorded that on the 20<sup>th</sup> June 1838 the committee, as part of an inspection of the annual survey of the canal noted "that in consequence of Mr. Clayton's contractors having imprudently cut the stank at his new basin too close the canal had burst at that place on the night of Friday 1 June [1838]...the leak had been stopped without any serious damage" and "the committee viewed Mr Clayton's basin, railroad and works at Kerridge...".

The 1849 Tithe Map of Bollington Township shows the strip of land occupied by the line and the Apportionment detail shows two quarries on the hill owned and worked by William Clayton along with the land occupied by the "Railway" and the wharf on the canal.

The deposited plans for the North Staffordshire and Manchester, Sheffield and Lincolnshire Railways Junction Rly dated November 1849 show the "Tramway" coming to the wharf from Kerridge and a turntable and siding at the stone yard. The Macclesfield, Bollington & Marple Railway opened on the 2<sup>nd</sup> August 1869 but the tramway was not extended the extra few hundred yards across the canal to the railway.

The 1873 OS surveyed 1870-72 shows the route of the tramway in more detail running for a half mile from Bridge-end Quarry (GR 39383766) to the stone saw mill at Endon Wharf, 8miles 48chains south of Marple Junction on the canal (GR 39313768). The tramway left the quarry adjacent to a crane on the crest of the hill, ran down an incline, probably self-acting, although it has been stated that it was operated by a steam winding engine, under Windmill Road via Victoria Bridge and at the incline foot ran along a large embankment, crossed Oak Road and reached the canal wharf where short sidings served the saw mill.

In 1888 the wharf, and presumably the tramway, was being used by J. Williamson & Sons who were recorded as quarry operators on the hill in 1891 and 1892. The 1897-8 OS shows the quarry now labelled as Endon Quarries with three short unconnected lines in the quarry and the tramway seemingly still in place although not marked where it crossed the road at the foot of the incline and

Oak Road. Additionally a limekiln has been built at the wharf.

By the time of the 1907 OS revision the tramway is shown as disused, although still partly in place, along with the disused saw mill and 'old' limekiln, probably indicating closure about the turn of the century.

The route described above can be followed today and the quarry is still (1987) worked by Macclesfield Stone Quarries Ltd as Bridge Quarry. A length of in-situ track was uncovered at Endon Wharf in 2010. This was a six foot length with two fishbellies, one end still keyed into a cast iron chair with an iron pin and carrying two spikes for fixing to a stone sleeper block. The track gauge was determined as 3ft 6in. The image shows some of the tramway track at Endon Quarry in 2010 :



Many other quarries existed along the hill but only short internal lines working from the face and to waste tips have been identified.

Towards the north end of the ridge, a short line existed in **Cook's Quarries** in 1897-98, the quarry later being abandoned. A length of narrow gauge flat bottom track was in use as a post at the north end of the ridge in the 1990s and may relate to this line.

Half a mile south along Kerridge Hill, **Marksend Quarries**, in Rainow (GR 39423758), had a short systems in the period around 1897 to 1909, the quarries subsequently being abandoned.

**References:**

- Pigot & Co's Commercial Directory for the County of Cheshire 1834.
- Bollington Parish Tithe Map 1849. Cheshire Archive.
- North Staffordshire and Manchester, Sheffield and Lincolnshire Railways Junction Rly deposited plans dated November 1849.
- Bollington in old Picture Postcards George Longden. European Library, 1995.
- Another Burst at Kerridge. Article in Milestone, the magazine of the Macclesfield Canal Society Spring 2011.

[www.happy-valley.org.uk/kerridge/kerridge.htm](http://www.happy-valley.org.uk/kerridge/kerridge.htm)

<http://adkins-family.org.uk/macclesfieldcanal/history/wharf2.htm>

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### **The Ancoats Dispensary Trust**

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#### **"campaigners finally given permission to start work saving historic building"**

The Trust began as a grassroots movement in 2012 to fight the proposed demolition of the Grade II Ardwick and Ancoats Dispensary.

The battle to save the historic Ancoats Dispensary has moved a step closer with confirmation that campaigners from the Trust will receive funds (more than £770,000) from the Heritage Lottery Fund in the next few weeks - and will immediately begin stabilising the historic hospital.

Final negotiations are taking place to enable the Ancoats Dispensary Trust to take ownership of the building from developers Urban Splash.

The former Ancoats Hospital started life in 1828 as the Ardwick and Ancoats Dispensary on Great Ancoats Street.

In 1869 it moved to this building on Mill Street. At this time it was only a dispensary since it had no beds and people were treated as out-patients or visited at home. The move to larger premises on Mill Street made it possible make provision for beds and the transition into a hospital began.

On October 12, 1888 Henry R Hutton M.A. M.B., 8A St. John Street, Manchester. wrote to the British Medical Journal as follows:

"Sir, - Your Manchester Correspondent called attention in the Journal of July 7 to an attempt which is being made to raise funds for enlarging the Ancoats Hospital. He would but have done justice to the zeal and the energy of the Committee of that hospital had he, when speaking to the Journal of October 13th of the need for more hospital accommodation for the "suffering poor of Manchester", told your readers that on Saturday next will be laid the memorial stone of the new wing, which, already well advanced, will in a few months afford accommodation for an additional forty patients in the very heart of the poorest of the industrial districts of this city."

The Dispensary provided crucial healthcare not only to Ancoats residents but also injured people from the city centre for over 200 years. In 1987 patients staged a 223-day sit in when the hospital's A&E department faced the axe but the building was closed for good in 1989.

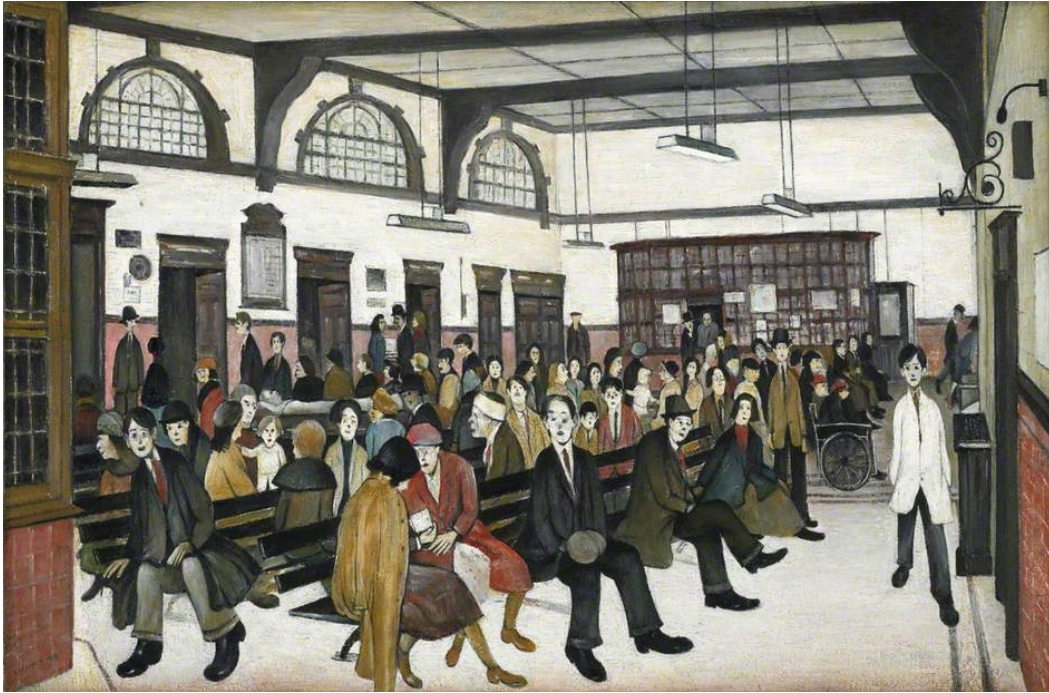
The Dispensary remains a historically important social feature. It can be credited for numerous medically advanced activities.

It is here that a small building made globally significant medical improvements in public health - Sir James Kay-Shuttleworth, while still known simply as Dr. James Kay, served as a doctor at Ancoats Hospital and used his experiences when he wrote his famous work *The Moral and Physical Condition of the Working Class Employed in the Cotton Manufacture in Manchester* (1832) (which was cited by Friedrich Engels in *Condition of the Working Class in England* in 1844).

Other work carried out at the hospital concerned the treatment of fractures, the development of physiotherapy and the discovery that pollen caused symptoms of common hay fever.

There are various literary and artistic connections with the hospital. Elizabeth Gaskell famously writes about the conditions faced by the working classes in *'Mary Barton - a Tale of Manchester Life'*. The character of John Barton is chosen to represent the local trade union in delivering the Chartist petition to London and she refers to the Dispensary

L. S. Lowry famously painted the inside of the Dispensary, titled "Ancoats Hospital Outpatients' Hall"



**Ancoats Hospital Outpatients' Hall**

( Copyright: The estate of L. S. Lowry )



**Ancoats Hospital (dispensary in the centre) in happier days. November 2008**

**Neil Davies**

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## The former Arkwright Mill Site, Miller Street, Manchester

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English Heritage have published a very interesting decision on the Society's application for Scheduling of the former Arkwright Mill site on Miller Street in central Manchester. The Report states: "This assessment has been carried out with due reference to the Department of Culture, Media & Sport's October 2013 document "Scheduled Monuments" and English Heritage's Scheduling Selection Guide for Industrial Sites (March 2013). Of particular relevance, for the purpose for this assessment, is the historical significance of this site as a comparatively early cotton mill and its association with Richard Arkwright, along with the survival and potential of the archaeological remains.

Manchester experienced phenomenal growth in the late C18 and early C19, fuelled by the development of factory-based cotton spinning. Although other aspects of Manchester's history are important, the growth and development of its cotton mills is clearly of great significance in a national context given that Manchester became the centre of the country's cotton industry in the C19. Although the claim that Shudehill Mill was the first cotton mill in Manchester is disputed, as is the claim that it was highly influential in the development of the industry, it is clearly of historical significance, being part of an early phase of Manchester's industrial development, standing between hand-powered mechanised spinning in small proto-factories in the 1770s and the successful application of steam power to large factories of spinning mules from circa 1800. The earliest surviving Manchester mill buildings all date to this later phase: Shudehill is of significance despite only surviving archaeologically because it informs us about the early development of the factory system in Manchester and for its potential to shed light on late-C18 experiments with the application of power to cotton spinning.

A historical factor that appears not to have been considered much previously is that Shudehill Mill was not sited on a significant watercourse. It appears to have been the first mechanised cotton mill (nationally or perhaps even internationally) to break the link with naturally flowing water. Arkwright's previous mills that also employed steam power to re-circulate water were sited on rivers. Because of time constraints, detailed research to substantiate this suggestion has not been carried out. For Manchester (which had little access to traditional watermill sites) this could be seen as being an important break in tradition, a paradigm shift which sparked the development of Manchester as a great industrial city.

Shudehill Mill was Arkwright's only enterprise in Manchester (the centre of his cotton spinning empire was the Derwent valley in Derbyshire) and was a commercial failure, which he sold in 1784.

Nevertheless, because of his international significance for his role in the early development of mechanised cotton spinning and the factory system, the Arkwright connection clearly adds to the significance of Shudehill Mill, which represents an example of Arkwright's innovation. It was not wholly successful: not only did his first attempt at powering the mill fail, but his second water-powered system appears to have been both inefficient and unreliable. The mill probably only became fully productive and properly profitable after the installation of the Boulton and Watt steam engine in 1792.

Recent archaeological excavation has demonstrated that little of the original main mill building still survives and is not a candidate for scheduling. However this was not the principal focus of the site's significance: it is the remains of the power system that is of far greater importance.

Features uncovered by excavation mainly relate to the last steam engine on the site (installed 1818) and complement documentary information, principally records in the Boulton and Watt archive. These remains are of significance in a regional context, at the very least, because of the value added by this surviving contemporary documentation. Remains of the 1792 power plant have also been identified, although these are much more fragmentary, they nonetheless contribute to our understanding of early power systems, especially as contemporary documents relating to the installation also survive.

Of more significance is the well-preserved survival of Arkwright's wheelpit because it appears to confirm that it was part of the original design, despite historical suggestions that Arkwright first tried to power his mill directly with steam. Arkwright seems to have been attempting the same combined power system at Haarlem Mill in Wirksworth, Derbyshire. However, Haarlem Mill stands on a natural watercourse, whereas Shudehill Mill does not. The lack of a tail race at Shudehill suggests the turning of a water-wheel by steam-pumping water onto and from the wheel. Potentially this would seem very unreliable, and any stoppage or inefficiency in pumping would quickly have led to the base of the waterwheel becoming water logged. This lack of a tailrace also implies that the two large bodies of water shown on Laurent's map were nothing to do with the mill's power system. There would be no need to retain a large head of water with the wheelpit forming a sump in a closed loop system. Although the wheelpit has been identified, much of the detail of Arkwright's two attempts at powering his mill remains uncertain, but his experimentation is fascinating and important evidence may still be retrievable archaeologically.

To date, excavation of the site has entailed the removal of demolition deposits, stripping back to record the in situ remains. Further excavation, taking apart these in situ remains to see if they conceal earlier features, would be destructive. Whilst the site has been under assessment for

designation, such destructive excavation has been appropriately avoided, but this means that there remains uncertainty over the archaeological potential of the site. This factor is critical in this assessment for designation, because although Shudehill Mill is clearly of historical national importance, the nature of the site's archaeological potential is uncertain.

The uncertainty regarding archaeological potential stems from a lack of understanding of the nature of the engines supplied by Thomas Hunt for Arkwright. Newcomen-style atmospheric steam engines (typically in cellared buildings with the cylinder positioned at ground-floor level directly above a boiler in the basement) were still being installed in the late C18. From the mid-C18, other forms of atmospheric engines (such as the excavated example at Reelfitz Pit dated 1780) were arranged with offset boilers at ground level, connected to the cylinder which was raised up on staging (Bick 1999; George & Nevell forthcoming). If the former arrangement had been employed, Shudehill may retain extensive, significant remains concealed by the later structures; the latter arrangement is likely to have left much less evidence, although there remains the potential for some evidence to survive buried beneath later alterations which would answer such significant questions such as the number of steam engines installed (one or two). Although it is likely, it is not known for certain if Hunt's steam plant was converted to pumping the wheelpit. It is possible that Hunt's plant was sold and replaced by a Savery style engine installed by Joshua Wrigley of Manchester who installed several such simple and cheap steam engines to supply waterwheels in the area during this period (Musson & Robinson 1969). Many examples are known where steam engines were sold for re-use elsewhere.

Thus, especially if the original power plant had boilers arranged in a cellar, any remains still concealed on the site have considerable potential to shed light on whether Arkwright attempted to drive his machinery directly by steam power, and on his apparent subsequent reversion to water power facilitated by steam pumping. It is this aspect that is of greatest historical national significance: seeing the nature of Arkwright's experimentation. However, because of the later alterations to the site, it is uncertain, without destructive excavation, to determine the extent of surviving evidence of the earlier steam plant. The remains of the 1792 and 1818 Boulton and Watt power plants are significant in their own right and contribute to the importance of the site, but are of lesser significance when viewed in isolation. Together with the wheelpit, the level of survival of these remains is not considered sufficient to justify the tight controls afforded by scheduling.

Thus although Shudehill Mill is clearly of national importance historically, because of the unrealised and uncertain archaeological potential of the site, in this case it is difficult to say that the site is of national importance archaeologically: there is too much uncertainty over the level of survival of

nationally important remains to be able to recommend designation by scheduling. Instead, this is an example where a nationally important site is more appropriately managed via the planning process as guided by the National Planning Policy Framework.

## **CONCLUSION**

After examining all the records and other relevant information, and having carefully considered the archaeological and historical merits of this case, the site of Shudehill Mill is not recommended for designation as the site is more appropriately managed via the planning process.

## **REASONS FOR DESIGNATION DECISION:**

The site of Shudehill Mill is identified as being of national importance but is not recommended for designation for the following principal reasons:

### **\* Historical:**

clearly of national importance as one of the earliest textile mills built in Manchester, as well as being a rare example of experimentation by Richard Arkwright attempting to use new technology, as well as being an early example of a mill not reliant on naturally flowing water;

### **\* Documentation:**

the survival of contemporary plans, accounts and early maps, notably (but not solely) those held in the Boulton and Watt archive, contribute to the understanding of the site. Documentation arising from modern excavation of the site also contributes to the site's importance;

### **\* Survival:**

the known surviving remains (including Arkwright's wheelpit, along with evidence of the steam plant installed in 1792 and 1818) are of importance, but on their own are not considered to survive well enough to justify the tight controls afforded by scheduling;

### **\* Potential:**

the most significant aspect of the site (details of Arkwright's two attempts at powering the mill) remain uncertain. Archaeological remains which shed light on this aspect may still remain awaiting discovery, but in this particular case the archaeological potential is too uncertain to support a scheduling recommendation.

Instead it is recommended that the site is managed via the more flexible means afforded by the planning process as guided by the National Planning Policy Framework so that the archaeological potential of the site can be realised with the expectation of gaining a fuller understanding of Arkwright's experimental power systems."

**Neil Davies**

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## Database of Members

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This is essentially complete (with errors I expect) I will bring a copy to our monthly meetings so members can see and amend their entries.

**Peter Bone**

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## MRIAS email list

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We have recently activated the MRIAS email (mailing) list to keep members informed on a more immediate basis than the quarterly Newsletter.

Almost two thirds of a potential members have been included.

If you have not recently received a MRIAS email and would like to be included on the list please send an email to [pwbarchaology@btinternet.com](mailto:pwbarchaology@btinternet.com) with the subject MRIAS LIST.

**Peter Bone**

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## Membership

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### Membership

Membership Rates -Single - £20 Joint - £25

### Gift Aid

We are well on our way to unravelling HMRC's requirements in respect of Gift Aid, so I would, again, urge you to complete a Gift Aid Form (in view of the, substantial, financial benefits for the Society).

**Walter Payne**

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**MRIAS Membership/Renewal Application Form**

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**MRIAS MEMBERSHIP APPLICATION FORM/RENEWAL OF MEMBERSHIP**

Please send to Mr Walter Payne, Membership Secretary, MRIAS at 27 Brompton Road, Poulton le Fylde, FY6 8BW (telephone 01253 894150)

Name \_\_\_\_\_

Address \_\_\_\_\_

Post Code \_\_\_\_\_

Telephone Number \_\_\_\_\_

email \_\_\_\_\_

Cheques payable to MRIAS Adult £20 / Joint (two adults at the same address) £25

I enclose cheque to the value of £ \_\_\_\_\_

Gift Aid declaration - for past, present & future donations  
MANCHESTER REGION INDUSTRIAL ARCHAEOLOGY SOCIETY

-----  
Please treat as Gift Aid donations all qualifying gifts of money made today in the past 4 years in the future Please tick all boxes you wish to apply.

I confirm I have paid or will pay an amount of Income Tax and/or Capital Gains Tax for each tax year (6 April to 5 April) that is at least equal to the amount of tax that all the charities or Community Amateur Sports Clubs (CASCs) that I donate to will reclaim on my gifts for that tax year. I understand that other taxes such as VAT and Council Tax do not qualify. I understand the charity will reclaim 28p of tax on every £1 that I gave up to 5 April 2008 and will reclaim 25p of tax on every £1 that I give on or after 6 April 2008.

Donor's details

Title ----- First name or initial(s) -----

Surname -----

Full home address -----

-- Postcode -----

Date ----- Signature

-----  
Please notify the charity or CASC if you:

- Want to cancel this declaration
- Change your name or home address
- No longer pay sufficient tax on your income and/or capital gains.

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**MRIAS Publication In Preparation**

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'Manchester Passenger Railway Stations 1830 to 1960' by David George

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**Dorothy Smith**

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Dorothy was a long standing member of MRIAS, her funeral took place on 7th Jan 2015.

Born in Lancaster, but moved to Manchester with her parents as a young child. She attended Manchester High School for Girls, obtaining her school certificate and starting work at Dunlops in Cambridge St.

But not for long, after the war started, as young lady she went to work at Fairey's Aircraft Factory on the assembly line, at Heaton Chapel helping to make Halifax Bombers. Also during W.W. 11, Dorothy drove an ambulance for the A F S.

After the war, getting married and having a son, she was for many years School Secretary at Whalley Range High School.

On retirement she was a volunteer for the Citizen Advice Bureau.

Dorothy was also a long standing volunteer at MOSI, working in the education dept. and the archives along with David George helping list, sort and box the Mrias collection.

Her other interests were in the Victorian society, Family History Society and of course MRIAS. Dorothy was a committee member for over 20 years, and a regular attendee at meetings, outings and our summer residential events.

She will be sadly missed.

**Gordon Browne.**

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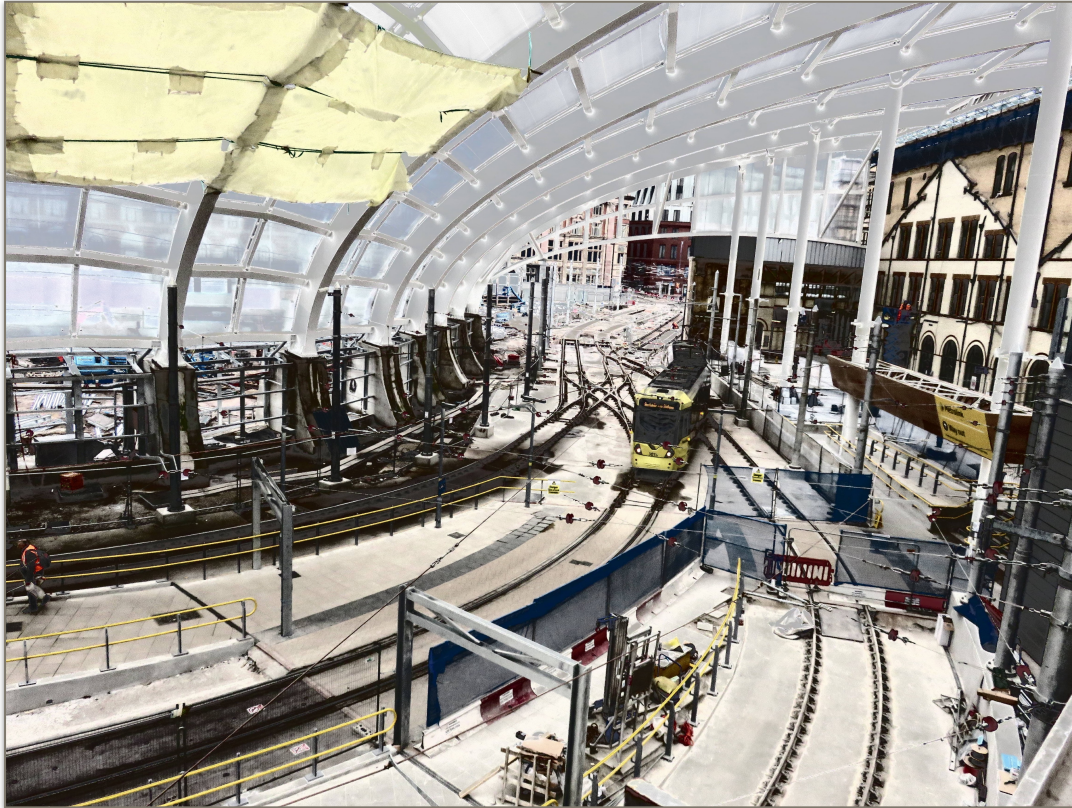
**Books For Sale from Peter Bone - See Insert**

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**Manchester Victoria and Manchester Exchange Station renovations & redevelopment March 2015**

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