



MANCHESTER REGION INDUSTRIAL ARCHAEOLOGY SOCIETY

NEWSLETTER No.140

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Editorial

Once again we have almost reached the end of another programme of lectures. That attendances have been increasing is a satisfactory reward for the organisers but, as a rather absentee committee member this year, I feel I must say thank you to the Committee on all our behalves for the work put in organising the programme.

Programme 2012

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

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

Fri day 12th October - *Cleggswood Colliery and Driftmine, Littleborough* - David Grayson

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

Fri day 7th December - AGM and lecture by Peter Pone 'History of Chemical Engineering'

External Meetings/Visits/Exhibitions

Wednesday 20th June - Denton Brickworks - 2.00 p.m. - (see page 18).

Membership

Please note that this newsletter will be the final one for members who have not yet re-renewed their membership for 2012. If your subscription is not received within the next four weeks, we will assume that you do not wish to renew and your name will be removed from the membership list. Membership rates for 2012 - single £14, two persons at the same address £18

Walter Payne (Membership Secretary) 27, Brompton Road, Poulton-le-fylde FY6 8BW. (01253 894150)

Changes to Greater Manchester Archaeology Services

Many of you will be aware that the Greater Manchester Archaeology Unit (GMAU) closed at the end of March after 32 years at Manchester University. This was caused by a reduction in funding from the Association of Greater Manchester Authorities and the philistinism of the current University administration. Happily the Greater Manchester University on the other side of the Irwell took a more enlightened view. A new archaeology service to be known as the Greater Manchester Archaeological Advisory Service (GMAAS) has been established as part of Salford University's Centre for Applied Archaeology. It will provide planners and developers with specialist advice on any archaeological planning issue within Greater Manchester and manage the region's Historic Environmental Record.

The unit will not have the resources to proactively vet planning applications so it will be necessary for Societies such as MRIAS to ensure that planners are alerted and asked to consult the service when we have concerns that historic industrial sites and buildings are endangered by possible development or demolition. In the first instance speak to a member of the committee to decide the best way to proceed.

Contact details for GMAAS are as follows:

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Dunham Massey Mill - Research Project

The Old Mill in Dunham Massey Park was restored and reopened to the public for a second time in 2001 and I started working as a volunteer mill steward there a year later. All mill stewards were provided with a copy of Cyril Boucher's booklet written when the building was originally restored in 1980 and whilst this provides much useful information about the wood working machinery and general historical background, several of us felt that there was much more to be discovered. In particular, we would like to be able to confirm the mill's supposed building date of c.1615 and conversion from a corn to a saw mill around 1860, when nearby Bollington mill (also owned by the Dunham estate) was apparently rebuilt and seems to have taken over the corn milling duties. These two dates are significant, as a construction date in the early seventeenth century would make the mill one of the oldest standing mills in Britain, with 1860 being very late for a water-powered mill in this country. Bollington is sometimes referred to as "Dunham New Mill" and we assumed that these "Old" and "New" mill terms were from the relationship between these two buildings, which we also want to clarify (after all, the Park Mill must have once been the estate's new mill). I was able to contact Cyril Boucher's son, John, by email and he confirmed that his father had picked up details about the mill from various sources on the estate, but had left little in the way of notes or photographs.

Fortunately, the estate archives are largely intact and many items have been preserved at the Ryland's Library. A search of these documents has brought much useful detail to light, including two inventories of the mill (1883 and 1905) and various references to other mills owned by the estate, as well as allowing others cited in published sources to be rechecked, such as the item relating to the building of an additional water feed to the mill in 1621. We had assumed that the Old Mill was replaced with a steam-powered mill elsewhere on the estate, but from the papers it became evident that the steam mill, located in the maintenance yard alongside Home Farm, was built in 1872 and, therefore, worked alongside the watermill. There is so much detail that a dissertation on the estate's mills is just waiting to be written!

Although this research has been very useful, we are unable to confirm those two important dates and there seems to be little on who worked at the mill. The lack of documents relating to the rebuilding of Bollington mill is especially surprising; given its relatively late date and that it would have represented a major capital project for the estate. It is possible that some documents remain in the Grey family archive at their Staffordshire home at Enville and "external" sources, such as local newspapers, may also provide further evidence. We would also like to clarify the rather vague references to medieval

mills in Dunham township, but this seems unlikely until further evidence - including a thorough archaeological survey of the estate - is available. It is hoped to complete the project by the end of this year, with the aim of producing a revised set of staff notes, new information boards within the mill and hopefully a new mill guidebook.

Stuart Mousdale

Report on the Annual Conference of the Association for Industrial Archaeology - University College, Cork, Ireland

26 August - 1 September 2011

This was not the first time that the annual conference of the Association for Industrial Archaeology has been held outside the United Kingdom. The Association was indeed constituted in 1973 at a conference held on the Isle of Man and returned there in 2006. But the Isle of Man, although not being part of the UK, does not feel far removed, after all the Queen is Lord of Man, the currency is the same and the police are called the police. But, although Ireland or more strictly Eire, was once part of the UK it definitely is not now, you need Euros and the police are called Garda. The parting in 1922 was not amicable, nevertheless the citizens of Cork evidently turned out in force to welcome the Queen on her first every state visit just a few weeks before we were there, although the perceptive will have noticed faded anti-British monarch stickers around the town. Of course part of the island of Ireland (you have to watch your terminology here) is still part of the UK, being down south we did not visit this part and it is indeed the one part of the UK where the AIA has never held its conference, although it organised a visit in 1997. The vast majority of delegates to the conference were English, with a handful from Wales and Scotland but a number from both parts of Ireland and some from further afield, Holland, Czech Republic and the USA. Many of the regulars were there; although as expected numbers were down on what would be expected for a conference on home territory.

Needless to say those who did put in the effort to make the journey received a welcome from all the people we met and had a most interesting and enjoyable visit. We did, however, have to get used to Irish attitudes on time keeping. The local organiser in Cork was Dr. Colin Rynne, lecturer in the Department of Archaeology at Cork, who gave the Rolt Memorial lecture at Preston in 2007. In fact he seems to have done the organisation at his end almost single handedly and he led all the Conference visits, for which he certainly deserved a medal, the fact that some of his planning and timing did not

quite satisfy exacting English standards being neither here nor there.

Most people from this side of the Irish Sea arrived on Thursday, ready for start of the conference on the Friday morning. Friday was marked by a welcome return of the Friday seminar which we have missed on the last couple of conferences. Colin Rynne had managed to rope in two of his students to come and talk to us, on industrial villages and narrow gauge railways, while a third, on urban planning in 19th century Munster, had to be postponed till Saturday - the first of our time keeping problems! Norman Campion, presented as the authority on roller milling in Ireland, told us about flour milling in Ireland. He first trained with Ranks in Limerick and later worked for Henry Simon, the Stockport-based milling engineers. One of Ranks managers in Limerick left an important archive and Jacqui Hayes, the Limerick City Archivist, told us about the conservation of this archive. Colin Becker of the Inland Waterways Association of Ireland informed us about the inland waterways of Ireland. It was good to hear from Fred Hammond, who we had met in 1997, who seems to be kept very busy as a self employed industrial archaeology consultant, working throughout the island of Ireland from his base in Belfast on area, thematic and site surveys and on restoration work, usually involving mills. To bring us in to the twentieth century, John King told us of the birth of Aer Lingus and early airfields in Ireland.

We then set off to visit Jameson's Midleton Distillery. Here the old distillery is retained as a visitor attraction as part of Jameson's marketing operations, now owned by one of the big internationals, alongside the modern distillery. The interest in this site for Mancunians is that it includes a water wheel of 1852 by Fairbairn and a beam engine of 1835 by Peel and Williams which drove the malt mill.



Water wheel by William Fairbairn of Manchester at Midleton Distillery, Co. Cork.

We were met by the head distiller, and thereby saved having to view the apparently awful and historically inaccurate audio-visual which visitors would normally see. But we did not have time to visit the modern distillery as planned, although this was partly because road works had made us late arriving - Irish roadworks because when we got there, there did not seem to be any roadworks, just traffic cones!

Conference proper then began in the evening with Colin Rynne - who else? - introducing us to the industrial archaeology of the South Munster region. We do not think of this part of Ireland as being industrial - indeed Belfast is probably the only Irish city that really could be called industrial - but there was nevertheless plenty of industrial activity, which he surveyed under the headings of extractive industry, manufacturing industry (including food processing) and transport & communications. Colin was a great pains to emphasise - I guess this is a very Irish debate - that Ireland when under British rule was not simply a colony but an integral part of the UK. In particular, Cork, through the harbour at Queenstown (Cobh), was of major importance in provisioning the British

Navy and this had an important influence on the economic development of the area.

Colin Rynne was in full flow again on Saturday morning on the subject of distilling in County Cork. But he failed to mention Father Matthew, leader of the most successful temperance movement ever whose statue still stands in the centre of Cork - broaching this issue with Colin afterwards I got the impression that Colin regards him as some sort of heretic. He was preceded by Peter Foyne, the curator of the Cork Butter Exchange Museum, which we were to visit later in the week. Butter was a very important export from Cork, being sold throughout the British Empire, and the Exchange was established in the 1760s to regulate the trade. Following Colin Rynne was Billy Wigham, descendent of a famous family of Cork Quakers, who told us about the Monard Ironworks. The Monard Ironworks was that very Irish thing - a spade mill. In fact it consisted of three mills operating on water power from 1790 until 1961, having been established by Thomas Beale, another Cork Quaker. There are two visual sources on these mills, still photographs by Alec Day and a film made in 1947, which we were treated to a viewing of. On Saturday afternoon, apart from the talk held over from Friday, we had a wide ranging selection of member's contributions covering the Czech Republic, Pickering station roof, Rørøs Copper Mines in Norway and Malta. This was followed by presentations on the various awards and grants, concluding in the evening with the conference dinner at the River Lee Hotel which appropriately stands on the site of the Cork and Muskerry Railway station.

The Annual General Meeting of the AIA was held on Sunday morning followed, as is traditional, by the Rolt Memorial Lecture. This year it was given by Patrick Malone from Rhode Island, USA. Last year his book *Waterpower in Lowell* was awarded the Peter Neaverson Award and this was the lecture of the book. In the afternoon we visited the site of the Ballincollig Gunpowder Works. Established 1794, this was at one time one of the Royal Gunpowder Works, subsequently it passed into private hands and was closed in 1903. The works covered quite a large area served by a network of canals and after closure it was simply abandoned. More recently it has been subject to archaeological investigation, by Colin Rynne, and some restoration work was done, including reconstruction of an incorporating mill directed by Fred Hammond, to open up the site to visitors and a Visitor Centre was built. However, this has all become a victim of the economic downturn, the Visitor Centre is closed and dereliction is returning - gunpowder does not have the same visitor "pull" as whiskey! In the evening we were treated to a lecture by William O'Brien on the Ross Island copper mines in Co. Kerry, most recently worked in the nineteenth century, workings have been dated back to 2400BC.

On Monday we had a very long and scenic trip to the Allihies copper mines on the tip of the Beara peninsula in the far west of Co. Cork. But this proved a little too ambitious resulting in our most serious Irish timing problem - we should have been back for tea at 18.30, in the event it was getting on 21.00 before we returned and the staff in the dining room had long since gone home. Part of the problem was we stopped off too long on the way, to look at Chetwynd viaduct just outside Cork and the ruins of the cotton mill at Overton near Bandon, plus two comfort stops at Inishannon and Bantry. So we arrived in Allihies about the time we should have been setting back, but we had to view the mining museum, then the Duneen Mine on the cliffs before walking up to see the man-engine house on the Mountain Mine. The latter is most impressive, having been recently consolidated, and is the most complete of a number of Cornish engine houses dotted around the landscape here giving it something of a Cornish flavour.

To compensate Tuesday was a local day, initially to the Cork Water Works, which stands by the River Lee in the shadow of the former County Lunatic Asylum, now empty and derelict (evidently, as in this country, there are no longer any lunatics in Ireland). Cork Water Works is a very well preserved Victorian water pumping station, the key exhibit being three inverted vertical triple expansion steam engines dating from 1905 by Combe and Barbour of Belfast, although they are alas not steamed. This was followed by a walking tour of the centre of Cork, finishing with a cheese and wine reception at the Cork Public Museum, the director of which happens to be the wife of Colin Rynne. Some people suggested that this was not a very interesting museum but I did not find that and came away educated in aspects of Irish history, in particular some terminology. There were a number of references to 'the West Cork Brigade' begging the question 'the West Cork Brigade of what?' The answer is the IRA. Then there is 'the Emergency', known to the rest of us as the Second World War.

Following Monday's escapade we set off on Wednesday with some trepidation on another rather long tour, taking us to Limerick. We stopped at Mallow railway station where we were shown what was described to us as the original station building. However, this seemed unlikely, it looked more like a hotel and this was subsequently confirmed from the historic mapping available on the web-site of the Ordnance Survey of Ireland (www.osi.ie). We then proceed direct to Limerick where we had a walking tour of the city centre, taking in the bridges over the River Shannon and the docks.



The man-engine house at Allihies Copper Mines, Co. Cork. (We missed our dinner to see this!)



Flour mill, now disused, on the docks at Cork.

The afternoon was taken up visiting the Ardnacrusha Hydro-Electric power plant, which is on the River Shannon just outside Limerick. When constructed in 1925-1929 it was a major piece of public works for the newly formed Irish Free State, as it was then called, and contributed some 96% of the country's generating capacity. Eighty years later it is still running but its capacity of 86MW now amounts to only 2% of Irish generating capacity - it should be noted for comparison that Drax, the largest power station in the UK, has a capacity of 86% of the total Irish generating capacity. The turbine hall houses three Francis turbines and a slightly later Kaplan turbine, which was the only one running when we visited. No longer on peak load, it is largely used in winter and is not continuously manned as it can be remotely controlled from Dublin. Fortunately we kept to time as on our return to Cork there was another wine and cheese reception awaiting for us at the Cork Butter Museum.

The final day, Thursday, was also fairly local. In the morning visiting Cobh (pronounced Cove, it used to be known as Queenstown) our views over the great natural harbour were somewhat obscured by a massive cruise liner which had docked. But this did at least illustrate the size of vessel that could be brought in here and why it was so important as a naval harbour and for the trans-Atlantic liners. The *Titanic* of course called in here on its way out and it is difficult to avoid the *Titanic* in Cobh, clearly

they will be cashing in on the centenary in 2012. Then we drove over the opposite side of Cork down to the Old Head of Kinsale where we encountered the only miserable Irish man of our whole visit. The object was to visit the old lighthouse here and in England this would be a prime candidate for transfer to National Trust ownership to ensure public access. But not so in Ireland, in recent years somebody has foolishly allowed a golf course to be constructed here - I am no player of golf but it hardly looks like the ideal location for a golf course (not for the first time Colin hinted at corruption). Although Colin had spoken to somebody before hand and was assured we would be allowed in when we turned up access was refused, so we had to view the lighthouse from a distance. This marked the end of the conference. On the way back to Cork we dropped off some at the airport and some at Ringaskiddy for the Swansea ferry, the rest of us returned home on the Friday. I had decided that it was far more interesting to travel the old-fashioned way by rail and sea, even though it took all day. £105 return from Stockport to Cork seemed to be a bargain and put some much needed revenue into the coffers of Iarnród Éireann - while in this country the recession has slowed rather than stopped or reversed the increase in rail travel, this is not so in Ireland where rail travel was down by 1.5% in 2010.



Turbine hall at Ardnacrusha Hydro-electric Power Station.

Definitely a worthwhile conference but in 2012 it is nearer to home, at Chelmsford in Essex, 10-16 August.

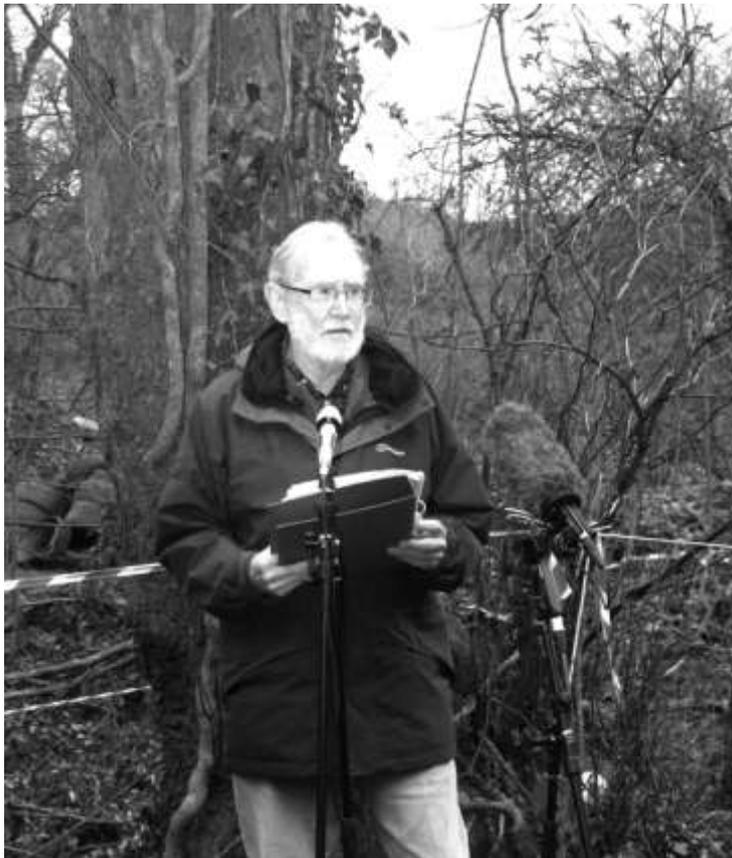
Roger N.Holden

AIA Chairman Opens Excavated Wellington Wheel Pit at Mellor Mill

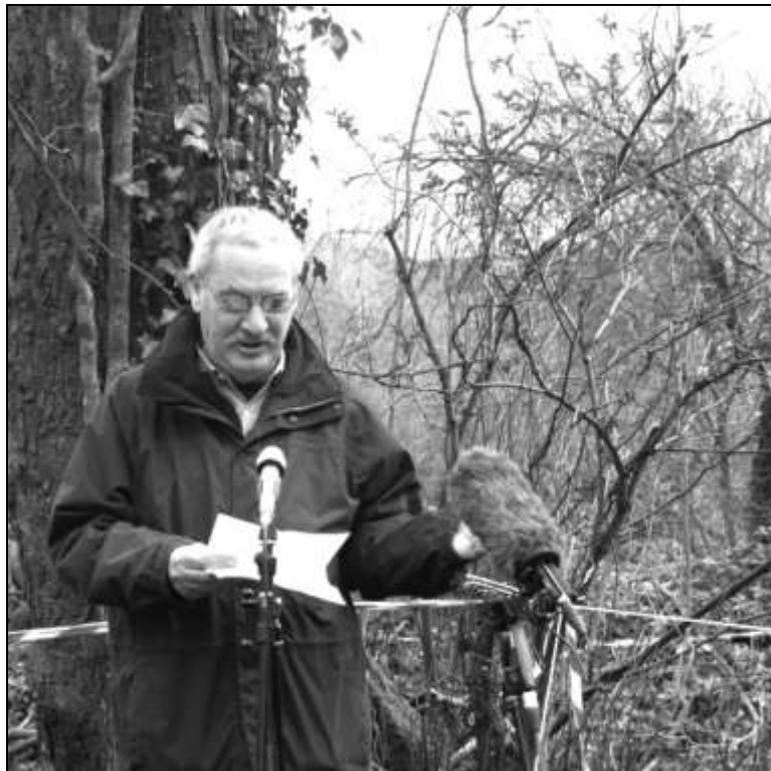
Over one hundred people attended the opening by Mark Sissons, AIA Chairman, of the excavated Wellington wheel pit at Mellor Mill nr Stockport on Saturday 10th March 2012. The wheel pit was excavated by Mellor Archaeological Trust with funding assistance from an AIA Restoration Award and is the first stage of what is planned to be a much larger excavation of the mill site over several years. Mellor Mill was built by Samuel Oldknow in 1790 - 1792 and worked for 100 years until it burnt out in 1892. It was an impressive three storey building with three staircase towers. The Wellington Wheel was a high breast shot wheel 22ft in diameter and 17ft in width capable of producing 120hp. The rural site is next to the river Goyt and has not been overbuilt; there are extensive below ground remains of the mill, a 1860s engine house, workshops and stables. Mellor Lodge, Oldknow's home, was built directly overlooking the mill and connected from the cellar to the mill site by a tunnel. The house has been demolished but specimen trees and shrubs he planted are now growing wild in the woodland. There is a second large wheel pit which housed the Waterloo Wheel and a complex series of water tunnels and leats. After the mill burned the mill ponds were renamed "Roman Lakes" and used as pleasure park with boating, fishing and a dance hall. Recreational use continues today.

The mill was very large for its day and is one of those that marked the transition from the proto-factory to a true industrial enterprise employing 550 people. Oldknow was a friend of Robert Owen and the Arkwrights; he tried to create a workers community with housing, farming, mining and forestry.

In his address Mark Sissons commended the work done by Mellor Archaeological Trust, the Manchester Regional Industrial Archaeology Society and many others in the recording, excavation and interpretation of this fascinating site. He said the site records the presence of this huge mill which was one of the very first to move Arkwright's spinning technology onto a much larger scale than had been seen in earlier textile mills.



John Hearle Chairman of Mellor Archaeological Trust



Mark Sissons speaking at the ceremony



Mark Sissons cutting the tape and declaring the wheel pit open



Bob Humphrey Taylor, Project Manager of the Excavation, describing the wheel pit and its restoration.



A View of the Wellington wheel pit

Article and photo credits: Peter Bone

Book Reviews

Industrial Archaeology -A Handbook; (2012) Palmer M., Nevell M. and Sissons M. York. ISBN 978-1-902771-92-2, pp 326, £20

The idea for this book was originally conceived in the now defunct Greater Manchester Archaeology Unit. More recently a series of training days organised by CBA/AIA for field workers and correspondents has enabled the speakers to provide much of the material.

The work opens with a section on recording and preservation but readers may prefer to plunge straight into the chapters which describe the industries and building structures in their landscapes - Food industries, power sources, mining, manufacture, housing, transport, warehouses and utilities. All

this is illustrated with diagrams and colour prints and each chapter has a bibliography of books and articles. One problem is that of geographical emphasis depending on the perspective of the writer; another is the possible omissions from the book list which result from this. Take for instance iron and steel, here it is important to describe a bloomery from surviving examples and also the phasing of the early iron industry as developed by Pell (1908) and Davies-Shiel (1998) for the North West.

On the other hand the chapter on textile mills is one of the most comprehensive and informative with the exception of the topic of the power loom where the key innovations were developed by Richard Roberts the Manchester engineer before Howard and Bullough Platt Bros and other textile machine makers produced looms in quantity. The early mules on the other hand were produced by the Bolton firm of Dobson and Barlow.

These observations are offered as constructive suggestions in case there is a second edition. The handbook concludes with a discussion of the future of the discipline. It is good to know that there is now more guidance and funding for groups seeking to conserve industrial buildings. We are however in a transitional period when the volunteer field worker, many of whom came into the movement via adult education courses in the 60's, are increasingly being replaced by the young professional and contracting units. The partnership between University Archaeology Units and community volunteers will bring in new blood.

A. D. George

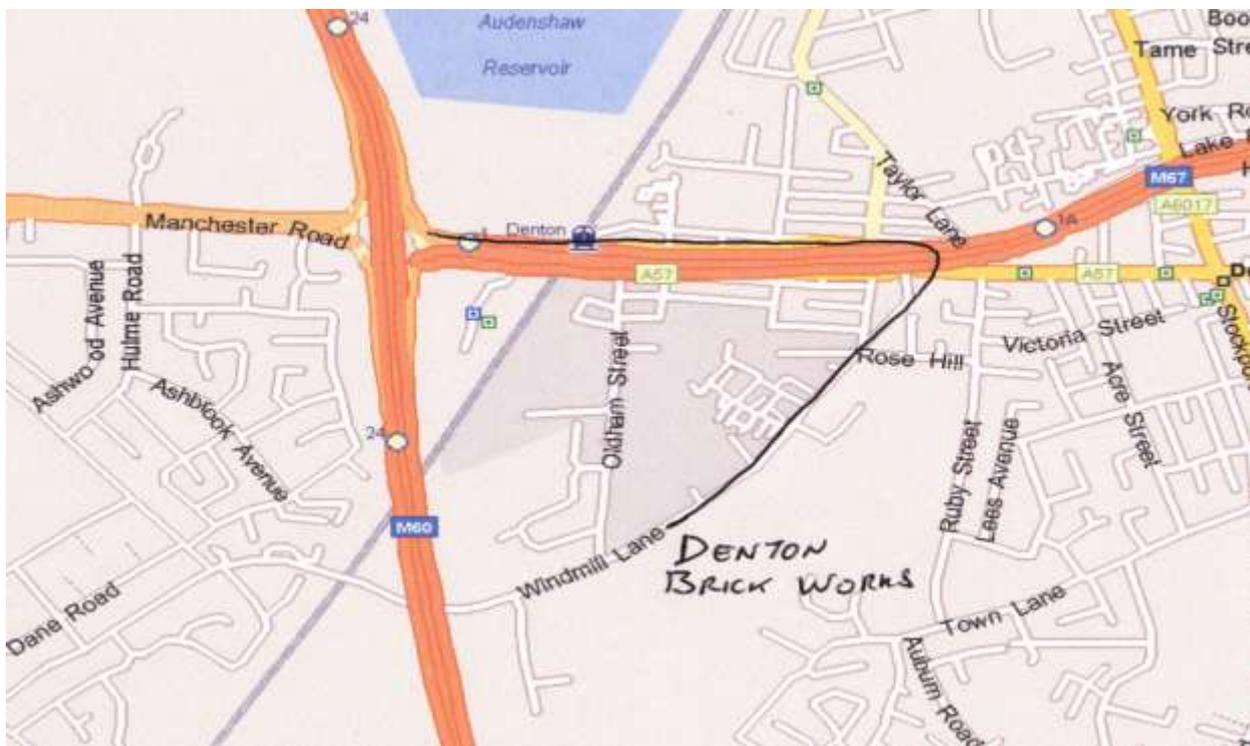
This book fills a long needed gap for an up to date, comprehensive, volume on 'industrial archaeology'. I bow to David's comments on the treatment of particular topics; my only criticism is regarding the layout of the references/bibliography at the end of each topic which I felt would be easier to use if laid out in list form rather than the 'linear' form used.

Neil Davies

MRIAS Visit to Denton Brickworks - 2.00 p.m. Wednesday 20th June

We have arranged a visit to Denton Brickworks on Wednesday 20th June. The brickworks is a modern working plant now owned by Wienerberger Bricks which is the world's largest brick maker with 229 plants in 27 countries. The site itself dates from the early 20th Century and was originally known as Jackson's Brick Works.

The site is at Windmill Lane Denton, close to Junction 24 of the M60. It is within walking distance of Denton station if you prefer to travel by train. From Jnc. 24 go along Manchester Road North (*NOT M67*) turn right at the bridge over the motorway and continue down Windmill Lane. The brickworks is on the right



The visit will consist of a short presentation on the modern brick making process followed by a guided tour of the works.

There is no charge for the visit but please call or email Peter Bone as soon as possible if you want to go along as we have to tell the brickworks so they can arrange for safety hats and jackets.

Tel No: 01706 838106

email: pwbarchaeology@btinternet.com

Runcorn Locks Restoration Society - Request for Information

Mike Brown is a fellow MRIAS member and Treasurer of the Runcorn Locks Restoration Society (RLRS).

Following the completion of the second Mersey crossing, the restoration of the 'new' flight of locks can proceed fully. The 'new' second flight of locks was opened in 1828 when Lord Stafford advanced £40,000 towards improvements to the Bridgewater Canal; they fell into disuse in the late 1930s, were closed by the Ship Canal Act of 1966 and subsequently filled in and partially built over. The top of the flight is currently covered by approach road to the Silver Jubilee Bridge.

As a precursor to the full excavation of the locks, the RLRS needs, if possible, to ascertain the whereabouts of any engineering drawings and plans relating to their construction. Mike requests **if any member of MRIAS has any information or leads which could assist RLRS in the search.** Any information would be gratefully received. **FAO of Mike Brown, 8 Curzon Drive Timperley, Cheshire, WA15 7SY or mike8curzon@gmail.com**

History & Timeline of Runcorn Locks

During the 1820s there was increased dissatisfaction with the canals. They did not cope well with increasing volumes of cargo, and they were perceived as monopolistic, and the preserve of the landed gentry class. There was increased interest in the possibility of railway construction. The possible construction of a railway between Liverpool and Manchester was vigorously opposed by Bradshaw, who refused railway surveyors access to land owned by the Trustees. When the first bill was presented to parliament in 1825, the Trustees opposed and it was overthrown. However later in the year Lord Stafford, possibly persuaded to do so by William Huskisson, invested £100,000 (one-fifth of the required capital), in the Liverpool and Manchester Railway. Following this the Trustees withdrew their opposition to the construction of the railway; they did not petition against the second bill, which was passed in 1826. At the same time as he made his investment in the railway, Lord Stafford advanced £40,000 for improvements to the canal. This was spent mainly on a second line of locks at Runcorn, which were completed in 1828, plus new warehouses at Manchester and Liverpool. The additional line of locks cost £35,000 and was used for traffic heading to Manchester, while the old line was used for traffic passing down to the Mersey.

The Runcorn and Weston Canal was built in 1858-59, providing a connection between Runcorn Docks and the Weaver Navigation. The Bridgewater is often considered to be the first true canal in Britain, as it relied upon existing watercourses as sources of water rather than as navigable routes. It now terminates in Runcorn basin, just before the disused flight of 10 locks which (before the approach road to the Silver Jubilee Bridge was built) used to lower the canal to the Runcorn Docks on the River Mersey and later, to the Manchester Ship Canal. The old line of locks in Runcorn fell into disuse in the late 1930s, and they were closed under the Ship Canal Act of 1949 and filled in. The Ship Canal Act of 1966 allowed the closure and filling in of the newer line of locks. The gates from this flight of locks were removed and installed at Devizes on the Kennett & Avon Canal.

The proposed new road crossing of the Mersey may allow a realignment of the Bridge approach road and the complete restoration of the original flight of locks - thus re-opening the link to Runcorn Docks, the Runcorn and Weston Canal, the River Mersey, the Manchester Ship Canal, and the River Weaver. This would create a new ring route for leisure boats involving the Trent and Mersey Canal, the Anderton Boat Lift and the River

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The canal has suffered three breaches; one soon after opening, another in 1971, near the River Bollin aqueduct, and another in the summer of 2005 when a sluice gate failed in Manchester. Cranes are located at intervals along the canal's length to allow boards to be dropped into slots in the banks. These allow sections of the canal to be isolated in the event of a leak. The canal now forms an integral part of the Cheshire Ring network of canals. Pleasure craft have been allowed on the canal since 1952.

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Runcorn Locks Restoration Society was formed in 2004 with the aims of campaigning for the Runcorn Old Line of locks to be restored. This will reinstate the link between the end of the Bridgewater Canal in Runcorn and the Manchester Ship Canal. The link will create a second Cheshire Ring with the beautiful River Weaver and historic Anderton Boat Lift as part of the route. A considerable part of the flight of 5 two-rise staircase lock chambers is still intact. They are clearly visible from a footpath leading from Percival Lane Runcorn to the Historic Bridgewater House on the banks of the Ship Canal. The area is being developed for new housing etc. but the line has been protected by the Halton Borough Council who are very supportive of the plan to reopen the locks.

The main obstacle to restoration lies at the top of the flight just beyond the elegant Waterloo Bridge where in the 1960's the feeder roads leading to the famous Runcorn Suspension Bridge were constructed over the site of the top lock of the flight. The good news here is that the government accept there is a need for a second crossing of the River Mersey and when this is completed, 90% of the existing bridge traffic will be redirected to the new crossing and there will then be the opportunity to remove the obstruction.

Mike Brown

A message from Brian Grimsditch, University of Salford, Manchester.

Hi everyone,

Please check out the community archaeology opportunities for this year.

Worsley New Hall has turned into an incredible piece of archaeology and we, with the help of many local volunteers, have uncovered virtually the whole basement of the main hall.

Over 20 different rooms have been cleared out and you can actually walk along corridors and enter the room. There are the heating and hot water systems and the remains of an early Otis lift.

There are still places left on every day so if anyone is interested in joining in at Worsley get in touch (details below).



Also there is a two day workshop being run by Mike Nevell the Archaeology of 19th century transport and industry based around the Worsley site. This will be held on 25th & 26th June.

For more details contact me at b.grimsditch@salford.ac.uk, 0161 295 3821.

Hope to see some new faces and some old ones.

Digging up the past

Archaeology for everyone

There is a whole world of history buried beneath our feet and we're giving you the chance to discover it for yourself.

There are a number of archaeological excavations taking place across Greater Manchester this year and we are looking for an army of history hungry volunteers to help us dig up the past. As well as

getting down and dirty in the ground you can also learn about other archaeological techniques such as building surveying and historical research - so there's something for everyone.

The digs are open to absolutely anyone and you can commit to as much or as little time as you want to give.

Excavation sites for 2012:

§ **WORSLEY, Salford - Worsley New Hall**
23rd April - 17th June

§ **BURY - Radcliffe Historic Core**
2-14 July

§ **OLDHAM - Chadderton Hall**
10-22 September

§ **STOCKPORT - Wood Hall**
8-20 October

We are taking bookings for all the digs above. There are still several places left on the dig at Worsley New Hall and there will be a public open days on 16th and 17th June. If anyone fancies helping investigate the history of this important piece of local history get in touch now.

Find out more and get involved

T: 0161 295 2545

Brian Grimsditch or Debbie Atkin

Steve Roman has informed me that there will be a photographic exhibition 'Saving a Century' with the above title staged by the Victorian Society. The venue is The Floral Hall in The Winter Gardens, Blackpool and it runs 6th to 30th June (details below page 23)

Walter Payne

SAVING A CENTURY

A photographic exhibition celebrating the work of the Victorian Society

6-30 JUNE

FLORAL HALL,

BLACKPOOL WINTER GARDENS

CHURCH STREET, BLACKPOOL, FY1 1HW

Open daily 11am - 3pm, free admission

This exhibition of photos from around the country shows examples of the best Victorian and Edwardian buildings and structures that the Society has campaigned to save, and some that have been lost. It demonstrates the Society's success in changing public attitudes towards the architecture of the nineteenth century, and its continued relevance for the twenty-first century. **The Victorian Society is the national charity (no.1081435) campaigning for the Victorian and Edwardian historic environment.** Tel. 020 8994 1019 or go to www.victoriansociety.org.uk

Bob Dobson (MRIAS member) has two new catalogues published.

Bob Dobson 'Acorns' 3 Staining Rise, Staining, Blackpool, FY3 0BU Tel 01253 886103 (Note this new number email: landypublishing@yahoo.co.uk)

A CATALOGUE OF **LANCASHIRE BOOKS** FOR ORDERING PURPOSES PLEASE REFER TO THIS CATALOGUE AS 'YL' (Updated on 10.5.2012)

A CATALOGUE OF **CHESHIRE BOOKS** FOR ORDERING PURPOSES PLEASE REFER TO THIS CATALOGUE AS 'YC' (Updated on 13.5.2012)

All books in this catalogue are in good second-hand condition with major faults stated and minor ones ignored. Any book found to be poorer than described may be returned at my expense. My integrity is your guarantee.

All second-hand items are sent 'on approval' to ensure the customer's satisfaction before payment is made. Postage on these is extra to the stated price, so please do not send payment with order for these second-hand books. No parcel to a UK address (only) will be charged **at more than £5** post them to you at my expense.

A few abbreviations have been used:-

PENB	Published essay Newly Bound - an essay taken from a learned journal, newly bound in library cloth
dw	dust wrapper, or dust jacket
(nd)	date of publication not known

o/w VG otherwise in Very Good condition
eps endpapers (flyleaves)
f.ep front endpaper

I operate a search service for Lancashire & Cheshire books. Tell me what you seek!

Lots of history here if you know where to look

MIKE Brennan's letter (*MEN*, May 3) asks "am I missing something?" about honouring Manchester's heritage. He certainly has.

It comes just a few weeks after the very successful Manchester Histories Festival at which more than 80 groups exhibited their involvement in Manchester's heritage and which was organised jointly by the city council and Manchester's two universities. While few

groups focus solely on the city, the following, among many others, promote Manchester's heritage and welcome the public to get involved in the city and region: The Friends Of The Manchester Centre For Regional History; The Historical Association; The Victorian Society Manchester Group; Manchester Region Industrial Archaeology Society; The Council for British Archaeology; The Lancashire And

Cheshire Antiquarian Society; The Litt & Phil; Greater Manchester Churches Preservation Society; MOSI, various building preservation trusts, railway and canal societies, family history societies and local civic societies.

A quick search of the web will give access to their programmes of talks, walks and activities that are open to the public. Alternatively, visit the Local Studies desk of Manches-

ter Library (or of any of the boroughs in Greater Manchester), or Chetham's Library or the Working Class Movement Library or the People's History Museum.

And there are also blue badge, green badge, red flag and new Manchester walks, all of which will lead you to parts of the city and its heritage you never knew existed.

Steve Roman,
Withington

Isn't it time to honour city's heritage?

I HAVE been informed that there is no historical society, archaeological society or heritage society, open to general membership, in the city of Manchester.

This is amazing. Manchester, with a population of half a million and a history going back at least to Roman times, is surely not so bound up with its present, be it commercial,

sporting, entertainment or media, that it has no interest in its past?

It would surely be influential on the spirit of the city if some society there were devoted to developing a public sense of the city's history.

There are many historical phases to be enjoyed: post-Roman, medieval, and the 'industrial era' of the past two-

and-a-half centuries, when not only the commercial life, but the political and intellectual life of the north west were led in large part by Manchester.

There is a knot of outstanding third-level institutions on both sides of the Irwell.

It is surely time for the gown to head into town and along with interested citizens, of whom there must be many, get

some form of heritage society going.

Towns with one tenth of the population of Manchester have such bodies.

Or am I missing something? Manchester is usually, if not ahead of the game, keeping up with it.

Mike Brennan
Waterford
Ireland

Recent correspondence in the Manchester Evening News - MRIAS member Steven Roman's robust and informative reply to Mike Brennan.

MRIAS RESIDENTIAL IA WEEK

MONDAY 16th July to FRIDAY 20th July 2012

FORMS TO BE RETURNED ASAP – PLEASE TELEPHONE GORDON BROWNE IF YOU WISH TO BOOK – 0161 445 9124

This year we will be based at **Wentworth Castle**, Stainborough, Barnsley S75 3ET. Wentworth Castle is a massive 18th C mansion now occupied and run by Northern College. The grounds are extensive and include a large mock castle built for the owner's children.

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**

**BOOKING FOR MRIAS RESIDENTIAL HERITAGE WEEK
MONDAY 16TH July to Friday 20TH July 2012
(PLEASE RETURN FORMS ASAP)**

I wish to book _____ places @ £80 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 (inc Post Code)

Phone Number

email if applicable

Dietary requirements

MRIAS Special General Meeting held on Friday 13th April 2012.

The Special General Meeting was held prior to the Society's lecture on the 13th April.

The meeting considered the following indemnity clauses:

- (1) The members of the Committee shall not be liable (otherwise than as individual members of MRIAS) for any loss suffered by MRIAS as a result of their respective duties on its behalf except such loss as arises from their respective wilful default.
- (2) It is a condition of membership of MRIAS of any person that each of the members of the Committee are jointly and severally absolved from all responsibility and liability whatsoever for negligence or by accident causing loss, damage or personal injury (except such as arises from their respective wilful default) in connection with the promotion and/or organisation and/or conduct of the objects of MRIAS.

The above sub-joined indemnity clauses were approved by the meeting.

Tony Wright



Richard Pink has presented two excellent lectures to the Society. In 2010 'Nostalgic Journey by Tram through Manchester to 1948' and this year 'Further Tram Journeys around Manchester' Both

lectures were based his illustrated books ' Manchester's Transport 1880 to 1949' Volume 1 'Manchester's Tramways' and Volume 2 'Manchester Corporation Transport. Manchester's Neighbours'

Both of these beautifully illustrated books are available from manchestertrams.com. The website notes a wide range of pictures and drawings charting the history of Manchester Corporation Trams with individual notes on each tram. All tram pictures and drawings are available for purchase via download or post.

Richard brought along his personal hand-made model Royton and Oldham steam locomotive and double deck trailer, to show other members of the Society.

Tony Wright



**The Manchester Region
Industrial Archaeology
Society**

Project Officers Report - PWB 9

May 2012

Summary

	Project	Lead	Status
2	Mount Sion Water Wheel	Peter Bone	Ongoing
3	Textile Finishing Survey	Peter Bone	Ongoing
6	Proposed Rakewood Industrial Heritage Trail at Hollingworth Lake.	Peter Bone	Ongoing
8	Adswold Brick Works Cheadle	Gordon Browne	Ongoing
10	Mellor Mill	Neil Davies	Ongoing
11	Peel Mills Bury	Not allocated	Await N Redhead
12	Rakewood Lower Mill	Not allocated	Await further info
13	Mersey & Irwell Navigation	Tony Wright	Completed

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. Slow progress on drawings.

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.

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. PWB to speak to Rae Street

Adswold Brick Works Cheadle

Gordon Browne is writing up our photographic survey of the works, Visit to Denton Brickworks on 20th June

Samuel Oldknow's Mellor Mill

Collaboration with Mellor Archaeological Trust. Neil Davies project leader, some further work is required on survey of the water features.

Peel Mills Bury

A demolition order has been approved for Peel Mills in Bury. Norman Redhead has asked if we will carry out a limited survey prior to demolition. Norman will speak to the planners about dates and access and get back to us.

Rakewood Lower Mill

Rumour has it that Rakewood Lower Mill site has been purchased by a developer for housing; the mill is derelict and will be demolished some form of survey is perhaps possible.

Mersey & Irwell Navigation

The original MRIAS publication was written by David Vale. Some additional material has been added and the report re-formatted. It has now been re-edited by David George & Tony Wright. The 2012 re-print is now available.

Peter Bone