



MANCHESTER REGION INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER No.136. May 2011.

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Editorial

We hope you are looking forward to the remainder of our continuing programme of lectures and visits, detailed below. Following Kevin Flanagan's all too short appearance at our New Years celebration, regaling us with an account of the development of Trafford Park, he has, by popular demand, been booked for our Autumn soiree.

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Programme 2011

- 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 – meet 1.30 pm at Main Gate, see booking form below
- Friday 9th September** - Autumn Buffet, Trafford Park Heritage Centre – see booking form below
- Friday 14th October** - *Geological & Anthropogenic Modelling of the Mersey Basin* – Simon Price
- Friday 21st October** - NW Regional & History Conference – see booking form below
- Friday 11th November** - *Pack horse Trails in Longdendale* – Ken Bowden
- Friday 9th December** - AGM and Manchester, Bury & Bolton Canal – Paul Hindle

External Meetings/Visits

- Sunday 5th June** - Foxfield Railway, MIHS Visit - meet 10.00 a.m. Foxfield Colliery, Dilhorne Village, Stoke on Trent – see booking form below

Membership Notice

Will members please note that this newsletter will be the final one for members who have not yet renewed their membership for 2011. If we do not receive your subscription by **30th June 2011** we will assume that you do not wish to renew and your name will be removed from the membership list.

Membership Rates for 2011 **Single £14. 2 persons at the same address £18**

Walter Payne, Membership Secretary, POULTON-LE-FYLDE FY6 8BW (Tel: 01253 894150)

Or admin@mrias.co.uk.

Landslips in the High Peak

A landslide at Bugsworth in the High Peak on Monday 7 February 2011 caused the closure of the Manchester to Sheffield line for two days. Approximately 400 tonnes of stone were brought in to rebuild the embankment on which the line was built. The incident is a reminder that this area has a history of unstable ground as a result of unconsolidated glacial deposits along the sides of the Black Brook valley. This goes back to the very opening of the railway.

In the wet autumn of 1866 the newly-constructed Midland Railway at Bugsworth (carrying the line from Derby to New Mills), together with 16 acres of land, was swept away in a landslide. It was built on glacial boulder clay sitting upon shales and sandstone disturbed by the construction and the heavy rains. Frederick Williams, in his book *Midland Railway: Its Rise and Progress* (1876), quotes a contemporary description of the event.

“It was a wonderful slip; but we were not altogether surprised. The road had been partly on the move before. The hill is mostly clay and shale and it slipped off something harder I expect. However, it went at last, and no mistake. A goods train ran over the viaduct, if I recollect aright, that morning; but it was the last. That day and the day after, this road was all of a move. The walls were crackling down; the fences were going; the whole hill-side seemed of a move. The regular road was stopped; the walls tumbled down, stone after stone, and piece by piece; the road went, and they had to make a new one. The station windows cracked...”

A temporary timber viaduct “containing 50,000 feet of Baltic timber” was erected alongside the old damaged one (it stood for nearly twenty years) and Williams provides a fine engraving of the two viaducts (Fig 2). Figure 1 is taken from near the same location as Williams' print, only facing in the opposite direction. The line was permanently diverted to the rear of Bugsworth Station (closed in the 1950s) which still stands back to front to the line (Fig 3). Thirty five years later, the line between Chinley and New Mills was doubled and it was reported in the *Colliery Guardian* in 1901 that - “in consequence of the enormous difficulties met with from time to time owing to the peculiar nature of the strata, it is very likely that two years longer will be needed to complete the work”. Massive retaining walls (in the form of blind arches) supporting the line are evidence today of these problems on New Road as one approaches Bugsworth from the west.

When the A6 Chapel-en-le-Frith and Whaley Bridge bypass was built in the late 1980s, as it was driven along the other side of the Black Brook valley, it encountered glacial sands and gravels filling deep depressions over 25m deep. Piling had to be driven down to reach the rockhead. After the opening of the road, further remedial work was needed. A road was diverted, a barn demolished and the hill slopes regraded. These geological difficulties went some way towards the huge overspend on the bypass - £59m against the original contract of £18m. The bypass skirts the Bugsworth canal basin (Fig 3), where between 1796 and 1926, the Peak Forest Tramway brought down limestone from the Dove Holes area for transport on the Peak Forest Canal into the Manchester region and Cheshire.

In 1902, four miles to the west at Newtown, when the Midland Railway was building its line bypassing New Mills, the rotten rock under the glacial till was in danger of giving way and destroying the adjacent Brunswick Mill, a cotton spinning mill built alongside the Peak Forest Canal. A huge retaining wall had to be built. Half a mile further on to the west, the railway company was so concerned about approaching the line of the Peak Forest Canal, that the canal was diverted away from the railway for a hundred metres or so (the old course can still be seen). This was probably very wise; near Disley, in the mid-1970s, the sandy deposits on which the canal was embanked, gave way after heavy rains, the canal was ruptured and a long stretch was emptied into the Goyt valley, taking a boat with it.



Fig. 1 Landslip at Bugsworth, 7 February 2011. (Courtesy NetworkRail)

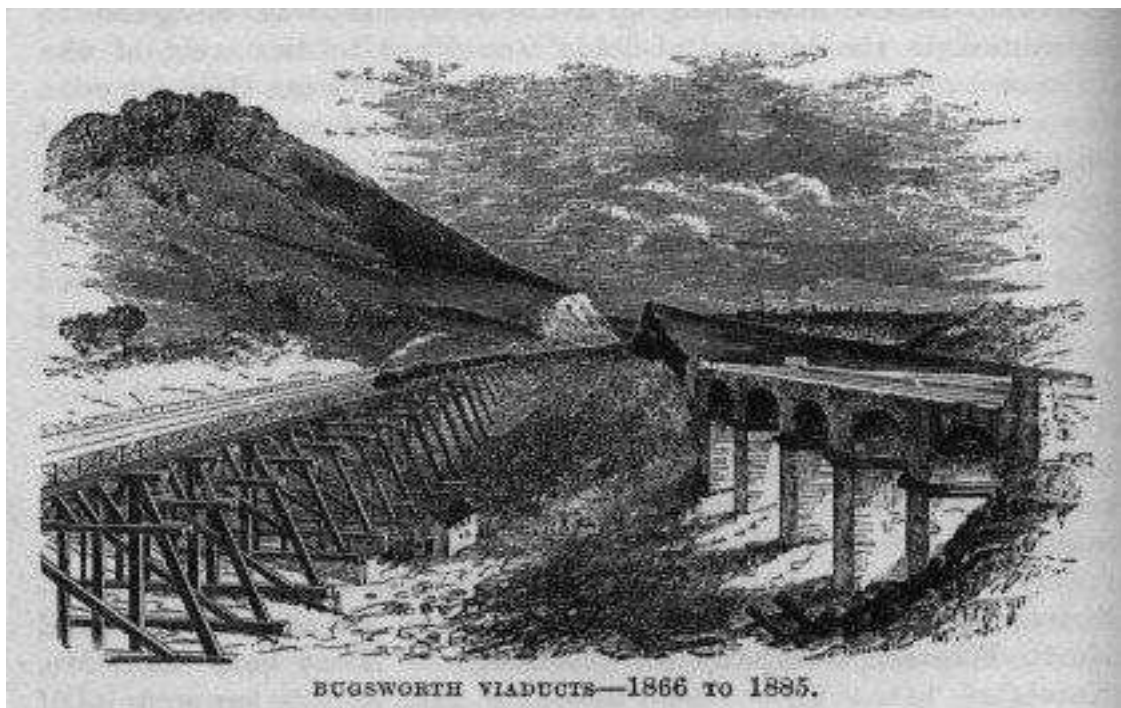


Fig. 2 Engraving of the two Bugsworth viaducts (Williams 1876)

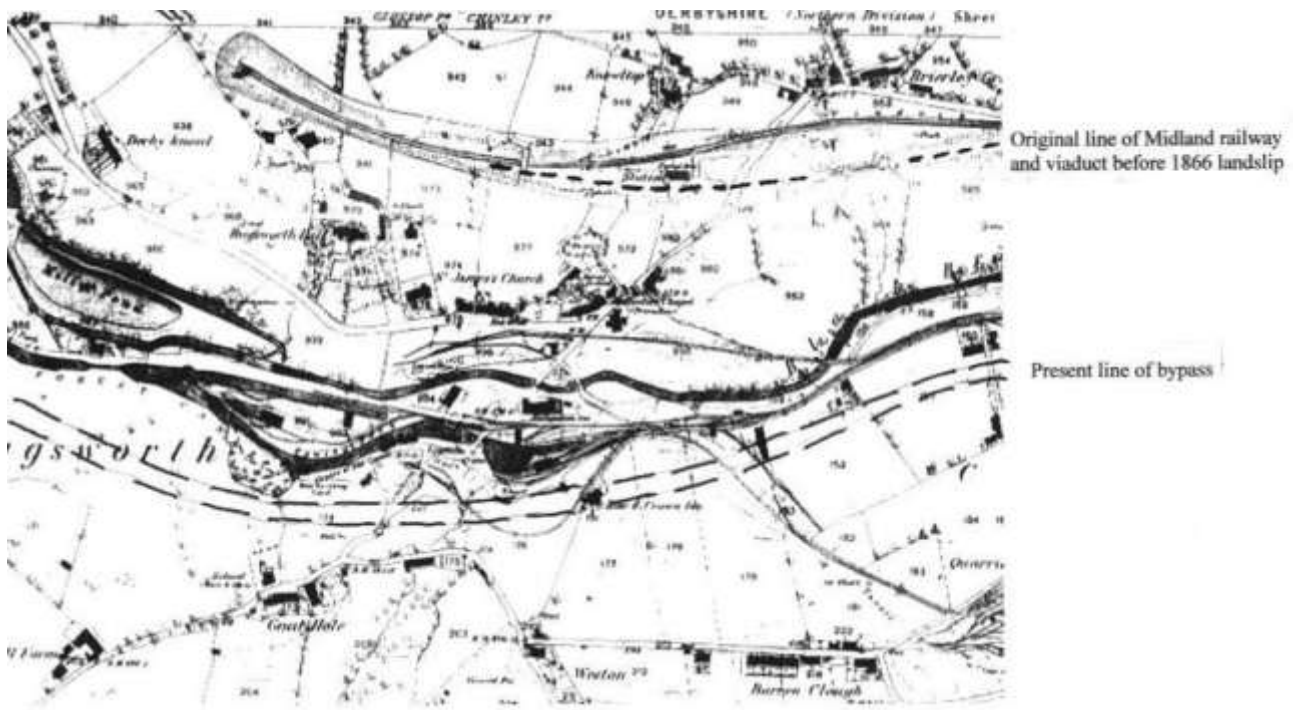


Fig 3. Extract from the 1880 OS 25 inch map (reduced) of Bugsworth showing the line of the diverted railway, the Bugsworth canal basin, and the present-day bypass.

Derek Brumhead

Book Review

WORTHINGTON, B. (2010). *Discovering Manchester*. Wilmslow, Sigma Press. £10.99
ISBN 9781850588627

This 280 page guide is a series of comprehensive trails in all parts of the city. Salford is included and there are a series of excursions into other districts in Greater Manchester.

Barry Worthington was a founder member of the Liverpool Road Station Society became a guide at the Museum of Science and Industry and is well known for his involvement on the East Lancashire Railway.

The book is a very ambitious work packed with facts, particularly as the author includes descriptions of all the contents of the major museums. He sticks mainly to known facts about the buildings described but does, occasionally, comment on developments where schemes have not been fully realised. Statues are also included in the tours which are all mapped. The photographs, by Graham Beech, are clear and well produced.

One or two errors have crept in, for example he confuses the former Gail House with the ironworks on Castle Street in his Castlefield Trail (Gail House is now Eastgate) and, in the Air and Space Gallery, the Roe triplane replica is given a Crossley engine whereas it was powered by a JAP motor cycle engine.

The problem of change is partly covered by successive editions and also through the publishers website which can be referred to. The bibliography is rather short and could have acknowledged more of the work of Brumhead and Wyke but there is a well set out index.

David George

**Merseyside Industrial History Society
Foxfield Railway Visit 5th June 2011**

Booking Form

Name (s)	Eating arrangements	Please tick Standard	Please tick. Concessions
	Cafe / Bringing lunch	£7.50	£5.50
	Cafe / Bringing lunch	£7.50	£5.50
	Cafe / Bringing lunch	£7.50	£5.50
	Cafe / Bringing lunch	£7.50	£5.50
	Cafe / Bringing lunch	£7.50	£5.50

TO BE RETURNED BY FRIDAY 20TH MAY

Contact address

.....

.....

.....

.....

E-mail

Mobile telephone number where you can be contacted on the day

Please indicate where you will be joining the group:

I/we will be attending the 9.00 a.m. visit to see the steam locomotive being prepared

I/we will be going straight to Foxfield Colliery for the 10.00 a.m. start.

Please return the Form, by Friday 20th May, to:

**Roy Forshaw MIHS Visit
C/o 31 Northmead Road
Allerton
Liverpool L19 5NN**

Contact numbers:

Roy Forshaw 07933090888

Foxfield Railway 01782 396210 / 01782 259667

MRIAS RESIDENTIAL HERITAGE WEEK

Monday 18TH July to Friday 22nd July 2011



This year will be based at the Gladstone Residential Library, (aka St Deiniols' Library) Church Lane, Hawarden, N Wales CH5 3DF.

The Library, founded in 1889 by W.E. Gladstone, is home to a permanent exhibition commemorating his life and work and 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 simple breakfast, packed lunches, evening meals, coach travel and entrance fees, is £305 per person .

We propose to visit the following sites:

- ⑩ Deeside Power Station
- ⑩ Airbus UK Broughton
- ⑩ Wrexham area with Bersham Iron Foundry, Minera lead mines and Brymbo Steel Works
- ⑩ Llanberis area with tour of Electric Mountain, National Slate Museum and steam railway ride
- ⑩ Chester -- canals and locks, river and old port, lead-shot tower and steam mill
- ⑩ Erdigg Manor with below stairs tour
- ⑩ 16th C Stretton Water Mill.

other visits yet to be finalised.

**PLEASE RETURN FORMS ASAP
and by 30TH May 2011 at latest**

Either by post to:

Gordon Browne,
622 Wilmslow Road,
Manchester M20 3QX

or by e-mail to:

gw_mbrowne@yahoo.com

tel. 0161 445 9124 or 07985 904598

MRIAS RESIDENTIAL HERITAGE WEEK

Monday 18TH July to Friday 22nd July 2011

I wish to book:

..... places @ £75 deposit per person

..... Single room/s

..... Double room/s

Please make all cheques payable to MRIAS

Please give details for each separate person please.

Name

Address
.....
.....
.....

Tel

e-mail

Name

Address
.....
.....
.....

Tel

e-mail

Any dietary requirements ?.....

Manchester Region Industrial Archaeology Society

Autumn Social and Buffet 2011

Friday 9th 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
Vilage 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.....

back by popular demand, "your own! your very own!" Kevin Flanagan

to give the second part of his entertaining and informative talk on

'The history of Trafford Park'

As usual there will be a small charge for the evening of **£5.50 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 22nd August to:

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

e-mail gw_mbrowne@yahoo.com

Cut here.....

MRIAS Autumn Social and Buffet

9TH September 2011

Please reserve.....places @ £5-50 per person Total £.....

(please make cheques payable to MRIAS)

NAME(s) (please print)

.....

contact tel.

contact e-mail

2011 North West Region Industrial Archaeology Conference

250 YEARS of the BRIDGEWATER CANAL

9.30am – 5.00pm Friday 21st October 2011

COURT HOUSE, WORSLEY

Cost £25 inclusive of lunch

hosted by the

Manchester Regional Industrial Archaeology Society

This full day conference celebrates the 250th anniversary of the opening of the Bridgewater Canal and will include various Bridgewater related lectures and guided walks

Topics will include:

Worsley Coal Mines and the Underground Canals
The Development of the Warehouse
The Barton Swing Aqueduct
Canal buildings and industry along the canal
Worsley in its heyday
History of the Canal

Speakers will include:

Dr Mike Nevell,
David George,
Glen Atkinson
John Aldred (author of *The New History of the Bridgewater Canal*).

Please return the tear- off slip below along with a cheque payable to 'MRIAS' and a stamped, self- addressed envelope (for directions) to:

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

tel 0161 445 9124

email gw_mbrowne@yahoo.com

North West Region IA Conference

250 years of the Bridgewater Canal

Please reserve.....place(s) @ £25 per person total £.....

Details of contact person (please print)

Name

Address

.....

.....

.....

Tel

e-mail



Barton Swing Aqueduct – original photograph by Tony Wright

MRIAS

**VISIT TO SPRINGFIELDS NUCLEAR FUEL PLANT
WEDNESDAY 17TH AUGUST 1.30pm
Cost £3-00 per person**

A visit has been organised to the famous Springfields Nuclear Fuel Plant at Salwick, Preston PR4 0XJ
Parking is in the external car park across the road from the main gate.

Report to the Visitors Reception at the Main Gate for 1-30pm.

**PLEASE NOTE THAT FOR SECURITY PURPOSES, ALL VISITORS ARE REQUIRED TO PROVIDE PROOF OF
IDENTIFY WHICH INCLUDES A PHOTOGRAPH
for example a passport or driving licence (with photograph)**

NB bus passes are NOT acceptable

Please fill in the tear off strip below and send with a cheque payable to 'MRIAS', to:

Gordon Browne 622, Wilmslow Road, Didsbury, Manchester M20 3QX
tel 0161 445 9124 mobile 07985 904598
e-mail gw_mbrowne@yahoo.com

.....
.....

**MRIAS VISIT TO SPRINGFIELDS NUCLEAR FUEL PLANT
Wednesday 17th August 2011**

Please reserve places @ £3 per person total £

Visitor Details:

Surname
Forename
Nationality

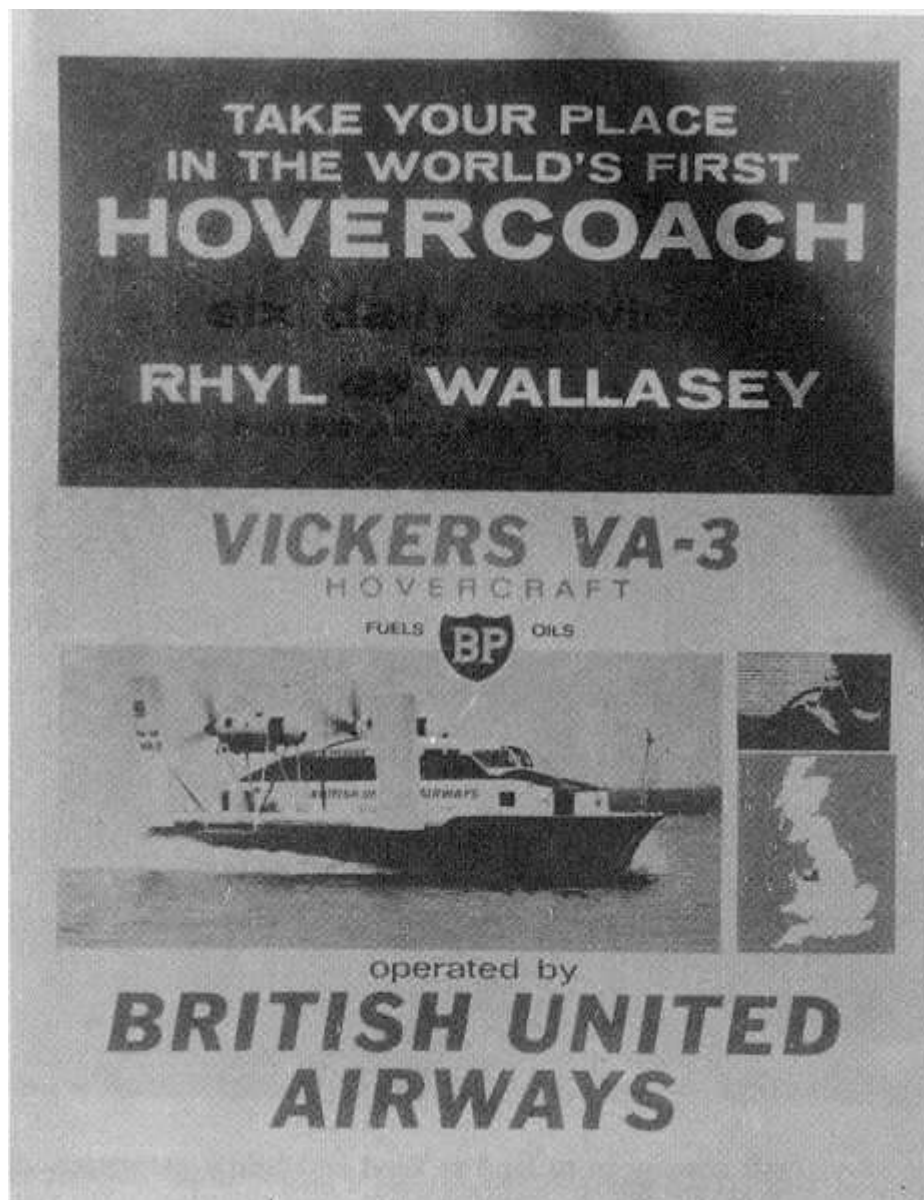
Surname
Forename
Nationality

Your Contact details please

Name
Address
.....
.....

tel
e-mail

World's First Passenger & Mail Hovercraft Service Between Moreton, Wirral and Rhyl, North Wales - 20th July 1962



To British United Airways, the operators, the Wallasey-Rhyl service was regarded as "an experiment in commercial operation".

Even if the honour of starting the world's first-ever scheduled hovercraft service belongs undeniably to them, they are still not likely to show a profit on it.

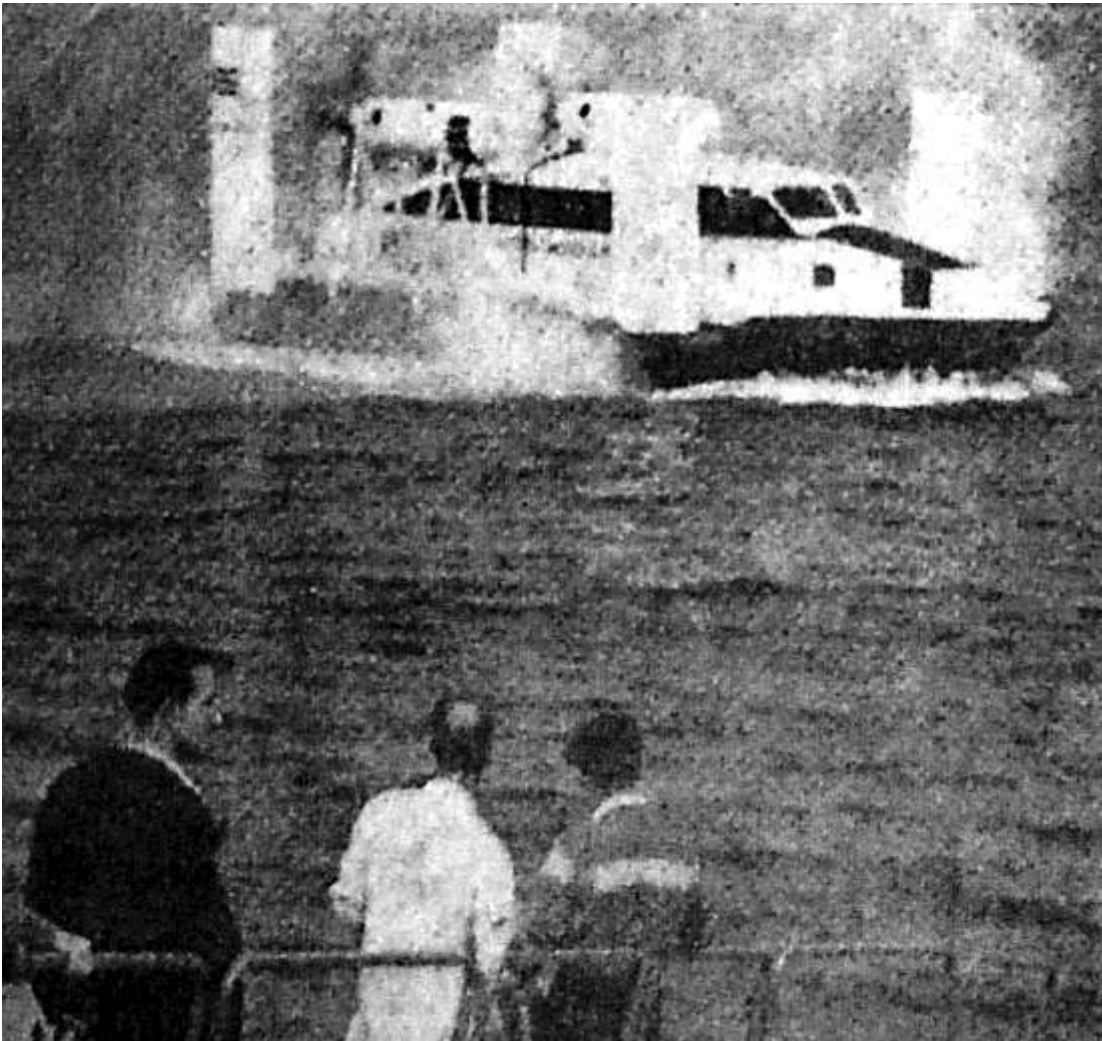
B.U.A. settled on the Rhyl-Wallasey route because it is over terrain unsuitable for other transport. No conventional vehicles can regularly cross the sands and tidal waters of the Dee estuary.

Rhyl is also a good tourist area which a large source of potential "customers" for the first-ever ride during the summer months.

The airline has already taken over 5,000 advance bookings out of a maximum possible total of 14,000 for the period but the venture will not show a profit.

Mr. F. A. Laker, managing director of B.U.A., has commented that the objects of this experiment are three-fold:

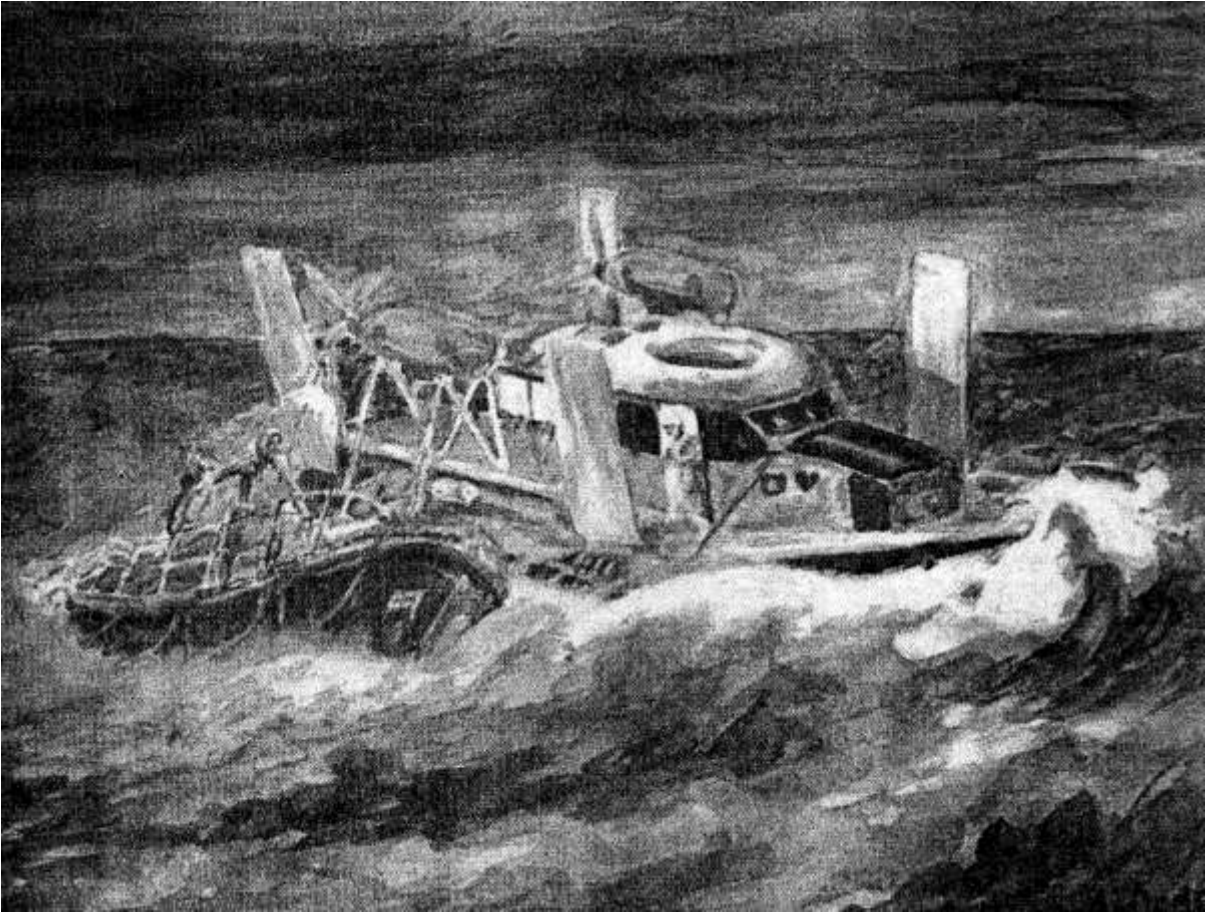
- 1--To get an idea of the problems involved in an entirely new form of transport.
- 2--To find out how the public reacts to hovercraft travel.
- 3--To try and determine what sort of craft will be required for future commercial operation.



The hovercraft used was a Vickers VA -3 Powered by four Bristol Siddley 603 turbine engines weighing 10 tons, with a top speed of 60 knots and could hover 20cm above a solid surface. Fares cost £1 each way, with the first trip taking place on Friday 20th July 1962 from Rhyl to Moreton carrying 24 passengers.

The last service between Moreton and Rhyl was on Friday 14th September 1962, after which the hovercraft was moored at Rhyl with major engine problems awaiting a tow back to the Mersey.

It had only ran for 19 days out of the 59 days it was supposed to (allegedly because of the windy weather).



However, the 17th September 1962 saw the world's first lifeboat rescue from a hovercraft when the Rhyl lifeboat turned out to rescue some crew from the hovercraft which broke from its mooring during a heavy storm

Hands on History – Dig!

What is Hands on History?

Hands on History is a two year project from BBC Learning now heading into its second year. It aims to inspire adults and children to get hands on with history together. The project supports a range of BBC programmes and history themes with inspiring events, free resources for partners and a rich website for the public. This summer Hands on History will explore the fascinating world of archaeology.

Broadcast - Digging for Britain

Digging for Britain is returning for a second series on BBC Two - Dr Alice Roberts follows the results of digs and investigations across the length of the country and will also revisit sites from the first series. She meets experts and archaeologists and visits interesting sites of historical significance. The programme is currently planned to broadcast at the end of the summer (Aug/Sept - TBC) and will therefore act as the culmination to our summer Dig! activities.

Important dates

Archaeology takes place throughout the summer months, also an ideal time to reach families looking for activities to do together, so Dig! will focus on this period: July to Sept. (Note – we will start in June in NI).

Important dates:

- June: Archaeology month Northern Ireland
- July – Sept: Main focus for Dig! activities across the UK
- July 16th – 31st: CBA Festival or Archaeology England and Wales
- Approx 25th July to 31st Aug: School summer holidays
- End of Aug/Sept: Digging for Britain broadcast on BBC Two (TBC)
- September: Archaeology month Scotland.



Alice Roberts



**The Manchester Region
Industrial Archaeology
Society**

Project Officers Report - PWB7

May 2011

Summary

	Project	Lead	Status
1	Mayfield Station	Tony Wright	Writing up
2	Mount Sion Water Wheel	Peter Bone	Ongoing
3	Textile Finishing Survey	Peter Bone	Ongoing
4	Cleggswood Colliery Littleborough	Not applicable	Discontinued
5	Livesey & Co Walton le Dale	C J Whitehead	Complete ??
6	Proposed Rakewood Industrial Heritage Trail at Hollingworth Lake.	Peter Bone	Ongoing
7	Manchester Bury & Bolton Steam Crane Survey	Steve Rhodes	Written up, reviewing
8	Adswold Brick Woks Cheadle	Gordon Browne	Ongoing
9	Pennine Prospects – Watershed Landscape Project	Peter Bone	Awaiting any further developments
10	Mellor Mill	TBA	Visit complete Defining

Mayfield Station.

A survey of the 1910 railway station that was built as an “extension” to London Road and has been disused since the 1980’s. The site is under threat of redevelopment. Tony is writing up the report.

Mount Sion Water Wheel

A survey of an early nineteenth century water wheel which was used to pump water for process to Mount Sion Bleach Works. Drawings in progress, still writing up

Textile Finishing Survey

A survey of the 1000+ textile finishing sites in the Greater Manchester area so that sites can be identified and details recorded on the Historic Environment Record. Five out of ten areas completed. Awaiting further action by PWB

Rakewood Industrial Heritage Trail.

Preparation of a leaflet for a heritage walk at Hollingworth Lake and research into the various sites along the route. Anne & Margaret have completed draft map. Further definition of the project is required.

Manchester Bury and Bolton Canal Steam Crane.

Steve Rhodes has essentially completed this project and the report is being reviewed before being passed to MBBCS. The crane has recently been listed at Grade II. Further work needs to be done on survey the abutment between the crane and Mount Sion Bleach Works.

Adswold Brick Works Cheadle

Gordon Browne is writing up our photographic survey of the works, Possible future involvement when the concrete slab is lifted as there may be below ground remains of the earlier Hoffmann kiln.

Pennine Prospects Watershed Landscape Project.

Await further developments.

Samuel Oldknow's Mellor Mill

Collaboration with Mellor Archaeological Trust. The trust has received a restoration grant of £15,000 from the A.I.A. and is adding £5,000 of its own funds. The trust plan to carry out a detail excavation of the Wellington Wheelpit this summer. MRIAS met with John & Ann Hearle and it was agreed that MRIAS would carry out a survey of the water features associated the mill.

Other Items

Littleborough Historical and Archaeological Society (LHAS) are preparing a "Statement of Historical Significance" in support of a planning application at Rakewood Higher Mill. The mill which is now largely disused dates from about 1815, it has been in the Clegg family since 1862. John Clegg the current owner has applied for permission to install a wind turbine and solar panels. This is the first stage of converting the mill to a renewable energy centre and craft workshops. LHAS believe this is an viable plan to give sustainable use for an interesting textile finishing site which would otherwise progressively become derelict.

Peter Bone
12th May 2011