

CAT

**The Newsletter of the Cumbria Amenity Trust
Mining History Society**



*Carrock Mine, Caldbeck.
Photo Ian Matheson*

Cumbria Amenity Trust Mining History Society

Newsletter No 103, May 2011.

Contents:

Membership

New members	Page 2
2011 AGM & Dinner	Page 2
Editor's Rant	Page 2

News

Grimes Graves	Page 3
Mark Weir	Page 3
Hext Sale documents	Page 6
Hand over Hand	Page 7
2011 NAMHO conference	Page 8

Meets and Activities

Carrock Mine Project	Page 9
Safety work at Arête Chamber, Coniston copper mine	Page 10
Dodd End, 13 th March.	Page 12

Articles

Alfred Fell's grave	Page 14
Early images of Barrow relating to the iron ore trade	Page 18
The Mabel Annie of Fleetwood	Page 23
Dr Anderson's True Scot's Pills	Page 24

Minutes

CATMHS Committee meeting 17 th Jan 2011	Page 25
--	---------

Society Officers and Committee Members

Back cover

Occasionally I take them all to Ambleside Post Office, where the staff are usually very helpful. They print self adhesive stamp labels, stick them on all the envelopes for me and send them off. However, this involves illegal parking, and carrying two stacks of envelopes all the way through the information centre to the post office counter, which is at the back. Usually there is a queue.

On this occasion the woman in at the counter wasn't the normal one, who is very efficient and helpful. I put an example on her scales, this particular one going to Rudy Devriese in Belgium so needing a different stamp, and said that I had another 110 to go to UK addresses. She didn't seem to understand this, and tried to sell me 110 normal 2nd class stamps. If I had accepted you would all have had to pay excess postage. When I told her that was not the correct charge, she couldn't find a way of making stamps up to the proper value.

She wasn't able to print the labels, nor accept payment for postage without supplying the stamps. After more consultation involving a lady at the information counter at the other end of the shop, and an irate taxi driver wanting to know why I was parked in his space, she asked me to withdraw £89.10 in cash (for 110 newsletters @ 81p), which she then put in an envelope with a note for someone else to do the job. I thought that the next day the regular staff would print the self adhesive stamp labels, but I am informed that the newsletters were delivered with three postage stamps on them.

Anyway, having delivered the newsletters to Ambleside Post Office at 5.00pm Friday, I am told that most were delivered the following Monday morning, 2nd class, so it isn't all bad.! Next time I will tell you about the trials and tribulations of printing the damn thing!

IM.

Grimes Graves

During February and earlier this month, the Breckland Society, working with a Cambridge PhD student and using volunteer labour, dug 31 test pits each 1m deep and at 50m spacing. This was outside the boundary of the Grimes Graves area, but nearby. A number of struck flint shards were found and a fragment of late Neolithic pottery. The finds are taken to suggest that the area occupied by the Flint Industry here was more extensive than previously thought, though there is no suggestion that there were more actual Flint Mines. Acknowledgement, Eastern Daily Press. & Brian Cubbon

Mark Weir

It was very sad to learn of the death of Mark Weir, who he crashed in his helicopter on 8th March, shortly after leaving Honister quarry to fly home. He is the only person to have re-opened a quarry in the Lake District in recent times and he was a friend to CATMHS, making us welcome at the quarry and showing us round. He also gave a talk to the CATMHS 21st Birthday meeting at Rydal Hall. Whilst some of his schemes were controversial, he was a charismatic character and will be sorely missed. IM.



Mark Weir

Late in 1997 on a very wet and dark Sunday afternoon in November I was walking down from Honister Crag to the Hause after a few hours of surveying and exploring the old workings, completing work for the re-publishing of a book. The cold easterly wind complemented the driving rain. The cloud base was much lower than it had been earlier and I was soaked through. I decided to call it a day, head back to Coniston, light the fire and have a relaxing evening.

As I came down I noticed a vehicle parked within the Honister compound, an unusual thing at that time. Then I also noticed a person striding up the track towards me. He was dressed in ordinary clothing, plus an old sheepskin jacket, which was wet-through, and a pair of chukka boots. We halted and greeted and he introduced himself as Mark Weir. He asked what I had been doing and I explained. He told me he had been trying to get a copy of the previous edition of the book - and then he came out with an absolute bombshell. 'By the way, I've just bought the mine'.

I must have looked aghast because he repeated 'yes – I have just bought the mine. Come and see'. All thoughts of heading home were forgotten and I followed him back up to Kimberley Top Level.

It was at least a month since I had last been in Top Level and it was quite clear that the re-opening of the mine was well under-way. An electric loco was on the track. Tools and equipment lay around. In Margaret's Level a temporary scaffolding structure allowed access to the closehead roof. Mark never stopped talking. His enthusiasm and charisma were infectious and we walked back down the track in the dark as if we had known each other for years. His parting shot, as I headed for the National Trust car park at the Hause was '....and don't park there, they'll fleece-you. I'll give you a key to my gate. You can always park in there whenever you like'.

During the next few months Mark and his two uncles put an enormous amount of work into developing the mine and repairing the buildings at the Hause. He and I met up several times. On each occasion Mark would down-tools and take me up to the mine or into the sheds. It was at these early meetings that we started to develop plans for the historic interpretation of Honister.

Mark was a Borrowdale lad, born at High Lodore Farm. But what is not generally known is that his family originated from Coniston and were well known in their own right in that village.

Mark's mother and brothers were born on Bank Terrace, Coniston. Their father, John, worked at The Old Man Quarries for much of his career. In 1945 the family had outgrown the dwelling and so moved up to the Coniston Coppermines, living at Coppermines House, now the Barrow Mountaineering Club climbing cottage.

In 1948 their father was offered a better prospect at the Honister Mine and the whole family moved from Coniston to Seatoller, setting up home in one of the quarry worker's terraced cottages, now sadly all holiday homes, at the foot of the Honister Pass road.

Celia married Joe Weir of High Lodore Farm and Mark was born in January 1966. By his mid-teens Mark had decided that becoming 'educated' was not on his agenda. He left

school, did some work round the farm, dug graves, started his own contracting business, ran a pub and eventually obtained his helicopter pilots licence.

Mark was extremely fond of and close to his grandfather. Mark's outlook and career took a major turn on the day he offered to fly 'the Boss' on a tour of the sites in the district where he had worked. The trip started off at Gawthwaite in Low Furness and then proceeded to Coniston Old Man. The helicopter hovered for some time over Colt Crag allowing the old chap to view all the workings of Old Man Quarries.

They then flew on over the fells to Honister. At this time the Honister Quarries had been closed down by MacAlpines. The buildings were derelict and the roads partially washed away. Mark's grandfather could not believe the scene he saw and kept asking his grandson why they had closed. Mark was not sure either but felt, in deference to the old chap, that he should find out. His investigations ultimately led to a meeting in a hotel room in Manchester, where Mark signed a document allowing the lease for Honister to pass to himself. He has always accepted that it was a mad thing to do but at least he was able then to tell his grandfather, not long before he died, that the Honister Mine would soon be opening again.

Since these early days Honister has grown from strength to strength. The tourist side of the mine is now the foremost attraction in the Northern Lakes. But Mark has never allowed Honister to become just another tourist trap. Most of his time and effort has been put into the mine itself. He re-commissioned the Kimberley Internal Incline, replacing the DC electric motor with a hydraulic power unit. He has developed novel ways of working the faces. He also developed a new market for slate waste, so that the quantity of rid discarded is now less than 4%. He has refused to abandon slate processing at the Hause, wanting the whole production to stay on one site. He was the first in the region to install automatic engraving equipment, allowing a design to be cut automatically onto slate from a computer scanned image and Honister is now the only reliable source of 'greenslate' (volcanic riving slate) in the country.

The re-opening of Honister was also exceptionally good news for Borrowdale. By the late 1990's outdoor pursuit tourism was expanding out of control. Local people were becoming 'beggars in their own land'. Mark was soon to become a leading figure in the valley, helping to establish a careful balance between tourism and the community.

On the evening of 8th March Mark had been working late up at Honister. A quick phone call from his partner, Jan, reminded him of the evening's plans. Later, when he hadn't arrived two of the team, Leah and Shelly, went back up to Honister. They noticed the helicopter wasn't there so checked the CCTV system which showed him taking off, as normal, to head down Gatesgarthdale. They then saw for some reason that he had returned and flown in the opposite direction. The girls then descended the fell towards Seatoller with torches. They were within feet of the wreckage when they decided to abandon the search and return. The Cockermouth Team located him several hours later.

Mark was buried on 21st March at Borrowdale Church, Stonethwaite. Even before the funeral it had been decided that Honister would continue under the control of his partner, Jan. As the summer season commences it is pleasing to relate that visitor numbers are above expectation, the mine is producing well and product order books are full.

Alastair Cameron, 20th April 2011

Hext Sale Documents.

Last year CATMHS purchased Lot 84 at the sale of the effects of Major Hext. Our main interest was the Coniston Copper Mine cost Book No 2, 1838 – 1843, but the lot also contained an 'original reversed calf, cost book for Threlkeld mine, 1825 – 1867, an unidentified account book, 1851 – 1856, worn and damp stained, and eight early twentieth century photographs of Hodbarrow Mine. We considered depositing these documents with the County Archive in return for working copies that we could use for research, but this process has been delayed. In the mean time John Aird has made a digital photographic record of every page of the costbook, some 400 plus images, and has had copies made of the Hodbarrow photographs, which were taken on the occasion of the completion of the outer barrage.

The other documents are of considerable interest, and are not quite what they seem. It was common practice to re-use books and ledgers that had not been filled, using the back pages for another matter, and it is important that we at least carry out an inventory and catalogue what is there.

In the back of the Threlkeld book (1924) is a complete record of tutwork carried out at Coniston Copper mine between 1862 and 1867, and inserted between the pages are a quantity of take notes relating to the Tilberthwaite and Coniston mines, November to January 1867. From these the names and numbers of men working, and at what locations can be interpolated. The Tilberthwaite take notes are numbered 1 – 9, but No's 1 and 5 are missing. They show that at least 22 men were working below ground at Tilberthwaite mine in 1866 – 67

1st November ¹⁸⁶⁶ to Tilberthwaite Mines Letting
3.7.1866 to January 3rd 1867
Isaac Woodcock late Bargain to rise and
slope in the roof of the deep level west of the crop
course on Benson's vein by 3 men. the take to have
£5.0.0 per fms for rising 6 ft long started 2 fms
shaping taken at £2.15.0 per fms
By Thomas Stephens
James Stephens
John Stephens

Hand over Hand

An exhibition of artwork by CAT member Jane Foale inspired by the minerals and Elizabethan mine workings of the Caldbeck Fells

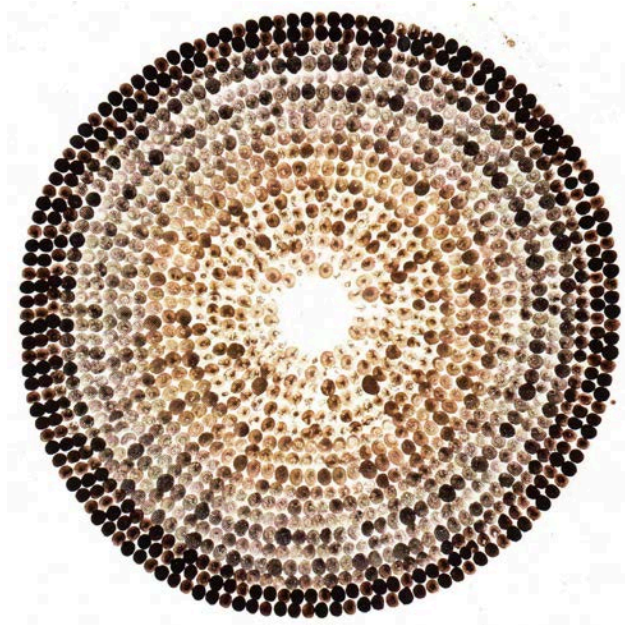
When I first went underground at Silver Gill with Warren Allison in April 2009 I was particularly struck by the marks made by the original miners' work on the walls. We had a light hearted discussion about how it might inspire an art exhibition. On my return to



Warren Allison (centre) with Jane and Alan Foale after going underground at Silver Gill in August 2010.

Leeds there was an email from Penrith Museum inviting me to exhibit there. This fortuitous coincidence of events has led to a show at the Museum. The exhibition includes mineral specimens from the collections of both Penrith and Eden Museums and Tullie House Museum and Art Gallery, Carlisle.

The exhibition runs from Friday 1st April until Friday 1st July and is open during normal museum opening hours: Monday – Saturday 10 – 5.00, Sunday 11.00 – 4.00. Admission is free.



Hand over Hand 1. Fingerprints using earths from Silver Gill Mine in the Caldbeck Fells

2011 NAMHO Conference

The 2011 NAMHO conference (<http://www.namhoconference.org.uk/>) will be held from 29th July-1st August at Preston Montford Field Centre, Montford Bridge, Shrewsbury. Activities will continue around Shropshire through the following week. (<http://www.field-studies-council.org/prestonmontford/>)

This delightful Queen Anne country house lies by the river Severn to the west of Shrewsbury and is set in 12 hectares of grassland and woodland. It is close to the A5 and the Welsh and Shropshire Hills. Ironbridge, 'Birthplace of the Industrial Revolution', is a short distance away.

On-site, there is accommodation for 120 with two drying rooms, dining facilities, plus camping and bar. Space will be available for those staying on during the following week.

The conference lecture programme will run on the Saturday and Sunday with a series of surface and underground trips from the Friday lunchtime until at least the Wednesday of the following week, for those wishing to extend their stay. Some of the field trips will be re-run in the week to allow attendance at lectures without missing underground trips. It is intended that there will be a set of conference proceedings.

A conference dinner will be held on the Saturday evening and a special event on the Sunday evening is to be hosted by the Shropshire Caving and Mining Club in celebration of its 50th anniversary; the evening meal is free to delegates.

The theme of the conference is '50 Years of Mine Exploration'. Fifty years ago, there was little interest in industrial archaeology and many important mine sites were lost to neglect or the bulldozer. Many more would have been permanently lost but for the efforts of mine explorers.



Following the welcome evening on Friday, a full programme of lectures is planned on Saturday and Sunday with parallel threads in separate rooms. Particular emphasis will be given to practical mine exploration over the years and subjects range from local to international. Speakers include George Hall, who reminisces about his early explorations with David Bick, Rob Vernon on Mines of Spain, Dave Linton, Ivor Brown and many more.

There will be facilities for posters, club stands and trade stands, including Starless River's mobile showroom.

There will be an extensive programme of complementary surface and underground trips to lesser-known parts of Shropshire's mining history as well as some longer trips further afield. Underground trips will include a winch trip at Snailbeach and range from simple walk-in mines to some serious through or round trips with SRT.

Full information and booking details are available at <http://www.namhoconference.org.uk/>

Carrock Mine

CATMHS has undertaken to carry out a project with the Environment Agency and LDNPA to excavate the entrance to No 1 level at Carrock Mine and to carry out works to reinstate the entrance portal and erect a lockable entrance gate. This gate will be in accordance with Natural England specifications for bat access and it will ensure controlled access at the location near to a popular family summer venue.

The scope of the project is to clear the level entrance of material deposited upon closure of the mine, to prepare the foundations for structural side walls, to re-construct the substantial side-walls to the level in stone to support a refurbished portal roof and to cast a reinforced concrete roof slab to reinstate the original concrete roof section of the entrance.



*Andrew Woolard, Warren Allison and Rosemary Vidler working at the portal
The water by-pass pipe and ponding dam can be seen.*



Work in progress

Work began in March with preparatory visits to finalise planning and to make safe the fencing around the shafts and open stopes. Then an internal silt retention dam was constructed to mitigate the risk of silt migration to the stream before the entrance debris was lowered below the current water level. Prior to excavation of bulk material at the entrance a piped bypass for mine water was established in order to minimise generation and migration of mud and debris fines.

The next phase is to excavate the debris at the mine entrance down to the level of the sole in order to establish sound foundations for the new sidewalls, and to install the gate.

The portal left secure prior to installation of the bat friendly gate



Meets and Activities

Arête Chamber, Leverswater Mine, Paddy End Incline

Prior to the Committee meeting on March 21st, Mark Simpson and John Aird, accompanied by Ian Matheson, spent the day installing a stainless steel wire traverse across the wall of Arête Chamber. In the early days the floor of the chamber appeared to be solid, and everyone walked across it without a care. Then, one day, a small hole was observed at the lowest point. Investigation revealed that the floor was false, bridged with quite small timbers framing a manway. Beneath, a horse of rock splits the void, one side descending to the vicinity of Green Ginnel and the other to Top Level, 30 meters below. A rope traverse line was rigged to safeguard the crossing to the Arête and the head of the first pitch of the standard Coniston Through Trip.



Over the years more timbers were exposed and the hole in the floor got bigger. In order to safeguard delegates participating in field trips on the occasion of the 2004 NAMHO Conference, which CATMHS hosted, the traverse line was replaced and, in order to make the danger more apparent, the hole was enlarged by removing some of the wood. Last year Mark Simpson decided that the traverse should be rigged permanently to modern standards, using all stainless steel equipment, so a meet was arranged for January 16th to carry out the work. The meet was cancelled because of heavy snow, and this was the first opportunity to complete the task.

Rigging the traverse in Arête Camber would seem to be a fairly straight forward job, but it was made more interesting when Mr Aird took it upon himself to demonstrate why it was necessary. Clipping on to the old traverse line, he was preparing to drill a hole for an intermediate bolt when the maillon broke and he plummeted silently about 12 feet towards the hole, wrapping his arms over the partially installed wire rope. Showing remarkable sang froid, he said nothing,



climbed back up and carried on with his task. The entertainment wasn't over, for when the job was done, Messrs Aird and Simpson went to clear the entrance to Levers Water Mine, Simpson descending the crater using an unusual between the legs rope technique that made Mr Aird's eyes water. Simpson is made of stronger stuff. **** of steel!

On the way down we stopped to examine the foot of the Paddy End Incline just above the entrance to Hospital Level which has recently suffered from some erosion caused by Levers Water Beck. There were signs that this has recently become much worse,



probably on the weekend 5-6 February, when there was heavy rainfall and very high water levels in the area. The beck appears to have overtopped its bank and diverted into the incline, washing out all the material and leaving just the facing walls on either side.

Dodd End, 13th March.

ML Tony Holland, John Aird, John Dale, John Cameron, Brian Hache, Richard Veitch,

Dodd End consists mainly of two adits connected by a shaft. Very little stoping seems to have been done and the mine has the appearance of nothing more than a spirited trial. The lower adit is open but with waist deep water. Myself and Roger Ramsden had bolted and descended this quite deep shaft a year or so ago. It is a multi pitch descent and apart from a few hanging rebelay presents no real difficulties. A most enjoyable day out I had thought at the time and ideal venue for a CAT meet.

Sunday 13th March. The day was not going to go well. This was obvious when on the way to this meet, I took a wrong turning and ended up driving through no man's land for miles, to eventually arrive back near to where I had started. I arrived on time though to find the others already kitting up. One member asked whether wet suits were the order of the day, but I advised that this was a dry trip unless the exit was by way of the lower level adit.

The day was certainly not going well because upon arrival at our exit adit, a recent clay fall had partially blocked our way out. It had also raised the water level from waist deep to roof height. Without digging tools, our scraping had little effect in reducing the water level so with no other way out, everyone was resigned to joining the ML and having to prussic all the way back up.

Looking down the main shaft, I thought it looked a little damper than on the previous visit - probably the result of rain the previous night. As I got further down, rigging the rebelay to accommodate kinks in the shaft, it was becoming increasingly wet and quite uncomfortable. At about half way down the shaft kinks about 5ft sideways, a good place to get feet on solid rock and have a breather. At the far end of this 'ledge' the by now quite considerable water flowed over the edge in what can only be described as river. A rebelay was necessary here and was positioned perfectly for placing anyone descending to be directly under the flow! This, I thought, was not going to be fun...

As I set off down the rope, I wondered whether I should call the trip off. The water flow was serious, drenching me to the skin and the physical impact of the water made manoeuvring difficult. The problem with retreating was others were already descending behind me and communication would be completely impossible. I decided to continue on down, thinking a few members might not like the look of it and decide to go no further.

The final rebelay was dreadful to rig, under a torrent so fast and furious; it was actually difficult to breath. Finally I reached the bottom and fortunately there was a small debris cone in which to stand. I resigned myself to a long wait while the others descended one by one. I counted them as they came down, wondering how many would not appear, presumably deciding enough was enough. CAT members are made of sterner stuff though and everyone made it to the bottom.

We crouched out of the way of the falling water, at the sides of the debris cone and pondered our next move. Clearly prussiking back up the shaft in those conditions was

a formidable prospect. A couple of members decided to try the level to see if an exit could be forced but were turned back when the water sumped up to the roof. Now the only way out was up.

The first hanging rebelay was visible from the shaft base and the viewers below were provided with quality entertainment as each member thrashed & writhed under the deluge as they negotiated the obstacle. Fortunately everyone made it out safely, if wet & cold.

A memorable day for sure but at least it was not raining for the walk back down to the cars, and everyone's gear had probably not looked so clean and shiny for ages. A couple of drinks in the Brotherswater Inn finished the day off nicely.

My thanks to all who attended, especially Brian as this was his first CAT trip, he having only joined the previous day. The one member who appeared late and could not find a parking place....this was your lucky day!

Tony Holland

Editor's note

As, not surprisingly, I didn't receive any pictures of this meet, I thought I would include this one of what may have been the last CAT meet at Dodd End, from Ian Tyler's book 'Cumbrian Mining'. It took place on 21st June 1987 and was one of Ian Tyler's well prepared meets. There is a report in CAT Newsletter No 17, Summer 1987. Thanks to John Aird and Don Borthwick for the information



Top: Paul Witheridge about to descend the 150ft pitch in Hartsop Hall Mine, Ian Tyler Collection.

Bottom: Successful descent of the 200ft shaft in Dodd End Mine. l to r - Ian Tyler, ? , ? , Anne Danson, Ian Matheson, Edd Brown.

Alfred Fell

In the last newsletter the Editor added a note to Peter Sandbach's article regarding the Newland Company which made mention of Alfred Fell: *"He is buried, I think, in the churchyard at Greenodd, which is well worth a visit when the crocuses are in bloom."*



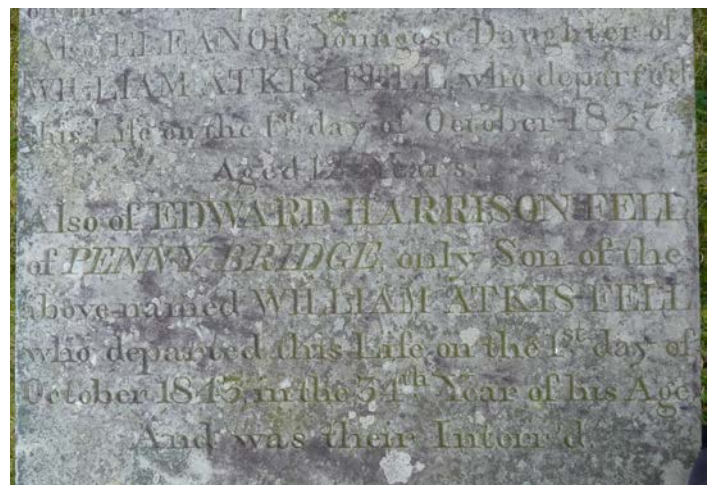
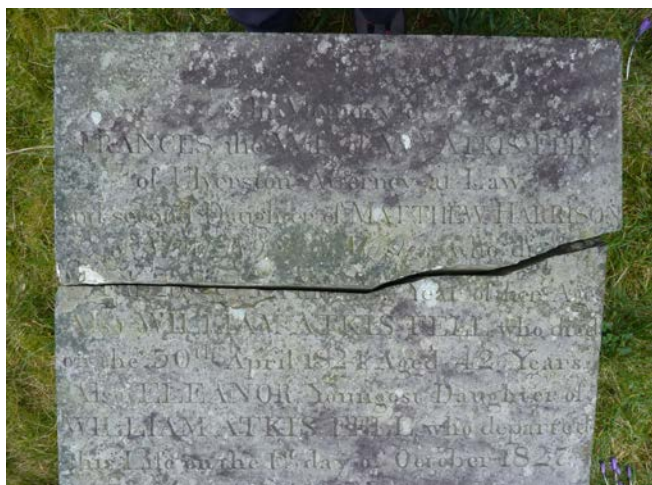
Unfortunately only one third of that statement is correct. Firstly, the churchyard referred to is that at Penny Bridge, not Greenodd, and secondly, there is no known connection between the Fells who are buried or remembered there with the Alfred Fell who wrote the *Early Iron Industry of Furness and District*. In fact very little is known about Alfred Fell except that he worked for Harrison Ainslie & Co. The last known reference to him is the 1911 census, when he was 51 and lived in Ulverston with his wife and one son.

As a consequence of the newsletter note, John Helme, who has been researching Alfred Fell, went to visit the churchyard: *'The tomb I saw at Penny Bridge yesterday was on the left hand side of the Church wall when viewed from the entrance path. The snowdrops were in flower. I jotted down what I could read but my eyes & nose were running because of the wind. The tomb is a large rectangular stone structure raised from the ground by about 3 ft. A good photo would need a ladder or other device to gain height. My notes indicate the following inscription: "Sacred to the memory of Edward Harrison Fell of Penny Bridge only son of William Fell of Ulverston who died Oct. 1843. And of Francis Anne his daughter who died in 1860 aged 24. " I couldn't find any other "Fell" stones in the graveyard although many of the older ones were eroded and difficult to read.'*

I went back a week or two later, when the weather was a bit nicer, in order see the crocuses and to photograph the Fell tomb. Here is my transcript of the inscription:

In Memory of
Frances, the Wife of W^M ATKIS Fell
of Ulverston, Attorney at Law
and second daughter of MATTHEW HARRISON
of Newland, Iron Master, who died
March 26th 1818(?) in the 36th Year of her Age
also WILLIAM ATKIS FELL who died
on the 30th April 1824, Aged 42 Years
also ELEANOR, Youngest Daughter of
WILLIAM ATKIS FELL, who departed
this Life on the 1st day of October 1827
aged 12 Years.
Also of EDWARD HARRISON FELL
of PENNY BRIDGE only Son of the
above named WILLIAM ATKIS FELL
who departed this Life on the 1st day of
October 1843, in the 34th Year of his Age
And was their Interr'd.

Alfred Fell, who wrote The Early Iron Industry of Furness and District, would of course have lived nearly a hundred years later than these people, but he might be related. The connection with Mathew Harrison, Ironmaster, of Newland, is interesting. Mathew Harrison, 1751 – 1824, was a director of the Newland Furnace Company and in 1812, when Michael Knott retired from the Company, he bought his shares and the enterprise became known as Harrison Ainslie and Co.



An adjacent tomb had the inscription:

In Memory of
WILLIAM and ELIZABETH FELL
the former died March 17th
1783 in the 80th Year of his Age
The latter April 16th 1795
in the 94th Year of her Age
Also THOMAS FELL, late of Fellfide
in Pennington their son who died
October 6th 1796 in the 34th
Year of his Age
Also JANE FELL youngest daughter of the above
named THOMAS FELL and TABITHA his Wife
who died May 16th 1799 in the 3rd Year of her Age
Also HENRY FELL youngest Son of the said
THOMAS and TABITHA FELL,
who died Jan^y 16th 1812 in the 20th Year of his Age
also EDWARD FELL Second Son of the said
THOMAS and TABITHA FELL, Late of the
Island of *Martinique* in the WEST INDIES,
Merchant, who died on his Pasfage from thence
March 8th 1813 in the 29th Year of his Age
Also THOMAS FELL, Third son of the said
THOMAS and TABITHA FELL
who died November 5th 1815 in the 28th Year of his Age
Also TABITHA Widow of Thomas Fell the
Father, and Youngest Daughter
of EDWATD ATKIS, late of Ryton in the Parish
of Coudover in the County of Salop Esq^{re}, who
died the 11th May 1820
in the 65th Year of her Age

Near the entrance to the Churchyard is a gravestone:

IN MEMORY OF SAMUEL THOMPSON
the beloved son of
RICHARD and ANN SHAW
Pennington
who was accidentally killed by an
engine on the tramway at
LINDAL Moor. October 31st 1878
Aged 21 Years

This was only a brief visit. There may be more to find. IM.

Alfred Fell book

I have long wanted to own a copy of 'The Early Iron Industry of Furness and District', by Alfred Fell, and Peter Sandbach's article in the last newsletter prompted me to Google it to see what was available.

I found that there were six copies advertised ranging in price from £60 to £98, another for £152, one for £213 and a signed limited edition for £517. Alternatively I could have a copy printed on demand for £88.

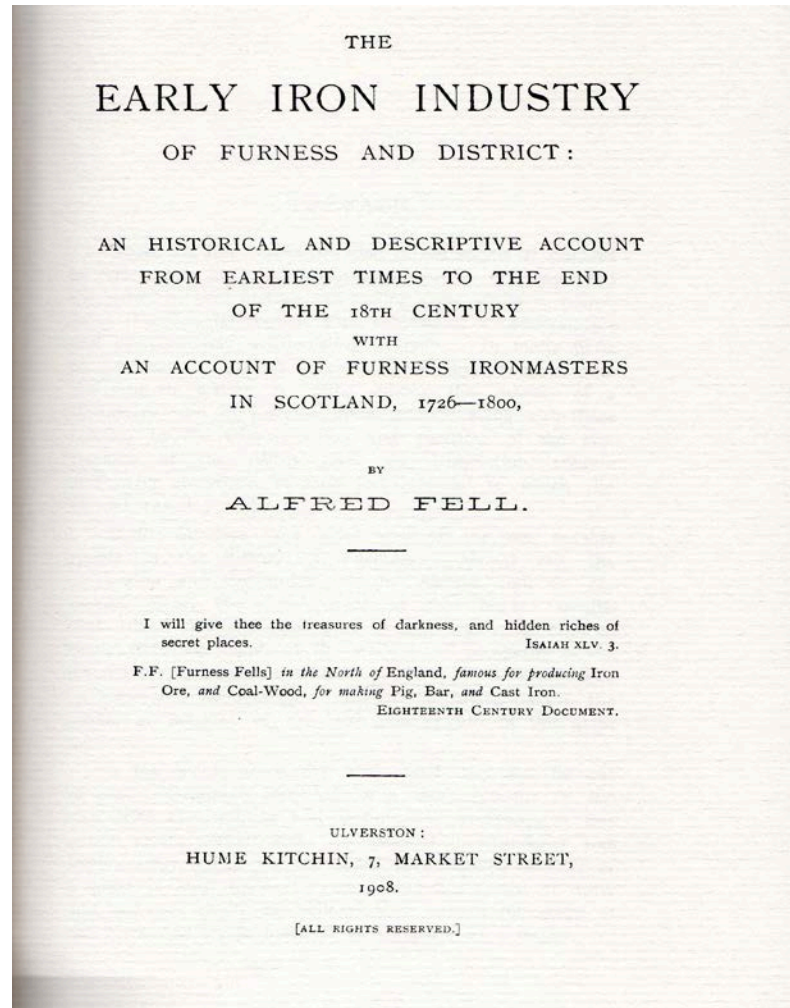
There was also one for £28, which was more in my price range. I viewed it with some suspicion, but the specification seemed the same as the others, a reprint published

in 1968 by Frank Cass & Co Ltd, as No 21 of the Cass Series of Industrial Classics. It was available through an online company called AbeBooks.co.uk and seemed to be in America. Hmm – more suspicion. Anyway, I decided to give it a go and risk my £28, so I filled in my credit card details on their form and clicked submit. Later the same day, I received an email from AbeBooks to say that the order had been processed, with an estimated delivery date of March 13th. An hour later I received an email from Book Consignments, Summerville, U.S.A which said 'We have shipped your order ...' International shipping arrives 2 -10 weeks after we ship.

Seven days later the book arrived on my doorstep via the United States Postal Service and the GPO. So, it all worked perfectly and I commend AbeBooks to you as a supplier of hard to find books. The book itself was in good condition and very well packaged, being shrink wrapped inside a United States Postal Service package.

It had originally cost six guineas, £6 6s for those of you who don't remember guineas. (I was teaching maths in 1972 when we converted to the decimal system) and it had spent most of its life on the shelves of the library of the Baptist College of Charlestown, USA.

IM.



Early images of Barrow relating to the iron ore trade, by Brian Cubbon

Much of this article is peripheral to the main interests of the Society, and none of it is original research; it is all in the Public domain, but somewhat fragmented, so this is an attempt to bring it all together.

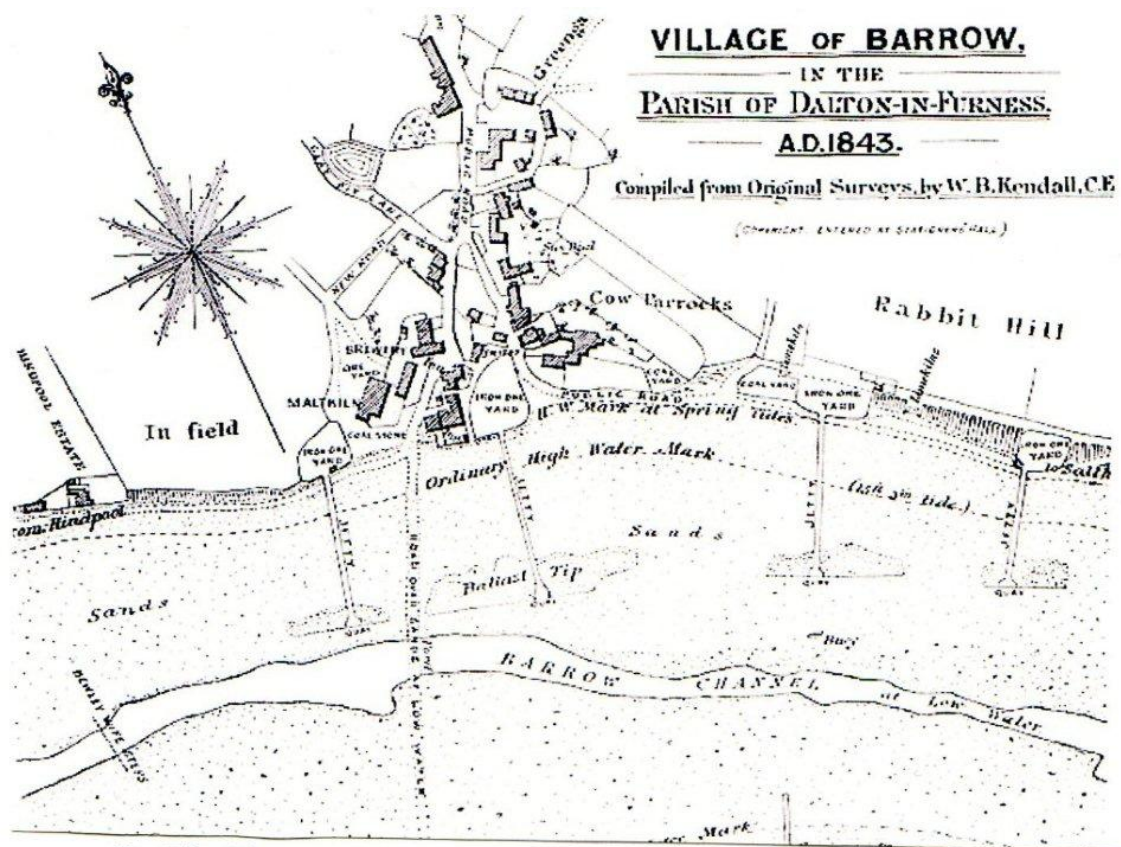
During the earliest period (see Fell) Barrow, or more accurately the channel foreshore close to the tiny agricultural village of Barrowhead, was one of a number of locations to which Iron Ore won in Furness Mines was brought by pack horse and deposited on the beach for subsequent export by ship. Later, horse and cart replaced the packhorse, and as output grew so did the number of carts. These were heavily built, clog wheeled and each held about half a ton of Ore. Well marked cart roads developed to the shipping points, the final approach to Barrow being roughly where Dalton Road now is. In 1776 the Backbarrow Company established an Ore loading quay in the vicinity, and in 1780 the Newland Company bought a piece of land at Barrowhead and built their own quay, from which the first Ore shipment left in February 1782 (amid much celebration and supping of ale). In 1790 this Company built the first of the Ore loading jetties.

My train of thought for this article began with my discovery of the postcard style image of 'Barrow in 1848' (A), which appears on the website 'South Lakes Memory Bank' run by Bill Clark of Barrow, who kindly gave me permission to use it. It is also in Vickers Photo Archive (Cat. No 6203), where it is recorded from an undamaged original.



A The Postcard

On the website there is also a copy of the 1843 plan of Barrow Village(B), as surveyed by W B Kendall (BRO. ZZZ00095). This plan was used by Fred Barnes, Barrow Librarian and Curator, when making the Museum model (C) - well remembered from my childhood visits to the Museum – now safely stored in the stockroom at the Dock Museum (BAWFM 07361). This model features in Barnes' well known book on the history of Barrow & District, and is indicated in the Museum as having been made prior to 1951. The plan and model both show the Ore loading jetties built by the local mining companies and their associated Ore Floors – in the case of the Kennedy Bros and Town & Rawlinson installations a coal yard is also featured.



B. The Plan.

The jetties also figure prominently in Mrs Jane Michaelson's watercolour, done in 1844 (D), which was used by Rollinson & Harrison for the covers of their book 'The Diary of William Fisher', and is also in the Dock Museum stock (BAWMS 08005) – see below.



D. Mrs Michaelson's 1844 Painting.

The salient feature of Plan (B), Model (C), and Painting (D) is that the jetties are fairly long, protruding well out into the Channel in order to allow loading into the ships at most states of the tide. The watercolour beautifully illustrates the structure of the jetties and the ore bogies used on them. The bogies, each holding about three tons, were filled directly

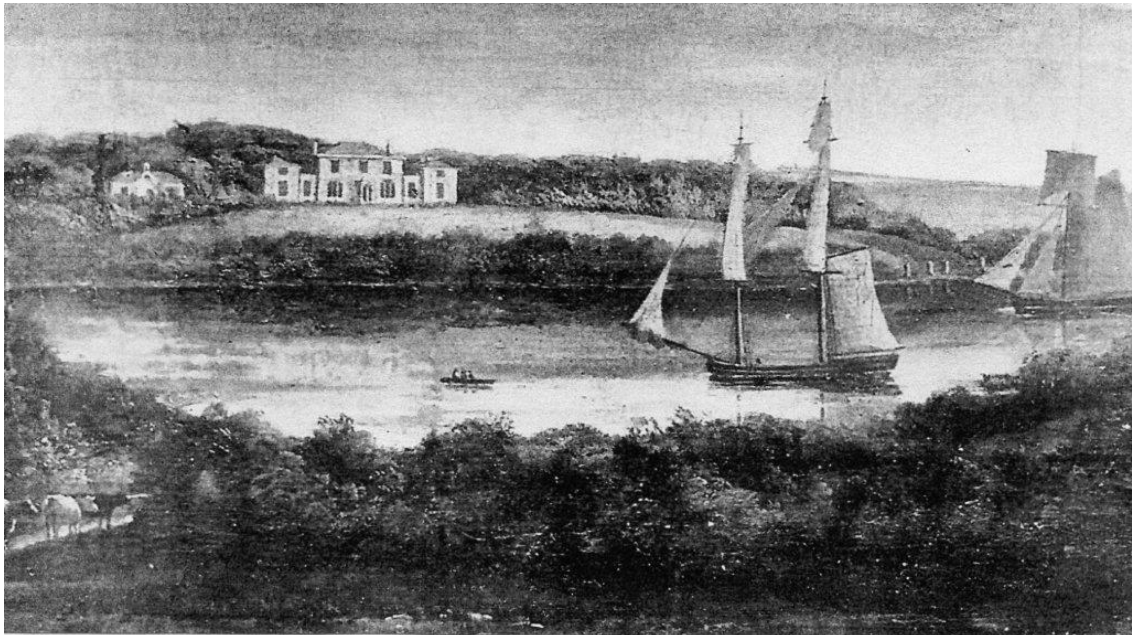


C. The Barnes Model.

from the ore floor or the ore carts; then, running on rails, they were trundled along the jetty by several men and tipped into the waiting ship moored at the end. Prior to the use of bogies, the Ore had not been weighed, but loaded into barrels and counted through, the barrels being put aboard ship using a specially designed wooden loading frame (Fell).

Interestingly, Mrs Michaelson depicts the bogies as being of asymmetrical form – similar to those found in the Coniston Copper Mine where the front axle is located close to the centre of gravity as an aid to manual tipping. She shows two bogies on the jetty nearest in her view (the Schneider & Hannay jetty of 1842), one facing each way, so the jetty was fitted either with a double track or a passing loop. The other three jetties are clearly shown - Kennedy Bros (1839) in the distance; Newland Co (1790) closest to the buildings of the Village and Town & Rawlinson (1833) just beyond the

rather nice ship which would be one of those employed in the Ore trade.



E. Mrs Michaelson's 1835 Painting

These wooden vessels were mainly small schooners, and after about the mid 1840's would often be built locally (see Tim Latham). Iron ships were still some 30 years in the future hereabouts. Boats plying Ore in the Channel figure in an 1835 watercolour, again by Mrs Michaelson (E), painted from a then still completely rural Rabbit Hill, where St Georges Square now is.

The Plan, Barnes' Model and the Paintings considered together give a fairly coherent picture, but the 1848 photo seems discordant. Is it a genuine photo of the Village? (Making it one of the earliest of all photos, as photography had certainly not become a popular pastime by 1848). The vantage point appears to be rather elevated, so is it a model? But there seems to be quite a lot of detail in the buildings, allowing for the poor condition of the postcard – perhaps more detail than one might get in a model; though oddly no horses and carts are to be seen, and only a few indeterminate blobs that might be people. The boats, perhaps significantly, look more like models than the real thing. However, there is an added complication in that J Richardson in his 1881 book refers to the jetties as being “short”. They are certainly short in the 1848 picture. But Richardson, apparently a rather quixotic and inconsistent man (see Marshall), could sometimes be considered as having a negative attitude – he is known to have not always seen eye to eye with the founding fathers of our town, so he may be deliberately understating the position on jetty length. Of further relevance to this discussion is the fact that in Nov. 1949, the 'Evening Mail' reported on a model in Barrow Museum which had been made by a Mr Higgin, the first schoolmaster at St George's School, Rabbit Hill. The photo of the model which accompanies this article appears to be the 1848 photo, and this model was known to be in the Museum in 1947, whence it subsequently disappeared (Bill Myers). Possibly it was deteriorating and was superseded by the Barnes model for public display. Mr Higgin's daughter later provided the Museum with a faded painting of her father's model: so the well worn postcard might depict either the Village or Mr Higgin's model of the village or his daughter's painting of the model! I remember the Barnes model in the Museum in the late 1940s, so I think this one was made before 1945, which is in line with the Dock Museum's impression that it was made before 1951. Furthermore, the 'Evening Mail' had reported in 1946 that three of the Museum staff who wished to remain anonymous, had made a model based on both the 1843 Kendall's Plan and the older model by My Higgin.

Thus, although I originally hoped the 1848 picture was a genuine photo of Barrow Village, I now agree with those, including Sabine Skae of the Dock Museum, that it is of the Higgin Model, and that in the 1843 Plan, the 1844 painting and the Barnes model, we are provided with a fair representation of very early Barrow. The arrival of the Railway in 1846 enabled the larger quantities of ore that industry then required to be much more easily transported than in the horse and cart era, and this kickstarted the meteoric growth of our town. It is therefore quite easy to imagine Mr Higgin making from memory a model of the village he had known before these changes took place.

A final point of interest is found on a map of Barrow dating from 1850 (BRO ZZZ02092) which appears in Dr Bob Thompson's recent book on Barrow history where FIVE, not four jetties are shown. The changes to the area of the Schneider & Hannay jetty to meet

the needs of the emergent Furness Railway are clearly shown, as is the new rail terminus. But an additional jetty has appeared close to that of the Newland Co, between it and Town & Rawlinson's jetty, and I assume this is the new wharf built around 1849 for handling slate cargoes. By this time the only coal yard left is the Town & Rawlinson one, and although there was a total of eight berths available to Ore cargoes, and cranes were used, there was still too little capacity to fully meet peak demand.

So, there is the picture of early Barrow, BUT if anyone knows of other images from this era, I would be glad to hear from them. Somewhere out there is the first genuine authenticated photograph of Barrow !

Postscript: In the book 'Portrait of a Shipbuilder' (edited by Nigel Harris) is a map attributed to Mr S S Lord of Barrow in 1886 – relevant obviously to the book, BUT inset into one corner of this is a small map of 'Barrow as it was in 1847', also attributed to S S Lord, and showing the jetties. It appears to be a re- hash of Kendall's 1843 plan, and it is also in the Vickers Photo Archive (No 6207). However, the main streets of the later town, together with the Devonshire Dock Embankment, Michaelson Road, the Swing Bridge which preceded the High Level Bridge, and the main Dock wall on the Strand side, have all been 'ghosted' in using dotted lines. This therefore is of great interest as it shows the jetties and Barrow Village in their correct spatial relationship to the modern town, thus adding interest to one's next walk around the area!

Sources and Acknowledgements

Peter J. Adams – Map of Barrow in 1847. Based on O.S.Map Lancashire XVI, 1:10,560. Heritage Cartography, Newcastle-on-Tyne, 2010.

F. Barnes – Barrow and District: Illustrated History, 2nd Ed. Barrow Corporation, 1968.

Bill Clark – Website 'The South Lakes Memory Bank', and for permission to reproduce A & B.

A, Fell – The Early Iron Industry of Furness and District – Hume Kitchen, Ulverston, 1908. No 21 in the Cass Library of Industrial Classics, 1968.

Nigel Harris (Ed.) - Portrait of a Shipbuilder. Silver Link Publications, 1989.

J.D Marshall – Furness and the Industrial Revolution – Barrow-in-Furness Library and Museum Committee, 1958.

North Western Evening Mail – Fri. Oct. 11th 1946. Weds Nov. 9th 1949.

Thanks to Bill Myers for copies from his bound editions.

J.Richardson – Barrow-in-Furness: Its History, Development, Commerce, Industries and Institutions...Illustrated – Richardson Barrow 1881. The British Library, Digitized Copy, 2010.

W.Rollinson & B.Harrison – The Diary of William Fisher of Barrow 1811 to 1859 – The

University of Lancaster Centre for N.W.Regional Studies, Occasional Paper No 15, 1986.

Sabine Skae, Curator The Dock Museum – Thanks for permission to reproduce C, D and E, for interpretive help and for detective work tracing new information.

Dr Bob Thompson – Barrow-in-Furness; a History and Celebration – The Francis Frith Collection, 2005.

The Mabel Annie of Fleetwood

ULVERSTON.	
ARRIVED AT ULVERSTON, June 8th:	Harvest (s), Brough, Weston.
9th:	MABEL ANNIE Baines, Fleetwood.
10th:	Harvest (s), Brough, Hodbarrow.
12th:	Topic (s), Ferguson, Belfast; Sapphire (s), McCallum, Ayr.
13th:	Pyrope (s), Shaw, Fleetwood; Nugget (s), McArthur, Dublin; Surprise (s), Richardson, Liverpool.
14th:	Emerald (s), McCallum, Fleetwood.
15th:	Topic (s), Ferguson, Newport; Mabel Annie Baines, Fleetwood.
SAILED FROM ULVERSTON, June 9th:	Harvest (s), Brough, Hodbarrow.
10th:	MABEL ANNIE Baines, Fleetwood.
11th:	Harvest (s), Brough, Ellesmere.
13th:	Topic (s), Ferguson, Newport; Sapphire (s), McCallum, Glasgow.
14th:	Pyrope (s), Shaw, Glasgow; Nugget (s), McArthur, Port Glasgow; Surprise (s), Richardson, Liverpool.
15th:	Emerald (s), McArthur, Glasgow.
16th:	Topic (s), Ferguson, Britonferry; Mabel Annie Baines, Hodbarrow.

Lancaster and General Advertiser
June 17 1893

Mabel Annie was a 45 ton schooner built by Perry & Ruome at Fleetwood. She was registered on 23rd December 1880 and arrived at Ainslie pier the same day with the first of many cargoes of sand. She was bought by John Bradshaw, a shipbroker, who sold off 62 shares over the next six months, retaining 2 shares and the position of managing owner. The 22 people who bought shares came from all parts of Lancashire, their occupations include 5 gentlemen, 2 hotel keepers, an inn keeper, a fisherman, a barman, a schoolmaster, a painter, a domestic servant, a

bricklayer, a clerk, a master gardener, a gardener, a plate layer, an engineer, a blacksmith and a surgeon.

Her main cargo for 20 years was sand from Fleetwood to the North Lonsdale ironworks. Occasionally she arrived with tar or timber from Fleetwood, ore, sand or cement from Liverpool, ore from Duddon or coal from Point of Ayr (near Prestatyn). There was often a cargo of limestone to Fleetwood and these became more frequent after the establishment of the Fleetwood Ammonia Soda works in 1893. There were regular shipments of pig iron to Liverpool, especially in the first year, and she sometimes carried gunpowder, usually to Liverpool and once to Caernafon, but outward cargoes were sometimes scarce and between 1888 and 1891 she always sailed unladen. The shipping intelligence from the Lancaster and General Advertiser shows her making two round trips in a week, all the other vessels listed are steamers. This was not unusual, in a 20 year period, she arrived in Ulverston about 700 times, usually discharging sand at the ironworks pier and loading stone in the canal.

John Bradshaw became bankrupt on 5th February 1886. His two shares were claimed by the trustee in bankruptcy, Titus Thorpe, chartered accountant and William Holden of the North Lonsdale Ironworks was designated as "the person to whom the management of the vessel was entrusted". He was not managing owner at this time as he held no shares, though he did buy three shares later.

The first sinking was reported in the Glasgow herald on February 12 1883 when she sank at her anchorage in the Lune. The crew landed at Ulverston. She was soon refloated as she arrived in Ulverston with a cargo of sand on 4th March. The next event was reported in the Liverpool Mercury on January 19 1900:

Wreck in Morecambe Bay

Yesterday morning, during the prevalence of a North Westerly gale, Captain Baines, of the coasting schooner “ Mabel Annie”, of Fleetwood, and owned in Ulverston came ashore, along with the mate, in a small boat at Canal Foot, Ulverston, and reported that they had left the vessel in a sinking condition. The Mabel Annie, which was laden with sand, grounded near Bardsea in coming up the Ulverston channel on Wednesday night to the Beaconsfield pier at the North Lonsdale ironworks, but they expected her to get off by the next tide. Unfortunately, a heavy gale sprang up during the night, and as she was seen to be foundering, two tugs from Barrow were sent to her assistance. The Barrow lifeboat also went to the scene of the wreck, but the only two hands on her had left. The vessel is likely to become a wreck, the efforts of the tug to free her being unsuccessful..

Peter Sandbach.

References

Fleetwood shipping registers and transactions at LRO, Preston, SS3/4 and SS4/2
 The Ulverston harbour records, 1862 - 87, RAIL/880 7 and 8 at PRO, Kew.
 The Ulverston Harbour records, 1887 - 1946 at Heritage First.

Snakeoil!

Hawkhead near Kendall, Sept. 15. 1761. About
 Novemb.r, 1760, I was seized with a violent Pain in
 my Breast, occasioned by taking a severe Cold: for
 Relief I applied to the Doctor, whose Med.cines re-
 moved the Disorder into my Head and Eyes, and there
 it remained, more violent than ever, notwithstanding
 I took all he pre.scribed for about nine Weeks, with-
 out the least Rel.e: then I applied to an Eye Doc-
 tor at Cross Wheats, without Success. Afterwards
 (having lost the Sight of my Left Eye) by the Recom-
 mendation of my Friend, George Taylor, Smith, at
 Newland Furnace, and Mr. Williamson, Watchmaker,
 in Ulverston, I applied to A. Stuard, in Ulverston
 for a Box of Dr. Anderson's true Scotts Pills, (pre-
 pared by DICEY and Co. in London) by taking
 which the Pain in my Head ceased, the Dimness
 went off my Eye, and, by continuing the Use
 them, restored my Sight, that I can now, throu-
 Divine Providence, follow my Business (of Sho-
 maker) as well as ever; and desire this may be pu-
 blished for the Benefit of others.

EDWARD OTLEY

Gazetteer & London Advertiser
 October 9 1762

Also contributed by Peter Sandbach is this 1762 report from the Gazette & London Advertiser of a remedy for a most unpleasant disorder. Dr Anderson's True Scotts pills were recommended by the Smith at Newland furnace, George Taylor. I don't know whether you can still obtain them.

IM

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

Committee Meeting held on the 17th January 2011 at the BMSC Hut at Coniston, starting at 6.00pm.

Agenda.

- | | | | |
|----|--|----|--------------------------------------|
| 1 | Apologies for absence | 2 | Minutes of the last meeting |
| 3 | Matters arising | 4 | Secretary's Report |
| 5 | Treasurer's Report | 6 | Membership Sec. & Newsletter Reports |
| 7 | Meets Report | 8 | RA forms |
| 9 | John Barratt Cost Book | 10 | Publications |
| 11 | Library Report | 12 | New projects |
| 13 | Publicity Officer Report | 14 | Coniston Coppermines & Quarries |
| 15 | GPS | 16 | Mines Forum meeting |
| 17 | AGM | 18 | Any other business |
| 19 | Date and Venue of next committee meeting | | |

Present: W Allison (WA), S. Barker (SB), I. Matheson (IM), M Mitchell (MM), P. Fleming (PF), M. Simpson (MS), A. Wilson (AW) & C. Woollard (CW).

The meeting commenced at 6.00 pm. 8 committee members attended.

1 Apologies for absence J. Aird (JA), J. Brown (JB) & M. Scott (MSc).

2 Minutes of the last meeting

The minutes of the committee meeting held on Monday 15th November had been previously circulated to members. It was **PROPOSED** by CW and **SECONDED** by MS that the minutes be signed by the Chairman as a true and correct record of the proceedings. This was carried unanimously.

3 Matters arising

- 3.1 Item 3.2 JA - Planning Permission Parrock Quarry. The permission is for extraction from the tips of building stone, on weekdays only, using only a small excavator, by two men, transport by 4X4 and trailer. Permission to last for 5 years, maximum depth of removal 2 metres.
- 3.2 Item 12.1 JA - Carrock Fell Mine. The maintenance grant for 3 years of £180 has been received from English Heritage.
- 3.3 Item 11.5 SB - We do not have a copy of the letters in the CAT library (see item 11).
- 3.4 Item 9 SB – There were several items in CAT library referring to Hodbarrow Mine (HBM), SB would contact Millom Museum. WA would list items on HBM bought along with John Barratt cost book.
- 3.5 Item 10 WA – Would contact ADC regarding Coniston OM leaflet & LMH.

4 Secretary's Report

SB had nothing to report that was not covered by other items.

5 Treasurer's Report

JA had sent his apologies and had circulated the balance sheet to members covering the period from the 14th November to 17th January 2011. Income from: gift aid, annual dinner, English Heritage Grant, subscriptions, donations & publications. Expenditure on: printing NL & new printer, JRM rent & travel expenses. The current a/c stood at £18515.37 and the Scottish Widow a/c at £365.31.

6 Membership Secretary & Newsletter Editor's Reports

- 6.1 IM reported there had been 7 new members recently. 82 members had renewed, 19 still to do so, final reminder would go out at end of February.
- 6.2 NL - IM had bought the new printer, but not yet the new Office software. The next edition of the NL would be out at the end of February. A member had asked if it would be cheaper to get the NL printed commercially. Total cost per member per year is now £11 (see attached report). IM thought the difference would be negligible when travel expenses were taken into consideration.

7 Meets Report

- 7.1 Yesterday's Coniston meet was cancelled.
- 7.2 The Boxing Day meet had taken place. It was thought that it maybe better to hold the 'underground cheese & wine party' in the summer months in future and to meet in the BMSC Hut on Boxing Day.
- 7.3 A list of small works was drawn up, to take place in the summer.

8 RA Forms

All agreed that meet leaders on the next 4 meets were capable of writing their own risk assessments.

9 John Barratt Cost & Letter Books

WA reported on expected cut backs in the CCC archive budget, nothing will be known till end of February. In the mean time it was decided to ask the CWAAS and Northern Mines to consider making a grant towards the cost making copies of the JB cost book etc. WA would list details of items bought at auction for the library.

The JB letter book has been transcribed; IM would make four copies; we would retain one for the CAT library and present copies to Kendal & Barrow record offices & the JRM. These would cost about £10 per copy. WA expressed our thanks to IM for all his work on this project.

MS had scanned about half of Dave Blundell's slides.

10 Publications

IM still needed people to email their book numbers to him so he could complete the inventory. PF reminded the committee that there were not many CAT Coniston Old Man leaflets left.

11 Library

The Archivist's report had been emailed to committee members. Points discussed:

- 11.1 Strontium and other papers donated by Maureen Fleming are to be photographed for CAT archive. Decision on destination to be made along with documents in Item 9; possibly Barrow Record Office.
- 11.2 Graham Brooks (CIHS) had requested any info regarding a Mr Bigland in connection with Iron workings around Aglionby Beck (S of Hartside Pass).
- 11.3 Request from Peter Claughton; regarding CATMHS activities in Tyndrum area.
- 11.4 The Archivist has an ongoing project to record past meet lists; he has copies of all lists except the first half of 1984. Does anybody have this list that can be copied?

12 New Projects

- 12.1 Carrock Fell Mine – WA – Waiting for low water flow to start work.
 - 12.2 Silver Gill – WA had sent the proposal to carry out a physical investigation to locate the possible 4th crosscut adit mouth to J. Hodgson (LDNPA). There was to be a meeting on 22nd February to discuss method of work.
 - 12.3 Sebastian Level - This proposal had also been sent to LDNPA.
 - 12.3 Tilberthwaite Horse Crag Level – CW – Another fall, thought to be possibly 30/40yds. in length was reached. The present project was completed on Sunday (16/01/2011) and the level was secured.
- MS and IM had been surveying the level and had more work to do.

13 Publicity Officer Report

MSc was unable to attend.

14 Coniston Mines & Quarries

- 14.1 PF would contact Bill Myers inviting him on an underground trip with a view to him writing an article for the Evening Mail, regarding our various Coniston exploits and projects.
- 14.2 WA would ask (at Mines Forum meeting) about the final report of the Coniston Coppermine and Tilberthwaite management plans.

15 GPS

MS is surveying at Tilberthwaite.

16 Mines Forum Meeting

Next meeting to be held on 18th February at LDNPA Office, Murley Moss.

17 2010 AGM & dinner

The AGM and dinner had been a great success. The Committee's thanks were expressed to John Aird and Mike and Barbara Mitchell for all their efforts. At the dinner the Chairman presented his award to Peter Fleming in recognition of all his work over the years.

18 Any Other Business

- 18.1 SB asked if WA had heard anything about Silverband Mine, nothing to report.
- 18.2 CW reported a damaged drainage pipe at Force Crag Mine – WA would report it to MFM.

19 Date and Venue of Next Meeting

Monday 21st March 2011 at the BMSC Hut, Coniston at 6.00 pm.

There being no further business the meeting closed at 8.30 pm.

CUMBRIA AMENITY TRUST MINING HISTORY SOCIETY

Honorary President:	Lord Egremont
Chairman	Warren Allison 17 Gilbert Road, Cummersdale, Carlisle, CA26BJ Phone: 01228 523923 Email: chairman@catmhs.org.uk
Secretary:	Sheila Barker, The Rise, Alston, Cumbria, CA9 3DB Phone 01434 381903 Email: secretary@catmhs.org.uk
Treasurer:	John Aird, 1 Hillcroft Crescent, Ealing, London, W5 2SG Phone: 0208 997 5985 Email: treasurer@catmhs.org.uk
Membership Secretary & Newsletter Editor:	Ian Matheson, 1 Rothay Holme Cottages Ambleside, Cumbria, LA22 0EE. Phone: 015394 32957. Email: membership@catmhs.org.uk
Meets Secretary:	Jon Knowles 46 Dukewood Road Clayton West, Huddersfield, HD8 9HF Phone: 01484 860662; mobile 07920 231627 Email: meetssecretary@catmhs.org.uk
Librarian / Archivist:	Don Borthwick The Rise, Alston, Cumbria, CA9 3DB Phone 01434 381903 Email: archivist@catmhs.org.uk
Publicity Officer	Mark Scott 58 Tarn Flatt, Marton, Cumbria LA12 0NL Phone: 07743 274115 Email: mark@classicfellwalks.co.uk
Committee members:	John Aird, Warren Allison, Sheila Barker, John Brown, Peter Fleming, Ian Matheson, Mike Mitchell, Mark Scott, Mark Simpson, Angela Wilson, Colin Woollard.
CATMHS website:	www.catmhs.org.uk