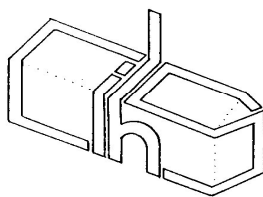


Cumbria Industrial History Society



BULLETIN

[www. Cumbria-industries.org.uk](http://www.Cumbria-industries.org.uk)

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EDITORIAL

I started the last Bulletin by saying we are well into spring and the weather is good, alas we are now well into summer and the weather is terrible. Definitely not the weather doing Industrial Archaeology either in Cumbria or any other part of the UK. However the programme is progressing without any cancellations and the committee has started to make arrangements for next year with both the conferences and the visits. The Autumn conference in Workington looks very interesting and a booking form is enclosed with this Bulletin. The next meeting is the visit to Goldscope and the Newlands Valley to be lead by Sam Murphy probably one of the leading authorities on early Lake District mining and smelt sites.

The committee has decided to print the papers from the Cockermouth Iron and Steel conference as a separate publication and not as Volume 7 of the Industrialist. All those people who attended the conference will receive a copy hopefully sometime in August. For those not attending they will be on sale at Society events or from the editor.

Again I make the plea that anyone who has a short article for the Bulletin or a longer one for the Industrialist please send them in. This is the second Bulletin that has been smaller than what has become the norm.

The committee which works very hard to run your Society is always on the look out for new members and so any volunteers to help in any way would be gratefully accepted.

Graham Brooks.

SOCIETY EVENTS

GOLDSCOPE MINE AND STONEY CROFT SMELTER SITE SUNDAY AUGUST 12TH 9.30 AM

Note the earlier than normal time for this visit. This is to allow parking at Littleton car park NY 232 194, which can be very busy during the summer.

A Walk of about 4 miles with Sam Murphy.

TRIP TO SHEFFIELD– 8TH, 9TH AND 10TH SEPTEMBER 2007

Contact David Beale if you have not already booked.

AUTUMN CONFERENCE 14th October 2007 HELENA THOMPSON MUSEUM.

IN AND AROUND WORKINGTON

Speakers include Richard Byers Workington Iron and Steel, David Powell Rowrah and Kelton mineral railway, Mike Gregson Clifton industrial heritage project.

Booking form in this Bulletin.

NOVEMBER'S EVENING MEETING 15TH NOVEMBER 2007 COCK AND DOLPHIN KENDAL.

David Ramshaw will speak on West Cumberland Shipping.

SCORDALE LEAD MINES SATURDAY 12TH JULY 2008

This is a visit to the lead mining remains in this valley which is part of the Warcop firing range. The date has been set early because access is only permitted on certain weekends.

NON SOCIETY EVENTS

AIA ANNUAL CONFERENCE PRESTON 10 – 16 AUGUST 2007.

The conference consists of a series of lectures and visits to local sites.

Details from AIA website.

CUMBRIAN RAILWAY SOCIETY, LANCASTER UNIVERSITY 20TH OCTOBER 2007

The railway Society is hold a joint one day meeting with the University of Lancaster to mark the 150th anniversary of the opening of the Ulverston & Lancaster Railway in 1857. Details from CNWRS, Flyde College Lancaster University, Lancaster LA1 4YF or via their web site.

NEWS FROM THE ARCHIVES

Two pieces of news from the Record Office in Whitehaven. The non-coal abandonment plans have been returned to the office by the Coal Authority after removal to have them digitally copied. Copies of the plans are now obtainable from the Authority.

The British Steel archive has now been full catalogued also and is fully available.

SITE NEWS

EGERTON BUILDINGS, BARROW-IN-FURNESS

English Heritage have carried out an architectural investigation into these 19th century tenement blocks. Unlike the their neighbours the Devonshire Buildings and four other blocks in the area designed Paley and Austin of Lancaster and Barrow they are not listed because their designer was not known. However the recent research has turned up plans by Paley and Austin dated 1879 which show that these buildings are by them and so will be preserved hopefully.

SCORDALE

Both English Heritage and North Pennine Heritage Trust have continued the work on the lead mine remains in the valley that are under threat from erosion by the stream when it floods. English Heritage have published a Research department report on the subject 'Scordale lead mines Cumbria: A preliminary assessment of the treat from river erosion'.

KENDAL CANAL

A consultation by South Lakeland District Council on the future development of the area between Canal Head and Change Bridge has taken place. This brings the re-instatement of the canal one step closer.

MIDDLECLEUGH LEAD MINE

A joint venture between CATS and North Pennine Heritage Trust has seen the portal to this mine re-instated and the shop near the entrance re built and made into a useable building again.

USEFULL INTERNET SITES

English Heritage has recently launched a new site called heritagegateway.co.uk which gives access to a wide range of services including the Historic Environment Record (the old SMR) for both Cumbria and the Lake District (the two sites are kept separately). The Cumbria site allows you to pick an area on the map and then look at the individual entries on the record in that site.

SETTLEMENTS IN THE FURNESS IRONFIELD

Further to David Georges article on the Furness iron industry in *The Cumbrian Industrialist* Vol 5 (2005) he has provided the following notes on the towns and villages of the area

1. BACKBARROW

The furnace was situated near a 22ft fall on the river Leven. Rawlinson and Ainsworth, two of the partners, were Quakers and were joined later in the eighteenth century by Machell who developed a trade in cast ware (in which Isaac Wilkinson was employed). Bar iron from the adjacent forge was sent to the shipyards. In 1841, the population of Backbarrow was 890 but only twelve people were employed at the ironworks, 250 at the cotton mill. By 1881 because of the pull of Barrow, the population had fallen to 466. Some of the houses were built by the mill owners (80).

The cotton mill (later dolly blue works) was built in 1782 by Walmsley, Ainsworth and Caterall who also promoted the Ulverston canal. The mill achieved notoriety in an 1806 report of some 150 pauper children working a 15 hour day. By 1851 local labour was said to be scarce and the mill had closed by 1870. Today the building is incorporated in the Whitewater Hotel.

2. CARK IN CARTMEL

J Stockdale was involved with John Wilkinson and a forge existed at Cark 1724 – 1816 working bar iron from Backbarrow also producing boiler plate for Wilkinson for a time. The cotton mill employed about 400 closed in 1810-14 and was then run as a corn mill. Wilkinson was consulting engineer and supplier of equipment. After closure, the village became an extension of the Cavendish estate, (Holker Hall) which provided work for the flour mill and jobs for the villagers. Some estate cottages were also built at Holker.

3. ASKAM

This was a small company town owing its origins to the 1864-6 ironworks. There are three long rows of workers' dwellings of the two up, two down type. At the corner of Duke Street is a fine cast iron monumental fountain of 1897.

4. VICKERSTOWN ON WALNEY

After the run down of the ironworks at Barrow about 1890, Vickers took over the naval shipbuilding yard and between 1897-1900 developed the Vickerstown estate (7000 were

employed at the yards by 1911). According to Marshall (1958) it arrived twenty years too late as the barrack-like tenements had already gone up in the town. The original plan envisaged 1000 –1500 houses. In 1908, the bridge across the channel was completed and by 1909, 931 houses were occupied by 5,000 people. The streets were named after people associated with the Boer War and rents were about five shillings to six shillings and sixpence per week. There were strong elements of 'Fordism' in the selection of tenants and in the control of social and recreational activities by the management. The post World War 1 slump was dramatic in a town such as Barrow, one of the classic 'one industry' towns. Migration was considerable and Stark tells of a family of nine children of whom only one remained in Barrow by 1920. The port never fulfilled its promise as a second Liverpool and as traffic in minerals and steel declined, the Furness railway began to concentrate on tourism.

Vickerstown is a surprisingly compact community which lies just above and behind the old ferry landing stage on the Walney side of the channel. It can be reached via Albert St. North and the former Co-operative Stores near Baden Powell Street is a suitable point to start a walkabout. Note the sloping site and the variety of house types including standard brick terrace 'Port Sunlight' types with wooden verandahs and superior corner houses for foremen and managers.

HARTSIDE MEETING REPORT

Eight members turned out on what the weather forecasters promised to be a reasonably nice day, however when fleeces were the order of the day before we set off to climb Hartside, it did not bode well. After a quick introduction on the geology of the area and the sites of different industries on the fells around, the group set off along the track to Cocklocks lime works site. A minor problem was crossing the ford which was slightly higher than normal due to the recent rains.

Cocklocks lime works possibly dates back to the mid eighteenth century when the Musgrave family, the lords of the manor leased the coalmines on Haresceugh Fell along with the right to burn lime both for the lord of the manor at the rate of 3½d per Bushel which was defined as 'six rye pecks or fair up heaped measure'. The lord of the manor was to prevent any other person building lime kilns in the manor. (Only one other lime kiln of significance occurs in the manor 'Busk lime works'. The name Cocklocks first appears in a lease for the coal mines in 1780's. After viewing the traditional designed kiln we then moved to the site of a more unusual kiln for Cumbria, this has a single pot with draw arches on either side as opposed to a single arch in the front.



LIMEKILN AT COCKLOCKS LIMEWORKS

The group then climbed up the fell to the first of the Barytes workings. This is next to Rowton Beck and worked the seam of that name. The site consists of an opencut working with two levels driven in. A few artefacts remain including a winch and rails on the site. All the working is thought to be 20th Century by the Hedworth Barium Co.

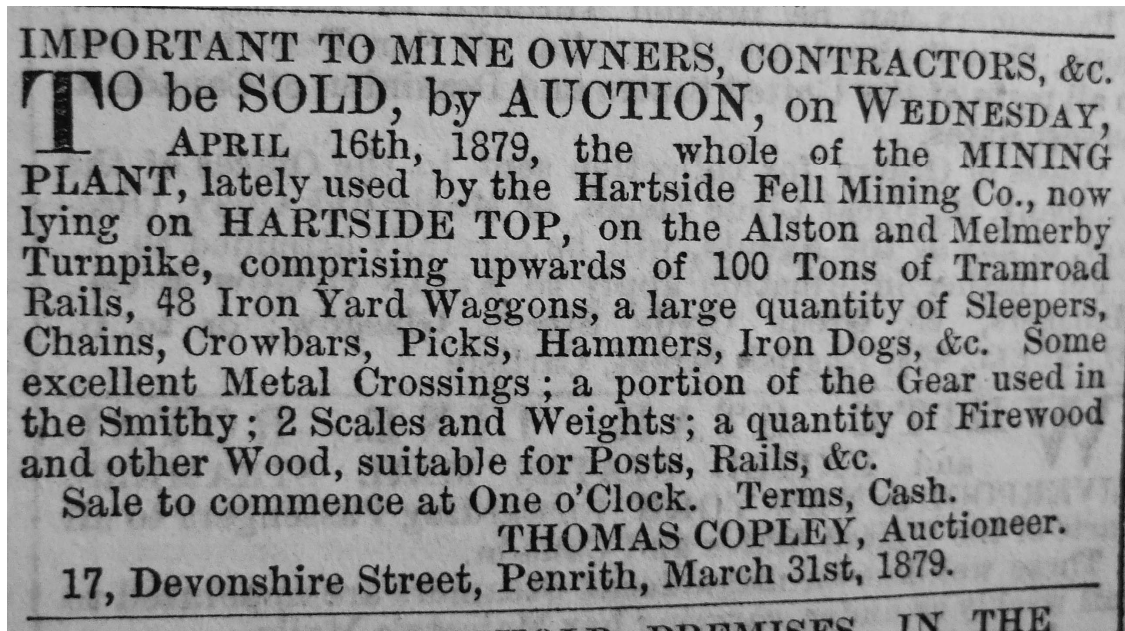
A trek across the open fell then took us to the next workings Graining Beck here a shaft and adit worked the Daffenside vein and the remains of an ore bin are present. It was whilst walking to this site that the rain started and by the time we had climbed to the next site Harrison's level it was raining heavily.

Harrison's level appears to have been the main working level, driven into the Nattress Gill Hazel originally by the Hedworth Barium co. it was re-opened and extended by Laporte Ltd. In the 1940's. The site also has a large waste heap and is at the bottom of an incline for taking the barites up to the road. A second track also comes in from a higher working to use the incline. A stone arched adit now collapsed on the opposite bank of the gill was presumed to be the level marked on the 1st edition OS map of which little else is known.

We then moved up to the highest level of which little is known although evidence of barites still occurs on the rocks surrounding the adit entrance. We then climbed up through various areas of open working to road from Hartside café.

Dunham in his book on the Alston ore field only comments on the work carried out by Hedworth and Laporte in the 20th century. However there is some evidence for mineral mining in the area from before that date. In 1786 the Musgraves leased all the veins of lead lying at the head of 'lew gill'. There is no evidence of how successful the workings were.

Then in 1879 a notice in the Carlisle Journal advertises the sale of mine fittings for the Hartside Fell Mining Co. although this may have been people working Hartside colliery. The 1786 lease helps to date the coal workings lying above barites mine and known as Gill Head Colliery because they are described in the lease and also there is a lease dated 1783 for the coalmines although their site is not mentioned.



NEWSPAPER ADVERT FOR SALE OF HARTSIDE MINING CO. 1879.

As we walked out along the track towards the café we viewed the top of the incline from Harrison's level and the remains of the haulage house and debated the possible configurations for the system.

A late lunch was taken at the café whilst the rain had stopped.

After lunch a discussion on the course of various roads over Hartside and also the various industries that can be seen in the Tyne valley on the way to Alston including, coal mines, lead mines, railways for iron mining and lime kilns.

We then descended back down the original Penrith road from before the 1820's turnpike before cutting off across the fell to reach Green Fell and the limestone outcrop and the site of 2 lime kilns and a small vein of barytes. After crossing the 'new' road we entered the large limestone quarry complex with the site of at least three limekilns of which one double kiln is still partially standing. The building bricks marked APC come from the Axwell Park Colliery, the firebrick lining are marked 'Brandon' and originate from the National Coal Board, Brandon 'C' Pit brickworks, Brandon, Co. Durham. These were produced from 1948 – 1974 and therefore give a date for these kilns operating after World War II.



KILN AT GREENFELL HARTSIDE

The only reference to these limekilns is a newspaper report of 1879 concerning the death of Joseph Hutchinson whilst working at one of the kilns on Green fell.

From these kilns it was a short walk back down the road to the cars.

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