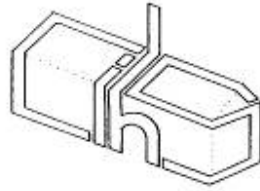


Cumbria Industrial History Society



BULLETIN

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

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EDITORIAL

It has arrived the Mike Davies-Shiel's book, Cumbria's Industrial Past. Through the lens of Mike Davies-Shiel. It was launched successfully and sales are going well, with over half of the print run sold already. If you have not got a copy yet, they are available at a number of independent bookshops around the county, or by post from Helen. Not only are they a must for everyone's bookshelf but they make a great Christmas present.

The programme for 2018 is enclosed and is printed on the next page. Again the committee has managed to come up with a range of subjects and also have tried to spread the visits through the county. Trying to find both new venues for visits and speakers for conferences are getting more difficult and the committee is always happy to receive any ideas.

The committee is starting to look a bit short on members. We are not looking for people to fill specific roles, but to attend the committee meetings and help in the general discussion on the running of the Society. Committee meetings are usually held at the village hall at Selside on the A6, or another suitable hall in the Kendal area. We are trying having the meeting in the afternoon for those of you who do not like driving on winter nights.

It is unfortunate that I have also to report that Ian Hill died in early December. Those of you who have been to a conference recently will know Ian and his wife Olive as the people who organise the registration and take care of all the bookings.

Front cover photo. Textile mill at Warwick Bridge.

SOCIETY EVENTS 2017

SATURDAY 21st APRIL CONFERENCE INDUSTRY AND SOCIETY. Shap Wells Hotel 9.30

Booking form enclosed.

SUNDAY 20TH MAY 11am Flimby Furnace

Meet at 11 a.m. at the Risehow Industrial Estate Car Park, NY 025 343. Heading south along the A595, turn left at Fothergill, Flimby. Some rough ground – walking boots recommended, along with a packed lunch. There are no public toilets in Flimby, the nearest are in the supermarkets at Workington or at the Wave Centre in Maryport. Contact Roger Baker 01229 586573

WEDNESDAY 4TH JULY 6.30PM GATEBECK GUNPOWDER TRAIL

The walk is cross country, includes unavoidable stiles, about 3 miles, about 2-2.30 hours duration. Meet on Lancaster Canal towpath at Crooklands Grid ref: SD 5334 8360 Park at the Crooklands Hotel, cross the road (A65), over the canal bridge and turn right onto the towpath. To be lead by John Acres. Contact Robin Yates, phone 07776 400713

WEDNESDAY 15TH AUGUST 2.00PM ABBEY HORN WORKS.

Holme Mills, SD 524 779. Roadside parking. Limited numbers, so **essential to book** with Geoff Brambles on 01539 728605, who will supply further information.

SATURDAY 15TH SEPTEMBER WARWICK BRIDGE CORN MILL. 10.45 am.

Meet at Down a Gate Community Centre car park NY 47264 56575. Short walk to the mill for a guided tour of a large manorial mill. It is at present undergoing conservation and hopefully at the time of the visit will be working. Bring packed lunch. Afternoon walk around village to look at large textile mill etc. Also possible short trip to wetheral to view mill and viaduct. Contact Graham Brooks 07876417695

SATURDAY 13TH OCTOBER CONFERENCE KIRKBY STEPHEN INDUSTRIES OF THE UPPER EDEN VALLEY

Details in next Bulletin.

NOVEMBER EVENING TALK GREENODD.

Date and subject to be arranged.

GILKES TURBINES IN SRI LANKA.

These Gilkes turbines are in the tea museum in are in the Tea museum, just outside Kandy, Sri Lanka. The smaller one is, possibly connected to a small generator



The other turbine was built by Gilbert, Gilkes and Gordon Ltd. In 1929. It is a pelton wheel with spear valve regulator. Rated at 40 H.P. at

Speed	212 rpm
Size of wheel	68 inches diameter
Cups	12 x 8 x 4 inches double cups.
Output water	120 cubic feet/min
Height of water fall	218 ft.
Diameter of pulley on machine	22 inch
Diameter of pulley on shaft	48 inch

Speed of shaft	120 rpm
Dynamo	D.C.
H.P.	10
Amp	68
Volts	110

It was used to provide the factory and Bungalow with lighting. Donated from Girindi Ella Estate, Rangala.

It is believed that some turbines were used directly connected to the large fans that were built into the end gable ends of the top floors of the tea processing plants. Once the tea is picked it is laid out on huge tables on these upper floors to wilt, the first stage in the tea making process and a constant flow of air is required to promote wilting.



Information and pictures from David Beale.

THE INDUSTRIAL ARCHAEOLOGY OF PORTS AND HARBOURS

This is the title of a book by Michael Stammers that I bought from Brigid's wonderful bookstall at one of our recent conferences. It has given me the idea that it would be good to add a collection of photos to our website which reflect the different aspects of ports and harbours that are covered in the book, but focussing on Cumbria.

The subjects covered in the book are:-

- Anchorages and landing places
- Breakwaters and piers
- Quays and wharfs
- Docks, including their walls, locks, hydraulic equipment etc.
- Specialised berths, such as those for oil, grain, cattle, ro-ro, fishing, leisure
- Cargo handling – ship's own equipment, dockside cranes, container handling, coal staithes
- Distribution and storage – transhipment from vessel to vessel, bridges, railways, inclines, roads, weighbridges, transfer sheds, warehouses
- Port management – dock offices, customs houses, gate houses
- Port services and maintenance – channel buoys, pilotage, lighthouses, dredging, dry docks and ship repair

Have you taken photos of any of this from around the Cumbrian coast? Of historical or current interest? Could you let me have copies for the website? Please get in touch if you can.

Roger Baker (see back cover)



WORKINGTON DOCKS.

WHAT'S GONE ONTO OUR WEBSITE?

The usual mix of new and previously published articles and photos has been added to www.cumbria-industries.co.uk during 2017, including:

- A reprint of an article on the history of the port of Barrow-in-Furness by harbour master Captain John Green
- Photos of the Prince of Wales Dock at Workington under construction contributed by Dai Powell and Fred Lawton
- A presentation by Graham Brooks on the development of modern farm buildings
- A look at the mills that were established along Ulverston's Town Beck, including a copy of Mike Davies-Shiel's fascinating map of "Ulverston –Milltown"
- Industries – past and present - that can be seen during a train journey along the west coast of Cumbria, written by Alan Postlethwaite
- An article by Peter Sandbach on the puddling furnace at the Low Furness Iron and Steel Works

Thanks to all the contributors. Please get in touch if you know of any more items of interest.

Roger Baker

WIGTON SIDINGS

Those of you attended the Autumn conference at Caldbeck will remember the very interesting talk on the film industry in Wigton by Stephen Langstaff of Inovia. As part of his talk he showed a photo of a loco in the sidings at Wigton which was dated 1917. Stephen doubted this since he understood that the sidings were not put in until the site was taken over by British New Wrap in 1933 to manufacture cellulose film.

A number of members of the Cumbrian Railway association were in the audience and this statement lead to a discussion on their chatline.

Studying the old OS maps for the area show that sidings on the site date back to at least 1868 when a jam factory owned by Carr, White & Co. was on the site. This also leads to a number of questions as to why a jam factory, that required sidings and even hired a locomotive from the M&C to shunt its yard, was established at Wigton? The Wigton area has never really been known for its soft fruit growing industry.

(Information drawn from a number of contributors to the CRA chatline)

QUESTIONS AND ANSWERS IN 2017

Our website, www.cumbria-industries.org.uk, continues to be a popular source of information for family and other researchers, sometimes leading to requests for more specific help. These are circulated to all members who are part of our 'mail group' in the hope that somebody will have the necessary local or industrial knowledge to provide answers. If you are not receiving this kind of email, plus notices and newsletters etc from me, but would like to do so, please contact me at lowludderburn@btinternet.com.

Maggie Ball wrote about her ancestors named Fawell who were tanners at Temple Sowerby in the 18th century. She asked about the traditional process of tanning – we suggested a visit to Rusland tannery and referred her to the video on the website of FJ and J Baker, traditional tanners of Colyton, Devon., which she thought was “brilliant”. Ted Davis also sent an advert for the sale of tanning equipment and premises at Brampton in 1801 and referred her to a publication in the Hexham Historian.

The Wordsworth Trust was trying to replicate some photos taken around 1900 of sites which were supposedly the inspirations for Wordsworth's Duddon Sonnets, and Gordon Wilkie asked about the exact location of the Seathwaite carding mill. [Wordsworth was particularly impressed by 'Wonderful Walker' the vicar at Seathwaite for over sixty years who spun wool for his own clothes (and for a great many other people also) in the mill.] Colin Woollard sent a relevant portion of the 6 inch map of 1892 which showed it clearly. Gordon would still welcome any further information about the mill.

Jamie Lund, of the National Trust, wanted information and photos of Gill Bank Mill on Whillan Beck in Eskdale. I was able to send 14 photos from the Mike Davies-Shiel collection. Mike recorded it as a woollen mill, but like many local watermills it seems to have changed its use, and the remaining machinery suggests it had also been a corn mill.

Alison Lash's family history query, forwarded to members in August 2016, arrived in most Inboxes on March 28 2017 ! It elicited helpful responses from Mark Brennand and Colin Woollard with references to old maps and plans showing Brick Row, Seaton, where her ancestors lived, and which has since been demolished.

Roger Thornhill was researching a porcelain mug. He wrote “*Rev Samuel Bateman (1751-1827), married Anne Aglionby of Nunnery, Cumberland in 1789. They later lived at Newbiggin Hall, near Carlisle. However, the date on it of 1787 is a bit of a mystery. It may be the date of their betrothal.*”



Even more mysterious is the painting of a mill on the other side of the mug. I suspect that it may have something to do with the Aglionby estates but, whilst it is a well painted subject, it has been said that it can't be an accurate one. To try and resolve this, I need to try to identify it”.

This query stimulated a number of responses. The double undershot wheels and the mill building did not look Cumbrian, but that might have been because it was a stylised version by a Shropshire artist unfamiliar with mill structures. A betrothal memento would more usually have two names on it.

It emerged that a family history of the Aglionby family had been written by Henry Summerson and a member contacted him. He wrote:

It was only in 1789 that Bateman’s marriage to Anne Aglionby brought him his wife’s family’s property at Cumwhinton and Coathill, which is two years after the date on the mug. No doubt it is possible that the date was that of their betrothal, though it seems an odd form of commemoration, though as Bateman appears to have been rather an unpleasant character, I suppose he could have had it made to mark the happy event without mentioning either its purpose or the other party involved. But my belief is that your correspondent should probably be looking in Northamptonshire, where Bateman had been rector of Farthingstone, near Daventry, since 1778.

Lynne Mayers who has been researching the employment of women at metal mines, especially in Devon and Cornwall, wondered if women were drafted in to Carrock Mine during World War I. Warren Allison, who talked about Carrock Mine at this year’s Autumn Conference, had heard that women were employed on the dressing floor, but he did not have documentary evidence.

Shaun Wass had found that members of his family in Whitehaven were listed in census returns as “miner’s trailer”. He wanted to know what the occupation involved. A number of members responded: one with a link to the Haig Pit Museum website which provided this excellent answer:

*Once children were considered strong enough, usually about the age of ten, they became **Trailers**. Each Trailer worked to a **Hagger**, an experienced miner who cut the coal. The miner and Trailer worked filling large baskets, which were placed on simple bogies that ran on rails. Once full, they weighed about one third of a ton. While the*

Trailer then pushed the loaded basket to the main road, the Hagger would bring down more coal. If, on the return, not enough coal had been won, a girl may have had a short rest, but a boy would have been expected to take his place alongside the Hagger. This was advantageous to both, as they were paid by the amount of coal they won, and the boy would begin to learn the art of coal cutting, so as to be ready to become a Hagger himself, usually by the age of fifteen. A Trailer would be expected to push twenty or thirty tramloads a day over an average distance of 150 yards – up to 4,500 yards, depending on how far the heading had progressed. For this, he would receive about five shillings a week.

If anyone would like to add a contribution to the above correspondence, please contact me at lowludderburn@btinternet.com , or write to Low Luddersburn, Cartmel Fell, Windermere, LA23 3PD

Helen Caldwell

SOME COWAN SHELTON CRANES.

Between 1897 and 1902 the docks at Middlesbrough were extended for the second time. New electric cranes were installed from Cowan and Sheldon. Nineteen three ton cranes and five ten ton cranes. These were gantry cranes mounted 30 feet above the quay side. The travelling wheels were on 15 feet centres in both directions. The jib top pin was 60 feet above the quay, the jib swung on a 443/4 feet radius.

All cranes were powered by 430 volt DC. The motor in 3 ton cranes were rated at 30 hp at 300 rpm and could lift a 3 ton load at 150ft/minute. The revolving motors were 8hp at 1000 rpm and drove through a worm gear.

The 10 ton cranes were rated at 60 hp and drove either a 8:1 reduction gear for loads up to 2 tons and 20:1 double reduction gear for loads from 2 – 10 tons. The motors on both type of cranes were controlled by a joy stick which was an innovation at the time.

In the early 1930s further DC cranes were installed to replace the old hydraulic cranes. With the depression during 1937-38 twelve cranes were transferred to other NER docks at Hull and Penarth. These cranes were replaced in 1956 by AC cranes again from Cowan Sheldon. The docks closed in 1980, two 10 ton and seven 6 ton cranes were transferred by floating crane to the new Tees Docks further down the river. The rest were scrapped.

(Information from The Cleveland Industrial Archaeologist vol 18 1986 The History of Middlesbrough Dock by D W Pattenden)

Graham Brooks

BENEATH LAKELAND FELLS PART 5.

THE STORY OF THE DISASTER OF JULY 7TH 1952.

It was a lovely July morning, the morning shift had gone off to work house wives were preparing to send their children to school and some had got their washing out. That morning my wife begged me not to go to work as she was far from well – she had never done this before and she has never done it since. I am sure by so doing she saved my life. About 9 – 30 the mine waggon came down the village and the driver went to houses of men who were in the local fire brigade and collected their respirators. He called at my home in mistake for Henry Richards, so I asked him why he wanted respirators. He informed me there had been some men gassed at the mine – but most had been got out. I told him that the respirators – service gas masks were of no use with that type of gas – Carbon Monoxide. But he replied they might be better than nothing at all – and went up to the mine again. I saw knots of women gathered at their door talking in hushed whispers – Then The doctor G Armstrong and District Nurse Dorothy Arnison went up. I knew something more than an ordinary accident. Then I saw the Rescue Team moving up in their Rescue Van. I went up and as I got to the top of the mine yard I saw frantically every man of the morning shift lying on the ground whilst the doctor and nurse went from man to man trying to help the stricken men. Four men were still underground and the rescue team were going in, in a vain attempt to bring them out. In fact it was ten days before those men were recovered.

What happened was this. A fire had broken out in the North shaft at the north end of the 175 level. Timber packing between the girders had got on fire – no one is sure just how, and burned all weekend filling the lower part of the mine with fumes and carbon monoxide gas. Unknowingly the men went down to work and met the gas at the 175 level. The compressor started up and as the rubber joints in the air pipes in the shaft air escaped and began to blow the gas through the levels – making the air do foul that men suffered severely from the gas and began to pour back to the shaft. Jack Teasdale rang surface and soon the men from outside were coming in to help. Down the 940 winze Leo Mulligan had gone down to work only to find the gas too strong – he got in the kibble which was air operated – But by then the compressor man saw by his dial the air pressure was seriously down and knocked the compressor off. This meant the air hoist could not draw the kibble up the 150 winze. George W Gibson, Richard Mallinson and John Miller climbed down in an attempt to rescue Mulgrave – all died.

The bodies were found ten days later and a military type funeral was accorded them for all were ex service men. The funeral was held at Patterdale Church by the Bishop of Carlisle James Bloomer. The Lord Lieutenant of Westmorland was there also (Major James Cropper). Last Post and reveille was sounded and the village left them in the new part of the churchyard except for Leo Mulligan who was buried at Penrith cemetery.

Bye and bye the mine was cleaned and work resumed. One result of this accident was that a number of awards for bravery were given.

George William Gibson outside worker

Richard Mallinson Miner

John Miller Electrician

Were award posthumously the Edward Medal.

Mr Cyril Connor Manager The MBE for his services

Mr Walter Burnett the BEM for his services in getting the mine after the accident

The Carnegie hero award was also presented to the relatives of George Gibson, Richard Mallinson and John Miller.

Douglas Hodgson also received the Carnegie Hero award for his bravery in helping to get men up the shaft to safety and got severely injured in so doing. It was his first day back at work after his army service. He almost lost both feet when he collapsed from the effects of gas in the cage and caught his feet under a girder.

Other men received letters of commendation. They were all heroes that day!

The Edward Medals were awarded by H M Queen Elizabeth II on her first Investiture. My wife took our daughter when she went for George Gibson's medal – a day neither will ever forget.

One result of this accident was the forming of a mine rescue brigade. James Barnsley was set on a training course and he became the rescue brigade captain. We trained with Sarox Respirators and later were issued with Protos. Training was severe, and first aid was taught by Dr G Armstrong and Mr Thomas Firth formerly an officer to the St John Ambulance Brigade and a serving Brother of the Order. He was an excellent instructor and certainly the best lay instructor I have been taught by. We trained hard both in first aid and rescue and our day was yet to come eight years later when a similar accident took the life of two more men. This was the last fatal accident before the mine closed in 1961.

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