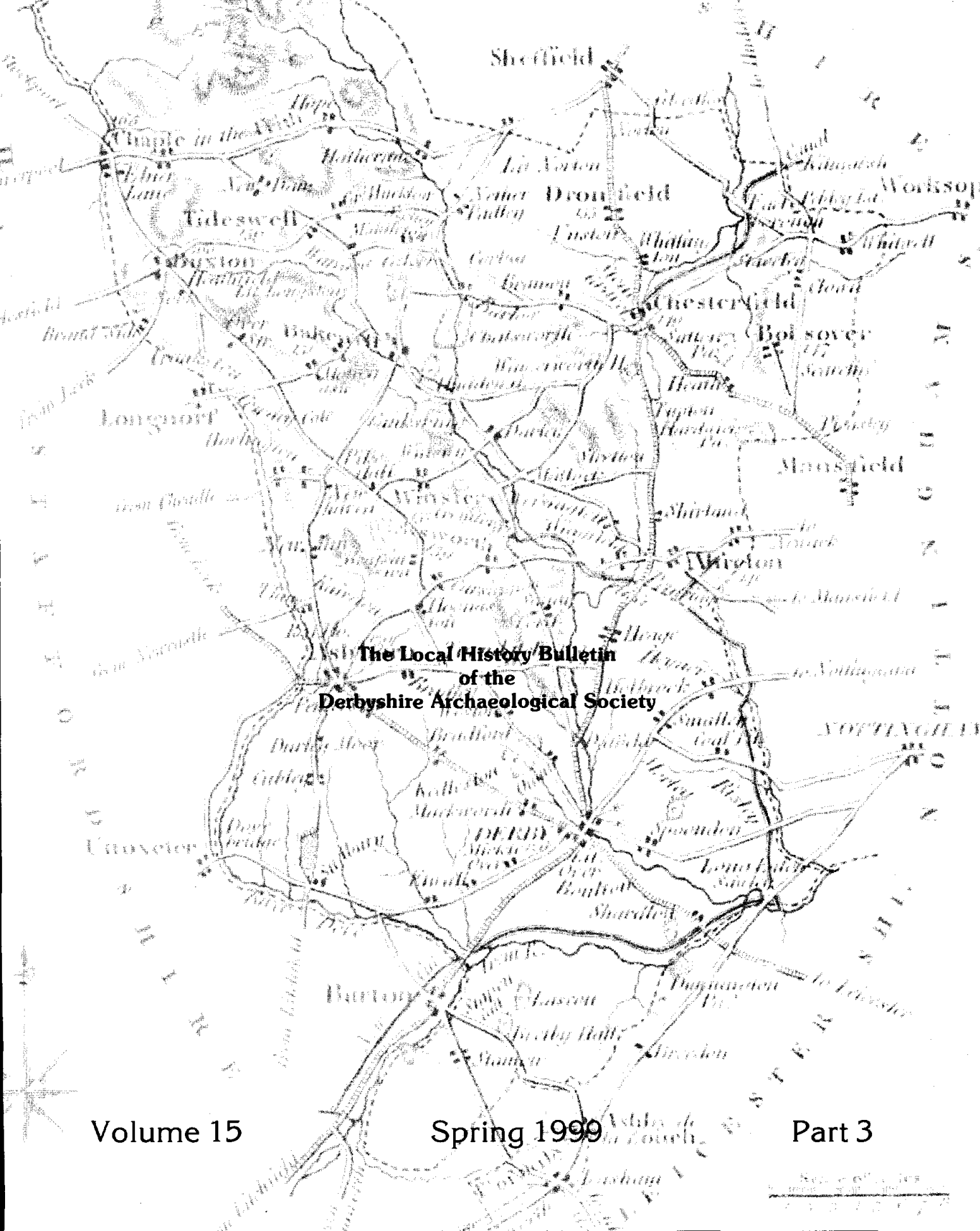


# DERBYSHIRE MISCELLANY



**The Local History Bulletin  
of the  
Derbyshire Archaeological Society**

Volume 15

Spring 1999

Part 3

# DERBYSHIRE MISCELLANY

Volume 15: Part 3

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## MR WRAGGS LIST: A LOCAL 18TH CENTURY RESOURCE FOR FAMILY HISTORY RESEARCH

(by Janet Ashley)

When family history research creates a demand for more than the dry listing of names and dates of births, marriages and deaths there may be some value in close study of the most ordinary of early preserved documents. Many of these, with a little effort on the part of the reader, reveal fascinating insights into the lives of our ancestors. A visit to Chesterfield Local Studies Library provided such an opportunity to study an early 18th century document concerning Stretton in the parish of North Wingfield. While it drew a blank in relation to my family history research it proved a revealing excursion into some aspects of local social history in North East Derbyshire. With the permission of the Local Studies Librarian the document has been studied and the following observations are the result.

The document is described in the Barnes Collection at Chesterfield Library as '*List of persons in Stretton and their land c1740*'.<sup>1</sup> The document is written on one side of a sheet of paper and headed '*Mr. Wraggs List*' with '*Stretton*' scored through. There are three columns hand written: the first column gives a hamlet or village, with some margin notes and alterations, which may relate to the named individual in the second column. The list of names which form the second column has an ink pen line scored down through the complete list. The third column lists where the individual holds a house and/or land.

The hamlets of Woodthorpe and Egstow, Stretton and Clay Lane had from earlier times comprised the manor of Stretton. For the purpose of civil administration this was regarded as one constablowick or township with a constable responsible at the local level for assessment and collection of various taxes and levies. In later developments particularly in relation to administration of the Poor Law the parish boundary became significant. The parish of North Wingfield included the townships of Stretton, Clay Lane, Woodthorpe and Egstow together with Tupton, Pilsley and Williamthorpe as well as North Wingfield itself.

There are several clues as to the purpose of the document. The Wragg family were very influential through farming from Stretton Hall in the 1650s and through renting and developing the early 'coal pits' on Stretton Common.<sup>2</sup> William Wragg was the Overseer of the Poor for the parish of North Wingfield in 1713<sup>3</sup> and Wm. Wragg, yeoman, resided at Stretton Hall in 1728.<sup>4</sup> It is probable that members of the family held positions of influence in the township of Stretton. The list includes a Will Wragg of Clay Lane with house and land at Stretton Hall. The list may represent some administrative function undertaken by Mr. Wragg, an important member of the local community.

The first column contains margin notes, some legible some not, which include comments to identify seven individuals who were '*not tax'd*'. Six of these individuals are placed at the bottom of the list. This suggests that the purpose of the list was some form of taxation in the parish with certain people exempt for some reason; perhaps they were elderly, poor or sick despite having possession of a house and land.

Another possibility is that here was a voting list. This would explain the absence of women, for it is strange that widows are not included. If this list was for tax collecting purposes female land owners would usually be included to pay their due share. There is one clue beside the name of Jeremy Higginbotham of Woodhead (farm) which appears to read '*NB: Jery. Jun no vote*'. In other words the younger relative of Jeremy Higginbotham, senior, was not of age to vote and/or did not hold the required amount of property to do so.

Third, this may have been a form of property assessment for deciding the Poor Law levy in a particular sub division of the parish. The Overseer of the Poor was required to levy the poor rate upon property to provide funds to support the poor and sick. This was very much a responsibility at the level of the smallest unit of local administration and North Wingfield parish covered a large area. It may have been necessary to take a more local approach to collecting the poor rate from individuals who farmed land in Stretton township regardless of where they actually lived within the parish. It is possible the poor rate levy and hence poor relief would vary between hamlets within the wider parish depending on need. Individual tenants or landowners who resided in Stretton but farmed in another place would presumably not escape a poor rate levy elsewhere. This would explain the significance of the left and right columns in the document. A final clue which supports the theory of poor relief is

the note which identifies the unfortunate duo Jno. and Saml. Rooth of Smithymoor as 'simpleton' and Phillip Dreacote as 'infirm'. Possibly all three received some form of poor relief support from the parish.

'Mr Wraggs List' indicates a fairly organised attempt to deal with an issue of local concern in Stretton and shows the complex nature of 18th century rural administration. It is a useful document for family historians because names are linked to locations at an approximate period in history. The existence of 'Mr Wraggs List' also reinforces the positive contribution provided by a local studies library which can make these documents accessible to family and local historians. Always remember however that while study of a document such as this can lead to suggestion and counter claim about its use 260 years ago, the real reason for the list may never be revealed.

Mr Wraggs List c 1740				
	Column 1	Column 2		Column 3
1	Ainmoore	Barker	Jno.	H & L at Clay lane
2	Ainmoore	Barker	Jno.	H & L at Clay lane
3	Clay Lane	Barker	Jno.	H & L at new marktett
4	Tupton	Barlow	Jno.	H & 1 at Woolly moore
5	Clay Lane	Beighton	James	H & L at Holmegate
6	Stretton	Beighton	Jno.	H & L at Crich parish
7	Stretton	Berisford	Ben.	H & L at Woolley
8	Woolly not tax'd	Berisford	Jobo	H & L Woolley moor
9	Stretton	Booth	Ben. jn	H & L at Stretton
10	Stretton	Booth	Ben. sn	H & L at Northwingfield
11	Stretton not tax'd	Brailsford	Jno.	Smithymor, H & L at Stretton
12	Wingfield	Brailsford	Fra.	H & L at long green?
13	Wingfield	Brailsford	Jno.	H & L at Stretton
14	Clay Lane	Brunt	Geo.	H & L at Clay cross
15	Clay Lane not tax'd	Brunt	Richd.	H & L Clay cross
16	Clay Lane not tax'd	Brunt	Thos.	H & L Stretton
17	Woolley/Stretton?	Bunting	Jno.	H & L at Woolley
18	Clay Lane	Cantril	Thos.	H & L at Holmegate
19	Woodthorpe	Cowlishaw	Hen.	L at Tupton
20	Infirm Stretton	Dreacote	Phillip	H & L smithymoor
21	Clay Lane 2 not tax'd	Garrat	Thos.	H & L Clay cross
22	Clay Lane ... not tax'd	Gent	Abram. sn	H & L at Ainmoore
23	Clay Lane Jn: if had in possn...	Gent	Abram. jn	H & L in Shirland parrish
24	Woodthorpe	Gratton	Joseph	H at Chesterfield
25	Clay Lane	Haslam	Saml.	H & L at hen mill
26	Stretton	Hawkesley	Geo.	H & L at Tansley
27	Stretton	Hawkesley	Jno. sen.	H & L at Handley
28	Stretton	Hawkesley	Jno. jn	H & L at Handley
29	Stretton	Hawkesley	Josh.	L at Handley
30	Stretton NB: Jery. Jun no vote	Higginbotham	Jeremy	H & L at Woodhead
31	Stretton	Holland	Thos. Esq	House & land at Ford
32	Clay Lane	Hopkinson	Will	H & L at Ainmoore
33	Stretton	Hopkinson	Jno.	H & L at Woolley
34	Stretton not tax'd	Jackson	Jno.	H & L Stretton
35	Higham	Lee	Richd	H & L at Stretton
36	Clay Lane	Low	James	L at Calow
37	Clay Lane	Millward	Jno.	H & L at Handley
38	Stretton	Millward	Tho.	H & L at Handley
39	Woodthorpe	Milward	James jn	L in Tupton

	Column 1	Column 2		Column 3
40	Woodthorpe	Milward	James sn.	H & L in Ashover parrish
41	Clay Lane pd to poor but not pd. land tax	Mosley	Will.	H & L at Ainmoore
42	Clay Lane	Mottershaw	Jno.	H & L at Clay cross
43	London	North	Rich	H & L at Ainmoore
44	Clay Lane	Penistone	Ed.	H & L in Clay Lane
45	Woolly in Morton, Land	Revil	Will. Mr	H & L at Woolley
46	Clay Lane	Rooth	Saml.	H & L at new markett
47	Clay Lane	Rooth	Will	H & L in Ashover parish
48	Stretton ... simpleton	Rooth	Jno.	Smithymoor H & L
49	Stretton ... simpleton	Rooth	Saml.	Smithymoor H & L
50	Clay Lane	Sadler	Jno.	H & L in Crich parrish
51	Stretton	Towndrow	Aon.	H & L at Handley
52	Higham	Wainwright	Saml.	H & L at Stretton
53	Woodthorpe	Watson	Geo	H & L at Tupton
54	Clay Lane	Webster	The Revd. Mr	H & L at Holmegate
55	Clay Lane	Williamson	Isaac	H & L at Holmegate
56	Stretton	Willson	Will	L at Grassmoore
57	Clay Lane	Wragg	Will.	H & L at Stretton hall

The list has been ranked in order by surname.

#### Notes and references

1. (undated) 'Mr Wraggs list of persons in Stretton and their land' Barnes Collection, Chesterfield Local Studies Library, hand written, c1740: BAR 548
2. (1665/6) 'Survey of the Mannors of Stretton in the County of Derbys, being part of the Possession belonging to the Trustees of the Rt Hon Earls of Arundel and Shrewsbury & Sir Geo Savile Bart equally divided between them. Survey is taken Anno 1655 1656 by us Francis Allen', Barnes Collection, Chesterfield Local Studies Library, copied by hand 1732: BAR 903a
3. (1713) 'Poor Law Indenture of Charles Smith, a poor child', Barnes Collection, Chesterfield Local Studies Library, printed, 10 January: BAR 579
4. (1728) 'Israel Cantrill jnr of Holmgate, husbandman, petitions Wm. Wragg Stretton Hall...' Barnes Collection, Chesterfield Local Studies Library: BAR 605

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## TORR VALE MILL and THE TORRS, NEW MILLS

### CORRECTION FROM VOLUME 15, PART

Regrettably this illustration of Torr Vale Mill was published upside down on p54. We apologise to author Derek Brumhead and our readers.



The 'Old Mill' and the weir and leat on the River Goyt, taken from outside the Heritage Centre. As can be seen, the building is set to one side and higher than the leat.

(Derbyshire Libraries, Archives and Arts Department)

## ACCOUNTS FOR THE BUILDING OF SAWLEY SCHOOL, 1771-2

(by Keith Reedman,

### Introduction

These accounts are from the Sawley Churchwardens account book, now deposited in the Derbyshire Record Office.<sup>1</sup> It appears from the accounts that the school house was a replacement for a former school but it was probably not on the same site because it required a new boundary hedge and fence. The new school house was built in the north east corner of the churchyard near Church Street, now Tamworth Road. It stood until about 1920, latterly used as a village Institute where the car park is now situated in front of the Rectory. The building was replaced as a school in 1859 by the National School in Cross Street, now Wilne Road, now itself replaced.

The schoolmaster appears to have been unpaid during the nine months when no school room was available to him. Nor was it a foregone conclusion that the existing schoolmaster would be re-employed, but in the event he appears to have been so. The master was probably Joseph Smith whose children were baptised at Sawley church in 1772 and 1774. His salary appears to be seven guineas but he should have had an additional £2 from Hacker's Charity. In 1684 Francis Hacker left two pounds annually to a schoolmaster or mistress to teach *the poorer sort of people's children to read English without any pay from them.*<sup>2</sup>

Sawley was a prebend of Lichfield cathedral and the Rector was the Prebendary of Sawley, customarily the treasurer of Lichfield cathedral, a residentiary position in the cathedral chapter. The minister at Sawley who had the title Perpetual Curate, was appointed by and paid by the Prebendary. The Curate not only had the church of Sawley to serve, but also the church at Wilne (the church of Draycott) and the chapel at Long Eaton.

In 1771 the Prebendary was Revd Dr Charles Newling. He was new to the position having been appointed by Bishop John Egerton in 1770, having previously since 1754 been the master of Shrewsbury School. The Perpetual Curate, Benjamin Wigley, served the parish from 1768 until his death in 1785 at the age of 71. His salary was £40 p.a. but although this was in theory paid by Prebendary Newling, it was in fact paid by the lessee of the prebendal manor, the successors of Robert Holden of Foremark who leased the estate in 1733.<sup>3</sup> This would be why Mrs Shuttleworth and Holden Shuttleworth Esq. paid a large proportion of the schoolmaster's salary. Mrs Shuttleworth was probably Mary, the daughter and heiress of Robert Holden who had married James Shuttleworth in 1742. Holden Shuttleworth would be one of her sons, several of whom took the name Holden.

Leonard Fosbrook of Shardlow Hall was a merchant and local landowner whose commercial activity was mainly connected with water transport, particularly on the river Trent. During the early eighteenth century and possibly during the late seventeenth, a Fosbrook family was resident at Booth Hall in Sawley. During the later part of the nineteenth century the Bennett family lived in the house and changed the spelling to the archaic form by which it is now known - Bothe Hall.

Mr Lupton of Nottingham who had apparently usually given an annual sum, seems to have withdrawn from this commitment. He did, however contribute towards the building fund. Mr Lupton may have been the *Joseph Lupton, Gent. A Devout and Constant Attender on Gods Publick Worship Here and One of Exemplary Piety and Charity Died June 8th 1783 Aged 72*, who was buried at St Mary's, Nottingham and whose memorial inscription is quoted above.<sup>4</sup>

The subscribers to the building are a mixture of local worthies and landowners; the more prosperous local farmers and traders; people connected with the Church and the men who did the building work - this latter category probably having been 'encouraged' by Benjamin Wigley. The poor old curate never did balance his accounts, so with his own contribution and his negative balance, he becomes one of the highest subscribers at £4.1.10, an amount which is more than ten per cent of his salary. To keep costs down and to help villagers who were perhaps unemployed, several of the unskilled jobs were done by Sawley men such as Purdy and Pomfret who were later to be buried as paupers.

It is quite obvious that the main method of transport at this time was by water. There was no bridge across the River Trent at Sawley and although the river journey to Castle Donington was tortuous, it was the economical method for bulk building materials from there and elsewhere.

## The Accounts

1771

Subscriptions for building the School House in the Church Yard at Sawley. The Choice of a Master to be in M<sup>rs</sup> Shuttleworth and Holden Shuttleworth Esq<sup>r</sup> & Leonard Fosbrook Esq<sup>r</sup> as principal Subscribers for the Salary as follows. Present Master Nominated by M<sup>rs</sup> Shuttleworth Joseph Smith

M <sup>rs</sup> Shuttleworth and Holden Shuttleworth Esq <sup>r</sup>	p <sup>r</sup> Ann	4	4	0
Leonard Fosbrook Esq <sup>r</sup>	Do	2	2	0
Rev <sup>d</sup> M <sup>r</sup> Charles Newling our Prebend	Do	1	1	0
M <sup>r</sup> Lupton of Nottingham [will Cloath 4 Poor Children giving	p <sup>r</sup> Ann	1	10	0]
M <sup>r</sup> Luptons Subscription is withdrawn				

### Subscriptions for the building

M <sup>r</sup> John Pym Jun <sup>r</sup>	1	1	0
White Esq <sup>r</sup> Breaston	1	1	0
M <sup>rs</sup> Trentam Widow Sawley	0	10	6
Rev <sup>d</sup> Benj <sup>n</sup> Wigley Curate	1	1	0
M <sup>r</sup> Pym Sen <sup>r</sup>	1	1	0
M <sup>r</sup> Ashby	1	1	0
M <sup>r</sup> Shaw & Son	1	1	0
M <sup>r</sup> Parkinson	1	1	0
M <sup>r</sup> Wyld	1	1	0
Edw <sup>d</sup> Smith Farmer	1	1	0
M <sup>r</sup> Evans Draycott Field	0	10	6
M <sup>r</sup> Jos <sup>n</sup> Thacker Wiln	0	10	6
M <sup>r</sup> White	1	1	0
M <sup>r</sup> Howton	1	1	0
M <sup>r</sup> Jowet Butcher	1	1	0
M <sup>r</sup> Francis Smith	1	1	0
M <sup>r</sup> Edw <sup>d</sup> Thompson	1	1	0
M <sup>r</sup> Tho <sup>s</sup> Smith	1	1	0
M <sup>r</sup> Daykin Bricklayer	0	10	6
M <sup>r</sup> Thos Smith Woodman	1	1	0
Rev <sup>d</sup> M <sup>r</sup> Newling Prebend	5	5	0
Right Hon <sup>le</sup> Earle of Chesterfield	5	5	0
M <sup>rs</sup> Shuttleworth what was saved out of the Salary & <sup>c</sup>	3	3	0
M <sup>r</sup> Crane Kegworth Glazier	0	2	6
M <sup>r</sup> Fletcher	0	10	6
Dean Addenbrook	5	5	0
Lady Lake	2	2	0
Miss Jerram Nottingham	1	1	0
M <sup>r</sup> Fosbrook what was saved out of his Subscription Salary during 9 M <sup>o</sup> interval of a Master for want of a School House	1	11	6
M <sup>rs</sup> Trowell Long Eaton	0	10	6
M <sup>r</sup> Lupton of Nottingham	1	1	0
	44	15	00



Payments for building the School House in the Year 1771 by Benj<sup>n</sup> Wigley Curate

20 Octb <sup>r</sup>	Gave the Workmen at laying the foundation	0	1	0
26	p <sup>d</sup> Mr Wyld for 2 load lime	1	0	0
	Workmen at Rearing	0	1	0
	Boatmen for delivering Wood	0	1	0
5 Nov <sup>r</sup>	Bulk for watering Thatch	0	1	0
11	p <sup>d</sup> Carver for thatching 10/- A helper 3/-	0	13	0
19	p <sup>d</sup> Edwd Thompson for 17 Thousand 700 bricks	11	14	6
	Spent at Thompsons	0	1	3
23	p <sup>d</sup> M <sup>r</sup> Wooton for a Front Inscription Slate	0	13	0
	Delivering Wood from the Boat	0	1	0
24	p <sup>d</sup> Mr Crossbys Bill for Dales in full	12	0	0
	p <sup>d</sup> for a load of lyme	0	16	8
	Gave J <sup>no</sup> Treece for going for it	0	1	0
6 Dec	p <sup>d</sup> Jowett for a Strike hair bott at Dunnington	0	2	0
	p <sup>d</sup> for 3 Tun Plaister	0	12	0
	p <sup>d</sup> for Carriage by a Boat with 3 men sent on purpose twice	0	9	4
	Allowed for Ale	0	1	6
19th	p <sup>d</sup> three Men for threshing Plaister & drink	0	5	6
	p <sup>d</sup> for 9 Bunches of Reeds, 6/- & 14 Bunches & <sup>c</sup> 8/6	0	14	6
	p <sup>d</sup> Purdy <sup>13</sup> & Bulk for Assisting in laying the floor	0	3	0
10 Jan	p <sup>d</sup> Mr Daykins Bill Brick layer	7	3	0
30	p <sup>d</sup> Thomas Smith Woodman in full	5	19	0
	p <sup>d</sup> Jn <sup>o</sup> Treece & Jos <sup>h</sup> Pomfret for unloading bricks & <sup>c</sup>	0	2	6
6	p <sup>d</sup> Jn <sup>o</sup> Davis Whitesmith for Iron Work	2	2	0
1772				
9 March	p <sup>d</sup> Jerrom for 600 Quick	0	3	7
	p <sup>d</sup> Setting the Quick	0	1	0
	p <sup>d</sup> for paling the Garden & pales & <sup>c</sup> ab <sup>t</sup>	0	10	0
27	p <sup>d</sup> M <sup>r</sup> Crane for Glazing the Windows	1	4	6
	p <sup>d</sup> the old Joiner for Work about the little house			
	Hooton & Thacker for ab <sup>t</sup> 200 bricks each & Daykin			
	for building it calculated at about	0	18	0
		47	15	10
	Receipts as on the other side	44	15	00
	Benj <sup>n</sup> Wigley out of Pocket	3	0	10
		47	15	10

Notes on the Subscribers

M <sup>r</sup> John Pym Jun <sup>r</sup>	The Pym family was old-established in Sawley as a farming family - giving their name to a village pond known until quite recently as Pym's Pit. John Pym was buried in 1818 aged 71.
White Esq <sup>r</sup> , Breaston	This is a very common local name.
M <sup>rs</sup> Trentam, Widow, Sawley	The widow of Thomas, she was buried at Sawley in 1783 aged 72.
Rev <sup>d</sup> Benj <sup>n</sup> Wigley, Curate	See introduction.
M <sup>r</sup> Pym Sen <sup>r</sup>	John Pym, buried at Sawley in 1773 aged 69.
M <sup>r</sup> Ashby	Nathaniel Ashby. Local landowner; was awarded 3½ acres at enclosure in 1787.
M <sup>r</sup> Shaw & Son	A common local name.

M <sup>r</sup> Parkinson	Probably Joseph Parkinson of Booth Hall, Sawley, a substantial farmer. He bought the house after the death of Dorothy Fosbrook in 1727.
M <sup>r</sup> Wyld	George Wyld of Sawley, buried at Sawley in 1782 aged 66. He supplied two loads of lime for the building.
Edw <sup>d</sup> Smith, Farmer	One of the very many Smiths of Sawley. Edward Smith was awarded 14 acres at enclosure in 1787.
M <sup>r</sup> Evans, Draycott Field	Draycott field was not one of the six Fields mentioned in the Sawley Enclosure award. The two Fields which abutted Draycott were called Gallows Field and Mill Field. Breaston's Fields were by that time enclosed.
M <sup>r</sup> Jos <sup>h</sup> Thacker, Wiln	Thacker was one of the lessees of Wilne Mills which in 1771, before the building of the cotton mill in about 1780, probably consisted of an assortment of corn, fulling and rolling and slitting mills.
M <sup>r</sup> White	Thomas White of Sawley was Churchwarden in 1774.
M <sup>r</sup> Howton	Joseph Howton of Sawley was a substantial farmer, lessee of the 139 acre Prebendal farm. His farm house was Sawley Hall, a large house to the west of the church, now the much altered Church Farm. Howton was Churchwarden 1764-68.
M <sup>r</sup> Jowet, Butcher	A very common local name.
M <sup>r</sup> Francis Smith	Francis Smith, baker of Sawley, buried at Sawley 1810.
M <sup>r</sup> Edw <sup>d</sup> Thompson	Edward Thompson of Sawley, buried at Sawley in 1815 aged 80.
M <sup>r</sup> Tho <sup>s</sup> Smith	Another of the many local Smiths.
M <sup>r</sup> Daykin, Bricklayer	Probably the Sawley builder who did the brickwork on the school.
M <sup>r</sup> Thos Smith, Woodman	The carpenter and joiner who built the school.
Rev <sup>d</sup> M <sup>r</sup> Newling, Prebend	See introduction above.
Right Honl <sup>e</sup> Earle of Chesterfield	The Stanhopes (Earl of Chesterfield's family name) of Elvaston were Lords of the Episcopal Manor of Sawley.
M <sup>rs</sup> Shuttleworth	See introduction above.
M <sup>r</sup> Crane, Kegworth, Glazier	Sawley was quite a small village in 1771 (population of Sawley and Wilsthorpe 720 in 1801) and probably could not support this specialist trade.
M <sup>r</sup> Fletcher	John Fletcher of Sawley, buried at Sawley in 1803.
Dean Addenbrook	The Dean of the Chapter of Lichfield Cathedral from 1745 until his death in 1776 aged 63.
Lady Lake	Of Hopwell Hall.
Miss Jerram, Nottingham	The Jerram family of Sawley and Long Eaton was old-established and some members were considerable property owners.
M <sup>r</sup> Fosbrook	See introduction above.
M <sup>rs</sup> Trowell, Long Eaton	Mrs Trowel lived at the Manor House at Long Eaton and held considerable property, the estate having been awarded 121 acres at the enclosure of Long Eaton in 1767.
M <sup>r</sup> Lupton of Nottingham	See introduction above.

## Notes on the payments

Workmen at Rearing

Probably a timber framed building.

Bulk for watering Thatch

No one by the name of Bulk found - perhaps it was Bull or Bullock. The thatch would be straw which was watered to help with yelming, i.e. when drawing the straws from the heap to arrange it neatly in bundles (yelms) ready for thatching.

p<sup>d</sup> Carver for thatching 10/-

The village would have several persons capable of thatching. It was a job that was carried out annually on hay stacks. The thatching appears to have been carried out at an early stage as the accounts appear to be more or less in chronological order.

p<sup>d</sup> Edwd Thompson for ... bricks

The walls were brick, but probably as infill within the timber frame.

p<sup>d</sup> M<sup>r</sup> Wooton for a Front Inscription Slate

Slate would be from Swithland at this date before the opening of the Trent & Mersey Canal in 1777, after which Welch slate becomes available, but no Welch slate monuments are have been found in the churchyard at Sawley dated before 1799.

p<sup>d</sup> M<sup>r</sup> Crossbys Bill for Dales in full

Mr Crosby presumably supplied the timber dales (deals).

Gave Jn<sup>o</sup> Treece for going for it [lime]

A John Trease of Sawley was buried at Sawley in 1819 aged 77.

p<sup>d</sup> Jowett for a Strike hair bott at Dunnington

Jowett presumably bought the hair at Castle Donington to be used with the interior plaster.

p<sup>d</sup> for 9 Bunches of Reeds ...

Reeds were commonly used in plaster floors.

p<sup>d</sup> Purdy & Bulk for Assisting ...

A Richard Purdy, pauper of Sawley, was buried at Sawley in 1790.

p<sup>d</sup> Jn<sup>o</sup> Treece & Jos<sup>h</sup> Pomfret ...

A Joseph Pomfret, pauper of Sawley, was buried at Sawley in 1787.

p<sup>d</sup> Jerrom for 600 Quick

Young plants for hedging, probably Hawthorne.

p<sup>d</sup> ... for Work about the little house

Presumably the privy, most likely an earth closet.

Hooton & Thacker for ab<sup>t</sup> 200 bricks each ...

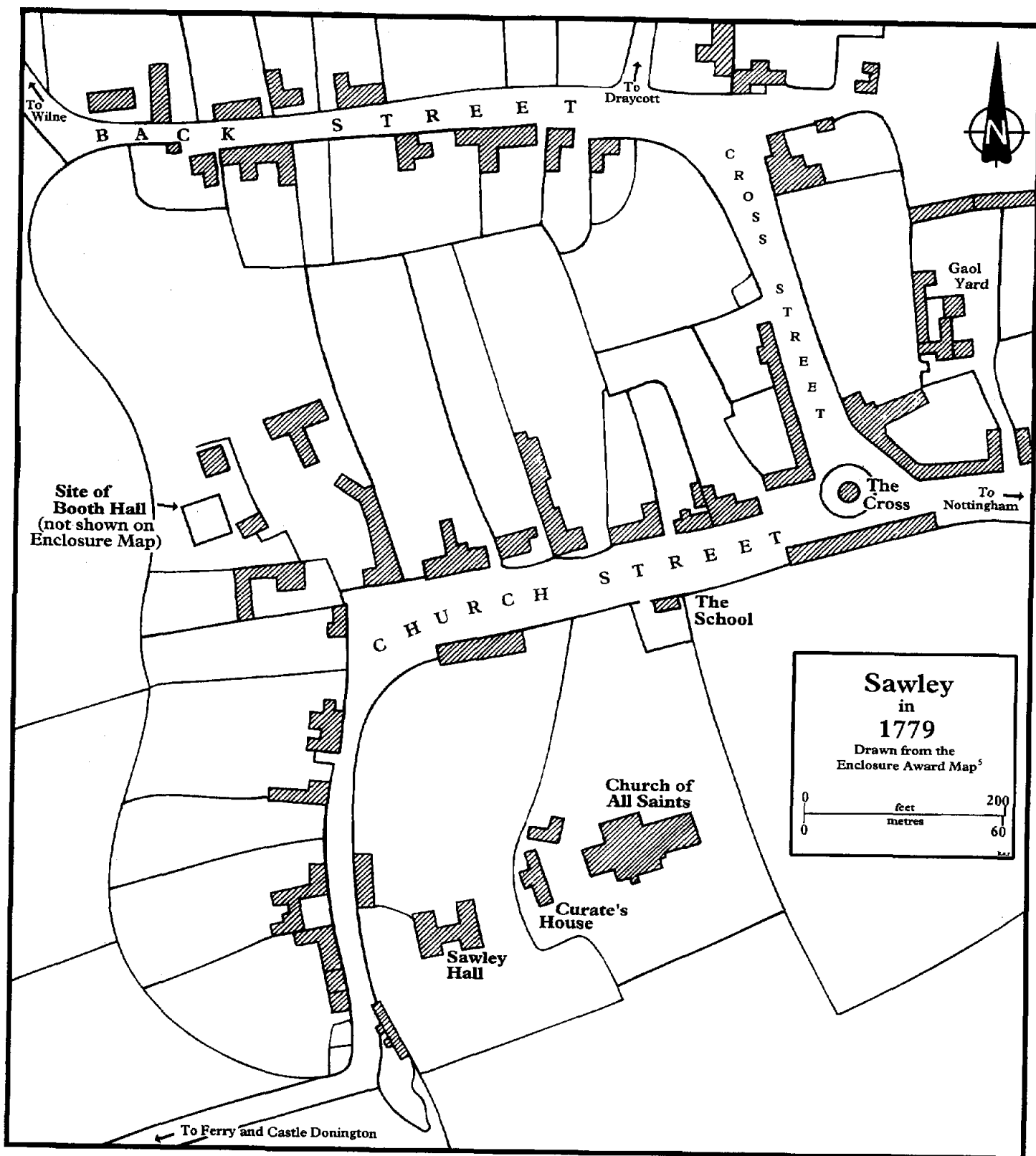
Perhaps Thacker of Wiln Mills. A Joseph Hooton was Churchwarden 1772-3.

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## Acknowledgements

My thanks are due to Dudley Fowkes for deducing that dales means deals and to Mr S.W. Watson for explaining Yelming.



# THE COMMITTEE WAGON OF THE PEAK FOREST CANAL COMPANY

(by Brian Lamb)

The Peak Forest Canal Company was incorporated by its Act 34 George III cap.26, dated 28 March 1794. The cutting of the canal and railway<sup>1</sup> was authorised to commence on 20 May 1794. Between these dates the precise line of the railway and canal was to be decided and agreements finalised with landowners and other interested parties.

One of the first things to be arranged was the selection of a governing or controlling committee from the persons pledged<sup>2</sup> to subscribe to shares (£100) in the company and referred to as Proprietors. There were 169 Proprietors named in the Preamble of the Act and in clause/section 61 of the Act a Committee was to be appointed from the proprietors who held at least five shares (£500) to *"...manage the Affairs of the said Company of Proprietors, as herein directed"*.

The first annual assembly of the Proprietors was held at the Globe Inn, Ashton-under-Lyne on Thursday 5 June 1794. Nine of the Proprietors present had been elected to the Committee soon after the Act was passed. Samuel Frith was chairman at this meeting, a position he held for only one meeting having been elected from the Committee members present.

It was only on 24 May 1797 that the first inspection of the canal, railway and works from the basin at Marple to the Lime Rocks took place *"to view the state and progress of the Works of the said canal"*. By May 1797 the upper level from Marple to Bugsworth was open and in water, the inspection by a suitably modified boat being used by the Committee and company servants.<sup>3</sup> The railway journey from Bugsworth to the Lime Rocks at Dove Holes<sup>4</sup> would, it is thought, have been made on a suitably modified quarry wagon.

The quarry wagon would have straight-through wrought iron axles with 19 inch diameter cast-iron wheels secured to the axles by washers and a lily-pin. The body was of rivetted plate-iron to form a three-sided body with 16¾ inch high sides and secured to the wagon frame by a stout, wooden wedge either side. The wagon, or wagons, would be hauled by one or two horses led by their drivers. To cater for the carriage of passengers in the quarry wagons, two firm planks would be secured across the iron body with some clean sacking or cloth spread on top to make a very rough seat.

The Committee only records making inspection trips along the railway in May 1797, October and December 1817, though to enable it to compile its annual report to the annual assembly on the first Thursday in June, an inspection trip of both the canal and railway, as well as wharfs and the Combs Reservoir, would have had to be made during the previous May, in a similar modified quarry wagon each year.

Thomas Brown, manager of the concern between 1794-1803, engineer 1801-1804 and Consulting Engineer 1804-1846, was, after 1811 a shareholder in his own right and an elected member of the Committee.<sup>5</sup> He accompanied the Committee on the inspection trips and would hear of, learn and experience the uncomfortable trips in the "modified" quarry wagon. As an engineer he would form his own opinion of what was required and, by 1815, it is likely that a purpose-built committee wagon would have been ordered to be made.

The purpose-built committee wagon would have utilised a standard 2<sup>1</sup>/<sub>5</sub> ton quarry wagon frame with the standard straight-through wrought iron axle and 19 inch diameter cast-iron wheels secured to an axle beam. On to this frame would have been built a box-shape having two doors, one at each end<sup>6</sup> and two longitudinal seats along each side of the body. Below the seats would be space for storing a weather awning and its associated metal support frames. Two horse shafts would be attached by coupling pins at each side of the body for a horse to be harnessed with the driver leading the horse when on the move along the railway. This was the committee wagon used up to 1833.

In June 1833 the members of the Committee making the annual inspection of the canal, railway, reservoirs and works comprised Thomas Ashton, Thomas Brown, Joshua Bruckshaw, Dr. William Charles Henry, MD, Gilbert and Joseph Winter together with James Meadows jnr., the Principal Agent, John Wood, the Company Engineer, and a clerk to take notes and observations. The inspection must have been notable and trying due to both wheel

and axle failures, as the Committee ordered that "...springs are to be put to the Waggon which the Committee use",<sup>7</sup> this no doubt after some members chose to walk rather than ride in the committee wagon.

The committee wagon would therefore be rebuilt after this and would incorporate, after 1833, springs fitted to each wheel with through axles and better provision for weather protection and padded seats! After 1833 the Committee made no further comments on its mode of transport.

The committee wagon, as rebuilt in 1833, is described as follows - the wagon frame was a standard  $2\frac{1}{5}$  ton quarry wagon frame comprising a rectangle of  $6\frac{1}{2}$  inch square outer timber frame measuring 78 inches long by  $49\frac{1}{2}$  inches wide, with three longitudinal members,  $2\frac{1}{4}$  inches by  $6\frac{1}{2}$  inches by 65 inches long and fixed between the outer frame members. The axle springs were attached by strong bolts directly to the wagon frame with a trough axle still used, but only on the committee wagon, due to the lighter loading and lower running speed with the axles now fitted with springs.

Attached securely to the wagon frame were uprights with a slight outward curve of  $3\frac{1}{2}$  inches that were planked on the inside. At either end were 2 doors 43 inches in height and 18 inches wide with door locks on the outside. Horse shaft attachment brackets secured by a lynch pin and chain were fixed 15 inches from the wagon frame. A thin metal rod was fixed along the top edge of each side to secure a weather cloth and either side of the double doors a double eye bracket was fitted for slotting in the metal framework to support the weather cloth.

Wheel centres were at 36 inches as against  $29\frac{3}{4}$  inches on a standard quarry wagon. The wheels dispensed with the quarry wagon washer and lily-pin securing device and used an end cap with some form of internal spring clip. This was enough to secure the wheels on the axles as the speed of the wagon would not be above 5 mph.

The use of the committee wagon was not only by the Committee and once a year. It was also used throughout the year by the Sub-Committee and other ad-hoc groups of proprietors who had been directed to look at, and into, various aspects of the railway and quarries. Some of these trips, or inspections, from Bugsworth to the quarries took place during times when the weather was anything but favourable and, on two occasions, the trips were terminated due to the inclement weather, or as was described in the proceedings "... terminated due to the wetness of the weather".

In later years during the MSLR/GCR<sup>8</sup> ownership of the canal and railway, the committee wagon was used to take the wages from Bugsworth to Chapel Townend, Top o'th' Plane and the quarries. At such times the wagon would carry a horse driver, the cashier, his clerk and a stout fellow with an equally stout stick as protection!

The trip up the line by the committee wagon would be fitted or slotted into the normal traffic of "gangs"<sup>9</sup> of empty quarry wagons being returned to the quarries for loading. It is thought, though it has not been confirmed, that the annual inspection by the Committee took place during the annual shut-down during the preceding May for annual maintenance and repairs. The speed of the committee wagon, as already mentioned would not exceed 5 mph, at which speed it would easily fit into the "gangs" of empty quarry wagons returning to the quarries, that is, if the inspection trip took place during normal working days. The only drawback to an inspection trip taking place during normal working days was the fact that the Committee would wish to stop at points along the line to investigate and discuss any problems with landowners. Once at Chapel Townend the committee wagon would be put under cover or placed in a siding whilst members of the Committee retired to the "Kings Arms" in Chapel-en-le-Frith Market Place for lunch and to discuss the mornings events.

In the afternoon the committee wagon would be hauled up the inclined plane to the Top o'th' Plane and the horse, driver and Committee members would walk to the Top o'th' Plane to continue the tour. The Top o'th' Plane would be inspected and any problems noted before the members were taken on up the line to the quarries. If the weather was wet the trip round the quarries would not be a dry-foot tour as the fine lime dust would soon become a glutinous mud and the tour possibly terminated. If the weather was dry, the quarry floor would become a dust bowl with clouds of fine dust choking mouth and throat: either way a tour of the quarries was not a pleasure trip! After the quarries the Committee members would be taken by coach to a suitable hostelry in Buxton to be fed and watered themselves and, no doubt, a glass of wine with dinner. The following morning the Committee members would return to Whaley Bridge to tour the Whaley Bridge wharf and the Combs Reservoir before boarding the committee boat again to retrace their steps to Ashton-under-Lyne and Manchester.

The popular idea of committee members meeting to sit round a table discussing the affairs of the canal and railway whilst sipping a glass of wine is not true in the case of the Peak Forest Canal Company. More often as



Photographic image of the Committee Wagon at the Top o'th'Plane in 1905 taken by the late Arthur Hulme

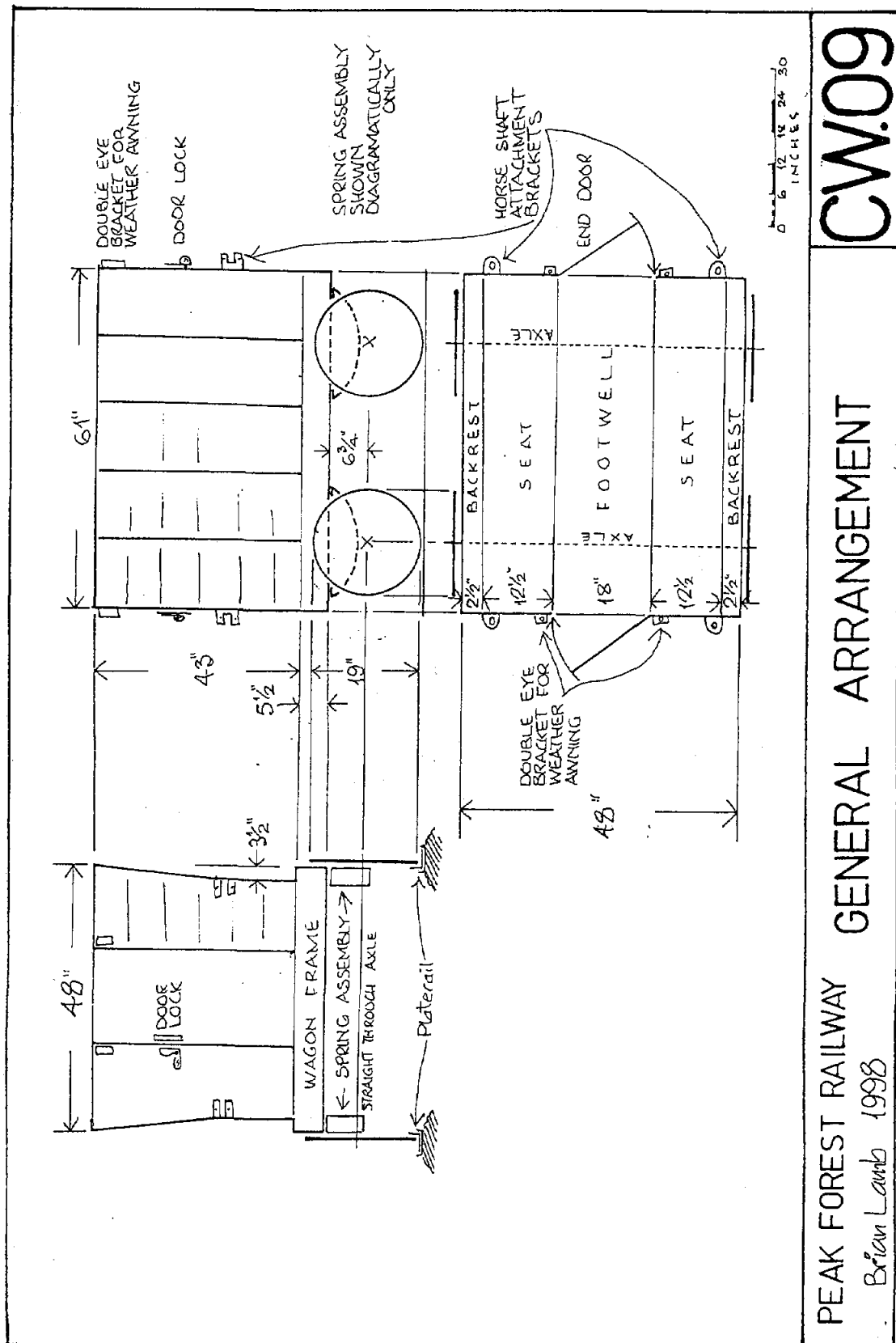
#### THE PEAK FOREST CANAL COMPANY COMMITTEE WAGON in 1905

A view of the committee wagon at the Top o'th' Plane looking north west with the chimney of the Blacksmith's Shop just above the horse and the stable building at the extreme left. The lip of the inclined plane is off the view to the left. The wagon carried six persons comfortably with the horse driver leading the horse. The wagon details can be made out: the centre door is locked in this position when the horse is harnessed up. The horse shafts are hitched to the wagon body by a lynch-pin and chain. The slight outward curvature of the body from the horse shaft bracket can be seen. The springs fitted to the wheel axle and secured the wheels to the axle. The horse is waiting patiently and was probably "retired" from a nearby city railway carriers stables to work an easy hauling job.

The five persons are, from left, to right:

- |                    |   |
|--------------------|---|
| 1. Douglas GOUDIE  | 2. G.C.R. Employee                          |
| 3. William GOUDIE  | 4. William Hulme                            |
| 5. Laurence GOUDIE | (6.) Arthur Hulme, who took the photograph. |

There was no number or identification mark on the committee wagon throughout its life.



General Arrangement drawing of the Peak Forest Canal Company Committee Wagon as rebuilt and modified in 1833 to 1925.



not they met at the Company Head Office in Manchester to discuss any problems, then they directed any members who were able to, to go out and resolve that problem on the spot. In Thomas Brown's case he was often volunteering to make trips to the quarries, to the reservoir or to Bugsworth to see and sort out problems, he would then return to Manchester and make his report to the Committee or the Sub-Committee at the next meeting.

It is no wonder then, that after a very uncomfortable ride in the committee wagon in May 1833, it was resolved that that would be the last such experience and springs would be fitted to its wheel axles. The wagon was always kept under cover at Bugsworth in the "Spring Wagon House"<sup>10</sup>; this building has completely disappeared along with the adjacent workshops at the entrance to the Barren Clough access tunnel.

The only evidence of the committee wagon in its post-1833 condition is a photographic image at Top o'th' Plane taken by the late Arthur Hulme in 1905. He was a grandson of Francis Fletcher, the stone agent at Chapel-en-le-Frith. Arthur Hulme and his brother William were escorted by the Goudie brothers to the quarries using the committee wagon: along the route a number of photographs were taken and one is the image referred to at Top o'th' Plane. This is the only evidence, apart from the Committee proceedings, of the committee wagon in existence. No drawings or other evidence is available apart from this one photograph that was given to the writer, with the glass negative, in June 1970 by the late Arthur Hulme.

The committee wagon was a "singleton", being the only one of its type used on the Peak Forest Railway from 1817 to 1833 and modified and rebuilt from 1833 to 1925 when it was scrapped. It should have been kept for posterity, as was the quarry wagon "174", which was preserved and maintained by the LNER<sup>11</sup> in its Railway Museum at York and subsequently becoming part of the national collection at the National Railway Museum.

There was only one other "singleton" wagon ever built and used on the Peak Forest Railway, namely a metal coal wagon, which was only in use for a short time before being relegated to its final resting place just below the south east portal of the Chinley Road bridge, at the entrance to the upper basin at Bugsworth. It decomposed here from 1925 to last being seen by the writer in a very rusted and derelict state in 1963: a short time later it was thrown into the upper basin by vandals. Like the committee wagon, only photographic images exist to show this coal wagon, and these all show it in this same location by the Chinley Road bridge.

## Notes and References

1. The term "RAILWAY" is used throughout the proceedings of the Peak Forest Canal Company in its existence as an independent canal company and the writer has kept to the use of this term in place of the more modern term "TRAMWAY", first used to describe the Peak Forest Railway in 1905.
2. Each person named in the *Preamble to the Act* had pledged to pay his call on demand as a percentage of the cost of one share of £100. Calls were made every three or four months in amounts of £5 or £10 until the full amount of £100 had been paid at which point a numbered share or shares were issued and the share number and name of the share holder written into a share register.
3. Other company servants would include the Principal Agent, the Company Engineer and two or three clerks to take notes of any comments and observations.
4. The Lime Rocks at Dove Holes. From 1794 to 1798 the original quarry was at Loads Knowle (grid reference: SK07.07807942) before a better quality and greater quantity of stone at a slightly cheaper price was negotiated at Dove Holes.
5. Thomas Brown took part of his salary as Manager and Engineer in shares until 1811 when he was elected to the Committee in his own right as a shareholder of five or more shares. In 1845 at the time of the leasing of the Peak Forest Canal Company by the Manchester, Sheffield and Lincolnshire Railway Company, he held 63 shares worth £6300.
6. Committee Wagon. To save turning the wagon for the return trip, the door facing the horse was locked and the opposite door was unlocked. The horse shafts were also unpinned from the brackets and transferred to the opposite end of the wagon and repinned and the horse harnessed up for the return journey.
7. Committee Proceedings of June 1833.

8. MSLR/GCR. The Peak Forest Canal Company was leased to the Manchester, Sheffield and Lincolnshire Railway Company at a rent of £9325 p.a., effective from 27 July 1846, with a 5% interest or £3.18.0d payable as dividend on each share. This was continued until 2 August 1883 when the canal company was dissolved and the canal shares were exchanged for MSLR 4½% Debenture Stock. On 1 August 1897 the Manchester, Sheffield and Lincolnshire Railway was renamed the Great Central Railway.
9. "Gangs". This was the term used to describe two or more quarry wagons coupled up for movement to or from the quarries. The wagons were attached to each other by two hooked chains; these were also used for braking, should the "gang" be going too fast. The "gangs" were in charge of a "ganger" who rode on the lily-pin of a wagon. The speed of the "gang" would be no greater than 5 mph.
10. The Spring Wagon House was a small stone built building with a secure door: this was the building that the committee wagon was kept in when not in use. The building was situated opposite to the Bugsworth Workshops and at the entrance to the Barren Clough access tunnel at grid reference: SK08.02438206. The committee wagon would be maintained and repaired at either Bugsworth or Top o'th' Plane, whichever was more convenient of access.
11. The London and North Eastern Railway Museum at York, was situated in an old goods office south of the main entrance to York Station. In 1975 a National Railway Museum was established as an out-station of the Science Museum in London and all relevant railway material was put on display at this new location in Leeman Road to the north west of the York Railway Station.

## GARDOM'S EDGE, BASLOW

The Gardom's Edge project is run jointly by the Archaeology Service of Peak District National Park Authority and the Department of Archaeology and Prehistory at Sheffield University. It is a public project, with a workforce comprising students from Sheffield University's Landscape Archaeology MA and volunteers from the region. Twelve local schools are also involved on a regular basis. The basic aim is to write a biography of the landscape around Gardom's Edge; following the ways in which people have inhabited the area from prehistory through to the present day. The current work at Gardom's Edge is concerned with issues that dominate current debate on social and economic life in later prehistory, ie:

- How was the use of the uplands scheduled into cycles of movement and activity between the Neolithic and the Iron Age?
- What conditions prompted the settlement of the moors, and when did these changes occur?
- How did people's attitudes towards the land alter with these changes?
- What does the evidence tell us about the ways in which relations within and between communities were sustained and changed over time?

These questions prompted others. Questions about the particular manner in which people lived across areas like Gardom's Edge; their understandings of the land, the past, and their relations with others. The list of questions is endless and there is much that will never be known. However, through survey, excavation, the collection of ancient pollen and the analysis of the soil itself, a picture is being slowly built up of how the use of this land may have changed between 5000BC and 2000BC.

This is the last year of archaeological digs at this prehistoric site. Earlier years have disclosed a Bronze/Iron Age house with over 800 artefacts and a Neolithic bank. To celebrate the Millennium, the following events are being held at during this year's excavations. Gardom's Edge (SK277734) is near Robin Hood Inn (SK281721) on A619 east of Baslow. Park in Peak National Park car park at Robin Hood on B6054 and follow the one mile waymarked route across the moorland. All dogs must be kept on a lead. Suitable clothing and footwear for rough ground needed.

**Millennium Prehistoric Excavations:** June 5-4 July: 11-3

**Landscape Guided Walk at Gardom's Edge:** 5, 20 June: 2pm from Robin Hood Inn. 3½hrs

**Archaeological Guided Walk at Gardom's Edge:** 12 June, 4 July: 2pm from Robin Hood Inn. 3½hrs

**End of Millennium Prehistoric Activity Weekend:** 26-27 June: 11-4. Tours of excavations. Activities including flint knapping, pottery making. Also half day walk: from Robin Hood Inn 11am

Further information: Peakland Post. Internet: <http://www.peakdistrict.org>

## SOME REFLECTIONS ON GEORGE ELIOT, ADAM BEDE AND DERBYSHIRE

(by Bert Clarke,

George Eliot (1819-1880), the Victorian novelist, wrote sympathetically and with great insight about English rural life at the close of the 18th century in her novel *Adam Bede*, published in 1859. She had previously written three short stories which were published in monthly instalments in *Blackwood's Magazine* in 1857, and then collectively in book form under the title *Scenes of Clerical Life* in 1858. She then went on to write seven full length novels, the first of which was *Adam Bede*, which is a work of fiction founded on fact in relation to its main characters, settings and plot. An author's sources of inspiration are seldom made known to the reader who is left to ponder on just how a particular work of fiction came to be written. Although the creative imagination is paramount it must have raw material to work on and in *Adam Bede* this is based on actual people, places and events. To illustrate this I will first of all relate the facts and then describe how these were used and modified in order to create the fiction. In this novel George Eliot wrote that she did not believe it to be the function of the novelist to represent things as they never have been and never will be but to give a faithful account of men and things as they have mirrored themselves in her mind, and this is what she sought to do.

The story begins in 1773, when George Eliot's father, Robert Evans, was born in an isolated country cottage at Roston Common tucked away in a remote area of south-west Derbyshire. The cottage still stands, albeit in altered form, with a plaque over the front door bearing the inscription 'Adam Bede Cottage, 1770'. Robert was the fourth of five sons and four years later the fifth son, Samuel, was born. Their father was a carpenter and builder and all five sons were taught these trades as well as receiving an elementary education at the schoolhouse of Bartle Massey, situated some half mile distant along the road to Norbury, beyond which lies the river Dove which marks the county boundary with Staffordshire. The schoolhouse also still stands and both it and the schoolmaster, Bartle Massey, feature in the novel. Over on the other side of the river lies the village of Ellastone where Robert Evans set up in business as a carpenter and builder, whilst Samuel remained at home working with his father. At the aged of eighteen Samuel became a Methodist and such was his commitment that at twenty-two he was appointed as a local preacher. He remained a committed Methodist for the rest of his life and it was his religious belief that led to the meeting of his future wife who was destined to become the fictional heroine of *Adam Bede*.

Elizabeth Tomlinson was born at Newbold, Leicestershire, in 1776, and at the age of fourteen she went into domestic service with a family in Derby where she remained for seven years. When nearing twenty-one she moved to Nottingham where she became a lace-mender and as a result of attending a prayer meeting in 1797, she became a committed Methodist for the rest of her life. She also became a preacher and in this capacity visited many of the surrounding towns and villages over a wide area. In 1802 she was one of two Methodists who made prison visits to the condemned cell of a young girl of nineteen who had been convicted and sentenced to death by hanging for the murder of her child by poisoning. The Methodists were concerned for the girl's spiritual salvation and Elizabeth and her companion had remained with her in prayer throughout the two nights prior to her execution during which time the girl had repented and sought divine forgiveness. They remained with her right to the end even to the extent of riding with her on the cart to the place of execution at Gallows Hill, Nottingham, where the sentence of death was carried out. Justice in those days was not only severe but also swift. Shortly after this tragic event Elizabeth was invited to preach at Ashbourne, Derbyshire, which lay some eight miles from the cottage home of Samuel Evans, and it was here that he met her for the first time when he came along with other Methodists to hear her speak. The two were mutually attracted and within two years had married and set up home in Ellastone.

Samuel's elder brother Robert was also living in Ellastone, having married a local girl in 1801, but the following year he moved to Kirk Hallam in Derbyshire, to take up employment as an estate manager and farmer and in this same capacity moved to South Farm, Chilvers Coton, near Nuneaton in Warwickshire in 1806 and it was here that his wife died in 1809, after giving birth to her third child who did not long survive her. In 1813, Robert Evans married his second wife, Christiana Pearson, the daughter of a local farmer, and there were three children from this marriage, the youngest being Mary Ann Evans (George Eliot), who was born on 22nd November 1819 and the following year the family moved into nearby larger premises at Griff House which had a farm attached. In 1836, when George Eliot was sixteen, her mother died and for the next four years she acted as housekeeper and dairymaid for her father.



Wayside Cottage at Roston Common, Derbyshire, where George Eliot's father, Robert Evans was born in 1773



Cottage home of Elizabeth and Samuel Evans at Derby Road, Wirksworth

Meanwhile in 1807, Samuel and his wife moved to live in Derby and in 1814 to Wirksworth in Derbyshire, as a result of Samuel becoming one of three partners in a tape and braid weaving business at Haarlem Mill, a former cotton mill built by Sir Richard Arkwright, situated just outside the town. Here they lived in a thatched cottage just opposite the mill which still stands to this day, albeit with the thatch having been replaced by slates. Both were what was termed itinerant Methodist preachers who travelled to many surrounding towns and villages and they remained living in Wirksworth for the rest of their lives. This was the era of the stagecoach and in view of the distance involved Samuel and Elizabeth had little contact with George Eliot and her father who were living in far away Warwickshire, but in 1839 Elizabeth did visit them and the following year George Eliot and her father made an extended visit to Wirksworth and Ellastone and it was during this time that her aunt related to her stories of her early life, including the prison visit in Nottingham, which made a deep impression on the young George Eliot and was to be the source for her novel. Stories of her father's early life, together with Ellastone and its surroundings, were also inspirational although this source material was to lie dormant for many years. In 1849, both George Eliot's father and her aunt Elizabeth died and Samuel died in 1858, but by this latter date George Eliot was in the process of writing her novel, which she began in October, 1857, and in February, 1859, it was published.

Having thus acquainted ourselves with the early history of the Evans family we are now in a position to ascertain just what portion of the novel was fact and what fiction. George Eliot's creative imagination did of course play its part but facts were used not only to create the characters but locations too and the climax of her novel. Dealing first with the characters, she based the hero, Adam Bede, on her father, Robert; his younger brother, Seth, on Samuel, with Samuel's wife, Elizabeth, becoming the heroine, Dinah Morris, and George Eliot's mother became Mrs Poyser. Adam is portrayed as a skilful workman, well respected and with high moral standards with his brother Seth much in his shadow. Seth is cast as slightly inferior and emerges as a 'loser' in that he woos but fails to win the hand of Dinah and is always playing second fiddle to his brother, whereas in real life he was an equal achiever, winning the hand of Elizabeth and setting up successfully in business. Elizabeth is treated very sympathetically, indeed she appears to have no faults, and George Eliot's mother is treated in a similar way. Hetty Sorrel, the pretty but vain dairymaid who Adam woos is apparently a fictional creation, but George Eliot uses an event from real life to bring about her fall, namely her aunt's account of the child murder in Nottingham. Hetty is a tragic figure much to be pitied and probably more sinned against than sinning in that she is at first flattered by the attentions of the young squire, Arthur Donnithorne, and then seduced by him. He then goes off to join his regiment, ignorant of her pregnancy, as she is herself until after his departure, and when this consequence becomes clear to her she embarks on a journey to Windsor in search of him. After failing in this quest she returns to Stoniton (Derby) where she gives birth to her child and is then responsible for its death from exposure when she abandons it in a wood. In real life death by hanging of the mother results but in Hetty's case the sentence is reduced to one of transportation.

George Eliot made great use of actual geographical locations, though she was clearly biased in favour of Staffordshire, which she calls 'Loamshire', as opposed to Derbyshire, which she calls 'Stonyshire'. She would have had little intimate knowledge of either county never having lived in either and was probably greatly influenced in this aspect by her father. The Derbyshire countryside is contrasted with that around Ellastone, Staffordshire, the main setting for the novel, thus: *'in two or three hours ride the traveller might exchange a bleak treeless region, intersected by lines of cold grey stone, for one where his road wound under the shelter of woods, or up swelling hills, muffled with hedgerows and long meadow grass and thick corn'*. In the novel Ellastone becomes the fictional 'Hayslope', whilst Wirksworth, where her aunt Elizabeth lived, becomes 'Snowfield', described simplistically as *'a bleak and barren country'*.

Ashbourne becomes 'Oakbourne' and as Adam walks from here towards Snowfield the landscape is described thus: *'the country grew barer and barer, no more rolling woods, no more wide branching trees near frequent homesteads, no more bushy hedgerows but grey stone walls, intersecting meagre pastures and dismal wide-scattered grey stone houses on broken lands where mines had been and were no longer'*. George Eliot is here referring to the lead mines which had been extensively worked in this area and it was undoubtedly the case that the scars of mining were much more in evidence at that time than now when nature has obscured much of the old workings by a cloak of vegetation. The cottage home of Elizabeth and Samuel features in the novel and is described as it actually was in the following terms: *'It was a thatched cottage outside the town, a little way from the mill - an old cottage standing sideways towards the road with a little bit of potato ground before it'*. However fiction here does differ from fact as in the novel Dinah is a single woman lodging at the cottage whereas in real life she lived there with her husband Samuel. The actual child murder trial was held in Nottingham but in the novel the author locates it in Derby, with the trial

being held in 'a grand old hall now destroyed by fire', which actually was the case as she is here referring to the old Town Hall which burnt down in 1840 to be replaced by the present Guild Hall. The town of Buxton and Sir Richard Arkwright's cotton mills at Cromford, Derbyshire, are referred to by their actual names, whilst the Hall Farm at Hayslope, residence of the Poyser family, is based on the author's old home at Griff House, Warwickshire, which she moves into Loamshire for dramatic convenience.

The one incident taken from real life forms the climax of the novel and this is the murder of a baby by its young mother and the subsequent trial. Hetty Sorrel is the mother but it is this situation only that she shares with her real life counterpart. Hetty is a fictional invention of the author whilst the situation she finds herself in is not, but it enables George Eliot to set in motion and build up her story to its climax. This is one of the great novels of English Literature and it is both deeply satisfying and enlightening to discover the sources that inspired the author to write it.

The heroine of the novel, Elizabeth Evans, lies buried in the parish churchyard at Wirksworth. Her grave is unmarked as she directed that no memorial should be erected by her family who should use any money they had for service to the living rather than in raising memorials to the dead. However, a memorial does exist in Wirksworth in the form of the Bede Memorial Chapel in St John Street, which was 'erected to the glory of God and in memory of Elizabeth Evans, immortalised as Dinah Morris', but rather unfortunately this has now been renamed the Wirksworth Methodist Church. But perhaps the most fitting tribute to Elizabeth, Samuel, Robert, and his wife Christiana, is the story of Adam Bede, a classic tale of English rural life in which they all live on.

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Bede Memorial Chapel, Wirksworth, now renamed the Wirksworth Methodist Church

# THE STANLEY TO CHADDESSEN TRAMWAY OF THE DERBY KILBURN COLLIERY COMPANY

(by Peter Cholerton,

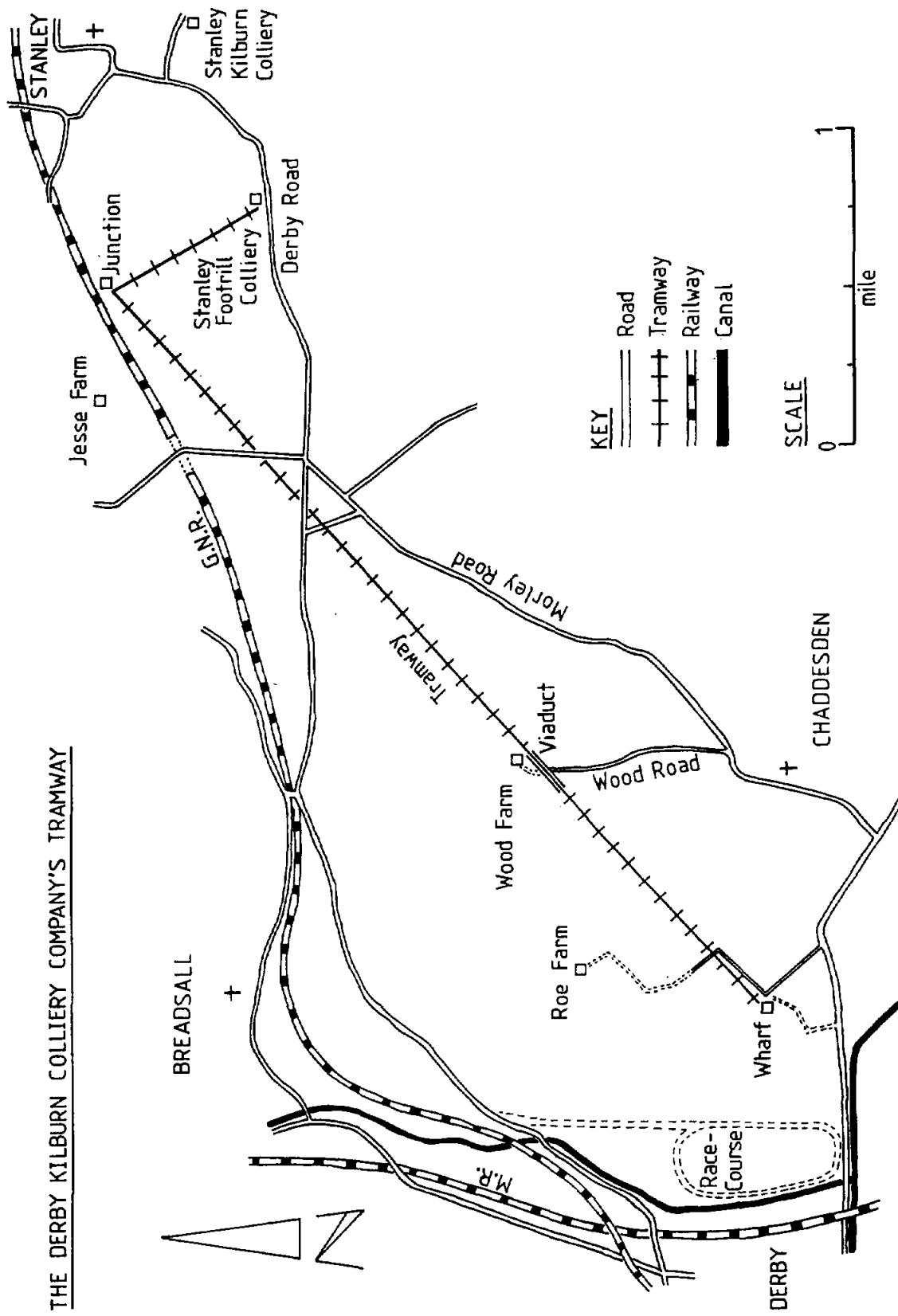
On the morning of Tuesday 20 November 1894 a group of individuals comprising the directors and officials of the Derby Kilburn Colliery Company, various local dignitaries, and members of the Press, met on the platform of the Great Northern Railway Station in Friargate, Derby, then made their way to the carriages of the 10.00 am train shortly to depart in the direction of Ilkeston.<sup>1</sup> For the directors the day was the culmination of some three years of often complex legal negotiations and marked the completion of a considerable civil engineering project - the construction of a brand new tramway running between their pit at Stanley Footrill Colliery<sup>2</sup> and Chaddesden.

First registered on 2 April 1891 with a capital of £30,000 in £100 ordinary shares, and backed by Derby gentlemen and businessmen, the objectives of the new company seem to have been to purchase the old (and by then virtually defunct) Stanley Kilburn Colliery in order to develop what was judged to be a profitable seam of Kilburn coal in the parishes of Stanley and Morley, and also to deal in iron, bricks, tiles, etc.<sup>3</sup> In order to achieve its aims the company acquired leases on land which it calculated was capable of producing some three million tons of coal. It also purchased the freehold of a further 45 acres of land, including 21 acres near the Nottingham Road Cemetery at Chaddesden; this latter site was crucial to the company's plans since it would enable the directors to fulfil their marketing strategy of supplying coal at competitive prices to the fuel-hungry Borough of Derby and its neighbouring villages - then said to be consuming coal at the rate of approximately 300,000 tons per year.<sup>4</sup>

From the very start the company was greatly concerned about the relatively high cost of transporting coal from its Stanley Footrill Colliery on Derby Road, Stanley, along some five miles of inadequate roads to Derby.<sup>5</sup> However, the company's managing director and engineer, William Henry Sankey, conceived an elegant solution to the problem one day at Chaddesden crossroads while walking to Derby from the colliery.<sup>6</sup> His idea was to build a coal tramway running from the pit through the then open countryside right as far as the eastern outskirts of Derby, where the tramway would cross the Racecourse and the Derby Canal before terminating near the Midland Railway's Nottingham Road Station. Intent on pursuing this plan, the Derby Kilburn Colliery Company duly approached the Derby Recreation Company, which held a lease of the Racecourse from Derby Corporation, for permission to build a length of tramway over the Racecourse. Unfortunately, the Recreation Company declined to grant permission even though Sankey offered to stop the tramway on every race-day by removing the rails and sleepers and replacing the turf on such occasions!<sup>7</sup>

The colliery company was not thwarted for long, however, and decided instead to build its terminus on the land at Chaddesden, which it had bought from the Duke of Devonshire. This site stood just inside the western boundary of the parish of Chaddesden and, although not as near to Derby as the railway station on Nottingham Road, at least enabled the company to set up a wharf for the sale of coal within a reasonable distance of the town centre. On Saturday 21 March 1891 - a few days before the official registration of the new company - the Chaddesden Vestry met and approved a resolution in connection with the new tramway, authorising the Surveyor of the Highways for the parish to assent to the construction of various works proposed by Sankey and the company chairman, Samuel Richardson Cox, namely "*A Bridge under the Lane known as Lime Lane at a point near to the boundary between the parishes of Chaddesden and Morley; And also a Bridge under the Road leading from Chaddesden to Breadsall ... Each Bridge to be twenty feet wide ... and the road in each case to be raised four feet above its present level ...*";<sup>8</sup> One year later, in May 1892, Sankey and Cox were entering into leases with local landowners to provide land for the route of the proposed tramway. Once all the leases had been secured, Sankey then put the company's men to work on the construction of the tramway which, as can be seen from Fig. 1, was in two sections. The shortest section ran for 960 yards down an incline from the Stanley Footrill Colliery (O.S. Grid ref SK 4105 3958) in a north-west direction to the Junction (SK 4064 4034) - an engine house a few yards to the south of the adjacent Great Northern Railway. The tramway then turned at almost a right-angle before running in a straight line for 5380 yards towards the south-west, first climbing to the high ground of Chaddesden Common, then dropping down to its terminus the coal wharf at Chaddesden (SK 3699 3704) - about a quarter of a mile to the north of Nottingham Road. A profile of the tramway is shown in Fig. 2.

# THE DERBY KILBURN COLLIERY COMPANY'S TRAMWAY





In all, the tramway ran under two public roads, was spanned by five occupation-road bridges and was carried by two bridges of considerable length over streams. However, one particularly noteworthy part of the main section caused the company some considerable problems. Where the tramway crossed Wood Road, Chaddesden, just to the south of Wood Farm (also known as Stoneyflats' Farm), a small but steep valley had to be traversed. Sankey's solution to this was to build a viaduct 282 yards long with an elevation of over 20 feet at its highest point. The viaduct was built of cast-iron columns (made by the Phoenix Foundry Company, Derby) and wrought-iron lattice girders, on top of which were bolted longitudinal planks of pitch-pine, which in their turn supported the flooring on which the tramway rails were laid.<sup>9</sup>

The tramway itself comprised two adjacent sets of parallel rails of 22 inch gauge; in total, some 400 tons of rails were used in the construction of the track. An endless steel cable one inch in diameter ran between the rails and, in the case of the longest section, 257 miles of wire cable had to be drawn out of steel rods by the Wakefield specialist firm of George Cradock & Company, and then wound on bobbins and spun into strand, which was then twisted around a hemp-rope centre thus making one continuous length of cable 10,800 yards long and weighing approximately 25 tons. After careful splicing the two cables - one for each section of tramway - were coiled around two drums in the engine-house, where clutch-gear could permit either cable to be worked with, or without, the other.<sup>10</sup>

In order to raise further finance "to enable it to complete and equip the Tramways, develop its extensive Coal field, and to acquire other coal now on offer", the Derby Kilburn Colliery Company issued a prospectus in June 1893 inviting the purchase of an additional £20,000 worth of £6 per cent preference shares of £100 each.<sup>11</sup> That the new tramway was going to have an immediate effect by significantly reducing the company's coal transportation costs is shown by the prospectus, which gives the following estimate:

Present cost of conveying coal by cart	)	3s 3d per ton
from the colliery to Derby	)	
Less: Operating cost of tramway		0s 5d per ton
Less: Proposed delivery costs (wharf to	)	1s 0d per ton
Derby and neighbouring villages)	)	
Savings attributable to tramway		<u>1s 10d per ton</u>
		(or £9167 p.a. on the projected sales of
		100,000 tons p.a.)

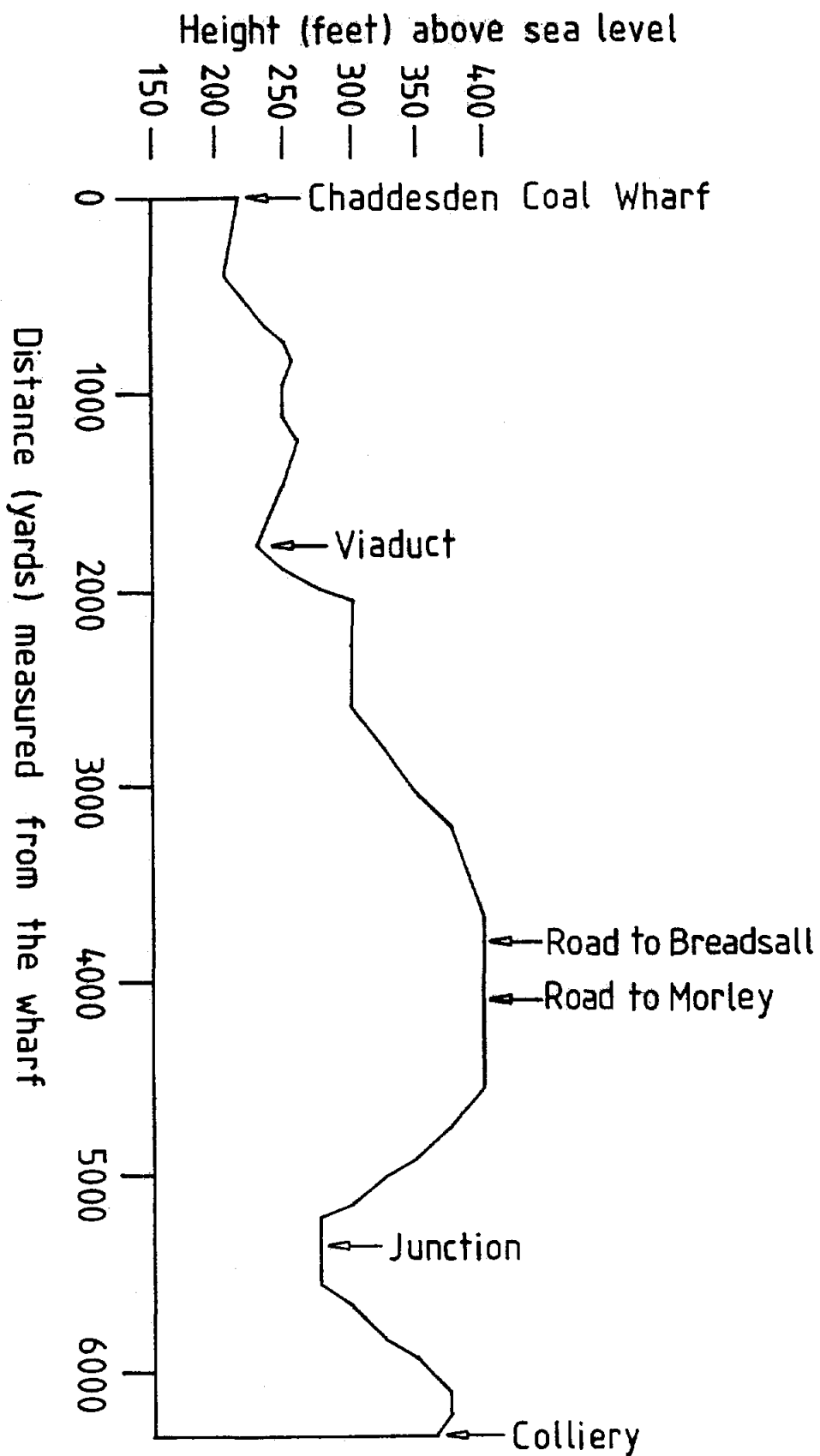
Attached to the prospectus was a report, dated 1 May 1893, by Mr. S. G. Wardell, a mining engineer of Doe Hill House near Alfreton, and according to this the company was then extracting the Kilburn coal from the mine at Stanley at the rate of approximately 600 tons per week. However, Wardell indicated this would rise to 2000 tons per week after the completion of the tramway. His costings based on the price of coal at the wharf to be constructed at the Derby end of the new tramway were:

Sale price at wharf (per ton)		10s 6d (or 9s at Stanley Colliery)
Less: Working costs including royalties,	)	
rates, taxes, endless rope maintenance,	)	7s 0d
tramway, stores, etc (per ton)	)	
Net profit		<u>3s 6d per ton</u>

Estimated annual net profit: 3s 6d x 50 weeks x 2000 tons = £17,500 p.a.  
Anticipated life of mine: 22 years<sup>12</sup>

The prospectus makes it quite clear that the company intended to link up with the Great Northern Railway via a siding - presumably at the Junction - thereby facilitating its coal sales to the villages west of Derby. The siding was never constructed despite the fact that the Junction was only some forty yards to the south of the railway tracks.

On the day of the opening ceremony, the managers of the Derby Kilburn Colliery Company and their guests, including Sir Thomas Roe, MP, Mr. J.P. Doherty (former Mayor of Derby) and Dr. W. Iliffe (Medical Officer to



A Section through the land crossed by the Tramway

the Borough), left the train at West Hallam Station and drove in carriages to the old Stanley Kilburn Colliery in Sough Lane, Stanley, by then reduced to the status of a pumping-station, where they examined a pair of massive, steam-powered, compound condensing engines powered by a single Lancashire boiler, which had been installed by the company in order to drain the workings of water and provide essential ventilation. The 20 inch diameter pump was, so the assembly were told, capable of raising water to the surface from a depth of 70 yards.<sup>13</sup>

The party continued on to the Stanley Footrill Colliery some three-quarters of a mile away where they watched coal being moved from the pit-mouth to the start of the tramway. They then walked along the track to the Junction where, once the 100 horsepower engines had been started up, Mrs Sankey operated a lever to send coal trucks moving down the longest section of the tramway to Chaddesden while Mr S. R. Cox started the trucks on their shorter journey from the mine. Before returning to their carriages the group remained awhile at the Footrill where they watched the wagons of freshly extracted coal being passed over a weighing machine, then propelled along to a point at which the endless cable appeared from beneath a platform - this they were told housed one large and several smaller wheels designed to guide the cable. The individual wagons spaced at intervals of approximately 40 yards were then secured to the cable by means of special clips before being despatched on their way to the wharf at Chaddesden at the breakneck speed of about 3 mph! In the interest of safety, company employees were stationed at intervals along the tramway where electric signals would enable them to advise staff in the engine-house to stop the machinery in the event of an accident. This was obviously a prudent decision since many small (and not so small) boys "hitched" unauthorised rides on the wagons from time to time. Indeed, I recall my own grandfather (the late Mr J. R. Cholerton) admitting to me that as a youngster in the years around 1908 or thereabouts he sometimes made use of the tramway in this fashion.

After leaving the colliery in their carriages the group returned to Chaddesden by road and managed to arrive at the new coal-wharf at about the same time as the first wagon of coal. They were then shown how the attendant at the *terminus* of the tramway released a lever on the cable-clip in order to bring the wagon to a standstill. Once emptied, the wagons were then clipped on to the returning cable and sent back to Stanley on the other set of rails. From Chaddesden the coal was loaded into customers' carts before being driven off to Derby and nearby villages. Sankey told the assembly that he believed the new tramway was the longest of its type in England operated on an endless cable system. The party then proceeded to the St. James's Hotel in Derby for a celebratory lunch with other invited guests. Sir Thomas Roe proposed the toast "*Success to the Derby Kilburn Colliery Company*" and said that with such a significant tonnage of coal in the district waiting to be mined, there was no fear the supply might run out. Mention was also made of the major labour problems the coal industry had experienced the previous year, and which had prevented the opening of the tramway in the autumn of 1893 as originally scheduled.

Because of the proximity of its Chaddesden coal wharf to the town of Derby there can be little doubt that the Derby Kilburn Colliery Company prospered for a while. So anxious was the company to get its coal into Derby that it constructed a new road linking the wharf with Nottingham Road at a point near to the Derby Brewery Company's premises. Today this road is represented by part of Cornwall Road and Walpole Street, but in the 1890s it also served a brickworks adjacent to the coal wharf and which presumably utilised the readily available coal supplies in firing its products.

Sometime around 1912 an effort was made to increase production at the Stanley colliery by cutting another footrill or drift mine from a point a few yards to the north-east of the Junction and extending it under the adjacent Great Northern Railway to get at the land to the north of the railway tracks.<sup>14</sup> However, as the First World War progressed the company ran into difficulties, and by October 1916 Messrs. Watson, Sowter & Co, Chartered Accountants of Derby, had written to H. E. Milton, Mining Engineer of Ormonde Fields, Codnor, advising him that they had been appointed Receiver and Manager of a "*small colliery outside Derby*" and enquiring whether he would undertake to make a report on the same for the Court.<sup>15</sup> In April 1918, under the terms of a Chancery Court Order, an attempt was made to sell the Derby Kilburn Colliery by auction as a going concern - the quantity of coal then left in the mine being estimated at 1¾ million tons.<sup>16</sup> Bidding was slow, and at £35,000 the lot was withdrawn as the reserve price had not been reached. Over the next few months the venture must have been wound up, for on 12 December 1919, all the company's remaining freehold land was disposed of, at auction, in five lots to different purchasers thus:<sup>17</sup>

		Area			Price
LOT 1	Land, stables, store-room, engine-house and offices in the Parish of Chaddesden "until recently used as a Coal Wharf & Brickyard"	11a	2r	6p	£1,400
LOT 2	Plot of building land fronting Walpole Street	0a	0r	23p	£60
LOT 3	Three grass fields at Lime Lane, Morley, known as Morley Poor's Land	8a	1r	39p	£525
LOT 4	Three grass fields at Stanley, known as Lesser Wallbrook Close & Cow Close	10a	2r	17p	£360
LOT 5	Site of disused colliery (the old Stanley Kilburn Colliery) fronting Sough Lane, Stanley	2a	0r	19p	£50
Totals		32a	3r	24p	£2,395

Because of the dramatic changes which have occurred to the area over the years, scant remains of the tramway have survived to the present day. At the site of the former Chaddesden coal wharf, one of the Derby Kilburn Colliery Company's buildings served for a time as the Royal British Legion Club in Hillcrest Road; after standing empty and vandalised for some years it was finally demolished in September 1997. Sections of the tramway cuttings and embankments were visible on Chaddesden Common until about fifteen years ago but, thanks to the huge Oakwood housing development, these have now virtually disappeared, although one small section may still be seen about 50 yards to the west of the junction of Oakwood Drive and Bishop's Drive (SK 3871 3860). At the Stanley end of the tramway a couple of buildings associated with the colliery have survived,<sup>18</sup> and it is pleasing to note that on one of them - Footrills Bungalow just opposite Home Farm on Derby Road - a stone is visible in a west-facing gable with the initial letters of the company and a date one year prior to its actual registration inscribed upon it in rather eroded lettering, thus: "D.K.C.C. A.D. 1890". As to the course of the tramway itself at Stanley, it would appear that all remaining vestiges of it were swept away in the 1950s and 1960s when the land in the vicinity of the old Stanley Footrill Colliery was subjected to open-cast coal extraction.

#### Notes and References

DA	Derbyshire Advertiser	DM	Derby Mercury
DDT	Derby Daily Telegraph	DRO	Derbyshire Record Office, Matlock
DE	Derby Express		

1. DA 23-11-1894
2. The *Oxford English Dictionary* defines a footrill as "... the entrance to a mine by means of a level driven into a hill-side, or a dip-road, up which coal is brought".
3. DM 15-4-1891. This lists the initial subscribers and their respective shareholdings as follows: W. Iliffe, Derby, surgeon (3 shares); S. R. Cox. Irongate, Derby, merchant (40 shares); W. H. Sankey, Sandiacre, Derby, engineer (40 shares); N. C. Curzon, Lockington, near Derby (10 shares); H. Evans, Highfield, Derby (10 shares); J. Shaw, Park View, Derby (10 shares); W. Curzon, Alvaston, near Derby (5 shares).
4. DM 7-6-1893 and DDT 21-11-1894
5. In March 1880 the Chaddesden Vestry debated whether it might be possible to claim compensation from the Stanley Colliery Company for the damage their coal carts were doing to the highway (DRO D568/2/1). The late Mr. F. S. Ogden of Stanley, writing in *Derbyshire Miscellany*, Vol. 4, Part 3, April 1968, p128, had this to say about the haulage of coal and the condition of the local road network prior to the construction of the tramway: "There were several local 'carters' each of whom had one or more horses and

*carts regularly employed on this work. I well remember the terrible state of the road between Stanley and Derby, particularly along 'Locko Woodside' in the winter when traffic was at its peak and 'road mending' consisted in shovelling broken slag clinker into the ruts. In summer the winter's black mud containing a good proportion of coal dust, became clouds of black dust".*

6. DE 21-11-1894
7. DA 23-11-1894
8. DRO D568/2/1. Today's motorists driving from Chaddesden Common to either Breadsall or Morley still pass over these two slightly raised sections of road.
9. DDT 21-11-1894
10. DE 21-11-1894, DDT 21-11-1894 and DA 23-11-1894
11. The prospectus is reproduced in DM 7-6-1893 and gives further particulars about company officials, etc., as follows: Directors - Samuel Richardson Cox of Oldbury Hall, Warks.; William Henry Sankey of Morley Hall, Derby (also Managing Director and Secretary); and John Shaw of Park View, Kedleston Road, Derby. Bankers - Crompton & Evans of Derby. Solicitors - J. & F. E. Burton of Castle Donington. Registered Office - Messrs. Cox & Bowring's, Irongate, Derby.
12. From the prospectus quoted in DM 7-6-1893 it would seem that the main reason for the formation of the Derby Kilburn Colliery Company was "*the purchase, at cost price, from Messrs. Samuel Richardson Cox and William Henry Sankey, of their respective fee simple interests in the Stanley Colliery, in the County of Derby, and in freehold lands in Chaddesden, Stanley, and Morley, containing together 44a 0r 38p, with the mines (if any) under the Chaddesden and Stanley lands, and under la 1r 18p of the Great Northern Railway; also by way of underlease of their interests in the mine or seam of the well-known Kilburn Coal, under about 521 acres of land in Stanley and neighbouring parishes, and 24/30ths in undivided minerals of an estimated area of 250 acres in the whole in the parish of Morley*". From this, Wardell was then able to calculate the working life of the colliery in the following manner:

Total area = 721 acres (i.e. 521 acres plus 24/30ths of 250 acres)	
Estimated quantity of coal per acre	= 3,500 tons
Total quantity = 721 x 3500 tons	= 2,523,500 tons
Less: 10% for faults and colliery consumption	= 252,350 tons
Estimated coal production	= 2,271,150 tons

Working life of mine (assuming annual production of 100,000 tons) = 22 years

13. Mr. F. S. Ogden was also able to recall the pump at the old pit in Sough Lane, Stanley: "*The pump was a massive slow-motion machine with a peculiar and characteristic sort of grunt*". Ogden. *op. cit.*, p129.
14. *Ibid*, Lee, S.T., *The Story of Stanley, Derbyshire*, (1968), p39.
15. DRO N5/310
16. DM 12-4-1918
17. DM 21-11-1919 and DM 12-12-1919
18. For a simple sketch of Stanley Footrill Colliery and its outbuildings in 1903, see Ogden, *op. cit.*, facing p130.

## A DERBY ENGINEER - WILLIAM JOHN STEPHENSON-PEACH, M.I.M.E.

(by Betty Kitching)

Stephenson-Peach was born in Derby on 10 March 1852. He claimed descent from George Stephenson, the great engineer of "Rocket" fame. He received his engineering training at the Atlas Works, Derby, and at Messrs. J. & G. Thompson's shipyard in Glasgow. In 1886 he opened an engineering works in the grounds of Askew House, Askew Hill, Repton. A year later - in association with the Very Rev. W.M. Furneaux, headmaster of Repton School - these premises also became an engineering school. Repton was a pioneer in teaching engineering to boys at public schools particularly those who were not academically inclined towards the Classics. The headmaster, on Speech Day, would invite parents to visit the engineering workshop and see the mechanical and electrical wonders that Stephenson-Peach and the boys were producing.

Stephenson-Peach called his works the Roller, Mower and Engineering Co. Ltd. On the site were a drawing office, machine shops, engine room, blacksmith's shop, foundry, engine test shop, pump room, gas house and gasometer. A later letterhead, dated 1914, reads:

Established 1886

Goods to Repton and Willington Station  
Midland Railway

W.J. STEPHENSON-PEACH, M.I.M.E.  
F. Smith, Manager

REPTON ENGINEERING WORKS  
REPTON  
BURTON-ON-TRENT

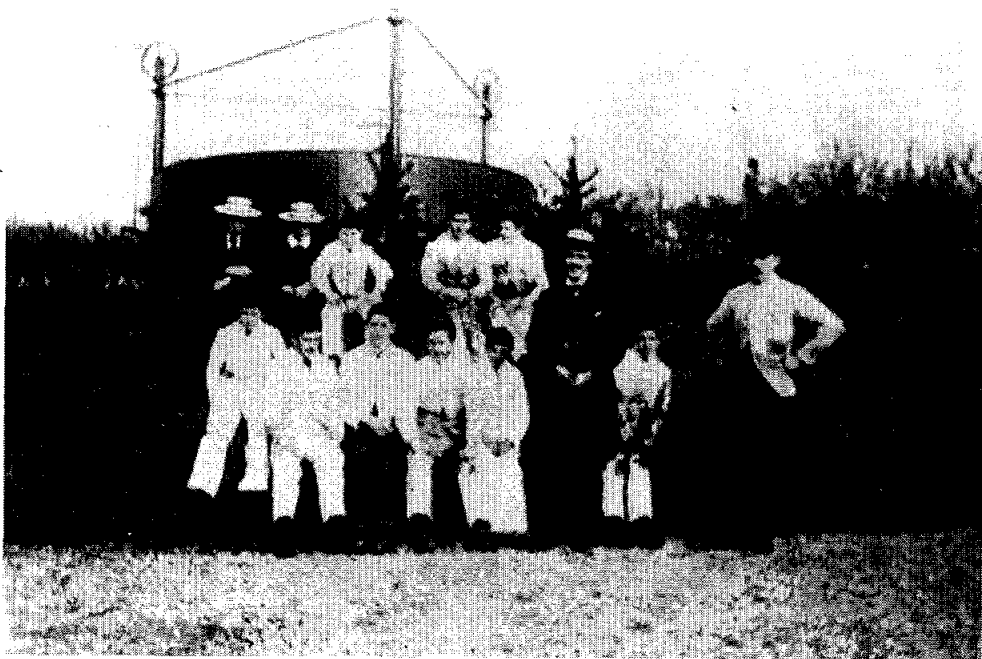
Specialities: Motor lawn mowers.  
Light 4 wheeled runabouts  
MOTOR BICYCLES  
Gas, steam and oil engines  
Bicycles made and repaired

Fortunately I possess the reminiscences of two local men who worked in the Repton shop: one was Frederick Smith, who started in 1891 and in due course became the manager, the other Harold Fletcher, who joined in 1900. Apparently students attended the engineering classes not only from Repton School but also from all over Britain; there were even two from Siam. Charles Rolls came for tuition from Eton College and subsequently wrote to Stephenson-Peach saying that he had acquired more engineering knowledge from him than from anyone else.

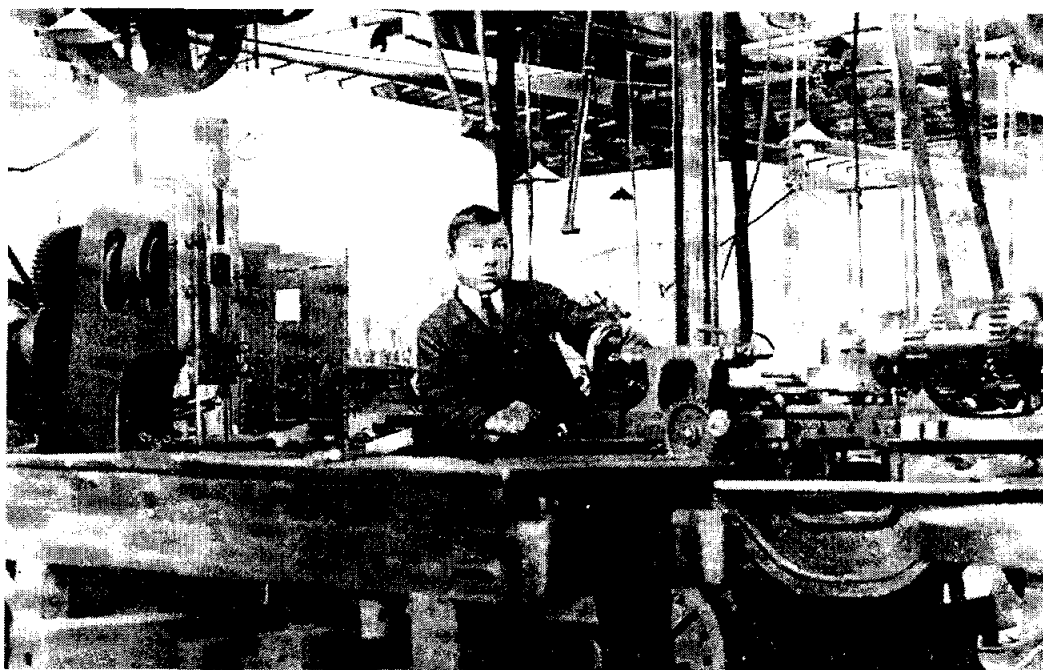
At the time Mr. Fletcher entered the workshop the variety of machines being turned out by the boys included oil, steam and gas engines, road rollers, mowers and motor cycles, as well as dynamos and, early forms of radio. Stephenson-Peach liked to keep in touch with his former pupils and was delighted to hear of their successes.

At the turn of the century he opened another engineering workshop, this time in conjunction with Malvern College. In an article in the College magazine of 1970 former pupils of Stephenson-Peach were quoted as having used such terms as "*a mechanical genius*" and "*astounding ingenuity and boldness of design*". Contemporary photographic plates had been found in the College and, one Old Malvernian wrote: "*I have some of the plates which show Stephenson-Peach did not confine his activities to electric or steam power. The plates show early aircooled twin and single cylinder petrol engines, and also some gas engines. A single cylinder motor cycle is shown on one, and a four wheeled chassis on another*".

This was a period when a wave of enthusiasm for anything mechanical on wheels was spreading rapidly and Stephenson-Peach turned his attention increasingly to the design of motor cars. In particular he developed a



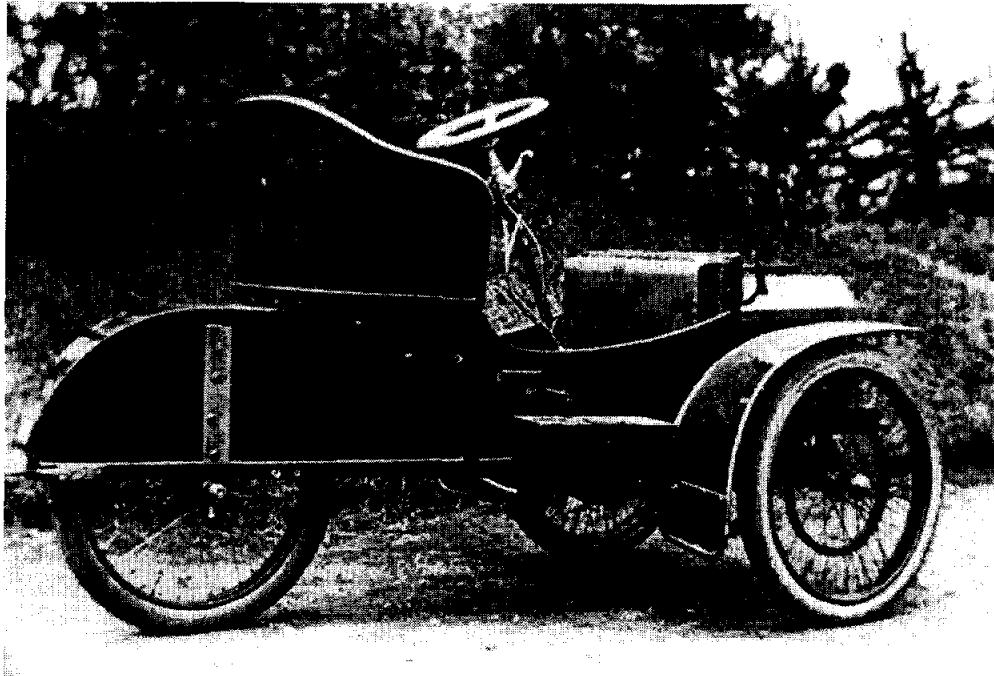
Group of students from the Repton workshop  
(from Frederick Smith's album)



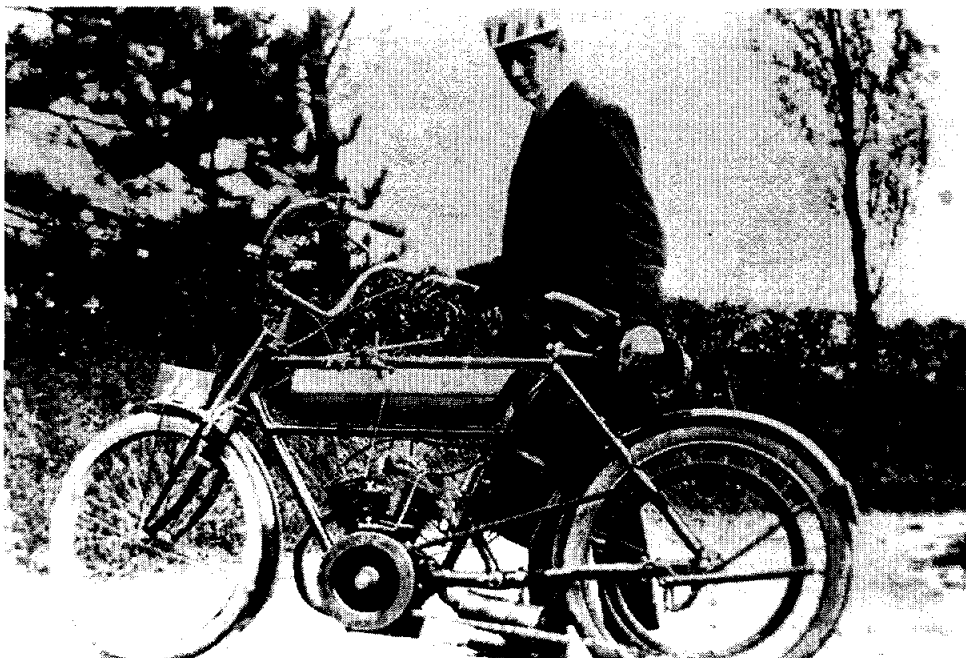
Harold Fletcher in the Repton workshop  
(from Frederick Smith's album)

friendship with H.F.S. Morgan at the latter's engineering factory in Malvern: this resulted in the production of the first Morgan three-wheeler in 1909.

In addition to being a pioneer in spreading engineering knowledge among schoolboys at Repton and Malvern, Stephenson-Peach was keenly interested in pisciculture; he formed the Trent Fish Culture Company, of which he was managing director until his death. During the 1914-1918 war, munitions were made in the Malvern workshop - an addition to Stephenson-Peach's already considerable responsibilities. Eventually his health broke down under the strain and he retired to Bournemouth. The last weeks of his life were spent helping disabled soldiers to earn a living in a toy-making shop there. He died from influenza on 4 March 1919 six days short of his 67th birthday,

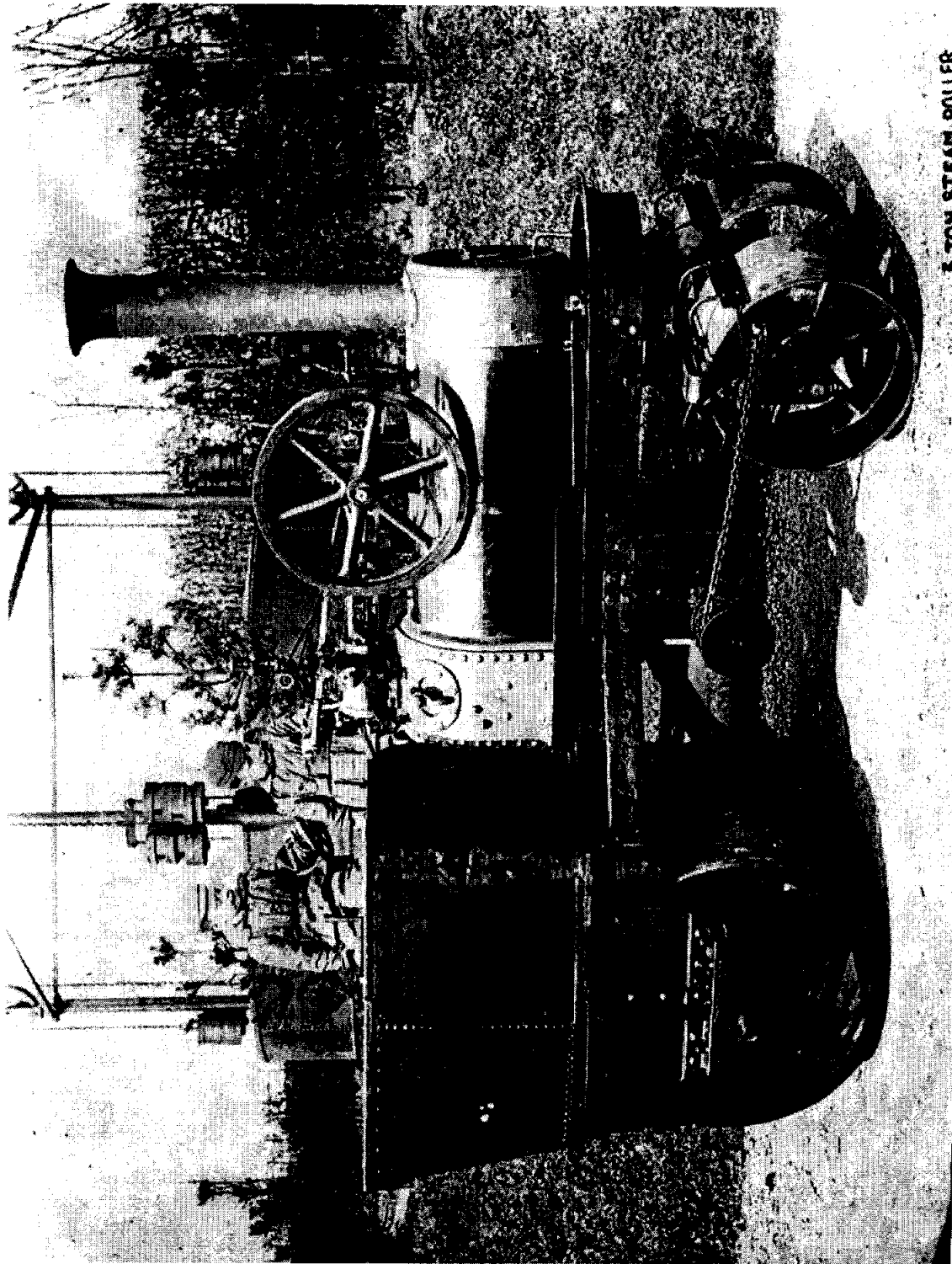


Early 3-wheeler car at the Repton workshop (Frederick Smith's album)



Motor cycle at the Repton workshop (Frederick Smith's album)





3 ton steam roller at Repton workshop