



MANCHESTER REGION INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER No.135.

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Editorial

Hopefully you have all survived the recent *minor* problems caused by the snow and are looking forward to our continuing programme of lectures and visits, detailed below. The Committee has been strengthened by Robin Schofield's becoming a member at the AGM. A well attended New Year's party was, considerably, enlivened by Kevin Flanagan's too short account of the development of Trafford Park (with a variety of embellishments).

Walter Payne writes an account every year of the study week and, by way of a change, I have included an original copy of the account written by Walter, in his immaculate copperplate style. Being a grumpy old man I find myself increasingly disappointed by students who might have achieved 'Olympic' speeds for text messaging (in my lectures!) but can hardly write more than two legible words.

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MRIAS New Year Party (Kevin Flanagan, our speaker in the background)

Programme 2010/11

- Friday 11th February** - *IA in 'Time Team'* - Mike Nevell
- Friday 11th March** - *Underground Manchester* -Keith Warrender
- Tuesday 22nd March** - visit to Alderley Edge mines – see booking form below
- Friday 8th April** - *Liverpool Old Docks* - Jamie Quartermaine
- Tuesday 19th April** - visit to Liverpool 'Old Docks' – see booking form below.
- Friday 13th May** - *Kinder Railway* - Derek Brumhead
- Saturday 21st May** - visit to Kinder Railway and Reservoir, meet 11.00 at Hayfield Pay and Display Car Park (former railway station), bring packed lunch, return to Hayfield ~16.00, about 3 miles. See booking form below.
- Monday 18th - 22nd July** - Study Week, Gladstone Library, St. Deiniol, Hawarden see booking form below.
- Wednesday 17th August** - visit to BNFL, Springfield – 13.30, £3.00, Walter Payne, details TBA
- Friday 9th September** - Autumn Buffet, Trafford Park Heritage Centre
- Friday 14th October** - Geological & Anthropogenic Modelling of the Mersey Basin – Simon Price
- Friday 21st October** - NW Regional & History Conference details TBA
- Friday 11th November** - Pack horse Trails in Longdendale – Ken Bowden
- Friday 9th December** - AGM and Manchester, Bury & Bolton Canal – Paul Hindle

Other Meetings

- Tuesday 15th February** - Duke of Bridgewater's Underground Canals at Worsley – ICE, 17.45, Renold Building, Manchester University
- Monday 15th March** - Stations of St.Helens – Alan Moore, Merseyside IHS, 19.00 Friends Meeting House, 22 School Lane, Liverpool (near Central Station)
- Monday 11th April** - The Foxfield Railway & Colliery – Roy Forshaw as above

Gift Aid

At the risk of becoming boring, I would, once again, in view of the financial benefits for the Society, strongly urge all of you who fit the category to complete the gift aid form, if you haven't already done so, and return it to Walter Payne.

Membership

Membership Subscriptions & Rates Single - £14/Joint - £18 (two people at the same address)

Will members please note that subscriptions for 2011 become due on the 1st January 2011. Just pop a cheque in the post or catch me at one of the Friday lectures, although I cannot guarantee to be present at every single session.

Walter Payne 27 Brompton Road, Poulton-le-Fylde

Project Officers Report

Project Lead Status

- 1 Mayfield Station - Tony Wright - Ongoing
- 2 Mount Sion Water Wheel - Peter Bone - Ongoing
- 3 Textile Finishing Survey - Peter Bone - Ongoing
- 4 Cleggswood Colliery Littleborough - On Hold – See below
- 5 Livesey & Co Walton le Dale - C J Whitehead – Part 1 published/part 2 in preparation.
- 6 Proposed Rakewood Industrial Heritage Trail at Hollingworth Lake - Peter Bone - Ongoing
- 7 Manchester Bury & Bolton Steam Crane Survey. Steve Rhodes - See Below

Mount Sion Water Wheel

- 1 PWB to arrange a meeting with Mick Nightingale, Bury Conservation Officer, to discuss future plans for the site.
- 2 Drawings are underway using CAD tool; quality is good, progress is slow
- 3 Another day on site required sometime to complete missing measurements.

Textile Finishing Survey

- 1 Several members now working on the project,
- 2 Trafford is complete, there was only one site!
- 3 Salford in hand.
- 4 We have a volunteer for Bury, awaits PWB handing over materials.
- 5 PWB has been loaned a unique unpublished history of dyeing, printing and finishing companies in the Courtaulds Group. It was written in 1980 and is a rather fragile but very extensive 200 page document. PWB is scanning it to PDF and will make a copy of the CD for the archive in due course.

Cleggswood Colliery Littleborough

On hold until 2011. Landowner is currently reluctant to allow access.

Rakewood Industrial Heritage Trail.

Successful walk held on 2nd October. Anne and Margaret are preparing a map, work on other aspects pending.

Manchester Bury and Bolton Canal Steam Crane.

At the Victoria Baths History Fair we were approached by Steve Dent who is the fieldwork organiser for the MBBS they wanted us to assist with a survey of the Steam Crane above Mount Zion Works at Radcliffe. Steve Rhodes has agreed to take the project on.

Peter Bone

Association for Industrial Archaeology – 2010 Annual Conference Tremough Campus, Penryn, Cornwall 3-9 September 2010

This is a rather belated report on the 2010 annual conference of the Association for Industrial Archaeology, which was held in Cornwall and hosted by the Trevethick Society who were marking their 75th anniversary. The location was the recent but rather strange Tremough Campus of the Combined Universities of Cornwall at Penryn near Falmouth. Although I stayed over the whole week, I am afraid I cannot write a full report because I took some days out of the conference to pursue my own interests. This means I missed one of the highlights of the conference, the Sunday morning Rolt Memorial Lecture, except that this year it was not a lecture but a symposium of several speakers under the title *Remembering Tom Rolt* in honour of his one-hundredth anniversary, he was born in 1910.

Of course everybody associates Cornwall with tin mining, although copper was also important, but because I had seen some of the tin sites before I decided to concentrate more on china clay. Moreover there is an important connection between the china clay industry and Lancashire because china clay from Cornwall was one of the ingredients in the size used to strengthen the warp yarns in cotton weaving. As I discovered this was only a very small part of the output of the industry. China clay is of course used in ceramics but its major use today is in coating papers with lesser uses in other areas such as plastics, rubber, paint and pharmaceuticals. There are now other major sources of china clay in the world, particularly in Brazil, but because of its properties Cornish china clay continues to be important for ceramics.

There was a lecture on the industry by Ivor Bowditch, recently retired after having worked all his life in the industry, ending up as the public relations officer for Imerys Minerals, the largest china clay producer in Cornwall who acquired English China Clays in the 1990s. He also led two visits. As you might expect, Ivor really knew his stuff and we soon had all the facts and figures about the industry at our finger tips! The first visit was an afternoon visit to the harbours at Par and Fowey.

Par has recently stopped being used for shipping china clay, but there are still some large clay dries located there. Shipping is now concentrated on Fowey and we were driven there from Par along the company's private road, a special treat for railway enthusiasts because this was built in the 1960s on the bed of the old railway line and includes a fairly long tunnel. Fowey is still rail connected by a branch from the main line at Lostwithiel and much of the clay used in the UK is rail distributed, currently by DB Schenker. However, some 80% of clay is exported by sea, mostly from Fowey.

The second china clay visit was a full day tour to various working china clay sites – although we managed to pick a bad day because two of them were not actually working. We were kitted out with PPE (Personal Protective Equipment that is, not Politics, Philosophy and Economics!) but in these days of 'Health & Safety' they seemed to have a remarkably relaxed attitude to taking visitors round these plants. Also they put no restrictions on photography so presumably china clay processing is well established technology with no secrets. We went first to Littlejohn's clay pit, which despite its name is the largest clay pit they work, and where there is a viewing area for visitors. But unfortunately they were not working it on the day we visited, apart from some aggregate processing, aggregate being an important by-product of the industry which is sold to the construction industry.

Littlejohn's uses the traditional method of china clay quarrying where it is washed down by high-pressure water jets, we could see where these were controlled from and the line of bucket wheel classifiers in the bottom of the pit which began the task of separating the clay from other material. We then moved on to see the latest technology in the form of the Meledor Dry Quarrying Plant, where the clay is excavated and brought to the mill to be mixed with water to form a slurry to start the separation process. This saves both energy and water compared with the traditional method. This plant normally runs 24 hours a day but again we were unfortunate because it had been shut down for maintenance on the day we visited. This also meant that much of the Melbur Refinery that we visited next was not running. The basically simple process of refining china clay becomes quite complex in order to remove all impurities and to produce clays with specific characteristics for particular uses. Having mixed in a lot of water to separate and process the clay, the final task is to remove all this water and dry the clay.

We next went to the Rock Dryer, Bugle, where this task is carried out by ranks of tube presses that squeeze the water out at pressures of up to 100 bar produced by hydraulic fluid. These presses were working, although there is not much to see, if you watch closely you will see them discharging the dry clay and then recharging for the next cycle. To complete the drying the clay passes through a fluid bed dryer before passing into the linyard for storage awaiting transport to Fowey Harbour. Surprisingly they have their own gas-turbine plant for generating electrical power, rather than taking from the grid, but the gases from this are then used in the fluid bed dryer. As you might expect from a PR man, our leader was keen to emphasise the 'green' credentials of the industry, not just in energy efficiency like this but also in land regeneration.

The china clay industry is very destructive, producing huge pits and, in the past great waste tips like traditional colliery waste tips but white rather than black resulting in the name the 'Cornish Alps' for this area. But these days, we were reassured, they now spend millions of pounds to return waste tips and abandoned pits to agricultural or recreational use. To complete the day we visited the Parkandillick beam engine. China clay pits needed pumping and many engines from tin mines earned a new lease of life by being moved to china clay pits. The Parkandillick engine was such an engine, built 1852, moved here in 1912 and was one of the last to operate at a china clay pit. It can be turned over by compressed air but unfortunately has not been opened to the public very often in recent years.

I did not totally ignore tin as I did join one of the tin visits, taking in King Edward Mine,

Marriott's Shaft and the West Bassett Mines at Carnkie on what turned out to be a very wet day. King Edward Mine was the teaching mine for the Camborne School of Mines and when it closed the surface buildings were preserved to serve as a museum which now has a unique collection of ore dressing machinery. Marriott's Shaft has some impressive surface remains, in particular the engine house for a very non-Cornish engine, a compound engine made by Hathorn-Davy of Leeds in 1899, said to be unsuccessful, but one might suspect some Cornish "not made here" prejudice. Finally, when it eventually stopped raining, we visited the West Basset Mine dressing floors at Carnkie. Again there are extensive remains here which in the 1980s were investigated by Marilyn Palmer and Peter Neaverson from Leicester University and we were fortunate to have Marilyn Palmer with us on the visit to supplement the knowledge of our guide Tony Brooks from the King Edward Mine.

But to go back to the beginning, the conference commenced on Friday evening, although these was a visit to Falmouth Docks on Friday afternoon, which I did not go on. For many years the main conference has been preceded by a seminar on the Friday, but for the last two years it has proved not possible to organise this. It is to be hoped that the AIA can find a way of reviving this in the future, perhaps with a different format as it had tended to become the slot for the professionals who just turned up for the seminar, said their piece and went away, never to be seen again. At the opening of the conference we were welcomed by Kingsley Rickard, vice-chairman of the Trevithick Society for the study of Cornish industrial archaeology and history, to give it its full title. He also gave us a brief history of the society, which originated in 1935 as the Cornish Engines Preservation Society, making it one of the oldest industrial archaeology societies, formed indeed before the title 'industrial archaeology' had been invented.

The engine it initially preserved was the winding engine at Levant Mine and later more engines were acquired, but all this 'real estate' has subsequently be handed over to the care of other bodies, principally the National Trust. This was followed by a lecture on Dolcoath Mine by Allen Buckley who has just published a book on the subject. Allen worked all his life in the industry and has become its leading historian. Dolcoath Mine, he tells us, was the greatest mine in Cornwall, being a very profitable copper and later tin mine. We might suspect some Cornish hyperbole when he claimed that in its day it was the most important mine in the World, but nevertheless it did have great influence because miners trained here went working in mines all over the World.

However, I do think the chairman of the Trevithick Society, Phil Hosken, did treat us to Cornish hyperbole on Saturday morning with his lecture 'Richard Trevithick: New Revelations'. However much Cornishmen might like to run down James Watt, the Cornish pumping engine was essentially a Watt engine. Not only did we not get any new revelations about Trevithick, I felt that he did not adequately explain the significance of Trevithick, which is that he realised that if you wanted to build a locomotive engine then it was impractical to carry a condenser around and you had to use steam at pressures above atmospheric. Also he tried to tell us that the Red Flag Act of 1865 was to regulate people driving around in steam cars, it was of course to regulate road locomotives, or traction engines.

The next lecture by Coln Bristow concerned a much more detailed piece of work on 'Carclaze old tin pit and its 18th century canal system'. Carclaze is near St.Austell and this was an ancient tin pit which later became a china clay pit. A canal, known to be in existence by 1764, tunnelled out of the pit eventually emerging into the open and running for a mile or so to its terminus. This canal has been known about before, Charles Hadfield mentions it and suggests a date of about 1720 but presents no evidence for this, but it is only recently its significance has been appreciated and its remains recorded in detail. Of course someone from Manchester starts to ask 'how does this all relate to the Duke of Bridgewater?' but the lecturer did not deal with the wider context in the way one might expect.

The title of the third lecture 'The plural of schism-Cornish Methodism explained' got some people wondering what was going on here and would this be a good time for a snooze. But Doug Luxford, who I had encountered on a previous visit to Cornwall with the Chapels Society, presented an entertaining and informative lecture on Cornish Methodism and its relation to Cornish industry which generated much question and discussion.

Saturday afternoon was devoted first to members contributions: Marilyn Palmer 'Three days with Time Team'; Tony Crosby 'Snapshots of Australia'; Mark Sissions 'Restoration Grants'; John McGuinness 'Industrial Memorabilia'; Michael Messenger 'Water power in Cornwall' and John Watts on 'Small Holme'. This was followed by various award presentations. I shall only mention one of these, the Peter Neaverson Award for outstanding scholarship in industrial archaeology, which went to Patrick Malone of Brown University, Providence, Rhode Island, USA, for his book 'Waterpower in Lowell'. I have been reading this and it is certainly worthy of the award, encapsulating the results of almost four decades, he says the project began in 1971, studying the water power system in the mill town of Lowell, Massachusetts. Also worth mentioning is the evening lecture on Monday by Adam Sharpe on the Cornish World Heritage Site that was given in the Council Chamber at County Hall in Truro and the Tuesday evening lecture by Jon Brooks on the work of the National Trust in Cornwall.

Despite Cornwall being a great distance for some to travel, the conference was well attended, although it is impossible to give numbers because we did not have a list of delegates this year. As always the conference attracted some local people who do not otherwise attend and this year these included Bob Manders who some MRIAS members will remember, he 'emigrated' to Cornwall when he retired from working at the Museum of Science and Industry in the mid-1990s. However, I do find these conferences rather worrying in that when I first attended in 1988 I was one of the youngest attenders and twenty-two years on that is still the case! Indeed I found there now seems to be an assumption that anybody attending must be retired and in possession of a pass that you can wave at bus drivers to travel at the tax payers expense. But some of us will have to continue paying our own bus fares for many years. How to attract more younger members is a difficult question. We do present a students award, but again one finds that these people come along, give us a presentation, collect their award, eat their Conference dinner, and are never seen again! Next year's conference is somewhat more adventurous, being at Cork in Ireland from 26 August to 1 September, so we shall see who turns up there.

Detail of conveyor-loader, Fowey Harbour:





Hydraulic tube presses at Rock Dryer, Bugle.



Littlejohn's Clay Pit.



Mysterious notice at Rock Dryer, Bugle.



The linhay at Bugle for storage of dried clay.

MRIAS 2010 Heritage Week at Pendell Hall.

This years event involved ^{another} ~~my~~ foray into the West Midlands to study its rich and varied industrial archaeology.

On Monday, 12th July, 24 MRIAS members gathered outside the Willenhall Locksmiths House Museum for its 10.30am opening time.

This was a Victorian locksmiths house with a 2 story workshop across the yard where the Hootsons, father and son produced a wide variety of padlocks. The museum was established in 1985. We saw demonstrations of lock making in the workshop and the house is furnished in period style with exhibitions on the local lock-making industry. The front room contained a drapers shop until 1980 run by the lady of the house and there were some costumes exhibited.

In the afternoon, also in Willenhall, the party was split by prior arrangement on an "either/or" basis for the next two visits, due to time constraints. So it was a visit to George Dyke Ltd drop forge for 12 members or the Imperial Lock Company for the other dozen. People on the forge tour were welcomed in the upstairs office by the manager and after a briefing about the business and the issue of the obligatory safety specs and car plugs, we descended with trepidation into the forge area. Quite a dark and cavernous building with operatives heating metal rods, ^{to red heat} in gas hearths and then thrusting the heated ends under the tilt hammers to stamp out gaskets and other parts for the automotive industry. We had a bit of a bonus

here as our guide the works manager, escorted us to a small adjacent cemetery called 'Doctors' Piece'. Apparently, a group of local doctors, concerned about the epidemic of cholera at the time, purchased this small area of land at their own expense for interment of some local victims.

Saturday afternoon all participants made their individual ways back to Pendell Hall, a large ^{country} ~~country~~ family house set in 10 acres of landscaped grounds, purchased by Staffordshire County Council in 1961 for use as a residential college of adult education. This was to be our base for the week. Incidentally, a Mr Frank Gaskell bought the Hall in 1910; originally a Lancashire family, whose father, Holbrook Gaskell (born 1813), was in partnership at the age of 25 with James Nasmyth, the inventor of the steam hammer. Our after dinner talk was given by Alan Skrimpton on the badhugs and Bourneville. All participants were rudely awakened at 2 am next morning due to activation of the fire alarms and everyone outside in their night attire to greet the arrival of two fire engines and crews from Staffordshire Fire Service. Apparently an insect in the system!

Tuesday, all boarded a hired coach for a visit to the Wrencroft Museum of Historic Buildings. A large number of buildings, saved from demolition and re-erected on site. Includes a blacksmiths shop, wood turner workshop, cruck barn, a working windmill, Co-op shop and cafe, a miniature railway and a collection of various telephone kiosks. Rather overcast morning but enthusiasm of lady guide made up for it. All boarded the coach again for the afternoon visit to Forge Mill Needle Museum, at



Redditch, Worcs. This building is an 18th century working ^{mill} centred upon water driven machinery. The MRSA's party was able to wander through both wings of the building. Commencing with the East wing the processes observed were wire drawing and straightening the wire, needle pointing, stamping and eyeing, Spitting (removing an excess of metal around the needle eye) after stamping. Hardening and heat tempering ^{was} tempering, ~~was~~ the final steps in the carried out in the East wing; on the top floor displays have been laid out to show some of the many different types and uses of needles.

The West wing was the Scouring Mill where needles were packed inside canes and hessian and scouring agents of soft soap, grease and emery powder added. These were placed in scouring runners and as the sett was rolled beneath the scouring runner, the abrasive and soap circulated and scoured the needles clean. This process took from one day to a week according to quality required.

Other processes in the West wing were glazing or polishing of the needles and Sandblasting which involved a further wash and then placed in revolving barrels with hot sand dust for drying.

See
end *
of Page 6

Back at the Hall our after dinner entertainment took the form of a quiz, devised by Ann and Mags. ~~and~~

On Wednesday after breakfast the party again boarded our hired coach for a full-day trip to Gloucester Docks and its Waterways Museum. This is a large dock and ~~warehouse~~ ^{home} complex, which like several other dock sites in the country is being converted to office, residential and leisure uses. After a go at you please tour of the Stanthony

Warehouse packed with displays and artefacts of canal life. Outside in a dock were heritage canal boats which could be towed and whose volunteers were eager to show people round.

After lunch the MARIAS party were taken on a pre-booked 45 minute boat trip on "Queen Boadicea 11" along the Gloucester and Sharpness Ship Canal.

This was followed by a comprehensive tour of the site by a volunteer of the Waterways Trust.

A very enjoyable day and weather good too!

Our After Dinner Talk was on the Shrewsbury and Newport Canal. Participants on our 2008 Heritage Week may remember visiting some sections and visiting locks, a warehouse and a viaduct on this disused canal.

Thursday morning saw the group transported to the Jaguar Factory at Castle Bromwich, Coventry. This was started in 1938 and by the end of 1939 Spitfires were being manufactured there and by 1943 Lancasters were being produced. After 1946 it became a car factory and certain artefacts e.g. the main gates where once aircraft were towed across the road to the airfield are still in ~~the~~ ^{situ} although the airfield has long disappeared to be replaced by housing, a plaque records the historic site. We were awarded a conducted tour of the plant, observing all the expensive cars being constructed and coming off the production line and the extensive use of robots. Our guide pointed out various buildings or parts of, which were of the original aircraft factory. Next on the itinerary was The Coventry Transport Museum, a short distance on the coach. We had a conducted tour, as arranged, by a young lady guide. The museum contains mostly 1500 cars, commercial vehicles, motorcycles and cycles.

In a "Spirit of Speed" section are featured the World Land Speed Record Holder, "Thrust SSC", which broke the sound barrier in 1997 at a speed of 463 miles per hour and the previous holder, "Thrust 2", which travelled at 630 miles per hour. For the small charge of £1, some members elected to experience a supersonic run of over 700mph in the Land Speed Record simulator! Quite exhilarating!

The evening lecture, back at the Hall, was by Ron Brackley and was on the industrial history of Chasewater Country Park (bannock chase).

As it was our last morning at Pendell Hall, all members departed after breakfast by car for Chasewater Country Park and the Chasewater Railway. Quite a lot of history to the Chase. Military uses have played a large ^{role} as has coal mining. The army had training camps in WW1 and the RAF in WW2 until the 1950's and the last working mine, Littleton Pit, closed in 1993. On arrival at Brownhills West Station, the HQ of this preserved colliery line, we were invited to browse round the loco shed and yard housing an extensive collection of industrial locos and rolling stock also a museum and heritage centre. A MRAS chartered train, hauled by an 0-4-0 industrial saddle tank loco conveyed the party to Chasewater Heath Station and return, about 4 to 5 miles round trip, also included was a photostop run round en-route, with Margaret Browne on the footplate; she also carried out a supervised points changing exercise! On return to Brownhills West Station, the group headed for the old style tea room where an excellent pre-booked lunch was awaiting us. Our last two visits were to view the Anglesey

Branch and basin of the Wyrley and Easington canal where coal was shipped out to the Midlands and the Innovation Centre! The latter was an eco-friendly venture with a grass covered roof, boiler room where we were shown the fuel consisting of waste wood pellets, an exhibition area and cafe. Thus ended another very successful heritage week/summer school. Our thanks are due to Gordon and Margaret Brown for all their time and effort in arranging such an interesting and informative programme. Also to our guides and to the hardworking staff at Puchell Hall. Whilst there this year, we have learned that the college is due to close permanently, a victim of the financial cuts. Very sad indeed!

Walter Payne

* Refer to page 3. — Committed to report this Bourneville Visit
On the way back from the Needle Mill, due to time constraints we had a very brief — 30 to 40 mins maximum — where locations such as Selly Manor, School and baillion, Bourneville Green, Rest House and St Francis Church were observed. See Newsletter 133 for image of Alan Douglas posing by bust of founder John Stodbury.

Walter Payne

{any errors in the above are due to my scanning rather than Walter's 'ritin' — Neil Davies}

Book Review

The Cumbrian Industrialist. A Series of Occasional Papers, Vol 7, The Cumbrian Industrial History Society, 2010, 72pp, 2010. ISBN 978-0-9533799-7-2.

One of the four articles in this publication is 'A Gazetteer of Carlisle and District Cotton and Woollen Textile Mills' by David George and Mike Nevell. The article's thirty pages form part of a larger study of cotton factories and cotton factory colonies in the North West from Cheshire to the Cumbrian border. For several years (2007-9) the authors have travelled the region, together recording and photographing sites many of them not at all well known. The 43 sites (34 of them in Carlisle City) described include spinning mills (18), weaving sheds (12) and finishing sites (13). Each entry is located with its grid reference and includes a building description, history and relevant documentary sources, but space has not allowed more than two of the very many photographs taken. As long ago as 1953 Douglas Farnie in his MA thesis on the English cotton industry first drew attention to the Carlisle cotton industry and David George has since argued that it should be treated as an outlier of the Lancashire cotton industry. As one might expect from these two authors, the field work and recording of this gazetteer is impeccable and the finished product a valuable contribution to the record of our cotton industry. The work is destined to lead to a book on the archaeology of the cotton industry and that is something to look forward to.

Enquiries about obtaining copies of this book should be addressed to Graham Brooks, tel. 01228 537379; email. gbrooksvet@tiscali.co.uk.

Derek Brumhead

Obituary – David 'Nobby' Clarke

I have known David for over thirty years. We initially shared an interest in Amateur Radio and in technology.

In recent years we have visited museums concerned with the use of steam power.

We went specifically to see the replica of the Newcomen steam engine at the Black Country Living Museum only to find it was not working, just clouds of steam. David, I recall, negotiated a return visit, such was his determination to see the engine in action.

He was very keen to discuss all aspects of science with as wide an audience as possible. He explained, with great enthusiasm, the complexities of the "Baby" computer to members of the public at the Museum of Science and Industry.

I shall miss David, who has been a valued friend for many years.

Robin Schofield

VISIT TO THE HISTORIC ALDERLEY EDGE MINES

We have organised a private visit to the **Alderley Edge Mines** – not normally open to the public. We will be going down West Mine, one of several in this area. The mine was worked in the Bronze Age and in Roman Times. It is one of the 'easier' ones to visit – no crawling, all upright walking.

Date: Tuesday Evening, 22nd March 2011, 7pm

Meeting Place: Behind the Wizard Restaurant, Macclesfield Road, Alderley Edge (Post code for Sat Nav: SK10 4UB). Turn down the side of the Wizard pub and you will see, on the right-hand-side, a 5-bar gate where there is a small parking area. The large National Trust car park is locked at night.

Clothing: Please wear 'old' clothes, stout shoes, boots or wellies.

What to Bring: You may wish to bring a torch, although you will be supplied with a Miner's Helmet and lamp.

Duration: The visit will be approximately 2 hours.

Cost: £6 per person. GUESTS welcome

Any cheques to be made payable to MRIAS and sent to:
Gordon Browne,
622 Wilmslow Road,
Didsbury,
Manchester,
M20 3QX.

VISIT TO THE HISTORIC ALDERLEY EDGE MINES

Please reserve me _____ places for the visit at £6 per person.

Name:

Address:

Telephone Number:

E-mail address:

Railway Signal Lamps

Oil lamps are still used in the UK but are due to be replaced in 2011. Signal House Ltd supplies the lamps to Network Rail. Lamps are currently in use on lines in Lancashire, South West England and Scotland.



Signal House Ltd has been manufacturing railway signal lamps for over 100 years. Traditional oil lamps are still produced, along with 'modern' electronic equivalents. In the UK, the reliance on these products is diminishing as mechanical signals are replaced with colour lights, however Signal House Ltd still manufactured them for maintenance purposes.

Please note however that due to the rarity of these items they are on extensive lead times.

The railway signal lamp is placed on a bracket behind the spectacle of the mechanical signal. It will then shine through to give the indication to the train driver.

The following items are most common:

20/037710 (LO55/13) Complete interior and exterior oil lamp.

20/053140 (LO55/4) Oil lamp interior with 1/2 pint capacity.

55/050023 (LE1202) Electric signal lamp.

{<http://www.collis.co.uk/signal.asp?contentId=30&navi=30>}

Request for Information from:

Philip Wood

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Pollard Street cotton mill and Soho Iron Foundry

.....I have so far seen a few photos showing parts of the Soho Foundry (usually the corners of buildings), as part of Manchester Library's online collection.....Could there be any very early, ie. 19th century, photographs of either the mill or the foundry ? Do you know of any photographic collections that might have something that early ?

Coming Soon

An article about the rail crash at Holmes Chapel Railway Station on September 14th 1941 when the Crewe to Manchester express ploughed into the rear of the Crewe to Leeds train at 1.23a.m. Colonel A C Trench reported the details of the investigation to the Minister of War Transport.

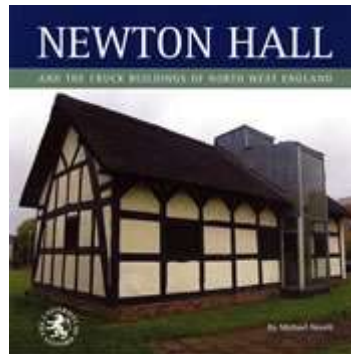
Tony Wright



MRIAS New Year Party 2011

MRIAS MINI LIBRARY

1. 'Lives of the Engineers. The Locomotive. George and Robert Stephenson' by Samuel Smiles 1879
2. 'Industrial Biography' Samuel Smiles 1863
3. 'Self Help' by Samuel Smiles 1866
4. A History of Manchester Stuart Hylton 2003 (*Donated by Tony Wright*)
5. Newton Hall by Michael Nevell 2010



If you would like to borrow one of these books or donate any books please contact Tony Wright.

Or 'try before you buy'

Tony Wright



New Year Party 2011

MRIAS RESIDENTIAL HERITAGE WEEK



MONDAY 18TH July to FRIDAY 22nd July 2011

This will be based at Gladstone's Residential Library, (aka St Deiniols' Library) Church Lane, Hawarden, North Wales CH5 3DF, near to the Cheshire border. It was founded in 1889 by WE Gladstone and is home to a permanent exhibition commemorating his life and work. The Library is conveniently situated in the centre of Hawarden about 5 miles from the end of the M56, on the A550

The budget cost including en-suite accommodation for 4 nights with breakfast, packed lunches, evening meals, coach travel and entrance fees, is £305 per person. We propose to visit the following sites; other visits yet to be finalised.

- Wrexham area with Bersham Iron Foundry, Minera lead mines and Brymbo Steel Works
- Llanberis area with tour of Electric Mountain, National Slate Museum and steam railway ride
- Chester -- canals and locks, river and old port, lead-shot tower and steam mill
- Broughton Airbus UK works

FORMS TO BE RETURNED ASAP please and BY 30TH May 2011

Please make cheques payable to MRIAS and post to Gordon Browne, 622 Wilmslow Road, Manchester M20 3QX

BOOKING FOR MRIAS RESIDENTIAL HERITAGE WEEK
MONDAY 18TH July to Friday 22nd July 2011
(PLEASE RETURN FORMS BY 30TH May 2011)

I wish to book _____ places @ £75 deposit per person
_____ Single room/s
_____ Double room/s

Please make cheques payable to MRIAS and post to Gordon Browne, 622 Wilmslow Road, Manchester M20 3QX

NAME, ADDRESS, POST CODE, PHONE NUMBER for each separate address please.

Dietary requirements _____.

MRIAS FLICKR Website

I have set up the follow photosite for MRIAS:

<http://www.flickr.com/photos/mrias/>

A sample image from the website:



MRIAS recently surveyed the Adswold Brick and Tile Works, Cheadle The image shows the Manganese slop tank (left centre) and barium carbonate (right centre) tank, January 2011 . Demolition of the factory is underway.



MRIAS New Year Party 2011

KINDER VALLEY RAILWAY

MRIAS Visit to KINDER VALLEY on Saturday 21st May 2011

Meet at 10.30am at the Hayfield Car Park (pay and display)

This is the old railway station and is currently the bus station in Hayfield

Bring a packed lunch which we will eat at Bowden Bridge halfway along our walk

The walk is approx 3 miles long and we aim to finish by 3-30pm

Stout footwear required

The tour will be led by Dr Derek Brumhead. This will be a follow up to his talk on Friday 13th May 2011

Cost of visit will be £3

If you wish to book for the visit, please return the form below

GW Browne 622 Wilmslow Road, Didsbury, Manchester M20 3QX

tel 0161 445 9124.or email gw_mbrowne@yahoo.com

cheques payable to MRIAS

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MRIAS TRIP To Kinder Valley Railway on Saturday 21st May 2011 at 10-30am

Number of People.....@ £3pp.....

NAME (S)

.....
.....

Contact number.....

your email address please.....



Competition Winners MRIAS New Year Party 2011



MRIAS New Year Party 2011

LIVERPOOL OLD DOCK

MRIAS Visit to Liverpool Old Dock on Tuesday 19th April 2011

Meet at 19.15hrs at the Underground Car Park at Liverpool One, which is adjacent to the new Bus Station

Stout footwear required

The tour will be led by Jamie Quartermaine. This will be a follow up to his talk on Friday 8th April 2011

Cost of visit will be £3 and the tour will start at 19-30 and will last for one hour

If you wish to book for the visit, and for further information, please contact Gordon and/or return the form below

GW Browne 622 Wilmslow Road, Didsbury, Manchester M20 3QX
tel 0161 445 9124. or 07985 904598 or email gw_mbrowne@yahoo.com

cheques payable to MRIAS

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MRIAS TRIP To Liverpool Old Dock on Tuesday 19th April 2011 at 19-15

Number of People.....@ £3pp.....

NAME (S)

.....
.....

Contact number.....

your email address please.....

Reg. Charity No. 1113626



BRIDGEWATER CANAL

250 YEARS

North West Region Industrial Archaeology Conference

FRIDAY 21st OCTOBER 2011
at the COURT HOUSE, WORSLEY 9.30am - 5pm

This full day conference is to celebrate the 250th anniversary of the opening of the Bridgewater Canal.

The speakers will include Dr Mike Nevell, David George, Glen Atkinson and John Aldred.
John has just written a book 'The New History of the Bridgewater Canal'.

Other topics to include 'Worsley Coal Mines and the Underground Tunnels'; 'the Development of Warehouses, Canal Buildings and Industry along the canal'; 'Worsley Village in its Heyday'; 'History of the Canal';

The day will include various Bridgewater related lectures, guided walks and lunch. Cost £25 inclusive

For further information, please contact MRIAS via Gordon Browne on 0161 445 9124 or email gw_mbrowne@yahoo.com



Chris Makepeace manning his bookstall in Trafford Park (including his excellent selection of Alan Godfrey Maps in the foreground)



Alan Douglass completing the quiz in Trafford Park.