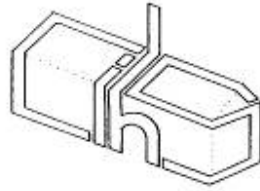


Cumbria Industrial History Society



BULLETIN

No. 85

www.Cumbria-industries.org.uk

APRIL 2013



CONTENTS

Page 3	CIHS Activities 2013
Page 5	Fancy choosing photos?
Page 6	Book review
Page 7	Edward Wadhams Diary
Page 12	The local flour milling trade
Page 14	Site News
Page 15	Annual accounts

EDITORIAL

I am sitting here just before Easter waiting for the weather to warm up and hoping for a drier summer to allow some sites to be visited. As you will see in this Bulletin the committee has put together another wide ranging programme of meetings and what are hopefully going to be two very good conferences. If you have not booked for the spring conference there is still places available.

The committee does work very hard on behalf of the Society and non-more so the Helen as secretary dealing with all the correspondence to the society and keeping those members who are on the e-mail list up to date both with the Societies activities and also news and information from around the county and the wider region. She also deals with requests for information from members of the general public which often come in from our web site. To try and make Helen's life slightly easier the committee is looking for a minutes secretary to help run the committee. The committee meets 4 times per year usually in the Kendal area. If you are interested in helping the Society please contact one of the committee members for a chat.

For those of you not yet on the e-mail list but would like to join please send your details to Helen.

The project to digitise the Mike Davies-Shiel slide collection is progressing nicely thanks to the work of a few volunteers who are cataloguing the slides. The committee has now decided that it is time to start making use of this resource and Roger has put a short article in the Bulletin outlining how we intend to progress and what volunteers can get involved in.

Please support the committee by attending as many of the meetings as you possibly can. A lot of hard work goes into organising and running these meetings for you benefit.

Front cover Baycliffe limekiln (SD 2812 7270) by Ray Wilson

SOCIETY EVENTS 2013

SPRING CONFERENCE Cumbrian Bridges. Saturday April 20th 2013 Shap Wells Hotel.

There are still places available for the conference. Programme and booking forms are available on the society web site www.cumbria-industries.org.uk

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.

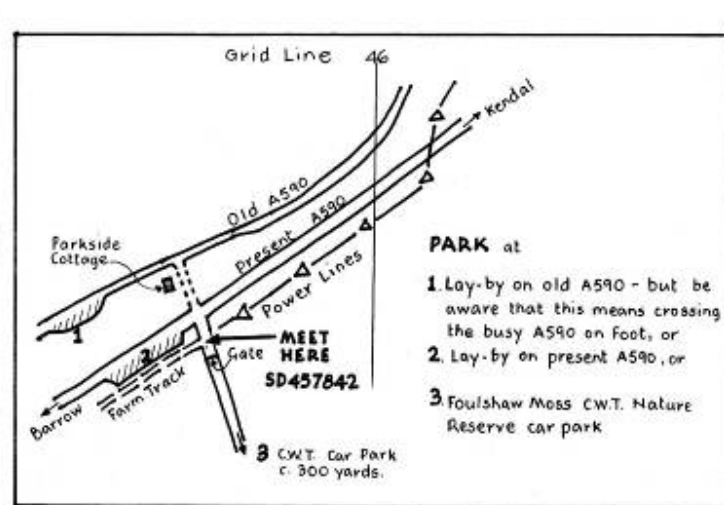
Directions: Head for Bouth from the A590. Drive to the top of the hill as you approach Bouth and turn left for the hall, which is about 200 yards from the White Hart pub. Village Hall Sat Nav is LA12 8JH. Map reference for Bouth is SD 3285 The intention is to start the tour from the village hall at 10.30am, 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.

AUTUMN CONFERENCE 19TH OCTOBER SEDBURGH.

The programme is still being finalised but talks will possibly include mining and quarrying in the Dentdale area, Textile industry and railways.

NOVEMBER EVENING MEETING , GREENODD. DATE TO CONFIRMED

We are looking to obtain a series of historical industry based films from the NW film archive to show.

FANCY CHOOSING PHOTOS OF YOUR FAVOURITE SUBJECTS?

For the past 18 months, a dedicated team has been cataloguing and listing the digitised versions of Mike Davies-Shiel's slides of Cumbrian industries. We are now at the stage where we can begin to create an on-line gallery of his images.

What we need to do next is to select the first batch of images to add to the new photo gallery and our existing website. We can add more later.

Do you have an interest in a particular industry? Would you like to help us choose which photos of that subject we should put on-line? For some industries this would mean a selection from a few hundred images, for others much less. We would send you them on a DVD for you to look through at home and make your choice. The subjects will match those on our existing website – have a look at www.cumbria-industries.org.uk/list.htm for guidance.

Hope you can help. Please get in touch with me or Helen if you can. Contact details are on the back of the bulletin.

Roger Baker



ONE OF MIKE'S MILLS PHOTO

BOOK REVIEW

The Cumbrian Paper Industry

Long-standing members of the Society may recall the article on Paper Making in Cumbria by John Gavin which appeared in the Newsletter in July 1987. In more recent times an edited version of this article has formed the entry for Paper in the A – Z of Industries of Cumbria on the Society's website.

John Gavin moved to Windermere in 1976 to teach at Starnthwaite Ghyll, a special school near Crosthwaite. The school, he discovered, was based in a building that had housed a water mill on the River Gilpin producing paper. When the school closed in 1983 John produced a short history which led into a wider research project on the paper industry of the county. Completed in 1990, John's thesis earned him an M.Phil. at Lancaster University. John died in 2005 before means had been found to publish his work.

This omission has now been remedied by the British Association of Paper Historians in a 148 page A4 format – John Gavin : Papermaking and Printing in Cumbria 1600 -1900 (Studies in Paper History: Volume III) ISBN 978-0-9525757-1-9. John's text has been edited to remove a few errors and inconsistencies, his original illustrations have been used after some tweaking, and a section with additional illustrations of mills and mill owners added.

A valuable extension to the material on our website is the provision in the new book of 30 pages of a Gazetteer of Cumbrian Paper Mills. 31 separate operations are listed with details of location, technology employed, type of product, operators and duration of existence. Also included is a Glossary of papermaking terms and a comprehensive Bibliography with some supplementary references supplied by Denis Perriam.

The book fills a gap in the annals of the industries of Cumbria and is a splendid testimony to the achievement of an amateur enthusiast. Only a limited number of copies have been printed, so blink and you could miss it.

Copies are available from: Daven Chamberlain, 18 Frencham Walk, Farnham Common, Bucks. SL2 3QG at £15.00 per copy plus £2.50 UK postage. Cheques to be payable to BAPH.

Edward Wadham's Diaries

Last winter members of the Newland Furnace Trust set out to write down all we knew about the furnace. Everything we know filled 22 pages and illustrated how little we know about the operation and management of the furnace.

If anyone knew what went on at Harrison Ainslie it would be Edward Wadham. As mineral agent to the Duke of Buccleuch he reported on the mines and accounted for the ore. As a civil engineer he drew the plans for the tramways and marked them out on the ground. He shared a house with William George Ainslie and married Mary Elizabeth Ainslie.

When I heard that Wadham's diaries had been deposited at Barrow records office I asked if it would be possible to make a transcription and with the help of Alan Postlethwaite, treasurer of CIHS, found a dozen volunteers to help with the transcription. CIHS provided a grant of £100 which covered most of the cost of photography licences, cds and postage.

The transcription is nearly complete and will fill about 2400 A4 pages, about a million words. There is some new information about the mines but not as much as I had hoped, mainly because of the brevity of the entries. The diaries may yet prove useful as an index to his letters in the Buccleuch collection. On the other hand we learn a little about many unexpected topics. The singers of the day (Louisa Pyne at Ulverston), the books (Men, Women and Books by Leigh Hunt), an exiled polish count lecturing on rinderpest, Captain Boyton's life saving dress &c &c. The most startling theme is the development of Barrow. When he arrived it was on the New Times stagecoach, the nearest ironworks was powered by a waterwheel and a ship launch meant an 80 ton schooner. When he first crossed the Atlantic it was on a wooden paddle steamer.

When he had finished laying out the tramways of the district Wadham turned his hand to politics and the diaries record his work on Barrow council and his part in the election of Charles Cayzer at Barrow and his W G Ainslie at Ulverston.

These extracts may give some indication of the scope of the diaries:

16 June 1852 Wednesday

Down to Barrow & got my weekly return of shipments, called on "the Widows" also on Mr Croft, up to Lindal Moor in the evening where just as I arrived (7 pm) they were getting a man out of the "Old Engine Pit" who had been killed by bad air

12 July 1852 Monday

To Lindal Cote and through the Ulverston Mining Co's new Level (*Clerks water level*)—found 72 covers broken and the wall bulged in several places -

To Lindal-moor, went down A1 to survey the "boundary drift" and got caught in the "bad air" which made me very sick& giddy, obliged to go out of the Pit at once

29 March 1854 Wednesday

Went to Lindal Moor and set out masonry for drum at top of Incline –went over the Tramway.

Mrs Archibald called. Went to Dalton found Mr Postlethwaite very ill. Drove Mr & Mrs Archibald down to Barrow in the Irish car with my mare. Home to dinner and into Ulverston “shopping” – came into collision with the “Bus” on the way home but luckily got off with a bent axle & came safely home

“Dick” filling soil (wages Lindal Mount)	5s 0d
2 galls Colza oil (Lindal Mount)	10s 0d
1 qt vinegar (Lindal Mount)	1s 0d

24 April 1854 Monday

Set John Nelson’s book straight at Newland. Came home & went with Ainslie to Duddon Furnace, he got larking with the girl at the Inn & we accordingly got stuck there for the night having missed the train.

6 April 1855

Went to Bankfield in the afternoon, got spilt coming home & the Dog-cart smashed to bits, nobody much the worse, neither the horse.

19 June 1856

Via Workington and Cockermouth to Keswick, thence to Threlkeld to inspect Mr. Ainslie’s mine there, which we found had not been touched since our last visit the reason thereof being that Herd (the man in charge) is an infernal Methodist and consequently can do nothing straight forward –

Came home via Braithwaite, driving "Charlie" from there, home Very wet and very slow coaches all the way

1 December 1858

Went to Lindal moor, Whitriggs, Crossgates, Dalton, Millwood, Thwaite Flat & Ronhead on a tour of inspection

“Bobby” kicked me over in style at Ronhead, hitting me just between wind and water the brute!!

4 April 1859

In office in morning, then to Stainton and to Lindal Moor. Men on the "spree" so Will Ainslie & I worked the locomotive.

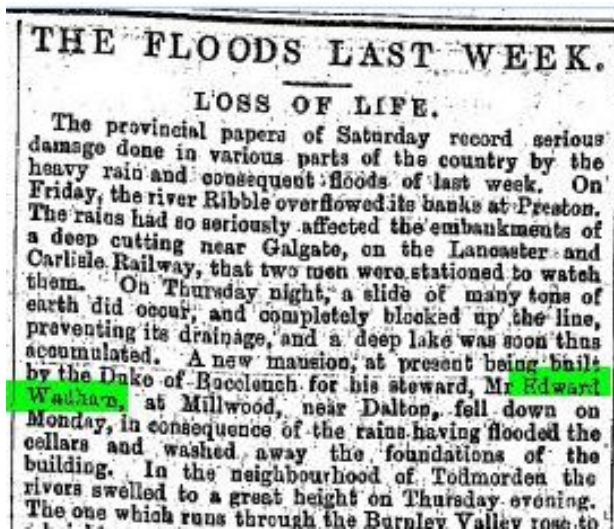
11 October 1859

Shooting at Barrow Island.

Very good day. 14 Brace, 2 couple Rabbits.

3 December 1860

Went with Mr. Schneider to Whitriggs and Newton and inspected works – Millwood House fell down in the afternoon



The Hull Packet and East Riding Times Friday, December 14, 1860

19 December 1863

In office in the morning – Went to Hodbarrow and thoro'ly examined the Mine underground. Found it looking better than ever it looked before, in fact there is a very fine Mine indeed, received instructions to revise the Plans for the Tramway – Mr William Barratt accompanied me underground and I requested him to complete his plans with as little delay as possible – Fine day

Paid Jno Atkinson expense which charge to Hodbarrow Mines -	3s.6d
½ years Interest on loan of £1000 from Tanner -	£25.0.0
Sutton & Sons for Seeds &c -	£6.15.0

9 September 1865

To Dalton Schools and drafted out a long letter (about the sewage going past them) to be sent to the Board of Guardians - paid the men

7 June 1867 Friday

In office – Took Mr Melville to see the Iron & Steel Wks at Barrow, also the Docks – then to Lindal Moor Mines. Attended Nuisance Committee meeting at Lindal – Dr Huddleston very abusive to everyone

15 July 1867 Monday

In office in morning – To Barrow by 11 o'clock train and sent off tracings etc in reference to Fletcher Pit – Attended first meeting of Barrow Town Council and elected Mr Ramsden "Mayor"

22 July 1867 Monday

To Preston to see about a Groom, engaged one named James Ward

4 May 1868

In bed all day with rheumatism. Was galvanised for the first time. Did me a power of good.

3 July 1868

By way of Carnlough to Waterfoot, Red Bay. Inspected the Pier and the Red Bay Iron Ore. Also the old Castle there. Drove up to Glenariff to the Glenravel mine on Slievenanee which is being worked by Mr James Fisher. Opened the Mine and the Tramway with a luncheon, on the mountain, to all the principal people in the district, and afterwards a feed to the men – who fought like "devils" when the Whisky got hold of them. Home to Claggan by way of Broughshane.

16 October 1873

Got up at 6 o'clock, had breakfast and started by the 8.25 train on the Illinois Central RR for St Louis – got as far as "Kankale" about 53 miles all right when we were stopped by a train coming from St Louis having run off the line and knocked down a bridge – we can't go forward and they won't take us back so here we are like rats in a trap - spent the day in investigating the Village which was originally a French settlement, the population at the present time being principally French and Germans it has no great attraction – Finally we got a start at about 5.30 and got across the "ditch" – into which the train had tumbled – there was the Engine on its side and the Cars all run into each other in a perfect network – we sat on the Prairie until 8 pm when we got a start, and travelled all night in the common Cars arriving at East St Louis about 7.30 where we were bundled into a great Buss with Four Horses - and oh, - such company!!! And taken across the river to St Louis arriving about 8.30 at the Southern Hotel without any baggage it all having been left on the Prairie for a night's airing.

28 October 1873

Left Reade house at 8 o'clock and went with Mr Chamberlain to see the Rolling Mills – there is a very fine shed 100 yds long and a good plant but nothing was doing owing to the depression in trade – They had adopted the Danks's puddling furnaces here, but they were found not to answer and were being replaced by ordinary "hand puddling" machines. At 9 o'clock went on board the steamer – J.T.Wilder on route for Bell's landing – Meredith – Terry – and Col^l Hopkins as Pilot for Lone Mountain – the steamer is a barge with a steam engine set on her and a high deck above the engines, a most extraordinary machine altogether and a notice is put up that "in case of" "the steamer sinking or blowing up, life belts will be found in the State rooms" – We had a very slow passage taking 6.30pm to do the 40 miles – the Tennessee river was crowded with wild duck and wild geese all the way – Col^l Hopkins took his fiddle and the Capn and some of the passengers danced – and when we got to Bell's Landing the ship was anchored for the night and we slept on board, the Capn giving me his cabin – He and Harris – (Wilder's mining Capn) and some more went ashore and had a spree and we saw no more of them.

29 October 1873

Turned out at 5 o'clock, having had a listless night, owing to another steamer coming alongside, and making a most awful screech all night - not to mention the Captain coming home at 3 o'clock half tight and wanting to get into his cabin, but I was too many for him, having locked it - Got breakfast at 6 o'clock and drove up to Smiths cross-roads where we got Horses and rode about all day inspecting the district – until 6.30 at night and never

got a mouthful to eat or drink – We finally brought up for the night at a log-hut, where they killed a couple of “Roosters”, and fed us as best they could - and we turned in “double” – I slept in the same bed as Terry and Meredith with Hopkins all in one room.

18 December 1873

In London – attended a meeting of the Lamplugh Hematite Iron Ore Company – called on Mr Jackson, Mr Brady's son – as to his property at Nook near Egremont – dined with “ye Doctor” (*his brother*) and went to hear "Mark Twain" lecture which was dull affair.

20 June 1877 Wednesday (*Wadham generally records when his horses are working tandem*)

Left Carnlough at 8.0 am called at Garron Tower – and The Glenariff Co's Pier – and so to the Crommelin Co's Mines, inspected Mines, dined with John Fisher at Glenravel and drove down to Cushendall for the night – Had a tandem Car –and Bargate and I had to drive because the man could not drive “tandem” - when he left us at night, he thought having seen me do it he could do it – and started off home, but we heard he had not gone a mile before he let his leader pull his Wheeler down & break its knee.

Barrow records office have the originals and a paper copy of the transcription. They will also sell copies on cd. "The Newland Story" is for sale at £5.

Peter Sandbach



Caption to mine plan(if used): Plan by Edward Wadham from BD/HJ/405 showing the Derby Engine pit

THE LOCAL FLOUR MILLING TRADE

Transcribed from the Carlisle Journal, 19th March 1886

by Peter Robinson

A great change has come over the flour milling trade of this district. Year by year the small mills picturesquely situated in the country, upon the banks of limpid streams, are one after another becoming untenanted or disappearing altogether, and the miller, as the hero of romance or the subject of poetic description, is heard of no more. "The jolly miller" who once "lived on the banks of the Dee," has sung his last song, and elsewhere the species celebrated in verse has become obsolete. The advance of science in the flour milling trade has placed the large flour milling trade upon such an advantageous footing that the small country millers, with their old-fashioned millstones and machinery are being gradually superseded. They have no chance in the competition, and they find their occupation gone. If anyone wants proof of this let him call to mind the many small mills to be found in and around Carlisle twenty years ago and see how few are left now. The mill wheel is still, and the miller's occupation is gone, or if he still manages to keep the old place working it is only as a mill where Indian corn is ground as food for feeding stuffs. The miller of the Laureate –

"with double chin and portly size,"

lovingly handling the flour as it poured from the spouts, is a creature of the past, and is represented by a smart man of the world who talks in strange jargon of "granulation" and "semolina." The change has been wrought by the introduction of improved machinery by which the work of grinding wheat into flour is carried out from beginning to end by automatic processes, the old mill-stones being completely superseded by grinding machines upon the Hungarian roller system. A considerable time ago new machinery of this type was introduced into the great mills of Messrs. Carr and Co., of this city, and many small millers have been absorbed into the process, and this week we have to report a further development of the same industry in the locality.

Within the last week or so new roller plant has been erected in the Cummersdale Flour Mills to the order of Messrs. John Dalton and Sons for their successors in the business, Messrs. Thomas Martin and Son, late of Croxdale Mill, Durham, who are well known in that district as progressive millers. Business has been carried out at the Cummersdale mills for fully three-quarters of a century and the antiquated gables and style of architecture are well-known landmarks in the district. Outside there has been no alteration, but the renovation inside has been complete and thorough, not a spindle of the old machinery being used in the new process of machinery. Under the guidance of the genial miller, a representative of the *Journal* was this week shown through the mill and the uses of a perfect labyrinth of spouts, elevators, and pulleys, enough to puzzle a technical mind, were explained. The machinery occupies fully the two flats of the building, large though it is. Messrs. Martin prefer to mill the English wheat, as they find that foreign grain is rather hard and dry and can only be used to "blend" infinitesimal proportions. Nearly all the wheat obtained at Cummersdale is grown in England and Scotland, and the railway being close by, excellent facilities are afforded for the transmission of the raw and manufactured articles. On arriving at the mill the wheat is drawn up into the warehouse by a mill hoist and is mixed into the bin which supplies what is known as the screens. After this it is not again touched by hand until it leaves in the shape of flour and offal. From this bin the grain is conveyed by elevators to the first

cleaning machine which sifts out all the oats, small seeds and other impurities and then drops on to the smutter which removes most of the fine dust adhering to the wheat berries. Passing along to a Eureka brush finishing machine all impurities are effectually scoured off the grain by these ingenious American appliances. The chaff, dust, and other matter, are carried out of the mill by exhaust fans, and deposited in the dust room. The screening operation finishes here, and on taking a look at the wheat it is seen that it is in a beautifully clean condition. Having received this treatment it is next carried onwards to the first pair of fluted rollers, where it is partially broken, merely being split up the centre, and is in this form carried onto the first scalping machine, which acts as a sort of cleaning machine and dresses out any flour produced by the first breaking. This flour is very dark and soft owing to the dust which is lodged in the crease of the wheat berry, and is termed crease flour. It cannot be eliminated until the flour is split, but this could not be accomplished at all under the old system of milling by stones, and this impurity was sent off with finished flour for human food, when it is not better than that which is used for feeding swine. Here this low grade flour is mixed off in the parings, thus leaving the remaining portion whiter and stronger. The broken wheat then passes through another five pairs of fluted rollers, each of which crushes it further, each reduction being following by a dressing process through a reel on the scalping machine. After the last reduction and dressing nothing remains behind but offal, which is sent on to the bran duster, this machine in turn dividing the stuff into parings, sharps and bran. The flour dressed out by the reels is collected by a screw worm conveyor and carried to a grading reel which separates it into different sizes, making in all three separations. The finer or "middlings" are spouted onto the sieve purifiers, and the heavier or "semolina" to the wind purifiers. These machines are constructed to eliminate the brown fluff, so objectionable in the old process of flour making, from the material, partly by air currents acting upon its specific gravity and partly by sifting through the silk sieves. The material leaves these purifiers in a granular form, and is conveyed to the different smooth rolls for further reduction. There are eight pairs of smooth rolls and a centrifugal flour dressing machine follows each pair. The centrifugal acts as a re-dresser, and the germ is sifted out of the tailings from the first and second centrifugal and sacked off for cattle food. The flour from the centrifugals is collected by a mixing worm, and may either taken off altogether or made into three grades to suit the demands of customers. Messrs. Martin make three qualities – fines, superfines and patents. The machinery is capable of grinding four sacks of wheat per hour, so that the output of the mill has been considerably increased from former years, and at the same time a whiter and finer flour is obtained by the process. Moreover, the product of a bushel of wheat is now much greater, inasmuch as the "seconds" or "sharps" formerly sold separately from coarser bread are now ground into the finest quality of flour.

The motive power of the mill is obtained by water and steam, both of which can produce a working basis of between 40 and 50 horse power. The mill wheel is a very powerful one, and so is the new horizontal engine. The whole of the machinery was made and erected by Messrs. Thomas Robinson and Son, Limited, Rochdale, and is in solidity and elegance of finish very superior to the usual fittings seen in mills, and reflects the highest credit on the skill and workmanship of the firm. The whole of the wooden spoutings and tubes are beautifully varnished, and look like cabinet work, Mr.

Stubley, Messrs, Robinson's head miller, has been watching the working of the machinery since it was put in, and also seeing that the concern gets properly started before it is turned over on to the new tenants. The mill will fully repay a visit from any one interested in home industry, and Messrs. Martin deserve all success that may attend them.

We have said that Messrs. Carr and Co. Were the pioneers in this new departure in this district. We may add that they are developing their plans with characteristic enterprise. They are building a large new mill at Silloth upon the gradual reduction or roller system; and they have bought the mill of the late Mr. John Irving at Maryport, and converted it into a flour factory on the same Hungarian principle. Other millers are following suit. Messrs. Pattinson and Winter, of Penrith, have removed their flour milling to Whitehaven, where they have adopted the roller system; Messrs. Seatree have brought the new machinery into use in their mills at Penrith; and Messrs. Robinson and Son have also supplied roller plant to Mr. Joseph James, of Oughterside Mill, near Maryport.

Thus a revolution is being quietly made in the flour milling trade of the district. The miller's "moulder dish" with which he used to take pay in kind for his service when he ground wheat or oats for a farmer, may now be sent to the local museum. Private householders no longer buy two or three bushels of wheat or oats in the grain market and take it to the "batch" miller to be ground for them, as they used to do in Carlisle within the memory of living man. The making of fine flour is now entirely in the hands of the large firms of millers, and the ingenious Hungarian who invented the roller system has effectually disestablished the millers of the old style.

SITE NEWS

SL OSPREY

Built of wood by Sheperds of Bowness in 1902. Originally a steam powered private launch on Lake Windermere, she is now owned by the steam boat museum, she is presently undergoing restoration.

She has had seven new teak planks and a new keel and stern have been bolted on. Part of the stern frames have made from natural grown trees and some have been steamed. The cabin has been replaced and the engine is being renovating and refitted. The engine is a rare 1901 Sissons compound steam engine (no 591) one of only two made. Hopefully the boat will be back in the water and fully working this year.
(information from AIA News 164 spring 2013)

CUMBRIA INDUSTRIAL HISTORY SOCIETY

Receipts and Payments Account Year ended 31st December 2012

2011		2012	
£	£	£	£
	4854.23		4947.88
	Balances brought forward at 1st January		
	Received during the year		
1128.50	Membership Subscriptions	1095.50	
1.72	Reserve Account Interest	1.95	
942.05	Gift Aid Repayment	-	
58.73	Meeting Receipts	18.02	
(140.13)	Surplus/(Deficit) AGM & Spring Conference	52.72	
171.50	Surplus/(Deficit) Autumn Conference	623.77	
	Sale of Publications:		
32.00	"Bulletin" back issues	1.30	
4.50	Cumbrian Industrialist Vol. V	4.50	
5.50	Cumbrian Industrialist Vol. VI	-	
72.00	Cumbrian Industrialist Vol. VII	5.00	
55.00	Iron & Steel Proceedings	29.00	
6.00	CD sales	23.00	
156.00	Steam Bus Trip Payments	-	
	Total Receipts		1854.76
	2493.37		
	7347.60		6802.64
	Total Funds Available		
	1938		
	Paid out during the Year		
652.13	Unpresented cheque from 2011	203.60	
162.51	Administration Expenses	116.94	
574.82	"Bulletin" Expenses	459.38	
7.23	Bank Charges	1.27	
191.19	Meeting & Fieldwork Expenses	140.00	
420.00	Steam Bus Trip	-	
112.00	Society Subscriptions	112.00	
383.44	Insurance	383.44	
100.00	Donation: North Pennines Heritage Trust	-	
-	Wadham Diaries Project	100.00	
			1516.63
(203.60)	Less Unpresented cheque	(155.70)	
	Total Funds Paid Out		1360.93
	2399.72		
	4947.88		5441.71
	Total Funds Remaining		
	Accounts		
100.00	Current Account	723.48	
4847.88	Reserve Account	4718.23	
£4947.88	Total	£5441.71	

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
Chrons12@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@cooptel.net

Mr Robin Yates Membership Secretary
Glenrae
Brigsteer Rd
Kendal
LA9 5DX

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



