



MANCHESTER REGION INDUSTRIAL ARCHAEOLOGY SOCIETY

Newsletter No.139.

February/March 2012

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Editorial

A newsletter which marks, for me, a rather sad moment in both archaeology generally and industrial archaeology, specifically. Most of you will be aware of central government driven cuts in local government services. The cuts are taking effect right across the spectrum of local government services and some services suffering cuts are certainly more vital than others but the provision of libraries (a statutory duty to provide and maintain 'accessible' and 'sufficient' libraries) has been shown to be a major benefit for over a century. GPs in some areas now prescribe use of library books. However, to return to my original point, the Greater Manchester Archaeology Unit will be closed on the 16th March along with the redundancy of the County Archaeologist, Norman Redhead and his staff. The closure statement follows:

'Manchester University has decided to close the Greater Manchester Archaeological Unit (GMAU) as it no longer fits with the University's research and teaching priorities. The GMAU has provided a high quality archaeological service to the 10 Greater Manchester Planning Authorities for over 30 years. The local planning authorities are looking to secure provision of a planning archaeological service from an alternative provider as a long term solution. Clearly any provision will have to be value for money, ensuring that the Council's receive the statutory advice which they need in determining planning applications. GMAU will finish providing archaeological advice for all but urgent planning matters from the 16th March so that it has time to wind up its affairs. For further information please contact Chris Findley, Planning Lead, AGMA; email: chris.findley@salford.gov.uk Tel: 0161 7933617'

I am sure that all members will join me in thanking all the GMAU staff but particularly Norman for all their help over the past years. This is part of an unfortunate national trend; Merseyside has already lost its Archaeology Unit and Archaeologist.

Central Government has talked about 'localism' - the local population, in an archaeological/heritage protection sense, monitoring developments in their own area. This would appear to be an area where local societies, such as MRIAS, could play a major role but our resources are limited, both in terms of information about current/proposed developments; access to archaeological data/records; time and, not the least, money. The demolition, by Oldham MBC, of Clegg Street warehouse serves to illustrate the problems associated with 'localism' (see page 6).

The pivotal role played by the County Archaeology Unit, in cases such as Clegg Street, will be difficult, if not impossible, to replace in the near future but in the meantime, as the review of English Heritage's report on 'Industrial Heritage at Risk' showed, our heritage is under even more risk.

To return to a less gloomy theme the New Year brings back our continuing programme of lectures and visits. This year the Residential Week moves to South Yorkshire so I hope that you will make all Margaret and Gordon's hard work in arranging the accommodation and programme of visits worthwhile. The Yorkshire Archaeological Society's Industrial History Section has arranged a walk in Sheffield on the 12th May which may serve as a taster.

Remaining MRIAS Programme 2012

Friday 9th March - 'Mills of Stockport' - Steve Little

Saturday 10th March - Manchester, Bolton and Bury Canal Walk - Ian Hindle and Bolton Steam Museum (see booking forms pages 14 & 15)

Friday 13th April - 'Further Trams and Journeys around Manchester' - Richard Pink

Fri day 11th May - 'Mellor Mill Excavations' - Anne and John Hearle

Monday 16th - Friday 20th July- Residential Week, Wentworth Castle, Barnsley (see booking form page 19)

Fri day 14th September - Autumn Buffet, Trafford Park Heritage Centre

Fri day 12th October- 'Cleggswold Colliery and Drift mine, Littleborough' - David Grayson

Fri day 9th October- 'Styal Mill' - Adam Dauber

Fri day 7th December- AGM

At the AGM in December 2011, members were concerned that the £2 lecture fee for meetings did not cover the cost of the room at the University.

The Committee discussed this in January 2012 and it was decided to increase the lecture entrance fee to £3 from March 2012 to help cover the cost.

External Meetings/Visits/Exhibitions

Saturday 3rd March - *The Archaeology of Communications* - A Day School sponsored by the University of Salford and English Heritage amongst others. MediaCity UK, University of Salford Building. 9. 15am - 5pm. Registration fee £25 (includes refreshments, buffet lunch and delegate pack). Details and booking at www.archaeologyofcommunications.com.

Monday 12th March - *A History of Liverpool Toy Making* - Professor Ken Brown - Merseyside HIS, The Quaker Meeting House, 22 School Lane, Liverpool L1 3BT Bring a friend to this meeting! The Meeting House is close to Central Station and about three hundred yards from Liverpool Lime Street station and from Central Liverpool bus stations. There is street parking on "pay and display" after 6.00 p.m.

Saturday 24th March - *Early Preservation Work at Caphouse Colliery and the St Aidan's Walking Dragline* - Ivor Brown - YAS Industrial history Section, 10.30 Clarendon, 23 Clarendon Road, Leeds LS2 9NZ tel: 0113 245 7910. The speaker has been involved with the development of both sites from the beginning. He will describe how problems have been overcome and how the sites are planned to develop.

Saturday 12th May - *Discovering Industrial Sheffield: An industrial history walk* - Derek Bayliss & Graham Hague. Meet 10.00 Sheffield Station - Sheffield has long been known for cutlery and steel and on our visit, led by local experts, we will visit buildings that illustrate the development of these industries. We will take a bus from the station to Fulwood to see the newly restored Shepherd Wheel, a water-powered cutlery grinding wheel in a site dating back to the 16th century. We will then walk down the Porter valley towards the city centre to see other historic industrial sites, including Sharrow Snuff Mill, and return to the station for approx 4.00pm.

The Mersey & Irwell Navigation

One of our recent projects has been the preparation and minor re-editing (with a view to a small print re-run) of the above - based upon the original David Vale manuscript.

Chapter six deals with 'The Flats, the Crew, other Employees and the Horses '

6. Old Billy. ³⁵

Old Billy remains the longest lived horse ever recorded, and below is quoted a local source from soon after his death. 'The death of Old Billy excited a good deal of interest. Billy was a horse belonging to the Mersey and Irwell Navigation Co and, when he died on the 27th November 1822, was in the 62nd year of his age. A lithograph was published showing Old Billy with Henry Harrison who had known the animal for 59 years.'

Billy was bred by Mr Edward Robinson of Wild Grave or Wildgreaves Farm near Woolston, being foaled in 1760 and trained to the plough by Henry Harrison, mentioned above. He was bought by the Navigation in 1762 or 1763, and started off as a gin horse, but was soon transferred to being a tow horse. He was retired in 1819, and lived a further three years on a farm at Latchford.

We hope to have copies for sale for David George's lecture on May 14th 2012 at 10am (Swinton and Pendlebury Local History Society - Swinton Library, Lancastrians Hall - which is opposite Swinton Town Hall, at the corner of Chorley Road and Station Road) Copies will also be available from Chris Makepeace later in the year.

2012 Membership - Renewals & new memberships

Tear Off-----Tear Off

MRIAS RENEWAL /APPLICATION FOR MEMBERSHIP: FAO OF THE MEMBERSHIP SECRETARY Mr Walter Payne, 27 Brompton Road Poulton-le-Fylde FY6 8BW Tel: 01253 894150

I/We wish to renew membership for 2012 /join MRIAS

Name(s).....

Address.....

Postcode.....

Telephone number.....

email address.....

Enclosed cheque for £..... (*Annual Membership Fees Single £14 /Joint £18 payable to 'MRIAS'*)

"Localism" - Clegg Street Railway Warehouse Oldham

The warehouse was a Grade II listed structure. It was built in 1876 by the Oldham, Ashton & Guide Bridge Railway (jointly owned by the London & North Western and the Manchester, Sheffield & Lincolnshire Railway) whose line between Oldham and Guide Bridge had opened in 1861.

The building had an unusual curved layout being built in a convex curve under a Welsh slate roof. The inner face of the curve was symmetrically planned with 4 loading bays with shallow gables over, as can be seen in fig. 1 below. It had a floor area of 78,000 square feet on 5 floors (basement and 4 upper floors). Although it was listed because it was unusual, one could have argued that its listing status was further justified on the basis that it was one of the very few surviving Victorian railway warehouses in the region.

There are some survivors of course - the Liverpool Road and the Great Northern warehouses in Manchester and the Heaton Norris warehouse in Stockport - but large numbers have been demolished. Many of these were built for the use of the cotton trade and one small warehouse survives at New Hey station with "Lancashire & Yorkshire Railway Cotton Warehouse" on its fascia (which may justify its listing as a unique survivor?). Fig.1 Clegg Street Warehouse - inner face:





Fig.2: Clegg Street Warehouse - end elevation.



Fig.3: Clegg Street Warehouse - internal arrangement, basement and ground floor.



Fig. 4: Clegg Street Warehouse - internal arrangement, goods chute, first floor



Fig. 5: Clegg Street Warehouse - sign



Fig.6: Clegg Street Warehouse - top floor

The warehouse was last used in the 1960s. It had, since then, passed into the ownership of Oldham MBC but stood empty becoming increasingly derelict though there had been a number of Planning Applications for it over time.

It is understood that Oxford Archaeology North had been commissioned to carry out a detailed survey of the building and a preliminary assessment had been carried out.

At the end of 2011 Councillor Dave Hibbert, who holds the Housing, Transport and Regeneration Portfolio in the Oldham MBC Cabinet, assured the public that procedures were in place to make sure the site was kept 'safe and secure'. He said a structural survey had recently been carried out and that the building was inspected regularly.

But a subsequent emergency inspection carried out by Officers from English Heritage and Oldham Council's Building Control team of the Grade II-listed structure and agreed it was unsafe; demolition work started on the building just after lunchtime on the 5th of January 2012 and it was leveled within the week.

The English Heritage report on 'Industrial Heritage at Risk' showed, our heritage is under even more risk than ever so Societies and interested individuals, such as ourselves, need to be vigilant and be prepared to take action locally.

How would "localism" work in this situation (a not untypical situation) where not even all relevant council officers had been aware of the demolition before it started?

Greater Manchester is not atypical in a lack of transparency (to use a management buzzword) and consistency (another management buzzword) as regards, in this case, the planning system and the management of our industrial heritage.

If "localism" is to work, for example in the situation described above, then there is a clear requirement for all information to be:

- made available for any interested parties (transparency)
- and for the way in which information is provided to be:
 - in a nationally consistent (i.e. across England - Wales and Scotland have different system)
- easily accessible understandable format (transparency and consistency)

Neil Davies

Lime Burning in the Canary Islands “.....where there's a will.....”

The production of lime in Fuerteventura was one of the leading industries of the island. However, except for some minor hard rock outcrops in one locality, there are no natural limestone beds on this volcanic island. There are, however, widespread sand dunes (*Jables*) in the north and south of the island and the oldest dunes are cemented by carbonate crusts called caliche.

There are historical references of lime kilns in operation since the seventeenth century, which remained in daily use until the mid-twentieth century. Hundreds still survive scattered all over the island. Batteries of kilns, giving the impression from a distance of Martello Towers, are common all along the coast.

Inland kilns (such as Tefia below) used dry gorse or heather as fuel. Coastal kilns used coal which was imported (some of it from England) via Gran Canaria. However, the burning process of the ovens still needed the use of dry gorse or heather as fuel to 'warm up' the oven. *Kilns near Carleta on the east coast*





Kilns at Puerto del Rosario north of Carleta

At Puerto del Rosario, kilns were built in 1930 and worked into the 1970s. An adjacent quay was used to export the lime to Tenerife and to a lesser extent to Gran Canaria and Las Palma.



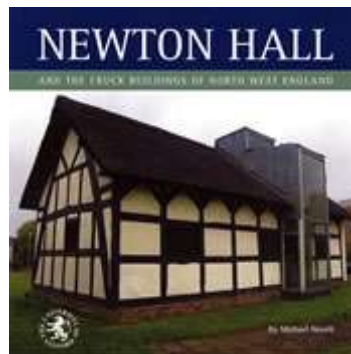
Quay at Puerto del Rosario

Domestically, the kilns (particularly those inland) provided lime to paint the houses in bright white and to supply farmers with quicklime to disinfect their farms. An old lime kiln at Tefia in the middle of the island has again been put into operation and allows lime distribution to farmers of the island obtained using this traditional method.

Derek Brumhead

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



6. The Industrial Revolution. Jonathan Downes
7. Manchester's Northern Quarter. English Heritage
8. Manchester - the Warehouse Legacy. English Heritage
9. Ancoats - Cradle of Industrialisation. English Heritage

This is a works in progress, a couple more to add, including a volume donated by Roger Thwaite. If you would like to borrow one of these books or donate any books please contact Tony Wright.

Manchester Regional Industrial Archaeology Society

Reg charity no. 1113626

e-mail admin@mrias.co.uk

web site www.mrias.co.uk

TWO VISITS TO BOLTON ON SATURDAY 10TH MARCH 2012

*******Bolton Morning Visit**

A Guided Walk by Paul Hindle on the **Manchester, Bolton, Bury Canal**. Meet at Rock Hall Visitor Centre, Moses Gate Country Park, Bolton. Walk to start at **10am** and will last 1hr 30mins or 45mins. Lunch can be had at a local pub or take your own and use the facilities at the visitor centre.

Cost is £4-00 per person

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 email gw_mbrowne@yahoo.com mobile 07985 904598

MRIAS Guide Walk on Manchester, Bolton and Bury Canal on SATURDAY 10th March 2012 @10.am

Please reserve..... places @ £4pp. Enclosed cheque for

NAMES:

Your Contact details please

Address.....

Tel.....

email.....

Manchester Regional Industrial Archaeology Society

Reg charity no. 1113626

e-mail admin@mrias.co.uk

web site www.mrias.co.uk

TWO VISITS TO BOLTON ON SATURDAY 10TH MARCH 2012

*******Bolton Afternoon Visit**

Bolton Steam Museum, Mornington Rd, off Chorley Old Rd - behind Morrison's supermarket, **(N.B. this is the one NW of Bolton town centre NOT the one in the town centre)** The museum holds a good collection of stationary steam engines of all shapes and sizes. There will be a guided tour and demonstrations of some engines, for our purposes the engines will be powered by compressed air. Meet at the Museum at 2.00pm. Park in Morrison's car park, but turn right, away from store

Cost is £4-00 per person

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 email gw_mbrowne@yahoo.com mobile 07985 904598

MRIAS Visit to Bolton Steam Museum on Saturday 10th March 2012 @ 2.00 pm

Please reserve..... places @ £4pp. Enclosed cheque for

NAMES:

Your Contact details please

Address.....

.....

Tel.....

email.....



Goole - Floating "Tom Pudding" Hoist

Some members came on a walk that I led around Goole docks several years ago. We saw the fixed hoist (No 5 Hoist) on the left. I recently came across an old photograph showing both it and the floating hoist that normally worked nearby

Neil Davies

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MRIAS RESIDENTIAL WEEK

MONDAY 16th July to FRIDAY 20th July 2012

FORMS (See Page 19) TO BE RETURNED ASAP, PLEASE

LATEST 30th MAY 2012

This year we will be based at Wentworth Castle, Stainborough, Barnsley S75 3ET



Wentworth Castle is a massive 18th century mansion, now occupied and run by Northern College. It was the home of the Earls of Strafford, during the 18th Century. The Garden contains the national collection of many varieties of rhododendron, camellia and magnolias and includes a large mock castle built for the owner's children.

In May and June each year, their dazzling blooms are said to attract many visitors and provide a tranquil retreat during breaks from activities. With a high quality catering service, and free access to the wonderful gardens, we hope the Northern

College will offer an excellent venue. The College can accommodate up to 90 delegates for conferences and seminars in both Wentworth Castle and the Home Farm Conference Centre. The rooms include the Blue Room, Conference Room, and the Old Library, The Long Barn and St James' Hall. All rooms have OHP, Screen and Flip chart, and TV/Video/DVD as standard equipment. Within the Long Gallery in Wentworth Castle and the Library and Learning Resources Centre, previously known as The Long Gallery, combines a traditional library atmosphere with state-of-the-art information technology. The Library is situated at the front of The House, overlooking the parkland, spanning the whole of the Baroque wing.

We are hoping to include in our week's programme, visits to **The National Mining Museum** (Cap House Colliery) including underground visit. A guided tour around the original mining and railway workshops of **Elsecar**, including the only Newcomen type engine still in its original placement, built in 1787 to drain the mine & ran until 1923. **Abbeydale Industrial Hamlet**, **Kelham Island Industrial Museum**, **Worsborough Mill**, **Magna Centre** including a behind the scenes tour and blast furnace pouring experience. There is hopefully a chance to visit Doncaster Airport (Robin Hood) and have the Avro Vulcan Experience Tour, but this will depend on their schedule of flying displays (July is popular for those).

Other places under consideration are Wortley Forge, Rockley Furnace, Sheffield Assay Office, Cutlers' Hall and a works visit to some steel related industry.

The budget cost including en-suite accommodation for 4 nights with breakfast, packed lunch, evening meal, coach travel and entrance fees is **£310**

Fragments

- Monumental, Memorial & other Inscriptions within the Parish Church of St Mary the Virgin, Eccles. Available from the Rectory, 12b Westminster Road, Eccles Manchester M30 9EB or epchurch23@yahoo.co.uk £8.50 plus £2.50 UK p&p. Cheques payable to EPC Restoration Fund.

- Industrial Archaeology: A Handbook (Council for British Archaeology Practical Handbook) [Paperback Marilyn Palmer (Author), Mike Nevell (Author), Mark Sissons (Author) Due March 2012

BOOKING FORM

MRIAS RESIDENTIAL HERITAGE WEEK

WENTWORTH CASTLE

MONDAY 16th July to Friday 20th July 2012

(PLEASE RETURN FORMS BY 30th May 2012)

Address to send forms to:

GW Browne, 622, Wilmslow Rd, Didsbury, Manchester M20 3QX.

Please make cheques payable to MRIAS

I wish to book ___ places @ £80 deposit per person = £

___ Single room/s

___ Double room/s

NAMES:

Your Contact details please

Address.....

.....

Tel.....

Email (if applicable).....

Special dietary requirements -----

Parry People Movers

Parry People Movers Ltd (PPML) supplies lightweight tramway systems for smaller towns, and lightweight rail vehicles for use on regional railways.



PPM vehicles incorporate flywheel energy storage, allowing electric tramway systems without overhead wires and railcars powered by small prime movers running on gas, diesel or hydrogen - all with very high energy efficiency and very low emissions of pollutants and noise.

'PPMs utilise rotating flywheels as a store of kinetic energy which is then used to power the vehicle. A typical PPM flywheel is made from steel laminates, approximately 1 m in diameter and 500 kg in mass, designed to rotate at a maximum speed of 2,500 rpm. The flywheel is mounted horizontally at the centre of the unit, beneath the seating area.'

The flywheel allows the direct capture of brake energy (when slowing down or descending gradients) and its re-use for acceleration. Since the short-term power demand for acceleration is provided by the energy stored in the flywheel, there is no need for a large engine. A variety of small engine types can be used including LPG, diesel or electric traction.'



A Parry People Movers railcar is in daily service on the Stourbridge Town branch in the West Midlands. The fleet of two PPM 60s, or Class 139s as they have been designated, run as part of the London Midland franchise. Timetable and ticketing information can be found at www.londonmidland.com, type in 'Stourbridge Junction' and 'Stourbridge Town' as start point and destination.

Return tickets can be purchased at either station for a return trip on the line. If you intend to travel to Stourbridge Junction by rail, make sure that your ticket has 'Stourbridge Town' as its destination rather than 'Stourbridge Junction'. This will allow you to travel on the shuttle service when you arrive.

October 2011 saw the millionth passenger travel on PPM railcars. Parry People Movers Ltd can be found at Overend Road, Cradley Heath West Midlands B64 7DD (www.parrypeplemovers.com) their latest Newsletter was published in November 2011

Tony Wright

RESTORATION OF WELLINGTON WHEEL PIT AT MELLOR MILL

Opening by Mark Sissons, Chair, and Association for Industrial
Archaeology.

Bottoms Mill Road, near junction with Lakes Road.
Park in the Scout (canoeing) car park area which is sign posted.
Approach by Faywood Drive, Marple, which becomes Lakes Road.

Saturday 10th March at 11 o'clock.
Everyone welcome

Followed by:

**A conducted tour of the site, lunch at the Roman Lakes Leisure Centre
and
Samuel Oldknow and his Mellor Mill, a pictorial presentation.**

Cost £6.00 includes lunch. Closing date for booking - Monday February 25th.

Booking essential, but pay at door.

Reply to Ann Hearle. The Old Vicarage, Church Road, Mellor. Stockport. SK6 5LX
0161 427 1149 annhearle@hearle.eclipse.co.uk
