



# MRIAS

Manchester Region Industrial Archaeology Society Newsletter 166 (Autumn/Winter 2021)

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MRIAS Website

[www.mrias.co.uk](http://www.mrias.co.uk) /contact email for the site : [info@mrias.co.uk](mailto:info@mrias.co.uk)

## Next Lectures/AGM

- ✦ **2pm 14th October 2021.** Alcock and Brown. The Manchester Men who made the World's First Non-stop flight across the Atlantic. Tony Wright.
- ✦ **2pm 11th November 2021**'The Restoration of the Manchester Science Museum's Power Hall' Sarah Baines. Curator for Engineering
- ✦ **2pm 2nd December AGM** followed by Members' Miscellany

The Castlefield Hotel, Liverpool

## Editorial

A separate document included with this Newsletter contains a eulogy to Alan Douglass written by Gordon Browne. Also 'Neil Davies. An Appreciation and Personal Reflections' by Dr. Albert Rooms. Neil is seen below in 2012 at the Ashbury Railway Carriage and Iron Company dig.

**Notice of AGM ; 2nd December 2021. 2pm Castlefield Hotel.**

### Agenda

1. Welcome from Gordon Browne. Vice Chairman.
2. Apologies for absence.
3. Minutes of the 2019 AGM previously circulated.
4. Membership Secretary's Report.
5. Treasurer's Report.
6. Archivist's Report.
7. Election of Officers and Committee
8. Any Other Business. **Members' Miscellany after the meeting.**

Please email [t458b@icloud.com](mailto:t458b@icloud.com) or contact any members of the Committee for items you would like to raise under Any Other Business or write to the Membership Secretary (details on Page 3).



Parts of a MacBook Pro Model A139B c2010

This smashed laptop once held secrets leaked by American whistleblower Edward Snowden. Alan Rusbridger, then editor of the Guardian, took considerable risks printing Snowden's story. The revelations revealed multiple global surveillance programmes run by the US National Security Agency. Guardian staff destroyed the laptop on 20 July 2013 under orders from the British Government.

Ref. GUA/12/5/1/4 Guardian News & Media Archive See article on p.18 re the exhibition.



The Bathhouse at Hardknott. See article on p.4



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Bank Top Tavern, Oldham.

See article re Oldham Walk on p.6



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## MRIAS Contacts

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- Membership Secretary: Walter Payne, 27 Brompton Road, Poulton-le-Fylde. FY6 8BW. Tel: 01253 894150
- Acting Chairman - Mr. Gordon Browne.
- Mr. David George - Hon. Archivist.
- Mr. Richard Pink. Committee Member.
- Sarah Baines. Committee Member.
- Mr. Steve Rhodes - Minutes Secretary and Keeper of the Electronic Post.
- Mr. Tony Wright. Treasurer.
- Dr. Mike Nevell. Hon. Committee Member.
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Information correct at the time of printing.

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## Programme 2021

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Programme of Lectures & Visits (**subject to change**)

### Lectures.

**14th October** 'Alcock and Brown - the Manchester Men Who Made the World's First Non-stop Transatlantic Flight' Tony Wright.

**11th November** 'The Restoration of the Manchester Science Museum's Power Hall' Sarah Baines. Curator for Engineering.

**2nd December** - 'Members' Miscellany - following the AGM. (N.B. This is the first Thursday in the month to allow for Christmas commitments)

Some members have enquired about the 'History of Bricks - 10,000 years' by Dr Moira Wilson. This is postponed until 2022.

### Walks & Visits 2021

2pm Thursday 22nd July Meet at the Oldham King Street Tram Stop Oldham OL8 1DQ. Guided Walk around the Centre of Oldham led by Steve Roman.

(subject to change, advertised at [www.mrias.co.uk](http://www.mrias.co.uk), in the MRIAS Newsletter & on our Facebook page)

Members have enquired about the Lake District Residential trip to the George Hotel postponed in 2020. We are trying to re-arrange this as soon as we can for 2022!

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## Hardknott Roman Fort in Summer by Mike Nevell.

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Hardknott Roman fort (centre) looking down Eskdale, July 2021

On a dazzling summer's day in mid-July, the heather buzzing with activity, the sun bathing anyone brave enough to be outside in sweat, and light so bright that it hurt the eyes, I finally reached one of the most spectacular and remote Roman sites in northern England: Hardknott Roman fort. The fort was built on a rocky spur at the top of the Eskdale valley, beneath the Hardknott Pass. As that late and greatly missed Roman historian Professor David Shotter observed (in his classic book *Romans in the North West*) 'this almost-square fort is superbly sited with excellent visibility down Eskdale to the sea'. On the clear summer's day I arrived at the site the misty shimmering hills of the Isle of Man could be seen on the distant horizon.

At an altitude of c. 254m *Mediobogdum* as the Roman's called the site is one of the highest Roman forts in Britain. The fort was founded in the early second century and may have been occupied as late as the 4th century in some form. The parade-ground, where the garrison exercised and practised drill manoeuvres, lies on a plateau roughly 200 metres to the east and a well-preserved stone bathhouse can be found outside the southern fort gate. Inside the fort's walls, which still stand above head height (with a little help from the Ministry of Works in the 20<sup>th</sup> century) can be seen the ruins of three stone buildings: the headquarters, commander's house, and a double-sized granary. A fragmentary inscription dating from the reign of the Emperor Hadrian (117-38), found in the south gateway, records the, probably first, garrison as the Fourth Cohort of Dalmatians, from the Balkans. The initial phase of occupation ended in the 140s, when the Roman army annexed southern Scotland, but the site was re-occupied when the Romans withdrew to Northern England in the 160s. The site was largely abandoned in the early 3<sup>rd</sup> century, although a scatter of later finds and lack of extensive excavation make it possible that later re-occupation was more significant than the occasional patrol camping within the fort walls.

In the 1950s my dad took my mum and a rickety Austin Seven car to Cumbria on holiday. Attempting to drive up the long, winding, narrow, and uneven road that climbed the Hardknott pass from the Ambleside end, the car staggered to a halt, refusing to go any further. Turning round on the single track road with a sheer drop on one side must have been traumatic since my mother refused to go back ever again, despite later Lakeland day trips and holidays in my childhood. This is one of many stories of holiday car failures current in my family, making Hardknott Roman Fort an almost mythical place, tricky enough to get to even in the-20<sup>th</sup> century, let alone during the second century.



The Bathhouse at Hardknott.

The site has fascinated antiquarians, historians, and archaeologists since the 19<sup>th</sup> century. The Cumberland and Westmorland Antiquarian and Archaeological Society (CWAAS) has taken the research lead ever since members of their council began exploring the site in 1889. The first detailed plan of the fort was published in the society's journal in 1893 (C W Dymond, 'The Roman Fort on Hardknott, Known as Hardknott Castle', in CWAAS, Vol 12, 375-438). An edited volume covering the mid-20<sup>th</sup> century excavations at the fort was published by CWAAS in 1999 (P Bidwell, M Snape & A Croom, *Hardknott Roman Fort, Cumbria*). As recently as 2020, the CWAAS published an article on the first geophysical survey of the fort's interior (J Hunt, 'A Geophysical Survey of Hardknott Roman Fort, Cumbria' in CWAAS CW3, vol 20, 65-86). This latest survey revealed evidence for a strange square structure, 17m by 19m, in the north-western angle of the fort which might be associated with later Roman activity - a guard tower perhaps?

Understandably, discussion of the fort's history and location focus on its overtly military aspects: the construction date, garrisons, and strategically how it fitted within the 300-year Roman military occupation of Cumbria. Its position mid-way on the Roman road from the fort at Ambleside to the fort at Ravenglass is striking, as is the double-sized granary which it has been suggested stored grain being transported between these two forts. However, there is a wider story of Roman resource exploitation in the Eskdale valley that



has still to be explored. The location of Hardknott high in the Cumbrian hills close to a series of iron ore deposits is suggestive. Was it the base for metal mining or quarrying?

The eastern fort gateway with the hills above Hardknott pass behind.

Excavations within the Roman vicus at Ravenglass in 2013 and 2014 uncovered extensive remains of iron working and smithing, as well as evidence for charcoal from coppiced woodland that would have fired the furnaces and

hearths. Several small-scale late medieval bloomeries are known in Eskdale (noted by CWAAS), whilst in the 19th century the area around the delightfully-named Boot, mid-way up the Eskdale Valley, was the location for a number of iron ore mines (see the excellent [www.cumbria-ibindustries.org.uk](http://www.cumbria-ibindustries.org.uk) website for more details). During the 1870s and 1880s the raw materials from these hematite iron ore mines were transported 11.3km down the valley to the sea along the Ravenglass and Eskdale Railway, now a tourist draw. Yet it was the Romans who were the first to start the industrial exploitation of this harsh, sharp, and breath-catching landscape. It seems highly likely that the fort at Hardknott had a key role to play in this first Cumbrian industrialisation.

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**Guided Walk Around Oldham led by Steve Roman. By Gordon Browne.**

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Our starting point for the walk - The Oldham King Street Tram stop near the route of the old Roman Road from Castlefield to Castleshaw Roman Forts and below the J.W. Lees Bank Top Tavern. On a very hot afternoon, Thursday 22nd July 2021, we met at Oldham Kings Street Metrolink Stop, there was a party of 16 of us.

Steve pointed out the adjacent buildings of interest ; Our Lady of Mount Carmel and St Patrick 1869-70 Thomas Motchell, Grade II, the offices of Dronsfield and Co, Grade II, the Grand Theatre, 1908 former theatre, cinema, bowling alley and night club. We walked across the road and up to George Street Independent Methodist Church, 1815, grade II\*.

Walking up to the Civic Centre, 1962 by R Seifert & Partners. The Tower and Queen Elizabeth Hall 1974-8 by Cecil Howitt and Partners, this will be vacated shortly as the Town Hall staff move to other premises. In George Square we noted the Tommyfield Market, now rebuilt after the fire and the wall plaque indicating this location as the home of the first British fried chips, around 1850. also in this area was the first Yates's Wine Lodge.

We walked down Hilton Arcade, 1839, passing through a barrel vaulted triumphal entrance, on the LH side were large photos depicting a time line mostly of the industrial era to more recent times. Exiting the Arcade our attention was drawn to the wrought iron work over the other entrance which shows a representation of Gladstone and Disraeli.

Crossing High St and passing Barclays Bank, 1896 Grade II, and into Spindles Shopping Centre to look at the stained glass roof lights inspired by Sir William Walton. We then moved along up Church Lane looking at the 18th & 19th C, Grade II brick houses and the former County Court up to Oldham Parish Church 1823 Grade II. Rebuilt by Richard Lane, replacing a medieval church.

Below the church was the striking War Memorial in bronze 1923, with a soldier standing aloft directing his fellows to join the attack. This can be viewed from all sides as Albert Toft the sculptor had intended. Oldham Town Hall 1841, Joseph Butterworth, with later additions. The structure was designed based on the Ionic Temple of Ceres near Athens. Outside stands a statue of Annie Kenney, a local Suffragette. Moving along to Greaves St. to admire the Friends' Meeting House, 1896, old warehouse with taking in door.

Next an excellent building now Ponsonby and Carlisle office, 1901 by Edgar Wood with Arts and Crafts details. This was built originally for Hesketh Booth the Town Clerk. We then looked at NatWest Bank, Yorkshire St, c1890, Neoclassical style. Then 19th and 20th C buildings down Queen St. On to Union St. where the former Prudential Assurance building was c1900 by Alfred Waterhouse. The Lyceum, 1856 N.G. Pennington School of Science and Art, originally established as a Mechanics Institute. It also housed Oldham's Stock Exchange.

The HSBC former Oldham Joint Stock Bank opened 1892 as described on the date stone around the corner. Passing the Old Congregational Chapel 1885, Grade II Gothic and the Old Post Office 1877, Robert Neil and Sons, Grade II, which is now Oldham Local Studies & Archives. Oldham Free Reference Library Museum and Art Gallery, 1886, Thomas Mitchell, Grade II. This is now attached to the Gallery Oldham 1999 - 2001 and the Library 2005 both by Pringle Richards Sharratt.

Adjoining the old building and the new at 1st floor level is a glass fronted corridor which displays the long Oldham Panorama, which is a very interesting montage of many photographs carefully joined together to form this Panorama. The photographs were taken from an elevated position on top of a building in the late 19th C.

This was the end of our tour and we were grateful to Steve for his guidance, clear descriptions and his thoughtfulness regarding the heat and the makeup of our party.

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### **The History and Uses of Lower Campfield Market (Latterly the home of the Air and Space Museum) by Sarah Baines.**

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**Curator of Engineering Sarah Baines looks back at the history and prior uses of the Lower Campfield Market—otherwise known as our Air and Space Hall—and celebrates the 38 years it has spent delighting visitors as a transport and aviation gallery.**

The Science and Industry Museum is changing. This year, we are making final preparations to vacate the Grade II listed Lower Campfield Market, which has been our much-loved Air and Space Hall gallery since 1985.

For 36 years, the museum has leased the Lower Campfield Market Hall from its owners, Manchester City Council, on a long-term lease. Now, in the interests of conserving this historic Grade II listed building, Manchester City Council are taking back possession of their building and exploring options for its future use. Museum colleagues are working to return the fantastic collections in the gallery, including many full-size aircraft, to their owners, in preparation for the next chapter for this iconic Castlefield building.

#### **A Victorian Market Hall.**

Completed in 1878, the Lower Campfield Market Hall was designed as a 'canopied' open-sided market hall. It was built at Camp Field, which was already the location of popular markets and fairs and was close to a major railway goods yard—today the site of the Science and Industry Museum.

Lower Campfield Market is one of a pair of buildings with the Upper Campfield Market, which is further along Liverpool Road, towards Deansgate. They were built as a pair on either side of St Matthew's Church, which stood between the two halls until it was demolished in 1951.

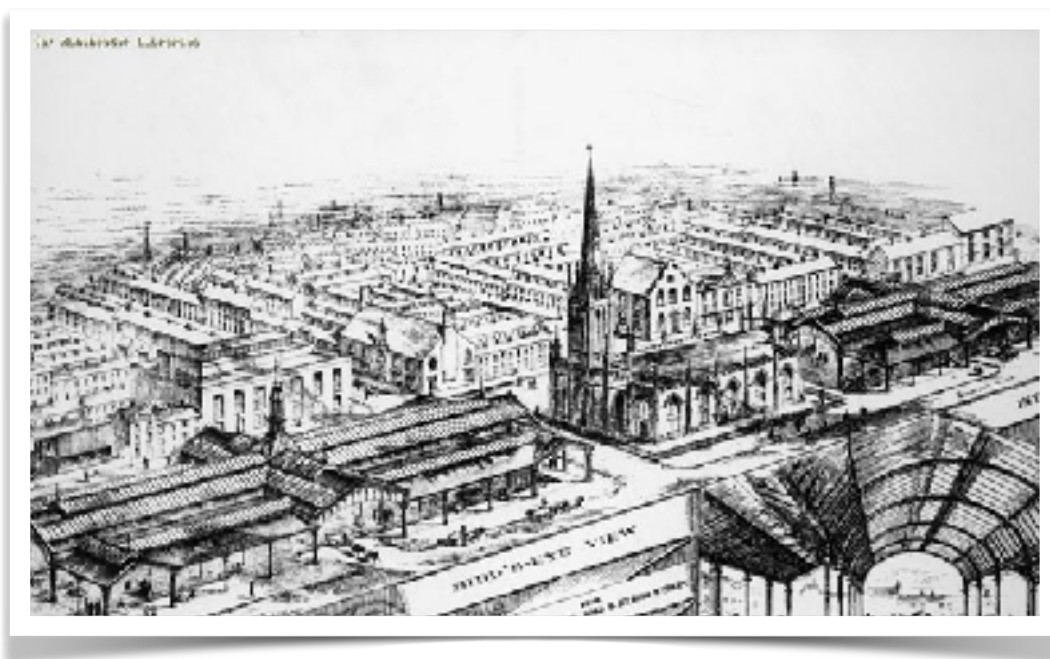


Illustration of the covered lower and upper Campfield market halls by architects Magnall and Littlewoods from the *British Architect and Northern Engineer*, March 1877. Notice St. Matthews Church between the two open-sided market halls. Image from Manchester Libraries Information and Archives.

Within just a few years of opening as market halls, Lower Campfield Market was largely turned over to travelling exhibitions, such as the 'Smoke Abatement Exhibition' in 1882. The smaller Upper Campfield Market initially retained its original purpose as a cheese and vegetable market.

### **The City Exhibition Hall.**

In 1900 Lower Campfield Market closed as a market for good. Walls were added to the previously open-sided building to make it a more suitable exhibition space. In 1909, Lower Campfield Market was transformed into the permanent City Exhibition Hall. An advertisement declared City Hall the 'largest, best lighted and heated and most excellently adapted covered, enclosed and balconied building in the kingdom' (*Manchester Guardian*, 15 Dec 1909, p.1). During its time as Manchester's City Exhibition Hall it was used for trade shows and as a popular entertainment venue, displaying everything from a Cinderella Dolls Show to a Grocers' Exhibition.

### **Wartime.**

When Britain went to war with Germany in 1914, the building was used initially as an indoor military parading ground for the Manchester Pals Battalions. During the First World War, buildings often changed use as needed for the war effort, and in 1917, women workers later used the hall to test fuses for explosive shells. After the First World War ended in 1918, the building was used by the Ministry of Labour until 1920 for the purpose of training soldiers and sailors in new occupations.

The City Exhibition Hall in 1914. This photo was taken just one month before Britain declared war on Germany. Image from Manchester Libraries Information and Archives.



Between the two World Wars, from 1920 to 1939 Manchester's textile, engineering and commercial industries again filled the hall with varied and popular displays.



Visitors, including many school children, enjoy the 1938 Manchester Centenary Exhibition hosted in the vast open space of the Lower Campfield Market Hall. The Manchester Parks Service created an indoor park complete with working fountain to celebrate and promote civic services.

Image from Manchester Libraries Information and Archives.

This peaceful, trade-oriented hiatus was not to last. When the Second World

War broke out in 1939, the building was again repurposed for the war effort. This time, due to its enormous size, women workers tested barrage balloons inside the building.

Photograph showing the empty interior of the building in 1922. The cabin is open space within the lower Campfield market building made it a useful resource for Manchester during both world wars.



Image from Manchester Libraries Information and Archives.

## A Variety of Entertainments.

After playing a part in two World Wars, and some well-earned renovation, the Lower Campfield Market re-opened as City Exhibition Hall for popular public exhibitions in 1947. It was the venue for trade-oriented shows like Brighter Homes and Ideal Homes exhibitions. Through the 1950s and 1960s, the building enjoyed a heyday as the go to destination in Manchester for modern, entertaining lifestyle exhibitions, providing generations of Mancunians with a fun day out and an aspirational glimpse at imagined homes of the future.



As City Hall in 1961.  
Image from the Town Hall Photographer's Collection,  
Manchester Libraries, Information and Archives

## A Precarious Time.

After a long and eventful century, the history and Victorian architecture of the Lower Campfield Market was recognised by English Heritage when they awarded it Grade II listed building status in 1974. However, despite this important recognition of the building's historical value, the building was falling into disrepair. Other exhibition venues like Belle Vue were more popular. A final blow to the City Exhibition Hall was dealt when in 1977, almost 100 years since the building first opened as a market hall, it suffered a disastrous fire which damaged the east end of the building. The damage was so severe that Manchester City Council considered demolition.

Thanks to many persuasive advocates, they instead took the decision to restore the building and use it to house Manchester Air & Space Museum, with aircraft exhibits to be borrowed on long term loan from the RAF Museum and other lenders.

The building during renovation in 1981 in preparation for becoming the Manchester and space Museum (copyright the board of trustees of the science museum).



**The Manchester Air and Space Museum.**

In mid-1982, an inaugural meeting was held at Manchester Town Hall of a Society of Friends to provide volunteers for the new Manchester Air & Space Museum. Enthusiasm was high, and several hundred willing volunteers turned up. Later in 1982 the volunteers visited the building, and saw the preparations marching ahead, and the museum opened triumphantly on 30 March 1983.



The front page of issue number 1 of the newsletter of the Friends of the Manchester Air & Space Museum, March 1983. © The Board of Trustees of the Science Museum.



The purpose of the museum was to showcase Manchester's role in the development of aviation and aircraft. The collections on display were borrowed from organisations including the RAF Museum and The Aeroplane Collection. Bringing the collection into the building was a remarkable feat. Sixteen full-size aircraft were initially winched, craned and

cajoled into the building with the essential support of an army of skilled and passionate volunteers. Star exhibits included an Avro Avian IIIA, and an imposing, building-spanning Avro Shackleton. Photograph above by Dr. Alan Curry. 1982.

Within a year of opening, the new museum faced sponsorship and financial challenges. The Greater Manchester Council's Air & Space Museum was disbanded and welcomed as the Air and Space Hall gallery of the Greater Manchester Museum of Science and Industry on 1 December 1985. Supported by a fantastic team of volunteers, the Air and Space Hall was one of the most popular and loved galleries of the museum, delighting generations of visitors with the sheer scale and impact of so many full-size aircraft displayed so beautifully in the Victorian market hall.

Within a year of opening, the new museum faced sponsorship and financial challenges. The Greater Manchester Council's Air & Space Museum was disbanded and welcomed as the Air and Space Hall gallery of the Greater Manchester Museum of Science and Industry on 1 December 1985. Supported by a fantastic team of volunteers, the Air and Space Hall was one of the most popular and loved galleries of the museum, delighting generations of visitors with the sheer scale and impact of so many full-size aircraft displayed so beautifully in the Victorian market hall.



Copyright The Board of Trustees,  
Science Museum.

The Science Museum Group took stewardship of the building and collections since the lease was transferred to the Group in 2012. The Lower Campfield Market was the popular Air and Space Hall of the Science and Industry Museum for an action-packed 35 years, from 1985. The gallery was the venue for clubs, special events, costumed character shows, a planetarium, dinners, fairs, gigs, photo shoots, art installations, whisky tastings and more.



Guests enjoy a light installation projected onto the aircraft in the Air and Space Hall by artists Engine House as part of Manchester After Hours in 2017.  
© The Board of Trustees of the Science Museum.



Conservation Volunteers John (left) and Arthur (right) caring for the collections in the Air and Space Hall.  
© The Board of Trustees of the Science Museum

### Looking Ahead.

The Air and Space Hall gallery has been closed intermittently to visitors for essential maintenance and conservation work from 2019, re-opening temporarily in autumn 2020 between lockdowns. During the COVID-19 pandemic, the difficult decision was taken to vacate the lease and return the Lower Campfield Market building to Manchester City Council in preparation for its next chapter.

The Lower Campfield Market has a fascinating past, but it also has an important place in the future of Manchester's economic and cultural landscape. Manchester City Council are looking to create an opportunity to introduce new activities into the Lower Campfield Market building to help support Manchester's economic recovery from the impacts of the COVID-19 pandemic. Working with Allied London Properties, the Council are developing proposals to refurbish both Upper and Lower Campfield Markets to create and support jobs. While this is the end of an era for the Science and Industry Museum, it is the start of a new chapter for the hard-working Upper Campfield Market, which will go on to have an exciting new role in Manchester's future.

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**Recent additional archaeological reports deposited at Chetham's Library.  
David George**

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**Box No. 3/5 and 351**

The 1830 warehouse at Liverpool Road.  
Bridgewater monuments 2020.  
Rochdale Canal Heywood Branch 2020.

**Box No. 351 (2)**

Chadderton Mill 2017.  
Torr Mill New Mills. 2019.  
Bolton Textile Heritage. 2019.

**Box No. 6/1**

Fairbrother Street Salford. 2019  
Boatsgate Walkden. 1962  
CWS Motor Works. 2020  
The Trustees Railways. 1994  
Bridgewater Collieries 1760 to 1900.  
John Lynch's Engine. 2021  
Aspects of the History of the Manchester and Birmingham Railway. 2020  
Development of Aerodromes Around Manchester. 2019.  
Alcock and Brown flight 2019  
Manchester Gasworks.  
Bellhouse Legacy Walking Tour. 2018  
Simon Engineering 1946 - 7

**Box No. 6/1/1**

Dobson and Barlow. 2001  
Ollerset Water Works  
Port of Lancaster. 1982  
Vanished Dwellings Preston. 1980  
Trafford Park Industrial Trail. 1989  
History of Keswick. 1989  
John Wilkinson. 1987

**Box 6/1/1 (2)**

Cleveland Iron and Steel

Worsley Delph. 2018  
Shrewsbury Maltings.

**Box 6/2 and 6/3**

Buildings within 3 miles of Peterloo 2018  
A Peterloo Trail.  
Central Oldham architecture.

**Box 6/4**

Beneath the Iron Bridge. 2018

The (over) 150 Manchester Region Industrial Archaeology Society reports are held at Chetham's Library, Long Millgate, Manchester M3 1SB.

Library and reader enquiries: Fergus Wilde, Senior Librarian [fwilde@chethams.org.uk](mailto:fwilde@chethams.org.uk) (0161 834 7961) Archive enquiries: Jane Muskett, Archivist [archivist@chethams.org.uk](mailto:archivist@chethams.org.uk) (0161 834 7961)

The full index can be found on the MRIAS website (click on the reference at the top of the first page to download a .pdf copy) **David George & Tony Wright. Third Edition (2021). Page 11 Recent Deposits.** or email [t458b@icloud.com](mailto:t458b@icloud.com) if you require a hard copy sent through the post or we hope to have some hard copies available at MRIAS meetings.

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**MRIAS ESSAYS PUBLISHED 2020/1 by Steve Rhodes**

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1. Pen Manufacture TW
2. Water Supply Rochdale Canal. ND
3. Styal meters and clocks. TW
4. Tonnage of ships. DH
5. John Potts 1791 to 1841. DDB
6. Bog mine and Village Salop. P and JM
7. Newfoundland Industry 20th century. TW
8. Victoria Mills Holmes Chapel. TW
9. Victoria Buildings Manchester. ND
10. Cameras and Chemicals PM

11. Whitehaven Pit Engines DG
12. Valette and the Hansom Cab TW
13. Iron Ore Mining Arctic Circle TW
14. Top Secret Exhibition. DG
15. Rail Accident 1941 TW
16. FujiFilm and Covid-19 TW
17. The Plague and Covid-19 TW
18. Childhood Memories of Eccles and Covid-19 Imports. TW
19. Aqueducts of Barton-on-Irwell Trail TW
20. Trafford Park Village (Due September 2021) TW

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### The Alan Douglass Award for 2022. Closing Date 1st August 2022.

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We are now accepting submissions for this award. The winner will receive book tokens/ Amazon voucher to the value of £50 and the opportunity to present the paper at the MRIAS AGM or a MRIAS meeting.

The guidelines as follows:

1. The applicant should be a fully paid up member of MRIAS.
2. The paper should be original and on the subject of Industrial Archaeology or Industrial History or meeting the aims of the Society (see Website) in terms of history and transport.
3. The length of the paper should be between 1500 and 2000 words. And include appropriate references and a bibliography. Plus a short abstract at the beginning of the paper. Illustrations/images can be included.
4. The closing date: 1st August 2022.
5. Please submit three copies of your paper for the attention of the MRIAS Committee, marked the Alan Douglass Award (2022) c/o 9 Perth Close, Holmes Chapel, Cheshire CW4 7JH and include your name, address, email address and telephone number. **OR** email [t458b@icloud.com](mailto:t458b@icloud.com). Large files need to be sent by We

Transfer or Drop Box for example.

6. Please note the Committee's decision is final and the Committee reserves the right not to make an award in any particular year.

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2020 Award was given to Derek Brumhead.

2021 Award was given to Tony Wright.

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### **Salford Local History Fair Saturday 30th October 2021**

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Due to be held in Fletcher Hall, Vicarage Road, Swinton M27 OWA MRIAS will have a table manned by David George and Tony Wright.

More details from [Paulhassall14@talktalk.net](mailto:Paulhassall14@talktalk.net) or telephone 0161 790 5164.

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### **John Rylands Library Deansgate Manchester – Manchester Guardian Bi Centenary Exhibition. David George**

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John Rylands has reopened its library and temporary exhibition space (though not yet the bookshop or cafe - correct July 2021) with an exhibition of archives, documents and some objects to celebrate 200 years of the *Guardian*. The original articles of association following Peterloo are displayed as are many aspects of the *Guardian* as a company and employer. A house magazine was run, for instance for staff outings and socials took place and a thriving canteen was maintained. In the days when the newspapers did their own printing shop floor staff plus journalists, drivers etc made up a sizeable workforce.

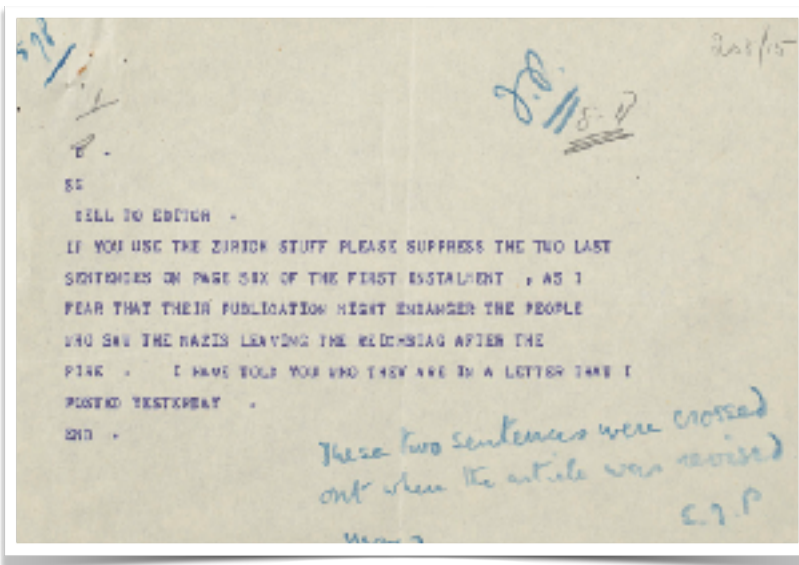
C.P. Scott the most famous of the editors who was in post for 57 years and issued the motto "comment is free but facts are sacred". Even more relevant in the era of fake news!

Among the many campaigns run by the paper over the years and documented here are letters and editorials and personal correspondence to the editor where opposition to the Boer War, securing the election of Winston Churchill as a Liberal, the exposure of the Nazi regime's anti-Semitic policies in the 1930s which resulted in the paper being banned in Germany but later rescinded through the German Ambassador in London.

Then there was fundraising for refugees and displaced children instigated by prominent readers such as academics and Countesses. Closer to home the editor was a notable supporter of the scheme for a Manchester Ship Canal along with Daniel Adamson at a time when there were many sceptics and critics. Of course space in the Ryland's is limited but I thought there was a dearth of photographs - has someone else got the collection or the Guardian itself? Also it would've been interesting to read about some of the paper's famous correspondents such as Nevell Cardus on music and cricket. Why not publish an accompanying bibliography?

The exhibition can be viewed on line:

<https://www.library.manchester.ac.uk/rylands/visit/events/manchesters-guardian/>



Telegram from Robert Dell to the Editor of the Manchester Guardian. May 1933.

This urgent telegram requests that the names of those providing the intelligence on the burning of the German Parliament (the Reichstag) are not printed in the article for their own protection.

"If you use the Zurich stuff please suppress the last two sentences on page six of the first instalment, as I fear that their publication might endanger the people who saw the Nazis leaving the Reichstag after the fire. I have told you who they are in a letter posted yesterday."

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Fragments by Tony Wright

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One of my favourite postcard images! 'Two Young Boys Peer Down a Drain' 1963 Manchester by Shirley Baker. Times were much simpler then and we used to amuse ourselves inexpensively & independently....



'Ye Olde Thatche Eccles Cake Shop, 82 Church Street Eccles c1905. This was demolished in May 1915. It sold 'real original Eccles cakes' that were brought in from Bradburns. The owners, William and Esther Wardle, also sold tobacco, tiger nuts, liquorice sticks, ice cream and herb beer. Note - the sign -Ye OldeThatche built in AD 1099!!

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