Cumbria Industrial History Society

BULLETIN

www. Cumbria-industries.org.uk

No. 81 **DECEMBER 2011**

CONTENTS

EDITORIAL

Another successful year for the Society has come to an end with two successful conferences and a number of field trips. Next year's programme is enclosed along with the membership renewal forms for the coming year. Last year we asked members to consider Gift aiding their membership, and we can now tell you that we have received a cheque from HMR for £942. This is a very useful addition to the Societies funds and allows the committee to withhold a rise in membership fees. If you have not already gift aided your membership please do so this year.

Although the committee has always managed to successfully organised conferences over the years it is becoming increasingly difficulty to come up with new ideas for conferences and especially speakers. We are especially struggling with the autumn conference for 2012. If anyone has any ideas please contact a member of the committee.

The price of both production of the Bulletin and the postage of it is continuously increasing. The cost of the Bulletin is one of the major cost of the Society, but is also in many cases the only contact a lot of members have with the Society. The committee is looking at possible ways to reduce this cost and one suggestion is to produce the Bulletin in an A5 format (similar to the C&W Newsletter) rather than the present A4 format. We are having a few copies of this Bulletin printed in this format to see the effect if anyone would like to see one please contact either a committee member or they will be on view at the Spring Conference.

I have a couple of papers ready for another volume of the Cumbrian Industrialist and are looking for another one or two short papers to complete it with a possible publication date of late summer. If you have a piece of research you would like to see published please contact the editor.

I would just like to wish you all a Merry Christmas and a happy New Year on behalf of the committee and hope to see you supporting the Society at its events during 2012.

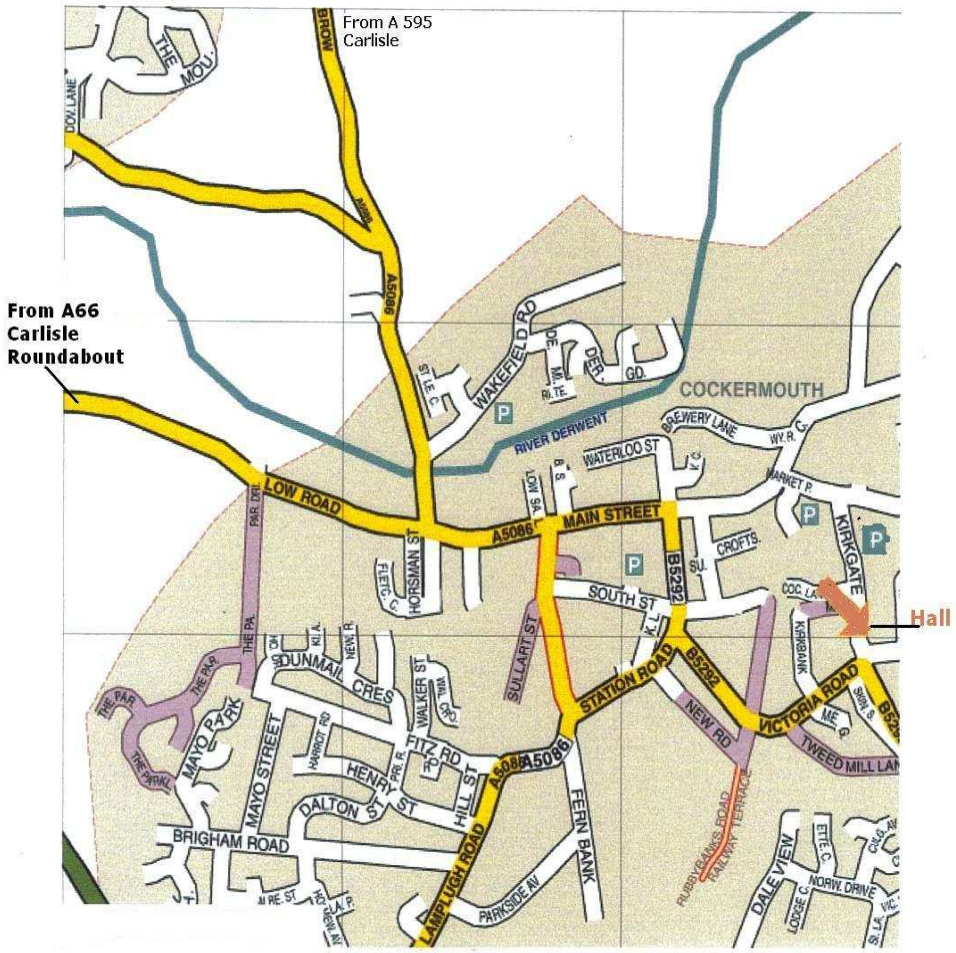
Graham Brooks Editor.

Front cover Middlegelt Viaduct Geltsdale, Newcastle Carlisle Railway.

SOCIETY EVENTS 2011

FEBRUARY EVENING MEETING WEDNESDAY 29TH FEBRUARY 2012, 7.30 PM. FRIENDS MEETING HOUSE COCKERMOUTH

After last years very successful meeting showing some of the slides from the Mike Davies-Shiel collection of lost industries we are repeating this with slides from the Cockermouth area.



From A66 The Sheep and Wool Centre roundabout.

Room for 4 cars in front of the hall avery bad entrance and exit. Some parking on the street in Kirkgate

SPRING CONFERENCE SATURDAY 21ST APRIL, CUMBRIAN CHEER, SHAP WELLS HOTEL.

A look at the drinks industry in Cumbria.

Booking form enclosed.

STONY HAZEL FORGE AND FORCE FORGE BOBBIN MILL SATURDAY 5TH MAY 2012 10.30AM.

Meet at Rusland Reading Rooms opposite Rusland Church. A day meeting to look at these sites. Packed lunch and suitable clothing required.

JUNE EVENING MEETING SPRINT WOOLEN MILL WEDNESDAY 27TH JUNE 6.30PM.

Meet at grid reference SD516960 for alook around this recently restored mill.

RAILWAYS AND INDUSTRY IN ROWRAH AREA. SATURDAY 28TH JULY 2012 10.30 AM.

Meet at Rowrah junction Grid reference NY 055 186. Another walk to be lead by Philip Ashforth. Packed lunch and suitable clothing required.

TEESDALE LEAD MINES SUNDAY 2ND SEPTEMBER 2012 10.30 AM.

Meet at road side parking on Alston to Middleton road at grid reference NY797 351 for a walk around some of the lead mining remains in the area. Packed lunch and suitable clothing required.

OCTOBER CONFERENCE AND NOVEMBER EVENING MEETING TO BE ARRANGED.

Details in the next Bulletin.

BOOK REVIEW.

Lakeland Steamers by Andrew Gladwell, Paperback pp144 ISBN 978-1-4456-0029-1 Amberley Publishing £14.99

This book recalls the history of the larger pleasure vessels, originally steam-driven, on Coniston, Windermere and Ullswater. There are one or two illustrations on every page and the author has commendably written a paragraph to accompany and explain each photograph. Inevitably this has resulted in some repetition and it is not always easy to follow the chronology of the building and modifications to the Windermere steamers and the changes in ownership of the company. A time-line diagram would have been a help. Most interesting is the first section on the role of the Furness Railway in developing steamer services on Windermere and Coniston. Their excursions from Lancashire involved a paddle steamer trip from Fleetwood to Barrow followed by rail transport to the steamers at Lakeside or Coniston. Sadly, the paddle steamer service was not re-started after the First World War.

WORKINGTON THROUGH TIME By Derek Woodruff. ISBN 978-1-84868-913-8 96 pages price £14.99. Amberley Publishing.

This book's first noticeably appealing qualities are its physical appearance and handling, its interest grabbing front cover and its internal format.

The cover invokes an immediate air of nostalgia. The book's physical size handles well and the placing of the "now" and "then" photos on the same page throughout most of the book gives both the older and younger potential readers a point of reference from which to make comparisons, evoke memories and wonder at how different things are "now" or were "then".

It is a little disappointing that many of the older pictures are already very familiar from other similar publications but there may be just enough less familiar photos to hold the older, more experienced reader's interest. Perhaps this will be less of an issue for people with a newer or more recent interest in the town's heritage. There are many good links made between the two photos displayed on each page but there are a few bits of information given that other local historians might have a different view on e.g. the identity and location of the workers on pg. 21.

While this is obviously a book of interest to local people, a book usually benefits from appeal to as wide an audience as possible and there may be one or two missed opportunities to do this e.g. on page 40 the reference to Goss's shop might have been followed by the information that this shop is now located in Beamish and might have earned the book a place on Beamish Gift shop's shelves – followed by tourists in Beamish coming to visit Workington!!

This book does demonstrate that while there have been many dramatic changes in Workington over the years and centuries-it does still retain enough original features and sites of historical interest to make Workington a place with an interesting heritage.

The cover price of £14.99 probably pushes this book just out of the stocking filler range and more into the carefully considered purchase range. While it is definitely worth a browse, personally I would find this book a very acceptable gift rather than a purchace.

D.W. Powell

ABSTRACTS

THE MID-CUMBERLAND COALFIELD. By Graham Brooks. British Mining no.92 Memoirs 2011. P119 – 135.

This paper looks at the small collieries that were worked in the carboniferous limestone that runs around the north and east side of the north Lakeland fells. There is very little archaeological evidence for these collieries today and they have been overshadowed by their more famous neighbouring mineral mines in the northern fells.

The paper looks at the collieries at Caldbeck, Warnell, Hewer Hill and Hutton John. It traces the problems that occurred in the running of these small mines with a limited market and also looks at some of the schemes put forward to improve their performance including a possible railway from Dalston to Sebergham.

MANUFACTURING IDENTITIES. AN ARCHAEOLOGIVAL APPROACH TO INDUSTRIALISATIONAND THE FORMATION OF MODERN CUMBRIA. By Richard Newman. Transactions of C&WAAS CW3, xi, 2011, pp 97 – 111.

This paper is one that was presented at a conference on Cumbrian Identity given in memory of Ben Edwards.

It looks at the various ways in which industrialisation of different parts of the county at different times over the centuries, has changed the way the different communities look at their identity. He looks at this in terms of both industrial development, the effect of trade on different parts of the county and the movement of people both within the county and immigration into the county.

Like all good review papers this one certainly gets you thinking in a different way about communities but also poses as many questions as it answers.

FILLING AND FIRING A LIMEKILN.

Further to my article in Volume Four of the Cumbrian Industrialist 'How to burn lime' this macabre extract from the Westmorland Advertiser 23 November 1811, gives some further insight into how a limekiln was started and managed.

TWO MEN SUFFOCATED AT LIMEKILN AT GREENSIDE NEAR HINCASTER.

> 'To fuel the kiln they begin in the evening they kindle the fire and begin to charge up the kiln by alternately throwing in layers of fuel and limestone. Often in calm weather so much smoke from the fuel that they cannot see if the layers are level or not and for the purpose of examining it they usually have recourse to admeasurement with a long pole and in case it be higher on one side than another they generally throw in fuel and lot on the lower sider to render it equal. When this kiln wanted 7ft of being full one of these unfortunate men gauged it with his pole and finding the lots not sufficiently equal he had the temerity to jump into it in order to level the materials with a fork or drag. No sooner had he descended when he called for assistance and his companion ran to the side of the kiln but the expiring man with uplifted hands sunk from the grasp of his friend.
>
> Another man got a ladder climbed down and collapsed at the bottom a third man lowered by a friend was just got out in time in a state of collapsed.
>
> Limestone consists of lime combined with nearly an equal weight of vapour called carbonic acid gas but more commonly known by the name of mephitic vapour or fixed air which by the application of a sufficient degree of heat is expelled and the lime more or less pure remains.
>
> This vapour will almost immediately extinguish a lighted candle and it so heavy that it always hovers around the kiln and completely occupies every space within it so that as soon as any considerable portion of limestone becomes heated in a kiln every part of the kiln is filled with this noxious gas and no portion of atmospheric air that necessary supporter of animal life can remain within because the latter is so much lighter than the former as to be entirely expelled by it.'

This report, one of many in the papers of the time of deaths occurring at limekilns usually of tramps sleeping near the kilns at night and been overcome with the fumes, shows that it was not only the unwary who could be caught out by the fumes from these kilns.

Graham Brooks.

A DESCRIPTION OF INDUSTRY IN BARROW.

The following descriptions have been transcribed by Peter Robinson from the Transactions of the Institution of Mechanical Engineers July 1901, recording visits made during a meeting of members in Barrow

BARROW FLAX AND JUTE WORKS, BARROW-IN-FURNESS

These works of the Barrow and Calcutta Jute Co.., whose head offices are in Liverpool, occupy about 12 acres, with frontages to Hindpool Road, Ramsden Square, Abbey Road, Duke Street and Clive Street, and have a private siding to the Furness Railway. The offices and main entrance are in Hindpool Road. The works are principally engaged in the spinning of jute yard and in the manufacture of jute goods, including bags for sugar, flour, grain, coffee, wool, cotton, chemicals, etc.; also fabrics for linoleum, floorcloth, packing and general purposes.

The raw jute is imported in bales from Calcutta, and stored in the company's warehouses at the Devonshire Dock. In the spinning sheds it passes through the various machines for softening, carding, drawing, roving, spinning, spool and cop winding, etc. The yards then pass to the beaming sheds, and thence to the weaving departments where they are made into fabrics of various weights, texture, and widths. After leaving the weaving sheds, the cloth passes through the inspecting room, where it is measured, weighed and examined. It then goes into the cloth-finishing department, where it is cropped, calendered, mangled, lapped or put into large rolls, or press-packed into bales for shipment of for home consumption. The fabrics for bag making are drawn up into the floors above by the cutting machines, which, at the same time, cut them into the various lengths required; the latter are sewed by sewing machinery into sacks and bags, with tarred or dry twine. The bags are then marked by printing machinery, after which they are folded and made up into bundles.

The works are at present on a smaller scale than formerly, as the portions destroyed by fire some time ago have only yet been partially rebuilt. In the reinstatement of the portion referred to, however, every advantage has been taken to introduce all the best and latest improvements in the trade.

THE BARROW SALT CO., WALNEY ISLAND, BARROW-IN-FURNESS

The extensive and valuable salt deposits in the Island of Walney were first discovered in 1889. Boring operations for coal by the Diamond Boring process, were being carried out on a short distance to the south of the village of Biggar, when, underlying about 140 feet of red and blue marl with gypsum, a bid of rock salt was unexpectedly met with at a depth of about 272 feet from the surface. The area of the deposit was afterwards absolutely defined by a series of bore-holes to extend for 6 miles in length, and for a distance of 3 miles the thickness of the rock salt was found to range from 72 feet to 446 feet. The depth from the surface to the top of the salt varies from about 90 to 120 yards. One of the borings was carried down to a depth of about 1,000

feet from the surface in red, blue, and green marls with beds of rock salt of various thicknesses, and at irregular distances apart.

In 1896 the Barrow Salt Co. was formed, with a capital of £100,000, for purpose of working and developing the property. Four bore-hole wells were put down about half a mile to the south of the village of Biggar, and fitted up with derricks, ???, boilers, pumps, etc., by Vivian's Boring and Exploration Co. The wells average about 500 feet in depth and are lined wit wrought-iron tubes 10 inches in diameter until the salt bed is reached at an average depth of about 100 yards from the surface.

The engines and pumps are of the same pattern, and all the working parts are interchangeable. The pumps are 6½ inches diameter, and the length of the stroke can be varied from 1 foot 6 inches to 4 feet. Each pump, working for twelve hours a day, is capable of pumping 300,000 gallons of brine per week, which is equivalent to about 300 tons of manufactured salt. A small experimental plant has been erected at the wells for the manufacture of salt by means of the exhaust steam from one of the pumping engines, but owing to the process being necessarily intermittent the results obtained are not so satisfactory as would otherwise be the case. Natural brine was met with from the first, but the supply no being sufficient for the requirements of the works, it became necessary to supplement it by passing fresh water down the wells from the water-bearing strata me with in carrying out the boring operations. The brine obtained is of good quality and of full saturation.

From the pumps the brine is conveyed in 9-inch cast-iron pipes a distance of three-quarters of a mile to the settling tanks and filter beds; and the filtered brine, from which all matters in suspension have been removed, then flows into a storage reservoir immediately adjoining, and having a capacity of about 700,000 gallons. The level of the storage reservoir is so arranged that the brine feeds the evaporating pans at the works by gravitation through 9-inch cast-iron pipes about 2¾ miles in length, and the supply of brine can therefore be regulated at the works by the men in charge of the same.

The evaporating plant is situated near the extreme south end of Walney Island and within 4 miles from the main entrance to the Barrow Docks. This site was selected because of the unusual facilities it offered for the cheap erection of the necessary buildings, etc., owing to the unlimited supply of sand and shingle for making concrete, and also for convenient shipment of the manufactured salt.

The works comprise on range of twenty pans for the manufacture of common salt, and one of four pans for the manufacture of lumps and fine butter salt. The twenty pans are of the same dimensions, namely 64 feet long by 24 feet wide by 2 feet deep, and can, when occasion arises, all be utilised for making common salt. When lump or butter salt is being made a wooden mid-feather is fixed across the pan about 40 feet from the fire-place end, and the other portion of the pan is used for making common salt. The twenty common pans are arranged back to back under one roof in two parallel rows of ten each with a chimney 120 feet in height to every four pans. The quantity each pan is capable of turning out is from 50 to 55 tons of common salt per week. Each of the lump pans is

capable of turning our about 50 tons of lumps and 10 tons of common salt per week. The four lump pans are under one roof, and the flues, after passing under the pans, are carried through the warehouse where the lumps are stoved and stored ready for shipment. There is a store capable of holding about 600 tons of lumps about the hot-house. Coal depots, capable of holding about 5,000 tons of coal are conveniently arranged in front of the fires. There are two salt stores, one on each side of the range of common pans, with a total storage capacity of about 10,000 tons.

The town water has been brought down to the works for boiler and domestic purposes, but there is an ample supply suitable for purposed in connection with the manufacture obtained from a well on the premises, and pumped by means of a windmill into a large tank from which it gravitates to all parts where it is required. The works are connected with the shipping wharf, which is only about 100 yards distance, but means of a narrow-gauge tramway. The depth of water at the wharf is 22 feet 6 inches at ordinary spring tides and 15 feet at ordinary neap tides, and steamers carrying ??? tons have been alongside the wharf for the discharge of cargo.

BRITISH GRIFFIN CHILLED IRON AND STEEL CO., BARROW-IN-FURNESS

These works are situated near the Central station of the town. The firm is a modern example of British manufacture on American ?? system, whereby the many needs of electrical tramways in Great Britain and Ireland can be met as regards specially suitable wheels hitherto manufactured in large quantities in the United States.

The Company has acquired from the New York Car Wheel Company their interests and system of manufacture in Great Britain, Ireland, India and all the Colonies, with the exception of Canada. By this ystem millions of wheels have been made and are turning the United States under locomotives, passenger cars and goods wagons, etc. This system is also in extensive in the following works: - Messrs Ganz and Compapny, Budapest; Société Francaise Metallurgique, Griffin, Gorcy; Fried Krupp, Magdeburg; Griffin Metallurgetschiski, Zavod, Odessa; Société Belge Griffin, Merxem-les-Anvers; and Société Italiana Franchi Griffin, Brescia.

The works at Barrow-in-Furness are equipped with the most complete and modern plant for the manufacture of railway and tramway wheels, and include a fine bay and overhead girder electric crane track for special heavy chilled work, with an electric crane running the whole length of the foundry commanding one half side, the other half being the moulding and casting floors which are fed and actuated by compressed-air cranes suitably placed on each separate wheel floor.

The processes run in one continuous line throughout, from the melting room at one end of the foundry to the machine finishing shop at the other end, where wheels and axles are examined, and fitted , and placed onto the railway trucks.

The works commenced operations in April of the present year, since which time many thousands of wheels have been manufactured for the Indian State Railways,

Assam-Bengal, Rhodesia, Tasmania, and the British North Borneo Railways, and an order for HH The Nizam's Guaranteed States Railways is now passing through the shops.

FURNESS BRICK AND TILE WORKS, BARROW-IN-FURNESS

These works were started about 35 years ago by Messrs Woodhouse and Co., later they passes into the hands of Messrs R F Matthews and Son, and eventually in 1893 the present company was formed with Mr R F Matthews as Chairman and managing director. The company has two large works and premises, one situated at Hindpool covering an area of about 10 (?) acres, and one at Ormsgill of about 6 acres. Both works are completely equipped with the most modern and efficient brick and tile making machinery, and are in direct communication with the Furness Railway.

The output of the two works comprises all the usual kinds of plain and ornamental bricks, drainage tiles for agricultural purposes, and the best kinds of facing bricks. Both pits have the same kind of clay, which is noted for its weight-supporting qualities and general excellence. The weekly output is about 320,000 common bricks and 53,000 facing bricks. The number of men employed is about 150.

MESSRS WALMSLEY AND SMITH, CORN MILL, BARROW-IN-FURNESS

The Flour Mills of Messrs Walmsley and Smith are situated on the Furness Railway Company's Dock estates between Hindpool Road and the Devonshire Dock, the two large warehouses for grain storage, etc. (which are connected to the Mill by an overhead bridge), being directly on the edge of the dock.

These mills were built by the old Barrow Corn Mill Company in 1870, but the business not being a success, the mills were leased in 1881 to the firm which now occupies them. Soon after this date Messrs Walmsley and Smith adopted the new Hungarian roller system, being one of the first milling firms in this country to do so, and entirely dispensed with the use of the time-honoured millstone. Since that date, however, great changes have been effected in the milling trade, and the plant has had to be entirely remodelled several times.

The mill premises no contain two complete and separate flour mills with a total capacity of 3,000 sacks per week, in addition to the usual machinery for production of provender; most of the machinery is by H Simon of Manchester, but several of the other milling engineers are also represented. The machinery is driven by a compound horizontal condensing engine of about 400 HP, which runs continuously from Monday to Saturday without stopping; steam is supplied by three Lancashire boilers 30 feet by 7 feet, working at a pressure of 95 pounds; one these boilers is a spare one. The firm have their own electric lighting plant, which with exception of the arc lighting at the Ramsden Dock, was the earliest application in the town of electric lighting, and been running since the beginning of 1885.

The warehouses are two commodious buildings connected together with an arcade which is used for the purpose of loading and unloading railway wagons, and have a total capacity of 10,000 tons. Grain is lifted off the vessels lying alongside by a series of hydraulic cranes, and conveyed across the bridge afore-mentioned into the mill adjoining by means of a 12-inch band conveyor. A scheme is now in hand for the erection of a silo adjacent to the present warehouses, which will be fitted with a suitable elevator for lifting the grain in bulk in a continuous stream out of the vessels, and storing it in bins on the silo system, which now more generally adopted.

ENGLISH HERITAGE SITES AT RISK REGISTER.

English Heritage has recently published this years list of sites at risk. Whilst there are 161 sitesin total in Cumbria on the list, only 16 are industrial sites.

Force Crag mine and barytes mill risk erosion
Roachburn Colliery, Farlam, Generating and pumping houses, weather and vegetation damage
Corn mill Warwick Bridge recent re-roofing has improved this building but still at threat if no future plan is found.
Barrowmouth gypsum and alabaster mine overgrowth of site with vegetation.
Whitesyke and Bentyfield lead mines damage by erosion. The North Pennine AONB have a programme of stabilisation in place.
Rotherhopefell ore works lead and fluorspar processing plant building collapsing.
Augill smelt mill collapse of building
The old kiln Wetheriggs Structural problems
Smardale lime kilns damage to kiln wall and also problem with railway retaining wall.
Carrock Fell mine erosion to site. (adit has been reopened by CATS over the summer)
Greenside Lead mine erosion of site.
Winster potash kiln collapse of lintel
Nibthwaite furnace erosion of site.
Coniston copper mines erosion of site
Backbarrow iron works on going detriation of site. This could be the longest on going possible conservation site in Cumbria.
Low Wood gunpowder works. On going deteriation of the buildings. A plan to improve the site is being discussed.

Hopefully some progress is being made on some of these sites and they will be removed from the register shortly.

Pre 19th C. FLAX Production

Flax has been one of the essential textiles from at least Bronze Age times. The process of converting thin wiry stalks into a whole range of products is complex, and long perfected.

The Sequence.

1.Traditionally,in early August,it was PULLED so that root fibres were part of the crop and a good handful DOUBLED over into small 'BEETS' about 18inches/45cm long,then put out in stooks and DRIED.

2.By late August the crop was dry enough to be RIPPLED or BROKEN,using a SWINGLE-STAFF(FLAIL) above an old wagoncloth,to KNOCK OFF THE SEEDS, so precious for next year's crop,or as poultry food or for oils,paints and varnishes.

3.Then the beets were crammed into a specially-constructed RETTING POND,in such a way as to hold in place under flat stones,so that when water was let in,they were held below the surface and ROTTED for 2-3 weeks.HEMP,(one quarter of an acre minimum,grown per TOWNSHIP by LAW), also went through the same treatment,often in the same pond. To make the job easier to do,ponds were FLAT-FLOORED,just over KNEE-DEEP when filled,with VERTICAL solidly-built sides.By a law passed in 1541,the ponds,once the crops were removed,had to evaporate away and NOT drain back into streams.A working pond was often roadside for access and one well-built side,not more than 30ft/10m.wide,and 100ft/30m long with the water accumulating through complex systems off nearby fields.

4.By mid-September they were taken out.The minion doing this obnoxious job had to avoid getting his face in the NOW-POISONOUS water.The beets were once-again DRIED,often over small fires.The rotted stuff began curling off. Once dried, they were SCUTCHED.

5.SCUTCHING This action stripped off all the dried gunge by BEATING the fibres strongly,eventually leaving wiry fibres, short and long.

6.Scutched fibres were then held carefully in handfuls and DRAGGED FORCEFULLY through vertical metal hook-tipped needles,set in boards, such that the crop was COMBED out into the long LINE fibres which would make LINENS, from the short TOW fibres,used for coarse SACKING,and especially, SAILCLOTH. This process is called HECKLING. It required skilled delicacy to do well.

7.Then the fibres were BOILED to make them soft enough to SPIN, and

8. WOVEN on fairly narrow looms.Sailcloth was always made in strips of about 2ft/60cm.width, and then sewn together by sailmakers.

100% pure Linens such as Kerchiefs,Shirtings and Damasks were worth most, but in ALL CLOTHS EXCEPT SILKS, made from the 1600's until 1784,Linen HAD TO BE the strong WARP(lengthways) threads.

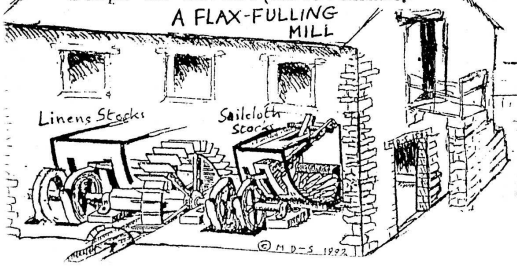
This was because makers were well aware of the tendency for cotton and woollen cloths to come to pieces in the harsh washing processes of the time. Also,100% woollens take a deal of drying.Thus by the 1690's, new LINSEY-WOOLSEYS were the rage, being cloths dyed in the threads and thus patterned by the weave.Flax and Cotton cloths were known as CHECKS,CALICOES and FUSTIANS.However,before or after weaving,flax kept its natural grey-green colour and if brighter colouring was wanted, it

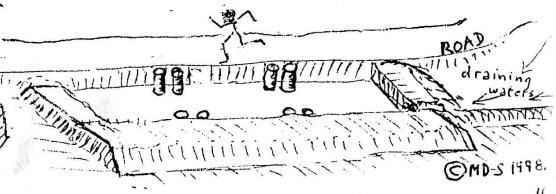
9. HAD TO BE BLEACHED.The best bleach was made from unlikely products :- Soft Water,B.....P.....,and Aledrinkers'U.....!

Best BLEACHING was done in FULLINGMILLS using HOT WATER,followed by

10.BEETLING pumelling with flat hammers arranged like millipedes'foot-steps in waves.(NB.9.and10.used waterpower).Then the cloths were DYED & SOLD.

2nd Edn.M.Davies-Shiel.Feb.2000.





An empty Retting pond c.10x35 metres,overall.

A SMALL COLLECTION OF LOCAL BRICKS

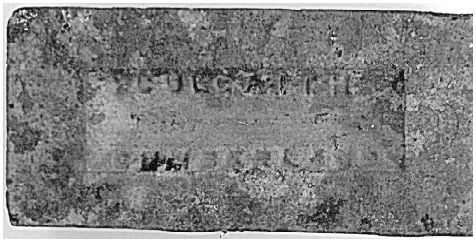
The collection is comprised of a quantity of bricks given to us by Peter Robinson of Grange over Sands, together with others acquired from various sources including finds from our own garden. Many manufacturers were involved with more than one brick-works, so where the name is that of an individual, it is impossible to be certain as to where a particular brick was produced.

Birkby Brick & Tile Works or Birkby Fire Brick Works c1860 – late 1880s

Camerton Brick & Tile Co or Camerton Colliery & Brick Works c1860s – 1880s

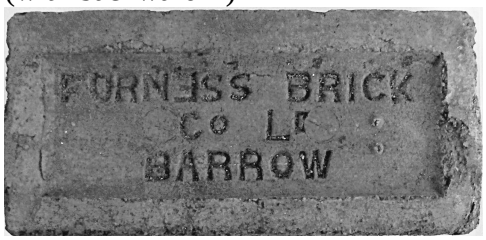
Clifton Brick Works c 1870s

Culgaith Brick & Tile Works c1836-c1930s



Dearham Main Colliery Brick Works 1880s

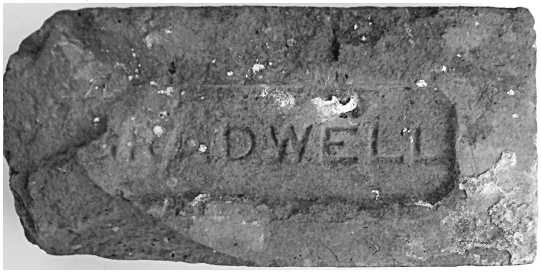
Furness Brick & Tile Co c1845 – (with backward E)



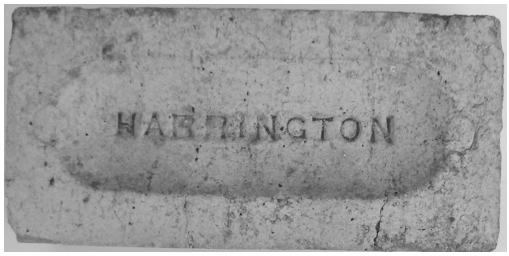
Furness Brick & Tile Co c1845

Gillhead Brick Works c1871 – 1900s

William Gradwell owner Sandhall Brick Works, Ulverston 1870s-80s

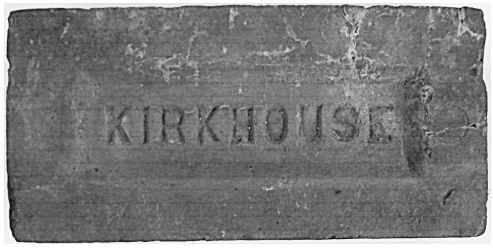


Harrington Brick Works c1855 - c1869

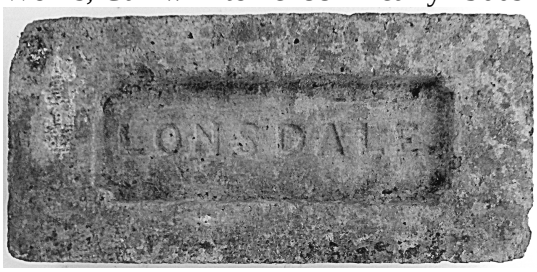


Kingstown Brick Works, James Beaty 1888 - 1901

Kirkhouse Brick & Tile Works from 1934



Possibly Lonsdale's Carlisle Brick & Tile Works, Cumwhinton c1884 – early 1900s



Sandysike Brick & Tile Works 1820s – 1930s

Possibly Seaton Fire Brick Works
C1836 – 1850s

Seaton Moor or Moorhouseguards Brick Works c1891-c1913

William Tickle & George Tickle either Birkby 1860-70s or Cumwhinton 1870s

Whitehaven Brick & Tile Company From 1912-

Ted & Stella Davis (all photographs Stella B. Davis)

COMMITTEE MEMBERS DETAILS

Roger Baker, Membership Sec.
3 Sun St
Ulverston
Cumbria
LA12 7BX
mbarb@freenetname.co.uk

Bill Myers
20 Lord St.
Millom
Cumbria
LA18 4BL
bill.myers@nwemail.co.uk

Mr Ron Lyon
Chrondrenn
Church St.
Skirwith
Penrith CA10 1RO
Chrons12@btinternet.com

Mr David Powell
45 High St
Workington
CA14 4ET
daipowell@btinternet.com

Geoff Brambles, Chairman
21 Derwent Drive
Kendal
LA9 7PB

Graham Brooks, Bulletin Editor
Coomara
Carleton
Carlisle CA4 0BU
gbrooksvet@tiscali.co.uk

Mrs Helen Caldwell, Secretary
Low Ludderburn
Cartmel Fell
Windermere LA23 3PD
lowludderburn@btinternet.com

Alan Postlethwaite, Treasurer
17 Railway Terrace
Lindal-in-Furness
Ulverston LA12 0LQ
mandatelsop@btinternet.com

Mr Dan Elsworth, Publicity Officer
6 Town Street
Ulverston
LA12 7EY
dwelsworth@cooptel.net

Dr Ian Hill
5 Parkside Drive
Arnside
Cumbria LA5 0BU
fi.hill@btopenworld.com

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