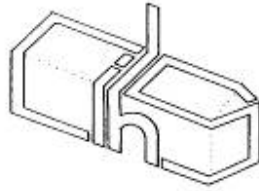


Cumbria Industrial History Society



BULLETIN

No. 105

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

DECEMBER 2019



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EDITORIAL

Another successful year has passed for the Society and the plans for next year are well underway for the year to come. A spring conference has been organised at what is becoming our preferred venue the North Lakes hotel, Penrith, which do us very well with their facilities and catering. The autumn conference is to be held at Arnside. The visits are stretched throughout the county again and cover a range of industries and so there should be something for everyone. Details are on page 3.

Just a reminder that the majority of memberships are due for renewal in the New Year. If you pay by standing order don't panic it will be collected automatically. Otherwise if you want to keep enjoying this wonderful Society don't forget to send a cheque to Robin or set up a standing order. Details are on the website www.cumbria-industries.org.uk.

You should all have received a copy of the latest edition of the Cumbrian Industrialist. I am now on the scrounge for papers for the next volume. If you have any research you would like to see published let me know. I can offer advice for anyone needing it. Shorter articles are always required for the Bulletin, including news of sites, and photos of any suitable subjects.

Although the Society is still functioning well due to the hard work of the committee, it will not take much for the wheels to come off with probable disastrous results. It is getting imperative that we get new members onto the committee. You do not need any special skills or knowledge to join the committee, just a willingness to try and progress the Society for the future.

And now unfortunately a piece of sad news. A lot of members will have known Noree Davies-Shiels, the wife of our late member Mike, she often accompanied Mike to conferences and other events. She passed away in November. An appreciation appears on page 15.

Front Cover. Super Sentinel wagon works Number 5676 after recover from the beck at Glenridding and rebuild (1991)

SOCIETY EVENTS 2020

SPRING CONFERENCE 25TH APRIL 2020 IRON MAKING IN CUMBRIA.

9.30 The North Lakes Hotel, Penrith, CA11 8QT.

Booking form enclosed.

21st MAY 2020 6PM. VISIT TO BACKBARROW IRONWORKS.

Visit to Backbarrow Ironworks, LA12 8QF .

Leader – Richard Sanderson, Chair of the Backbarrow Ironworks Heritage Trust.

A guided tour around the recently conserved remains.

Described by Historic England as “the best illustration nationally of iron-smelting technology development from the early 18th to the 20th century”.

No parking on site. Please park along the old main road near the primary school. Meet at the entrance to the new housing development.

The tour will involve walking over uneven ground, up and down steps, and entry into potentially unsafe areas. Some of the site can be seen from the footpath alongside without going into it. Sturdy footwear advised.

18th JUNE 2020. ESKDALE RAILWAY AND THE IRON MINES OF ESKDALE.

A guided tour of the museum, Engine sheds and Workshops, Signal Box, Return trip on the train, visit to Boot iron mines site and remains of the 3 foot gauge route and station. Possibly also Gill Foot iron mines site and Murthwaite Quarry site.

There will be a charge of between £15 and £20. Lunch may be available at £10. Further details will be in the spring Bulletin. Booking to Helen lowludderburn@btinternet.com

4TH JULY 2020 11 AM. VISIT TO JENNINGS BREWERY AND A LOOK AROUND COCKERMOUTH

A visit to Jennings Brewery is booked for 11 a.m. meeting at the Brewery Shop, CA13 9NE. Jennings charge £9.50 per person for the tour which includes the opportunity to consume 3 half-pint samples of beer.

There is a flight of stairs at the beginning of the tour, so it is not wheelchair accessible. Sensible shoes, not open-toed sandals, should be worn.

Fred Lawton will lead a walk around Cockermonth after lunch (bring sandwiches or buy something) for those who wish to see more of the town. He has supplied a map showing car parking places - if you want a copy please contact Helen - lowludderburn@btinternet.com. There are only 3 or 4 parking places at the Brewery which will be allocated to anyone with limited mobility, please let Helen know by early June.

**12TH SEPTEMBER 2020 11 AM. VISIT TO SHAP GRANITE QUARRY THEN
A WALK AROUND SHAP TO LOOK AT THE USE OF THE STONE.**

Geoff Brambles will lead a visit to Shap Granite Quarry followed by a walk around Shap village, possibly sampling chips from the award-winning chip shop for lunch. This is definitely an occasion for sturdy footwear, plus hard hats and high-viz vests if you have them. If you want to borrow a hard hat or high viz vest please contact Graham solwaypast@yahoo.com by the week before. Meet in the quarry car park - up the track towards the quarry and bear right.

THE KING OF PRUSSIA HOTEL

In the article 'Some Cumbrian brewing families' by Brian Quayle there is a reference under "The Brockbanks" to "John Edwin (1871-?)" being left by his father "The King of Prussia Hotel, Kirkby Ireleth and other estates". This raised a question in the mind of one of our members Charles Rowntree who had never heard of this establishment in the current Kirkby in Furness between Mere Beck and Grizebeck via Soutergate, Sandside, Four Lane Ends, Beckside, Wallend, Chapels and Dove bank. Nor have I seen it referred to in the old parish of Kirkby Ireleth which included Broughton and reached as far as the Three Shires Stone and wondered where the reference came from.

A question was sent to the author which brought the following response.

the information about James Brockbank's Will came from an article in the North Western Mail of 8th February 2018.

In turn the Mail quoted from the 'Millom Gazette' of Friday 13th January 1905 which gave chapter and verse on the contents of the Will, including the reference to the King of Prussia.

One should never believe everything that one reads in the newspapers and so I cross-checked with the 'Brewery History' web-site. Listed there are 15 hostelries belonging to the Brockbanks including at number 7;

7. King of Prussia, Kirkby Ireleth nr. Ulverston.

So I think that we can be quite confident that the hotel existed but as to its exact location I fear that I will be a grave disappointment to you. I have searched some on-line directories following your query but have not turned up anything. (Some of these on-line directories rather frustratingly do not contain lists of trade entries but are restricted to a description of the town or village).

The description of the King of Prussia implies an establishment of some size but this is not necessarily the case. Certainly in my area of West Cumbria some watering holes with scarcely enough room to accommodate one man and his dog styled themselves as hotels. Some possibilities spring to mind. The first is that the building is no longer a licenced

premise and the second is that it has changed its name. I suppose that it is also possible that it has been demolished.

If anyone can spread a little further light on this puzzle I am sure that both Charles and Brian as well as the rest of members would be interested.

SULPHUR.

Whilst sitting in the Autumn conference listening to Brian Quayles excellent presentation on Marchon he mentioned that in 1971 Marchon took the decision to start producing their sulphuric acid from the burning elemental sulphur instead of from the on going process from anhydrite mined at their site. The decision to use the anhydrite as a source of sulphuric acid had been taken back in the 1950s when Marchon had decided to increase production of synthetic detergents and needed a greater source of sulphuric acid than was able to be bought in. They decided on the anhydrite process as a means of producing sulphuric acid due to the poor supply of elemental sulphur due to the Korean war and the government stopping them building a plant to make sulphuric acid from pyrites. (for further details see Bulletin 95 August 2016.)

Anyway to get back to the story this mention of the use of elemental sulphur in an industrial process in Cumbria got me thinking as to the other industries that had used sulphur in their process.

Elemental Sulphur as far as I am aware does not occur in Cumbria or even the UK (certainly not in volumes that would be usable in industry). So all the sulphur used had to be imported. The obvious other industry that used elemental sulphur in Cumbria was the gunpowder industry. Sulphur was included in gunpowder along with Carbon (charcoal) and saltpetre (potassium nitrate) The sulphur along with the charcoal are fuels with potassium nitrate acting as the oxidising agent. The sulphur reduces the ignition temperature of the mixture. The sulphur was imported from Italy and Scilly via either Milnthorpe or Greenodd. On arriving at the works would be refined and crushed before being mixed with the other components.

The other industry that used elemental sulphur was the 'Dolly Blue' works at Backbarrow although they never actually made Dolly Blue but a different form of 'blue' used a whitener for washing. These whiteners went out of fashion with the introduction of the synthetic detergent similar to those produced by Marchon.

The blue was an artificial form of lapis lazuli made by heating a mixture of bones, china clay, coal tar pitch, coke, feldspar, hydrated iron oxides, silica, soda ash, sodium sulphate, and sulphur. Each component was purified, crushed and mixed in careful proportions before being roasted in coal fired kilns.

The above has been derived from articles in the Society Bulletins or on the Society website www.cumbria-industries.org.uk

If anyone can think of any other process involving sulphur I would be grateful to hear of them. Or if you can think of another element or compound that has been used in a variety of processes in the county I again would be glad to hear.

Graham Brooks.

WARWICK BRIDGE CORN MILL.

Some members of the Society visited the corn mill last year (2018) whilst it was undergoing restoration by the Cultura Trust (previously called North of England Civic Trust). Well finally in September the builders left the site after completing the restoration of the building. The millwrights then moved in and to date them have finished restoring the water wheel by replacing all the buckets and the sole plates and is now turning again.

There are five sets of stones in the mill two sets are a mixture of Lazonby bed stones and millstone grit runners. These stones were used for dressing oats in the past and are very worn and it is not intended to restore them. The other three sets of stones are French burr stones, two of which have been coated with carborundum. One of these sets has been run and corn ground for the first time in 30 years, without being renovated. The other two pairs have been upgraded to allow them to be used to produce a range of flours.



The mill will remain in the ownership of the Cultura Trust but a Community Business Society, warwick Bridge corn Mill Ltd, has being formed to manage the running of the mill and selling the flour both retail and wholesale. They also intend to set up a bakery in the old cart shed to produce a range of products. There is also an intention to run courses on milling, mill wrighting and bakery. If you would like to be involved in this new venture you can purchase shares in the Society or volunteer at the mill or bakery. Details are available on the website www.warwickbridgecornmill.co.uk.


For further information on the mill see the article on the Society website and the article in

the August 2002 Bulletin.

LEFT The newly refurbished French Burr stones to be used for producing white flour.

MARCHON


Further to Brian Quayles series of articles on the Marchon Works a member has forwarded this advert from an article on Cumberland in The Guardian April 23rd 1968.



Marchon serve the detergent industry right across the world

Throughout Europe. Everywhere—in Africa, Asia, Australasia, and America—in more than 50 countries Marchon chemicals are sold.

Every type of chemical, in fact, that goes into modern detergent products. More than that: Marchon offer sound technical assistance on any problem, for every kind of detergent manufacture. Whatever it is. Wherever you are. Whoever you are. These are production-boosting benefits you get from Marchon through their international selling network which links your business with all the advanced detergent developments that Marchon have to offer.



**ALBRIGHT &
WILSON LTD**
**MARCHON
DIVISION**

Whitehaven, Cumberland
Telephone: Whitehaven 3131

THE PENRITH AND DISTRICT ROAD CARRYING COMPANY.

In 1903 the Greenside Mining Company set up its own road haulage business The Penrith and District road Carrying Company to carry their ore from the mine at Greenside to Troutbeck station. They used steam wagons to carry the ore. One of the early wagons was a Fodden. This wagon had been involved in a fatal accident on a frosty March morning whilst going up a steep hill with a trailer, the wagon had started to roll backwards. The stoker had jumped off the wagon to apply the trailer brake but was tragically run over and killed.

A new Super Sentinel wagon was delivered in December 1924. This was works number 5676 and registration number EC 5927. This vehicle had a short life during which it was involved in three accidents.

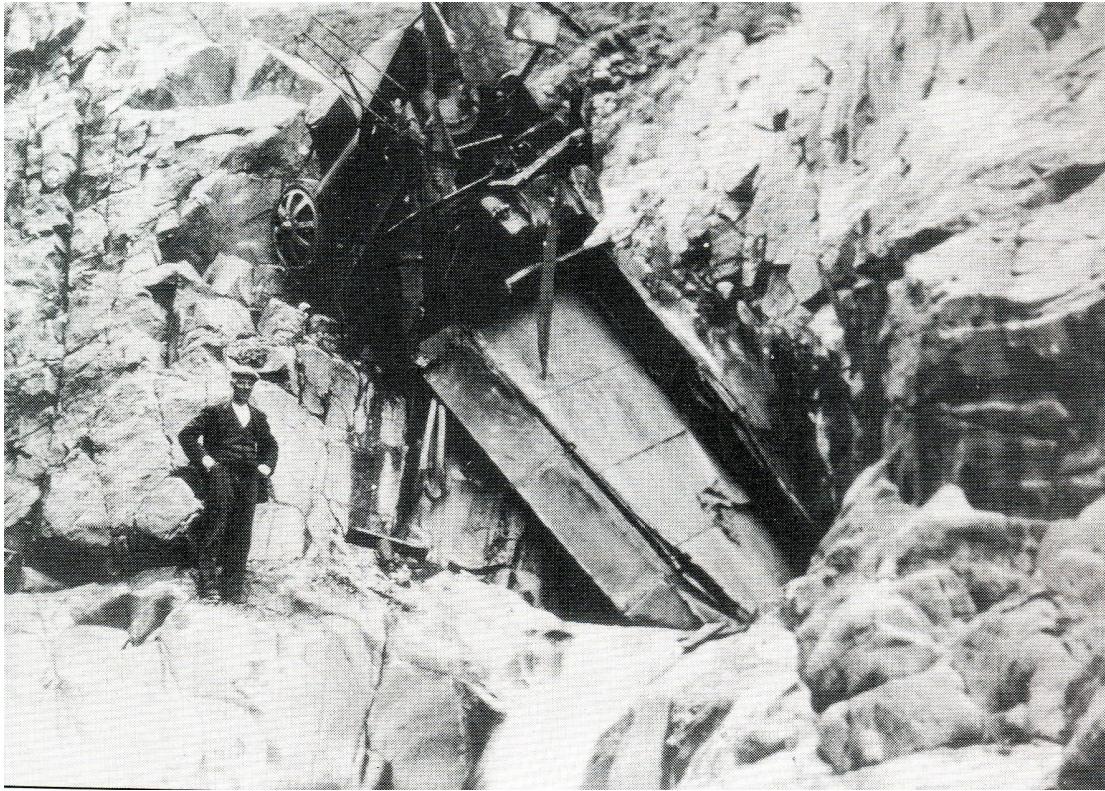
In 1927 it collided with a Ribble bus on Grizedale Bridge. In 1929 it collided and demolished twenty feet of road side walling when the nut on the drop arm end of the drag link came undone.

Its final accident on Thursday 2nd June 1932 was the most impressive. Whilst carrying a load of chippings down from the mine the driver lost control and both the driver and stoker jumped off the vehicle which ran over the ravine into the beck. The accident was reported in the Cumberland and Westmorland Herald as

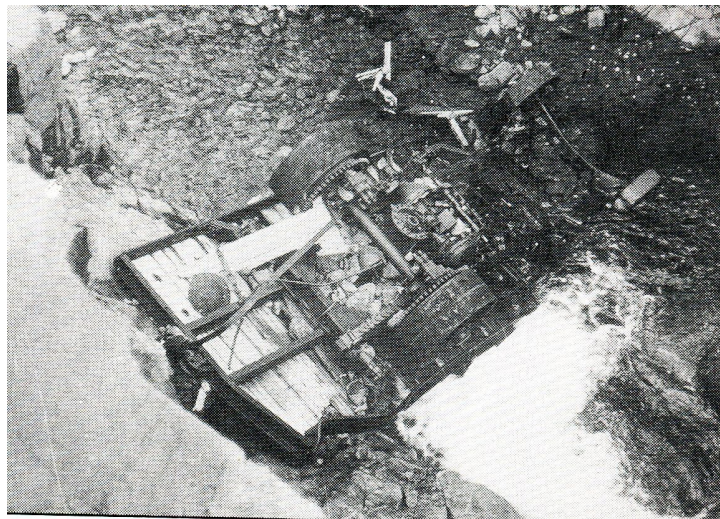
A steam wagon belonging to the Penrith and District Road Carrying Co. had just left the lead mines with six tons of chippings when something went wrong with the steering gear. The road is very narrow at the place and the driver John B Graham realising that an accident was inevitable, jumped out and called on his assistant John Edwards Poole to do the same. Poole's braces however, caught on the cab handle and he was in great danger of being hurled to death on the ponderous vehicle, now out of control. He managed to release himself and he jumped clear. A minute or two later the wagon went on the grass verge, hit a rock, somersaulted over the bank. It fell twenty or so feet and eventually came to rest in a ravine where it now lies a total wreck. Neither man was injured but Poole suffered somewhat from shock.

The wagon lay where it had landed until in 1955 the dam and the remains were washed further downstream.

Eventually in June 1988 the remains were removed from the river by a crane by Richard Straughan and was eventually 'rebuilt' and put back into stream, as shown by the photo on the front cover.



The wagon in the beck shortly after the accident.



The Wagon after being moved by a flood in 1955.

Photos and information taken from an article in Old Glory August 1991.

Graham Brooks.

Questions and Answers 2019

Here are just some of the queries sent in by members and visitors to our website. Further information on any of these topics will be welcome.

Where is (or was) Hungry Moor, Cumberland? Rob David asked, when researching a family with mining links. Margaret Martindale found a property with that name in the 1881 census return for Corney, Bootle but are there others in mining areas?

Why did these timbers, removed from a barn in Crosthwaite, have so many holes? They



were being used as floor joists but had obviously had another previous use.

The timbers averaged about 6ft long and 6 inches wide. The holes went right through the wood except in a few cases they were blocked with close fitting wooden pegs.

The most likely answer was provided by Les Gilpin who suggested they were 'tribbles' from a paper mill, providing a frame from which horsehair was strung for drying sheets of paper.

The property where the timbers were found is



close to the former Starnthwaite Mill - a paper mill from 1708 until it was converted to bobbin turning around 1840. The redundant tribbles might well have been removed and reused as floor joists in the nearby building project at that time.

Any theories on why horse hair was used?

When were horses and carts no longer commonly seen in the Aspatria area because tractors had taken over? Andrew Bradley was researching the local artist Sheila Fell and some of her paintings were of horses and carts and men making wheat stooks in fields. He asked: please can you tell me when this practice was overtaken by mechanised harvesters in Aspatria?

Answer: 'Little grey Fergies', the first tractors to be affordable for the average farmer, were manufactured in England from 1946 and quickly became ubiquitous in the 1950s. Old fashioned horse-drawn machinery would then be an attractive subject for artists.

What was 'Huddleston's Shop' in Borrowdale? Howard Allen found this marked on the O.S. map but could find nothing on the ground. Members pointed out that 'shop' was used as an abbreviation for workshop and could also refer to miners' or possibly a shepherd's shelter. The name was marked on the earliest editions of the 6 inch map but not associated with a structure. Further ideas would be welcome.

Requests for information about Great Asby copper mine and the origin of the name Workington remain largely unresolved, and Paul Martin would still like to know more about W.H. Storey, turbine manufacturer of Staveley, although he has been in touch with another member who also owns a restored Storey turbine.

Where, we were asked, was this very distinctive industrial chimney?



"The boy on the steps is believed to be John Whittam b.27.11.1870, (his name is written on the back of the photograph.) I would estimate his age as 7-10 years old, indicating the photo was taken around 1877-1880.

In the 1871 census John Whittam aged 4 months lived at Spark Bridge By 1881 the family had moved to Staveley Nr. Kendal. Any indication of the location of the buildings would be gratefully received."

With the help of Mike Davies-Shiel's photos we were able to confirm that the picture is of Low Mill, Staveley which was one of the

largest bobbin mills among the 150 or so such establishments in Cumbria, also known as Chadwicks after it was bought by a Lancashire cotton spinning firm of that name. It later came back into the local ownership of the Brockbank family who continued the wood turning business, specialising in tool handles. They still own the site and have developed it into a collection of workshops and small scale businesses, but the chimney has been demolished.



Mike's records, in the form of an annotated 2.5 inch O.S. map, also provided an answer for Michael Heywood who was searching for the start of the mill race at Scout Green, near Shap. Mike had marked the weir and indicated that the information came from the local Tithe map, which Michael is hoping to find.

How did St Cuthbert's Church, Kentmere acquire 7 tons of lead for the roof in 1513, asked Robert Courtier. Lead mining in Kentmere and Patterdale had not started in the 16th century. The lead must have been of inferior quality, or the sheets too thin, because it had to be replaced by slates within 50 years. It was suggested that the lead may have been recycled from another church or else brought from Alston Moor where mining started in the 12th century.



A member asked if the former peat works at Bolton Fell (NY487699) and the associated railway were worth a visit.

Too late! Peat extraction ceased in 2014 and the land is being restored under the supervision of Natural England. These and other excellent photos can be found at https://www.flickr.com/photos/12a_kingmoor_klickr/sets/72157666044756933/





Brian Lucas, having purchased a couple of Mike Davies-Shiel's photos of a Hodbarrow crane made by his former employer, Samuel Butler & Co., asked if it had been preserved anywhere. This elicited an explanation from Guy Wilson of how it was used to excavate sand from the former shore line using the crane with a clam-shell bucket. "The sand was discharged into the usual Hodbarrow side tip wagons and taken (with much steam, sparks and effort) up the very steep incline to the east of new Shaft, then a short distance along the "Main Line" before a reversal into the service shaft to the north of New Shaft. The sand was then tipped down the shaft, and mixed with water at the bottom to pump into abandoned workings, the aim being to minimise subsidence (as the workings extended beyond the sea wall).

My Grandfather (Septimus Wilson) often worked on "Snipey" with a flat wagon to deliver timbers to the same shaft for roof support."

Enquiries like these are circulated to all members of the CIHS email group, as well as information about our activities and those of other like-minded organisations. If you are not receiving such messages but would like to do so, please contact Helen Caldwell at lowludderburn@btinternet.com

NEWSPAPER CUTTINGS ON THE SUBJECT OF SNUFF

Whilst going through some papers from Mike Davies-Shiel there was a series of notes of short articles on snuff and tobacco taken from the local papers.

All taken from the Westmorland Gazette.

2nd July 1825

Gawthorp and Brocklebank tobacconist of Kendal had some of their tobacco stolen.

23rd May 1835

Jonathan Carr & Son manufacturer of and dealers in tobacco and snuff Highgate Kendal. Have commenced manufacture of tobacco and snuff. Have new retail shop at top of New Street on Highgate.

17th October 1835

Tobacco manufactory to be disposed an old and well established tobacco manufactory in Kendal.

17th June 1837

Mr John Gascoigne Barker manufacturer wed miss simpson daughter of Mr Allan Simpson Manufacturer of Kendal.

19th February 1839

John Simpson tobacco and snuff manufacturer has taken over premises of Simpson and Forrester in Highgate.

1st May 1841

Death of Mr John Gascoigne Barker Manufacturer at Stramongate aged 57.

Death of Mr Harrison Walker, Manufacturer, Stromongate aged 75.

14th December 1844

James Fothergill of Kendal selling up his snuff manufacturer business.

25th September 1847

Dissolution of oldest snuff manufactory in Kendal. Messrs S Robinson and G Allen, Finkle Street. Steam engine, Cutting engines, mortars, cutting, drying, grinding etc. of tobacco and snuff and shop and house best situation in Town in which the business has been established for a great many years. The establishment is the oldest in the trade in the town or District and bears a high reputation in Northern Counties and in Scotland.

3rd October 1864

Death of Jane beloved wife of Samuel Gawith tobacco manufacturer aged 45 years in Lowther Street.

20th March 1866

Mr Alfred Graham snuff Manufacturer wed Miss Hannah Graham both of Kendal.

16th September 1871

Mrs Ann Allens snuff mill to be sold (Finkle Street).

NOREE DAVIES-SHIEL 1933 – 2019

Noree's involvement with CIHS was, of course, linked with her husband Mike's passionate interest in industrial history and archaeology. Family holidays and weekends were spent, often in a caravan, at places such as Hodbarrow and industrial sites in other parts of the country and abroad.

It was Noree who persuaded Mike to allow CIHS to digitise his collection of photographic slides before they went to Cumbria Archives, and it was she who generously assigned the copyright to us. They have proved to be a tremendous asset and have raised the profile of the society considerably. Noree was a great help in the cataloguing process, able to provide a missing date here and there or identify the occasional mystery location. In return, I was able to help find the photos to illustrate the posthumous publication of "Water-power Mills of South Lakeland".

In recent years, following Mike's death, she has regularly but unobtrusively attended our conferences, usually bringing one or more of her friends. She continued to take an interest and quiz me about my circulars to the CIHS email group throughout her final illness. She will be greatly missed by me and many other friends.

Helen Caldwell

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