



**MANCHESTER REGION
INDUSTRIAL ARCHAEOLOGY SOCIETY**

NEWSLETTER No.144

August 2013

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Editorial

We have almost reached the start of another programme of lectures. Meetings will again take place in the Business School at Manchester Metropolitan University. Hopefully the trend of increased attendances will continue over the winter months and so we will see a goodly number of you at our first 'meeting', the Autumn Social at the Trafford Park Heritage Centre. Also, we will see a number of members at the Conference. Finally, I will take this opportunity to remind you that next year, 2014, mark an important milestone in the history of MRIAS it reaches the age of fifty. There will be a number of events over the year marking this anniversary which we hope that you will find interesting.

Programme 2013

- Friday 13th September** - Autumn Buffet at the Trafford Park Heritage Centre. Page 3 for booking form.
- Friday 11th October** - New season first talk 'The Ashbury Railway Carriage & Iron Company' Peter Bone & Andy Towle.
- Friday 18th October** - conference at Ordsall Hall, Salford, Friday 18th October 2013 'Recapturing the Past of Salford Quays' Booking Form for the one Day conference - see page 8.
- Friday 8th November** - 'Castlefield Tunnels' Paul Sillitoe.
- Friday 6th December** - AGM and speaker.

Membership

?



You may have noticed a new box like this appearing on page 1 of the Newsletter. If the box is empty, it means that your membership is up to date, including the whole of 2013. But alas! If your membership dues are overdue a black cross will appear in the box and this will be your last Newsletter until we receive your membership payment ☹. (Please let me know if you are discontinuing your membership)

2013 Membership Rates -

Single - £14

Joint - £18

Walter Payne (Membership Secretary)

Autumn Social and Buffet 2013

Friday 13th September starting at 6-30pm

at the Trafford Park Heritage Centre, St Anthony's Centre, Eleventh Street,
Manchester M17 1JF

The centre is situated at the corner of Eleventh St and Third Ave. To access this, turn off Village Way at traffic lights at the junction with 5th Ave, then turn 1st Left into Eleventh St. Parking is available at the centre. Maps are available on request

There will be the usual good food, drinks, quizzes and a short presentation.

Also, as per usual there will be a small charge for the evening of **£6.50 per head**, to cover food and drinks

guests are very welcome and we look forward to seeing you there!

If you would like to come along, please return the tear off slip below by the 5th September to:

Gordon Browne, 622 Wilmslow Rd, Didsbury, Manchester. M20 3QX tel: 0161 445 9124 or

e-mail gmbrowne59@gmail.com

Cut here.....

MRIAS Autumn Social and Buffet

13TH September 2013

Please reserve.....places @ £6-50 per person Total £.....

(please make cheques payable to MRIAS)

NAME(s) (please print)

.....

contact tel.

contact e-mail

Celebrating Middleton's history - events in September.

You are warmly invited to the following events:

Golden Cluster Open Days every Tuesday and Friday in September 1-4pm.

Free admission. At the Old Grammar School a free tasting of 'Nod to Nowell' beer specially brewed by Wilson Potter, Middleton's micro brewery, to celebrate the invention of bottled beer by Alexander Nowell, founder of the Middleton Grammar School in 1587.

Sunday 8th September. Bowlee Playing Fields, Middleton. Rochdale Company of Archers is holding an archery event to commemorate the 500th anniversary of the battle of Flodden which took place on 9th September 1513 and at which the Middleton archers played a decisive part. In the morning a community event - come and have a go! In the afternoon a tournament for members of archery clubs culminating in an 'Agincourt Volley'.

Sunday 8th Sept. at 6.30pm in the Parish Church of St. Leonard, New Lane, Middleton. Following the recent restoration of Middleton's famous Flodden window there is a Civic service to remember the Middleton archers and rededicate the ancient window on the 500th anniversary of the battle. Everyone welcome.

Tuesday 24th September at 7.30 at the Edgar Wood Centre (Long St. Methodist church M24 5UE). Renaissance Middleton - the film premiere. A film journey charting Middleton from the Battle of Flodden, through the Reformation to the English Civil Wars. A free event sponsored through the National Lottery.

Whilst wandering around Shropshire - reconnoitring the Llanymynech visit - I came across a couple of interesting people/premises:

Cambrian Heritage Railway Museum

A small (at the moment) museum which contains a relatively large amount of material both old - Cambrian Railway - and new - the prototype Parry People Mover. The museum is situated alongside the former Oswestry Station. And, whilst at the museum, I met Ken Owen who chairs the:

Dyffryn Tanat & Region Development Trust

The Dyffryn Tanat & Region Development Trust supports projects in The Tanat Valley and Oswestry area.

One project that the Trust supported was the moving of the Richard Morris Monorail Collection from Blaenau Ffestiniog to the Oswestry area to continue restoration. The first public running of part of the rolling stock from the heritage Monorail Collection took place as part of Clwyd Veteran & Vintage Machinery Society's vintage rally.



A Monoloco steam engine - part of the Richard Morris Monorail Collection, the loco is really diesel underneath. This locomotive was built in 1997-8)

It is hoped that this first public outing for the collection will arouse the enthusiasm and help of other volunteers in the Oswestry area, and farther afield, to save this unique part of Industrial Heritage.

The Trust's latest project is to produce a digital gazetteer of the industrial heritage of the Tanat Valley and Oswestry area.

Their plan is to consider a rectangle from Oswestry south to Llanymynech and east to west between Offa's Dyke and Wat's Dyke and, within this area identify industrial sites, mines and quarries, transport features (toll roads, tramways, canals and railways), churches and chapels. They have come into possession of 300 large scale Ordnance Survey maps of 1875, 1901 and 1926 of this area and, within this rectangle aim to highlight how the coal mines of the area interlinked with the limekilns and how numerous tramways carried the products, initially, down to the Montgomery Canal and, later, the Cambrian Railways and then onward to all parts of the country.

These maps, especially the 1875 maps, for example, show all the coal mines down the Morda Valley. An historian member has researched the mines in the area and documented each mine, its depth, opening and closing dates etc.

A central character to the project is Thomas Savin, who, with David Davies, built and, operated, the Cambrian Railway from Whitchurch through mid-Wales to Aberystwyth and up to Pwllheli. Savin built other railways, tramways and associated buildings such as (rather grand) hotels. In addition, he had interests in various mines and quarries.

Savin's partnership with Davies ended following an argument and he, subsequently, went on to spectacular bankruptcy (to the tune of about 3 billion pounds in today's money) but he has left us a legacy which, to date, has not been recognised.

This project will highlight his achievement. A Thomas Savin Society will be set up and, hopefully, a Thomas Savin Trail around the Oswestry area and through Mid Wales on the *Heart of Wales* railway line to Aberystwyth.

An article has been published in the Shropshire Star about the industrial heritage around Oswestry and asking for documents, letters, photographs etc. Hopefully that should produce some good information.

The house where Savin was born has, already, been traced and the owner is willing to participate in the project. The house is over 1000 years old and has a lot of history. His grave in Oswestry cemetery has also been traced.

The project is just mushrooming. Hopefully this is a taste of what the Trust is doing. If MRIAS members have any information or would like to assist with the project they would be most welcome.

Ken Owen

Manchester Ship Canal

It is pleasing to note an increase in cargo movement along the waterway (as use means that features will remain in the public eye).

Peel Ports have acquired a new, larger vessel (MV Coastal Deniz) able to carry over 250 containers (over half as big again as their previous vessel) to deal with the transport requirements of Kellogg's, Kingsland Wines and Princess Foods.

Neil Davies

RE-CAPTURING THE PAST OF SALFORD QUAYS

A one day conference at Ordsall Hall, Salford, Friday 18th October 2013

2014 will be the 120th anniversary of the opening of the Manchester Ship Canal, and it is 30 years since the closure of Manchester Docks. This conference aims to illustrate and explain the history and archaeology of the docks and to discuss their transformation to Salford Quays. There will be talks on the Old Port of Manchester, the building of the canal, ships and cargoes, dock warehouses and the heritage of the Quays. The day begins at 9.30 a.m. Tours of the medieval Ordsall Hall will be available at lunchtime and a choice of guided walks in the area of the Quays in the afternoon.

The price per head of £25 includes tea and coffee on arrival, and a buffet lunch with hot and cold drinks. Free on-site parking will be available for 50 cars. The nearest Metro-Link tram station is Exchange Quay on the Eccles line.

For further details and booking please contact: Tony Wright, MRIAS, 9 Perth Close, Holmes Chapel, Cheshire, CW4 7JH (email: admin@mrias.co.uk)

RE-CAPTURING THE PAST OF SALFORD QUAYS

A one day conference at Ordsall Hall, Salford, Friday 18th October 2013

I enclose a cheque for _____ places at £25 per person = £_____

NAME(S) (Please print) _____

FULL ADDRESS including post code

Contact Telephone number _____

email _____

Please tick one box for preferred, afternoon guided walk:

- A Ordsall District (short, easy walk)
- B. Ordsall, Pomona Docks etc (medium distance)
- C. Salford Quays environment (longer walk)
- D. Salford Quays industrial archaeology (longer walk)

Please submit to Tony Wright, Manchester Region Industrial Archaeology Society (MRIAS)
9 Perth Close, Holmes Chapel, Cheshire, CW4 7JH

Calderdale Industrial Museum

The next open day is on Saturday 14th & Sunday 15th September (Heritage Open Days), 10 a.m. to 3.30pm. Entrance free. The museum is almost opposite Halifax Railway Station, between Square Chapel and Burger King at Central Works, Square Road, Halifax, HX1 1QG (cimacomms@gmail.com)

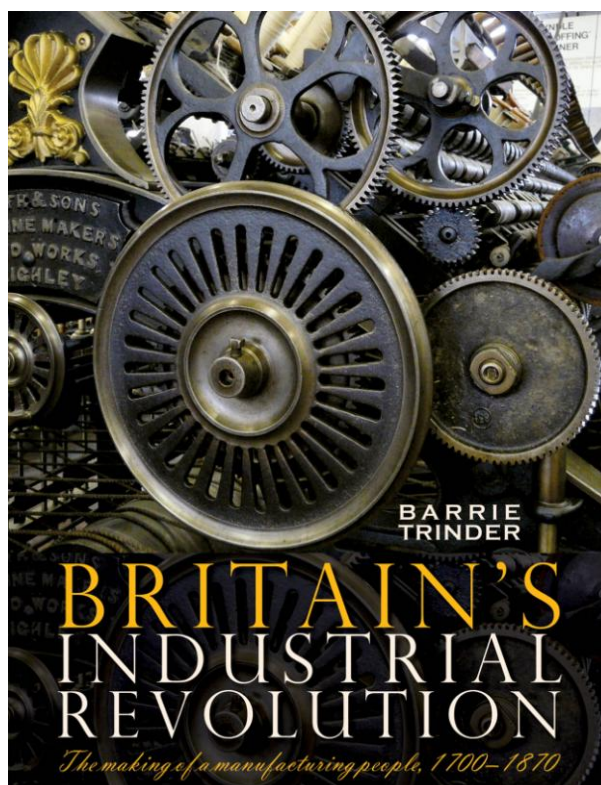
Book Launch:

At 'People's History Museum, Left Bank, Spinningfields, Manchester M3 3ER'

(www.phm.org.uk)

- **People's History Museum, Manchester, Saturday 31 August, 2-4 p.m.**

Admission is by ticket only - £5, available by phoning the publishers on 01524 840111. The ticket includes free refreshments, plus £5 off the book, which is for sale on the day.





Carnegie Publishing
the home of great history books

The Industrial Revolution changed the world. The images we all share - of steam engines and locomotives, of smoke and smog, of multi-storey textile mills, and of regiments of working men and women flooding out of factory gates at the end of their shifts - are so familiar that it is easy to forget just how momentous, profound and upsetting these innovations were at the time. This bold new industrial age brought untold wealth and material prosperity, but it could also be traumatic, dirty, dangerous, hard and cruel.

The Industrial Revolution occurred first, and most dramatically, in Great Britain. The earliest true factories were built here, along with steam engines, iron ships and railways. New iron-making technologies were developed here. Mines were sunk to new depths. Inventive and entrepreneurial minds sought to mechanise production, to make things better, faster and more profitably. Engineers harnessed water and steam power as never before to drive all sorts of new machinery. Britons became a manufacturing people.

New ways of living emerged. A flood of rural humanity poured into industrialising towns in search of work. People lived in the long shadows of the mills, chimneys and winding gears which in the opinion of many commentators now enslaved them. Patterns of life became tied to those of the machine. And the landscape changed forever too: rural valleys filled with water-powered workshops and mills; canals were cut through fields, and along their banks sprang up yet more factories; in towns the air was thick with acrid smoke belching from scores of chimneys. Towns sprawled, production boomed, and British manufactured goods dominated world trade.

This important new book endeavours to explain the true nature of the Industrial Revolution in every part of the British Isles, including Scotland and Ireland. Prominent, of course, are those districts which witnessed the greatest economic and social change, such as Manchester, Birmingham, the Ironbridge Gorge, Leeds, South Wales, the Central Belt of Scotland, and the East End of London. Yet it also shows how even the sleepest of sleepy hollows could be affected by industrial development, as in the availability of coal and iron, cheaper consumer goods, and the transformation of transport services. The Industrial Revolution affected everyone.

The book is in three main parts: Part I looks at enabling technologies such as energy, machine making and transport; Part II deals with manufacturing industry itself; and Part III looks at industry and society in the booming new towns of the age.

This is no dry economic tome. It does not dwell on abstract theories about why the Industrial Revolution occurred in Britain before anywhere else. Instead, it focuses on the reality of what actually happened, where, when and how. Its authenticity comes from describing real people, places and experiences in every part of the country.

In this accessible, comprehensive, beautifully presented volume, renowned author, historian and teacher Barrie Trinder paints a graphic, true and above all human picture of a phenomenon of truly global importance: Britain's Industrial Revolution. (Carnegie Publishing)

Amazon on Wednesday 21st August:-

Britain's Industrial Revolution: The Making of a Manufacturing People, 1700-1870[Hardcover] Barrie Trinder (Author)

Amazon Price: £16.49 & this item **Delivered FREE in the UK** with Super Saver Delivery.

MRIAS Trips Summer 2013

We have had a lovely summer in 2013, matched only by an excellent series of MRIAS trips and walks.

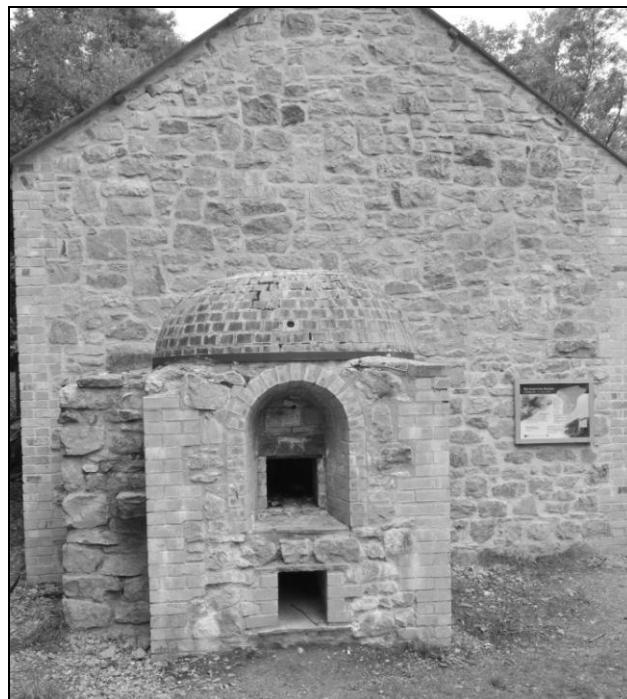
In this issue of the Newsletter we include some images from the outstanding day visit to Llanymynech on the 10th August. Images by Tony Wright (apart from *Vyrnwy Aqueduct*)



Preparing for the Llanymynech day tour.



The Limework's Stable Block (page 12 and below). Horses, mules and donkeys pulled trucks of stone on tramways around the quarries and limeworks. They were housed and fed in these cobbled stables. Excavations revealed piles of worn-out horse shoes discarded by the blacksmiths. Army surplus Egyptian donkeys were purchased in 1902 to add extra pulling power.





What is the Chairman doing to Margaret in the Stables?



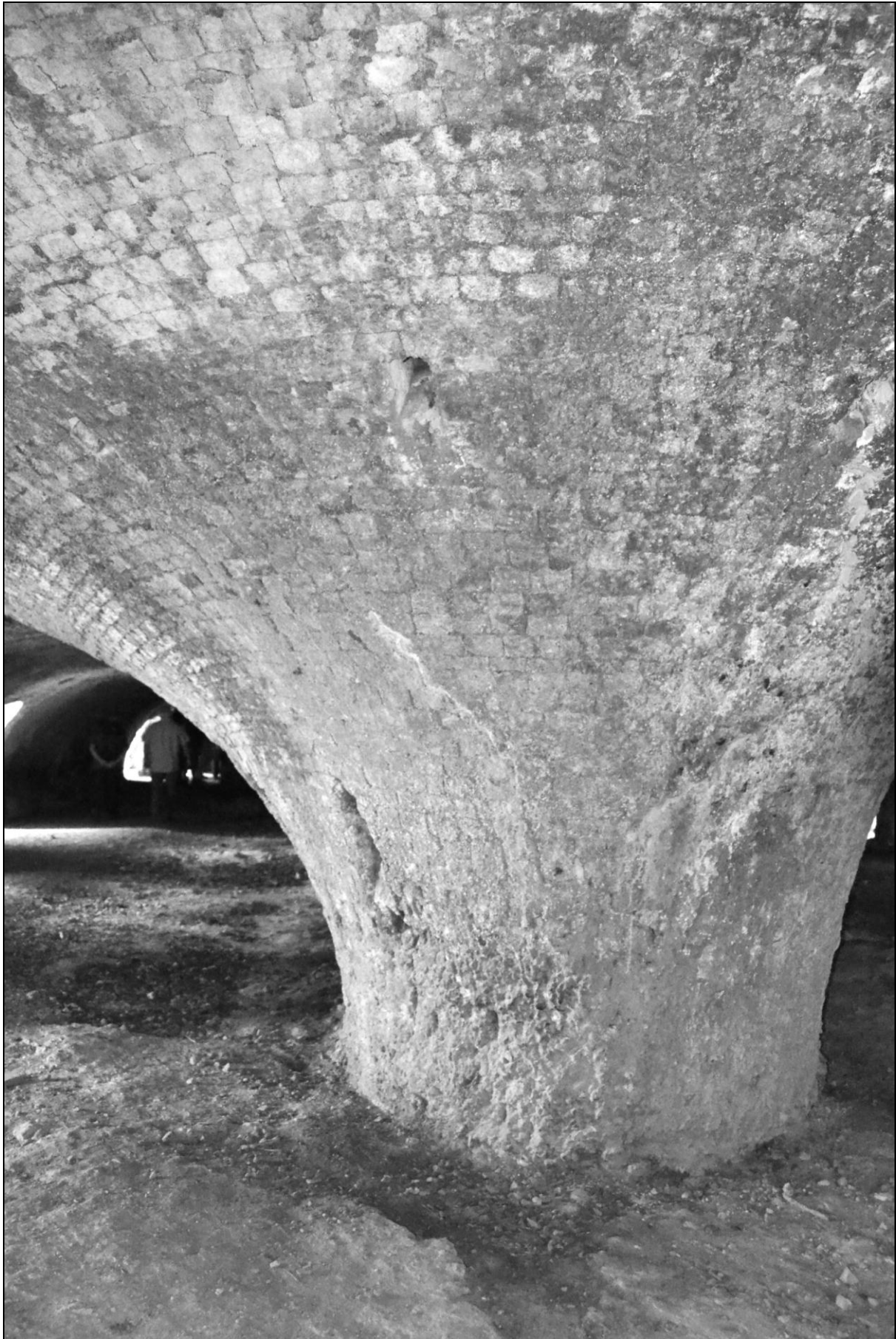
Model showing the relationship between the Hoffman Kiln, the Limeworks, the canal, railway and tramways



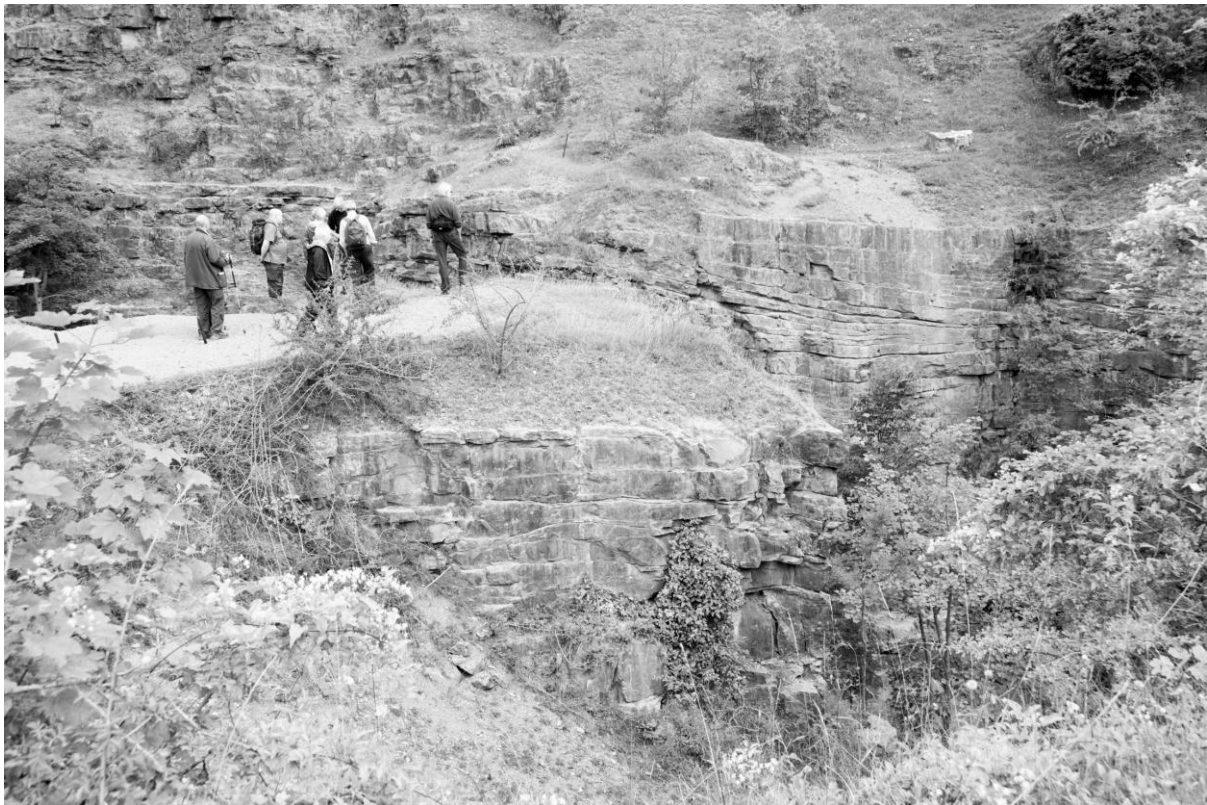
The stable block can be seen at the far end of the model, beneath the central picture.



Inside the Hoffman Kiln



Inside the Hoffman Kiln



Viewing the quarries



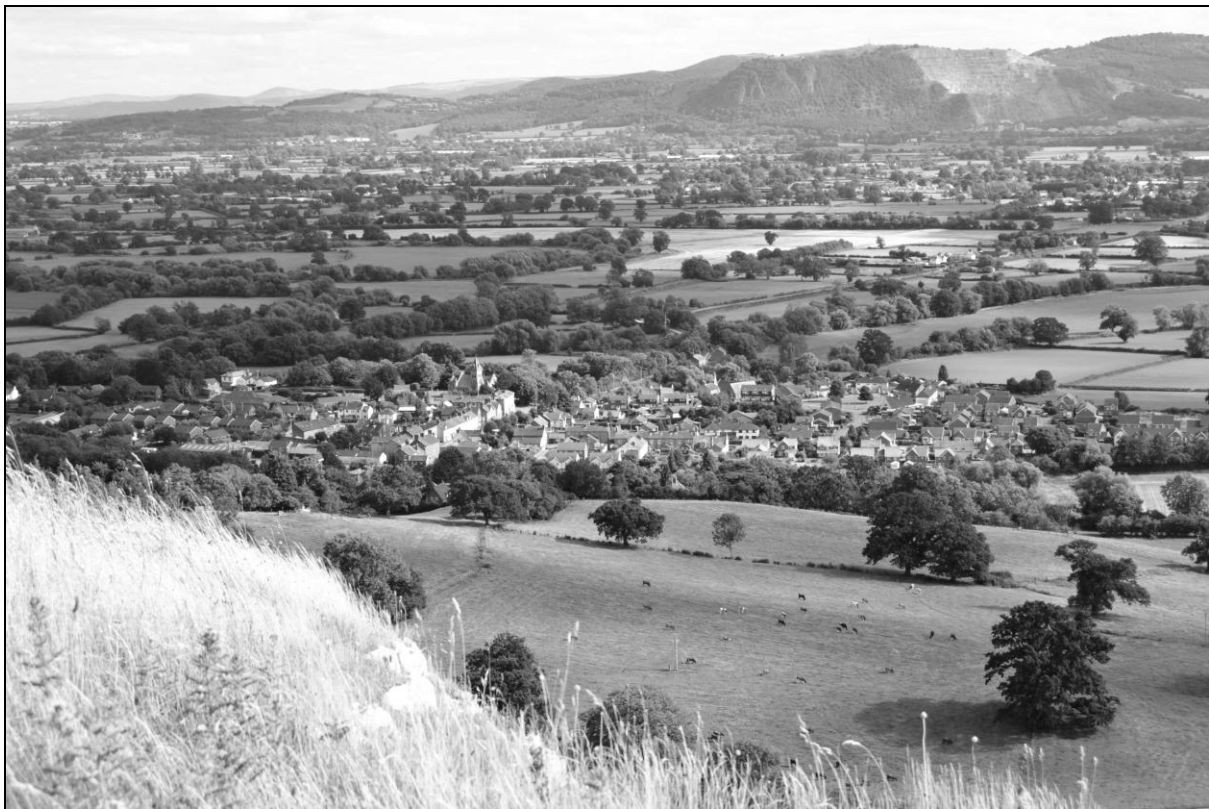
Lunch break in the Bradford Arms, Llanymynech. Margaret is still recovering from her visit to the stables.



Lindsay by the Montgomery Canal



Vyrnwy Aqueduct Montgomery Canal – note the reinforcing ties



View of Llanymynech from Offa's Dyke