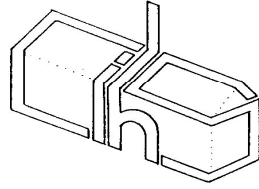


Cumbria Industrial History Society

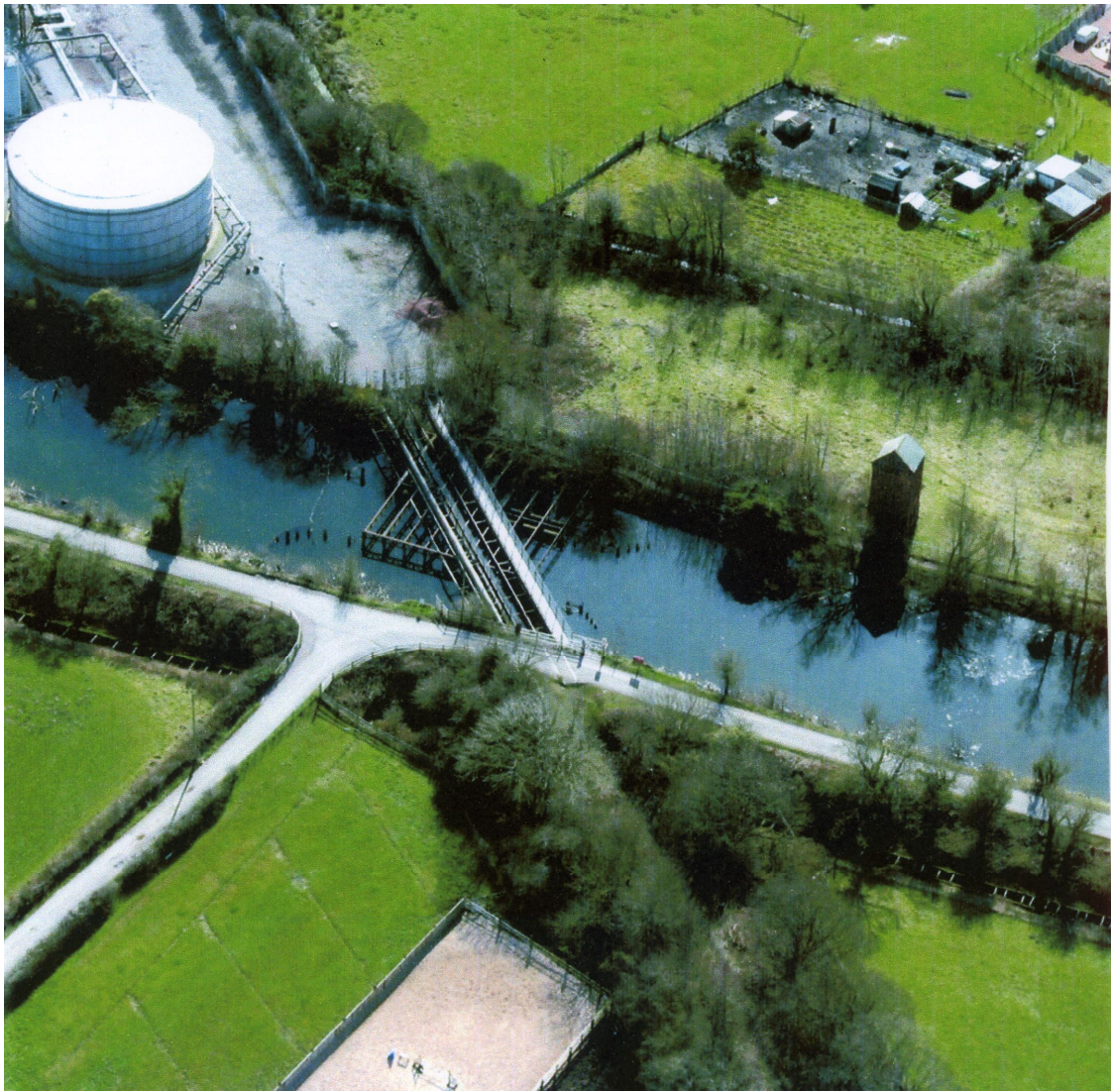


BULLETIN

No. 82

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

APRIL 2012



CONTENTS

Page 3	CIHS Activities 2011
Page 4	Book Reviews
Page 6	Mine shop conditons in the 1840's
Page 9	Site news
Page 11	Useful Websites
Page 12	Keeping in touch

THE FUTURE OF THE COMMITTEE – A MESSAGE FROM THE CHAIRMAN

It goes without saying that a Society cannot exist without a Committee and the continued existence of the CIHS has been wholly dependent on the willingness of a small number of members to participate in this capacity, in some cases for twenty years or more.

Some of our longest standing members may recall the occasion when our previous Chairman, Tony Keates, had to dramatically raise the temperature of the AGM in his appeal for a new Secretary to come forward. On that occasion his forceful plea succeeded.

The present situation is not as dramatic or ominous as that, but the project to digitise Mike Davies-Shiel's slides is proving very demanding on the sub-committee that organises it, so it would be very helpful if two members would volunteer for the following roles:

- **Minutes Secretary** – to prepare the agenda for, and take minutes at, committee meetings
- **Membership Secretary** – to maintain records of membership and handle subscriptions

There is also the opportunity to become an 'ordinary' committee member, without committing to any particular role.

The Committee meets three times a year, presently at Skelsmergh Village Hall, just north of Kendal. Meetings are congenial and new members are made to feel welcome.

So, if you feel that you would like to get involved, contact me on 01539 728605 and we can have a chat about it.

Geoff BramblesChairman

Front cover Arial view of the railway bridge over the Ulverston Canal, Lawrence Hill.

SOCIETY EVENTS 2011

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 at 10.30, where we can look at some of Mike Davies-Shiel's drawings, plans and photos of the excavation of the Stony Hazel forge before taking the short walk to the site and discussing the interpretation. After lunch (bring your own) Suzanne Tiplady will lead us round the Force Forge area including the Low Force Forge bobbin mill. En route we can visit an area of woodland being traditionally coppiced for charcoal and bark peeling.

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

Meet at grid reference SD516960 for a look 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.

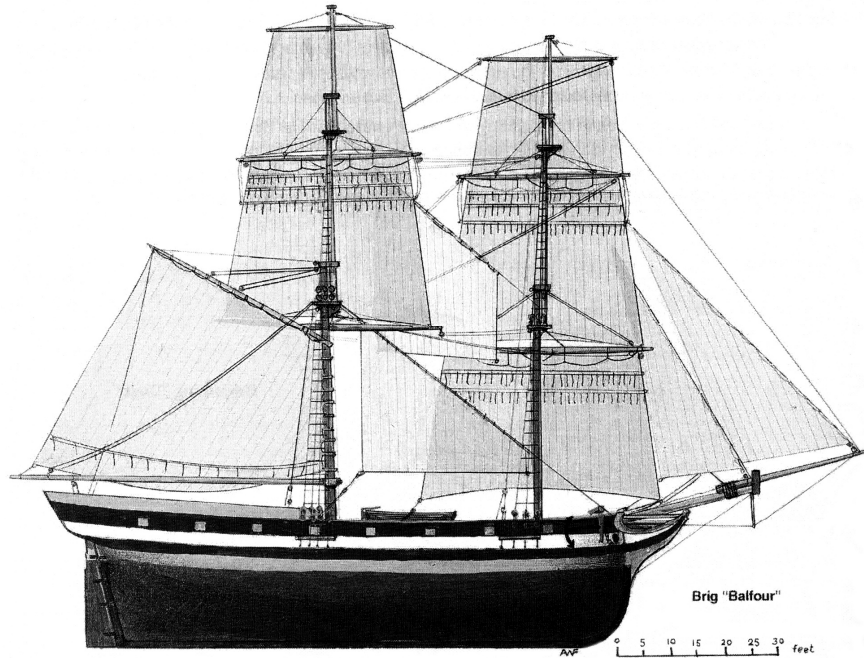
Meet at road side parking on Alston to Middleton road at grid reference NY797 351 for a walk around some of the lead mining remains in the area. Packed lunch and suitable clothing required.

OCTOBER CONFERENCE SATURDAY 20TH OCTOBER 2012 VICTORY HALL BROUGHTON IN FURNESS.

Talks to include Burlington Slate, Millom railways, Millom industries. Booking forms in next Bulletin.

NOVEMBER EVENING MEETING TO BE ARRANGED.

BOOK REVIEW.



HIGHWAY TO THE WORLD The people and their little wooden ships, Brigs, Brigantines and Snows of Cumberland in the 18th and 19th centuries.

by Alan Forsyth. Paperback 124 pages, price £18 – Royalties to Cumbria Community Foundation. Published by BOOKCASE ISBN 978-1-90414-757-2

The author's interest in this subject started in childhood with the stories of his maternal grandmother who came from a Cumberland seafaring family. The family history led to research into the construction and operation of the wooden sailing vessels that plied their trade from the Cumberland ports of Whitehaven, Workington and Maryport, many of them taking coal to Ireland in the winter and sailing further afield to the Americas and the Baltic in summer to bring back timber or more exotic products such as tobacco, rum and sugar.

The book's very clear and plentiful drawings illustrate the design and construction of these small ships, including the differences in rigging which distinguish brigs from brigantines and snows. The merchant vessels were designed with relatively flat bottoms making it possible to beach them for loading and unloading away from deep water harbours. Towards the end of the 18th century, however, speedier, more slender hulls were also built for the navy, for privateers preying on merchant shipping and for countering the attacks of the numerous American privateers during the War of Independence.

The book also chronicles the development of the Cumberland ports and paints a picture of life at sea as well as the crowded and insanitary conditions in the towns.

Appendices include details of vessels built or operated by Cumbrians and lists of seafarers' names. An enclosed cd-rom provides a comprehensive index.

I strongly recommend this very readable book which I found fascinating and informative.

Helen Caldwell

THE FURNESS RAILWAY – A HISTORY by: Michael Andrews

ISBN: 978-0-9569709-0-9 : Barrai Books. Pages: 256pp (with 194 photos, 44 maps, and additional tables and diagrams). A4, laminated boards £25.00

This impressive book is the result of more than 50 years of research by the author (who sadly died in 2010), and will undoubtedly become the seminal work on the Furness Railway, in particular its relationship to the economic and industrial development of the district. It will certainly stand alongside Dr J D Marshall's iconic volume, "Furness and the Industrial Revolution", first published more than half a century ago.

With more than 20 chapters, ranging in timescale from the earliest plans for the line (in the late 1830s) to the company's incorporation into the London, Midland, & Scottish Railway in 1923, and including accounts of both acquired and jointly-owned railway companies, the book impresses with the immense amount of detail. In part, this is due to the author's use of the diaries of the 7th Duke of Devonshire, Chairman of the FR from 1848 until 1887, which, in recent years, have allowed a previously hidden insight into the business and legal dealings of the railway company.

Whilst around half the book is devoted to the FR and the immediate Furness district (including development of the docks and the iron and steel industry in Barrow), the author has given equal weight both to companies the FR eventually absorbed (such as the Whitehaven & Furness Junction Railway) and to the much larger companies with which it had joint undertakings, such as the London & North Western and the Midland Railway companies. Diligent research finally seems to reject the long-held view that the Midland Railway sought to use the Furness Railway (together with the Solway Junction route) to gain access to Scotland - it is in this type of well-reasoned analysis that the book excels.

The chapter entitled "New Routes to the East" is particularly fascinating, covering not just the well-known Furness & Midland Joint line (between Carnforth and Wennington), opened in 1867, but also obscure schemes such as the Furness & Yorkshire Union Railway proposals of 1865 (for a Barbon-Milnthorpe- Arnside line), with the resulting political manoeuvrings resulting in a good relationship between the LNWR and the FR for more than a decade.

Lavishly illustrated, and with beautifully drawn maps, this publication is well-written and highly recommended, and the production team at publishers Barrai Books should be praised for the quality of the final work.

Howard Quayle

MINE SHOP CONDITIONS IN THE 1840'S

'I should think it no hardship to have remained 24 hours in a mine, but I should be terrified at being ordered to be shut up a quarter of an hour in the bed-room of a lodging-shop'.

From The Royal Commission on Employment of Children in Mines 1842.

The evidence for the report was collected in 1841 and William Eddy gave the following statement about Greenside mine.

I went to work in Greenside four years. Our lodging-rooms were such as not to be fit for a swine to live in. In one house there was 16 bedsteads in the room up stairs, and 50 occupied these beds at the same time. We could not always all get all in together, but we got in when we could. Often three at a time in the bed, and one at the foot. I have several times had to get out of bed, and sit up all night to make room for my little brothers, who were there as washers. There was not a single flag or board on the lower floor, and there were pools of water 12 inches deep. You might have taken a coal-rake and raked off the dirt and potato peelings six inches deep. At one time we had not a single coal. After I had been there two years, rules were laid down, and two men were appointed by the master to clean the house up stairs twice a-week. The lower compartment was to be cleaned twice a-day. Then the shop floor was boarded, and two tables were placed in the shop. After that two more shops were fitted up., but the increase of workmen more than kept up with the increased accommodation. The breathing at night when all were in bed was dreadful. The workmen received more harm from the sleeping –places than from work. There was one pane of glass which we could open, but it was close to a bed-head.

The mines at Greenside were well ventilated, and in that respect there was nothing to complain of.

In winter time the icicles came through the roof, and within 12 inches of the people sleeping in bed. During a thaw, water dropped plentifully into the beds. In the upper beds the person sleeping next to the wall cannot raise his head or change his shirt.

On 11th February 1843 the following comment appeared in the Carlisle Journal

GREENSIDE MINE – The Greenside mines in Patterdale, are at present very rich in ore, the low level having exceeded the expectations of the shareholders. Should the projected railway between Penrith and Carlisle go forward, the company contemplate running a steamer on Ullswater Lake in order to expediate and economise the carriage of the lead; they having recently purchased pieces of ground at each end of the lake for that purpose.

This comment drew the following response the next week

Sir – On reading over the notice in your last weeks' Journal of the prosperous state of the Greenside Mines, I was very forcibly struck with the enquiry which almost naturally suggested itself to my mind, namely –whether the comforts and conveniences of the miners engaged in producing the vast wealth which these Mines are at present supposed to be yielding to the lucky proprietors, were allowed to keep pace with the increase of riches and enjoyment of which they have thus fortunately become the possessors, which enquiry was, however, I am very sorry to say, soon answered by a friend of mine by the following statement of fact of which he had himself been an eye-witness. The men engaged at the mines, to the number of I believe nearly 00, including a considerable number of boys employed in washing ore, reside for the most part at the distance of several miles over the surrounding country, and many of them reside in the towns of Penrith and Keswick, a distance of twelve miles or upwards, and consequently are under the necessity of lodging during their working days in what are called Groove Shops, hovels built by the company in the immediate vicinity of the mines which are known to be situated near to the summits of some of the highest mountains in the North of England, exposed to every bitter blast and storm with which those high Northern attitudes are so frequently visited where they have to carry their victuals, and cook for themselves, for four or five days in the week; now all this would not be much to complain of were the hovels provided for their accommodation at all in keeping with the wealth and luxuries these men are instrumental of producing; but my friend states that one of these shops which he visited during last autumn, and which is said to be the best of the number, consists of a single room on the ground floor, and one room on the first story; the ground floor room, which serves as dining room, kitchen, sitting room, provision store room, and all other conveniences for thirty to forty men, is only twenty-one feet long, by eleven feet wide, and seven feet in height, and which, besides serving all the purposes above-mentioned, also contains four beds, in tiers of two each, one above the other, with a space of about three feet between the lower and upper tiers. The upper room which is of the same length and width as the last is two feet high from the floor to the eaves and about eight feet high in the middle to the ridge; here we find eight miserable dirty beds on frames raised a little way from the floor, and three (if possible more miserable looking) slung in ropes, hammock fashion, from the roof, which is thatched with straw; indeed,, no sight I ever witnessed, can equal the dirty and filthy state in which these beds are kept, the men not being subjected to any regulation whatever, and having no one to overlook the state of their accommodation. In fact the very stabling provided for the company's horses employed about the mines, affords accommodation greatly superior to what I have just been describing. The men likewise to find their own beds and bedding, which they generally wear as long as it will hang on the beds, for the most part without ever being washed, and several of the men have not even so much as a bed or bedding of any description, but are obliged to steal an occasional sleep in the beds of their fellow workmen which happen to be unoccupied. It is fortunate that vermin cannot live among them on account of the noxious quality of the dust from the lead ore, with which the bed clothes are completely saturated, otherwise the miseries of these hard working men must have

been alarmingly aggravated. The only light available to the upper room, besides a square hole in the middle of the floor by which the men enter from an upright ladder, is derived from a small window in one end of the room, about two feet by one foot three inches, in which is a small casement about three or four inches square for the ventilation. The ground floor room is lighted and ventilated by an entrance door, and one small window about two feet six inches square both on one side of the building. Many of the men complain heavily of the disagreeable and uncomfortable nature of their accommodations, the storm frequently beating through the roof upon their beds, so forcing them to leave them during the night. I am informed that the London Mining Company provide their workmen at the mines in the neighbourhood of Alston Moor with superior accommodation to those found at Greenside, the beds and bedding being provided by the company and the men placed under wholesome regulations for securing cleanliness and comfort, and why could not the same plan be adopted in one case as in the other? I hope the subject needs only to be brought under the notice of the proprietors to secure the immediate improvement of the conditions of their workmen, several of the shareholders, I am informed, have never seen for themselves the miserable conditions in which the miners spend their working time: one of the proprietors has, indeed, taken laudable pains to provide religious and other instruction for the miners and others in the employ of the company; but it is well known, that men who are exposed to the evil influences described, are not in the most fit state for receiving mental culture. Hoping the above notice will have the effect of attracting the attention of the directors and proprietors, I take my leave of them at present, however, to return to the subject again, should the circumstances call for it.

I am etc

PHILANTHROPOS.

If the information supplied to Philanthropos is correct then it is obvious from his description that the improvements suggested to be made to the factory inspectors in 1841 had not been made. To date I have not come across any further correspondence on the subject by Philanthropos.

Graham Brooks

SITE NEWS

ULVERSTON CANAL RAILWAY BRIDGE

One of our members, Gavin Watson, has been instrumental in getting the rolling bridge and its associated accumulator tower listed.

English Heritage consider the bridge is a 'rare and unusual survival of one of the few rolling, sliding and telescopic railway bridges ... the Ulverston canal rolling bridge is considered to be the only rolling railway bridge surviving in England.' Its design differs subtly from the earlier telescopic bridges across the Rivers Arun and Parrett and the later sliding bridges across the Stainforth to Keadby Canal.

The bridge was built as part of the Furness Railway company's plans to improve their original route between Ulverston and Barrow. However only two miles of the proposed route were constructed from Plumpton Junction to Bardsea (Priory Station), which opened in 1883. To carry the railway over the Ulverston Canal a rolling bridge designed by Frank Stileman (1851 – 1912) was built. A bridge with a moveable subsidiary framework was built at 90 degrees to the canal and onto this the railway track were attached at 45 degrees to the framework, The bridge crosses the canal at towpath level

and so to allow boats to pass the frameworks central part was designed to roll back on wheels into a small dock built into the canals south bank. The bridge was hydraulically operated (Cylinders and rams were removed in 1952-3, and an associated engine house was demolished.)



The tall brick accumulator tower stands nearby on the south bank. It housed a hydraulic accumulator: a supplementary power source which was effectively a large pipe into which a good head of water could be pumped and stored until it was needed to operate the hydraulic rams to move the bridge. There has been some debate that this tower could have been designed by Austin and Paley.

THE ACCUMULATOR TOWER

The line was singled in about 1920 and carried passengers and freight to the former North Lonsdale Iron works which closed in 1938 and then to the chemical works on the site which opened in 1949. The line closed in 1994.

RICKER GILL BRIDGE NY 65 422

The centuries old bridge on the old road up Hartside from Renwick has been repaired. Shown on both Donalds and Greenwoods map it must have been frequently used by people travelling to Alston before the building of the toll road (A685) from Melmerby.



BRIDGE BEFORE RENOVATION.

It has been suggested that the bridge may even date back to the Romans. (A probable Roman road and possible Roman bridge at Haresceugh, Alan Richardson C&W Transactions Third Series Volume IV 2004 p.252.)

DOUBLE MILL, COCKERMOUTH

Recent flood damage to the banks of the River Cocker has exposed the foundations of a mill on the opposite side of the river to the present Double Mill. Thought to date to the 15th Century. This is the mill that gives the name of Double Mill.

SEBERGHAM METHODIST CHAPEL

The tin sheet Methodist chapel at Sebergham has recently been taken out of use with the building of a new brick chapel in the area.



This is one of two tin sheet Methodist chapels known to the editor in the county, the other is in a derelict state on the side of the A66 near Appleby.

USEFULL WEBSITES

There has been recent activity on the British Newspaper website,

<http://www.britishnewspaperarchive.co.uk/>. A large number of newspapers have been digitalised including some Cumbrian papers. Carlisle Journal 1833 – 1866, Kendal Mercury 1834 – 1863, and Westmorland Gazette 1838 – 1867. These are free to search but unfortunately you do now have to pay to see the actual part of the paper. However useful lists can be formed which can save hours in searching through micro films in libraries.

KEEPING IN TOUCH

Nearly half our members have now opted to be part of our email group. This means that I can easily send reminders about our events; news of other organisations' events which are likely to be of interest and requests for information from members or others.

If you have an email address and would like to give this service a try, please email me at: lowludderburn@btinternet.com

Some 30 members will be reading this Bulletin as a pdf file sent to their email address, with the advantage of seeing the photos in colour and in higher definition. This will result in savings for the Society at a time when printing and postage costs are increasing.

We know that many people prefer a paper copy, or do not have email, so there is no question of forcing anyone down this route, but if you would like to receive your Bulletin (and the associated papers) electronically in future, please let me know at the above address.

Helen Caldwell

COMMITTEE MEMBERS DETAILS

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

Mr Ron Lyon
Chrondrenn
Church St.
Skirwith
Penrith CA10 1RO
Chronsl2@btinternet.com

Geoff Brambles, Chairman
21 Derwent Drive
Kendal
LA9 7PB

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

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

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

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

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

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

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

