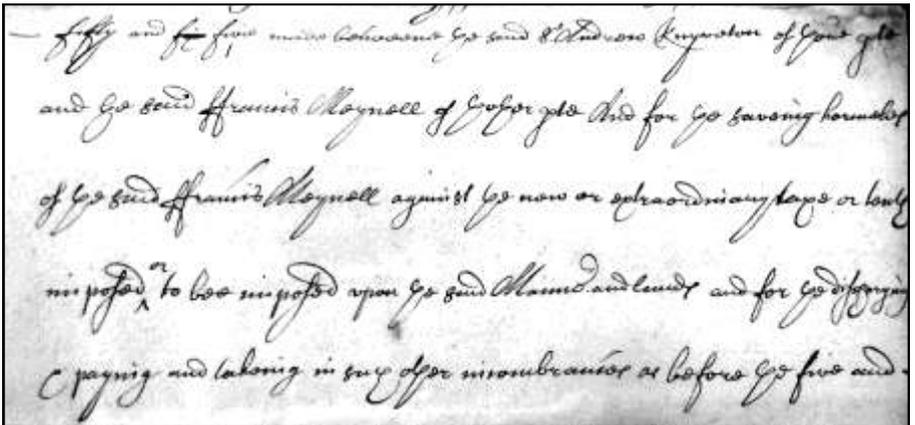




DERBYSHIRE ARCHAEOLOGICAL SOCIETY NEWSLETTER

Issue 77

January 2014



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“The extraordinary tax or tenth”

DERBYSHIRE ARCHAEOLOGICAL SOCIETY

2013/2014

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The Cover Story

A reference to a previously unheard of tax made me curious.

The “extraordinary tax or tenth” referred to in the deed turns out to be the Decimation Tax levied by Oliver Cromwell and the Protectorate to finance and raise regional militias to maintain order under the infamous “Rule of the Major Generals” from 1655. It didn’t last long.

Nevertheless Sir Andrew Kniveton, the former Royalist Governor of Tutbury Castle, who had, perforce, to sell his ancestral lands by reason of the debts incurred by his loyalty, found himself liable to pay 10% of the annual value of his estate. This would appear to have happened during negotiations to sell his lands in Bradley to Francis Meynell, a London Alderman and Goldsmith with all that implies in terms of loads of money. Indeed Mr Meynell appears to have paid a £250 portion of the tax in person to Major General Whalley the regional Governor of the East Midlands to expedite the sale. Naturally this was deducted from the sale price as were certain other moneys said to be due to the

“overvallewing” of the estate. The latter may initially have been a ruse to reduce the tax payable but the net result was that Sir Andrew was not only decimated but probably wiped out altogether.

The tax itself was of dubious legality and military rule widely unpopular and when elections were called for a new Parliament in late 1656 the electorate returned a majority of conservative moderates rather than radical republicans. By refusing to extend the life of the Decimation Tax in Jan 1657 the new Parliament effectively brought it and military government to an end.

“...fifty and five made between Sir Andrew Kniveton of the one part and the said Francis Meynell of the other And for the saving harmles of Francis Meynell against the newe or extraordinary tax or tenth imposed or to be imposed upon the said Manor and lands and for discharging and paying and taking in such other incumbrances as before...”

Barbara Foster

With thanks to the DRO for permission to reproduce the text of the deed
D277/2/4.

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VISIT TO CUMBRIA

17-21 JULY 2014

This year we shall visit the Cumbrian area. 45 places have been reserved at the University of Cumbria in Carlisle for four nights: 17 - 21 July 2014. The rooms are all single en-suite.

We hope to recruit local guides, along with David Carder and Mike McGuire who will be our Tour Guides. We shall again be hiring a Skills coach which will depart from Derby and the cost of this is included in the price. We hope to make the usual interesting stops enroute.

We estimate a cost of no more than £380. This will include accommodation - bed, breakfast and evening meals - for four nights and the cost of the coach for five days. It will also include all entrance fees except for English Heritage and Historic Scotland but please also bring NT and EH membership cards if you have them.

The University require a 25% deposit so, in order to book a place, an initial deposit of £100.00 (non returnable) is required by 31st January 2014. We would advise that applications be made as soon as possible to avoid disappointment.

The exact cost will be known in May. And we strongly recommend that you do take out personal Travel and Cancellation Insurance.

To book please send cheques payable to Derbyshire Archaeological Society with the words

'DAS CUMBRIA VISIT' on the back of the cheque to the value of £100.00 per person to

Mr G. Marler

10 Auckland Close

Mickleover, Derby DE3 9LH

A stamped addressed envelope should be included if you require confirmation of your booking and receipt of your booking fee. Places will be allocated in the usual way and only applications received by post will be accepted; **please do not hand deliver.**

Any queries please contact Geoff on 01332 515659 (please leave your details on voicemail if busy)

PROGRAMME SECRETARY'S NOTES

Catrine Jarman's lecture on 'Viking Age Repton: New techniques on old bones' was very well attended and we learnt a lot about what isotope analysis can tell us about where the original owners came from. She is half way through her PhD course so will be invited back when she has finished it.

Dr David Mason's lecture on 'New Evidence for Roman County Durham' was not quite so well attended due to a clash of dates in some areas but for those who not there, you missed a lot of well researched detail on various sites around that County. He talked non-stop for 90 minutes and it was all fascinating.

Please note that future Socials will be held at St Paul's Church Hall and not St Mary's, although the rest of the Winter Programme will be at St Mary's except for the University lectures.

The 10th January Society lecture - 'Greyfriars, Leicester and the search for the grave of Richard III' by Richard Buckley, will take place in Room OL1, University of Derby, Kedleston Road, 7.30pm.

And the last lecture on 7th March will be '20 Years of Time Team and Geofizz: what have we learnt' "not heavy science and with lots of pics" by Dr John Gater and will also be in Room OL1.

Summer Programme 2014

Your Section Secretaries are doing their usual best to provide many tours in and around Derbyshire. For reports on last summer's programme please see Section Secretaries' reports.

Winter Programme 2014-15

Some Sections programmes are already in place but not many details as yet.

Malisse McGuire

VISIT TO EAST ANGLIA 18-22 JULY 2013

We set off from Derby at 9.30 am – the temperature was already 25 degrees! Our first stop was St Ives which is a delightful town on the River Ouse. The bridge chapel – dedicated to St Leger is one of only 5 surviving in Britain; it is a beautiful 2 storied building with a bread oven in the lower storey and a little balcony.

St Ives Bridge (15th-century)



The Norris Museum – though only small – housed the most wonderful collection of artefacts. People were excited by the two beaker pots and a flint blade from the Bronze Age. The parish church of All Saints is thought to be on a Saxon site called Slepe. The information board by the gate pointed out a carved rabbit on the entrance to the church – unfortunately no one could see it!

Leaving Huntingdonshire we went on to Pakenham Water Mill in Suffolk where we were met by David Carder our guide for the next 5 days. The first recorded mill was in 1086 – Domesday Book. It ceased commercial operation in 1974 and now is owned and run by a local charity. The building is 4 storied with a breast shot water wheel of about 1900. It is in full working order and we had a detailed guided tour.

On to Bungay castle founded by Roger Bigod before 1100. The 2 towers leading to

the keep are still standing. The keep sat on a tall mound and consisted of 2 floors the upper one being the hall. It was a little difficult to see the plan of the building and various suggestions were put forward.

Time was moving on and our next stop was the Belsey Bridge Conference Centre where we all quickly found our rooms and had much needed showers! It had been a hot day. There was no relaxation of course – after dinner David gave us a talk on Norwich in preparation for Friday's outing.

Friday: After breakfast we set off for Norwich where we were spending the whole day. Norwich is a beautiful city on the River Wensum. It has been a thriving and important market town since its early development when small settlements became amalgamated as the town grew. Building of the beautiful cathedral began in 1096 after the see of East Anglia, which had been Thetford, was transferred to Norwich. Edith Cavell has her grave in a quiet corner outside the cathedral and her statue is nearby.



The group having a well earned rest

The Great Hospital of St Giles which has been in existence since 1249 and is still a working building but we were allowed to enter the grounds and walk through the delightful cloister – 1450 - to see the church

of St Helens which is still in use as a parish church and has beautifully carved bosses.

In 1254 Norwich had 57 churches and now has 35. Not all are places of worship but have other uses.

The castle was built in 1067-70 and is one of the largest stone keeps in England. It is now a museum. Much of the city walls remain. Various towers remain including 2 either side of the river at one point, across which a chain could be slung to 'interfere' with boats coming to attack.

Medieval buildings survive including the Bridewell formerly a private house now a museum – ditto Strangers Hall. The building we all visited was Dragon Hall. In the early C14 it was a hall with a service block on the right hand side. It fronted a nearby quayside to facilitate movement of merchandise and the beautiful medieval brick and timber archway is still visible. In the mid C15 it was owned by Robert Toppes who built a seven bay hall above the service block. It was divided in 2 - one room being Robert Toppes office and the other probably a showroom. This hall had a crown post roof. After he died in 1467, it was converted for domestic use. A further floor was inserted so that the roof space could house more people. After being a public house it was finally acquired by the City Council who repaired and restored it. During that renovation a decorative 'dragon' was revealed in the roof space – hence it's present day name.

Back to Belsey Bridge, dinner and a further lecture.

Saturday took us to Grimes Graves. Some of us remembered the 'descent' back in the 80s. Health and safety having changed the 'descent' is now supervised, a hard hat has to be worn, only one person at a time on



Deep in a pit at Grimes Graves

the ladder, which now has flat rungs and a hand rail for part of the way! However this site remains a testament to the ingenuity of our ancestors and their determination to extract the flint. Crawling through tiny tunnels – no room to kneel – and extracting the flint using antler picks takes a lot of imagination. Back on the surface, looking across the landscape at the hundreds of mounds which were working mines, it must have been a very busy industrial area.

On to Thetford to look round the remains of the priory with its flint walls and magnificent gatehouse. Then to Bury St Edmunds. The now ruined abbey was huge and dates back to c.633. St Edmund – killed by the Danes in 870 - was buried here in 903. Its extensive history finally came to an end in 1539 – only the abbots house survived, being finally divided into smaller houses that you can see today. There was now a real treat in store for us – a visit to the library in the new cathedral, where we were told about the ancient books and we were allowed to browse the book shelves which included atlases and a pre-1500 copy of Euclid complete with the Pythagoras theorem. We also visited the Moyes Hall Museum which originally was a Norman town house. The layout of hall and solar on

the first floor is still present along with the undercroft.

Sunday – first stop Haddiscoe Church, then St Olaves Augustinian priory dating from c.1216. There was reused roman stone supporting the Purbeck marble pillars in the undercroft.

At Burgh Castle there are the substantial remains of the Roman shore fort. The walls show a core of flint rubble, faced with knapped flint alternating with red tile/brick bands. At each corner there would have been bastions with 6 more protecting the walls. A motte and bailey castle was built by the Normans in the late C11 or C12 in the South West corner.

Next stop Southwold where the parish church of St Edmund has some of the richest bench end carvings in the country including the 7 deadly sins in true medieval fashion.

Dunwich in Suffolk is now a small village, having in the past been one of the greatest ports on the east coast and the tenth largest town in England. However storms in the 13th and 14th centuries all but destroyed the town – the harbour being swept away in 1328. The church of All Saints was lost over a period of years 1904 – 1919 due to coastal erosion. However, there is still a small and very interesting museum housed in a former reading room and also the remains of a Franciscan friary.

Our last visit was to the church of Holy Trinity at Blythburgh. The joy of this church is the angel carvings in the roof. One has been restored to its original grandeur, painted in green, red, white and gold. The 18 pairs of angels in the roof must have been a truly uplifting sight for the congregation of the day.

Back to Belsey Bridge for that much needed shower and meal before the evening entertainment. David gave a talk on Ancient Human Occupation in Britain, which was followed by ‘the quiz’.

Our last day took us first to Venta Icenorum, the former capital of Norfolk. The name means the market place of the Iceni. The grid pattern of the street layout was

clearly visible as parch marks in the grass. Then to Castle Acre with huge ramparts surrounding the castle keep and the outer bailey. The Cluniac Priory of St Mary, St Peter and St Paul was begun in 1090. The extensive ruins give a complete picture of a medieval priory complex.

Flag Fen was our last stop, one of the most important Bronze Age archaeological sites in Europe. The 3,000 year old causeway is within its own specially constructed building, keeping the wooden causeway constantly wet and at a low temperature; iron age and bronze age reconstructed buildings, part of an excavated roman road and reconstructed prehistoric landscapes can also be visited. In the museum people were impressed by the preserved bronze shears complete with their wooden box, the oldest wheel ever found so far in Britain and the tessellated pavement in the herb garden.

Weary and hot, but very happy we arrived back in Derby at 5.30 after an excellent weekend. Once again thank you to the organisers - Jane, Malise, Mike M, Joan and John, Geoff and Ann and Mike B for all the hard work that goes towards making these weekends so successful; also to David Carder who is always so enthusiastic and knowledgeable about the sites we visit.

Jenny Butler

ARCHAEOLOGICAL RESEARCH GROUP

Burrough Hill Excavations

Dr. Jeremy Taylor of Leicester University greeted a party of some twenty members in the Burrough Hill carpark on a hot Saturday, July 13th. This visit was a follow-up to his very interesting illustrated talk to us in November 2012.

We stopped at the project cabins where he gave us a brief overview of the site and we met his two small children and the black



shoe shaped ditch of indeterminate age and use. It was suspected to be Bronze Age as much early Bronze Age flint work had been found or it could even have been a mini-henge some 1500 years before the fort was built. The roundhouse was large of a polygonal form with patches of clay and burning. Gullies were filled with rubbish perhaps indicating the house was going out of use. Pits revealed weaving combs and loom

and white site cat, all of whom accompanied us on our tour.

These excavations are now in the fourth year of a five year project. It is a major student training and research excavation project by the University of Leicester Archaeological Services with the permission of English Heritage, the landowners and Leicestershire County Council. This year it was hoped to gather more information about the hill fort interior and the nature of occupation within and how it might have changed over time.

The hill fort is a promontory fort in the Dalby Hills with commanding views over the surrounding countryside and is one of the most striking and frequently visited monuments in central England, a few miles from Melton Mowbray.

After climbing the path up into the fort Dr. Taylor pointed out various features, the rock cut ditch on the eastern side, the ironstone rubble and the clay and dry stone wall over six feet high.

This year concentration has been on Trenches 8 and 9. In Trench 8, in the south west corner of the fort, lots of features were revealed including evidence of an Iron Age roundhouse, pits, a Roman wall and a large horse

weights, furnace waste and beehive querns smashed up. On the south side the pits were over one metre deep. In one large oval pit there were silty deposits and ashy layers and on the silt there was a great find of bronze work fittings from a chariot which had been placed in a box, some iron objects and burnt organic material covered by iron-working slag and filled with more deposits. Twenty-two beehive querns were also found in this trench believed to have come from Hunsby in Northamptonshire. Trench 9, located in the north-eastern corner, was an area which was chosen as the geophysical survey had revealed several overlapping results including roundhouses and a linear boundary.

Other trenches were visited and described. In Trench 6 a shield, spears, javelins, shield binding and one hundred



Panorama over Burrough Hill

and twenty iron items were found, together with some human remains, disarticulated finger bones. In Trench 5 the findings included a human skull, a horse skull and a bronze brooch from the Roman period. A large rough cut pit had been back filled with ironstone. There was good animal bone preservation at the bottom of this pit. It was probable it had previously been a grain silo.

A wall, 80 cm wide, damaged by medieval ploughing had also been excavated. Two courses survive. It was not known yet whether it was an enclosure wall or part of a building. There were lots of pottery finds of the Roman period and evidence of roundhouses pre-Roman.

There was almost too much information to take in on this very hot day but Dr. Taylor was very passionate about the site and keen to import all his information to us. We hope after the final year of digging and exploration of the boundaries and analysis, he will be able to come and give us a further talk on the findings at this exciting site.

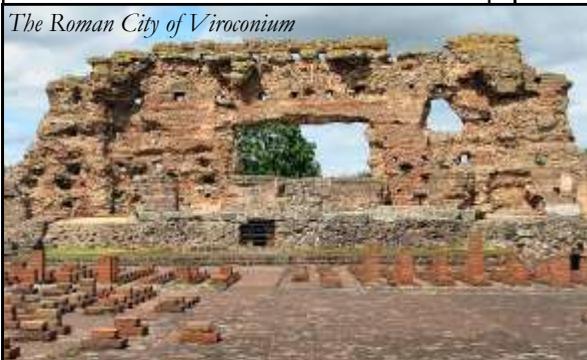
Anne Haywood

Day out in Shrewsbury Sat. 17th August 2013.

A few miles before Shrewsbury we made a short stop at what remains of the Roman City of Viroconium in Wroxeter, once the fourth largest town in Roman Britain. The very distinctive excavated city, now under the care of English Heritage is very impressive even from the roadside, the remnants of the stonework of the western bath suite dominating the skyline. The site which once included decorous baths, courtyards, latrines and, unusually for a Romano-British town, a Market Hall, can be clearly conjured up in the mind's eye.

We then walked along the lane to the southwest corner of the site to visit the Grade 1 Church of St. Andrews, now under the protection of the Church Conservation Trust. Many small pieces of Roman pottery had been found during the 1985-86 programme of excavation and repair at the church, it was also confirmed that much Roman masonry had been used in the building. We were very impressed by the very fine collection of wall tablets, and the beautiful coloured table tombs, also the lovely Georgian box pews and the carved pulpit. It was certainly worth a stopover, although we were disappointed that we were unable to visit the Roman Vineyard just further along the lane, because of vehicular access.

We were soon crossing over the English bridge on the Welsh

The Roman City of Viroconium

border and in to Shrewsbury, we were dropped off outside the elegant church dedicated to St Chad, the 7th Century first Bishop of Mercia, very prominent with its distinctive rounded cupola, the only Grade 1 listed circular church in England. Just beyond the main doorway of the church the vestibule fills the space between the tower and the nave, the impressive two arms of

original Jacobean staircase had unfortunately been shipped off to America.

There was an opportunity to visit the medieval heart of Shrewsbury, St Alkmund's church, St Mary's church, and the lovely quiet old streets of Butcher Row, Fish Street and Grope Lane all alluding to what took place in the past! There was also the opportunity to take a river trip, on the River

Severn which forms an almost perfect loop around old Shrewsbury, like a natural moat. Also an opportunity to visit the castle built of Norman red sandstone in 1070. The castle houses the Shropshire Regiment Museum with a splendid collection of pictures, weapons, uniforms and other memorabilia from the 1700's to the present day. There was also evidence of when the castle had once been a prison, with shackles still attached to the wall.



Inside the Church of St. Chad, Shrewsbury

elegant Shropshire ironwork creating a curved rail sweeping up to the gallery. A striking monument is situated in the entrance hall dedicated to the 53rd Shropshire Light Infantry and memorial books containing the names of those who lost their lives during the two world wars. Charles Darwin was baptised here in 1809.

We all then dispersed to explore our own particular interests, of which there were many in Shrewsbury. We went on to visit a redundant theatre, now a shopping arcade.

Rowley's House, once a rich wool merchants house, which now houses the tourist office, a very interesting building, frustrating as there was no available reading information on the building available. Three floors and an attic currently housing collections of fine art, costumes and ceramics on one floor, another holding Shrewsbury's geology, local history and archaeology. The attic, suspended in time with the original bed belonging to the Rowley family complete with restored tapestry hangings. The

Henry Tudor House, a magnificent black and white Tudor building, reputed to have got its name when Henry Tudor stayed there on his way to the battle of Bosworth.

Many of us had unfortunately left the Cathedral to the last as it was close to our appointed pick up point, although if you had planned your visit carefully and taken note that the cathedral closed at 4pm, you would have been fortunate enough to see the inside of the beautiful stained glass West window, not just from the outside. The building completed in 1856 and designed by Edwin Pugin was built to be aligned to the city walls.



Rowley's House

Shrewsbury was indeed a wonderful place to visit particularly as they had recently entered a flower festival, and so was resplendent with blooms, it has a wealth of Historical buildings and history.

Janette Jackson

Segelocum; Grains of History.

On 4th October, Emily Gillott and Lorraine Horsley, Community Archaeologists for Nottingham County Council, gave us a talk on the Roman town of Segelocum. They based their talk on findings made during excavations along the River Trent in 2012. Segelocum (now Littleborough) lies on the banks of the Trent between Gainsborough and Newark and was the crossing point for the Roman road from Lincoln to Doncaster”.

Recent work in the surrounding areas had uncovered coin distributions of the Corieltauvi tribe who peopled an area from the south and east midlands to the Lincolnshire coast. Emily explained that while much research had been done on major Roman cities such as York and Lincoln, and former Corieltauvi and Roman centres such as Ratae (Leicester), large Roman sites of some 70 acres had been found elsewhere in what are now small towns or villages. Many of these had been recorded but Segelocum, as Littleborough was known, appears to have been overlooked. Lorraine went on to say that on examining the villages just to the north of Lincoln the former Roman way stations of Torksey, Marton and Littleborough were identified but looking today like typical medieval villages.

The name Segelocum comes from the Celtic word “sego” meaning strong and the Latin “locum” meaning place and it certainly looks in a strong position now, situated in a hook of the river and defended on three sides. In Roman times it had six main buildings and would have been a huge site. They also found evidence of buildings

as crop marks (they are particularly clear in this area) as are roads and even post holes. William Stukeley (1687 – 1765) in his “Itinerarium Curiosum”, published a plan drawn in 1722, described an 18ft wide giant causeway at Segolocum and was able to name two Roman altars.

More recently, archaeology was done by Willis Clark in 1954 – 56 who, in excavating an 18th century flood defence, found a hypocaust and evidence of a timber building. A number of 1st and 4th century pots were discovered and a large almost intact hunting cup. Further investigation suggested a strong military influence and querns were also found indicating agricultural activity. This site was 10 miles from Lincoln equivalent to 14 Roman miles

Geophysics had been done at Sturton (“town on the street”), a village to the northwest of Littleborough, the results indicating Roman occupation and evidence of medieval ridge and furrow. Further research needs to be carried out. At Marton, facing Littleborough on the Lincolnshire side of the Trent, a fortlet guarded a causeway crossing and geophysics suggests that the road leading to the causeway was lined on both sides with inns and stables. The river at the time would have been more tidal and people would have needed to wait for the water to go down before they could cross. Other interesting discoveries on this



*A Roman Vase
from Segelocum*

site included a boundary ditch and potters' pits dating from the 11th century. Some Bronze Age shrines were also found.

In their summary Emily and Lorraine explained that some of their work was being studied at Bradford University where students had begun to build a model of the Roman site at Segolocum, including the causeway. This had been built for the transport of grain to feed the troops in York and on Hadrian's Wall. It must have been a very busy and cosmopolitan place.

Janette Jackson

Construction of the A46, Newark to Widmerpool Improvement Scheme.

A talk given by Neil McNab on 8th November.

Neil explained that he had been involved with the scheme since 2004, in his position as the principle Archaeological Consultant to the firm URS Scott Wilson, prior to the construction of the road widening project, running from Nottingham to Newark known as the Roman Fosse way.

The route of the A46 was known to pass through the buried remains of Margidunum near Bingham and Ad Pontem near East Stoke where the medieval battle of Stoke Field took place in 1487, both are protected as Scheduled Monuments because of their national importance. No trace of the last Battle of the Roses was found, although musket balls were found near Farndon Fields, these could probably be linked to the Parliamentary siege in 1642 and 1646 of Newark during the English Civil War.

Visible crop marks had been noted along the route during 1990-95 and then again in 1998. Part of preparatory work before any archaeology could take place was to undertake geophysical surveys, field walking, test pits and 140 two metre evaluation trenches were dug, in order to summarise the state of knowledge and set out how the

archaeological remains were to be avoided, or investigated prior to construction. During this time Neil was constantly aware that he needed to work in a specific time frame and that time was costing money.

During this current project, a discovery at Farndon Fields revealed a previously undiscovered prehistoric site from the Mesolithic period, which needed to be evaluated quickly before the construction work could begin. Evidence of a flint knapper leaving scatterings of flint were found here, an extremely rare find for any remains of this age. At Stragglethorpe the remains of an iron age roundhouse and evidence of a very rare open encampment was found, also a Bronze age barrow containing seven burials, five adults and three infants. One of the burials, a female, was found intact.

At High Thorpe, an Iron age village was discovered with numerous round houses, and evidence of animal husbandry, a lot of pottery and a causway were also excavated. Moving North to Saxondale and in to the Roman period, a grain dryer was discovered. Also at this site an Anglo Saxon cremation cemetery was found next to a former Roman roadside enclosure, nineteen cremations were found over the top of Roman burials. The location was known as Moothawes in the Middle Ages, later Moothouse, and then called Moot House pit. An engraving by William Stukeley in 1722 clearly depicts this site. At this section of road, just under the railway bridge along the Fosse Way, a section of the original Roman road, still intact with ditch, can be seen.

Moving further North to Margidunum, was an area of marsh wet land where traces of a rare species of Ostracod (a small bivalved mollusc) was found. Also discovered were many deer bones, evidence of the inhabitants being local people. At this site also, further burials were discovered specifically indicating very young individuals, also two rectangular stone

platforms found which could have been bases from shrines including a small stone lined chamber.

In his conclusion Neil described how the Fosse Way had been constructed in a basin, almost forming a defence towards the Bingham area. Over 9,400 shards of Roman pottery were found, one Roman Bow brooch, and numerous coins. The burials found were good indication of evidence of occupation up to the fourth century. A further thirteen Roman burials were found close to the main road, normally burials were focused on the hillside, but thirteen isn't enough, possibility the road to Bingham led to a further burial site. Limited findings of Anglo Saxon evidence was found although some 6th and 7th Century ramparts had been build post Roman period. Eventually the people started moving away, probably beginning to feel unsafe next to the Fosse Way.

From Roman to medieval period, post Fosse was more used as a boundary rather than a road, then late medieval, reworked and used as a road once more.

Janette Jackson



The Society crowd – by lake with background of trees behind the Society – see reference in the text.

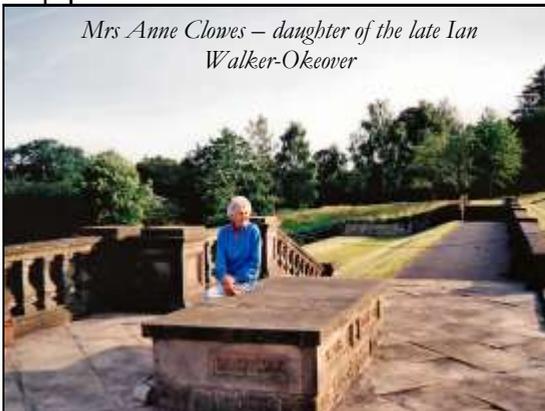
saying “The early bird catches the worm”, for I don't think I have known members come so early for a Society occasion. An introduction was given by Mrs Clowes in which the former position of the Manor House was indicated together with the location of specific parts of the building, all of which were made especially interesting by personal reminiscences. We were then gloriously allowed to walk around the site as we wished, free of mental or physical discipline. The uniquely refreshing experience still allowed us access to Mrs Clowes for any questions we might have and we soon discovered that there were members present who had personal reminiscences of the House, both when it was inhabited and on the occasion of its

ARCHITECTURAL SECTION

Visit to the site of Osmaston Manor House 26 June 2013

For those members who were unable to attend the talk on Osmaston Manor House by Mrs Anne Clowes and the visit to the site, I would recommend that you bombard the Secretary of the Architectural Section, Alison Haslam, with requests for repeat performances. The visit to the site showed that a number of members were aware of the

Mrs Anne Clowes – daughter of the late Ian Walker-Okeover



demolition (what a pity I didn't take a tape recorder). Despite the former building being the main interest, everyone was impressed by its situation, overlooking a lake surrounded by tree covered hills. How we all longed for a similar situation. But, this was not the end of the evening visit. Mrs Clowes had thoughtfully arranged for the group to visit the local church. Here we found Gerald Parker, the Church Warden, suitably anxious to answer any questions and proudly waiting to show us old photographs of both church and village. The present building was opened in 1845 and replaced one built in 1400, the font from this being the only reminder of the old church. Mr Parker's attentions and enthusiasm were a fitting finale to our visit to this quiet part of the County and the section Chairman, John D'Arcy, had the pleasure of giving the thanks of the fifty members who had the good fortune to be present.

Malcolm Burrows

Visit to Repton 31 August 2013

Malcolm Birdsall and Adrian Earp together organized a visit to Repton School where they were our guides. The school was founded by Sir John Port in 1557 being built

in and around the ruins of Repton Priory. Our Society was given access to parts of the school not normally open to the public. The Augustian priory was itself founded in 1172.

After the new toll bridge linking the village with Willington was and its railway, Repton became easily accessible. Under a strong headmaster, Dr Pears who greatly increased the fortunes of the school. Influential architects were used. Pears School (named after that Head), Memorial Hall and Classrooms (1883 to 1886) designed by Sir Arthur Blomfield in the Tudor style. The Priors Lodgings – the 1438 brick tower, raised and incorporated into Repton Hall as a residential block by John Straw of Derby in 1884.

On the new road to the bridge is the School Chapel (1857) designed by Derby's Henry Isaac Stevens. Later extensions by Naylor & Sale of Derby (Peter Billson later worked at the firm). The south transept and porch by W A Forsyth in 1929. In an earlier partnership with H P G Maule they together designed the Arts and Crafts red brick and pebble dash Bursers House at the cross in 1908 – 9. The school has continued building right up to the present adding to the many fine buildings to the architecture of the village.



*Society visitors in Repton Priory
now part of the school*

Repton School had an officer training corps with its pupils who went on to become officers in the world wars. In consequence, the enormous number of casualties on their war memorial. The village memorial has very few names.

Adjacent to the school Priory entrance is the Anglo Saxon parish church of St Wystan being part of the Repton double abbey founded in the seventh century. In 873–4 the Danes stayed in Repton and almost certainly destroyed the main part of the Abbey. In the church is a marvelous crypt which we were able to explore. There is much to see in the church alone. The current vicar is Rev Flowerdew whose brother is on the panel of Gardener's Question Time.

There is a Fish and Chip shop near the lovely market cross called "Mr Chips" after the film of that name featuring Robert Donat, the school and village being the backdrop.

There was so much to see that we over-ran on our schedule. A treat of a visit with two enthusiastic guides.

Alison Haslam

The Ferrers at Tamworth Castle. Bob Meeson 11 October

Bob started with the Saxons at Tamworth, where Aethelflaed fortified a burh round an 8th century church. The original Norman castle was built with wooden defences for Robert the Despencer. His successor through his eldest daughter was Robert Marmion who built a curtain wall up the motte in herring-bone masonry together with a shell keep and a defensive tower in the late 12th century. The castle passed through the female line to the Frevile family and then to the Ferrers in 1423.

The Ferrers converted the frugal castle to a grand stately house where James I stayed on three occasions. The original buildings in the shell keep abutted the north wall, which is comparatively straight. The Ferrers added a central hall, dendrochronology dated to 1437. It has a fine three-bay timber roof of exceptional span, with arch-braced tiebeam trusses. A south range of four stories was added around 1580 which broke through the curtain wall, providing views from two large canted-side bay windows. The top storey was

removed and the bay windows replaced in the late 18th century. This range includes the rooms where James I was lodged: a drawing room, a bedroom and closet. The drawing room is panelled with coats of arms painted on the frieze. The panelling on the east wall hides traces of another bay window, the foundations of which have been confirmed by excavation.

Just to the south of the Norman tower is a building sometimes called the Warder's Lodge, which has recently been shown to be a loggia built at the end of the 16th century. It contains a stair to the tower and thence to the north range. There is a canted bay window on the outside and it is capped by an attic storey with a square bay that looks very odd.

The north range was modified in the early 17th century with more bay windows and gabled attics. This was to provide additional space in the constricted area of the shell keep, ready for James I who visited in 1619, 1621 and 1624. These bay windows and attics were removed in the next century, though the bases of the windows were left. The room believed to have been the king's bedroom is now called the Old Dining Room; it has probably been reduced in size later by moving the partition wall dividing it from the Drawing Room. There was probably an internal wooden porch between these rooms. A probate inventory of 1680 suggests that the Drawing Room was very plush being described as the "guilt leather room". A picture of the Gilt Room at Holland House showed how grand this decoration can be. The inventory also shows that both the north and south ranges had complete accommodation with separate kitchens - and there were two "My Ladyes Chambers"....

This instructive talk provided a prelude to our proposed visit to Tamworth next summer, where Bob has agreed to be our guide.

John D'Arcy

Wollaton Hall

Nottingham's jewel on a hill 15 November 2013 Peter Forster

Wollaton Hall was formerly the home of the Willoughby family who made their fortune with coal. The Hall was originally designed by Robert Smythson and built for Sir Francis Willoughby being a Prodigy House. It was completed after eight years in 1588 – the year of the Spanish Armada. The building is in the English Renaissance style being very ornate and with many windows

Smythson went on to design Hardwick Hall. After a fire in 1642 the interior of Wollaton Hall was substantially altered.

In the late 18th and early 19th centuries Sir Jeffrey Wyatville redesigned the house for Lord Middleton (Willoughby is the family name). This time unlike in the original Hall accommodation was built for the servants and featured separate servants' routes. The grounds were recreated in the 1800's.

In the original house the kitchen was unusually under the building because of lack of space – normally separate because of being a fire risk. On the first floor was a suite of rooms for the upper echelons of the house including bedrooms and anterooms. The second floor was meant for royal occupation having a King's suite, a Queen's suite and a long gallery (smaller than that at Hardwick Hall). Also, there is a half roof used in part for recreation originally but now dangerous to use. In the middle is a two storey high hall lit by clerestory windows. There was built a wine cellar at one end and a beer cellar. One of these became in time the servant's hall. Originally, there were five ice houses.

Lord Middleton was in charge of the volunteer reserve in Lenton. In addition, Wollaton Hall was used for fire watching because of its elevated position. Nowadays some of the house tunnels feature in the Nottingham ghost walk.

The house was bought by the Nottingham City Council from the

Willoughby family for £200,000. At the time the house had 800 acres of land but since then 300 acres have been sold off leaving the deer park and gardens. Adjacent to the remaining land is a golf club and further across nearer to Nottingham land was sold for the development of the Ring Road. The original lodge (which is like a small version of the Hall) is thus now cut off from the main house and sits on the left hand side of the main road going into Nottingham being converted to a private house.

A restoration programme at Wollaton Hall, the gardens and the deer park was completed in April 2007 at the cost of £9 million with funding from the European Union Regional Development Fund and the Heritage Lottery Fund. Much of the Hall now showcases the City's Museum's collections.

Next Summer there is a Society visit with our lecturer as the guide.

Alison Haslam

LOCAL HISTORY SECTION

Donington le Heath Manor House Leicestershire.

Saturday 27th July 2013

Storms were forecast but the good weather of the summer continued for another day and Lyn, our guide, led us into the gardens from where we could look back at the manor house as she told us about its history. She began with the earliest reference in 1200 when a William de Sees gave a house and land here to the Augustinian Charley Priory in Charnwood Forest but the timbers of the present house are later, dating from 1290, so it's possible that this house was built on the foundations of the earlier building. Documentary

The Manor House



The rooms of the manor house are presented as they would have been after the seventeenth century restoration and any furniture or artefacts which have been introduced are in keeping with this period. Entry to the manor house is through the shop which would have been a seventeenth century parlour but before that

evidence shows that Robert and Isabella Hurlle built the late thirteenth century house but it was then much bigger with wings to the north and south and excavations have revealed a possible gatehouse to the south. Robert died in 1330 and his property passed to other families including the Digbys related to Sir Everard Digby one of the conspirators in The Gunpowder Plot.

The medieval house underwent restoration in the early seventeenth century. The roof timbers have been dated to 1617/1618 and the mullioned windows on the south side would have been inserted around this date. Eventually the estate passed to Thomas Hurley of nearby Osgathorpe who left the income from Donington le Heath to be used for the upkeep of the alms houses and school he founded in Osgathorpe. So for the next three hundred years the house was tenanted until in 1960 the Hurley Trust sold the whole property to the Elliot family who were pig farmers and even kept pigs inside the manor house. But in 1966 Leicestershire County Council came to the rescue and bought house and land to begin an extensive restoration programme culminating in the house opening to the public in 1974 as part of Leicestershire's Museum Service.

was one of the medieval service rooms. The kitchen has a huge stone cooking fireplace and water for the kitchen came from a deep well in the yard outside. From the yard we had a good view of the medieval lancet windows which are now filled with glass but would originally have had wooden shutters. A small room, once a pantry, is used as an exhibition room for a variety of objects discovered during work on the house and excavations outside. The rooms upstairs are now accessed by a twisty internal staircase but when the house was first built an outside flight of steps led to the largest room, the Great Hall. The doorway, now without steps, can be seen on the south side of the manor house. The floor of the Great Hall was raised in the seventeenth century



Lyn in period costume

and the visible roof timbers are also seventeenth century. One small chamber off the Great Hall contains a four poster bed which came from The Blue Boar Inn in Leicester and is said to have been slept in by King Richard III on his way to Bosworth Field.

Outside the threshing barn to the SW has been converted into The Tea Room and the visit ended with tea and cakes and a walk round the gardens laid out as seventeenth century flower and herb gardens. Lyn had been an excellent guide and was enthusiastic to share her knowledge of the house and what everyday life might have been like for those living there in the seventeenth century.

Joan Davies

Walker Lane and it's environs - 19th Century Derby's White-chapel.

Jane Whitaker

On the 25th October the Local History Section were provided with an absolutely fascinating and entertaining talk on Walker Lane by Jane Whitaker. Our speaker explained how the lane had developed during the Medieval period and how by the beginning of the 19th Century Walker Lane already had a reputation as a rowdy and lawless area in Derby, so much so that political factions used to try to demonstrate that their opponents had a connection to the area. The lane was an area of poor housing and suffered from its close proximity to the Markeaton Brook. By the turn of the 19th Century Walker Lane and its vicinity was increasingly over crowded and speculative building increased. The area contained some of Derby's poorest inhabitants. As the 19th Century progressed Irish immigrants settled in the area as work attracted them to the town. The arrival of Irish immigrants had an immediate impact on the area and by the second decade of the century a Catholic chapel had been built on Chapel Lane with served by a Gaelic speaking priest. Some of

the public houses in the area in particular were associated with Derby's Irish community, a link that survived into the 20th Century. The poor reputation of the area also survived into the 20th Century until the area was cleared to create the much wider Cathedral Road.

Stephen Bounds

Lady Arbella Stuart - The Queen that Never Was. David Templeman,

On the 22nd November those of us who attended the Local History Section meeting were provided with a fascinating talk that provided a real insight into the world of court and high society in late sixteenth century England. Lady Arbella Stuart was the granddaughter of Bess of Hardwick and daughter of Charles Stuart and Elizabeth Cavendish. Through her father Arbella was a great granddaughter of Henry VII and was therefore in line to the throne. This fact was to place great restriction on Arbella once Elizabeth I had inherited the throne of England. As a possible heir Arbella was expected to attend court at an early and impressionable age and also to behave in a fitting manner. As might be expected this placed a great deal of strain on a girl in early adolescence and her behaviour at court did lead to disgrace and periods of confinement under the control of her Grandmother, Bess of Hardwick. The death of Elizabeth did not end the restrictions on Arbella. Shortly after James VI of Scotland became James I of England conspirators plotted to replace James with Arbella. Arbella demonstrated loyalty by reporting all that she knew but the taint of suspicion did not leave. Attempts were made to provide Arbella with a husband but these ended in failure. Eventually Arbella did marry, in secret and without the permission of the King. The fact that she had married William Seymour who also had a connection to the throne

made the marriage more problematic. James imprisoned both William and Arbella. An attempt was made to escape but Arbella was recaptured on ship in the Channel. William did escape but was never to see his wife again. Arbella died in the Tower of London in September 1615 from illness exacerbated by her refusal to eat.

Stephen Bounds

Derbyshire Oral History Mick & Carol Appleby 6 Dec 2013

It was Friday evening but we were in a different venue with very different speakers (all nine of them) plus Mick. The late Roy Christian was a great advocate of the recording of people's memories as an aide to the enhancement of the local history of an area. This was a Chellaston History Group Project conducted by Mick and his wife Carol.

Recording was over a period of two years and involved local people whose ages ranged between 60 and 90 years old. Mick did emphasize that it is important to also record younger folk. In fact, the authors have also been able to contrast these recollections with those from younger people in the same line of employment and talking about what they do today.

A reasonably unsophisticated device was used for recording, often in the workplace and lasted up to three hours. Then came the arduous and complicated task of transcribing all that has been said. Several of the History Group's members were involved, resulting in the publication of "Chellaston Working Lives" - £8 available from the History Group.

In the space of 50 minutes we went through many emotions – happiness and humour; spine-tingling experiences; amazing stories and pathos. We heard about a car being sold on Ebay and despatched through the local postmistress – but when the packaged engine was brought in – it was too heavy for despatch! Hairdressing in the

1950s required a lot of time and chemicals, including ammonia! "Killing the pig" in the 1930s required the speaker to hold the bowl and stir! Eventually, the blood was used to make black puddings. Fooling speeding drivers with a "radar gun" (hairdryer) in the 1980s because of the lack of proper equipment had the audience almost rolling in the aisles!

From events at Rolls-Royce on 27 July, 1942 when stick bombs were dropped on Six Shop, Hawthorn Street's glass roof; to Hamburg, Germany where the speaker was on a "secret mission" waited for the arrival of a train. No-one disembarked, until assisted.....these emaciated PoWs had to be helped to the platform.

As Mick said "anyone can do it". Congratulations to all who took part in this project and the person who took the photos that accompanied the presentation.

Norma Consterdine.

INDUSTRIAL ARCHAEOLOGY SECTION

The Industrial Archaeology Section summer coach tour on Sunday 23 June 2013 was to South Yorkshire, where we were the guests of the South Yorkshire Industrial History Society. Our first destination was Wortley, where the water powered Top Forge site has been in the care of the South Yorkshire Trades Historical Trust since 1953. Here we met Derek Bayliss who had co-ordinated everything we were to see on the day, and Gordon Parkinson who led a guided tour of the site. The present buildings are believed to date from the eighteenth century, but there are earlier records of iron-working on the site. There are three water wheels, which have been restored to working order, and a number of water powered drop hammers that are now



Worley Top Forge Water Wheel

and trusses salvaged from an 1813 workshop that was part of the Strutt cotton mills at Milford. During the tour we saw many of the steam engines operating using compressed air, and a blacksmith at work.

After lunch we proceeded to the village of Hoylandswaine, where a nail forge has been preserved. Our guide here was John Robertson. As with Belper in Derbyshire, nail making was a domestic craft with small forges located in back gardens of houses in the village. The building we visited is a rare survival, with one

(out of an original three) forges remaining in -situ. A sympathetic owner donated the building to the Trust, and the building has been restored with funding from the East Peak Innovation Partnership (European Union rural development funding) and the Association for Industrial Archaeology.

Our next stop was at Silkstone for a walk along the course of the Silkstone Waggonway led by Jim Ritchie. This was an early horse drawn railway, constructed in 1809 as a feeder to the Barnsley Canal, using cast iron plate rails, i.e. the flange was on the rail rather than the wheels of the wagons. A large number of stone sleeper blocks survive in situ, with the square blocks laid unusually at 45 degrees to the line of route. Some at least of the route was laid with rails with a 'U' shaped cross

section, as evidenced in a replica wagon and section of track on display in the village.

We were then entertained for tea in Silkstone parish church, which has become a local history centre whilst remaining a place of worship. Inside the church there are several information boards and displays of artefacts, and a mezzanine floor has been created in the tower to provide an archive and research space for the local community.

too fragile to operate. From 1840 to 1910 the main products of the forge were axles for railway wagons.

Other buildings on the site were originally a blacksmiths shop, joiners shop, foundry and domestic cottages. These have been restored and fitted out with a bewildering variety of steam engines and metal working machines, some of them used to support the restoration processes and others to illustrate the range of metal trades undertaken in the area. We found a Derbyshire connection as the roof of one of the buildings has been restored with beams

Worley Top Forge



Our final stop was at Rockley, where a 1704 charcoal blast furnace and an ironstone mine pumping engine house have been preserved. Our guide here was Margaret Tylee. This is another site in the care of the South Yorkshire Trades Historical Trust, who recently obtained funding for conservation work on the site from the East Peak Industrial Heritage Support Programme, which is funded by English Heritage and the East Peak Innovation Partnership. An archaeological assessment has been completed, and work will start shortly to consolidate the buildings and remove over-mature trees (the site in a wood).

Altogether a most enjoyable day out, for which we are especially grateful to all the local people who gave up their time to show us around their heritage.

Ian Mitchell

Donington Aero Park

The final visit of the Industrial Section's 2013 summer season was to the Donington Aero Park on the fine evening of 5 September. Twenty-six members (and a baby) attended. We were given a cheery welcome at the gate. Then after some hesitation in expectation of a more formal introduction and perhaps arrangements for a guided tour, we realised that we were to explore individually. This proved entirely practical as the site is not large. Despite its limited extent, it contains a very

representative selection of British military aircraft from the 1950s and 60s, including: Gloster Meteor, de Havilland Vampire, English Electric Canberra, Hawker Hunter (in several examples), BAC Lightning and Blackburn Buccaneer. The two most spectacular exhibits – the Avro Vulcan and the de Havilland Comet-based Nimrod – were both staffed such that we could visit the Vulcan flight deck and examine the full interior of the Nimrod “spy plane”. The latter, with its 20-or-so desks for electronic surveyance personnel, was especially well explained.

The site also houses three helicopters, the bulky Westland Wessex and Whirlwind types and the tiny Eurocopter Gazelle. There are two transport aircraft: a Vickers Varsity (originally an RAF navigational trainer) and the massive Armstrong Whitworth Argosy (designed initially for RAF transport duties). The cargo bay of the latter is fitted out with a small school-room, and being the only illuminated location on the site, the whole party instinctively gravitated to it as the daylight faded. This gave our host, John Creamer, the opportunity to show us a short film on the night-time freight-handling activity at Castle Donington airport, and gave us the opportunity to thank him for an interesting visit.

Alistair Gilchrist

The Imperial Airship Programme

The first talk of the Industrial Section's 2013/2014 season was given by Alan Brittan on 18 October on the subject of the Imperial Airship Programme. He opened by describing the Admiralty's involvement with airship operation before and during the First World War, illustrating their first (sausage-shaped) airship, commissioned in 1908 and built at Farnborough in 1910.



An RAF Vulcan B2



The R-100 airship at Cardington

wing aircraft) and greater speed (relative to surface shipping). By 1922, Commander Dennistoun Burney was strongly canvassing these advantages in the context of the transport requirements of Britain's far-flung Empire. His proposals, in a modified form, became national policy under Ramsay MacDonald's Labour Government of 1924 as the Imperial Airship Scheme. This called for two large prototype airships to be built to a demanding specification, one by a

The years immediately following the First War seemed to be characterised by inter-service rivalry and political vacillation. In the event, the Admiralty ceded control to the new Air Ministry, and the airship programme limped on, producing its share of triumph and disaster. Triumph was provided by the R-34. Built by William Beardmore and Company of Glasgow, the design benefited from examination of a Zeppelin example downed in 1916. On 2/6 July 1919, R-34 succeeded in making the first airborne east-west crossing of the Atlantic, less than a month after Alcock and Brown's more famous crossing in the opposite direction. R-34 returned safely; its flying times were 108 hours out and 75 hours back. Disaster, on the other hand, was all too well represented by the break-up in flight of the R-38. Built by Short Brothers at Cardington, it suffered structural failure during manoeuvres over Hull on 24 August 1921 and fell into the Humber Estuary with the loss of 44 (of 49) personnel.

In spite of this disaster, and numerous more minor accidents, the airship retained its advocates. They cited in particular its greater range and lifting capacity (relative to fixed-

private company and one by the Government's own resources.

The private contract was awarded to Vickers Limited, who set up a subsidiary (the Airship Guarantee Company) for the purpose, and established design and construction facilities at Howden in Yorkshire. They also had the good fortune (and good sense) to appoint a Chief Engineer of genius, in the person of Barnes Wallis. (They were also well served by their Chief Calculator, the author Nevil Shute.) The structure of their airship, the R-100, was of light alloy (Duralumin); its gas valves were purchased from the Zeppelin company; the engines (six of them) were of the well-proven Rolls-Royce Condor type. The resulting airship passed all its proving trials, and in July/August 1930 made successful flights to Canada and back.

The Air Ministry's in-house development of their R-101 airship was based at Cardington in Bedfordshire. Its structure was mainly of stainless steel, whilst the engines were diesels of an unproven design by Beardmores. Unsurprisingly, the resulting craft was seriously overweight, and at a late stage an extra section and gas-bag

were inserted amidships. While struggling to complete its proving trials, it was ordered by the Air Minister responsible, Lord Thomson, to set out for India (via Egypt) on 4 October 1930 to impress the 1930 Imperial Conference. Overtaken by a storm, it crashed near Beauvais in northern France in the early hours of 5 October. Lord Thomson was among the 48 who perished. This disaster spelt the end of the Imperial Airship Scheme, and indeed all airship activity in Britain. The R-100 was scrapped.

Alastair Gilchrist

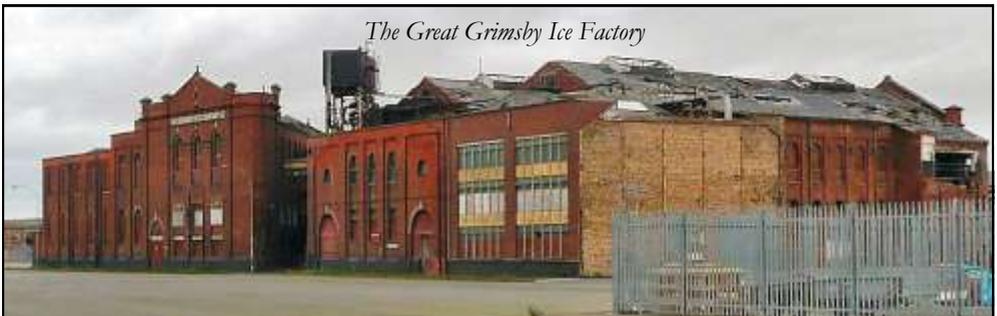
The Great Grimsby Ice Factory

The Industrial Section's talk on 29 November 2013 was given by Chris Lester of the Society for Lincolnshire History and Archaeology on the subject of the Great Grimsby Ice Factory. Chris opened by explaining the factory's importance. Historically, it was its output that allowed the Grimsby trawler fleet to expand to become the largest in Britain. Also it is now the only such facility to survive complete with its machinery. In technical terms, it was then (and still is?) the largest ammonia-cycle refrigeration plant to be built.

The fishing port, an initiative of the Manchester Sheffield & Lincolnshire Railway, commenced operation in 1854. For many years ice was imported from Norway. The decision to build a major local ice-making facility was taken in 1898. It commenced operation in 1901, soon requiring extensions in 1907 and 1910. The

original, steam-driven, refrigeration plant was supplied by Messrs Pontifex and Wood, a subsidiary of Haslams of Derby. Chris showed photographs of this early equipment. However, to meet increased demand, the factory was re-equipped in 1930-33 with electrically-driven machinery supplied by Messrs J & E Hall of Dartford. It is this 1930s machinery that survives. Having explained the refrigeration cycle, Chris took us on a photographic tour of it: motors, compressors, condensers etc., feeding evaporation coils immersed in long tanks of brine (sea water). The brine was cooled to a temperature of -13°C. The freshwater to form the ice was pumped up from boreholes within the premises and fed to rows of 2½ cwt containers which then progressed through the brine tanks. Once frozen, the ice was tipped out, crushed, and fed direct to the waiting trawlers by means of overhead conveyers. It was also supplied in barrels to local traders.

After a hiatus during WWII, the factory's output quickly recovered to its pre-war level. However, after 10 years or so it began an inexorable decline in concert with the fishing fleet which it served. Operation ceased altogether in 1990. Fortunately English Heritage early appreciated its importance, first spot-listing the buildings at Grade 2, later raising this to Grade 2* to protect the machinery as well. Even so, 20 years of vandalism and decay took its toll before local interest began to become effective. Public meetings in 2009 were followed by the formation of the Great



Grimsby Ice Factory Trust in 2010. Since then, and with the assistance of the Prince's Trust Charities, plans for the future have progressed rapidly. A quite detailed proposal was shown us for a combination of cultural, leisure and commercial uses. This will now need to be formed into a major grant submission. Meanwhile an oral history project is providing new insights into the factory's workings – and more photographs. Most fortunately, a film was made of the last days of the factory's operation, and Chris concluded his excellent talk by showing a few excerpts and offering the complete version for sale as a DVD.

Alastair Gilchrist

**Emiac 86 Report -
Oil production in the East Midlands**

This conference explored aspects of East Midlands oil production from the first significant find in 1919 up to the present day, and also how refined products were distributed via the River Trent.

The first speaker was Cliff Lea of the North East Derbyshire I.A. Society (NEDIAS) who spoke on oil production in Derbyshire which was the site of the sinking of Britain's first deep oil wells. The earliest reference to oil in the county was at Eyam in a mine in 1734, but significant amounts of a bitumen-type oil were found in James Oakes' collieries at Riddings in 1847, where the oil was made into paraffin wax candles. Greater exploration was stimulated by the need for oil during the First World War and had a £1 million budget which led to 7 wells being sunk in North East Derbyshire in 1918, with oil being struck at Tibshelf in 1919. There were considerable difficulties at all of the wells and none of the others were particularly successful, except that at Heath

which produced enough gas to power the local blacksmith's forge. The Tibshelf well however continued to pump high-grade oil into the 1950's and about 1 million Imperial gallons were eventually produced.

The second speaker was Kevin Topham, the Curator of Duke's Wood Oil Museum, on 'Oil - the secret of Sherwood Forest'. He explained that the main prompt for the exploration for oil in the Nottinghamshire area was again war - this time the 2nd World War - and the dire need for an indigenous supply. In the early 1940's 100 wells were drilled in a year in the Bunter sandstone area of Sherwood, this figure increasing finally to 212. Great leaps forward were made when 42 American engineers came over the Atlantic with their oil derrick equipment which made for easier drilling and production started to flow from many of the wells. The wells in the Eaking area fed the PLUTO (Pipeline under the Ocean) project for fuel to the Allied armies in Europe. All of this was, of course, highly secret, with the wells being for the main part being hidden in the trees of the forest where some remain today. Oil is still being produced from 2 wells at Eaking even today.

Our third speaker of the morning was Julie Barlow, the Managing Director of

*The capped well at Hardstoft—Tibshelf
(still leaking crude oil)*



Production Operations at IGas PLC, a leading operator of U.K. oil and gas wells who brought things right up-to-date with an overview of 'East Midlands Oil - past, present and future'. She explained that originally the main drillers were British Petroleum (BP), but that now independent producers such as her company were the leaders in the field of exploration and extraction. Today the oil and gas is found in the sandstones and limestone beds stretching underneath Nottinghamshire and Lincolnshire (the Carboniferous Rift basins) at great depths. Oil production is mainly from the Welton and Gainsborough fields with a 3000 barrels per day (bpd) yield at Welton and 800/950 bpd yield at Gainsborough. Gas is also produced at Gainsborough but there is a larger gas field at Saltfleetby. Altogether there are 80 wells still pumping oil in the area at 17 sites with tital production at around 5000 bpd - a barrel being c. 37 gallons. The speaker also talked about the possibilities of there being shale gas in the East Midlands in the Bowland Shale layer, and also of 'coalbed methane production' both of which are something her company is working on for the future.

After an excellent lunch conference delegates were divided into two groups and heard from Les Reid about the development of Oil traffic on the River Trent. This was not oil produced in the area but were Refined Oil Products shipped from Salt End and Immingham on the Humber Estuary to depots all along the river up as far as Colwick in Nottingham. The barges were first of all 82 feet in length, carrying 80 tons, but after lock improvements starting in 1952 sizes went up to 142 feet in length carrying 200 tons. Main carriers were John Harker, John H. Whitaker and Cory Tank Craft to depots at Torksey, Newark and Nottingham. There was also a depot at Althorpe owned by Russian Oil Products supplied by their own craft in the 1950's. The Newark Town bridge was and remains a serious obstacle to

traffic, plus the vagaries of the river in flood and drought. Economics brought an end to the traffic with final deliveries to Colwick being made in 1986.

The final event of the day was a trip to the Dukes Wood Oil Museum at Eakring where delegates were able to see the "nodding donkeys" in situ well hidden in the woods, and to see the various artefacts that the museum has collected.

David Mellors

NEW MEMBERS

Mrs. M. Teece	Milford
Messrs. M.&C. O'Donnell	Mackworth
Mrs. J. Arthur	Church Broughton

DERBYSHIRE MISCELLANY

Vol 20, Part 2, Winter 2013

Landowners of Aston upon Trent 1500-1924.

Part 1: 1500-1727 by Miriam Wood

The North West Derbyshire Limestone

Industry: the supply of an essential raw material in the Industrial Revolution by John Leach

In her two-part article, Miriam Wood describes the landowners of what was until 1838 the township of Aston upon Trent, one of the two townships of the ancient parish of the same name - the other was Shardlow and (Great) Wilne. In 1838 the two townships became separate parishes. Aston contained between 1750 and 1800 acres of land. In the mid-18th century some 240-250 acres of moorland and 1452 acres of arable and common meadow were enclosed, the former in 1757 and the latter in 1763. The farmhouses and some meadows which had already been enclosed made up the rest. By 1727, despite the various changes in land-ownership which had taken place, Aston was still essentially a township where the land was divided amongst small landowners who held farms ranging from 3 yardlands down to 1 yardland in size. There was only one larger

estate owned by the Holden family. Part I traces the holdings of these landowners from the 16thC to the early 18thC. Besides the Holden family, some of the better known landowners were the Abbey of Chester, John Hunt of Overton, the Harpur family (later owners of the Harpur-Crewe estate) and Robert Wilmot.

The supply of raw materials was fundamental to the rapid industrial expansion which occurred in Britain at the end of the eighteenth century during the Industrial Revolution. Coal production, the supply of non-ferrous metal mineral and a range of other materials have been studied in the past. Whilst coal's importance is undisputed, John Leach establishes that limestone was another important raw material and that north west Derbyshire was a major supplier of lime and limestone into Manchester and Merseyside. Lime and limestone have varied and many uses and it is shown that their essential nature was reflected in the development of agricultural improvements, building, traditional industries (glass, iron, paper, soap and tanning) and in the new industries of bleaching and chemicals. An important side effect was the development of the transport network (turnpikes, canals and railways) to carry the enormous trade in lime and limestone. This, in turn, allowed other smaller industries to prosper and the combined growth of the limestone and local cotton trades led the towns of north west Derbyshire to look towards Manchester, and not Derby, as their regional centre.

If you don't subscribe to Miscellany, copies of this issue are available from Dr Dudley Fowkes, 11 Sidings Way, Westhouses, Alfreton, DE55 5AS (£4 incl p&p). Alternatively an annual subscription for Miscellany, which is published twice a year, is £6.

Jane Steer

BOOK REVIEWS

THOMAS SMITH OF DERBY 1721 – 1761: Pioneer of the Picturesque by Trevor Brighton

*Bakewell & District Historical Society, 270 pp,
74 illustrations b&w and colour. £25 from Old
House Museum Bakewell.*

This is a wonderful and beautiful book! It tells the story of Thomas Smith, until now a largely forgotten painter and later, engraver of the landscapes of Derbyshire and the picturesque elsewhere in England. Trevor Brighton has researched in depth the development of landscape painting from the late 17th century and the influences on and of his subject and a very engrossing read it is. He has also scoured the country for fine examples of Thomas Smith's paintings and prints, a substantial number of which appear in this book. They range from a Dovedale that once was devoid of the ash trees that cling to its towering slopes to a battleship in full sail on the 5th Lord (Mad Jack) Byron's lake at Newstead. By contrast whilst the focus of an early painting of an off Peak beauty spot - Anchor Church at Foremark - is a splendid horse owned by Sir Robert Burdett. So welcome back Thomas Smith and thank you Trevor Brighton for bringing him.

Barbara Foster

RAILS TO ASHBOURNE by Howard Sprenger

*Kestrel Railway Books, 2013
ISBN 978 -1-905505-29-6. 170 pp
b&w illustrations £19.95*

In the heady days of the Great Railway Mania of the early 19th century, many through routes from north to south and east to west were proposed to pass through Ashbourne. In the event the link to the main lines at Uttoxeter and Buxton via Ashbourne was finally completed in a piecemeal fashion in 1899. By 1852 the

seven mile line from Uttoxeter to Ashbourne had been established by the North Staffordshire Railway using an army of navvies at a cost of £48,500. Next came a new line from Buxton to Hindlow in 1892 and finally the 18 miles stretch to Ashbourne in 1899. This cost £1m notwithstanding the use of gelnite and steam cranes - as well as the navvies – but did involve an extraordinary number of bridges and tunnels . The tale of these epic undertakings is told with great enthusiasm and humour by the author as he recounts the manipulations of the developers, the trials and tribulations of the navvies and local residents, the rituals of the opening ceremonies and finally the descriptions of the trains and their tracks weaving their way through the glories of the Dove Valley and the White Peak . Needless to say most of it was gone by the 1960s but much of its route can still be followed by shank's pony. Copious photographs, diagrams and maps illuminate the journey and there is even a train spotters guide to the locomotives used from the year dot, and I must say – though not a railway buff myself – I really did enjoy the experience.

Barbara Foster

THE PORTLAND PATH

by Martyn Taylor- Cockayne et al

*Portland Path Project 2012, A4 66p, 35 diagrams
maps and photographs.*

*£4.95 + £2 p&tp from the author 10 Laverick
Rd. Jacksdale, Notts NG16 5LQ*

This brilliantly illustrated publication details the history of the transport infrastructure and technological advances that allowed the exploitation of the coal and ironstone of the Erewash Valley. With particular reference to the Portland Collieries at Kirkby and Annesley, it documents the rise of the canals, the gang roads, their subsequent developments and their ultimate decline pausing on the way to describe the

coalfields , the purpose built Jacksdale Wharf and an archaeological exploration that clarified its size and construction. All the great names of Derbyshire engineering and entrepreneurship are here with the Butterley Company being involved in just about EVERYTHING that was dug out and moved around this part of Derbyshire for the best part of 200 years. A good book for the interested generalist as well the devotee who will be charmed by the variety and attention to detail of the flanged, edged and fishtail rails that abound.

Barbara Foster

A HISTORY OF FINDERN A SOUTH DERBYSHIRE VILLAGE

By John Hawkins

Published by The Magic Attic Archives 2013.

A4, 78p, 55 diagrams maps and photographs.

*£8.95 from the village post office or from John
Hawkins directly at 78, Hillside, Findern.*

DE65 6AW Tel. 01283 703046.

Profits from the book sales go to the church

The stimulus for writing this book was the 150th Anniversary of the consecration of All Saints Church in Findern but John Hawkins' book not only covers the history of the church and the medieval chapel which preceded it but the history of the village from Domesday to the present.

Included in the book is recent research into the Fynderne family (DAJ 2007) whose manor house is now marked only by the road name Castle Hill. There are chapters on Dr Latham's famous Dissenting Academy, the Enclosure Act of 1780, field names, village customs and legends including the medieval story of the Findern Flower, local families, information on the Census Returns and the nearby manor of Potlocks.

The accounts of life in the village school at the beginning of the 20th century are particularly memorable. First in a building

near The Green where holes in the roof meant that rain and plaster regularly fell onto the children's heads to the new open air school built in 1924 which promised better conditions. But for health reasons then current, windows and glass doors were kept open on the coldest winter days and the youngest children cried with cold. Because mains water had not yet reached the village; every day the oldest boys had to haul a 20 gallon tank of water, mounted on wheels, one mile from the well in the village to the school and there was no mains water till 1931.

John Hawkins has been collecting information on the village for many years and his well-illustrated book is an accurate record of Findern's history.

Joan Davies

PILLING AWARD

Applications are invited from members of the Society who are involved in research projects relating to the history, archaeology, architecture or industrial archaeology of Derbyshire.

Grants of up to £1000 can be awarded. Full details of the conditions and application forms can be obtained from Barbara Foster (details on cover).

SMALL ADS

The Architectural Section is looking for one or two new committee members.

If you are interested in historic buildings and would like to become more involved in the Society's work please contact Alison Haslam. haslam769@btinternet.com

HELP!

George Sorocold & the Franceys Family.

We would like to thank Alan Bradwell of Darley Abbey for his response to an earlier

request for help relating to details regarding the supply of water to the old conduit in Derby Market Place. His reports on the St Alkmunds and St Helens Well are fascinating and his approach to the investigation commendable. It seems highly probable that the Conduits was fed from the Darley Abbey area.

Our investigations into water supply in Derby continue and we would be very grateful for any information to support our research on the early water engineer George Sorocold. In particular we would be interested to know if any reader has knowledge of the Franceys family and their links to Sorocold. It is known that George married Mary Franceys in All Saints Church in 1684, the births and deaths of several of their children are included in the records of St Alkmund's church and All Saints Churches. Do any other records remain from the period relating to this notable local family that could shine a light on any aspects of Sorocold's life? Or if anyone has chances on such information we would much appreciate being informed.

Our work on Sorocold to date has been recently published on the Inst of Civil Engineers 'Time line site' and can be accessed at http://www.engineering-timelines.com/who/Sorocold_G/sorocoldGeorge.asp

Alan Gifford & Paul Sharratt
(alangifford@gpamail.co.uk)

FOR INFORMATION

At a recent meeting of the Council of the Society it was agreed that this newsletter, in colour and in pdf format, could be emailed to all members who have given us their email address. It will continue to be mailed to all members but in black & white in order to keep the society's costs to a minimum. If you would like a colour copy please let the secretary have your email address.

barbarafoster@talk21.com



North East Derbyshire
Industrial Archaeology
Society
EMIAIC 87

About EMIAIC

EMIAIC, the East Midlands Industrial Archaeology Conference, comprises a group of societies from across the East Midlands.

EMIAIC Heritage Days are held twice a year and are **open to anyone** with an interest in Industrial Archaeology or related historical subjects. The first such event was held in 1970 and this, the 87th, is being hosted by NEDIAS, the North East Derbyshire Industrial Archaeology Society.

The other EMIAIC affiliated societies are:

- Derbyshire Archaeological Society
- Leicestershire Industrial History Society
- Northamptonshire Industrial Archaeology Group
- Railway & Canal Historical Society
- East Midlands Group
- Society for Lincolnshire History & Archaeology

About NEDIAS

The North East Derbyshire Industrial Archaeology Society was founded in 2001 and has around 100 members. In addition to the monthly meetings held in Chesterfield, the society carries out fieldwork and publishes a journal and a newsletter. Further details are available at www.nedias.co.uk

How to get to the Conference

St Thomas' Centre is about 1½ miles west of Chesterfield town centre. Parking is available on site, with additional on street parking (free) nearby. Full directions to the venue, including public transport options, will be provided with your booking confirmation.

Booking form continued

Additional information - please complete if applicable

I would prefer a vegetarian lunch:

I have the following special dietary requirements:

I wish to have display space for:

Anyone wishing to sell material other than on behalf of an EMIAIC affiliated society will be expected to contribute towards the expenses of the conference.

Email address (optional - will only be used to advise you of any significant changes to the conference programme)

I enclose a cheque payable to **North East Derbyshire Industrial Archaeology Society** for

£ (£15 per person).

I also enclose a stamped addressed envelope for booking confirmation and directions.

Please send bookings to:

Les Mather, 8 Carnoustie Avenue,
Chesterfield, Derbyshire, S40 3NN



Saturday 10 May 2014

St Thomas' Centre, Chatsworth Road,
Brampton, Chesterfield, S40 3AW

Conference Programme

EMIAC 87

- 08.30** Setting up bookstalls and displays
09.00 Registration and coffee
09.30 Welcome and introduction
09.40 Keynote address:
 Industrial Chesterfield before rail
 Philip Riden
10.25 Fireproofing in early industrial buildings
 Pat Strange
10.50 Break
11.10 The Smiths of Chesterfield, 1775 to 1833
 Peter Hawkins
11.55 The future development of the Walton Works site
 A representative of Chesterfield Borough Council
12.15 EMIAC business meeting
12.40 Lunch
13.45 Guided historical walking tour of the Brampton area of Chesterfield, about 1½ miles on level ground with a shorter option available. The tour will include visits to significant early industrial buildings (subject to access restrictions at the time) which will involve some stairs. A torch will also be useful.
16.00 Tea and departure

Chesterfield and its Industries

Until quite recently, a traveller arriving at the Chesterfield boundary would be greeted by a sign reading **Chesterfield – The Centre of Industrial England**. This reflected both the central location of the town within England and its important role in the development of many industries. This conference will examine some of these early industries before considering the challenges and opportunities presented by the legacy of the town's industrial past.

About the Speakers

Philip Riden is a lecturer at the University of Nottingham. He has written extensively on economic and industrial history, and is the Derbyshire county editor for the Victoria County History.

Dr Pat Strange is a researcher and industrial archaeologist who has made an extensive study of local sites. He has a particular interest in the use and development of building materials in industrial buildings.

Peter Hawkins is a local historian with a particular interest in industrial and transport history. He has researched many of the local industries including the Smiths, one of the first concerns active in the Chesterfield area.

Booking form EMIAC 87

Attendance at the Heritage Day is by **advance booking only**. The cost is £15.00 per person and includes morning and afternoon refreshments and a buffet lunch.

If you wish to attend, please complete this form and send it, with your remittance and a stamped addressed envelope, to the address overleaf before 15 April.

I / We wish to attend EMIAC 87,
 Saturday 10 May 2014 at Chesterfield

Name(s)

.....

Address

.....

Postcode

Society (if applicable)

.....

(continues over)

DERBYSHIRE ARCHAEOLOGICAL SOCIETY

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