



MRIAS

Manchester Region Industrial Archaeology Society Newsletter 167 (Autumn/Winter 2021)

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MRIAS Website

www.mrias.co.uk /contact email for the site : info@mrias.co.uk

Next Lectures/AGM

Thursday 10th March 'Reflections on 30 years of Industrial Archaeology investigations in Greater Manchester' by Norman Redhead.

Thursday 14th April 'Collieries of the South Lancs Coalfield' by David George.

Thursday 12th May 'The Restoration of Manchester Science and Industry Museum's Power Hall, Part 2 by Sarah Baines.

The Castlefield Hotel, Liverpool Road, Manchester M3 4JR

2pm Wharf or Bridgewater Rooms.

Editorial

Dear Reader,

This is our first Newsletter of 2022. Gordon Browne was elected Chairman of the Manchester Region Industrial Archaeology Society at the Society's AGM in December 2021 and everyone wishes him well over the next three years of his tenure! Minutes of the AGM are on page 10.

We hope that you find something of interest in this Newsletter.

Please submit an article to share with members and we will endeavour to include it in the future. You may wish to talk about Industrial Archaeology or the Industrial Revolution or the history of industry, technology or transport. Manchester has always been at the heart of these subjects and dear to members in one way or another. Submissions to t458b@icloud.com. Letters and points of interest also welcome.



Our Chairman, Gordon Browne

Some images following the closure of the Air and Space Museum - movement of exhibits.

Top and middle images; A new home for a much loved piece of helicopter heritage, Manchester's Belvedere arrives at the Helicopter Museum at Weston-super-Mare...

the town from where she made her first flight some 62 years ago.

Image to the lower right; The Manchester Shackleton being dismantled for removal from the Air and Space Museum. It is hoped that the Avro Shackleton will be on display at the Avro Heritage Museum soon. (Woodford Aerodrome, Chester Road, Woodford, Stockport SK7 1AG)

(With thanks to GJD Services and Michael Clegg).



MRIAS Contacts

- Membership Secretary - Walter Payne, 27 Brompton Road, Poulton-le-Fylde. FY6 8BW. Tel: 01253 894150
- Chairman - Mr. Gordon Browne.
- Mr. David George - Honorary Life Member and Archivist.
- Sarah Baines - Committee Member and Special Projects Officer.
- Mr. Steve Rhodes - Minutes Secretary and Assistant Newsletter Editor.
- Mr. Tony Wright - Treasurer and Newsletter Editor.
- Dr. Mike Nevell - Hon. Committee Member.
- Committee Members; Dr. Peter Mohr, Mrs Patience Julia Mohr and Dr. Albert Rooms.
- Web site - www.mrias.co.uk
- e-mail - info@mrias.co.uk
- Registered as a UK Charity No. 1113626

Information correct at the time of printing.

Programme 2022

Programme of Talks, Walks & Visits (**subject to change**)

Talks.

Thursday 10th March 'Reflections on 30 years of Industrial Archaeology investigations in Greater Manchester' by Norman Redhead.

Thursday 14th April 'Collieries of the South Lancs Coalfield' by David George.

Thursday 12th May 'The Restoration of Manchester Science and Industry Museum's Power Hall, Part 2 by Sarah Baines.

Thursday 13th October 'The Interface of Engineering and Medicine' by Dr. Peter Mohr.

Thursday 10th November 'The Manchester & Birmingham Railway 1837 to 1846' by Tony Wright.

Thursday 1st December AGM and Members' Miscellany.

Walks & Visits 2021

Thursday 24th March : 10am

St. Helens Glass Museum. 10.30am LIMITED SPACES PREBOOK WITH GORDON BROWNE 0161 445 9124

Saturday 9th April : 11am

Scunthorpe (ex Appleby Frodingham) Steel works railway tour at 11am. BOOKING ESSENTIAL WITH GORDON BROWNE 0161 445 9124

Scunthorpe

(subject to change, advertised at www.mrias.co.uk and in the MRIAS Newsletter) **TBC** Date for Steve Roman's repeat walk (Oldham) Late August/September

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 2022/3!

A Brief History of Our Society by David George.

A BRIEF HISTORY OF THE SOCIETY

Manchester Region Industrial Archaeology Society (MRIAS) was founded in 1964 by the joint initiative of staff in the Department of Extra-mural Studies, University of Manchester and the Centre for the History of Science and Technology at the University of Manchester Institute of Science and Technology. Initial recruitment of members was from the Adult Education Courses provided by these two bodies. There was the usual program of monthly talks with an early venue being the new NW Museum of Science and Industry where Society volunteers helped with demonstrations and catering on open days. When the Museum moved to Liverpool Road Station in the 1980s MRIAS members acted as guides for students and adult groups.

Owen Ashmore and David George were appointed field secretaries and the recording of standing industrial structures began through the medium of photography assisted by members of the Manchester Amateur Photographic Society. Details were written up on the then current CBA record cards and through notes and articles in the Society's quarterly newsletter. This material formed the basis of the MRIAS archive which is now housed at Chetham's Library in Manchester and contains, inter alia, a collection of 175 archaeological reports by members and other bodies. We have always contributed to Industrial Archaeology News and currently publish a series of occasional papers through the Northern Rail Community Fund on sale at meetings and conferences.

With the advent of industrial archaeology excavation activity in the region from the 1990s members have lent their expertise to important digs such as the Ashbury's Carriage and Wagon Works site in east Manchester and the Arkwright Mill at Shudehill - Manchester's first cotton mill (these latter two in co-operation with the University of Salford Centre for Archaeology and contractors). Visits to museums and industrial walks are regular features of our programme and for many years we organised study holidays in Cumbria, Yorkshire, Northumbria, Norfolk, Birmingham, Derbyshire and elsewhere. Committee members were prominent in the organisation and presentation of the AIA conferences in Manchester in 1977 and 2000 and more recently at Preston and Chester. Although membership has declined slowly from about 120 to 75 we have carried on with monthly talks, visit to sites and walks and are recruiting new blood to the committee for the future.

Our aims for the future? : we are preparing for our 60th Anniversary in 2024. We will continue to work with like-minded people who are interested in the history of industry, technology and transport. And also to be true to our founding aim of advancing public education in the subject of Industrial Archaeology.

The Archaeology of Trafford in 12 Objects. Number 12, The Hand Crane by the Bridgewater Canal in Sale. Dr. Mike Nevell.

For those who missed Mike's 'An Archaeology of Trafford in 12 objects' on archaeologytea in late December and early January I am reproducing one of my favourite articles in the series (with permission) :



The twelfth and final item in our festive look at the archaeology of Trafford in 12 objects, is a hand crane that stands by the Bridgewater Canal in Sale. This crane is used to hoist stop planks to close off the canal and enable sections to be isolated in the event of a leak or for maintenance.

It was important to keep the canal's quays and the flow of coal from the Duke's mines at Worsley working, even if other sections of the canal needed maintenance or were damaged, as happened at Dunham Massey in 1971 and at Castlefield in 2005. As the Bridgewater Canal had no locks, except at the Runcorn terminus where it joined the River Mersey, emergency stop locks that could be swung into place by a hand crane, as at Sale, were a vital piece of equipment. The hand crane at Sale, which stands on the western bank of the canal by Sale

Bridge on School Lane, rises 1.2m high and has an open framework jib with steel bracing, 4m long. There are gears for lifting and swivelling the crane on a pintle-type bearing. A stack of five wooden planks stand beside the crane, ready to be swung into place to block the canal.

This is one of a number of such cranes installed at roughly two-mile, or 3.2km, intervals along the length of the Bridgewater Canal. Three survive in Trafford: at the eastern end of the Barton Swing Bridge, a second here at Sale, and a third west of the wharf in Broadheath. Such hand cranes were in use along the Bridgewater from the mid-19th century onwards. However, the date of the installation of the crane at Sale is uncertain, although it appears to be mid-20th century. The construction of the Bridgewater Canal through Trafford in the 1760s marked the beginning of industrialisation in the area. Its route provided a spine along which goods, transport systems, and new communities grew up during the 19th and 20th centuries, creating the geographical framework for 21st century Trafford

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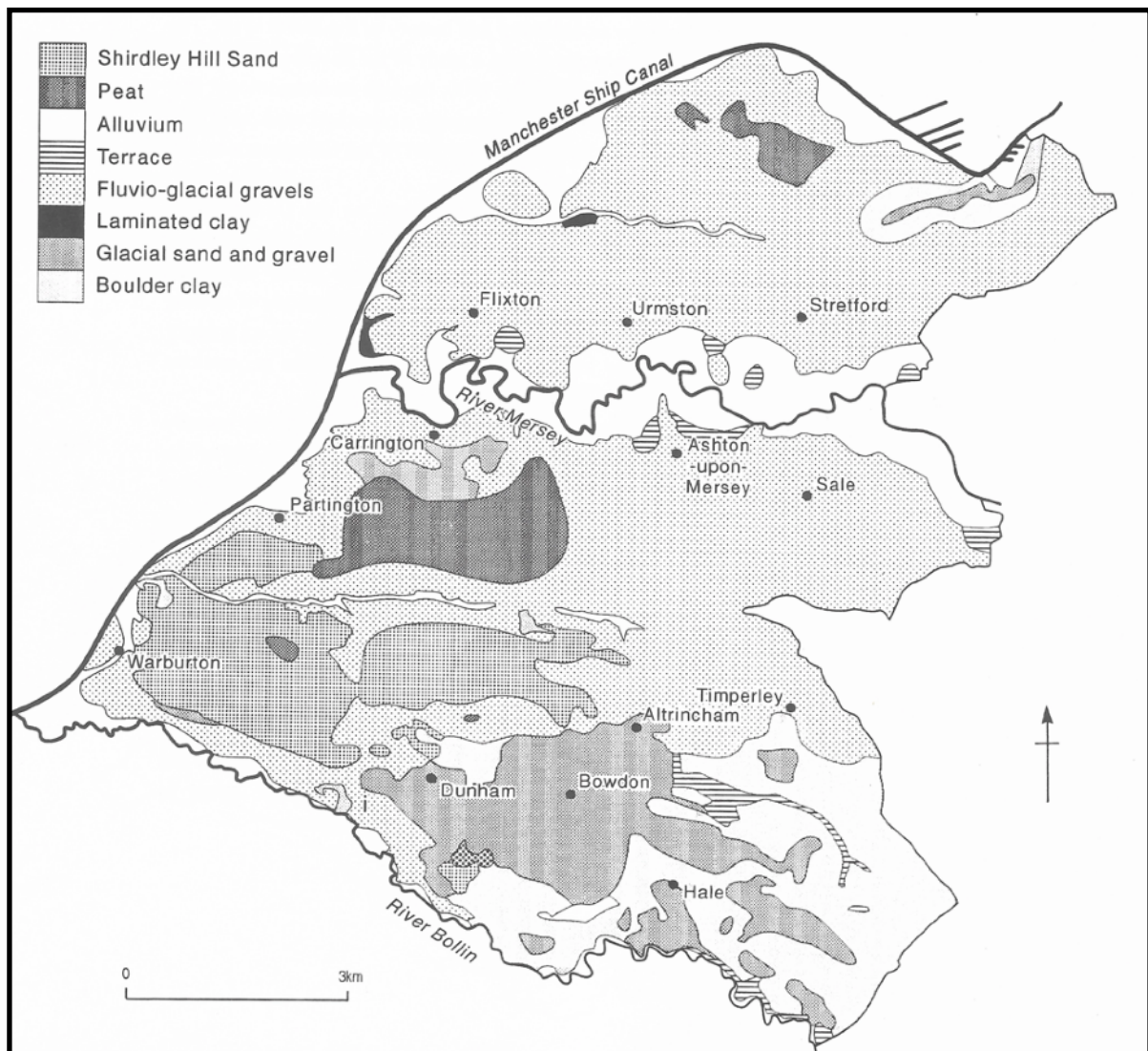
The 12 objects series that can be found at <https://archaeologytea.wordpress.com>

"For my winter seasonal archaeology blog I've chosen to write about the archaeology of Trafford in 12 objects. Each day of Christmas there will be a new post that takes us chronologically from the Neolithic to the 20th century. As ever, this is a personal choice, but I've tried to reflect the different landscape forms of the area as well as the large amount of archaeological work that has been undertaken since the 1980s. Inevitably, the objects reflect where archaeological research has been at its most intensive such as in Altrincham, Timperley and Warburton.

For those who are unfamiliar with the area, the borough of Trafford, created in 1974, is a cross section across two river valleys in the middle of the Mersey Basin in North West England. The northern and western edges of the borough are formed by the River Irwell, whilst the River Mersey runs across the middle of the area from east to west, meeting the Irwell at Flixton. The south edge of the borough is formed by the Bollin and its wide valley.

This is a low-lying area, the flood plain of the River Mersey being just 11m above sea level around Warburton. The highest bit of the borough is the summit of Bowdon Hill, which rises 62m above the Bollin. An east-west ridge runs along the northern side of the Bollin Valley from Warburton to Ringway in the east and further ridges run along the southern and northern sides of the Mersey Valley from Carrington and Flixton, to Sale and Stretford.

Before agricultural improvement in the 18th and 19th centuries, and the large scale urbanisation of much of the borough in the 20th century, the area was known for its lowland mosses. This patchwork landscape cut by rivers and streams is reflected in the wetland and clearance place names of the borough from Moss Brow to Old Trafford. This, then, is the landscape within which people have settled and lived for roughly 5000 years."



Part 1 Neolithic Arrowhead, Timperley.

Part 2 Bronze Age Rock Art from Urmston.

Part 3 Iron Age Quern Stone from Warburton; Part 4 Roman Coin, Sale

Part 5 The Great Stone Stretford; Part 6 Medieval Ridge Roof Tile, Timperley Old Hall.

Part 7 Medieval Iron Furnace Slag; Part 8 Glazed Drinking Cup.

Part 9 Wooden Peg, Warburton; Part 10 Ceramic Floor Tile from Timperley.

Part 11 Stoneware Bottle, Victoria Street, Altrincham.

Part 12 Hand Crane, Sale.

C.W.S. Excavations in Sheffield in the 1920s by Tony Wright.

In 1927 the City of Sheffield had two co-operative retail societies. One of them was called the Brightside and Carbrook Cooperative Retail Society. It was established in 1867 and had some 45,000 members by December 1927 and had sales of £ 1,255,000 for the 12 months up to December of that year. The other Sheffield Society was the Sheffield and Ecclesall Society which had 36,500 members and annual sales of £947,100. Both societies were doing well and had a mutual friendly association.

December 1927 saw both societies carrying out extensions to their premises under the supervision of a Mr W.A. Johnson, the Chief Architect of the CWS in Manchester. One development was the Arcade associated with the Sheffield and Ecclesall Society and the other a transformation of the appearance of the busy central area between the railway station and the municipal markets associated with the Brightside and Carbrook Cooperative Retail Society.

During the excavations, in preparing for the new building of the Brightside Society central premises some parts of the old castle of the Talbot family in Sheffield were laid bare. The Castle had been located by the co-operative movement which had been responsible for this important 'find'. The actual size of Sheffield Castle had been lost in mystery since the early 1700s. The first references to the castle appeared in about 1187 and was burned down by the supporters of Simon de Montfort in the 13th century. A new castle was built in 1570. Mary Queen of Scots was taken there in the charge of the Earl of Shrewsbury where she was kept prisoner for 14 years.

Part of the Sheffield Castle walls.



During the Civil War the Castle was the scene of many struggles and eventually the House of Commons resolved that it be destroyed. This was done in 1668 so thoroughly that all trace of the walls was removed and the actual location was hidden by the process of time. Whilst the discovery



added to the historical record it provided problems in securing new foundations for the new co-operative store because near the walls of the castle a moat had filled up with some 200 years' worth of rubbish. It was necessary to dig some 30 feet below the existing surface to ensure the safety of the new building.

Removal of the moat debris revealed many pieces of pottery, glassware, and other objects together with a key of pure black tin that seemed to have been associated with the state apartments. All the relics were transferred to the local museum. The Brightside and Carbrook Cooperative Retail Society, as advised by Mr WA Johnson, the Chief Architect of the CWS in Manchester, preserved some of the ruins by maintaining 20 feet of wall for the permanent

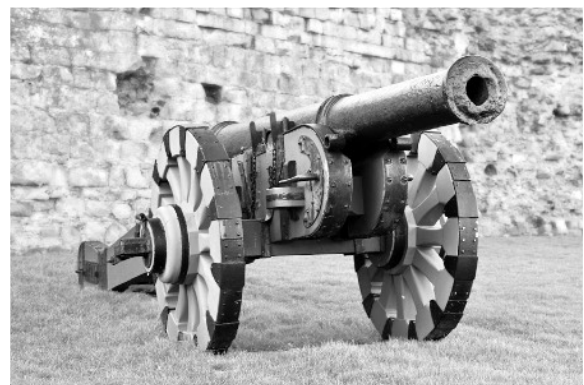
inspection of visitors. The original plan was amended by Mr Johnson so that a sub-basement could be constructed below the basement of the new premises in order that the re-entering angle of the circular Bastian, with the square projection showing the plinth, could be seen. Access to the deeper chamber was by special ladders. Electric lighting was provided so that the massive and noble proportions of the ancient edifice could be readily imagined by those interested in archaeology.

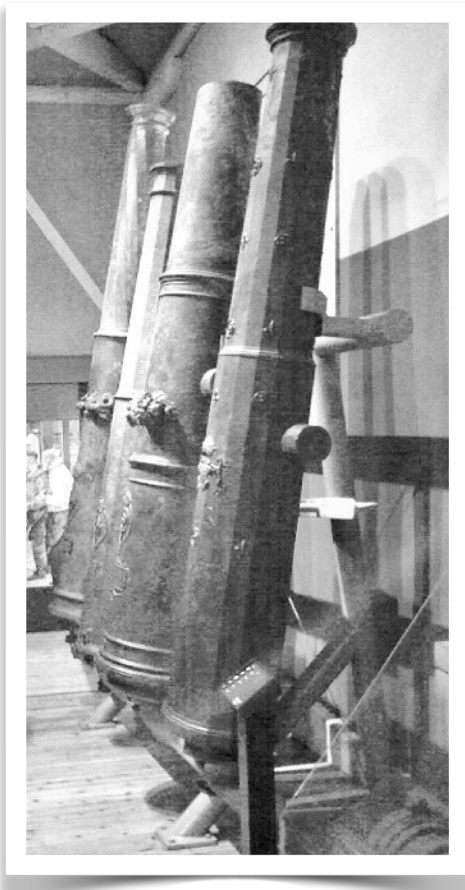
So we can see that in 1927 the CWS was conscious of the traditions of history and that in the 19th century Co-operative store the walls of castles of the 13th and 16th centuries could be seen.

Examining the detail of the destruction of Sheffield Castle in the Civil War, we see the Earl of Manchester sending a large force of over 1000 men to capture the Castle for the Parliamentarians under the command of Colonel Pickering and Major General Crawford. The force failed to breach the castle walls because their artillery was insufficient.

The largest piece of artillery they had was a Demi-culverin.

A Demi-culverin cast c.1587 (WyrLight.com).





Crawford requested extra cannon from Lord Fairfax, asking him for a demi-cannon and a whole culverin. These were supplied and the Castle walls breached prior to the surrender of the Royalists.

Bronze culverins and demi-cannon on display at the Mary Rose Museum in Portsmouth (source commons.wikimedia).

The new cooperative building on the site was about 240 feet long with a depth of 80 feet and behind the new store new municipal markets constructed. The markets were approached by two arcades running through the store from the main street.

Minutes of the MRIAS AGM 2021. Steve Rhodes.

The Society's 2021 AGM was held on Thursday 2nd December 2021 at 2.00 p.m. at the Castlefield Hotel, Liverpool Road, Manchester M3 4JR.

1. Chairman's welcome

- The Chairman welcomed everyone to the meeting and thanked them for their attendance.
- There followed a few words and a minute's silence in memory of our late Chairman, Neil Davies and our late member Alan Douglass.

2. Apologies for absence

- Apologies were received from Clare Bone, Frances Watson, Brian Watson, Mike Nevell and Peter Bone.

3. Minutes of the last Annual General Meeting and matters arising

- The minutes of the last AGM, held on Thursday 5th December 2019, were agreed and there were no matters arising. Proposed by Albert Rooms and seconded by Peter Mohr.
- The minutes were accepted and signed.

4. Treasurer's report

- Copies of the Statement of Income and Expenditure for the year ended 31st August 2021 were circulated and Tony Wright took members through the figures.

5. Membership Secretary's report

- Walter Payne reported that, having started the year with 77 members, net membership

was now down to just 71 members.

6. Hon Archivist's report

- At this juncture David George reported that the MRIAS archive was now closed due to pressure of space and that no new deposits could be accepted. He emphasised that the archive remained accessible and that the Society had deposited, inter alia, 175 archaeological reports.

7. Alan Douglass Award

- Gordon Browne presented this year's award to Tony Wright in recognition of his outstanding series of 'occasional essays' which had entertained members throughout the year and especially during the recent lockdowns. Members were encouraged to submit any contributions for the coming year.

8. Nominations for committee and officers

- The Chairman asked if there were any nominations for the Officers or Committee. Walter Payne nominated Albert Rooms, who indicated his agreement.

9. Election of committee and officers

- Two committee members had left the committee during the year. In addition four members had been co-opted during the year. All had agreed to serve for another year and this course was proposed by Tony Wright and seconded by Albert Rooms.

The Committee is therefore be as follows:

Steve Rhodes (Minutes Secretary and Online Distribution Officer), Walter Payne (Membership Secretary), David George (Honorary Life Member & Archivist), Tony Wright (Treasurer and Newsletter Editor), Sarah Baines (Committee Member & Special Projects Officer) and Committee members Dr. Mike Nevell, Dr. Peter Mohr, Mrs Patience Julia Mohr and Dr. Albert Rooms.

Chairman; Mr Gordon Browne.

10. Any other business

- The programme of 2022 planned talks and visits was discussed. Booking forms for two visits were handed out.

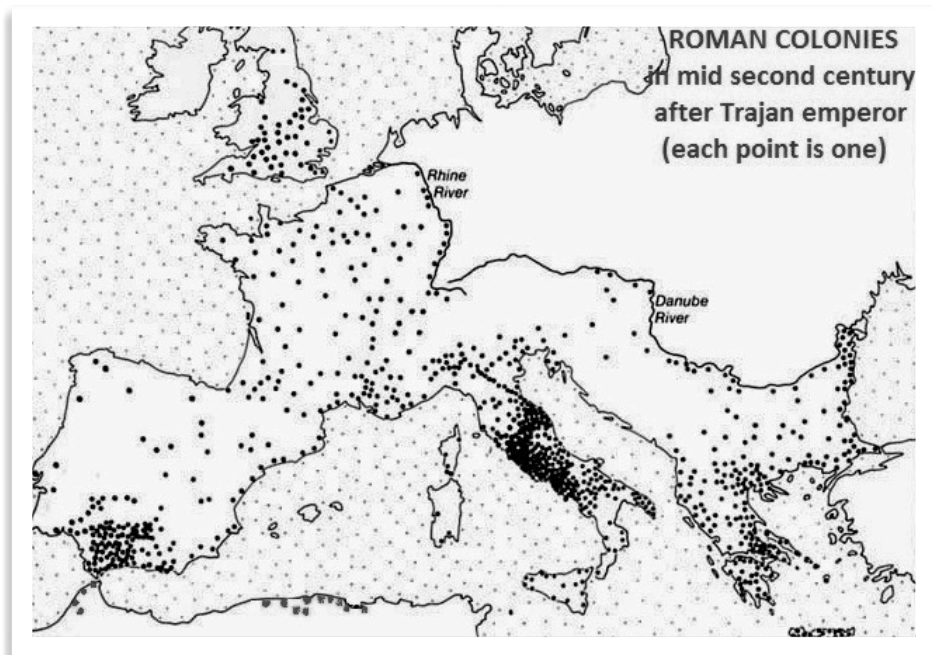
11. Date of the next Annual General Meeting • Thursday 1st December 2022.

In closing the meeting the Chairman wished everyone a merry Christmas. The meeting was followed by fascinating talks by five members:-

- Tony Wright on J.M.W Turner;
- David George's topic was Bob Kay on the Rochdale Canal;
- Next was Richard Roberts who spoke on the Troubled Bridges over the waters of the River Irwell;
- Peter Mohr spoke on the Iron Lung, Morris Motors and Alvis Cars - a note on medical engineering;
- and last but not least, Sarah Baines on the 'Castlefield Viaduct'.

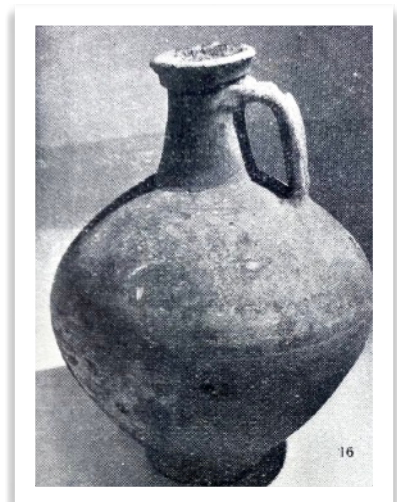
C.W.S. Excavations in Gloucester in the 1930s by Tony Wright.

In the latter part of 1937 and early 1938 the Co-operative Wholesale Society (C.W.S.) was constructing a creamery in Gloucester. Excavations for the foundations indicated a Roman citizen from about 70 to 75 A.D. had a dwelling there. He was probably a port official of the City of Glevum. Originally a Roman fort that later became a 'colonia' of retired legionnaires in A.D. 97. Today it is known as Gloucester (there is the 26 mile Glevum Way. A long-distance footpath encircling modern Gloucester).



Glevum is one of the points at the head of the River Severn.

The discovery of Samian ware on the site indicated that the occupants were persons of some importance. Finely glazed plates, cups and bowls of red Samian were made in central and southern France (Gaul) in the first and second centuries A.D. and exported to Britain. In the late 1930s a good deal was known about the places of manufacture, the names and periods of activity of the potters and the changes that took place in the forms of the vessels and the quality of the fabric during the long history of the industry. Vessels of certain forms were normally decorated by impressions from moulds of plant, animal and figure subjects whilst other forms were always plain.



A fine specimen of Roman kitchen ware.



Fragments of pottery which were discovered on the site (numbers 10 to 17). Number 19 is the remains of an ancient human skull. Number 10 is associated with the Potter Bassus.

Number 10 in the collection of finds was part of a bowl made in one of the great centres of the industry at Lezoux, near Clermont Ferrand. Decorated in a style associated with a potter named Bassus who flourished in the early second century.

Number 11 comes from an earlier centre of production at La Graupesenque further south, it can be dated to about 80 A.D. and most of the decoration is in the style of a potter known as M. Crestio. Number 12 is part of another decorated bowl from about 90 A.D. probably made at Banassac which was another South Gaulish manufactory. The other fragments are plain with number 13 being part of a plate of a form very common in Samian ware stamped with the name of the Potter Criciro who worked at Lezoux in the early second century.

Number 14 is the greater part of a small plate with a pronounced 'foot-ring' stamped by Tituro, also of Lezoux dated about the middle of the second century. The stamp reads TITVRONIS OF: the last two letters stand for officina meaning 'workshop' and the whole has been translated as being '(made) by the firm of Tituro or Tituro and Co'. Number 15 is the base of a large shallow bowl with an illegible Potter's stamp, made at Lezoux in the first half of the second century.

Fragments



Tony Wright being presented with the Alan Douglass Award 2021 by the Chairman, Gordon Browne.
With thanks to Sarah Baines for taking the photograph.

Membership Matters by Walter Payne.

Many thanks to all those members who have sent their subscriptions to me for the year 2022, and also to the members who made direct bank transfers for this year. I am pleased to see that our Society continues to thrive!

For those members who have not submitted their fees I have included a form on the next page.

Please email t458b@icloud.com for details of how to pay by bank transfer.

MRIAS MEMBERSHIP APPLICATION FORM/RENEWAL OF MEMBERSHIP FOR THE CALENDAR YEAR 2022.

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 £__

Charity Gift Aid Declaration - (if you want to limit your agreement to 2021 only please amend the form to say so. Thank you. (N.B. Two members at the same address need to complete separate Gift aid Forms)

Boost your donation by 25p of Gift Aid for every £1 of your membership subscription!

Gift Aid is reclaimed by the charity from the tax you pay for the current tax year. Your address is needed to identify you as a current UK taxpayer.

In order to Gift Aid your donation you must agree to the following:

I want to Gift Aid my donation of £20 and any donations I make in the future or have made in the past 4 years to: the MANCHESTER REGION INDUSTRIAL ARCHAEOLOGY SOCIETY.

I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

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_____ Postcode _____

_____ Date _____

Please notify the charity if you:

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Change your name or home address

No longer pay sufficient tax on your income and/or capital gains

If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self-Assessment tax return or ask HM Revenue and Customs to adjust your tax code.

The Alan Douglass Award 2022.

MRIAS is 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.
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. Up to Six images/ illustrations can be included.
4. The closing date: 31st of October 2022. Please submit 2 copies if not electronic.
5. Please submit your paper for the attention of the MRIAS Committee, marked the Alan Douglass Industrial Archaeology award c/o 30 Kingsway, Worsley, Manchester M28 7FD and include your name, address, (email address) and telephone number. And email a copy if possible to t458b@icloud.com.
6. Please note the Committee's decision is final and the Committee reserves the right not to make an award.

(In 2020 the Douglass Award was presented to Derek Brumhead and the 2021 Douglass Award was presented to Tony Wright).

Fragments (2)



Some of my recent favourite postcard images - The DAF Domburg bus with a diesel engine - easily removed for maintenance. c.1950



**Recent amendments to archaeological and other reports deposited at
Chetham's Library. David George.**

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

Library and reader enquiries: Fergus Wilde, Senior Librarian fwilde@chethams.org.uk (0161 834 7961) Archive enquiries: Jane Muskett, Archivist 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 if you require a hard copy sent through the post. We hope to have some hard copies available at MRIAS meetings.

Recent amendments:

Box 2/4 J.H. Norris conference papers and field visits. List in box.

Box 3/1 Archaeological digs and rescue operations. Fairbottom Bobs. Flint compressor etc.

Box 3/2 Brian Lamb's collections, canal papers etc Postbox survey.

Box 3/7 J H Norris water power research correspondence. List in box.

Boxes 4/2/3 to 4/3/8 photographs.

Box 4/3/10 Great Northern Warehouse includes transparencies.

Box 4/5 R L Hill's stationary steam engine records and photos.

Box 6/4 Conservation Area reports including GNR Warehouse and box of John Cox transparencies.

The recent additional archaeology reports listed in the last newsletter plus the above amendments will be incorporated in the forthcoming (fourth and final) edition of the index later this year.

Booklets for Sale.

1. Manchester Carmakers 1900 to 1938 (1st edition) fully illustrated 30 pp £4 plus postage.
2. The Development of Aerodromes Around Manchester (1910 to 1960). 1st Edition. 12pp £3 plus postage.
3. Motor Cycles and 3 Wheelers of Greater Manchester. First Edition. 34pp fully illustrated £5 plus postage.
4. Trafford Park and the Manchester Docks/Salford Quays Industrial Trail. 22pp fully illustrated. £4 plus postage.

email t458b@iCloud.com for cost of postage.

Book Reviews by David George.

Ian Robinson (2018) The Town That Vanished.

This study is one of those in the declinist tradition or "things ain't what they used to be" and presumably can never be the same again and thus it is argued life for the citizen is the poorer not just in the economic sense but as to the quality, richness of popular culture and enjoyment. A comprehensive survey covers cotton, pubs, the cinema, shops, holidays, housing and communities. Data comes from the famous Worktown Studies of the late 1930s when Bolton was taken as a typical homogeneous working-class northern town.

Nearly everybody worked in the mills, lived in the same type of terraced houses and went to the same holiday destinations. Lord Leverhulme had put forward plans for the comprehensive redevelopment of the city centre but all that followed was one smallish shopping precinct, a department store and the municipal crescent of buildings tacked onto the Victorian Town Hall. Bolton has some fine buildings on the outskirts however such as Smithills Hall and Hall i' th' Wood so Leverhulme put his money into rescuing these instead. A ring road - Crompton Way appeared in the 1930s and later a large number of motor showrooms along Manchester Road. So that the approach to the town came to look like Detroit.

Now in his chapter on King Cotton the sheer size and scale of the industry with 11 million spindles and 40,000 looms in the town is described, with the last mills going up in 1925-6. These were later to be adapted for mail order concerns and business units. The more picturesque such as Eagley and Egerton

became apartments because they were like riverside villages. That the attrition rate for mills in Bolton is much less than elsewhere is maybe down to Council policy.

The other chapter I will highlight is the typical way of shopping. With one shop for every 12 houses, they were not only massed in the town centre but strung out all along the main roads. The jewel in the crown was Bolton's Victorian market hall which survives in part and architecturally but now with new retail chains, a cinema and restaurants incorporated. Deansgate featured two department stores, a jewellers and a large post office. Today the Council proposes, as both department stores have closed and the precinct is emptying, to demolish and replace it with housing units and offices.

The author quantifies the 1930s to 1960s type of shops - 26 greengrocers and fruiterers in the open market, 100 plus independent stores in the covered etc ... now with out of town shopping centres probably contributing to the death of the centre and for instance every town centre cinema having been closed etc etc readers may feel the whole book is a grand exercise in nostalgia.

There are curious attempts to bring back the past such as the proposal for an 'Odeon Park' on the centre site where the Super Cinema used to stand which will feature panels about the films made in or about Bolton such as 'Spring and Port Wine and the 'Cure for Love' perhaps stretching a point to include the Gracie Field's epic 'Sing As We Go'.

Levelling Up 1960s Style.

In 1967 Graham Turner, BBC industrial correspondent published a 400 page survey of the North of England excluding Cumbria in which he detailed the response of various towns to the decline of coal, cotton, steel and shipbuilding. Only Liverpool and Newcastle perhaps had any direct government help in the form of large grants.

Mostly communities tried various forms of self help or local entrepreneurship often trying to emulate features of the economy of the South with light industries, new shopping centres and nightclubs etc. One of the local heroes was T Dan Smith of Newcastle-on-Tyne, Council leader and chair of the North East Economic Planning Council. He supervised the destruction of much sub standard housing and invested £12 million in new tower blocks, bringing in private developers for new property (see the 'Likely Lads'). Turner, for the most part, through observation and interviews forms his own impressions. He seems to think Manchester a hopeless case, but gives a detailed analysis of Wigan and a different approach towards Oldham with two teenage lads who had thought of making for London but settled for a casual outlook to life and work in the town whilst rejecting their parents lifestyles such as bingo, football and the pub. One was attending night classes in art, the other working as a carpenter who developed an interest in backstage activities at a local theatre. The MRIAS recent tour of Oldham would suggest that apart from the New Gallery and an Odeon-type cinema attached to the old Town Hall the town still has a long way to go. Yes, the tram had arrived but there are still many derelict buildings and few city centre amenities apart from supermarkets.

In his study of Wigan, Turner reminds us first of the conditions and unemployment Orwell found in the 1930s but the Wigan of the 1960s is a very different place. New shopping centres thriving, many cars on the streets, a new swimming pool, maisonettes and flats. Cabarets, the Empress Ballroom with its Northern Soul all nighters would appear. There are coffee bars, twenty clubs, food factories, clothing, light industries with only 800 people unemployed. The Heinz factory was a model of hygiene and social welfare. Tupperware was another. The masculinity and loyalty survives in the rugby league tradition displayed at weekends but also in the murals of the new shopping precinct.
