

**COVER STORY**

**Mystery Objects**

The Society has recently been asked to see if we can help with identifying some photographs of Derbyshire. As space is a bit limited in the Newsletter we propose to put them on our website, in glorious technicolour, in the hope that some of you may recognise the sites and let us know where you think they are. As a taster, the cover shows a couple of marker stones that the more energetic may have come across on their rambles. They are enigmatically initialled with an A and an H and we don't know whether they were close to each other or miles away — or even the same stone.

What are they we wonder – parish boundary stones, other boundary markers, a cryptic memorial, a route mark .....

So if anyone knows please let the Editor know.



..... 2 more mystery buildings.  
 Do you know where these are ?



**Have you seen our Internet Website at [www.derbyshireas.org.uk](http://www.derbyshireas.org.uk)**

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## Vertical Boiler at Weston-on-Trent



On the cover of the July 2011 Newsletter was a photograph of a steam boiler captioned as 'Water pump, Weston-on-Trent', and described as lying "beside and below the old railway bridge on the former LMS line from Derby to Ashby". With the help of some knowledgeable

individuals, I have been able to piece together some of its history.

The photograph shows a vertical boiler similar to those fitted to two Midland Railway steam railmotors built for the Morecambe and Heysham line in 1904. I was hoping it might turn out to be one of these, but it soon became apparent that it had not been put there by the MR, nor its successor the LMS, but by the Army during World War II when the line was taken over as a military railway training centre. In connection with this new use, a marshalling yard and Bridging School were situated on the south side of the river at King's Newton, the HQ and main camp being on the Chellaston side.

In his unpublished history of the Derby to Ashby line written in 1982, Godfrey Yeomans notes that water was pumped "straight out of the Trent and Mersey Canal or local streams" for locomotives at Quarry Shed (Chellaston), King's Newton (where two shunting engines were always at work) and Worthington. Despite the addition of scale-removing compounds, boiler problems frequently occurred, however.

A history of the military railway, *The Melbourne Military Railway*, was published in 1990 by the Oakwood Press. Written by Alan Cooper, Peter Leggott and Cyril Sprenger (my late father), it includes

the following note: "Chellaston Quarry: The water column was located at the point of convergence of the various shed roads, and was fed by a pump from the River Trent. This pump was coal-fired and worked by its own operator whose trade was designated as centrifugal pump attendant."

There would have been two main pieces of equipment – the pump and the boiler to raise steam to drive it. From the pump (presumably now removed) there would have been a run of pipes up to and alongside the track to the water column where the engines were replenished. There might also have been a tank at the highest point in the system into which water could be pumped, and from which it would flow by gravity to the column.

The boiler is quite basic and was probably rated at 80 to 120 psi. The outer shell has been cut away from the mid-point downwards, although the piece around the firehole door has been saved. It had three large cross-tubes (a common arrangement) and small 'mudholes' near the bottom for cleaning out, together with a large manhole at high level to give access to the steam space. Surprisingly, it still retains its safety valve, which appears to be a primitive 'dead-weight' arrangement. Such boilers were made in large quantities by many makers, and were the bane of boiler inspectors' lives because they were used with very little care! There is no maker's plate – it could be by Spencer-Hopwood of Newcastle-upon-Tyne, or it could be from a local manufacturer such as Coltman of Loughborough.

In the preparation of this brief article, I am grateful to Barbara and Keith Foster for additional site information and photographs, Peter Witts of the Midland Railway Society and Patrick Morriss and John Boucher of the Friends of Cromford Canal.

*Howard Sprenger*

## **SOCIETY VISIT TO NORTH WALES. 12 - 16 JULY 2012**

This year we will visit the area around Bangor in North Wales. Forty four places have been reserved at the University in Bangor for four nights: 12th - 15th July 2012. The rooms are all single en-suite.

David Carder will be our Tour Guide with, we hope, additional guides from local archaeologists.

We shall again be hiring a 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 £350. 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 Cadw, but please also bring NT and EH membership cards if you have them.

In order to book a place, an initial deposit of £50.00 (non returnable) is required in January 2012. We would advise that applications be made as soon as possible to avoid disappointment.

The exact cost will be known in May 2012

We would strongly recommend that you to take out personal Travel and Cancellation Insurance.

To book please send cheques payable to Derbyshire Archaeological Society with the words 'North Wales visit' on the back of the cheque to the value of £50.00 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 Report

### Winter Programme 2011-12

Dr. Clark's lecture 'For godliness and order: the parish in seventeenth century Derby' on 30 September was well attended even though the subject was about sixteenth century Derby and not as advertised.

Dr. Paul Bahn's lecture 'The shock of the old: Discovering Britain's first cave art' on the Creswell caves carvings was very interesting and very well attended. We were shown what was genuine cave art and what was wishful thinking, of which there is quite a lot.

At the Society Social on 2 Dec. there was an interesting talk by Paul Hudson on 'Castle in the Sands - Gatecrashing a Time Team dig'. The amount of sand dug was monumental in its own right but the considerable efforts were rewarded with glimpses of a 12<sup>th</sup> century bustling town which seemed to have been regularly burnt before being finally buried in the dunes. This was followed by a quiz (with some very clever animation) - and the Christmassy nibbles and refreshments provided by the usual team of Marler & Co.

The 13th January Society lecture by Dr Ffiona Gilmore-Eaves will be on 'Messages in Stone: the mosaics of Roman North Africa'. And on 2nd March 'Inquests in Medieval England' by Dr David Roffe from Sheffield University.

Both Society and DAS/WEA (Derby Branch) lectures will be at The University of Derby at 7.30pm in Room OL1. For details please refer to your notes sent with the winter programme card.

*Malise McGuire*

## THE LIBRARY NOTES

I had thought that we had had a quiet half-year, but with all the incoming journals and a few books it had not been so quiet after all. The Library in The Wardwick has been open (but now closed on Wednesdays) for the use of our Library. I am always worried about the service that members get there so if there are any problems that users encounter I should like to hear of them please. (See cover for contact details)

One big event (in Belper at least) was the publication, after years of pushing, of a book on the history of George Brettell & Co. Titled 'Brettells of Belper' and written by the historian Rod Hawgood and Gary Spendlove (of Slenderella fame) the book covers the whole history of this important Belper (and London) textile firm. (Available from Strutt's North Mill or direct from me at £16)

We managed to access two older items, J J Briggs little Guide to Melbourne and King's Newton, Francis Celoria's Dating of Post-Medieval pottery and David Clarke's Ghosts of the Peak District.

Through the good offices of Jane Steer we were very pleased to get a copy of a dissertation presented to Nottingham University by J W Harrison. Dissertations and theses often representing much useful research often get 'lost' in university archives so it is good to have a copy y. This is on the architectural history and development of Roman Catholic churches in Derbyshire and develops into something of a trail. In a like vein, though not a dissertation, is Paul McLocklin's critique of the building at No 41 Friar Gate. We are pleased to have them both.

So please keep me in touch with your Library needs and problems.

*Ray Marjoram*

## EXETER VISIT 14-18 JULY 2011

Some 42 members met up at Exeter University. We stopped briefly at Bridgewater, and then met our leader, David Carder, at Cullompton. Entering St Andrew's Parish Church, built in Perpendicular style in 1430, we were greeted by the glorious strains of Widor's Toccata, as the organist practised. There was a fine rood screen, a wagon roof, both brightly painted in medieval style, and a Golgotha. This consists of two massive baulks of oak carved with rocks, skulls and bones and carrying the socket for the cross, and two platforms for the figures of the Virgin Mary and St John. It would have stood top centre of the rood screen and is a unique survival of the Reformation.

David, guiding his fourth tour for DAS, spoke on the history of the City of Exeter in preparation for our visit next day. A hundred acre Roman town stood

here, with a fortress built in about 55-60 AD and a Roman Bathhouse, excavated in the 1970s in front of the Cathedral. In 80 AD a town was created with a forum and basilica, protected by a rampart and ditch. The Norman Cathedral, completed in 1180, succeeded an earlier Saxon Abbey, but was rebuilt in Decorative style during the 13th and 14th centuries. Exeter's wealth derived largely from wool and cloth processing, tanning and corn, and it was the tenth largest town in England in Domesday. The Cathedral Close reflects this wealth, with large houses for the Bishop of Crediton, the Earls of Devon (the Courtenays) and a building now housing the Law Library, all significant medieval buildings, sadly closed to visitors. Two chapels of the cathedral and other medieval buildings were destroyed by bombing. Part of the medieval bridge over the Exe with its shop still stands, preserved in the middle of a roundabout.



*David pointing out a landmark to some of the group*

After a tour of Rougemont Castle with early Norman gatehouse in red breccia stone, red Devon sandstone and volcanic tuff, the group split for inside and outside the cathedral tours. Peter and I chose to visit Exeter Quay, where the quiet scene and new flats contrast with the busy times there in the last 450 years. The C17th Quay House and Custom House can still be seen. With the group, we viewed the fine Georgian terraces in Exeter's Southernhay, now occupied by solicitors and financiers. The original Georgian enclosed private gardens in between the two rows of houses have now become a pleasant public garden, known as the Veitch Garden, whose displays show the wide range of plants introduced by this family of plant hunters who were nurserymen in Exeter for almost 200 years. The

afternoon saw us in Ottery St Mary (known as a miniature Exeter Cathedral) where we admired the medieval astronomical clock and searched for owls, elephants and green men in the capitals and bosses of the Parish Church. Next we visited Cadhay Manor, a well-restored C16th Courtyard House.

Saturday took us to Torre Abbey, Torquay, where after the Dissolution the White Canons' home was turned into a dwelling until 1929, then acquired by Torquay. The impressive "Spanish" Barn housed Armada prisoners in 1588. Next, to Totnes Castle at the top of the town with its shell keep, ditch, inner and outer bailey. We walked downhill through town in the rain, passing many C16-17th houses. Finally that day came Dartmoor with the unique granite-railed tramway from Haytor Quarry,



*The roof of Cadhay House*



*The clock workings at Bovey Tracey*

Widcombe-in-the-Moor with its medieval Church house (NT), tall-towered St Pancras Church, and Dartmoor ponies, and a brief stop at Bovey Tracey Church.

Sunday dawned wet. We saw Moretonhampstead Almshouses, a long low structure labelled 1637, fronting a medieval building. Then on to northern Dartmoor, where I had a lot to learn. A glance at the Ordnance Survey map shows the remarkable extent of prehistoric habitation. Imported flints indicate human activity which may date back to the Mesolithic. Neolithic finds indicate considerable activity. Modern pollen analysis shows that barren Dartmoor was in Neolithic times a place of tree cover, with oaks the commonest species. Sites belong mainly to the Bronze Age, and living was pastoral.

In pouring rain the group visited Grimspound, with its 24 hut circles large

and small, and signs of its reave system, delineating small fields. Its historic surrounding wall, much restored, stands up to 3m high, and has an original entrance with side walls and paved floor. C19th excavations suggest the site is mainly Bronze Age, but interpretation is open to question. Leaving Grimspound, steaming gently, the group saw the clapper bridge at Postbridge, and, at the information centre, a modern exhibition of the Bronze Age on the Moor based on current excavations at Bellever.

Off then to Morwellham Quay, site of TV's "Edwardian Farm". Morwellham area is a UNESCO World Heritage Site and shows Victorian mining and farming life. The quay operated from the C12th carrying tin, lead and silver ores, and more recently copper, manganese and arsenic away down the Tamar. An electric tram ride took us into the George and Charlotte

mine, to relive the miners' experience. Leaving, we sped past Tavistock, the Wheal Betsy Engine House, and on to Okehampton Castle. Did you know that English Heritage audio guides are waterproof? Less of a defensive castle than a fortified hunting lodge of the Courtenays, it has a high keep and many surviving buildings well-labelled. Roger, our coach-driver, who was excellent as in past years, was forced into a 17 point turn round car park obstructions. This delayed us in our visit to South Tawton where the thatched granite-built Church House (1490s) has been sympathetically restored with a Lottery Grant. Up the outside stairs is a large feasting chamber, and downstairs were once facilities for brewing church ale, cooking and baking. It has served various functions, including a schoolroom and almshouses, and is now a community centre. We were warmly welcomed with tea and keen guides. And so off to dinner and the quiz on the places we had visited, with top marks to Jane Heginbotham and Ann Jones.

Monday morning saw us all revisit the Cathedral area, Deanery, and Chapter House. We were fortunate to have an arranged visit to the historic Guildhall. The mayor's driver Mr Derbyshire (audience cheers) was our guide. He proudly showed us the civic regalia, relics from HMS Exeter, and told us about the building. This is one of the oldest municipal buildings in England, with documentary reference back to 1160. In its function as a Courthouse, it had cells for women and a ghastly pit for men prisoners. What we see today is medieval, with surviving references to building works from 1330, and its Main Hall has a collar brace oak roof of about 1468. This is one of a group of high-

quality "Exeter roofs" from the 15th century. Others include the Cathedral Deanery, the Law Library, and Cadhay House near Ottery St Mary. Characteristic of these roofs is the curious coving at the apex, running like a little barrel vault along the top section. All too soon we left Exeter and were on our way home.

Grateful thanks go to David Carder and the organising committee and their spouses for all the time it must have taken to plan and organise a crowded and fascinating programme and an excellent guidebook.

*Gill Dishart*

## ARCHAEOLOGICAL RESEARCH GROUP

### Cambridge Visit

Following the successful trip to Oxford last year, a coach trip on the 6 August took 49 passengers to the historic university city of Cambridge.



*Kings College*

On arriving at Cambridge we were all taken close to the centre within easy walking distance of the Fitzwilliam Museum and the Sedgwick Museum of Earth Sciences

Arrangements were made to visit the Fitzwilliam Museum in two separate parties. This museum is one of Britain's earliest and has a large collection of Western European paintings from the 14<sup>th</sup> century to present day, Egyptian, Western Asiatic, Greek and Roman antiquities; sculptures, ceramics, furniture, coins and medals.

Kettles Yard a gallery displaying modern paintings in a domestic setting was visited by some of our party

For those looking for buildings of historical and architectural interest there was an abundance of such sites.

The Round Church of the Holy Sepulchre, Cambridge's second oldest building and St Botolph's Church, the oldest building in Cambridgeshire - with a tower, nave and chancel dating from 1040.

Kings Chapel College is the largest and most spectacular of the college



*Mathematical Bridge*

chapels and Queens College of medieval and modern construction is also the home of the famous mathematical bridge.

Of particular interest to visitors is the Grasshopper Clock defined as a fabulous terrifying clock on the corner of Corpus Taylor library with its shining 24 carat gold dial and a gruesome timekeeper.

For those taking a break from all the museums and Cambridge's Colleges there was plenty to see with the activity of boats being punted on the River Cam viewed from the riverside pubs and also the traditional pub - 'The Eagle' with its world famous ceiling in the RAF Bar covered in graffiti by airmen and other historical features.

At the end of the day we all felt fortunate to have enjoyed a sunny day in Cambridge with plenty of memories to take home.

*Geoff Marler*

## **The Ticknall Pottery Project**

On 4 November, the Section's lecture season opened with a report by Sue Brown and Janet Spavold on recent activities at Ticknall in South Derbyshire. A description of the discovery and excavation of several pottery sites there, the earliest from the early Middle Ages, was given by Janet. These excavations, started in 2006, are ongoing, as new sites are discovered. Positions of some kilns have been identified, and a large (very large!) quantity of potsherds have been recovered. The latest of these digs was in Peats Close, where several test pits were excavated.

Sue then talked about the formation in 2010 of the very active Ticknall Archaeological Research Group. A three-year study to extend investigations of the Ticknall pottery industry has been funded by a £50,000 Heritage Lottery Fund grant, which is paying for training in landscape surveying, fieldwalking and pottery identification. The training is led by Archaeological Project Services of Heckington, Lincolnshire. Some examples were shown of surveying, including an area of water-meadow, and fieldwalking which has yielded a great many, mainly pottery, finds.



*TARG members digging at Peats Close*

Archaeological Project Services subsequently set up several training sessions to assist in the identification and drawing of these finds, and also organised sessions on flint knapping. A selection of Ticknall ware pieces were laid out at the meeting for members to see and handle (apart from one delicate reconstruction).

*Joan D'Arcy*

## ARCHITECTURAL SECTION

### Wetton & Alstonfield

A full complement of members gathered at the car park in Wetton on an overcast but dry Saturday morning. Adrian Earp explained that the village had been established on a planned grid system, apparent when viewed from the top of the village. It echoed a French 'bastide', if on a much smaller scale and without a central square. However at one time there were at least 100 houses, with a maximum population 541, now down to 65. There are therefore gaps, but 10 listed buildings survive, including the church, & the Old Post Office. Most barns had been converted, but one was empty and showed shallow stone corbels at roof level which had supported wooden gutters, surviving in at least one building in Alstonefield. Later on we reached St Margaret's church, via a path along the south side following the line of an ancient track way. The tower has a small narrow window half way up on this side and very large alternating quoins which suggest an Anglo Saxon origin. When the lead on the tower was renewed in recent years, over 200 'lovers and plumbers marks', were found, many in the form of foot and handprints, a few initialed. Some of these early 'graffiti' date back to the 18<sup>th</sup> C, and may hark back to the formation of the Plumbers Guild in 1365, but which are also found in Roman buildings. They were carefully recorded, & samples are displayed. When inspecting the church outside we

inadvertently paused over a wasps nest in the churchyard, but escaped unmolested!

The walk ended around 12.45, most staying on for the afternoon walk, some going for lunch to The George, in Alstonfield. We reassembled there in the car park adjacent to the sports ground.

In contrast to Wetton, Alstonefield had developed piecemeal in open Anglo Saxon land, part of an enormous parish extending across 3 shires. The Harpurs became Lords of the Manor in 1580 and at one stage claimed they could walk from Derby to Buxton on their own land. At a later date they provided a water supply, including a large well on the edge of the village. We visited the walled enclosure which gave a good view back to Wetton.

There are over 30 particularly attractive listed stone houses, including The Hermitage, a workhouse until 1830, refusing then to sell as instructed by the Poor Law Commission until 1867, when the institution transferred to Ashbourne. One farm house still had the lead lined wooden gutters previously a feature of the area. We ended the walk at St Peters, a largish well furnished church, with checkerboard masonry, large ashlar sandstone blocks alternating with areas of small squared limestone 'rubble'. Nearby was the larger Hall Farmhouse, grade 2\* listed, but sadly appearing in need of attention.

Adrian Earp was warmly thanked for a most interesting day, & £100 has been donated to the Derbys, Leics & Rutland Air Ambulance on his behalf.

*Malcolm Busfield*



*The Old Market Place in Tideswell (see over)*

## LOCAL HISTORY SECTION

### Tideswell Walk 23 July

18th century travel writers thought Tideswell drab, grey and definitely not worth visiting. Sort-of Tideswell old girl Barbara Foster, organiser and guide for the visit, demonstrated admirably that this is certainly not the case in 2011 when, buoyed by lashings of tourism and relative proximity to Sheffield and Manchester, Tideswell certainly has a great deal going for it. Apart from the obviously relatively grand Blake House and Eccles House, the jumble of properties around the medieval market place contains a wealth of interest with early cottages cheek by jowl with Victorian additions, many of them encroachments on the churchyard and market area and thus resulting in the irregular pattern of streets and alleyways. Adjacent to the church a group of buildings are the successors to Bishop Pursglove's Tudor grammar school, one of only a handful in the county.

For the visit to the incongruously grand parish church, Barbara was assisted by Denis Ibbotson who did his best to convince us how and why a small mid 14th century community could spawn such an edifice. Apart from a number of notable tombs [including one attributed to an old Bower but now to A.N.Other] and monumental brasses, predictably the church contains plentiful examples of one of Tideswell's most famous exports, the work of sculptor turned wood craftsman, Advent Hunstone, arguably the last word in heavy, over-ornate wood carving.



*Wooden carvings by Advent Hunstone*

Tea and home-made cakes [plenty of them!] provided by some of the church ladies rounded off a thoroughly informative and enjoyable afternoon

*Dudley Fowkes*

### Time Gentlemen Please

With an ambiguous title such as this we did not know quite what we would be listening to, but were soon enlightened by our speaker Rod Pearson: this was to be all about the history of time from it's beginnings to the present day. Firstly we were reminded with an illustration of the splendid 'le gros horloge de Rouen' of 1527, that time was used by the authorities as a form of control, to keep people in order, to make sure that they did things at the right time.

The recording of time started with James Ussher (1581-1656), Archbishop of Armagh and Primate of All Ireland who used the bible for the key events in

his 'History of the Earth' which was published in 1650. This went back to the birth of Jesus, the Exodus in 1491 BC, Noah's Flood in 2348 BC to the start of life on earth which he calculated started on Sunday 23<sup>rd</sup> October 4004 BC!

It was a start. We were then taken through the geological timescales for the earth, using plants and animal fossils to distinguish one geological period from the next. Archaeological time came next as we looked to date and identify the more recent past, so we zapped through the Palaeolithic, Mesolithic, Neolithic, Bronze Age etc up to the Post Medieval period circa 1500. Rod emphasised that this was only relevant to Western Europe. We gave names to the historical time periods such as Regency, Medieval, Norman, Georgian, Roman and Victorian, and of course these were times when written records were kept.

Calendars were made because we need a framework for our time, and the increasing precision needed with times and dates. Different cultures had a different basis for the years. We still have our months from the calendar devised by Julius Caesar, but his year was too short and the seasons and months got out of kilter. This was rectified by Pope Gregory in 1582 for European (Catholic) countries and the calendar is centred around Easter, a moveable feast which is based on the moon. Surprisingly Rod did not mention Britain's adoption of the Gregorian Calendar in 1752 when we lost 11 days but this was queried in the questions at the end.

We were shown how time was calculated, sundials and clocks, the importance of the Greenwich Meridian. I found the east west variations across the country most interesting, as I am sure

our local church clock is still on it. London time was only adopted across the country as a standard time was needed for the railways. This is only a fraction of what was mentioned. There was more, much more and it was an extremely well illustrated and interesting talk.

*Sue Brown*

## **Life in the Workhouse**

Wendy Freer's excellent talk entitled 'Life in the Workhouse' ticked all the boxes. It drew on her own research on the Ashby Workhouse while incorporating exemplification from elsewhere in the locality, the illustrations were from varied sources including video clips and overall the talk was well structured and delivered in an engaging and lively manner. The extended question and answer session was testimony to how well Wendy's presentation had been received.

Wendy traced the development of the workhouse system from pre-Poor Law times drawing out the significance of the Parliamentary Acts of 1601, 1723, 1782 and 1834 in the attempt to address the problems associated with the less fortunate members of society. It was surprising to learn that some workhouses effectively continued to function beyond 1930 as Public Assistance Board Institutions and even into the late 1940s. Emphasis was given to the operation of the 1834 Act with due reference to recommended building plans designed to achieve separation, segregation and supervision such that males, females and young girls and boys were prevented from having contact with each other. The nature of staffing, recommended diets,

and punishments for rule transgression were clearly illustrated.

Required work tasks were hard and repetitive namely oakum picking, wood chopping, bone crushing and stone breaking. These were designed to discourage ideas that entry into the workhouse was an easy option but over the centuries the workhouse was the destination of last resort for many of those unable to support themselves through old age, infirmity and/or destitution. Elderly men and single women with children were the largest categories of workhouse inmate.

In operation the workhouse system offered a harsh, dehumanising and judgemental regime which came to be feared by society at large. It offered a single solution to a diversity of human problems and was compromised by the

need to keep costs down. It is chastening to reflect that even in the age of the welfare state, society still searches for lasting solutions to the problems of those in need.

*Roger Dalton*

## **INDUSTRIAL ARCHAEOLOGY SECTION**

### **Butterley And Hammersmith**

The first of the Industrial Section's summer-evening visits was to Butterley and Hammersmith on 29 June 2011 on a walk led by Dudley Fowkes.



*Remains of Butterley Ironworks Company*

A 16-strong party assembled outside the present Butterley Station, transplanted there from Whitwell in the 1980s. Being a Midland Railway structure of the right style and date (1875), its relocation fitted in well with the original aims of the Midland Railway project. We noted also the Cromford Canal summit reservoir to our left, a feature which the railway had to bridge (the bridge now replaced by a causeway).

We then moved to view the rather sorry remains of the once important Butterley Ironworks Company – the first of the major Derbyshire ironworks capitalising on the local raw materials. The centre of the site is now cleared of its modern workshops, leaving a desert of concrete bases. It is bordered on its uphill side by a massive stone revetment wall supporting the upper level of the site from which the blast furnaces were once charged, and now occupied by modern houses. The two road boundaries of the site are lined with surviving (and protected) industrial buildings, including the 1790s workshop range, the little octagonal gatehouse and other substantial workshop buildings of 19<sup>th</sup> and early 20<sup>th</sup> century date.

The site had originally been criss-crossed by internal railway tracks. We followed the line of one running beside a once-private road to the Company's workers' settlement of Hammersmith. Its straight, slightly rising, street has on its left side five semi-detached pairs of cottages, widely spaced; and on its right side, after a short terrace of 8 cottages, a long terrace of 22 cottages fronting the street. All the semi-detached cottages have been extended parallel to the street; in the long terrace most of the widow openings have been altered, but they still

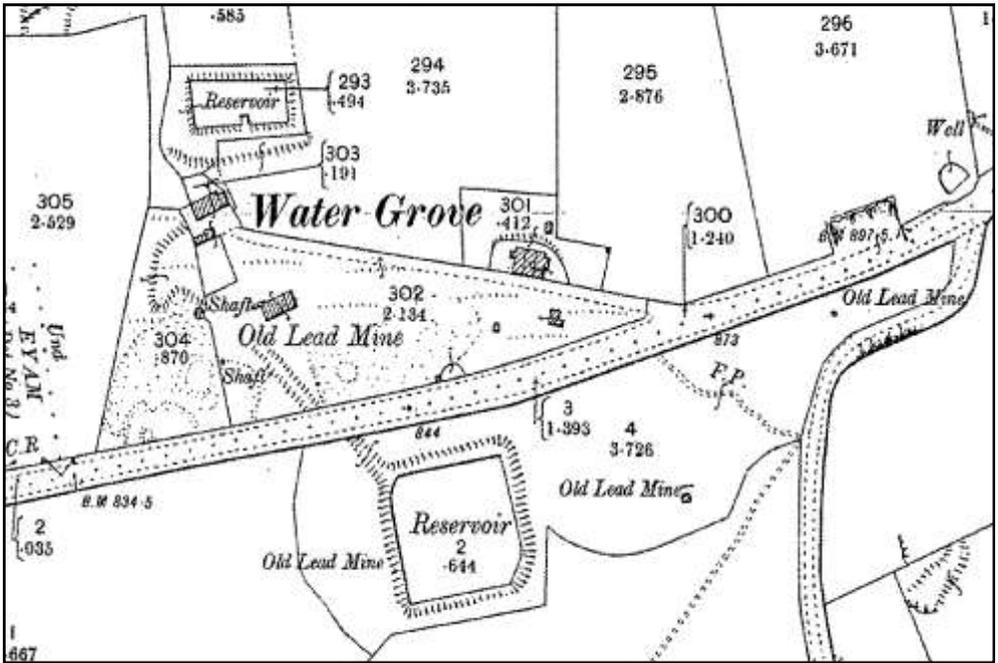
retain their paired chimney stacks in the continuous sloping roof and their paired outbuildings in the garden plots behind. In spite of these detailed changes, the group presents an excellent example of 1820s industrial housing. It also shows, on opposite sides of a single street, two quite different approaches to its arrangement.

The party digressed briefly from industrial matters to glimpse the Jacobean Padley Hall, wonderfully preserved within the industrial landscape. We then circled round to view the Butterley Ironworks site from the Ripley to Swanwick main road (the 1802 turnpike) and so completed a rewarding tour.

*Alastair Gilchrist*

### **Watergrove Mine**

Our second evening visit was to the Watergrove Mine near Wardlow Mires on 25 July 2011. The mine is the subject of a current excavation by the Peak District Mines Historical Society. Seventeen visitors were met there by John Barnatt, the leader of the excavation. He explained that the lead-bearing mineral deposits here form a "pipe", sloping away beneath the already steep hillside on which we were standing. First identified and mined nearer the surface and further up the hill, by the 1790s the activity had transferred to this location. The mine-shaft here (now capped) was originally accompanied by a pumping engine-house and a smithy. Later, the pit-head complex would move to the bottom of the hill, with a deeper shaft and more powerful steam engines. The large rectangular pond for these later engines



*Watergrove Mine (from 1888 OS Map)*

formed the foreground to our extensive view over open country from our hillside vantage point.

The 1790s shaft was drained (to a sough) by a Newcomen engine supplied by Booth and Company of Sheffield in 1794. Booths in turn had connections with one John Curr, the proponent of various improvements to the Newcomen engine including the siting of the boiler away from its original position directly beneath the working cylinder. Therefore a point of interest in the excavation of the engine-house is to determine whether the engine followed the old or the new configuration. To date, digging has exposed a number of low walls, robbed-out wall trenches, a mysterious stone-faced ramp and two areas of paving – as well as a more definite ash pit and the “bob” wall of the engine-house still

standing to a good height. It appears that at least one building change was made during the working life of the site. It may be possible to associate this with a second payment to Booth and Company in 1803, implying some form of mid-life upgrade to the engine. The engine then worked until 1820. The derelict engine-house was demolished in the 1850s – evidently very thoroughly. Some masonry seems to have been reused for a lighter, possibly agricultural, structure, the remains of which still stand in the centre of the excavation. John stressed that any conclusions are tentative at this stage; further excavation is needed to provide clarification. In the meantime, his exposition made for an intriguing and interesting visit.

*Alastair Gilchrist*

## Music Visit

'The best DAS visit I have ever been on' was the remark of one of our long-standing members at the conclusion of the Section's visit to Nicholas Simons' collection of automatic musical instruments on 3 September. Most of those present certainly had their eyes opened to a subject, the scope of which most had never imagined.

Mr Simons firstly introduced himself as a retired railway engineer who is now working full time restoring and collecting automatic musical instruments. In a brief introduction to the subject it was explained that most automatic instruments were produced in large numbers from the late nineteenth century until they were superseded by gramophone recordings during the 1930s. We were then to hear our first demonstration – a 1920s Seeberg automatic piano, the fore-runner of the juke box and now popularly known as a nickelodeon. This instrument is operated (still) by dropping a US nickel (5c) into a slot and an appropriate ragtime arrangement issues forth. These pianos were used in public bars, cafés and, according to our host, found much favour in brothels. After a couple of tunes we moved on to be treated to a performance on a standard, foot pedalled player piano, commonly called a Pianola. Nicholas had chosen to play Allons Vite. by Wilhelm Ganz on a brand new piano roll arranged and cut this year by English specialists. And if any member having access to a computer wishes to hear this very work, it may be found by a search of YouTube.

Organettes were the next set of instruments to be demonstrated. As the name implies, these are small, hand-

turned organs which operate either by air pressure passing through a reed, as manufactured in continental Europe, or by suction by those built in the UK and the USA. A large number of operating systems were demonstrated including those whose musical notes were determined by perforated paper or card, by metal or cardboard discs and astonishingly, one which used a square disc. No, the square disc could not rotate in its square opening; but the whole machine within did itself rotate. This (unsurprisingly) short-lived organette was designed to circumvent patent rights. One or two musical boxes of both cylinder and interchangeable disc types were played before we were given half-time refreshments by Eileen, lady of the house.

Following the break we resumed the tour to be seated in the room where larger and louder instruments are housed. We heard another American café instrument which contained a 44 note piano action as well as accompanying organ pipes. This instrument operates from a continuous paper loop which is stored loose in a bin within the base. The power to the electric motor drive is supplied with current as soon as a coin is inserted to bridge the gap between two contacts. No use dropping a fake plastic coin in the slot.

Piano orchestrions are instruments which contain a piano and other instruments such as percussion and organ pipes, all played automatically from the same roll. One orchestrion we heard playing popular tunes was the Poppers, playing quite loudly as would be necessary in a noisy café atmosphere. Popper & Co were German manufacturers based in Leipzig. Nicholas played two hand-turned street

organs: the early twentieth century Berlin-made barrel organ was a source of wonder to the mechanically minded in the group for the intricacy and accuracy of the way in which the barrel was pinned to play the music from the organ pipes. Obviously a barrel organ can only play a limited number of tunes but the other organ, made in Lincolnshire by a still-flourishing organ maker, plays its music from a perforated paper roll and so the repertoire can be huge.

A big hit was the Arburo dance organ; made in Antwerp, this large Art Deco style organ has a drum set, accordion and saxophone in view with all the organ pipes and works hidden inside. We were all tapping our feet when this was playing and there were calls for an encore. Lastly, the pièce de résistance was the German-made Weber Unika, an orchestrion having a piano action and keyboard accompanied by a set of violin organ pipes. This was perhaps the most musically sophisticated instrument and we were offered a choice of either classical or popular music. We chose classical but got neither. What we did get was a splendid performance of a piece of English light music by our (nearly) local composer, Albert Ketelbey – In a Persian Market. It did not take much imagination to believe that the violin solo parts were played by a real fiddler.

All the instruments we heard were in tip-top condition both musically and mechanically and it is thanks to the skill and dedication of Nicholas, and like-minded people, that instruments that were made, many of them more than a century ago, are still working well and will continue to do so for years to come. Many more generations after us will have the benefit of the great

entertainment and enlightenment which we enjoyed.

*Keith Reedman*

## **EMIAC 82 REPORT**

### **“Stoned in Northamptonshire” Cogenhoe**

The Autumn EMIAC of 2011, was hosted by the Northamptonshire Industrial Archaeology Group and was very well attended, although, a little disappointedly, only 3 delegates were from Derbyshire.

The conference was mainly devoted to the Ironstone Mining and Quarrying industry in Northamptonshire which reached its peak in the 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Peter Perkins, the chair of NIAG, started the conference with an overview of the industry, with Mick Dix contributing further the detailed geology of the area. The ironstone occurs in distinct areas of the county and has been worked since medieval times. Use of it however died out in the 15<sup>th</sup>C. (for no known reason), but it was rediscovered about the time of the Great Exhibition and many quarries were opened up in the 1850s. The opening of the railways was vital to the opening of the quarries. By 1900 there were 6 blast furnace sites in the county which continued in operation up to the 1960s. However ore content was never better than around 30%, which was the reason for the eventual demise of the industry.

An interesting illustrated talk was from David Ellis who was a former worker at the Collyweston Quarry which actually extracted the famous Collyweston slate and he talked of the

uses of the slate on roofs throughout the area, particularly the town of Stamford. He had been instrumental in the re-roofing of the City of London Guildhall in 2007.

After a break for coffee the Conference heard from Alan Pack about the Irthlingborough Ironstone Mine. This was an adit mine working a seam of ore 8 - 10ft. thick, worked by pillar and stall, and which at its greatest extent by 1965 had 200 miles of tunnels. Ore output at c.7000 tons per week was always supplied to Ebbw Vale and Scunthorpe (surprisingly not Corby close-by). There were also 16 calcining kilns on site. After 1938 a power station was built at the site and drilling etc was thereafter all driven by electricity.

After an excellent lunch, delegates drove to the Irchester Country Park, which has been formed on the site of an ironstone quarry called Wembley Pit, opened in 1924, where a visit had been arranged to the Irchester Narrow Gauge Railway Museum. This has numerous locomotives and artefacts connected with Ironstone mining on display, although no locos were in steam on the day. This was followed by a walking tour to see the remains of the "hill and dale" topography left by the earliest mining, and then the magnificent quarry face, with a 20 ft thick band of ironstone, left by the later workings with mechanical diggers and draglines. This face was left in its present state when quarrying ceased having met a public road. Quarrying then continued on the other side of the road!

Conference delegates were blessed with yet another glorious day of autumn sunshine and NIAG's programme was certainly worth the journey into deepest Northamptonshire. *David Mellors*

## Sir Richard Arkwright's Bakewell Mill

The first talk of the Industrial Section's 2011/12 season was by Jan Stetka on the subject of Sir Richard Arkwright's Bakewell Mill. He opened by introducing the Parsonage House, Bakewell (now the Bakewell Museum). It was built in the 1530s to accommodate the Gell family steward, tasked with managing property purchased from the Church at Bakewell intent on concealing its wealth from Henry VIII's commissioners. Surprisingly, in view of its location up by the church, the Parsonage House would yield two connections with the long-vanished Arkwright mill down by the river.

From 1771, Richard Arkwright (senior) established two mills at Cromford for the mechanised processing and spinning of cotton. Then in 1777, he sought a new site on which to consolidate his processes in a larger mill with a better water supply. He found such a site at Bakewell, already a substantial town and with the Gells as cooperative landlords. Within the next year, 1778, a 5-storey mill had been built and equipped, the river Wye had been diverted and mill-ponds created, and a 400-strong workforce engaged. Reflecting the importance of the venture, Sir Richard's son Richard (junior) was installed as mill manager. His business skills (which would lead to a brilliant financial career) were soon in requisition, agreeing compensation for the unauthorised diversion of the river and restoring flow to the Duke of Rutland's corn mill.

The workforce of the mill comprised mostly women and children.



*Parsonage House, Bakewell (now the Bakewell Museum).*

Family accommodation was therefore important, one item in its provision being the division of the Parsonage House into five dwellings with a sixth added as a lean-to. When the Museum acquired the building in 1959, this addition was in poor condition and was demolished and sealed. Its recent re-excitation yielded the two connections with the Arkwright mill previously mentioned. First, a bale of raw cotton found in its basement showed (and documentation confirmed) that this floor had been used by women outworkers for cleaning raw cotton – a process not yet mechanised. The second discovery related to the “big wheel”.

In the 1820s, the then mill manager (son of Richard junior), seeking to improve his product, challenged the inventor Thomas Hewes to provide him with a new water-wheel of 100 horsepower. This Hewes did, his new wheel being both big and of innovative

design. It also called for a greater head of water which was duly brought from further upstream. This big wheel survived the demise of the mill (which burnt down in 1868), latterly powering the DP battery works on the same site. When the wheel was finally dismantled in 1955, critical parts were rescued and taken to the future museum site for preservation. They were the second discovery of the re-excitation.

Jan concluded his interesting and detailed talk with a more general, philosophical question: what prompted the sudden flowering of technical creativity that brought Britain such industrial and military success? Did it originate, perhaps, in the dissolution of the monasteries in the 1530s, which released skills developed over hundred of years but retained until then within the monastic community?

*Alastair Gilchrist*

## **Fifty Years of Nuclear Marine Power**

The second Industrial Section talk, on 18 November 2011, was by Mike Bowker of Rolls Royce on the more than 50-year history of submarine nuclear plant. After the last war, the limited underwater endurance of conventionally-powered submarines clearly favoured nuclear propulsion if this could be shown to be feasible. Early studies by Rolls Royce (which included aircraft application) involved the comparison of two options: sodium cooled and pressurised water cooled reactors, the latter emerging as favourite. This selection was corroborated by the rapid and successful development of the pressurised water cooled reactor for submarine applications by the Westinghouse Company of America. Started in 1949, the development enabled the US Nautilus submarine to operate under nuclear power from 1955. The British government thereupon placed (separate) contracts with Rolls Royce, Vickers and one other company for the development of a British nuclear-powered submarine. Lord Hinton, when commissioned to examine progress in 1957, reported that the poor rate of technical progress and the unsatisfactory commercial arrangements would prejudice achievement of the Government's aims. This produced two developments: the signing of a national-level agreement under which Westinghouse would provide technical information to Rolls Royce; and the creation in 1959 of Rolls Royce and Associates, to integrate the development effort as Lord Hinton had proposed.

The first implementation of nuclear plant (of Westinghouse design) in a British-designed submarine followed. HMS Dreadnought – an attack submarine – was launched in 1960 and commissioned in 1963. Mike Bowker then went on to outline the progress of the British (Rolls Royce) designed PWR reactor and to detail the successive generations of reactor and submarine design. The latter included (in 1968) the hastily introduced missile-equipped classes of submarine, which followed the abandonment of V-bomber deployment. Reactor development aimed to increase stored energy – down-time for refuelling had been a limitation of the early designs. At the introduction of the Astute class of submarine in 2009, stored energy had been increased eight-fold.

Mike interrupted his chronological sequence to describe (with audience encouragement) life aboard a nuclear submarine. As a submariner himself, he could touch lightly upon the full horror of 150 men crammed in amongst machinery in the forward half of the vessel, working 6 hours on and 6 hours off, continuously submerged for 90 days (or more), in artificial light and breathing the same recycled air. Mention of extensive training in fire fighting and escape techniques did little to lighten the atmosphere. Underwater endurance was now limited only by food storage capacity.

The unusual subject gave rise to a lively question and answer session, with topics divided between the technical and domestic – a fascination with details of the latter perhaps predominating.

*Alastair Gilchrist*

## MEMBERSHIP

### New Members

Mr H. E. Watson of Ambergate

Mr R.J. Crofts of Denby

Drs G. & R. Allen of Burnaston

### Notified Deaths

Mr E.J. Saunders of Ticknall

Miss Eileen Beech of Totley, Sheffield

Mr A.N. Tunley of Quarndon

## OBITUARY

### EDWARD SAUNDERS (1932-2011)

**Derby-born *Life and Countryside* contributor and architect who re-discovered Joseph Pickford and put English wrought iron work on the map.**

Edward Saunders was a genial companion and a perceptive architect whose critical eye, inquisitive nature and talent for research led him to become an international expert on English decorative wrought iron and to discover and chronicle the life and achievements of the Derby architect Joseph Pickford (1734-1782). He was a long-time member of both Derby Civic Society, the Derbyshire Historic Buildings Trust and the Derbyshire Archaeological Society, serving as Chairman of the latter's Architectural Section, for the members of which he organised a number of highly memorable and much appreciated

trips to important buildings, both locally and further afield.

His architectural detective work began in his late teens when, articled to T H Thorpe & Partners, architects, who were then located at 41, Friar Gate, Derby. He became sceptical about the assertion that the house had been designed by Robert Adam. Much persistent research over the years enabled him to establish that this was not so and that the house had been in fact designed for his own use by Derby architect Joseph Pickford, whose links with Adam (and the artist Joseph Wright) were nevertheless strong. He was also able, by reference to the diary of an obscure Italian architect who had toured Britain in 1781, that Pickford had also designed St. Helen's House. He published an important biography of Pickford in 1993.

He also developed a deep interest in the work of Robert Bakewell (1681-1752) having been at the age of eighteen mightily impressed by Bakewell's iron screen at Derby Cathedral. This culminated in the first definitive study of England's greatest native-born iron-smith in the pages of *Country Life*, later building up a register of his recorded and attributed works. This interest later extended to all the wrought iron-smiths of the 17<sup>th</sup> and 18<sup>th</sup> centuries, and decades of research were finally vindicated with the publication in 2005 of his *Biographical Dictionary of English Wrought Iron Smiths of the Seventeenth and Eighteenth Centuries* (Walpole Society Journal, Vol. LXVII, 237-384). It is thus thanks to his work that Derby has been able to add two more eminent men to its Pantheon and indeed that we today have a Pickford's House Museum in Derby

Whilst he will be greatly missed by a large number of people, his important contribution the study of wrought iron makers and their techniques, to architectural history generally and to that of his home city, Derby, will live on. When Edward was born, few had heard of Robert Bakewell and none of Joseph Pickford; 79 years later, thanks to him, they are practically household names.

*Maxwell Craven*

## **DERBYSHIRE MISCELLANY Volume 19: Part 4 Autumn 2011**

- The Diaries of Edward Smith of Allestree, Private Secretary to the Evans of Allestree Hall, 1856-1859 and 1863-1869 by Rosemary Lucas
- The Twyford Blacksmith's Accounts by Margaret Campbell Wilson
- The Manchester and Buxton Railway by David Hodgkins
- Sotheby's catalogue of the Chatsworth attic sale, 5-7 October 2010 by Malcolm Burrows
- The impact of the growth in municipal public transport in Chesterfield 1919-1939 by Clive Leivers

## **BOOK REVIEWS**

### **BUILDINGS IN DERBYSHIRE : A GUIDE**

By Richard Stone, Amberley, 2011,  
ISBN 978-1-4456-0320-9, 212pp, 259  
illustrations, £16.99

A very nicely written and presented book on many of the varied buildings of Derbyshire. There is

something for everyone as all four corners of the County covered, so to speak. Copiously illustrated with the author's own well chosen photographs, all major periods from the Anglo Saxon to the Elizabethan, to the Modern are demonstrated to good effect.

Within each chapter are potted histories of the houses, churches, bridges and curiosities, together with a general overview of the times and trends and architectural innovations to put everything in context. All very useful and enlightening. I could perhaps quibble with some of the generalities but I won't. He's almost right but not absolutely wrong about a few things. Furthermore the author has a very nice turn of phrase – I was particularly charmed by the piece on the introduction of upper storeys “which solved the question of where the servants would sleep once the barrack room possibilities of the open great hall were eliminated.” Quite.

All in all a good general guide to Derbyshire's finest, backed by sound architectural knowledge and comprehensive local research. It is written in a pleasingly spare style where every word counts. Nevertheless there are lots of nuggets – did you know that around Chesterfield a “pynot” is the dialect word for a magpie? – and I had no idea that local gas works ran to the flagrantly “picturesque” as at Sudbury. So for those wanting an informed tour of Derbyshire or those with a magpie mind and for “window spotters” everywhere this is the book for you.

*Barbara Foster*

## **DERBYSHIRE EXTREMES**

By David Fearnough,  
Amberley, 2010, ISBN 978-1-4456-0082-6, 144pp 124 illustrations. £14.99

Definitely one for the magpie minded, this is a sort of Guinness Book of Records of the first, best, biggest, oldest and tragic etc. places, people, and ancient piles etc. up to and including the only vineyard. You'll never guess where. "Quite Interesting" – one to dip in rather than curl up with.

*Barbara Foster*

## **CASTLETON THROUGH TIME**

By Dr Liam Clarke, Amberley, 2011, ISBN 978-1-4456-0591-3, 96pp, 200 illustrations. £14.99

Another well presented book in the series of "then and now" photographs of Derbyshire villages with brief notes by a well known local historian. Definitely nostalgic, sometimes sad (demolitions) and some things are remarkably unchanged. For those with an interest in "corpse" roads, the one from Edale goes straight through the Blue John Shop.

*Barbara Foster*

## **DERBY THROUGH TIME**

By Maxwell Craven, History Press, 2011 ISBN 978-0-7524-6348-3 £14.99

Have just received notification about this but not the book – but the same recipe as above written by our own Max Craven, in no doubt, his inimitable style The publisher writes – "In this evocative new volume, Maxwell Craven

uses the comparison of archive and modern images to illustrate this change while also displaying all that has remained the same. Taking you on a journey through the streets of the city, Derby Then & Now looks at how society, transport, fashion and architecture have all changed over the years".

*Barbara Foster*

## **MELLOR THROUGH THE AGES Times of Importance and Times of Obscurity.**

Ed. John Hearle, Mellor Archaeological Trust 2011, ISBN 978-0-9566686-08 198 pp, illustrated. £12.50 from [annhearle@hearle.eclipse.co.uk](mailto:annhearle@hearle.eclipse.co.uk) (other details from Editor)

Many of you may be familiar with the Mellor project – the Society arranged a visit some years ago to this long running and pioneering community archaeology venture. It ran for 12 years until 2010 and began with the discovery of a series of cropmarks in the Vicarage Garden and a neighbouring field during a period of drought in 1995 and this book is its final flourish. It comprises a comprehensive narrative history of Mellor from the year dot with Part 2, "Looking at the Detail" being a series of essays about everything from the archaeology to the vernacular architecture, with studies of the landscape and the industries and more in between. A nice arrangement that works well.

The story begins with Mesolithic foragers and goes on to document Beaker burials, Bronze Age cairns and Iron Age daggers. There are Brigantian ditches filled with potsherds and Roman style brooches. The "bare hill" that is

Mellor was named in Celtic times and was evidently well used.

Documentary evidence starting from the 12<sup>th</sup> century to the late 17<sup>th</sup> century gives glimpses of life in what is described as an “obscure community with two halls of the minor gentry and a scatter of farms.” When in 1790 Samuel Oldknow started to build a mill in Mellor the town entered the modern age with all the corollary developments that went with it.

Throughout the narrative, are interspersed imagined conversations between Bronze Age boys or earnest industrial engineers and their wives, which is a nice idea in principle but in practice turns out to be a tad stultifying in its contrivance. The side bars filled with miscellanea are much more illuminating. Lavishly illustrated throughout and an interesting read.

*Barbara Foster*

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## **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).

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## **SMALL ADS/ ANNOUNCEMENTS**

### **ARCHITECTURAL SECTION NEW SECRETARY WANTED**

Jane Steer is retiring as Hon. Secretary at the AGM in March 2012 and the Section urgently needs a new Secretary. Can you help? There are three Committee meetings a year and the Committee would be happy to split her work between a Minutes Secretary and a Programme Secretary. The latter would be responsible for booking lectures and summer visits following suggestions from the Committee and liaising with speakers, etc.

If you would like to join this friendly Committee and would like more information about the work of the Secretary, please contact Jane Steer on 01332 558241 or by e-mail: [SteerDerby@aol.com](mailto:SteerDerby@aol.com).

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### **CBA East Midlands Contact Details**

**Debbie Frearson**

[info@historic-investigations.co.uk](mailto:info@historic-investigations.co.uk)

07968913077

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### **University of Derby**

Dr. Paul Elliott, Reader in History at the University of Derby invites proposals for doctoral study in history or historical geography.

If you have a second or first class honours degree and have proposals for a doctoral thesis in an area of history or historical geography or would like to

discuss the possibility of undertaking a doctorate then please email Dr. Elliott on [p.elliott@derby.ac.uk](mailto:p.elliott@derby.ac.uk)

### **Costs of Undertaking a Doctorate**

Studying for a doctorate at the University of Derby is cheaper than you might think. To study on a part time basis for Doctor of Philosophy, for instance, which is how Dr. Elliott achieved his PhD, it costs just £1,870 per annum (figure for study in 2012-13) which is half the cost of a full-time PhD (part time programme length up to 6 years - minimum registration 5 years). Your fee includes the supervisory support of a Director of Studies and a Second Supervisor, access to learning materials in the university library, the cost of research training methods support and on-line research skills modules as agreed with your Director of Studies, the administration of your programme, examiner's fees and related expenses (unless a re-examination is required) and access to further general or specialist facilities as agreed with the Faculty.

### **Biography and Research Interests**

Dr. Elliott has considerable experience of postgraduate tuition, teaches a course on work-based learning in history and heritage at Derby University and has supervised many student project placements at Midland history and heritage organisations. Before holding his present position, he worked previously at Leeds Metropolitan, Nottingham and Leicester universities.

Dr. Elliott's research interests include scientific and industrial history, urban history, historical geography, garden, landscape and arboricultural history, the history of education and local and regional history and he therefore welcomes proposals in those areas.

### **Erewash Museum Heritage Open Day Sat. 28<sup>th</sup> January 2012 10am-3pm**

Local history and heritage exhibitions by several local groups (including Alfreton and the DAS).

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### **Derbyshire Dales Conservation Advisory Forum**

The Society has been asked to nominate a member to sit on this committee which advises on planning and listed building applications that affect the historic environment.

They usually meet on the 3<sup>rd</sup> Tuesday of every month at the Library in Matlock Town Hall.

Would you be interested ?

For further details please contact the Secretary, Barbara Foster on 01332704148

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### **DO YOU KNOW ....**

that periodically we inform members about interesting events that have either missed a newsletter or occur before the next one. It is obviously prohibitively expensive to mail these notices so we send them out by email.

If you would like to be included and have an email address (or changed yours) why not send an email to the secretary to be put on the list.

*barbarafoster@talk21.com*

I have the following special dietary requirements:

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I wish the following items to be included on the business meeting agenda:

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I wish to have display space for :

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Anyone wishing to display material for sale other than on behalf of an affiliated society will be expected to contribute to the expenses of EM/AC.

I wish to give a report on behalf of:

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which is an EM/AC affiliated society

**EAST MIDLANDS INDUSTRIAL ARCHAEOLOGY CONFERENCE**

The East Midlands Industrial Archaeology Conference is held every six months and is open to anyone. The first conference was held in 1970 with the idea of enabling industrial archaeologists in the East Midlands to meet in different locations to consider topics of mutual interest. There is no formal organization; the sponsoring bodies are:

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

**RAILWAY & CANAL HISTORICAL SOCIETY**

The Railway & Canal Historical Society was founded in 1954. Its objective is to bring together all those seriously interested in the history of transport, with particular reference to railways and waterways, although the Society also caters for those interested in roads, docks, coastal shipping and air transport

The East Midlands Group normally meets on the first Friday evening of each month from October to April at Beeston Library. During the summer months tours and visits are made to places of historical interest and importance in the transport field. Full details of the R & C H S can be obtained from the EM Group Secretary : Kenay Bignall, West Brecks Crossing, Cottam Village, RETFORD DN22 9ES Telephone (01777) 249021



**Railway & Canal Historical Society East Midlands Group**

**Industrial Heritage Day**  
(EM/AC 83)

**Trent 150**  
(Trent Station 1862-1968)

**Saturday, 19th May 2012**

to be held at

**West Park Leisure Centre,  
Wilsthorpe Road,  
Long Eaton, NG10 4AA**

EMlAC 83 is hosted by the East Midlands Branch of the Railway & Canal Historical Society.

The valleys of the Rivers Trent, Derwent, Soar and Erewash have provided corridors for transport of many forms.

The railway came to the area in 1839 with the opening of the Midlands Counties railway between Nottingham and Derby.

The rail network quickly expanded in 1840 with the opening of the line to Leicester and Rugby, and again in 1847 with the opening of the Erewash Valley Line.

In 1862 the Midland Railway opened a further complex of lines in the area, and an interchange station known simply as "Trent".

The rail network continued to expand with the opening of a line to Stenson Junction in 1869 and of the High Level lines through to Toton in 1906.

The railway network has seen many changes over the years. Trent Station itself closed in 1968, but most of the railways in the area remain in use.

EMlAC 83 will examine the rise and fall of Trent Station and its associated lines.

Bookings (£18.00 per person) to EMlAC 83, Paul Hudson, 64, Millers Way, Milford, BELPER DE56 0RZ by 30th April 2012

## CONFERENCE PROGRAMME

09:30 Registration & coffee/tea

10:00 Welcome & Introduction

10:10 - 10:50 Corridors for Transport - Trent, Erewash, Derwent and Soar valleys.  
(*Keith Reedman*)

10:50 - 11:00 Comfort break

11:00 - 11:40 Trent Station 1862-1968  
(*Speaker to be announced*)

11:40 - 12:20 Midland Railway Sheet Stores  
(*Ian Mitchell*)

12:30 - 13:00 EMlAC business meeting

13:00 - 14:00 Lunch, bookstalls, displays.

Please make your own way to Trent Lock  
Maps will be available on the day

There will be an option of a guided walk to Trent Lock along the Erewash Canal

Afternoon Visit on foot to sites of watery and railway interest around Trent Lock and Trent Junction.

For those wishing to purchase refreshment before leaving for home, the Trent Lock Inn, the Steamboat Inn and Tea Rooms are available at Trent Lock

## BOOKING FORM

Please complete this section and send to:

EMlAC 83  
Paul Hudson,  
64, Millers Way,  
Milford,  
BELPER,  
DE56 0RZ

Please enclose a cheque for £18.00 per person, made payable to **RCHS - East Midlands Group**.

Please include a stamped self-addressed envelope which will be used to acknowledge your booking and provide a location map.

Please book by 30th April 2012 at the latest.

Name(s) Mr, Mrs, Ms, other

Address.....

.....

Postcode.....

Telephone.....

Society (if any).....