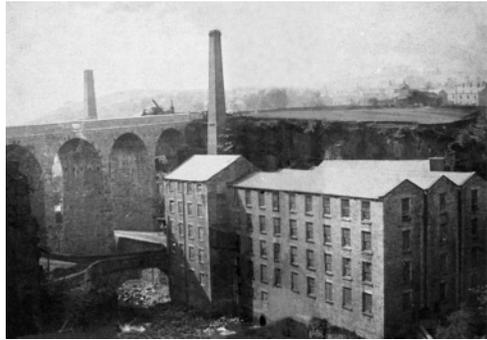


New Mills Local History Society

NEWSLETTER 59



Autumn 2017

Committee 2017-2018

Chairperson	Gaynor Andrew (743117)
Vice-Chairperson	John Crummett (749530)
Hon. Secretary	Mike Daniels (746449)
Hon. Treasurer	Maureen Hall (742837)
Hon. Archivist	Roger Bryant (744227)
Hon. Editor	Ron Weston (744838)
Hon. Website manager	Barry Dent (745837)
Ordinary members	Derek Brumhead, Nicki Burgess, Peter Done, Pat Evans, John Humphreys, Chris Jones

The Story of the Peak Forest and Macclesfield Canals

Judith Wilshaw, 13th January 2017

Judith Wilshaw gave us the full benefit of her thorough knowledge of her subject, her clear presentation and excellent photos. She made good use of the splendid maps drawn by the late Olive Bowyer, whose volumes on the history of the Peak Forest Canal, originally published by our Society, remain standard works on the topic. Judith gave each of us a copy of the leaflet produced by Marple Locks Heritage Society - 'Marple Locks Trail,' which gives a detailed account of the history, development and changing fortunes of the canal. I cannot do better than quote from the first paragraph:-

“The Peak Forest Canal runs from Buxworth in Derbyshire, where an arm also services nearby Whaley Bridge, through Furness Vale, New Mills and Disley to Marple. Here it is joined by the Macclesfield Canal. At Marple the canal descends a flight of sixteen locks, lowering the level by 210 feet before crossing 100 feet above the River Goyt on a magnificent three arched stone aqueduct. The canal continues through Rose Hill cutting, originally a tunnel but opened out many years ago, on to Romiley, Woodley, Hyde, and Dukinfield before its junction with the Ashton Canal. The total length of the canal is a little over fourteen miles.”

Richard Arkwright and Samuel Oldknow were the driving forces behind the construction of the Peak Forest Canal under the direction of the engineer Benjamin Outram, which began in 1794. Arkwright needed to bring raw materials to his mills at Cromford, while Oldknow, too, saw the advantages of improved transportation between Manchester and his various enterprises in Marple and Mellor. In the event, it was the movement of limestone and lime products, together with coal, that formed the bulk of the canal trade.

After giving us the basic dimensions of the canal and explaining the operation of its locks, Judith took us on a pictorial trip beginning at the Portland Basin, where the Peak Forest Canal joins the Ashton Canal, the connection to Manchester. She paid particular attention to the passage of the canal through Marple with its “magnificent” aqueduct, spectacular flight of locks and elegant canal warehouse. Above the top lock the Peak Forest Canal is joined by the much longer Macclesfield Canal, all of twenty-six miles to Hall Green near Kidsgrove, near Stoke-on-Trent.

She spoke appreciatively of the rescue and restoration of the Bugsworth Basin by what is now the Bugsworth Basin Heritage Trust. Judith’s enthusiasm for her subject was evident throughout her talk, an excitement that she conveyed fully to her audience.

Ron Weston.

Manchester Docks to Salford Quays

Derek Brumhead, 10th February 2017

Manchester and Salford have served as river ports on the banks of the Irwell for centuries, where sailing boats carrying goods to and from Liverpool could dock. The great transformation came in 1894 with the opening of the Manchester Ship Canal, which enabled ocean-going vessels to by-pass Liverpool altogether and sail directly to Manchester. Now those days are over and the great inland port has long ceased to function.

The theme of Derek's excellent talk was the modern development of the former docks. He explained that the port consisted of nine docks, the ninth having been excavated in 1905 at the site of the former Manchester race course. He showed us maps, early photos and modern aerial photos of Docks 9 and 8, which allowed us to appreciate how the mass of warehouses, cranes and railway sidings had given way to the modern developments of Salford Quays. Dock 8 itself is now devoted to water sports, the cleansing of the heavily polluted water in the dock being one of the primary considerations in the development of the area.

The areas on either side of Dock 7 have been developed mainly as residential areas, while Dock 6 remains open to the river.

A feature of the construction of Salford Quays has been the provision of a Metrolink line to the city centre, enabling swift and easy access to such facilities as the theatre, galleries, the War Museum and, latterly, Media City. Within the complex, new bridges have been installed and an old one moved to facilitate pedestrian movement through what has become an extensive development.

Those of us old enough to remember the romance of Manchester's working docks, with ships from all over the world tying up there, while others recall the more prosaic experience of a working life in and around the docks, may have cause to regret the great changes that have occurred in recent decades. Nevertheless, we can all take pride in the elegant and often inspirational buildings and land-use changes that have made Salford Quays such a great success.

Derek, with his selection of stunning photographs, and clear exposition, has contributed much to our appreciation and understanding of the vision behind the great social experiment that is Salford Quays today.

Ron Weston

Avro Manchester: The Legend behind the Lancaster

R. Kirby, 10th March 2017

Considering the prominent part played by Manchester in the early years of aviation, it seems only right and proper that the city's name should be given to one of AVRO's planes built at Woodford.

The 'AVRO Manchester' was a heavy bomber, designed and developed hurriedly at the beginning of the Second World War. Few were built and those that did come into service suffered design and mechanical faults that limited their effectiveness and proved dangerous, if not fatal, to the air-crews unfortunate enough to have to fly in them. The 'AVRO Manchester', though, was the precursor of a much more important, successful and iconic bomber: the Lancaster.

Mr R. Kirby, who has researched and written a book on this subject, began by explaining the difficult circumstances that prevailed at the beginning of the war. Unlike Nazi Germany, Britain had entered the war unprepared for modern combat and was no match for the Luftwaffe, with its superior aircraft and battle-hardened personnel. He dealt with three aspects of the development of the bomber in his talk: the air-frame, the Rolls-Royce Vulture engine and the hair-raising experiences of the crews. The design problems of the air-frames and the faults with the engines only became apparent once the aircraft were in service. Thus, an air-crew on a bombing raid to Berlin, not only had to contend with enemy fighters and ground artillery but also the defects in the planes they were flying. Unfortunately, many airmen lost their lives solely because of these deficiencies.

Only two hundred Manchester bombers were built, but despite their shortcomings they featured prominently and honourably in the early years of the war, including raids on the great warships of the German navy stationed at Brest. After 1942 when the last of the Manchester bombers were built, the dark days of the war were over and the Lancaster bomber, the brainchild of the designers of the Manchester, came into production. The designers of the Manchester, together with the builders of the Vulture engine at Rolls-Royce, had learned some hard lessons, but these were put into good effect with the advent of the Lancaster.

This authoritative talk was well-received by an audience whose numbers were augmented by a number of visitors with a special interest in the subject. There are numerous former employees from Woodford living in our area and any topic concerning aviation history has a wide appeal.

Ron Weston.

Restaging the Rainhill Trials for BBC 4's "Timewatch"

Dr. John Glithero, 7th April 2017

Dr. Glithero began by explaining that, like many boys, he had been interested in steam engines and model railways. When in adulthood he trained as an engineer, that interest continued when he was given the opportunity to "play trains" as a career in the conservation and maintenance of early steam locomotives.

We were given a brief but masterly account of the early history of steam locomotives and how they evolved from horse-drawn tramways. The decision to build a railway linking Manchester to the port of Liverpool was a crucial factor in the development of steam locomotives. A boat carrying raw cotton on the Irwell navigation took twenty-one days: there had to be a faster way. The construction of the line was a feat of heroic engineering, what with long viaducts and the need to "float" the line across Chat Moss. In 1829, the line having been completed, a competition was organised to decide the best way to haul the trucks along the thirty mile length of track. Various experimental locomotives were available, but in the end only three took part in the trial: "Novelty", "Sans Pareil" and Stevenson's "Rocket". A fairly straight and level length of track was chosen at Rainhill, near St. Helens, for the trial to take place. "Rocket" was by far the most satisfactory contender, the other two suffering breakdowns and other difficulties. The adoption of this pioneer locomotive, the building of the railway network and its development for passenger journeys as well as for freight took place with astonishing speed. The importance of railway technology proved crucial to the continuing expansion of commerce and industry first in Britain and then throughout the world.

At the BBC, it was decided to make a programme recreating the Rainhill Trials and posing the question, what if the rivals of the "Rocket" had not broken down. Would their alternative designs have produced successive generations of locomotives different from those that descended from the "Rocket"?

Dr. Glithero's detailed account and photographs of the making of this programme for which he was engaged as a principal consultant engineer was both instructive and hilarious. Fortunately, replicas of "Novelty", "Sans Pareil" and "Rocket" were in existence and were transported to a line west of Llangollen to replicate the Rainham Trial. History repeated itself: "Novelty" and "Sans Pareil" failed in much the same way as they had done in 1829, while "Rocket", professionally maintained by the staff at the railway museum in York, performed magnificently.

As for Dr. Glithero: he had spent a wonderful time getting paid to do what he loved best - playing trains!

Ron Weston.

The Lost Pubs of New Mills

Mike Daniels, May 12th 2017

This was the quickest AGM most of the audience will have experienced, no doubt the result of the fact that many were more attracted to the post-meeting topic than the business part of the evening. As anticipated Mike gave us a fascinating Power Point presentation. The concept of “lost” pubs had clearly brought in the numbers, many present having some inside knowledge and familiarity with those now demolished or converted premises.

Mike told us of the initial inspiration for the subject- his work with “Walkers are Welcome” in providing interesting walks and guided tours of New Mills both for natives and visitors.

His interest was further stimulated by the number of alcohol-selling premises (hotels, taverns, inns, public houses, hostelries, retailers of beer) as a document in the Heritage Centre indicated there were 36 in the New Mills district at one time, whilst a poem by Mr. J.W. Livesley noted 42!

Mike then took us on a tour from Newtown to Dye House Lane via Redmoor Lane, Albion Rd., Market St., Top Torr St., and High St., revealing to us the buildings that have remained, or been restored, as pubs, or been converted into housing. The sad sites of those now demolished were also shown. Interspersed with his accounts were his personal experiences (!) and fascinating details of the various attempts to control and regulate the quality and selling of beer down the ages, -from King Ine of Wessex (688-726 A.D) to the Victorians’ attempts to prevent the adulteration of beer with , for example, salt, opium and strychnine! And finally came the breathalyser. Names of pubs, itself an interesting subject, were explained where possible e.g. the White Hart, the badge of Richard II.

For some in the audience Mike would provide a rewarding journey into nostalgia, but it is worth remembering that for our forbears the tavern could provide them with an experience of an Alternative Society. Instead of the white altar candles and brightly lit stained glass East windows in a church, solace for many came via the white beer pump handles at the bar and the reflecting bright mirror behind the bar drawing attention to the myriad of glasses and bottles of different shapes and sizes all filled with colourful liquids. The warmth of the alehouse could provide an alternative experience and attraction to that of the church and cheerless domestic surroundings!

John Crummett

The Local Historian

The Local Historian April 2017

This issue has been placed in New Mills Library and includes the following

Alan Crosby. Editorial: An account of the Local Historian published since 1952 (259 issues). David Dymond, The Local Historian's progress (with apologies to John Bunyan).

Cheryle Butler, 'Incontinent of her body; women, society and morality in Tudor Southampton'.

Stephem Counce, 'Dancing and drinking were the order of the day; the hiring fairs of Chester, Nantwich and Whitchurch in the late-nineteenth century'.

John Martin and Robert King, 'Civil defence activities during the First World War: a case study of Hinkley. Leicestershire'.

Heather Falvey, 'Dury and Andrews' map of Hertfordshire (1766): a review essay'.

Kate Tiller, 'A review of three record society volumes'.

Michael Haslam., Review article: publications on the history of churches and monasteries.

Tim Lomas. 'Three books about schools and education history'.

Book reviews include: The dignity of Chartism; Steep, Strait and High; ancient houses of central Lincon: Women out drinking in Britain since the early 20th century: Oakham Lordships in 1787: Lost country houses of Norfolk: British Farm Surveys in 1941 to 1943: Not in our name; war dissent in a Welsh town.

From Fustian to Emery 1802-1920

'From Fustian to Emery 1802-1920' is the title of a new book by Don Rowbottom. It tells the story of the Higginbottom and Dalton families in the 19th and early 20th centuries. In 1872 John Dalton took over an old cotton mill (Albion Mill on Albion Road) that had become vacant and established an emery works. The conspicuous red brick office block was added later. The products included Emery and Glass Paper, Emery and Glass Cloth, Flint Paper and Garnet Paper, dies for grinding machines and a celebrated knife polish. The firm moved away some years ago but the buildings are still in place. The book is 88 pages long and is profusely illustrated. 18 photographs have been provided by Don for putting on our photographic website www.picturenewmills.org.uk. The book, donated by Don, has been placed in New Mills Library.

Chairman's Report AGM May 2017

In September 2016 we enjoyed another excellent talk on the Bridges of New Mills by Derek Brumhead as part of the New Mills Festival, and with the bounty from our hosts the council the audience was well pleased as ever.

The monthly meetings have been well attended and we have had interesting talks by speakers recruited by Derek as our speaker finder. Again Pat Evans made great display on the Society's Christmas tree based on the bridges, and it was entered in St Georges Church and later placed in the Library for all to see. It was all managed by Pat and her husband Lyndon to whom many thanks.

Since John Humphreys retired he has been offering his personal collection of historical books for donations at our meetings, and very generously given the proceeds to society funds.

Mike Daniels has taken on the role of secretary and as he is now Administrator of the Heritage and Information Centre it all combines very well, and I am glad to say he seems happy with his jobs!

As ever Maureen Hall looks after our finances and keeps us in order, for which we thank her greatly. Lesley James has audited the books and says we are clean.

Our current concern is our lack of an archivist, Roger Bryant has done a magnificent job of organising the collection to museum standards and now wishes to retire. He is happy to retain the photographic side of the job but would like someone else to take on the documents. Now we have to declare the position vacant, so please think about it, as for yourself, or for any one you might know, they don't have to be a member, just have a passion for documents, not all dusty!

In light of the celebrations for Hayfield's commemoration of 200 years since its rebuilding next year we are going to hold our 2018 AGM in St Matthews Church in Hayfield when we hope to see round the building and hear its history from John Crummet our vice chairman, who has studied it considerably. It is a daring thing to do but it seems appropriate to celebrate with our neighbours.

I thank all our members for their continuing support.

Gaynor Andrew

Receipts and Payments for the year ending 31st March

	2016/2017	2015/2016
Opening Balances		
Current A/C	£1296.24	
Invest A/C	£1412.41	
2nd A/C	£3611.46	
Pay Pal A/C	£33.30	£6353.41
Receipts		
Donations	£130.00	£78.00
Visitors	£117.00	£84.00
Gift Aid received	£119.61	£127.18
Subscriptions	£617.00	£668.63
Sales of Publications	£508.60	£1239.06
Sales of Refreshments	£52.81	£53.54
Outings		£614.00
Sale of High Res. Prints	£25.82	£79.19
HLF Grant Torrs Board		£6500.00
Return of HLF surplus	(£198.00)	
Interest 2nd A/C	£3.35	£20.57
Interest Invest A/C	£8.49	£10.51
Total receipts		£1384.68
Total		£7738.09
Publications in hand		£2488.00

2016/2017

2015/2016

Expenses

Speakers	£226.99	£280.99
Newsletter	£110.00	£90.00
Hire of Hall	£332.64	£349.92
Archive materials	£0.00	£0.00
Printing/Publications	£512.50	£480.25
BALH Subscription	£65.00	£65.00
Expenses	£256.88	£214.44
Outings		£616.48
Refreshments	£10.00	£13.50
Digit. Of Audio Cassettes		£72.00
Hosting Picture NM	£150.00	£150.00
HLF Grant Torrs Board	£3422.80	£2879.11

Total Expenses

£5086.81

Closing Balances

Current A/C	£1179.98	
Invest A/C	£1420.90	
2nd A/C	£24.01	
Pay Pal A/C	£26.39	£2651.28

Total

£7738.09

Audit Note

The accounts of the Society have been audited in accordance with the books, vouchers and explanations given to me, and in my opinion, represent the affairs of the Society, as at 31/3/2017.

Lesley James, 20/4/17

New Mills Local History Society - Meetings - Autumn 2017

Meetings are held in the main hall of New Mills Town Hall, starting at 7:45pm. You may obtain easy access from the entrance on Aldersgate.

Please note that the Festival Lecture is on a Monday and starts at 7:30pm. The talk is followed by free cheese and wine provided by New Mills Town Council.

Friday Sep. 8	Andrew Carnegie: His Philosophy and Libraries, a Vision for the Future	Simon Cork
Monday Sep. 18 7:30pm	New Mills Festival Lecture The Torrs: Past and Present	Derek Brumhead
Friday Oct. 13	Mary Queen of Scots, the Captive Queen in England 1568-87	David Templeman
Friday Nov. 10	Building Barton's Swing Bridges	Judith [Glen] Atkinson
Friday Dec. 8	A Photographic look at Scotland's early railways	Ian Ford