

Vol 6

"DERBYSHIRE MISCELLANY"

THE LOCAL HISTORY BULLETIN
OF THE
DERBYSHIRE ARCHAEOLOGICAL SOCIETY

DERBYSHIRE MISCELLANY

Vol. VI : Part 6.

Autumn 1973.

C O N T E N T S :

	<u>Page Number</u>
As to the Estates of the Rt. Hon. The Earl of Chesterfield in the County of Derby. Transcribed by Christopher Charlton	169
Hayfield in 1851	182
The Belper and Morley Park (or Denby Colliery) Tramroad by Peter Stevenson	183
Turnpike Roads in Derbyshire by Joseph Scott	198
Notes on Books	209

Copyright in each contribution to "Derbyshire
Miscellany" is reserved by the author.

The Editors much regret the late appearance of this
number. It is entirely due to Joan Sinar's illness.

This is the last part of Vol.VI.

E D I T O R S

Miss J. Sinar,
C/O Derbyshire Record Office,
County Offices,
Matlock.
DE4 3AG

Mr. V.S. Smith,
Bradfield,
Broadway,
Derby.
DE3 1AU

T R E A S U R E R

Mr. T. Larimore,
43, Reginald Road South,
Chaddesden,
Derby.
DE2 6NG

D I S T R I B U T I O N S E C R E T A R Y

Miss J. Allen,
33, Vicarage Road,
Mickleover,
Derby.

AS TO THE ESTATES OF THE RT. HON. THE EARL OF CHESTERFIELD
IN THE COUNTY OF DERBY

The report of William Strong, Chief Steward thereof,
on a cursory view by him taken in the month of
August 1793

(Note: This transcript is one read from the original manuscript into a dictating machine by Christopher Charlton on a short visit to the surviving muniments of the earls of Chesterfield. Because of lack of time it was not possible to check back the transcript and it is not envisaged that this would be done in the foreseeable future. In view of the interest of the report it is being reproduced as the transcript now stands. It is in the main correct but there may be errors in punctuation and therefore in the composition of sentences.)

And first as to the estate at Horsley, six miles from the town of Derby, a good market town and the market those farmers keep. On the 10th August I rode over this estate with Mr. Charles Burton, the Deputy Steward and Bailiff thereof, who is resident at Bretby House in the said county, and went over several fields on each of the principal farms with a view to see the nature of the soil and the state of the agriculture thereof and to a further improvement of this estate. The soil in general I found very variable, in many parts springy with stone near the surface, in other parts a strong, sour clay with coal under, and in other parts good barley and turnip land, but principally hilly and lying chiefly to the north, without any meadows and but very few pastures, and those very rushy and out of condition, so that the chief dependance of the tenants for their hay is from their seeds.

Their state of husbandry in general is to lime for wheat, which they fetch at the distance of 8 and 10 miles from the different parts of the estate. Then Lent grain and clover seeds, which seeds they cut once and turn the sheep, then fallow for turnips, which they feed off with sheep, then Lent grain and clover seeds again, which they cut once and feed and then lime and dung again for wheat, so that they have no certainty of wheat more than once in five years, as their ground is cold and seasons late and uncertain, and always lime as well as dung for every crop of wheat. They are not tied down by their leases or contracts to any particular mode of husbandry, but watch the seasons, and according to the health and condition of the land, they crop it. This estate by report as well as appearance, was about eight or ten years ago very much out of condition indeed. Many fields which are now in good cultivation was then all over gorse and encumbered with great stones, even upon the surface, and but of little value, which has been cleared by the present tenants, who are most of them, at their own expense ground-draining with stone, as far and as much annually as the strength of their pockets will admit. I found them in

general industrious but not wealthy and indeed, in an estate so hilly, though it lays well to drain, yet requires great labour and expense to secure a crop.

The pastures, which appeared over-run with rushes, are certainly capable of great improvement from draining and liming, but I found the reason why they had as yet been neglected was that they had applied hitherto their whole time, attention and expense to the arable grounds to secure corn and artificial grass. and mean to attack the pastures next. It is observable in many of the ley grounds and where stone was near the surface, that the Dutch clover or honeysuckle grass comes naturally from the soil, but never high enough to mow and serves only as a sheep feed but is very sweet.

The great advantages attending this estate is that it is tithe-free of both great and small tithes, is not very distant from a good market and by means of the now-intended canal which comes by a rail way through the estate will soon by the communication to be opened into other canals, give them the advantage of lime at a cheaper rate and more extensive markets.

The living of Horsley is a vicarage only in the gift of the family, endowed or entitled to nothing more than a small portion of glebe land, Easter dues, surplice fees and a stipend or gratuity of £8 a year. It has an indifferent house upon it. The present vicar is Mr. Davenport, aged about 50 years.

Part of this estate is on lease, by leases granted in 1785 and 86 for 21 years, and other parts held under contracts from year to year, which took place at the same time at which time Mr. Burton surveyed, planned and set out these farms, and raised the rents and the reason assigned why some hold by lease and others in the nature of tenants at will is that leases were granted to those considered as most wealthy and capable of improving their lands, and promised to the others when their improvements were made so as to put 'em all on an equal footing if they were equally industrious. The quantity of land belonging to the Horsley estate by the plans and survey given to me is as follows. Lands let to the farmers and valued by Mr. Burton in 1785 and 1786 on their new takes, exclusive of the estates held of the manor, being copyhold in fee, and exclusive of the stone quarry and wastes not valued, were 1,241 acres 3r. 23p. The stone quarry is 2a. 3r. 38p. and the invaluable wastes are 5a. 3r. 20p. which together make the whole contents as a plan and survey amount to 1,250a. 3r. 1p. there being no commons or commonable grounds belonging to this estate.

The coalpit which is lately let, being to be opened upon the farmlands on compensation, etc. to the tenants, produces no additional land. The present rents of these farms only (not including the rents of the colliery, the stone quarry, the cottages or chief rents) amount to £873. 12s. The old rents thereof prior to 1785 was only £656, 8s. 6d. so

that on such new lettings in 1785 and 1786 and since amount to an advance of £217. 3s. 6d a year, to which is also to be added the Land Tax which the tenants now pay and which averages about 1s. 6d. in the pound on the old rents. Viz annually about £49. 4s. but which prior to such new letting Lord Chesterfield paid, so that a clear advance of about £206. 7s. 6d per annum has been made within these 8 years and under leases and contracts and with promises of leases for 21 years from 1785 and 1786. These farms therefore now are let upon the average value of about 15s. an acre, tithe free throughout and the rise has been upon the average about 4s. or 4s. 3d. per acre. As these farms therefore have undergone new allotments and a rise so lately as 1785 and 1786 and as some are on leases and others not, yet under promise or in fact hold under faith equal to leases from 1785 and 1786, viz the dates of their respective contracts for 21 years and as they certainly have all greatly improved their farms and are in the habit and spirit of doing so throughout the estate, I am most decidedly of the opinion no alteration should now take place amongst the present tenants, nor sooner than 1807, unless any of those holding under contracts from year to year fail to improve their lands equal with those under leases as to which Mr. Burton must keep a watchful eye, or unless death or other unforeseen accident occasion any removal in the meantime, at which period I am also decidedly of opinion that these farms will in their then improved state, with the advantages of the canal and better roads, average, being tithe-free, about 20 shillings an acre, exclusive of colliery, etc. and there being some veins of good land and some now worth 20 shillings an acre which was let on the last survey from the then unimproved state so low as 7 shillings, and in all human probability on further leases for 21 years will be taken by the present tenants at such advanced rents. The poor rates I found easy.

As to any exchanges or plan of laying the farms more compact, that step was taken in 1785 and 1786, and probably, when these leases are out and the next letting takes place, they may yet be improved by laying two or three small farms together. All the present tenants repair at their own expense and some rebuild. One, of the name of Goodman, has wholly rebuilt his house and offices from the ground and laid out near £100 on about 22 acres of land which was all gose and stone and now in good cultivation, paying now only 6s. 6d. an acre, then the full value, but worth 20s. now, an acre. In some cases brick, timber, is allowed, but nothing more.

As to the cottages, I have advised Mr. Burton to increase all their rents a few shillings a year each, merely that they may not be considered as freeholds on the waste and held at so low a rent as may be construed a chief rent, these rents never having varied for years and being in fact only in the nature of acknowledged rents and not near the rack value, and being originally built by the inhabitants themselves and by them kept in repair, and passing from father to son and which direction he is to follow.

As to the manor and the copyhold estates held thereof, it is in its tenure in the nature of freehold and passes as such, and recoveries are suffered and wives are secretly examined and the Court Leet and Court Baron are annually held by the Deputy Stewards thereof, Messrs. Edward Ward and William Geoffrey Lockett, successors to Mr. Newton by deputation under my hand and seal. The accustomed signs taken are on a descent one year and a half and on alienation about one year, and the tenant must surrender to the use of their will or no estates pass thereby. No Widows' Bench and the mode used to assess the fine is for Burton to value the land and if the tenant thinks it overvalued, name two persons and they name a third, but which has never yet happened, as the tenants have hitherto of late years been satisfied with his value. There is a fair scattering of hedgerow timber, sufficient for repairs and to spare, and if some of the wet corners of the lands were planted, it would much improve the estate, help the tenants as to understuff and poles, and raise growth of timber and some might be planted in the hedgerows.

There is also a colliery upon this estate, just let and now going to be opened and which may in time, by drawing the water off the wet lands which lay contiguous to drain into same, be of some improvement to those lands, though the general conceived opinion is that wherever a colliery is open, they spoil the land. The fact is, they spoil some acres round the colliery but no more, and for which the farmer receives a compensation because he cannot cultivate it, but speaking as to general improvement, I am clear most lands that are cold and wet on the surface where coals are under, that opening a colliery must operate as a drain for a great extent. If lands lay in that direction and the pit is opened properly, which is to be the case here under Burton's directions, upon the whole thereof I see no necessity for any other survey for the present than the one I have taken, and all that we have to do is to watch the husbandry, encourage draining and liming, stop all future leases till after 1806 and make an entire new survey and letting.

As to the estate at Cubley, 16 miles from Bretby, 13 from Burton and about 5 from Ashbourne, a market town and the market most farmers keep. On the 13th August I rode over this estate with Mr. Burton, the Deputy Steward and Bailiff, resident Bretby House, in the said county, and went over several fields on each of the principal farms with a view to see the nature of the soil and the state of the agriculture thereof, and to a further improvement of this estate. This estate I found of a much better quality than the Horsley estate, not so stony, nor so springy, nor any part of it over-run with gorse, but the whole in a good state of agriculture and improvement and nearly one-third old pastures, with a kind of marl all over the estate, and many pits opened by the tenants for the purpose of trying experiments therewith, and this estate also I found some very good meadowland. The general state of husbandry here is something similar to that at Horsley, liming for wheat, although they

have marl, but they generally bring their ground into tillage for wheat once in 4 years, as they have plenty of hay without depending so much on artificial hay as at Horsley and from their pastures their cattle are larger and better than at Horsley and though many of these grounds lay cold wet and springy, yet the land in general lays well to drain and is capable of great improvement.

From report and appearance it appears these farms are much improved by their present tenants within these last eight years, and they all seem to be pursuing plans of improvement.

The living of Cubley is in the gift of the family. It is a rectory with a good house and some glebe upon it. The present incumbent, the Reverend George Fletcher aged about sixty years who compounds for his great and small tithes at an easy rate, and which living may be fairly called living of about £350 a year, though I dare venture to say the present incumbent does not at present make above £250 a year out of it, n.b. the glebe is only about 5 acres.

Part of this estate is on Lease, by Leases granted in 1785 and 1786 for 21 years and other parts held under Contracts from year to year, which took place at the same time. At which time Mr. Burton surveyed, planned and set out these farms and raised the rents and the reason assigned why some hold by Lease and others in the nature of tenants, at will is that Leases were granted to those considered as most wealthy and capable of improving their lands, and promised to others when their improvements were made, so as to put'em all on an equal footing, if they were equally industrious.

The quantity of land belonging to the Cubley Estate by the plans and surveys given to me is as follows:-

Land let to the farmers and valued by Mr. Burton in 1785 and 1786 on their new takes (exclusive of wastes not valued) were	2,328a	2r	26p
Wastes not valued	15	1	19
Total Number of Acres	2,344	0	5

N.B. There are no commons, they having been enclosed in 1785 and then allotted and make a part of the above lands.

Present rents of these farms amount to per annum £1,496.7.8d exclusive of the rents of cottages and of chief rents payable to the estate, amounting annually to £51.2.2d. Total rents now £1,547.9.10d. exclusive of Land Tax, which is paid by the tenants and averages at about 1/6d in the pound on the old rents and brings the farm to about £1,576.7.8d. The old rents prior to 1785 and before the enclosure, which gave an addition of about 82 acres to the Estate was (exclusive of cottages and chief rents) £1,130.9.10d. and

then a Land Tax was paid by Lord Chesterfield at per annum about £80. so that the farms then netted per annum about £1,050.9.10d. and now £1,576.7.8d. a rise of per annum of £525,17.8d. within these last eight years, including the advantages of the enclosure under the present leases and promises of leases for twenty-one years, from 1785 and 1786, the date of the present Contracts.

There is one small thing, being a cottage and about 7 acres of land which is held on a lease of 100 years granted 20th August 1631 to one John Wood at a reserved rent of £2 a year, and now in the possession of John Townsend, and there is a farm containing a very good house and offices, almost new built, and 228 acres and 35 perches of exceeding good land, and in high cultivation which is held by Mr. Joseph Harrison, the present tenant on a lease of lives, two of which are yet living. Viz William Harrison, now aged 78 years, and George Harrison, now aged 68 years relatives of the present tenant, at a rent of £109.9.4d. and Land Tax which Mr. Burton in his survey in 1785 valued at £146.11.6d. which I should now and on the falling in of the lives think well worth £200 a year at the least, subject to tithe, but from whence the Land Tax should be deducted or allowed. All the other parts of the Estate are held under contract from year to year executed in 1785 and 1786 and leases of those dates for twenty-one years as before stated. These farms, therefore, are now on let including tithe and Land Tax, valuing the tithe at about 2.6d. an acre and the Land Tax at 1s.6d. in the pound on the old rents, upon the average on only 15s.6d an acre and the rise upon the old rents has been on the average of about 4s.6d. an acre. As these farms, therefore, have undergone new allotments and a rise so lately as 1785 and 1786 and as some are on lease and others not yet under promise, or in fact held under the faith equal to lease the same as Horsley, and as the farms have been greatly improving of late years and are improving, I am most decidedly of the same opinion here as to this estate, as I have already declared myself as to the Horsley estate, and that at the expiration of those leases so granted I do not hesitate to declare it as my opinion that this estate will then average at the least 18s. an acre or more, subject to tithe upon that value, and which with the Land Tax to be charged on the tenant, you may reckon the further improvement equal to an addition of 4s.6d. an acre, throughout on leases for twenty-one years. The poor rates I found easy.

Same observation applies here as to exchanges and/or newly allotted for convenience. As I have stated as to the Horsley, and here all the tenants repair and build as at Horsley.

As to the cottages, the same observation holds here as respecting Horsley and the like orders given.

The hedgerow timber is good upon this estate and in plenty and the same improvements might take place here as pointed out at Horsley.

It is said at Cubley that this living takes tithes of lands in the liberty of Marston. If so, and as to which enquiry should be made, at a proper time with added improvement to my present statement hereof, of the value of this living.

I am told also that some of the Cubley lands are exempt of tithes upon a modus only, but not seeing Mr. Fletcher, the present incumbent, I could not ascertain these facts or hints thrown out, though I advise an enquiry to be made respecting it, and upon the best investigation I was able to make while I remained in Derbyshire, was that Mr. Fisher who managed this estate for the late Lord had a book which so distinguished all the particulars of this living that he delivered it to the present Rector on his being presented to this living, and that Mr. Fletcher on the death of Mr. Fisher (when old Padley was appointed to superintend this estate and to receive the rent), gave this book to old Padley who never returned it. Application, therefore, must be made to the present Mr. Padley for it.

Mr. Fletcher, it is said has a plan of these lands, now in his hands to which this book refers.

Upon the whole, therefore, I am of the same opinion as to the present situation of this estate as I am of the Horsley estate and that no alteration should take place sooner than 1806 unless deaths happen.

As to the Bretby Estate and the Park and the establishment there 14 miles from Derby, 3 from Burton on Trent and 6 from Ashby-de-la-Zouch, all market towns and markets those farmers keep. On the 14th and 15th August I rode over this estate with Mr. Burton and went over several fields on each of the principal farms with a view to seeing the nature of the soil and the state of the agriculture thereof, and to a further improvement of this estate. This estate I found also of a much better quality than the Horsley estate, not so stony, nor so springy, nor over-run with goss, but for want of the same proportion of old pastures and meadows as I found at Cubley not quite so desirable to rent, yet the lands are certainly kind to the barley and good grass in its nature for fattening of cattle, better than at Cubley, but owing to its laying very hilly, is subject to cold chills and in a cold and late spring is distressing to the tenants, who scarce know what to do with their cattle, especially if their spring seeds fail, having a very small proportion of meadow indeed.

The general state of husbandry here is the same as at Cubley, but they have no marl, their dependance is lime and dung which lime is fetched several miles distance, and they always lime for every wheat crop. There appears to be a great variety of soil on this estate, even in the same fields, and some of the crops ripened very unkindly, but the cattle in general look exceeding well, which proves that when the grass does begin to grow, it has great proof in it and this

estate by draining and with liming is yet capable of great improvement. By all report, as well as by the appearance of the land, these lands are much improved by the present tenants within these last eight years, and they all seem to be pursuing plans of improvement.

The living at Bretby is a Chapel of ease in the nature of a donative and within the Parish of Repton, but is distinct with rates and its poor. All baptisms, marriages and deaths are performed by the Minister of Repton, and at the mother Church. This is in the gift of no family, and entitled to no surplice fees, and has a stipend of only £20 a year annexed. The present Curate is the Reverend Mr. Hepworth. His stipend is paid by Lord Chesterfield.

This estate is occupied and the tenants hold their lands exactly similar to the tenants on the other two estates, some on leases and some on contracts from year to year all dated in 1785 and 1786 and under the same covenants term and assurances of continuance if they pursue their improvements.

The quantity of land belonging to this estate is as follows:-

Lands Tenants in farms as let and valued on the rise in 1785	1,235a	1r	22p
Lands in hand for the use of the park and deer etc valued	50a	1r	37p
Wastes not valued	16a	0	50p
Woods in hand exclusive of the park, ponds, roads and waste.	54a	1	6p
The park	404a	2	13p
Total lands in all	1,760a	3	13p

N.B. There are no commons they having been enclosed in 1785 and then allotted and made a part of the above lands. The present rents of these farms as let amounts to £885.4.10d exclusive of cottages, quit-rents and lands in hand. The land in hand for the use of the park were in 1785 valued at £47.7.11d. The cottages and quit-rents amount to £8.14.0d. The total rents valued now is £941.6.9d. exclusive of land tax etc. paid by the tenants say £76.6.7d. Total rents etc. £1,017.13.4d. The old rents prior to 1785 of the same land was only £677.7.9d. out of which was deducted for land and other taxes paid by Lord Chesterfield, £76.6.7d. net rents then £601.1.2d. An advance on this estate since 1785 of per annum £416.12.2d.

Under the present leases and promises of leases for twenty-one years from that period, these farms, therefore, are now let including tithe at about 14s.6d. an acre, but subject to land tax paid by the tenant, which may average in all about 15s.6d. and the rise on the old rents averages about 6s.0d an acre.

As these farms therefore have undergone new allotments and a rise so lately, and as some are on lease and others not but held the same as Horsley and Cubley, and under the same faith etc & as great improvements have been made and are making, and some newly built by the tenants who all repair themselves and improve on being allowed gifts and timber on the stem in some cases only, I am of the same opinion as to this estate as I have declared myself as to the others, and think that at the expiration of the present leases a further improvement of 4s.0d or 5s.6d an acre upon the average may be made upon this estate. The poor rates here are easy, and the same observation holds here, as upon the other estates in respect to new exchanges or allotting the lands.

The same observations also and directions have been given in respect of the cottages, and I found plenty of hedgerow timber and situations for improving the growth of same in proportion to their other estates all of which had as well as the park undergone a great fall some years ago, and, therefore, upon the whole I am of the same opinion as to the present situation of this estate, as I am of the others, and that no alteration should take place sooner than 1806 unless deaths etc. happen.

As to the park, lands in hand and establishment etc. the park lays cold, is over-run with fern and rabbits and produces little grass until about May so that the deer are kept at great expense of hay and the park is considerably over-stocked with deer to answer the orders generally given which seldom exceed 14 or 15 brace of bucks and heaviers(sic) and 10 or 12 brace of does, and sometimes that quantity are not fit to kill, owing to the want of feed, and this year the haunches of the bucks though 7 years old wanted near 4lb a haunch of their usual weight. The present stock of deer is about 450 head of all ages, not exceeding 7 years old; when for the above consumption and orders given, the park stock need never exceed 350 head to answer a demand of 50 deer in a year, bucks and does and should average about 220 bucks and about 130 does including fawns etc. and this should be the standing stock to be counted every spring, and will allow for all casualties which is not so likely to happen when the rabbits are destroyed, the stock reduced and the park improved as after stated. As the principle losses always happened in the cold springs early amongst the fawns which want food. This is the present stock admitted by Richardson, the keeper, although he supplied Lord Rawdon with 40 brace of fawns and he admits also the park to be overstocked and that 350 head will better answer the present demands of your Lordship, than his present stock and save a great expense in hay etc. for so many more mouths, and that his present stock of deer is of a sufficient age, with a regular succession in ages to kill the above quantity and that by experience and observation he has always found his six year old bucks die better than the seven year old ones and are better meat. It has been a practise there to sell the fern to the poor people who cut it and burn it in the park for Balls, for lees, for washing

which is a perquisite to the keeper, but is robbing the park most exceedingly and which I have stopped for the present. Richardson has also encouraged the rabbits very much, from whence he has drawn great advantages, but it wants no argument to prove that they are destructive to the timber, to the deer, and profitable only to the keeper (witness the reports of the Commissioners of Land Revenue on this subject). These animals should also be destroyed, and it does not appear to me that by so doing Mr. Richardson will at all be injured in respect of such emoluments as are a fair appendage to a keeper. For instance, his place is worth at least as follows:- Say only 13 brace of bucks killed annually, half of which your Lordship annually gives away and produces fees to him of

	£13.13.0d.
13 brace of shoulders at 8/6d	11. 1.0d.-
-do- skins at 9/6d each skin	12. 7.0d.
13 brace the offal at 2/6d each buck	3. 5.0d.
Horns At least	4.10.0d.
Say only 9 brace of does, half of which are given away and a fee of 10/6d for each	4.14.6d.
18 shoulders at 5/- each	4.10.0d.
The skins 6/- each	5. 8.0d.
The offal 2/- each	1.16.0d.
Salary and board wages paid	23.00.0d.
	<hr/>
Total	£84. 4.6d.
	<hr/>

Exclusive of fern and rabbits which are nuisances crept in and worth to him about £20 a year with a house to live in rent free a horse and a cow kept firing little expense and paid for all the game he kills amounting to about £10 a year and to which he is permitted to take in from 8 to 10 children to school and board, for which his wife receives £11 a year, and such children are fed on rabbit pies, deers' fries in season and at a very easy rate indeed, so that at any rate he must lay by at least £100 a year. To proceed therefore to get rid of the nuisances, to reduce the expenses and to prosecute a plan for this improvement of the park, I would advise an increased fall of bucks this year, also of the does, so gradually annually reduce the stock to 350 at most, killing annually a sufficient quantity of fawns to keep no larger succession. To cut all the fern annually from such parts of the park as the Keeper points out and stack it near a cowyard or horseyard and the deer houses for litter and burn other parts into ashes to straw over the meadow grounds in hand, to take in cows to winter on the oat and barley straw, instead of now using that as litter for horses, to bed the stables with fern instead of the straw which when thus trampled into dung with the addition of dung to be produced from the cows and horses thus in winter fed upon oat and barley straw instead of hay wholly, will make sufficient dung to manure all the lands, and of course produce hay, which is not the case at present as there is little or no manure made and the hay lands do not now produce half a load to an

acre and are actually worn out. This will create no other expense than building of two places, one as a cowyard and another for the horses to winter in, which is not worth mentioning. There are at present, exclusive of the 50 acres of grassland in hand for the use of the park, an intake annually of about 10 or 15 acres of land from the park which is generally broke up for a crop of Lent grain, seeded, cut once to hay and then thrown open to the park, but this does not sufficiently help the deer as the ground is not in heart and the seeds are seldom of much benefit till the second year and then often fail. At present there is about 10 acres or more of these intakes from whence a crop of oats has been taken and by the nature of the land one-half may be got fit for a turnip season and the other half, if limed with turf, yet not sufficiently rotten, would make a good season for oats again next year, and after that will be fit for turnips, and if instead of 10 or 12 acres annually about 20 acres were enclosed and this practice used, it would almost to a certainty produce annually a crop of turnips and a crop of oats. A third of the turnips might be drawn promiscuously for the deer annually and the rest fed with sheep to be taken in for the purpose so as to ameliorate the ground and get it into heart, as after sheep it would be in good order for barley or oats again, for the sake of the straw for the cattle and seeds, which should then have a coat of winter dung upon 'em. Cut 'em the next season for hay and then throw it open to the park. By this means, after a time, 5 acres of good seeds annually would always be produce for early feed for the deer, and before the grass does begin to grow, and will be in good heart exclusive of the turnips for them in the winter. Much good manure is also to be now this year produced from the park by opening runs and trenches throwing out the earth and breaking up all the dung about the deer houses which I have ordered. All this may be done with the present strength and very little additional expense at first, which will be occasioned chiefly by the fencing in of those intakes, for which purpose I recommend a few dozen of lifting gates to be made the same as at Southwick, which are always handy to be moved anywhere and make interior fences readily and within a few years enable these lands in the park and the 50 acres used for the support of the park to produce hay sufficient for deer and cattle, whereas of late years seldom less than £120 and sometimes near £200 has been paid for hay for the deer and horses used on the lands, and the keeper and Burton are sensible these alterations are necessary and will aid in prosecuting the same immediately as they are ordered so to do. When the park is sound and will not rot sheep when the deer are reduced and this improvement has been made by means of these intakes, I would advise a few sheep to be taken into the park in the Spring, when farmers, for want of commons, know not what to do with them and though they eat the deers' feed as each bite close, yet experience tells us that after the first year the proof produced by the sheep beyond what is produced by deer will be more than a compensation for what they eat and in a few years give a new face to the verdure in the park. The cattle now taken annually into the park

at Old May Day and sent away again at New Michaelmas are taken in too cheap, being only £1 at one end of the park and one paid 5 (sic) at the other end for 20 weeks' feed, whereas the best park should be 2/- a week and the other 1/6d, and as the park has had the misfortune now and then of producing the red water and killing the beast, yet this is so accidental that where such an event happens again, the fee should not be charged, but improving the feed will in a great measure prevent it.

As to Mr. Burton's salary, etc. and matters under his care, I find that his late father was paid as a gardener and for the care of the garden, greenhouse, plants, etc. per annum £42 (beside coals allowed for greenhouse flues in the winter). A salary as collector of the rents per annum £32. 6s. a salary to Mrs. Burton of per annum £20 besides many petty expenses charged and the produce of the garden. That is a total of £94.6s.0d.

While the deer are kept up a team must be kept up also for the reasons already given, which team does the statute duty charged on the park and the lands in hand, also mends roads and does everything else where horse labour is necessary without hiring, but which will be maintained at considerable less expense for the time to come by means of saving the oat and barley straw to feed them in winter which was before used for litter and sometimes straw bought to make out and cutting some into chaff with oats for the horses when they work, all which must be under Burton's care.

As to the garden, the trees are got old and cankered and bear little or no fruit, and are not worth being at 1s.0d. expense about 'em. The borders Burton might enjoy and stock with potatoes, cabbages, turnips and carrots for his cattle etc. so that any allowance in respect of the garden seems perfectly unnecessary and by this means the ground would be cultivated and cleaned.

This Estate*, lays very wide being triangular in the County and requires to be superintended often to attend to improvements. The rental is now near £4,000 a year, having been increased by Burton as assiduity and care full £1,300 a year within these eight years and to such a receipt some risk and responsibility is attached, and, therefore, laying all considerations of the garden out of the question. I think his appointment and trouble annexed thereto is well worthy of £80 a year including all petty and other expenses not now to be charged, except his journey to London to pass his accounts and to commence at Ladyday last up to which time his accounts are adjusted at the old rate, and if, on the death of his mother, to whom your Lordship pays £20 a year he should then have so conducted himself as to that be thought worthy, it will be in your Lordships breast to

* (meaning all in Derbyshire)

continue that to him or not. I should observe here, however, that there are a great many old orange and lemon trees, geraniums and other greenhouse plants which have occasioned some trouble and expense to preserve, but they have been so miserably attended to that they are now scarce worth preserving, and I am persuaded not worth the expense they will require. If, therefore, it be your Lordships' pleasure to retain 'em and allow fires for 'em in the winter, that must be extra and an allowance of £10 a year at least made for 'em, otherwise I would make presents of 'em about the neighbourhood, Burton and Derby or to anyone who would be at the expense of carriage to fetch 'em.

Mr. Burton, who now holds his father's farm, which is very wet and precarious for a turnip season wishes to have the liberty of making at his own expense an intake of about 20 acres of land in the park, being allowed the rough timber only for fencing, of which there is plenty, for outside fences. These 20 acres he would sub-divide into four parts and treat in the same manner as proposed by your Lordships intakes, and will at his own expense, husband it, never sowing anything but lent grain turnips and seeds, and at the end of the fourth year would throw a fourth open every year to the park filled with seeds for the benefit of the deer. Thus after the first season an increase of five acres more of seeds and fresh ground would be produced for the deer, and as they are thrown out the light quantity should be taken in so as always to have 20 acres of tillage by your Lordship and 20 more by Burton. As to this I promise to consider it and report your Lordship's opinion.

As to Brizencote house and lands in the parish of Burton-on-Trent, this house which is an old whimsical house but fit for a gentleman's occupation and perfectly independant of the farmhouse and offices, is situated near to Bretby-Park and to Burton-upon-Trent, has planted avenues of trees which lead to it in different directions and would make a good hunting box for a sportsman. The land is very kind land. The present tenants are Mr. Nadin, who occupies this house with some home pastures containing 42 acres 2- 25 at per annum £67.10.6d. Mr. Wignall is tenant for the farm containing 248a 0r 39p at per annum £190.3.4d. Mr. Orgill is tenant of a cottage and garden of 1a 3r 19p at £1.10.0d. Total number of acres 292 3r 3p, rent £259.3.10d. There are no commons or wastes lying to this estate. This rent is a clear rent of all taxes and repair whatever. The old rent was only £154.14.0d. but it was held on lives which fell in about a year ago, when this rise of £104.9.10d. was made and the tenants are tenants at will by reason the family might have the opportunity of occupying it themselves if they chose it after due notice.

I think this is underlet, though so considerable a rise was made as the whole is tithe-free and excellent land. It is true the repairs, improvements, and additional buildings made by the present tenants at their own expense deserves some consideration, and particularly so as they

have had the faith to do it, upon a tenancy at will, but yet this land altogether should fetch at least 20s.0d. an acre and say £20 for the house would bring it to per annum £312.0.0d. clear, but then it should be on a lease and would be a further advance of £53.0.0d. per annum.

On the whole, therefore, my opinion on this Derbyshire property is that in 1806 it may be improved to near £4,500 a year, if not quite in addition to the present rental of about £800 a year, but yet as it lays so scattered gives no consequence in the County to the owner from whence no parliamentary interest can be drawn, but if it could be well sold and the money realised in a good compact estate with a suitable house upon it, I should advise a change on the property.

There is a small property of about 43 acres £8. per year lying at Hilton and Ulvaston in this County, the principle part of which being chief rents payable to the Bretby estate, but I did not think it worthwhile to see.

WILLIAM STRONG.

August 1793.

Hayfield in 1851 - A Derbyshire Textile Village as seen through the 1851 Census edited by J.H.Smith, Manchester University Extra-Mural Department and North-Western District of the W.E.A. Price 25p. This impressive booklet compiled from the work of the New Mills and Hayfield Branch of the W.E.A. combines a useful brief economic history of Hayfield with an intensive analysis of the 1851 census for the parish. An analytical description of the results of the analysis is followed by a series of statistical tables showing age and sex structures, family size, marital status, number of children at school and places of birth. Within the analysis an interesting attempt is made to relate incomes to prices in the 1850's and so reconstruct crude family budgets. All in all this represents an excellent piece of work by the class.

D.V.F.

THE BELPER AND MORLEY PARK (OR DENBY COLLIERY) TRAMROAD.

by

Peter Stevenson.

On 1 June 1973 several members of the East Midland Group of the Railway & Canal Historical Society walked over the site of the 'Branch Tram-road to Belper Pottery, from the Little Eaton Gangroad', (the line mentioned at page 128 of the Autumn 1972 issue (Vol.IV, Part 4) of Miscellany) under the able guidance of Mr Louis Stead, Secretary of the Industrial Section of the Derbyshire Archaeological Society. The notes issued on that occasion however, posed more questions than answers, and this article attempts in some measure to make up the deficiency.

Several writers have tried to unravel the admittedly complicated story of the mineral railway or tramroad between Belper and Denby, a few miles north of Derby, with varying degrees of success. None of them, however, appear to have had access to the Drury Lowe papers, deposited at Nottingham University by Capt. P.J.B. Drury Lowe in 1961 and very kindly brought to my attention in this connection by Messrs T. Judge and A. Guest. The archivists and staff at the University's Manuscripts Dept have been most helpful in producing the relevant documents, often at very short notice. These appear to show that the line sometimes referred to under the title of 'Belper and Morley Park Railway' was synonymous with what Priestley termed the 'Henmoor branch' of the Derby Canal Company's main gangway between Little Eaton and Smithy Houses (opened with the Little Eaton branch of the canal on 11 May 1795); that it was however built privately and piecemeal by the owners of Denby Colliery (starting about 1815); that it was completed only after a considerable lapse of time (in 1842-3); that it began at Denby Colliery and, though passing into the Morley Park estate, it did not link up with the iron furnaces therein (built in 1780 and 1818) (1). Apart from internal connections with the various pits operated in connection with those ironworks, notably a line across Street Lane (Rykned Street) to one of the Marehay Collieries (shown on maps of the 1830's), the furnaces seem only to have been connected with the Cromford Canal at Buckland Hollow by John and Charles Mold during their lease of the premises from Francis Hurt, beginning on 30 May 1839. Terms under which the line was to revert to the lessor were settled on 20 July 1843, but it appears to have continued in use for some time after the sale of the premises on 7 October 1856.(2) It was no longer intact at the date (1880) of the first large scale Ordnance Survey of the area.

It was in 1805 that John Farey senior conducted an intensive survey of the country's canal system, with every intention of publishing a treatise on the subject. For various reasons, however, the work was instead

immediately abridged and adopted by Abraham Rees as his Cyclopaedia entry upon 'canals', retaining substantial references to associated railway feeders. (3) Whether the separate article on 'railways' was also written by Farey is not clear, (4) but this merely recorded the existence of the Derbyshire lines at Little Eaton, Crich, Beggarlee, Whaley Bridge and Marple. There was, however, a brief reference in the canal article to a proposed Belper Canal which Farey afterwards amplified somewhat in his General View of the Agriculture and Minerals of Derbyshire: (5)

Belper proposed Canal. - In September 1801, notices were given of an intended application to Parliament, for an Act for making a Canal with Railways, &c. from the Gromford Canal, at the S end of the Bull-bridge Aqueduct, to Blackbrook Bridge, $\frac{3}{4}$ m. W of Belper (which is the 129th Town, with 5,778 Inhabitants); it was intended to cross the Derwent on an Aqueduct near Toad-moor Bridge, I believe, and to proceed by the Colliery, in the inosculating or meeting Valleys, near Belper Lane-end, instead of pursuing the Banks of the Derwent, through part of Belper Town: but I am unacquainted with further particulars.

The Derbyshire Record Office has a plan of a 'railway or stone road' between the points mentioned, deposited with the Clerk of the Peace on 29 September 1801. (6) It does not mention any canal section, or Farey's 'colliery', but indicates a contour route alongside the Amber and Derwent rivers and two alternative crossings of the latter; the scheme was not however pursued. It is also in the final volume of Farey's report to the Board of Agriculture that we first hear about the Belper and Morley Park Railway: (7)

Since I finished this part of my Survey, I have heard that a Railway has been laid in the Valley, from Belper to Morley Park Collieries, and thence to Denby hall Colliery (which also has a Rail-way to the Derby Canal) a distance of near $\frac{1}{4}$ miles, for better supplying that large and increasing Town with Coals; but I have been disappointed of the levels and other particulars, that I hoped to have received, in time for this account.

Such a line was in fact shown on the accompanying map, but at too small a scale for accurate location, (8) and in his Newcomen Society paper (9) the late Bertram Baxter said of it:

Little or nothing appears to be known about this railway and the local authorities at Belper have no records of it, but it definitely existed and traces of it can be found at the northern end of the route, which, however, die out nearer the town.

Many writers besides Farey have fallen into the trap of confirming lines (or parts of them) which never passed beyond the planning stage, witness his earlier implication that all of those projected by the Derby Canal Company were in fact completed:

There is a railway branch of $4\frac{1}{2}$ miles, to Smithey-houses near Berby/Denby, another to Horsley collieries, and another of $1\frac{3}{4}$ mile to Smalley mills. (10)

in which everyone seems to be agreed that he was mistaken, (11) the branch to Smalley Mill being planned but not actually made. Farey himself saw this error and in his later report gave a slightly different connotation:

from near Derby a branch proceeds N to Little Eaton 3 miles, and is continued thence up to Bootle 7 Bottle Brook 7 Vale, 6 miles further, to Roby west-field Colliery in Denby: from this Rail-way extension, there is a branch W $\frac{3}{8}$ of a mile, to Denby-hall Colliery: * one was provided for in the Act, E to Smalley Mill, and one to Horsley Collieries; and there are two short branches into Little Eaton Common Quarries ... The lengths on the Rail-way extension are as follows, viz. from the Wharf at Little Eaton to the branches into Little Eaton Common Quarries, $\frac{5}{8}$ of a mile: thence to the proposed Smalley Mill branch, $1\frac{1}{4}$ mile: thence to the Denby-hall branch, $3\frac{5}{8}$ miles; and thence to Roby west-field Colliery, $\frac{5}{8}$ of a mile all these Rail-way branches rise from the line, but am unacquainted with their exact levels.

*After page 313 was in the press, I learned from Mr. Charles Sylvester of Derby, who called on me, that another Rail-way has been made from this Colliery, thro' the southern part of Morley-park to Belper Town, see Belper and Morley-park Railway. (12)

This footnote is highly significant, clarifying as it does the involvement of our line with the Morley Park estate. It also explains why Farey may have erred in claiming that the line ran into Belper from the start, although it is clear that it was built to facilitate delivery of coal to that town from a more convenient land-sale yard than that at the pithead itself. When we come to examine relevant maps of the area, the only candidate resembling this description, and then only in part, is the line described by Joseph Priestley in 1831 as running only to Henmoor:

From Smithey House there is a branch one mile and three quarters in length, to the collieries at Henmoor, situated one mile and a half east of the town of Belper; another one mile and a half in length by the potteries, to the extensive coal works near Denby Hall; with a collateral branch out of the last mentioned branch, three quarters of a mile in length, to other collieries north of Salterswood. (13)

confirming the situation portrayed by the Greenwoods' Derbyshire map of 1825 and suggesting that the line 'from Denby Hall Colliery thro' the southern part of Morley-park to Belper', Farey's 'Belper and Morley Park' line, was only partially complete at that date.

William Drury Lowe, owner of Denby Colliery, had certainly thought about building such a line beyond his own estates and right into Belper as early as 1804, when the land requirements had been set out as follows: (14)

The first land from Openwood is Mr. Biscoe's land, $\frac{1}{4}$ of a mile, the next is Godfrey Litchfield's of Belper. The next is Biscoe land, the next Godfrey Litchfield's. The next is John Rice's of Bargate, the next is the Duke of Devonshire's land, the next is Esqr Jodrell land to the Market Place in Belper.

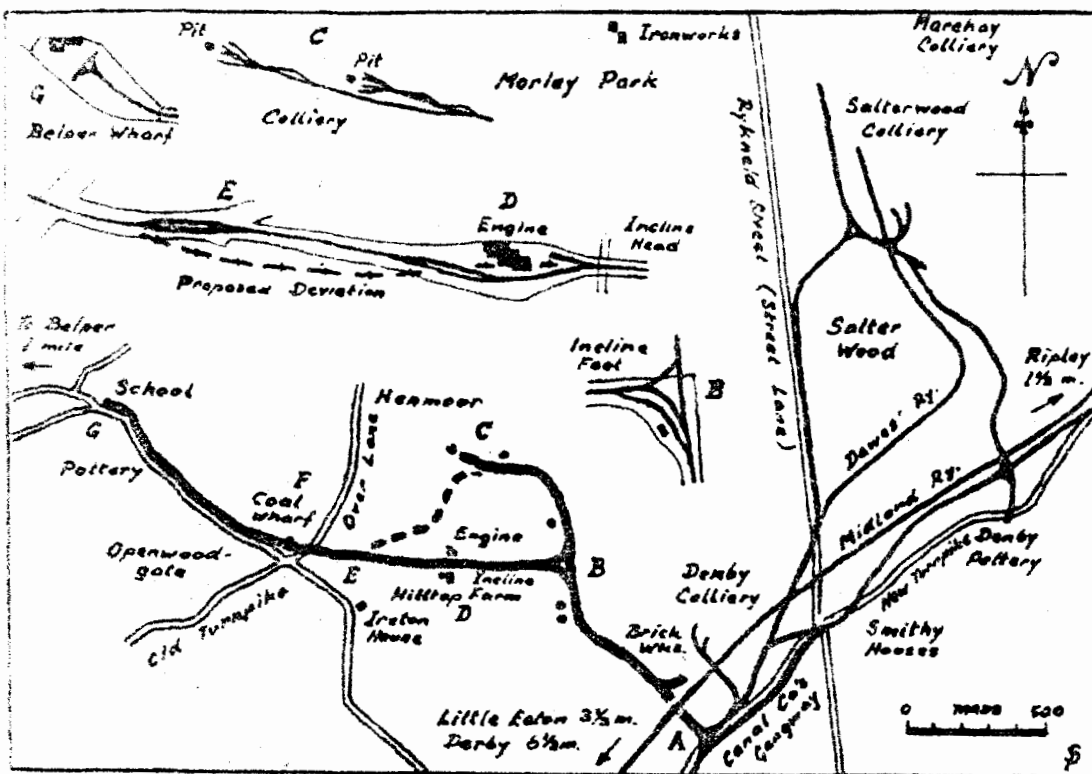
to which note is appended the name of Abraham Harrison, Nail Master of Belper Common, who was to prove the most obstructive. His initial response was hardly encouraging: (15)

Your favour of the 16th was duly received, intimating 'you had some intention of laying a Rail-way from Denby to Belper, and that one of the proposed lines might probably be thro' a close or two of mine'. I beg leave to observe that if that line is intended to cross the Chesterfield road a little beyond Openwood-gate the Rail-way wou'd pass nearly thro' the center (sic) of my land, and wou'd open a high-way thro' it, which in so populous a neighbourhood as ours cou'd not fail to be a great deal used, of course wou'd materially affect its value; but these are objections which might probably be obviated had I not other reasons for wishing the Rail-way not to pass thro' my land.

I have formed a plan for erecting a small house upon the estate, which I intend to occupy myself, and as my motive for wishing to remove thither is entirely for the sake of peace and retirement, I shou'd have a particular objection to having the Rail-way so near my house.

I shou'd be happy to accomodate you, and the neighbourhood at large, as far as lays in my power, but I trust the reasons I have assigned, will be a sufficient apology for my wishing to decline sparing any of my land for a purpose which wou'd so entirely set a side the use which I intend to make of it.

That this was no idle fear on Harrison's part is witnessed by some notes referring to a dispute about the Openwood road in June 1803: (16)



Caption to map:

Line built about 1815 - A-B-C-E-F (Greenwood).
 Line refurbished about 1830 - A-B-C.
 Line built about 1830 - B-D-E-F (O.S. 1-inch).
 Section abandoned about 1830 - C-E.
 Section built 1840-43 - F-G.
 Inset details from Woodhouse plan, Dec. 1843.

THE BELPER AND MORLEY PARK TRAMROAD

Jas. Smith saith that Mr. Lowe gave Benj. Barber a certain quantity of coal yearly for the privilage (sic) of passing upon his part of Openwood road, before the exchange made with him by Mr. Radford, since which time he, Mr. Lowe, has not paid anything.

James Barber saith, at 44 years ago, he wanted to come along the Openwood road, passing by B. Barber's with his household goods to Ireton House in Kilbourn Liberty and was denied passage by B. Barber without leave, and told by him it was a road only upon trespass.

Hands Farm is the Homestead and all the land belonging except two Closes in Kilbourn Liberty. Edward Riley was apprentice with Benj. Barber, Farmer. No duty done on the Road.

His fears having been overcome satisfactorily, Harrison appears to have been persuaded to co-operate, as he afterwards volunteered information about such of his lands as might be required for the railway: (17)

As you requested I hand you the names of my closes lying next the Ashburn Road
43 in your plan and lays on the side of Mr. Barber's Brick Kiln close - the upper road plain.

41 in your plan and lays below Mr. Barber's Close. The Upper Lane piece.

These 2 Closes what may be wanted from them Mr. Harrison is to have land from Mr. Barber instead of selling thro' Money/this in Lowe's own hand, along the edge of Harrison's letter. 7

40 below the last mentioned close of mine, and opposite the Pot Works - The nether Lane Close.

37 below the last mentioned close of mine, and that in which my Barn stands - The Roud Plain bottom.

These 2 closes Mr. Harrison agrees to sell to me what may be wanted from each, taken close by the Ashbourn Road if this Rail-way should be continued on beyond the above 2 closes /again in Lowe's own hand. 7

John Nuttall of Matlock had surveyed the route, and he provided a copy of his plan for the Duke of Devonshire's resident agent, Mr. Longden. Although this plan has not yet been located, a few distances are in fact available: (18)

Smithy Houses to sough tail at Openwood	52	chains
to summit	32.34	
to Bridge on Turnpike at Belper	41	
to Tanyard C	73.90	
	<hr/>	
	199.24	

Land to purchase 3a. 1r. 34p.

John Heaton, to whom Longden had reported Lowe's requested purchase of land belonging to the Duke, drew an analogy with Strutt's attempt to buy Belper Mills' before the Cotton Mill was erected'. All things considered, he could not advise the Duke to sell and instead suggested the taking of a lease. (19)

As it would be necessary to cross the old turnpike at Openwoodgate (which had recently been superseded (20)) approaches had been made to the road trustees, and on 2 May 1805 these gentlemen had resolved:

William Drury Lowe Esq. having made an application to this meeting for the consent and approbation of these Trustees to his Turning an arch across this Road at or near Openwood Gate for the purpose of taking a Rail Road under same. It is Ordered and Agreed that Mr. Lowe be at liberty as soon as he chooses to turn such arch and make such Railway to the satisfaction and approbation of Mr. John Inman, our surveyor, indemnifying these Trustees from all damage and injury....also maintaining a good wall upon the said arch on each side of the said Turnpike Road so as to prevent accidents by means of passengers, cattle and carriages falling off the same. (21)

In his covering letter W.L. Thomas, clerk to the Trustees referred to this scheme as the 'last plan', which he thought the Trustees might be better disposed to accept than the alternative crossing on the level. Making a renewed application for the latter in 1811, Lowe pointed out to Inman that he had done this at Denby without the least inconvenience. (22) Inman then replied informatively:

Mr. Thomas is of the same opinion as myself that on a very public road where many carriages pass there may be objections especially if the iron railway stands much above the surface of the Road, which I know is the case in several places and makes the passing over very unpleasant to Travellers - but from your letter wishing me to see what you have done at Denby I dare say you have taken the precaution of having the Rails groov'd and let so much into the Road that a carriage in passing over feels no inconvenience. Another reason in favour of your application will be the little travelling on that part of the Road since the New Road thro' Belper is so generally used and that part of the Old almost abandoned. Under all these circumstances there can be little doubt of any opposition to your plan and which I shall be happy to see carried into execution.

If the persons who have taken the Tolls (for a year) should find himself (sic) aggrieved by your sale of coals at Belper taking from him the Toll at Heage Gate and which he thinks

will be the case, it must be a further Consideration, but I think such Toll must be small as the few that now go are from Oakenthorpe to Makeney or Duffield Coals. There will be a meeting of the Commissioners of the Derby Road at Matlock Bath the first week in next month where we think it will be right to mention your application. (23)

Confirmation of the potential demand for the line was received from George Benson Strutt, who suggested that 1000 tons per year were used by his family's firm at the Bleach Yard, Belper and Milford Mills and by those work-people of theirs who were "so improvident as not to lay in a stock for the winter". The constable had only the previous May counted 1,023 houses which consumed more than 3cwts each week (7,672 tons) and another 1,000 tons was used in the Nail Shops, totalling perhaps 15,000 tons in the immediate area. Prices in the town for coal not taken over the bridge were generally 6d more than those obtained at the coal yard, and 11s might be got at the end of the rail road, or 12s delivered, at which price Lowe might sell 5,000, 7,000, or even 8,000 tons. In the previous seven years W.G. & I Strutt had paid the following prices for coal brought to the yard at Lound Hill. (24)

Ripley Swinington Derby Oakenthorpe Harty

1804	2,300	13/6		
1805	1,900	12/6	10/6	9/6
1806	2,100	12/- & 12/6	11/-	10/-
1807	1,200	12/-		
1808	2,100	13/-	11/6	14/-
1809	2,500	13/-	12/-	
1810	2,100	13/-	12/-	
<hr/>				
	14,200			
Avge	2,028			
1811		12/9	11/9	11/9 10/6
Prices		11/-	10/9	10/9 10/6

When Inman reported that agreement had now been reached to allow a level crossing of the turnpike (25) and everything seemed favourable, Abraham Harrison was found to be still holding out:

Upon my returning from a journey a few days ago I found the agreement respecting the exchange of land between us had been sent to my house per Mr. Bryan J. Balguy, with alterations therein agreeable to your instructions. I beg leave to say they do not meet with my approbation. I cannot consent to be at any expense respecting

the conveyance, as it respects making a Bridge over the Brook it is no more than what Mr. Tudor proposed, indeed the road any other way wou'd be impassable nine months of the year, to say nothing of the extra distance; and you seem unwilling for the land to revert to me, in case it shou'd cease to be wanted for a railway, even upon the terms you yourself had previously proposed. I am so far from thinking the terms advantageous on my part that your complying with every one I have mentioned, I had much rather my land remained in its present state even if you wou'd give me £50 to make the exchange. I do not think it necessary to give Mr. Balguy any more trouble, as I can by no means agree to what is now introduced into the agreement. I am so much engaged as not to have it in my power to meet you at Derby tomorrow. (26)

Prepared to accept £100 an acre in 1805, according to Strutt, Harrison now expected 1s per yard, 10 tons of coal and depreciation of £5 per acre or £200 for loss of frontage. (27) He eventually agreed to an exchange of land, so long as he was put to no expense. (28)

Constructional costs and difficulties were not reappraised: (29)

Yards	From Gate on Blood's land	Rise	Rise in 1 Yard
273 $\frac{1}{2}$	to first station	177 $\frac{1}{2}$	1 $\frac{1}{2}$ or 61 $\frac{1}{2}$ to 40yds
531	to second station	1,084	2 to yard
91	to third do.	143	21 in 33 yards
42 $\frac{1}{2}$	to submit into Mr. Strutt's Coal Yard	118	fall 5 $\frac{1}{2}$ in 20yards

938 Total distance from intended coal yard in land occupied by J. Blood to Strutt's Coal Yard.
1,078 yards from Benj. Barber's Coal Yard to intended wharf in J. Blood's land.
120 yards double Road per Inclined plane.

2,136 at say 13s per yard will be	£1,388	8s	0d
792 yards to be walled 6ft. high in Mr. Harrison's land at 14s 8d	£45	7s	5d
1 acres of land from do.	£105	0s	0d
	<hr/>		
	£1,538	15s	5d

Ganging say 9d per ton to Mr. Strutt's Coal Yard, reloading and carrying out, 12d - 1s 9d.
The charge per Ton by Carts from Openwood to Belper is 2s 1d, there will be only 4d per ton for wear and tear,
Interest of Money and Tolls.

and so the stage was set for the line's partial construction in time for Farey to make his stop-press comments in 1817, though Priestley's comments and the available maps suggest that it was not made beyond Henmoor (Openwoodgate) at that time. Belper Pottery (built in 1806, when William Bourne obtained an agreement for the getting of pot clay, discovered during the construction of the Derby-Alfreton turnpike, authorised by Act of Parliament in 1802) transferred to the Denby works in 1809 (30) and is therefore unlikely to have been served by this line. It is not mentioned in the correspondence quoted. Moreover, in 1830, J.A. Twigg, reporting to Robert Holden (who had now inherited the property from Drury Lowe) from Denby Colliery upon certain improvements to the line, made some revealing comments: (31)

I have carefully examined the Line proposed for the site of the new Railway commencing from the new Road now finished near the Derby turnpike road and ending at the foot of the Openwood Hill, and in forming the same would advise that in order to save expenses in completing the same that the following method should be adopted.

That at the Commencement of the line (beginning at the new rail road now finished) the rail road intended to lead to Openwood and to the proposed new Colliery should dip an inch and a half in a chain of 22 yards for two chains in length, and from that Point forward the road should rise two inches in a chain for six chains in length from the Commencement of the said Elevation or Rise - this will carry the line of Rail Road over the valley at a much easier expense than if the line of Road be made a regular inclined plane and will enable you to take an advantage of keeping to the lower Lands, or Grounds, in that part of the line where the same will be most desirable so to do - and under all the Circumstances of the Case the rail way will be equally good as though it had been formed in a perfect regular plane.

By "the new road now finished near the Derby turnpike road", Twigg seems to have had in mind a new tramroad link to Salterwood Colliery (shown by Sanderson on his $2\frac{1}{2}$ inch map of the country Twenty Miles Around Mansfield, surveyed in 1830-4 and published in 1835); the turnpike referred to was the road via Denby to Ripley and not the old one which Lowe wished to cross at Openwoodgate. Outram would hardly have approved of the false economy involved in the contrary gradient against the loaded wagons coming from the proposed new colliery, (32) and it would seem that the work Twigg had in mind was merely an improvement of the existing ground-level tramroad. He had also, he said:

carefully examined the site intended for the proposed road leading directly up the face of the

Openwood Hill, and find that it will not be necessary to make that line a perfect equable plane, for as it is proposed to make use of a Stationary Steam Engine, for the purpose of draining the coals, upon the said hill, a considerable saving in the expense of forming the rail way may be saved and the end be answered equally well as though the line had been a true plane. I have also examined the land lieing betwixt the Head of the proposed Plane, and one part of the present railway leading to Openwood, and find it practicable to unite these two parts, viz the Rail way at the head of the Inclined plane and the present Rail way to Openwood together at an easy Expense and thereby very much lessen the expense of Ganging coals for the supply of the coal yard at Openwood.

This was to be an entirely new line, uniting with the existing one beyond the proposed pumping and winding engine at the Hilltop Farm summit, and it is interesting to find Twigg dispensing with a perfectly graded self-acting plane in favour of the variably graded engine-worked incline, which would facilitate coals being hauled up from Denby to the coal yard at Openwoodgate as well as those being lowered down to Denby from the new colliery. Although not strictly within his brief, Twigg had:

also viewed the line leading from the Coal yard at Openwood in a Direction towards Belper Common upon a site which I am informed by Mr. Pym is reserved to Mr. Holden and am of opinion that a Self-acting Inclined Plane may be formed there so as to deliver the Denby Hard and Soft and Mingle Coal and also the Bed Called the Kilburne Coal (when got) upon the Edge of Belper Common at a very easy rate, the adoption of this Method would enable Carts and Waggon teams to pursue many Journeys more per day to the Town and Neighbourhood of Belper than what they do at Present, this will be a matter for Mr. Holden's future consideration, but being upon the premises and in view of the facts last mentioned I judged it my Duty to examine it and report my views thereon. The situation proposed for the Stationary Engine having been fully and clearly pointed out when I was on the Ground to the Resident Agents, that nothing need to be said on that point.

Dear Sir, I have viewed and examined carefully the situation proposed for the new coal yard for Land Sale situated near the Turnpike road leading to Derby from Alferton and am of opinion that the Place at which the Junction of the Rail roads is intended to be formed will be the proper point to best suit all the purposes connected with the Case. And if two weighing machines are placed in manner I described to Mr. Pym when on the premises the whole

business may be done by one Machine Man, at least in the present state of the trade.

The course of action or proceedings upon the before mentioned Lines of Rail Way would be as under:

Hard, Soft and New or Ell Coal may be brought down from the present colliery to the Point in question, and may be from there forwarded, either to the land sale yard or the Little Eaton wharf, and to the Wharf at Openwood.

The Kilborne Bed of coal when got can by Virtue of the said Lines be forwarded to the Openwood wharf, the landsale wharf near the Derby Road as before mentioned, and to the Little Eaton Wharf for Water Sale or Land Sale.

The coal got at Kilborne by Mr. Ray seems to find a ready sale in the Market, and one part of it fetches as good a price as the Denby Hard Coal. My opinion still remains the same as formerly, viz. that it would be proper to get the same bed of coal in the Denby estate in order to secure that due portion of trade to which it is so eminently entitled by the qualities of the respective Beds of Coal and its locality to the Market.

It is clear from the map already mentioned (Sanderson), and from the first edition one-inch Ordnance Survey (undertaken hereabouts in 1837 and published two years later) that the lines proposed by Twigg between Denby and Openwoodgate were duly constructed and the earlier one in part abandoned. Although Sanderson showed the line terminating short of the Openwoodgate Coal Yard, by the Engine at the head of the incline, the Ordnance Survey map indicated that it was afterwards completed to Openwoodgate, where expenditure on sales amounted to £48 13s 4d in January 1837. (33) Fresh items of expenditure on 'the new railway from Openwoodgate Coal Yard to the Bottom of the Hills' began to appear in the monthly colliery accounts in May 1840, followed by an indication of coal sales at Belper during the financial year ending 1 April 1843. (34) Up to that time a total sum of £1,496 18s 2d had been expended on account of the new line 'from Openwoodgate' 'to Belper' and a small amount was still being expended two years later. (35) In December 1843 J.T. Woodhouse prepared plans (36) of these railways from Denby Wharf to the Kilbourne pits and the branch to Belper Wharf, which it was proposed to improve still further by realignment (not effected) at the engine summit. No connection was shown at Denby wharf to the canal company's main line, but this had certainly been effected by November 1847, when the Midland Railway Company prepared the plans for its Ripley branches.

Drawn to the comparatively large scale of 16 inches per mile, these Parliamentary plan (37) also gave details of the track layout over the whole of the main gangway from Little Eaton to Denby Hall and Marehay Collieries, since it lay within, or close to, the 'limits of deviation' of the proposed new railways. Junctions with the various branches were included, but not the branches themselves, though those in Salterwood featured in W.J. Abel's plan of Drury Holden's estates in 1848 (38). There were several of them, built at different times and for different lessees, the most recent being that of Messrs. Dawes. C.J. Neale, who surveyed the Butterley Company's estates in 1853-4 (39), omitted them, but a railway adaption of Dawes line remained long enough to appear on the large-scale Ordnance Survey maps of the early 1880s.(40) By this time the Belper Wharf had been given up and the 'Pottery School' built thereon, the line to it being cut back to Hilltop Farm. Although the Midland Railway branch through Little Eaton to Ripley was opened in 1856 (1 September) and largely influenced subsequent developments in the area, the canal company's gangroad was still largely intact and useable in 1908, when a series of photographs was taken for the manager at Denby Colliery. (41)

Few traces of the line can now be found west of Openwoodgate, where a church has been built across its site, but the bed of the incline to Hilltop Farm is still intact and the newer alignment may be traced right through from Openwoodgate down past the site of the Bassett Pit (sunk in 1817, with an atmospheric engine) and Slater's still operating Brick and Pipe Works (opened in 1869) (42) to the main road wharf at Denby. Single and double holed stone sleeper blocks are also to be found along the route, together with an odd rope-sheave support upon the incline. Masonry from the engine house appears to have been incorporated into extensions of the outbuildings at Hilltop Farm.

To sum up then, this line, belonging to the Drury Lowe/Holden family, appears to have been built for the prime purpose of supplying coal to Belper more readily than by road carts over the whole distance. For this purpose a railway (or tramroad) was built over a somewhat circuitous path to reach the Openwoodgate landsale yard by 1817, further conveyance still being carried out by carts down the hill into Belper. In the early 1830s this line was refurbished with a stationary engine worked (single line) incline, facilitating traffic in both directions from old and new pits towards both Belper and Little Eaton (via Benby). Part of the original line was abandoned at this time, and in 1840-3 the line was further extended down the hill even closer to Belper town centre (single line, gravity worked with horse return?). Connecting physically with the Little Eaton gangway by 1847, if not before, it must surely have shared that line's gauge (3'6") and form (plate rails, mounted with the flanges inside) (43); whether it was

subsequently modified is not known. By 1880 it had been cut back to Hilltop Farm incline top, as already mentioned.

References:

1. Industrial Archaeology of Derbyshire, by Frank Nixon, pp.35 and 56.
2. Catalogue of Sale, Derbyshire Record Office, 3262/BT5.
3. British Museum catalogue: "The article 'Canal', extracted from Vol.6 of Rees' Cyclopaedia, being an abridgement made by Abraham Rees, with some additions of his own, from a manuscript treatise intended for separate publication ... by John Farey"; and remarks on p.283 of Farey's General View of the Agriculture and Minerals of Derbyshire, Vol.3, 1817.
4. The title pages of the Cyclopaedia were not published until 1819, but in his Attempt to ascertain the actual dates of publication of the various parts of Rees' Cyclopaedia (Powtress & Co. London, 1895), Benjamin Daydon Jackson showed that the serial volume containing the railway article appeared in 1814, eight years after the one containing the article on canals.
5. Vol.3. 1817, p.312.
6. Railway plan No.5a.
7. Vol.3, 1817, p.313.
8. Ibid., p.193. The map was "Prepared by John Farey junior" at a scale of 3/16th ins. per mile.
9. Early Railways in Derbyshire, read at the Science Museum on 9 February 1949. See also the same author's Stone Blocks and Iron Rails (Tramroads), David & Charles, Newton Abbot, 1966.
10. Rees' Cyclopaedia, under Derby Canal.
11. Baxter, op.cit., and Eric Potter, 'Through the Butterley Country in search of Outram's Railway', in the Butterley Company magazine.
12. General View of the Agriculture and Minerals of Derbyshire, Vol.3, pp.356-7.
13. Historical Account of the Navigable Rivers, Canals, and Railways of Britain, 1831. Reprinted by David & Charles 1969, p.194.
14. Nottingham University Manuscripts Dept., Drury Lowe Collection. Dr.E87: Memo dated 20 June 1804.
15. Ibid., Dr E86: Letter from Abraham Harrison to William Drury Lowe, dated 19 July 1804.
16. Ibid: Memo in same bundle.
17. Ibid: Letter from Abraham Harrison, dated 9 May 1805.
18. Ibid: Dr E88: Letter from Nuttall, dated 18 February 1805.
19. Ibid: Letter from Heaton, dated 31 January 1805.
20. Ibid: Dr E87: Accounts for land taken from Drury Lowe for a new road at Denby were rendered by Mr. White in 1804 and 1805.
21. Ibid: Dr E88: Letter from W.B. Thomas, dated 23 April 1805.
22. Ibid: Reply to Inman's letter of 29 August 1811.

23. Ibid., Letter from John Inman, dated 13 September 1811.
24. Ibid., Letter from Strutt, dated 5 October 1811.
25. Ibid., Letter from Inman, dated 17 October 1811.
26. Ibid., Dr E86: Letter from Harrison, dated 21 May 1812.
- 27.&
28. Ibid., Dr E88: Letters from Strutt, dated 25 & 30 October 1811.
29. Ibid., Memo, dated 3 March 1813.
30. Railway & Canal Historical Society, East Midlands Group, Notes to Tour No.42.
31. Drury Lowe Collection. Dr E86: Letter from J.A. Twigg, dated 10 May 1830.
32. See the article on his 'Minutes to be Observed in the Construction of Railways' by P.J. Riden in the Journal of the Railway & Canal Historical Society, Vol.XVIII, No.3, July 1972.
33. Drury Lowe Collection. Dr A47: Denby Colliery Cash Book of Robert Holden, 1837-43.
34. Ibid., Dr E123: Abstract of account of the coals and cokes got and sold at Denby, Harehay and Kilbourn Collieries.
35. Ibid., the account for the year 1843-4 is missing; the amount referred to in 1844-5 was £10 9s 11½d.
36. Ibid., Dr P1 & 2.
37. Derbyshire Record Office, Railway Plan No.80.
38. Drury Lowe Collection. Dr P12, dated 19 May 1848. This was William Drury Holden, son of Robert Holden and Mary Ann Drury Lowe, who was soon to change his own name to Drury Lowe.
39. National Coal Board, Mining Records Dept, Eastwood Hall. Butt.586.
40. Six-inch sheet (Derbyshire XI SW) surveyed 1880, published 1884.
41. Some Chapters in the History of Denby, by Mark Fryar, 1934.
42. As note 30.
43. Stone Blocks and Iron Rails, by Bertram Baxter, 1966, p.175, where the subject of this article is referred to as a branch of the canal gangway.

TURNPIKE ROADS IN DERBYSHIRE.

by

Joseph Scott.

In 1697 Celia Fiennes, travelling from Bakewell to Buxton, employed a guide. It still took her six hours to cover the nine miles. "You are forced to take guides", she wrote, "as in all parts of Derbyshire, and, unless it be a few that use to be guides, the common people know not above two or three miles from their houses".(1) No doubt she exaggerated, but certainly travel in Derbyshire was difficult and dangerous. The introduction of turnpike roads improved the situation.

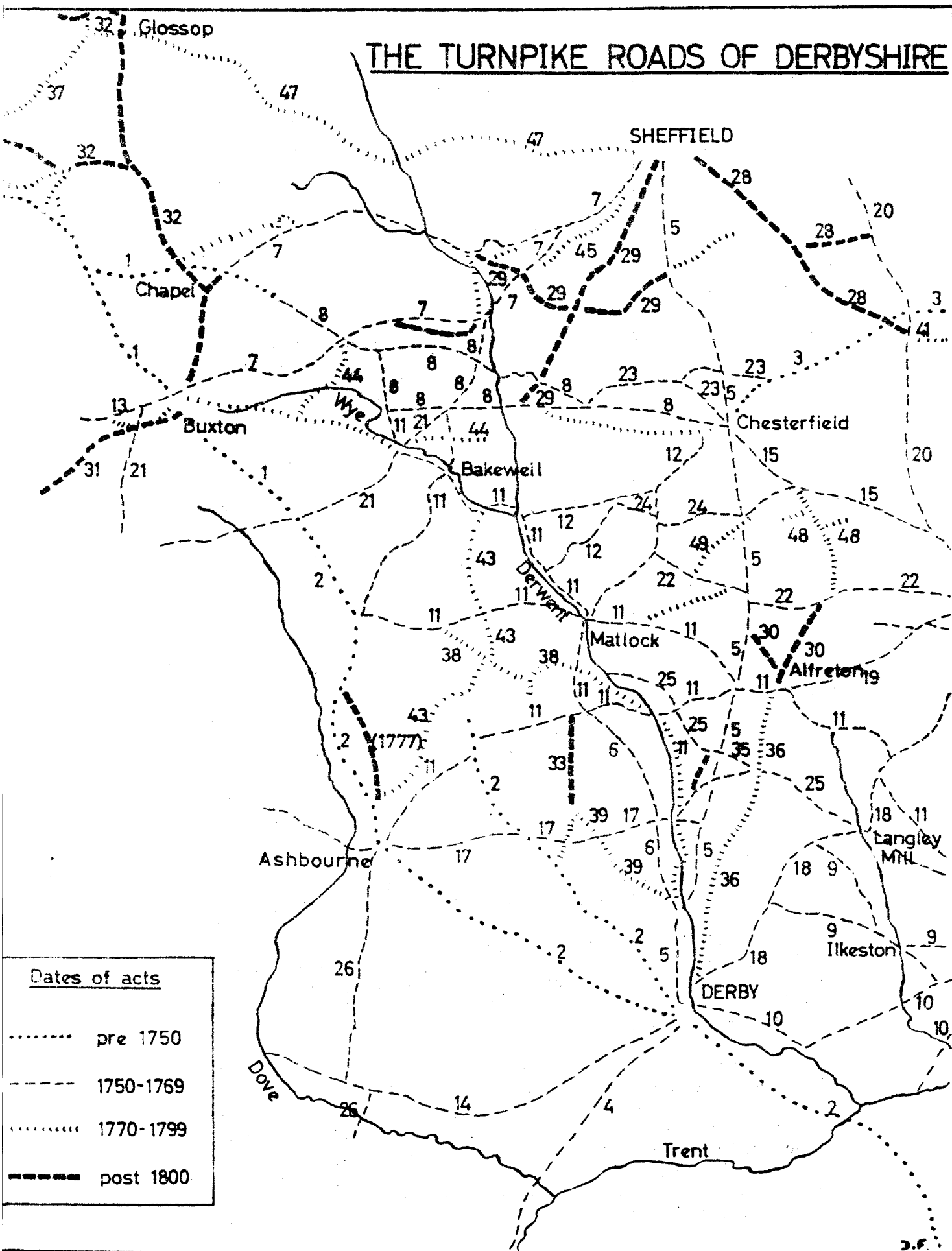
The first turnpike in Derbyshire was begun between Manchester and Buxton in 1724. By 1824 the system was virtually complete, although link roads and minor additions continued to be made until as late as 1864.

Within this century of road building there were great variations. Before 1750, only three trusts were set up, the Manchester - Buxton, referred to above, the Loughborough - Derby - Brassington, with a branch to Ashbourne and Hurdlow, in 1738, and the Chesterfield - Worksop, in 1739. Between 1750 and 1770, however no less than 28 new turnpike trusts were brought into existence, and thereafter there were nine more in the last thirty years of the 18th century, and eleven in the years 1800-1820. The concentration in the 1750's and 1760's is the more remarkable in that 22 of the Acts were passed between 1752 and 1766, which might well be described as the years of 'Turnpike Mania' in Derbyshire.

In adopting the turnpike system Derbyshire was, of course, following a national pattern, though we may suspect that few counties did so so abruptly. Imitation of the more advanced south was no doubt a factor. The coach was already by the early 18th century a well-established status symbol, and visits to London were increasingly a part of the social round that opened the eyes of country gentry and their wives to ideas of easier and more civilised travel. This gentry class dominated the county politically and socially, and travelled extensively within it, to Quarter Sessions, to elections, to show off daughters at Chatsworth or to buy gloves and bonnets in Derby. Clearly it was they who most needed an improved road system and it is not surprising to find names like Cavendish and Gell prominent in the lists of trustees. These same gentry were also, of course, deeply involved in industry, with its attendant transport problems in the late 18th and early 19th centuries.

The task of the local historian, however, is not so much to distinguish these large factors as to demonstrate precisely

THE TURNPIKE ROADS OF DERBYSHIRE



how they operated in practice. We must look first at the period before 1750 when the first three trusts came into being.

These three long roads linked Derbyshire with its neighbours. In 1812 (2) the average trust was responsible for $14\frac{1}{2}$ miles of road. The Manchester - Buxton trust had 43 miles, however, the Loughborough - Brassington 54 miles, and the Worksop - Chesterfield, with its branches, 38 miles. Only the first of these trusts kept the whole of its length under later Acts, and it seems clear that it was possible for these early trusts to bite off so much because they did not chew it very thoroughly. The age of a continuous metalled surface on which coaches could bowl along at twelve miles an hour was still fifty years and more in the future. What they did was to fill the worst holes and make sure that a waggon could lurch its way along the whole length of the road in reasonable weather. In 1730 the Manchester - Buxton Trustees, looking back complacently in the preamble of a new Act on six years of achievement under the old one, made the simple and modest assertion that wheeled transport is now possible - "Whereas carriage was usually by horses, by the great amendment and widening of the said roads (it) is of late changed to wheel carriage". The modesty of the aims of this first turnpike can be seen, indeed, from the very line of the road. It ran via Stockport and Whaley Bridge over the steep wet gritstone slopes to Buxton, and then, arrived at the south end of the town of Buxton at the top of Sherbrook Hill (SK 061 726) it deposited the traveller safely on the dry limestone ridge, along which he could follow his nose and the remains of the Roman Road as far as Brassington, where the limestone ends, and where, after 1738 he could join the Loughborough Turnpike. In 1821 this road was grandiloquently called the "London and Brassington". Glover, explaining how Brassington came to be the terminus of an important road, makes the same point. "The (3) traveller towards the north, having by means of the improved roads been helped over the low and deep land of the county, might proceed over the rocky districts to Buxton, Castleton, Tideswell etc. without further assistance". Defoe, writing just before the coming of the first turnpikes, is full of complaints at the difficulty of getting from Derby to Wirksworth, and again about the dangers or the moors between Bakewell and Sheffield, but "entering upon Brassington Moor we had eight miles of smooth green riding to Buxton Bath". (4)

Two out of the three early trusts were concerned with this through route to the north-west. Since the earliest of these was a Manchester based trust, having Manchester men prominent amongst its members, it seems likely that the economic growth of the Manchester - Stockport region, already marked in the 17th century, was an important reason for the beginnings of Derbyshire turnpikes. The need was not only for a through route towards London. There was

also a great demand for lime, both for building and for agriculture. These early acts were full of special terms for the lime trade, as for instance the 1724 Manchester - Buxton Act - "For every horse, ass or mule laden with lime or limestone or having been so laden returning back unladen - $\frac{1}{2}$ d." - a reduction of 66 per cent from the normal $1\frac{1}{2}$ d. Aikin, writing as late as 1795 describes this packhorse trade in lime, "The lime is brought from Chapel-le-Frith (to Mottram) on the backs of small Welsh horses, which run up and down the hills with as sure a foot as goats. The lime generally costs at Mottram one and sixpence a load, which is only a small sack. (5)" Aiken expected that the building of the Peak Forest Canal would halve the price of lime. The Chapel to Enterclough Bridge Turnpike was being built at the same time partly with an eye to this lime trade. The Derbyshire limestone is nearest to Manchester near Chapel-en-le-Frith, and from its first beginnings in 1724 the Manchester - Buxton road had a branch to Chapel.

The other early road was that from Worksop to Chesterfield and Bakewell. Thus it, too, ran just to the edge of the limestone, giving access to the traveller from the east to the drier going of the limestone country. Worksop, at the eastern end of this road, is at the point where the Bunter Sandstones of Nottinghamshire give the traveller another sort of natural easy going, and again it was not until later that the roads across it were turnpiked. This route was an important outlet for lead from the Peak District, and for the movement of coal and iron in the opposite direction. The preamble to the 1739 Act which brought the trust into existence explains that "By reason of the many heavy carriages and loads frequently passing through the same it is in such a ruinous condition that in the winter season no waggons and carriages can pass". George Sitwell, writing from Renishaw, not far from this road in Nov. 1664 promised a friend, "I purpose to send your wife a chimney back as soon as our Derbyshire ways are passable". (6) Clearly reliable wagon roads would have been a great boon to a man like Sitwell. This road to Worksop was important for heavy goods in that age of water transport, because it gave access to the R. Idle at Bawtry and to the Trent at Stockwith.

This first generation of turnpike roads succeeded well enough for the men of the mid century to copy them very widely, but the very limited knowledge of sound techniques of road engineering in the early 18th century meant that these early roads would not stand up to hard use, and when the second period of road building began in the late 1750's the old trusts tended to abandon part of their excessive responsibility. The Chesterfield - Bakewell section of the Worksop - Chesterfield - Bakewell Road was said to be 'very ruinous' (7) and was handed over to a new trust, the Chesterfield - Hernalsgrove Lane Head in 1758. Similarly the Chesterfield - Pleasley section of the Worksop Road

became part of a new Chesterfield - Mansfield Road in 1759. In the same way the 1738 Trust which had run both the Brassington Road and the Derby - Ashbourne - Hurdlow, as well as Derby - Loughborough, was split into two, the so-called London and Brassington, which in fact ran to Loughborough, and the Derby - Hurdlow. No longer was it possible to rely on "smooth green riding" over the limestone, and the trustees began to join hands across the county. The Manchester and Buxton Road was extended to Hurdlow in 1748 to meet the Derby Road, and as early as 1730 to Hernstone Lane Head, where in 1758 it met the new road just mentioned. (It cannot be without significance that Hernstone Lane Head is the point where this road crosses the Roman Road of Batham Gate.)

During the 'Turnpike Mania' of 1758-66 nearly all the remaining important roads in Derbyshire were begun. No doubt this was partly, as suggested above, because of the growth of traffic generated by the first trusts. Another factor may well have been the building and widening of bridges by the Justices. As the county acquired a stock of stone bridges wide enough for wheeled carriage it must have made the problem of improving a line of road a great deal simpler. The Seven Years War (1756-63) may also have affected road development in Derbyshire by increasing the demand for lead for musket balls and for iron.

But in addition to specific factors like this, the landed gentry of the county and the merchants and other townsmen who sat beside them at the meetings of the turnpike trustees were able to sense the general quickening of the economic tempo which we call the Industrial Revolution. Lead miners had introduced the Newcomen engines from 1720, built drainage soughs like the Yatestoope Sough (1742-64) and adopted the reverberatory furnace in which coal could be used instead of wood from the 1740's. The colliers had also adopted steam pumps and were driving their mines deeper. In textiles the early 18th century had seen Cotchett and Lonbe's revolutionary silk mill at Derby, the stocking knitting frame was improved in 1758 by Jedediah Strutt of South Normanton, while in the north and west of the county the cotton and fustian industry centred on Manchester was already clearly embarked in the 1750's on a period of expansion, and ingenious men like Kay, Hargreaves or others had caught a clear sight of the pot of gold which lay at the end of the technological rainbow. Prices were rising slowly but speedily, the home market was expanding strongly and the export market was exploding. It is not really surprising that these Derbyshire men of the late 1750's and early 1760's applied some of their capital to improving the roads.

The later turnpikes, begun after 1770 were mainly linking roads filling in the gaps of the system laid down in the mid century, though in the Glossop area in the extreme north-west three quite new roads were built in this

period, largely transforming the pattern of settlement and industry. Both industrialists and gentry continued to figure prominently among the Trustees. Seven members of the Arkwright family, for instance, were among the Trustees of the Cromford and Belper Road of 1817, today the A6. The Heage and Duffield Road of 1793 ran "from Belper Bridge to the bridge at New Mills (Milford) now being built by Mr. Strutt, and thence to the Derby and Wirksworth Turnpike". The Cromford - Newhaven road of 1804, was based on the 'Via Gellia', a road "lately made by Philip Gell deceased" to improve access to his quarries.

The complex system of roads between Chesterfield and Ashford-in-the-water is another example of the influence of landowners. Sir Joseph Paxton, giving evidence in 1864 to a Parliamentary Committee, was critical of this lavish provision of roads. "There are two roads to Chatsworth and Bakewell. They were not content with one turnpike road which was a very good one, but they thought that they must make another one, and it is quite clear that they made that road to suit the property and not the public. The old road is as good as the other".(8) The plan of the newer of these roads, the present A619, is dated 1810. It was reckoned by Paxton that the rents were doubled by the building of a road. In the same evidence he instanced the Sheffield - Glossop Road of 1818, in the construction of which the two Dukes of Norfolk and Devonshire had guaranteed the major expenditure. Since the road never paid its way, the Dukes lost their money, according to Paxton £100,000. Nevertheless, he argued "the property was immensely improved".

The area between Baslow, at one gate of Chatsworth, Edensor, the Duke of Devonshire's model village, Bakewell, dominated by the Duke of Rutland, and the Ashford - Hassop region where the Earls of Newburgh and their descendants had their stately home, boasts, not surprisingly, a peculiarly luxuriant network of turnpiked roads.

Another feature of the later period of turnpike history is the building of shorter and easier routes, and the consequent, but not invariable abandonment of the old line of road. Thus the Sheffield - Sparrowpit Trustees submitted plans in 1810 for an easier route into Hathersage from Burbage Bridge to Hathersage Booth, and another for the present route up the face of Mam Tor, by-passing the Winnats Pass.(9) The engineers of the last period of Turnpike construction, with more capital, and more engineering expertise were much more likely than their fathers or their grandfathers to make the road run where none had run before. The earlier turnpike engineers had tended like the pack-horse travellers of even earlier times, to keep away from the wet and difficult valley bottoms. The valley of the Wye, for instance, with its limestone gorge between Buxton and Ashford, saw no road till 1810, and then only for part of its length. Similarly the early

turnpike kept clear of the Derwent Valley north of Duffield, and the 1817 Act of the Cromford and Belper Road opens with the words "Whereas there is no direct road from Cromford to Belper". Only 10 out of 49 turnpike trusts in the county were set up like this one to build quite new roads. Of these ten, nine were set up after 1800. They were mostly short, except for the Sheffield - Glossop road (A57) over the Snake Pass, but since they made for much easier gradients they have often superseded the older routes. Not many travellers from Tideswell to Buxton, for instance, travel along the 1758 line of the branch of the Sheffield and Sparrowpit road which still runs through Hargatewall and Fairfield. Instead they go by the Tideswell - Blackwell Road of 1812, and join the 1810 Ashford - Buxton Road at Blackwell.

The turnpike trusts were rarely very efficient organisations. With $55\frac{1}{2}$ miles of road in 1821, the Chesterfield and Hernstone Road was the longest in Derbyshire. The average length, as mentioned above, was $14\frac{1}{2}$ miles. The shortest listed separately in the 1821 report was the three miles of the Tupton and Ashover Trust, but this appears from the Record Office index of plans to be part of the Birkin Lane Trust, which also appears in the 1821 report with seven whole miles of its own.(2) The efficiency of this organisation may possibly be mirrored by the signature on the 1807 plan - "Thomas Gratton aged 11 years" (10)

Most of the county's trusts were able to produce a balance in 1821. The average income per mile was £39 and the average expenditure £31, but the Duffield - Wirksworth Trustees, for instance, achieved their balance by keeping expenditure on the road down to £2 a mile.(2) This old road from Duffield via Hazelwood Hill had in fact been superseded in 1808 by the Idridgehay Road and no doubt the Trust was in decay. The Heage, Belper and Duffield Trust, in contrast, was spending £80 a mile, and the Cromford and Belper £107. These two roads formed a new section of what is now the A6, and their growing importance as the empire of the Strutts and the Arkwrights flourished is reflected in the expenditure. The Cromford and Belper was losing money heavily, but the years covered by the Select Committee included those of its construction. One way in which less hopeful trusts balanced their books was by not paying interest. Of the Greenhill Moor - Hathersage Road the Select Committee reported laconically "Forty years' interest appears to be due", and this impression of extremely vague business methods is strengthened when we come to the Haddon and Bentley Trust - "There are no securities executed, the funds not being sufficient to provide the necessary stamps". (2)

The mere fact of these numerous trusts (39 are listed in the 1821 report) managing only 568 miles of road between them was clearly extremely inefficient. Paxton, in his

evidence of 1864, quoted above, criticised the Chesterfield - Hernstone Lane Head, which, as we have seen, was the biggest of the Derbyshire Trusts, in that with an income of about £2,000 a year it spent £100 on the Surveyor's salary, and £30 on the Secretary's. (8) If each tiny trust had a surveyor too, no wonder that one of them was a boy of eleven! There seems to have been a deliberate attempt to keep the trusts small, by dividing some of the longer roads into districts. From Derby to Duffield, for instance, was the first district, and from Duffield to Sheffield the second of the self-same road run under the same Acts of Parliament, but with different numbers of trustees and quite separate accounting. It is to be hoped that they shared technical services. The turnpike age was one in which local feeling was strong, and patronage the life-blood of the entire political system. No doubt it was this strong sense of local community, a sense which the roads themselves were to help to break down, which explains the smallness of the average trust.

For several reasons these inefficiencies were not by themselves fatal to the turnpike system; first the roads were essential to social and economic life; second the property-owning class gained in increased rents as much or more than they lost as creditors of the trusts; third the mortgagees like those of the Greenhill - Hathersage Trust were prepared to forgo interest or to write off debts; fourth the only alternative before 1835 in any case was parish roads mended by Statute Labour. All these conditions which helped to keep an inefficient system in being lasted well into the 19th century. But in the years after 1835 they all began to change.

There had been competition from canals, of course, since the 1770's, but Derbyshire is not canal country, and the only canal which is not really on the periphery of the county was the Cromford Canal of 1792-3. This was, indeed, a heavy blow to the Cromford and Langley Mill Road, which ran to some extent parallel. In 1821 this road was spending only £15 a mile on itself, and had paid no interest on its debt of £2,400 for 41 years.(2) But apart from this it would be hard to show that the coming of canals had an adverse effect on the Derbyshire road system.

In 1835, Statute Labour was abolished, and the parishes given power to levy a realistic rate to pay for road mending, so if a road was dis-turnpiked after this date there existed a reasonably up-to-date alternative system.

But it was, of course, the railways which dealt the death blow to the turnpike roads. It was in the two decades after 1839 that the railways conquered Derbyshire, particularly the industrial east of the county. By the sixties the Manchester Buxton Matlock and Midland Junction

Railway had done what its name implies. In 1864 Paxton was able to argue that all the traffic on Derbyshire roads was local, except that "There is a great deal of pleasure traffic that comes over the hills from Sheffield. The Midland Railway brings all the rest of the traffic up to Matlock, Rowsley, Bakewell and Buxton".(8) Even people travelling from Chesterfield to Buxton would go round by Ambergate. "There is no public conveyance at all (from Chesterfield) to the district of Chatsworth or to Matlock". Paxton, a keen supporter of the railway, was giving evidence in opposition to the proposed continuation of the Chesterfield - Hernstone Turnpike, and his evidence may be one-sided. It is interesting, however, as showing a road which did not suffer from direct railway competition nevertheless feeling the effects of the general blight that railways brought to the roads. The spokesman for the Trustees was the Rev. William Peach, Vicar of Brampton. No doubt he was worried about the possibility of this road, much of which lay within his large parish, coming 'on the rates'. He claimed that it carried a good deal of heavy traffic from the stone quarries and from the ironstone mines as well as from coal mines, to Chesterfield station. This Paxton flatly denied. The coal and ironstone mainly used parish roads, he claimed, or Chesterfield's own urban roads. No doubt they both exaggerated. The Rev. Peach, however, gave figures for the yield of the tolls. They were let for £2,075 p.a. to Mr. Bower of Leeds. (Paxton said that Bower had a monopoly of tolls within a fifty mile radius) But the Hernstone tolls were not worth monopolising, because Bower had lost about £300 a year on them. If this is an accurate figure they were worth £1,775. But in 1821 the income had been £2,335. So the years 1821 to 1864 had seen a fall of nearly 25%. This decline, in a period of unparalleled economic expansion shows clearly the devastating effects of the railways.

One way in which the roads could fight for the lives, and for the livelihoods of those who worked on them was to increase the number of toll bars, and to place them so that they could catch the traffic coming from the railway. Paxton instanced Matlock. "Matlock", he said, "is terribly oppressed by turnpikes. There are two stations at Matlock and the turnpikes entirely encircle them. People cannot get on a bit of level road to take a drive without going through a turnpike gate".(8) This sort of thing created an extremely hostile public opinion, which combined with the very shaky financial position of most trusts, meant that Parliament became increasingly reluctant to renew a trust. Though the Rev. Peach's Hernstone Road was in fact reprieved for another 15 years, it finally disappeared in 1879.

What was the importance of the system of turnpike roads which flourished for a century or so? One thing the turnpikes did not do was to give Derbyshire a new road system as there was an enormous wealth of earlier roads, so that it is

not surprising that the turnpike roads were rarely new. Apart from the A6 route in the Derwent and Wye valleys, the A57 over the Snake Pass and perhaps one or two other 'new' roads, turnpikes in general improved existing roads. Further, the setting up of a turnpike trust did not guarantee significant improvement, but in general some improvement in terms of straightening, widening and re-surfacing did take place so that with further improvement with modern road building techniques they remain in use in this age of motoring. Virtually every 'A' classified road in Derbyshire was once a turnpike. The only exceptions known to the writer are the A632 Chesterfield - Bolsover and the A514 from Derby southwards over Swarkestone Bridge, thus emphasising the important role the turnpikes played in the development of the present main road network of the county.

Key to the map of Turnpike Roads in Derbyshire.

- | Number | Name of Trust and date of first Act. |
|--------|--|
| 1. | Manchester and Buxton. 1724. Extended to Hurdlow 1748. |
| 2. | Loughborough and Brassington 1738. Included Derby to Hurdlow via Ashbourne. Later separated into 'London and Brassington' and 'Derby, Ashbourne and Hurdlow'. |
| 3. | Worksop and Chesterfield. 1739. At first with branches Chesterfield to Bakewell and Pleasley to Chesterfield. |
| 4. | Burton and Derby 1754. |
| 5. | Derby and Sheffield 1756. |
| 6. | Duffield and Wirksworth 1756. |
| 7. | Little Sheffield and Sparrowpit 1758, with branch to Buxton. |
| 8. | Chesterfield and Hernstone Land Head 1758, with branches to Grindleford, Newhaven via Bakewell, and Baslow via Longstone to Wardlow. |
| 9. | Bramcote and Smalley. 1758. |
| 10. | Chapel Bar Nottingham to St. Mary's Bridge Derby 1759, with branch Lenton to Sawley Ferry. |
| 11. | Nottingham and Newhaven 1759. Branches to Ashbourne (later the Oakerthorpe and Ashbourne Rd.) Great Longstone via Rowsley, Bakewell and Ashford, and Wirksworth Moor via Cromford. |
| 12. | Chesterfield and Matlock 1759. Branches to Rowsley and Darley. |
| 13. | Macclesfield and Buxton 1759 |
| 14. | Uttoxeter and Derby 1759 |
| 15. | Mansfield and Chesterfield 1759. |
| 16. | Burton on Trent to Hinckley 1760. |
| 17. | Ashbourne and Belper 1764. |
| 18. | Mansfield and Derby 1764. |
| 19. | Mansfield and Alfreton 1764. |
| 20. | Rotherham and Pleasley 1764. |
| 21. | Buxton and Leek. 1765. Branch from Middle Hills to Hassop. |
| 22. | Mansfield, Tibshelf and Kelstedge 1765. |

23. Brimington and Dunston 1766.
24. Birkin Lane 1766.
25. Cromford and Langley Mill 1766.
26. Ashbourne, Sudbury and Yoxall Bridge. 1766. Detached branch from Tutbury to the Uttoxeter Derby Road.
27. Ashbourne, Leek and Congleton. 1766.
28. Gander Lane and Sheffield. 1779.
29. Greenhill Moor and Hathersage 1781. Branch Totley to Baslow via Cwler Bar.
30. Alfreton and Tibshelf. 1788.
31. Congleton and Colley Bridge 1789.
32. Chapri-en-le-Frith to Enterclough Bridge 1792.
33. Wirksworth and Hulland 1793.
34. Hoage and Duffield 1793.
35. Stockport and Marple Bridge. 1801. Branch to New Mills and Thornsett.
37. Marple Bridge and Glossop 1802.
36. Derby and Alfreton 1802.
38. Cromford and Newhaven 1804.
39. Idridgehay and Duffield 1808.
40. Tupton and Nether Green 1808.
41. Clowne and Budby 1810.
42. Ashford and Buxton 1810.
43. Haddon and Bentley 1811.
44. Tideswell and Blackwell 1812. Included Edensor to Ashford.
45. Ecclehall and Fox House 1812.
46. Cromford and Belper. 1817. Branch to Bull Bridge.
47. Sheffield and Glossop 1818.
48. Temple Normanton and Tibshelf 1827.
49. The Thornsett Turnpike. 1831.

These are Trusts which appear separately in the 1821 Report, or which appear from the wording of the Act to be separate trusts. Many 19th century extensions and diversions have not been listed here.

Most of the 18th century Acts have been consulted, but only some of the 19th century ones, and only those plans where there was a problem which seemed to require it. The map, therefore, is only of general accuracy.

The dates in the list are those of the first Act. The completion of the road may be several years later. Where dates of extensions or diversions are shown on the map they are usually the date on the plan in the Derbyshire Record Office.

References

1. Celia Fiennes. Journeys. Ed. Morris 1949.
2. Report of the Select Committee on Turnpike Roads and Highways in England and Wales. 1821. App.2. pp.64 et. seq. for most Derbyshire roads.
3. S. Glover. History etc. of Derbyshire 1829 vol.1. p.255.

4. Daniel Defoe. Tour Through Great Britain. Ed. Cole 1937. vol 2.
5. J. Aiken. Description of the Country. 30-40 miles round Manchester 1795. pp.472-3.
6. G. Sitwell. A picture of the Iron Trade. D.A.J. vol X.
7. Commons Journals 8th. Feb. 1758. quoted in Cossons-Turnpike Roads in Nottinghamshire. Hist. Ass. Pamphlet no.87. 1934.
8. Report of the Select Committee on Turnpike Trusts. 1864. p.66 et seq.
p.111 et seq.
9. Derbyshire Record Office. Turnpike Plans no.139.
10. Derbyshire Record Office. Turnpike Plans no.54.

Notes on recent publications on Derbyshire history.

Glossop Dale, Manor and Borough by J.Scott, J.H.Smith and D.Winterbottom. Glossop and District Historical Society: price 75p. Well illustrated, attractively produced history of Glossop Dale, covering the agricultural past of the dale as well as the growth of the cotton industry and its subsequent decline.

Sudbury, Derbyshire. The History of the Village, Church and Hall by W.E.Hallam, Derek Buckley and John Hodgson, with foreward by Lord Vernon. Lavishly illustrated, introductory history of the village, produced for the occasion of the opening of the Sudbury By-pass in June 1972, containing reminiscences of old Sudbury as well as the more standard accounts of the village, church and hall. Available from Sudbury Hall, price 10p.

The Mickleover Story by H.G.Ford and A.G.Ravensdale: price 5p. A useful outline history of Mickleover from Saxon times to the present day, including accounts of the village's schools, public houses, churches and hall.

Bakewell Town Perambulations by M.L.Knighton. Bakewell and District Historical Society. A collection of historical and architectural notes on places of interest in Bakewell, with sketch map and index, intended principally for visitors to the town.

The Twelve Parts of Derbyshire by Edward Roaden Thomas, Vol.II. Derbyshire's history and topography in verse. This volume covers the Fifth, Sixth and Seventh Parts, namely the limestone moors, most of the old Wirksworth Hundred and the area bounded by Ashbourne, Sudbury and Brailsford.

Derbyshire Lead Mining in the Eighteenth Century by John Rhodes. Pamphlet No.7 in the Local History Series published by the University of Sheffield Institute of Education: price 15p. post free from the Institute of Education, the University Sheffield S10 2TN. An introductory account of printed sources on 18th century lead mining in Derbyshire, lead mining sites, mining customs and the techniques involved in getting and preparing the ore.

Derbyshire's Old Lead Mines and Miners by J.H.Rieuwerts. Moorland Publishing Company. price 40p. Another introduction to the Derbyshire lead mining industry, this time written around a fine series of prints and photographs of mines, miners and mining equipment, many previously unpublished.

The Butterley Company 1790-1830 by Philip Riden. Obtainable from the author at Muffield College, Oxford, price £1. Comprehensive account of the first forty years history of the important Derbyshire coal, iron and engineering company, of great interest to all students of Derbyshire's economic past.

Recollections of the late John Smedley of Matlock and The Water Cure. Reprint by the Arkwright Society of J.Brindley's Recollections of the late John Smedley of 1888, with a rare pamphlet The Water Cure containing twelve humorous illustrations of the various types of water cure. Several contemporary advertisements for hydropathic institutions are included for good measure. Available from the Arkwright Society, price £1.

Discovering Early Chesterfield. The booklet intended to launch the Chesterfield Archaeological Research Committee's local appeal for funds for archaeological research in central Chesterfield during the period of the impending redevelopment, containing a useful summary of the present state of archaeological knowledge of the town and of its early history. Obtainable from Chesterfield Borough Library, price 25p.

The Dove and Manifold Valleys including Dovedale by Brian Spencer and Lindsey Porter, Moorland Publishing Company: price 45p. The first a new series of guides to the Peak District, arranged in the form of a series of walks in the Dove and Manifold valleys, with historical and topographical notes, maps and photographs.

The Manifold Valley and its Light Railway by R.Keys and L.Porter. Moorland Publishing Company: price 50p. An account of the well-known Staffordshire light railway largely through an excellent series of photographs of the line in operation and the present day remains, preceded by a potted history and a description of the walk along the track-bed.

D.V.Fowkes.