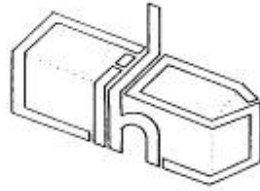


Cumbria Industrial History Society

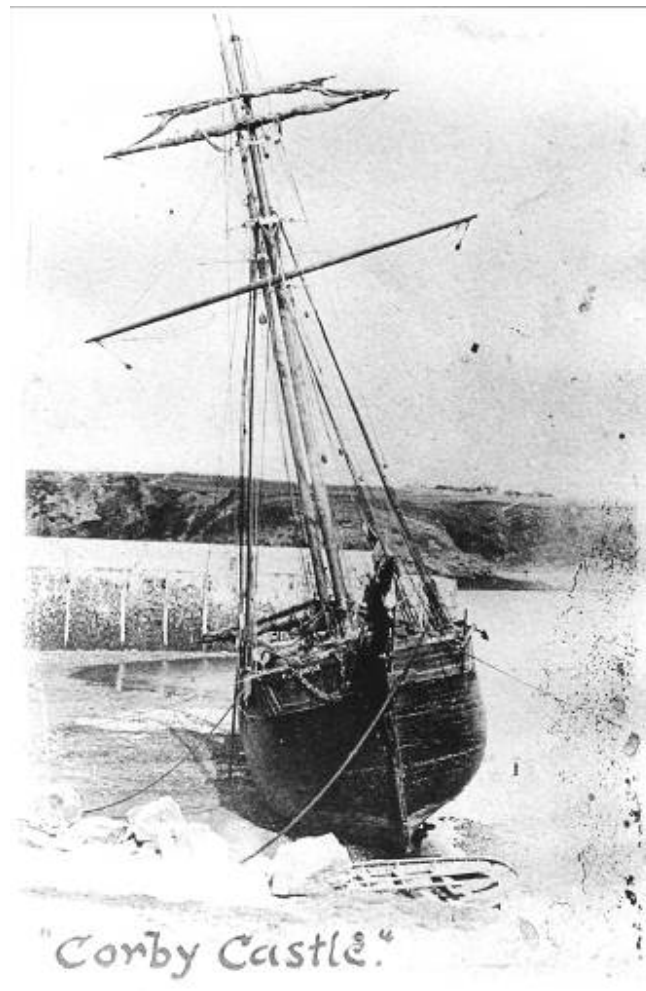


## BULLETIN

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

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DECEMBER 2012



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## EDITORIAL

Another year is drawing to an end and it has from my point of view been a total disaster from an industrial archaeology point of view with the wet weather seriously reducing the amount of field work that could be carried out. The Society fortunately had good luck when it came to its outdoor activities with all days including our visit to Teesdale being blessed with fine weather.

The Society has also had two successful day conferences and also well attended evening meetings.

This Bulletin contains the details of the 2013 programme as it is at present arranged please support the Society by attending as many meetings as possible, a lot of work and effort is put into organising the events by members of the committee.

The project to digitalize Mike Davies-Shiels slide collection is progressing well with nearly all the Cumbrian industrial slides have now been processed. We are still needing volunteers to help with the cataloguing of the slides especially the copying of the copious notes that Mike covered the slides in. the slides are in Kendal Record Office, please contact Helen if you would like to help.

It would like to finish by wishing you all a happy Christmas and a happy New Year on behalf of the committee and I hope we have better weather next summer to allow us to explore the industrial archaeology of the county and also further afield.

**Front cover Schooner Corby Castle (see article p 15 )**

## SOCIETY EVENTS 2013

### **Lost Worlds: Mike Davies-Shiel's slides of the Keswick area: Wednesday February 6th, 7.30 p.m.**

Friends' Meeting House, Keswick, CA12 5NZ. G.R. NY 263 235. Opposite the Booths car park .**Please phone Geoff Brambles (01539 728605)** before setting out if the weather / roads are at all doubtful.

### **Black Beck Gunpowder Works: Saturday April 27, 2013.**

Starts 10.30am from Bouth Village Hall, the former reading room

Parking: There is room for five or six cars close to the hall and spaces around the village.

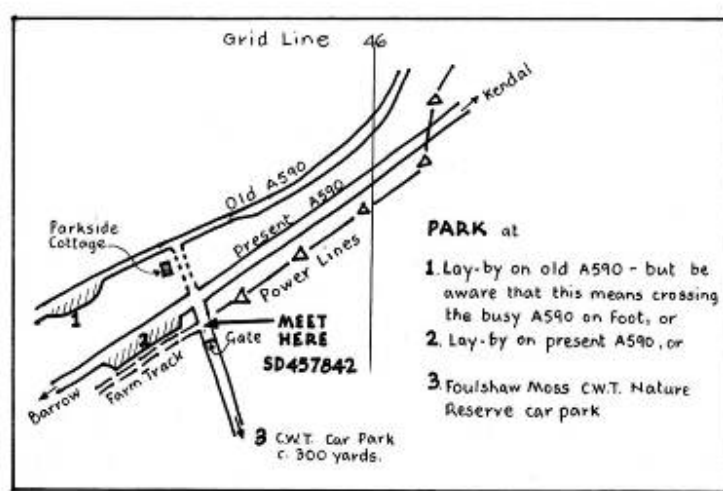
Directions: Head for Bouth from the A590. Drive to the top of the hill as you approach Bouth and turn left for the hall, which is about 200 yards from the White Hart pub. Village Hall Sat Nav is LA12 8JH. Map reference for Bouth is SD 3285 The intention is to start the tour from the village hall at 10.30am, have a break for lunch and continue to around 3.30pm. Ron estimates that approx 60 to 70 per cent of the day will be wheelchair accessible.

The tour will take in the fell chimney used by the works which is still mostly accessible on foot. Ron will have a torch and visitors will see more if they also bring one. Suitable clothing and footwear is recommended.

### **Visit to the sites of peat cutting at Foulshaw Moss. Thursday 6th June, 6.30p.m.**

Larry Walling, who is leading the visit, features on Mike Davies-Shiel's photos of peat cutting at this site.

It is now a nature reserve belonging to the Cumbria Wildlife Trust. Please NO DOGS. Boggy terrain may not be suitable for wheelchairs.



**WALK round Furness haematite mines led by Jonathan Wignall: Saturday 13th July 10.30 a.m.**

Meet at St Peter's Church, Lindal in Furness, on the west side of The Green [SATNAV: LA12 0LX] Heading towards Barrow on A590, turn right at pedestrian crossing. Grid reference: SD249758 Route uses field paths with awkward styles and kissing gates, regrettably making it unsuitable for wheelchair users.

**WALK round Coniston Copper mines led by Warren Allison Sunday 11th August 10.30 am**

Meet in lane behind Ruskin Museum.

The route will follow the beck to Cobblers level in Red Dell then to Old and New Engine shafts then to the Back String at Levers Water and return via Paddyend Mill about 6 miles.

**Visit the Mills of Cockermouth Sunday 15th September 11.0 a.m.**

Eric Cass is guiding us around the Mills of Cockermouth on Sunday 15th September. He suggests we meet at the Kirkgate Centre at the bottom of Kirkgate (off Market Place) starting at 11 am to give us all time to get there. Grid ref NY125307 or postcode CA13 9PJ. There are car parks next to the centre, but free on-street parking should be available as well. The walk will be in a figure of 8 looping back to the town centre at lunchtime.

**BOOK REVIEW**

**WORKINGTON, HARRINGTON AND MOSS BAY Through Time By Derek Woodruff**

**THE WAVERLEY Through Time by Roy G Perkins**

**WHITEHAVEN HARBOUR Through Time By Alan Routledge.**

**Published by Amberley Publishing price £ 14.99 each**

These are three books of a very rapidly growing series of books. Each book consists of a series of photographs taken in the past of famous sites and events in area covered by the book. These are usually at the top of the page underneath is then printed an upto date view of the site or a photograph related to the topic. With two pictures to the page there is usually little room left for any significant comments on the photographs.

The Workington etc. book has only a few photos of an industrial nature most of them are of a social nature such as football teams etc.

The Whitehaven harbour book is mainly of pictures as would be expected of boats in the harbour. Good for those with an interest in boats

The Waverley line book is again a series of photos of the stations as they were when operating and the sites today with a good spread of locomotive shots as well.

## FIFTY YEARS OF PUBLISHING AND DISTRIBUTING LOCAL HISTORY / ARCHAEOLOGY

It all started for me with the formation in 1958 of the Solway Group of teachers and students whose aim was the popularisation of the local history of the Solway and Border Country. We campaigned to save local buildings and monuments, gave slide talks in Carlisle and round village halls, and wrote articles for Cumbria Magazine, the Cumberland News and Summit, the magazine of the Cumberland Development Corporation. After two seasons of photo surveys, research and assisting on archaeological digs, our Secretary John Hartley of the Northumbria College of Education was ready to put together our first publication, *North Cumberland* a small 20 page guide book selling at one shilling and threepence old money of which 2000 copies were printed. The front cover had a drawing of the Bewcastle Cross superimposed on a stretch of the Roman Wall. I set out on my James 197 motorcycle with copies loaded on the rear carrier to test the market. Village shops and post offices along the route of the guide were willing to take small quantities, cash to be collected later. Newsagents in town were another outlet and copies usually sold well at local history meetings. (An enlarged version of the guide was published in the Oriel Press, Newcastle in 1971).

One of the vacation activities of the Solway Group and the Students' Association in Carlisle was providing a guide service to Historic Carlisle for visitors and tourists. A two-hour trail was devised by John Watson and others, of the city at a time when there were no official guides or Council sponsored tours. We also took visitors on trips further afield to the Eden Valley, Roman Wall and Lake District. Based on this experience the group published its second guidebook in 1965 (with a second edition in 1970) *Carlisle and the Border Country*. Frank Logan and his Border Publicity Co. undertook the design and printing, the art work for the covers supplied by local artist Frank Hurd. 44 pages with photos by John Watson, and again I think about 2000 copies were eventually produced. Good reviews in the local press resulting from our outlets such as Tourist Information Centres, Museums and Libraries where the latter go in for book sales. Your small publication tends to get buried in corners of large bookshops. They also expect a large discount and often the local manager does not have the discretion to place orders. After moving to Manchester in 1966, during a gap in the publication of the Journals I wrote and distributed a booklet on The Industrial Archaeology of Preston (500 copies). A discount bookseller took my surplus.

Starting in 1975, together with Derek Brumhead we had been running Adult Summer Schools both in Manchester and at various centres in Cumbria. In 1988 with the assistance of a small travel grant we published *Cumbrian Industrial Archaeology*, a field guide which included original maps and sketches by Derek and a 7 page bibliography. This was praised by amongst others the late J.D. Marshall and got at least five reviews in the periodicals. With a larger catchment area we nevertheless undertook our own distribution as usual and we sold 250 copies over an area from Buxton to Whitehaven. For some years Derek had published various editions of a *Guided Trail to Castlefield* in Manchester, during years when there was nothing else in print about Britain's First Industrial Heritage Park. In 1998/9 we co-operated on a revised and enlarged edition. By this time there were a few new outlets such as the Museum

of Science and Industry and the Castlefield Visitor Centre which helped to sell 250 copies. (Earlier in conjunction with our summer schools there had been Manchester and Carlisle trails totalling another 750). We also issued a Lancaster Industrial Trail - most copies went to the Priory Bookshop.

In 1991-2 I enjoyed a sabbatical back in Carlisle prior to early retirement, during which I compiled, largely from old diaries, and after meeting new guides etc., a personal recollection of Youth culture and student life in the 1950s, entitled *Coming of Age in Carlisle*. This time a launch by a TV producer at the Old Town Hall and a radio interview on Radio Cumbria got the thing off to a good start. I included numerous names and old group photos which helped to boost sales.

The design and printing was done by a very helpful/Like Best and his Carlisle Office Services company who also produced posters and flyers which I had not used before. The booklet was well received and resulted in some correspondence from Grammar School old boys. I also did another study with the same publisher, *Industry in Carlisle*, to mark Industrial Heritage Year. Prices by the way were now £2.50 to £3.30 but they tell me that if it is under £10 it will usually sell. However after printing and distribution costs don't expect to make a profit - you will only break even. The writer may however receive more invitations to talk and fees are more than welcome.

Back in Manchester I was struck by how little information there was on some of the exhibits at the Museum of Science and Industry - the vintage cars in particular. So at the suggestion of Ms. J. Roberts, Education Officer, I compiled an A5 booklet *An ABC of Manchester Motor Cars* with a brief write-up and picture, one to a page including short references. The format was different called landscape and makes it quicker to turn up a particular item. The booklet went down well with members of the classic car clubs and about 300 were distributed.

About the same time I formed a new partnership with the late Robina McNeil, County Archaeologist, based in the Greater Manchester Archaeology Unit. Robina had planned a series of Archaeological Miscellanies called the Heritage Atlas. No. 3 was a discussion of all types of Warehouses - appropriate for Warehouse City - entitled *Warehouse Album*. No. 4 was an analysis of Manchester as the *Archetype City of the Industrial Revolution*. I was to contribute four chapters to these works alongside distinguished contributors from Museums and University Archaeology Departments, English Heritage and others. No. 3 was published in 1986 and No. 4 in 1997, to mark the proposal of Manchester as a World Heritage Site. This was my first experience of co-editing other people's work but I soon picked up the skill which was to stand me in good stead later when Dr. Mike Nevell asked for my help on certain chapters in the *Handbook of Industrial Archaeology*. The approach to distribution for the Heritage Atlas had to be different because we needed to get copies on sale in all ten districts of Greater Manchester. This meant targeting the main libraries and tourist information centres besides Museums. Some of it was done by car but also by train with a heavy briefcase. Invoicing was all handled by the University but I had to issue delivery notes and claim expenses later. We did target a few bookshops including a certain University bookshop

who had an Archaeology buyer with power to order for stock. He also regularly took other G.M.A.U. and U.M AU. publications which I helped to distribute.

My most recent task has been to get copies on sale of the *Bridgewater Canal 25<sup>th</sup> Anniversary* book from a limited print run, the book also being available online. Times are now hard to use a truism. A good deal of persuasion had to be used to get those few libraries which still sell books to take five copies. We have also lost former useful outlets in Manchester such as H.M.S.O., the Travel Bookshop and Gibbs. However, using five as a starting point I have been able to develop ten selling points in the city and one, The Lowry Bookshop, has sold ten copies already. It made me laugh however when the University Bookshop now devoid of its buyer said they would take one copy to try!

Publishing is easy, but good local writers are few and far between. The hardest part is distribution - it's time consuming and a labour of love. • Time your invoices to suit the client

- Never agree to sale or return except in unusual circumstances
- Get someone knowledgeable to check your text - avoid unfortunate errors
- If editing other writers' work look for the context. Prune excessive examples.
- Are the picture captions accurate?
- Have a book launch with press and TV if at all possible
- Take copies to meetings and conferences
- Avoid large bookshop chains, go for the independents.
- Keep the price below £5 (A5) or £10 (A4)
- Aim to break even on costs and sales - most local societies have large deposit accounts!
- Satisfaction for the writer and prestige for the Society are the main aims.

By David George

### **BRICKS, SALT AND GOLD . . . NOTES FROM PERU**

On a recent journey to Peru we were able to see some aspects of the traditional industries of this magnificent country.

The manufacture of **mud bricks** is a common sight on the Altiplano in the highlands. The process is very labour intensive; clay soil derived from the volcanic rocks is piled high, mixed with water and then *Ichu* grass (Peruvian feather grass) is added. The mixture is left for about two hours. Working with hands and feet it is then pressed into molds to form the bricks approximately 400cm x 200cm x 150cm. The bricks are then set out in the hot sun to dry. Typical output is between 300 and 500 mud bricks per person per day.



Drying mud bricks

More substantial insulation **bricks** are made around Juliaca. Again produced by hand the bricks are fired in small square kilns. The kilns are about three metres square and four or five metres high. They are fired using eucalyptus wood. Eucalyptus trees were introduced from Australia in the early 19<sup>th</sup> century but they are now a problem in the area because they take water and nutrients from the soil. The industry is small scale and the kilns can be seen dotted amongst the houses and farm buildings, some being filled, some being fired and others being emptied.



Small brick kilns and new bricks





*Salineras de Maras*

The Incas used salt in their mummification process and north west of Cusco in the Sacred Valley of the Incas are the *Salineras de Maras*, the **salt pans** of Maras. Over 3000 salt pans fill a small deep valley, shining white in the bright sun they are an impressive sight. The salt pans are owned by 450 families who work as a co-operative to sell the salt. The pans are fed by a subterranean spring *Qoripujio*. The spring water is about the same salinity as seawater and contains sodium, potassium, magnesium and zinc salts.



Harvesting salt

The pans are typically 3 or 4 metres square and 20 or 30 cm deep, the walls of the pans are over 800 years old. The salt 'farmers' make salt in the dry season (May to September). From the spring the water flows through an intricate system of channels to fill the pans. It takes 22 or 23 days to evaporate so the salt is collected once a month. Three grades of salt are produced: the *extra*, 25 soles (approximately £6) per 50 kg; the *primera*, 20 soles (approximately £5) per 50 kg; and, the *tercera*, the poorest grade. It is then sold on for twice the price in Cusco. Iodine is now added as early users suffered iodine deficiency.

Nasca, in the coastal desert, is well known for its ancient lines, stylised figures and geometrical patterns which date from pre-Inca times. Nasca is also a **gold mining** town, one of a number of similar towns along the Panamerican Highway. Here gold and copper are mined in the hills by small groups of illegal miners. The ore is brought to Nasca where it is placed in concrete-lined pits and covered with large boulders. Workers stand on the boulders and rock them in a primitive mortar and pestle arrangement to crush the ore. Mercury is then added to the crushed rock to extract the gold, a process no longer used in formal gold mining. Illegal gold mining is the largest employer in Nasca and similar towns. The miners pay no tax, mercury pollutes watercourses and health and safety are of little concern. The Government has tried to take action and a few days after we passed through Nasca the illegal miners blockaded the Panamerican Highway in protest at the latest Government crackdown. Large companies have yet to arrive in the area partly due to the lack of water for processing in the desert but also due to the Government's attitude towards foreign multi-nationals.

Surrounded by virgin lowland rain forest the remote frontier town Puerto Maldonado is sited where the Rio Tambopata joins the Rio Madre de Dios, a vast tributary of the Amazon. Puerto Maldonado is a rapidly growing town and a huge new suspension bridge now crosses the river providing easier access to Bolivia and Brazil. Tourism is increasingly important but the main employer is illegal **gold mining** with approximately 70% of the town's population involved in the activity.



A gold 'dredger'

Along the rivers alluvial gold is gathered from the river sediments. The main form of transport along the rivers are the wooden canoes 30 to 35 feet long powered by outboard motors and the gold miners mount their equipment on these canoes. A diesel pump is used to suck water and sediment from the bed of the river. This is then poured over 'carpet' mounted on a sloping frame at the front of the boat. After eight or nine hours of pumping the carpet is removed and washed to get the fine sediment containing the gold particles. Mercury is again used to gather the gold and it is then burnt off.



Gold dredgers at work

A typical miner's haul is 18 to 22 grams per day. A number of boats, some mining, others lying idle could be seen along creeks and, according to our guide, there are places where the entire river is covered by the boats. The mining is illegal, again the miners pay no taxes, the method of extraction damages the bed and banks of the rivers and mercury pollutes the watercourses. However, the lure of gold continues to be more powerful than the Government's actions to try to stop this illegal activity.

William Varley

#### **ABSTRACTS**

HALTCLIFFE LEAD SMELTING MILL, CUMBRIA. By Richard Smith and Sam Murphy. British Mining no. 93. Memoirs 2012 p. 18 – 37.

This article covers the history of this site on the edge of the Caldbeck fells which has not only been a smelt mill but also fulling mill. It then describes a field survey of the few earthwork remains on the site and tries to relate these to the few plans of the site that have survived. The final part of the article looks at the slags that can be found on the site and tries to use these to look at the possible process that have occurred on the site.

FURTHER NOTES ON NORTH PENNINE IRON ORE MINES. By Graham Brooks. British Mining No. 93 Memoirs 2012 p. 108 – 112.

This article brings to publication information from a variety of both obscure published sources and papers in a variety of archives that update a number of other publications on the subject. It looks at mines at Horse Edge, Croglin Fell, Loo Gill, Two Tops, Long Crag, Hard Rigg Edge and Aglionby Beck.

#### **UM BONGO. UM BONGO. AN INTRIGUING PIECE OF OUR INDUSTRIAL HISTORY.**

A recent copy of The Westmorland Gazette posed this question:-  
*In which South Lakeland town was the 1980s fruit drink Um Bongo made?*

Well I'd never heard of it, but our children had. Funny that, because all they had to drink at home was water to wash down the bread! They could even piece together the words of the song in the original advert, but here's the full version courtesy of the amazing internet:-

*Way down deep in the middle of the Congo  
An hippo took an apricot, a guava and a mango.  
He stuck it with the others and he danced a dandy tango  
The rhino said "I know we'll call it Um Bongo".*

*Um Bongo, Um Bongo, they drink it in the Congo.*

*They python pick the passion fruit  
The marmoset the mandarin  
The parrot painted packets  
That the whole caboodle landed in*

*So when it comes to sun and fun in the jungle  
They all prefer the sunny funny one*

### **Um Bongo, Um Bongo, they drink it in the Congo**

And what has a South Lakeland town got to do with it? Well, Um Bongo was first made by Libby's in Milnthorpe in 1983 – a blend of 9 different types of fruit – and sold in little cartons. The original mixture was changed around 2003/2004 to reduce the amount of sugar and artificial flavourings, and new packaging introduced by 2007 on which much reference to the Congo had been removed. It is currently produced at Gerber's plant in Somerset.

Roger Baker

### **FINDING FULLING MILLS**

Earlier this year I joined a total of 40 volunteers – including some more of our members – in a hunt for fulling mills.

This was a project supported by The Heritage Lottery Fund, organised by The Lake District National Park and The National Trust, and carried out by Oxford Archaeology North as part of the Windermere Reflections programme of events. Its aim was to locate, survey and record (but not dig up) what could be found at four likely fulling mill sites whose whereabouts were suggested in documentary evidence and by the work of previous researchers such as Mary Armit and Mike Davies-Shiel. A fifth site was added to the list as a result of a related project to record woodland industries in an area to the south of Hawkshead.

As you know, fulling mills were an integral part of the process of producing woollen cloth. The beating of the woven cloth in troughs of liquids by wooden hammers (stocks) powered by a water wheel performed two main functions – removing grease and oils from the woven material, and thickening it into a closer and more substantial weave.

The project began for the volunteers with a training day where we were given background information about the fulling process, shown how to use the survey equipment, and told something about the sites to be recorded. These were all in the Windermere catchment area:-

- At the foot of Sourmilk Gill in Easedale near Grasmere
- Above the shore of Grasmere itself, below Loughrigg Terrace, where the River Rothay leaves the lake on its way to Rydal Water
- Below High Close (Langdale) Youth Hostel above Elterwater

- Near the foot of Stickle Ghyll in Great Langdale
- In the woods of Little Ore Gate near Cunsey on the west side of Lake Windermere

This training day was followed by approximately five days survey work at each site where each day a group of 7 or 8 volunteers would meet under the guidance of a couple of professional archaeologists – one from Oxford Archaeology and one from the National Park or the National Trust. An enjoyable time was had by all - clearing bracken, discussing what could be seen and what couldn't, carrying out the survey work and recording the results - come rain or shine.

We were looking for not only the location of the mill and its wheel, but also artificial cuts to supply water to it, and potentially other elements associated with the industry such as potash kilns, ponds, drying grounds, dwellings, or trackways. What we found varied from site to site – most clearly at Sourmilk Gill and Stickle Ghyll, less obviously at High Close. Loughrigg Terrace provoked a lot of discussion, and at Little Ore Gate there was just not enough evidence to support the idea that this too was the site of a fulling mill.

Oxford Archaeology North have produced a comprehensive report of the project complete with a historical background to the fulling industry, documentary evidence for the survey sites and an overview of the survey methods used. This is followed by the results – photos, site plans and descriptions of what was found. Every volunteer was given a PDF copy of the report - *Windermere Reflections on History – Fulling Mills* - plus an invitation to attend a presentation of the results at the end of September.

For me this was a wonderful opportunity to have a go at survey work under professional guidance, to find out more about one of our lost industries, and to enjoy a few days out in the field in the company of other crazy people! The amazing thing is that three of the sites at least stand next to footpaths that hundreds if not thousands of people, including myself, follow each year on the way to other destinations. How easy it is to miss what's under one's nose.

Roger Baker

### **HYDRAULIC (WATER) POWER SYSTEMS**

In 1851 the idea of using water pressure to power machinery was given a boost by the invention of the accumulator. This was basically an iron cylinder into which water was pumped and kept under high pressure by the force of a heavily weighted plunger bearing down upon it. The water was then distributed – at pressure - over an area to the points at which it was needed. In Manchester this included the lifts, hoists and presses in the cotton warehouses. In Liverpool it also powered the lock gates, capstans and cranes at the docks.

I know of a few examples of its use in Cumbria. The sliding rail bridge over the Ulverston Canal was recently listed. Chris Puxley's book on The Port of Silloth includes a couple of plans showing the location of the power house and machinery around the

docks. Barrow docks were similarly equipped. There will be more – can you let me know if you are aware of any?

Roger Baker

### THE SCHOONER CROBY CASTLE.

The Society recently received a request for information about the two masted Schooner 'Corby Castle'. A good Cumbrian name. The boat had at one time been owned by Hugh Owen of Anglesey the great great grandfather of the person looking for the information.

Research showed that the boat had been built at the canal basin in Carlisle, the first ship built in Carlisle by the newly opened shipyard of Mr B Nelson.



Report in the Carlisle Patriot 18<sup>th</sup> January 1840

The details of the ship were

Two masted schooner  
Registration No. 18121  
Burthen: 56.44 tons  
Length: 59 6/10 feet  
Breadth: 17 8/10 feet  
Depth of Hold: 8 5/10

The boat was advertised for sale at least twice in April 1850 when its original owner John Carruthers sold it in Carlisle and again in May 1851 it was for sale at Annan. Hugh Owens bought the boat in 1866. The boat was eventually lost on 16th March 1903 in the Dee estuary off the Point of Ayr.



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