



**DERBYSHIRE
ARCHAEOLOGICAL SOCIETY**

NEWSLETTER

Issue 75 January 2013



Dame Catherine Harpur c 1616 – 1640s

DERBYSHIRE ARCHAEOLOGICAL SOCIETY

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Hon. Editors (Journal)	Dr. D.V. Fowkes, 11 Sidings Way, Westhouses, Alfreton, Derby DE55 5AS Tel 01773 546626 e-mail; dudleyfowkes@dfowkes.fsbusiness.co.uk Miss P. Beswick, 4, Chapel Row, Froggatt, Calver, Hope Valley, S32 3ZA Tel 01433 631256 e-mail; paulinebwick@aol.com
Newsletter Editor	Mrs B. A. Foster, 2, The Watermeadows, Swarkestone, Derbyshire, DE73 7FX Tel 01332 704148 e-mail; barbarafoster@talk21.com
Hon Assistant Librarian	Mr. J.R. Marjoram, Southfield House, Portway, Coxbench, Derby, DE21 5BE Tel 01332 880600 e-mail; raymarjoram@tiscali.co.uk
Publications	Dr. D.V. Fowkes, Or (Addresses above) Mrs B.A. Foter

**Owing to circumstances beyond our control the 2012 Journal
will not be published until Feb 2013.**

We apologise for any inconvenience or disappointment.

**Cover Story – Dame Catherine
Harpur c 1616 – 1640s**

Poor Cate – she does look so terribly sad and down in the mouth. What was she listening out for – was she deaf or harking for the herald angels, or perhaps an absent family? Certainly in the stunning tableau of the Basset family in Blore Church, her mother Elizabeth looks far more composed, her grand-mother, Judith, self satisfied and her husband and grandfather posh and portly. Catherine by contrast is the very picture of misery – a short life and perhaps not a very happy one.

Catherine Howard was the first wife of Sir John Harpur of Swarkestone (1612 -1679). The daughter of Elizabeth Basset heiress of Blore and Henry Howard the 3rd son of the 1st Duke of Suffolk she became the step daughter of Sir William Cavendish, later the Duke of Newcastle after her mother was widowed. Katherine married Sir John in 1632 when she was barely 16 and Bowl Alley House, that turreted confection visible from the main road through Swarkestone, was built to mark what was, no doubt, a sumptuous occasion.

They had a least two children one of whom died in 1638 and a son and heir Henry who predeceased his father by 9 years in 1670¹.

Household accounts show she managed the house and the brewery, went to Welbeck and Mansfield Park but that her husband left her behind when he went to London². It is uncertain when she died but she appears in her mother’s will made in November 1642³. It was said to be was “*an uncongenial marriage*”⁴

The Basset tomb at Blore is a tour de force of family pride. Commissioned by Judith, the widow of Sir William Basset (d 1601) to be made in the style of that of Elizabeth I by Jasper Hollemans, (died 1630s⁵ the last three generations of Bassetts of Blore are gathered together with the addition of Henry Howard “*the drunken and violent son of the corrupt Duke of Suffolk*”. Elizabeth, her mother, is in fact buried in Bolsover despite her wishes to be buried in what appears to be a family monument built in anticipation of a heavenly reunion.⁶

Barbara Foster

1/2 DRO D2375M171/2/8 and 53/11

3/4 Lucy Worsley, “Cavalier” Faber 2007 p 153.

5. D & M Swinscoe 1990, revised 1998 S Worthington “The Parish Church of St Bartholomew, Blore Ray”.

6. Op cit Worsley p 67

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SOCIETY VISIT TO EAST ANGLIA 18 - 22 JULY 2013

Forty five places have been booked at the Belsey Bridge Christian Conference Trust, situated in an extended and modernised Victorian mansion in its own grounds near Ditchingham, Bungay, Suffolk, for four nights: 18th - 22nd July 2013. The rooms are 31 single en-suite and 7 double en-suite. Most bedrooms will be in the modern wing and some ground floor rooms are available.

Tea and coffee facilities are provided in the corridors/seating areas. We will have use of a large conference room throughout our stay.

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 and we anticipate the Visit will include Norwich, Bury St Edmunds and many other locations in North Suffolk and South Norfolk.

The cost of the tour is likely to be £350, same as last year. The Centre's locally sourced food is the base of the evening meal set dish although individuals with particular dietary requirements can be catered for. A bar will also be available, subject to licence application. There is also, for those who are more active, a small outdoor swimming pool and tennis courts in the grounds.

It will also include all entrance fees 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, but please note - this year the deposit will not be refunded in the case of your cancellation owing to the nature of the DAS contract with the venue. The deposit is required as soon as possible

in January 2013. Please state whether you require a single or double room and whether you have any dietary requirements.

We would advise that applications be made as soon as possible to avoid disappointment and we would strongly recommend that you take out personal Travel and Cancellation Insurance.

To book please send cheques payable to Derbyshire Archaeological Society with the words '**East Anglian 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 would be very much appreciated to confirm your booking and receipt of 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 your details on voicemail if busy)

PROGRAMME SECRETARY'S NOTES

Winter Programme 2012 - 13

Dr. David Woolliscroft's lecture on 'The Roman Gask Frontier Project' was well attended and the comment afterwards was that this was the best lecture ever! We learnt a lot about why it was there and how long it had lasted all of which was very interesting.

Rod Pearson's lecture on Lord Willoughby's Railway was also well attended.

At the Society Social on 7 December there was a talk by Patrick Cooke on 'The

'Organ Grinder' and he brought along one of them for demonstration. The tunes were very similar to each other, even those from the Continent, but many toes were seen tapping away in the audience. We had the usual Christmassy nibbles and refreshments provided by the usual team of Marler & Co, and the book stall was on display.

The 1st March lecture on 'The Life and Works of Edward Saunders' by Maxwell Craven will take place in Room OL1 at the University at the usual time.

Summer Programme 2013

This is still being planned by Section Secretaries who are doing their usual best to provide many interesting tours in and around Derbyshire and elsewhere. For reports on last summer's programme please see Section Secretaries' reports.

Malise McGuire

NORTH WALES VISIT 12-16 JULY 2012

A fine day heralded the start of our trip to Bangor. As usual our committee had arranged for the journey to be part of the "experience". First was Pontcysyllte Aqueduct which carries the Llangollen

Canal over the River Dee. Completed in 1805 it was first major engineering work of Thomas Telford (interestingly he excavated Wroxeter in 1788). The trough that carries the water is constructed of cast iron plates only $\frac{3}{4}$ " thick, light enough to make the aqueduct feasible, fittingly Welsh flannel was used to caulk the seams. Looking down on the Dee from the towpath, 38m above, was an experience never to be forgotten.

We lunched at the Cistercian Abbey of Valle Crucis, founded in 1201. Much of the East range remains having become a dwelling after the dissolution and the impressive West front with a rose window 'survives', having been restored by Gilbert Scott. We were fascinated by the variety of arches and startled by a life-sized automaton of a scribe at work.

Our last call before Bangor was the Anglican Chapel of the Holy Trinity, Rug built in 1637 by the Royalist Colonel William Salisbury - a recusant. The exterior is unpretentious but this belies the gloriously decorated interior, a riot of colour from the hammer beam ceiling with painted angels to the much more recent stained glass. In contrast was a sombre *momento mori* wall painting. The carvings of animals on the pew ends were delightful. It is a jewel that escaped Victorian gothicisation.

Friday the 13th was fittingly damp but this did not deter our intrepid explorers. Segontium a Roman fort (the "Caer" in Caernarfon), the site of Mortimer Wheeler's first major excavation in the 1920s is now under the guardianship of both Cadw and the National Trust, each of which provided us with a guide. From them we learned that it was the principal fort in North Wales and, from the finds, is thought to have housed a *Cohors Equitata Quingenaria*, a five-hundred strong mixed unit of



Pontcysyllte Aqueduct

infantry and cavalry. We saw much of interest, the Principia had an apsidal addition with a hypocaust, presumably to keep the clerks warm, the strongroom in front was very well preserved.

At Caernarfon we explored Edward I's walled town and castle, guided by the excellent plans and information in the DAS booklet. As the centre of administration for North Wales. Caernarvon is probably the grandest of Edward's Welsh castles, begun just after the defeat of the Welsh in 1283 and overseen by Master James of St George. Its polygonal towers and banded masonry show the influence of Constantinople brought back by returning crusaders. As in all of the castles the information boards were excellent and made one appreciate the enormous logistical problems overcome. Here we first encountered the Caernarvon or shouldered arch, a horizontal lintel supported on corbels. (a quick way of spanning a narrow space).

After lunch we went to the National Slate Museum housed in the old Dinorwic quarry at Llanberis, which was in operation

from 1787 until 1969. We watched a demonstration of slate cutting, a pump behind removing the fine dust as it was produced, a luxury the original slate workers did not have - silicosis was prevalent and few reached old age. We admired the intricately cut fans made by apprentices and also learned that "lady" was a small slate, larger ones being "princesses" and "empresses".

We saw the largest water wheel on the British mainland, a very impressive 15.4m diameter, erected in 1870 and saved from being burned as scrap when the quarry closed. It was replaced in 1926 by a smaller more efficient Pelton wheel. The water comes about 1km from the nearby hills through cast iron pipes and is now used to generate 50MW (15 wind turbines worth and hardly visible) Even when the water wheel was working nothing was wasted, water from wheel continually flushed a traditional "3 seater".

That evening we had an inspiring talk by Dr Jane Kenney of the Gwynedd Archaeological Trust on "Prehistoric Anglesey".



Great Orme Copper Mine entrance

Saturday brought the much anticipated visit to Great Orme Bronze Age copper mines. The journey to the mines in the original 1902 cars of the early 19C funicular tramway brought out the 'small boy' even in the female of the species. We put on our hard hats and entered the mine, exploited in the bronze age from around 2200 until 600BC when presumably iron supplanted bronze. Our respect for the early miners grew, our hard hats were certainly necessary as we had to twist and crouch through what were the wider tunnels. All around us was the evidence of the work of these early miners; the marks of bone tools and stone hammers. In all it was an unforgettable experience.

Our introduction to Conwy was our brilliant coach driver squeezing through the gateway in the city wall with barely an inch to spare. We decided to walk along the city wall and found that our first view of the Castle was a row of *garde robes*, the staining on the wall below still visible. Although contemporary with Caernarvon it is more compact and its round towers give it an air of great solidity. Memorable for the beautiful little Royal Chapel with its lancet windows and stone vaulted roof and the magnificent view from the East Barbican of the bridges over the estuary, Telford's suspension bridge (road), Robert Stephenson's tubular rail bridge and the modern road bridge.

Next on our whistle stop tour, Plas Mawr, an Elizabethan town house, built for Robert Wynne, the first phase completed in 1577. It is most notable for its plaster work in full Technicolor. Three grisly severed heads on the shield of his second wife Dorothy, (a reminder that one of her ancestors had killed three Englishmen) were prominent as were the strange caryatid figures with brown ringlets, naked except for foliage belts. I particularly enjoyed the fresh herbs strewn on the kitchen floor, the smell pervaded the whole house. We also

visited, Aberconwy house, the oldest in Conwy with a magnificent A frame roof, the timbers dating between 1417 and 1420. It was built in the Kentish style, probably by masons working on the castle.

We rounded off the day at Llandudno Museum to look at some of the finds from Canovium which was too overgrown to visit, a tile with a footprint being the most unusual. It also housed the prehistoric finds from the nearby Kendrick's cave.

First stop on Sunday was Penmon Priory and a well associated with St Seriol, traditionally the brother of the 6th century founder Cynias but no evidence has been found for an early date for any of the buildings. The present church was built c1140 and enlarged when the community transformed into a body of Augustinian canons. It has a fine South doorway and we were all amused by the very vulgar *sheel-na-gig*. The church gives shelter to two high crosses c 1000 AD. Just across the road from the church was a splendid 17C dovecote with around 930 nesting holes.

In Beaumaris we chose to visit the castle, the last of Edward's castles to be built, and said to be the most perfect. Its curtain wall is still complete. As at Caernarvon there were wall passages with the characteristic Caernarvon arches and unusually a gate leading to a dock.

Next the town gaol, designed by Joseph Hansom (of Hansom cab fame), a sad and evocative place with a condemned cell (the door out to the gibbet barely 20 yards away), a treadmill for 6 prisoners that pumped water for the gaol, useful, unlike the Crank where sand was endlessly shifted and the warder could turn the screw to make it more difficult (hence "screw"). Then on to Bryn Celli Dhu a passage grave. According to Jane Kenney it originally resembled the passage graves on the Boyne rather than being surrounded by a henge as reported in the literature.

Our last visit of the day was Lynnon Windmill built in 1775, a stone tower mill, with the sails that could be rotated into the wind from the ground by pulling on an endless chain. Many of us came away with a sample of the stoneground wheat flour. Our parting view of the mill was a volunteer in safety harness struggling to remove the sailcloth from a sail.

On our way home there was much to see. First, St Winefrede's Well at Holywell, this has been a site of pilgrimage since at least the 12C. It advertises its efficacy with a case of discarded crutches, some from the NHS! Nearby was the Greenfield Valley Heritage Park, unfortunately we did not see it at its best, it was very wet, suitably since the park centres around the remains of an 18C water powered industrial complex, with mills for copper and brass, and cotton working. Also in the Park are the remains of Basingwerk Abbey, which became part of the Cistercian order shortly after its foundation (it was given the manor of Glossop by Henry II).

Plas Teg, our last stop, was built in c1610 by John Roper, then descended through marriage to the Trevor-Ropers but after being requisitioned by the War Office it fell into disrepair. In 1986 when it was bought by the present owner, it was derelict. In January 2011 it featured in "Country House Rescue". We were guided round by the diminutive and energetic figure of the owner and rescuer Cornelia Bayley. She is an inveterate collector and the rooms contain a vast array of artefacts from many periods, some restored, some awaiting restoration. The walls are hung with copies of Old Masters and there are bathrooms with antique baths but no plumbing. It was definitely different and fascinating in its own way.

Back to Full Street, exhausted but we had a great time. We must thank all those who put so much effort into the planning, Joan, Mike, Jane, Geoff, and special thanks

are, as always, due to Malise and Mike Maguire who had done their usual very thorough recce. Thanks are also due to our tour guide, David Carder.

Ann Jones

BUTTERLEY GANGROAD PROJECT

The Butterley Gangroad, or Crich Railway, as it was then known, was first used in 1793 to bring limestone down from quarries near Crich to the Cromford Canal at Bull Bridge. From there the stone was either sold as burnt lime or transported by boat to the Butterley Works near Ripley where it was used in making iron products.

The engineer was Benjamin Outram, a famous pioneer railway engineer born in Alfreton. The line was the prototype for many hundred miles of similar horse worked railways later built all over the country. It included a short tunnel under the road at Fritchley, which is now believed to have been the world's very first railway tunnel. It was also the scene in 1813 of one of the earliest uses of a steam locomotive and certainly the first that operated in the East Midlands. This experimental locomotive was built at the Butterley Works.

The line was subsequently re-aligned, extended, improved with massive stone embankments, re-laid as a conventional narrow gauge mineral railway and worked with small steam locomotives. It closed in 1933. Despite this many original features have survived including the 1793 tunnel, now buried under the road.

The DAS has supported a group of local residents and people with an interest in the Butterley Gangroad and its associated industrial environment to put together a proposal to the Heritage Lottery Fund for funding to carry out a project under the "Your Heritage" scheme. The project will

attempt to explore and record the tunnel and record all other surviving features. Oral memories will be recorded, research undertaken and photographs collected. Special events and training are also planned. It is hoped to organise more guided walks, lots of talks and publish a guided walk leaflet. In addition we would like to erect interpretation boards close to the old route in Crich, Fritchley and Bull Bridge and create a permanent display showing how a wagon could operate on both the original L shaped plate rails and the later conventional rails. The end result should be that many more people will appreciate these important historic features; their chances of long-term conservation will be improved and they will give both a sense of pride to the community and add to the interest for casual visitors to the area.

A grant of £17,900 has been awarded and the project will get under way in January 2013. The project leader, Trevor Griffin, will report on progress at the DAS AGM on 7 May, and the project will also feature in the Industrial Archaeology Section's summer programme of visits. Any DAS members who would like to get involved as a volunteer for the project should contact Trevor on 01773 821920 or by email to

butterleygangroad@gmail.com

LIBRARY NOTES

I have been encouraged by our Secretary to write 'just a few words' so that is what I had better do, 'just a few'. Members can go to the main desk in the Central Library at The Wardwick, fill in a Library Slip and request to borrow an item from our Library down in the basement. However you may be asked to call back at a later date for the item, alternatively phone the Central Library (01332 641702) in advance with

your request. There is a nearly up to date catalogue there to look through. The book catalogue is in author order and each entry gives details of the item and its accession number. Please put this on the slip. Also in the same folder is the periodical journal catalogue arranged, where possible, in the order of the first significant geographical fragment of the title and a shelf location of the title (eg. H4).

However if you have any difficulties or need any help please get in touch with me by email, phone or letter. Details on inside cover.

Ray Marjoram

ARCHAEOLOGICAL RESEARCH GROUP

Atlow

On the morning of August 4, some 30 members found their way to the village hall at Atlow, a tiny village near Hulland. The village hall was built as the local school, with pictures of past forms on the walls. After refreshments, we listened to a talk by Clive Hart who had examined the earthworks in the vicinity as part of his Derbyshire Villages Survey. After introducing himself, Clive showed pictures of the 'humps and bumps' in the Atlow fields which we were to see during his tour in the afternoon. We also saw some of the more famous Derbyshire features to give the background.

After lunch we ventured into the fields in the sunshine with wide views to Harborough Rocks on the horizon. The first field opposite the village hall contained various unexplained hollows including what appeared to be a short holloway leading from nowhere to nowhere. Next we looked at some ridge and furrow, with a well developed headland. Some of the hedges still showed

their characteristic curved shape caused by ox ploughing.

The church was visible over the hedge and this was our next port of call. It was built in 1874 close to the site of an earlier church and is a simple building of nave and chancel, designed by Henry Stevens of Derby. The bell in an open turret is dated 1595. The interior walls have horizontal stripes of differing stone, decorated with occasional Minton tiles. There are few memorials; the wooden pulpit is well-made; there are heating pipes under every pew. Just below the church, the overgrown site of the earlier chapel was pointed out by Clive. It was demolished after the present church was built, but the site can be identified from old photographs.

We then walked down into the village centre to admire some of the well-maintained buildings there. A dove cote built into a gable end was visible at Bridge Farm in an interesting complex of farm buildings. The old vicarage is a neat eighteenth century house; across the road is another farm of similar date but later extended into a double pile with the date 1863 picked out in burnt headers on the gable wall. Next, after looking at another unidentified mound by the Henmore Brook, we crossed several fields (including a family campsite) to look at the moated manor site. The house was demolished in the seventeenth century and nothing is left but one stone in the silted-up moat, possibly indicating a bridge. Adjacent marshy areas suggest fish-ponds. A little further down the Henmore Brook is the site of a watermill. There is an early building just traceable some distance above the stream, which was powered by a now silted-up spring. The crumbling remains of a later house stand beside the stream, showing various alterations including a brick toilet. One end had been converted for use for animals. A little distance away, Clive pointed out a couple of flagstones

covering a fifteen foot deep hole - was it a well? Then finally we returned to the village hall after an interesting afternoon's walk, just as the thunder rumbled in the distance.

John D'Arcy

York Visit

On Saturday, 18th August, we had a very successful coach trip to York. Members visited various places including the Minster, the Castle Museum, Fairfax House and the Yorkshire Museum where there was an excellent exhibition celebrating the granting of the Royal Charter in 1212 and telling the story of medieval York through people, places and events including some very special objects.

Some caught a glimpse of the York Mystery Plays being performed in the Museum gardens and around the old streets and squares there was a bustling atmosphere with markets, food stalls, street entertainers, musicians and a brass band.



York Chapter House roof structure

The highlight of the visit to York for two organised groups was the tour of the Masons' Loft and Chapter House roof led by very knowledgeable and enthusiastic guides.

A climb up a spiral staircase led to the Masons' Loft over the vestibule. Built in the early 14th century with a scissor brace roof it still retains an original fireplace and garderobe. The room has a rare gypsum plaster tracing floor where the shapes of large windows, arches and other details of the building were drawn life-size into the plaster and templates made showing the profile of the mouldings. The masons could therefore carry on working through the winter months. The templates were normally cut out of thin wooden boards or thin metal. The plaster could be re-laid and smoothed down after each set of designs was finished but faint incised drawing lines can still be seen in the floor.

Continuity of use of the Masons' loft in the 18th and 19th centuries is evidenced by a large collection of wooden, iron and zinc templates hanging from racks. A shorter spiral staircase led to the outside and then into the 13th century roof space over the Chapter House with its magnificent complicated construction of massive oak beams. The king post was constructed from three huge oak trees splced together. Its weight is held by the whole structure primarily supported on 4 horizontal beams crossing in the centre. Eight queen posts and eight pendant posts terminate at their base with the ring of the bosses that are visible in the Chapter House ceiling. Almost every timber is numbered which indicates that the roof was pre-made at ground level then dismantled and reassembled in situ. A truly amazing sight.

Anne Haywood

Stone Age Nottinghamshire

Our winter lecture programme started on 5th October. The talk was given by a member of the Society, David Budge, and was based on the book he co-wrote with Chris Robinson 'Stone Age Nottinghamshire' published in 2011.

He told us, by way of graphs, of the climate changes, especially periods of glaciation, during the last one million years and described the landscape when Britain was part of the land mass called Doggerland which stretched from the east coast of Britain across to the present coast of the Netherlands and the western coasts of Germany and Denmark. He described the emergence of stone age man during mild periods especially the Neanderthals who lived in Northern Europe followed by 'modern' man of the Upper Paleolithic period. David told their story mainly based on finds of tools especially flint hand axes. He showed many examples and described their various uses. The people who stopped off at Cresswell Crags in their animal hunting expeditions left hand axes, bone pins, decorated bones and scrapers for preparing hides. They also left art on the walls of the caves, a horse, a bird and an orox (type of cow) which it is thought may have been a way of communicating to others which animals could be found in the area.

David described the large Palaeolithic open air field site at Farndon, near Newark, where hundreds of flint tools have been found. They were in use about 13,000 years ago for processing animal carcasses. He also showed us artifacts found at Star Carr, Yorkshire, which included stag head-dresses and harpoons made of bone.. Evidence of settlement has also been found there by way of postholes, concentration of flints and burning.

Further Nottinghamshire sites were described including Staythorpe where

waste flakes, blades and a skeleton of a woman whose bones revealed, after examination, that she ate only meat and no vegetable matter and was described as 'eating like a wolf'. Another site was Mistoron Carr which is a big site on a sand island near the river Trent and found there were microliths with simple obliquely pointed blades, scrapers, cores, arrowheads and polished axes.

The Neolithic or New Stone Age saw the introduction of settlement where the forest was burnt down, the land worked and crops planted. People were still moving around until this time. Various finds showed that tools, flints and polished axes, were being traded with other places as an axe that originated in the Lake District has been found in Nottinghamshire. The tools gradually became more refined and decorated and would be seen as status symbols by their owners.

The talk was a very useful and well illustrated summary of the archaeology of the East Midlands from the time of the earliest human occupation through to the Neolithic period.

Anne Heywood

Burrough Hill Excavations

Dr. Jeremy Taylor of Leicester University gave a very interesting and well illustrated talk, on the 2nd November, on the ongoing excavations at the hillfort on Burrough Hill, 6 miles south of Melton Mowbray in Leicester. Burrough Hill is considered the finest example of a large univallate (single banked) hillfort in the county and has protected status as a Scheduled Monument. It stands on an ironstone promontory about 200 metres above sea level. The iron gives the limestone a distinctive hue ranging from orange to light brown. The ramparts are constructed from stone and earth and stand 3 metres above the interior of the fort. This project started

in 2010 and is due to end in 2014. Dr. Taylor explained that Burrough Hill had been partially excavated four times, the last time in the 1960s, but the findings had never been published. This is now a major student training and research excavation project with the University of Leicester Archaeological Services and with the permission of English Heritage, the landowners and Leicestershire County Council.

The initial survey in 2010 covered the interior of the extant hillfort earthworks and an area of about 3.8 acres of flat open ground to the east. Both areas lay under pasture and the latter had prominent ridge and furrow earthworks. This extra mural area revealed a small settlement of roundhouses dating from the middle Iron Age of a bigger size than normally found in this area and were considered to be contemporary with the fort.

The fort itself has a massive entrance, being some 11 metres across, and being similar to those found in the Welsh Marshes rather than those in Leicestershire and Northamptonshire. An entrance chamber, which was possibly a guard chamber, had been filled with rubble in the Roman period but this chamber caused a puzzle because it was outside the entrance gate. During excavations of the entrance a human body, a young man, was found lying at the base of a large pit. The skeleton was in a crouched position and lay within a stone cairn over which lay the cobbled road surface of the main hill fort entrance. No grave goods were found apart from a dead raven. Further burials may be revealed as the dig continues in the next two years.

Excavations of the interior of the hillfort, which measures about 5 acres, revealed four hundred large pits and roundhouses around the edge of the fort. Not all the pits were for storage. Remains of a furnace were found with quenching

pits providing evidence of ironworking. Some pits were very deep, over two metres, possibly used for grain storage and thereafter as middens where iron brooches, metalwork, spears and agricultural tools were found. Also found were a horse's head, a human skull, rotary querns, more brooches and pins hinting at rituals or rites.

Dr. Taylor considered that occupation of the fort lasted until late 1st century A.D. with a small settlement of fifteen roundhouses but with many storage pits which may have been used as a central storage centre for outlying farmsteads. Alternatively, it could have been an important site for ritual in the area considering the imposing ramparts and entrance gate. A rich assemblage of artefacts emerged including beehive querns imported from the Peak District, a bronze bucket, vessel fragments and many iron objects, evidence of craft production, feasting and ritual activities.

After a lively question and answer session, Dr. Taylor invited members of the Society to visit the site in the summer of 2013 to find out what else this site has revealed.

Anne Heywood

ARCHITECTURAL SECTION

Bonsall – Morning 28 July 2012

A few days before this visit, I received a call telling me that the annual village carnival was being held on the same day. I admit to having visions of the DAS group becoming integrated with a band and being part of a phalanx of organisations walking round the village.

Fortunately, the timing of our visit was well before the start of the carnival (regrettably there was no band) and with the professionalism of our leader everything went smoothly. Having said

that, it isn't every leader who has to ignore families rushing past him, likewise a small child dressed as a bumble bee trying desperately to get to the village green on time and a horse passing at a trot for the same reason.

Adrian Earp gave a brief introduction to the day and so we started a walk of discovery, the topics being:- lead mining, rope making, farming, lorry enterprises, church and chapels, textiles, geology, paper making, calamine, tanners, framework knitting, public houses, architecture, building materials, corn mills, roads and road making, population, water, manors, well dressings, workhouse, pack horse routes, home guard and shops.

Apply these topics to the meandering road system and you will appreciate the magnitude of Adrian's task. To expand upon the headings would require more space than is possible (see end of this report) but a few interesting items include : the guest house that had a six seater privy, the steps in stepping lane renewed by German POW's in the mid 1940's, the former workhouse has crucks supporting the roof, Horse Dale named as such because John Gell kept his cavalry horses there during the English Civil War, in 1884 the Rev Sim purchased the bull which was about to be used in bull baiting and the bull ring can be found to this day in the church.

During our walking we came upon both a cyclist walking pushing his bike and a hiker who both passed us twice in our tour of the village, this last commenting that he hadn't been to the village before thought it was a great place. A happy rewarding morning was had by all.

Further Reading on Bonsall. Five or six years ago the Bonsall History Project published six booklets and one main book, the latter entitled "Bonsall and Village and its History", all suitable information for the enthusiast.

Malcolm Burrows

Bonsall – Afternoon 28 July 2012

The Bonsall Field Barn Project

By the time of the afternoon walk Bonsall's Carnival was in full swing. There were some beautiful well dressings, in particular I would like to mention two, "Daniel in the Lion's Den" which featured a lot of poppy heads and "Awakening the Mystery of God".

One advantage of the Carnival was plenty of choice of places to have lunch between the morning and the afternoon walks as well as a chance to see an extra depth into the village.

Adrian continued his day's tour of the village introducing the group to the Bonsall Field Barn Project ("the Project"). This is a voluntary group dedicated to saving and restoring the 115 limestone field barns within the parish of Bonsall.

Some of the field barns were suffering neglect and theft of stonemasonry etc. During the past two years the Project have restored 15 barns with the aid of funding from Derbyshire County Council and DEFRA through the Aggregates Levy Scheme. The aim is to restore the barns bringing them back to being valued agricultural buildings. The Project won first prize for the Built Environment at their 2006 Green/Watch award. The £1,000 prize money was spent on roadside farm gates for Bonsall and Salters Lane. The road into Bonsall has now restored field barns, repaired dry stone walls, gates and gate points.

A map has been produced by the Project which can be purchased for 50p to assist in funding the barns as one of the Trust's fundraising activities. Longer term they plan a Bonsall Field Barn Walks Book featuring twenty circular walks to feature

most of the 115 field barns. Adrian pointed out that one of the objects of the Project had to be to persuade farmers to keep barns rather than pull them down. He was indefatigable taking us up steep hills and through very narrow stiles in the beautiful dry stone walls encouraging us onward.

Looking down into the village the sounds of far off morris dancing came floating up enhancing the walk as we went through fields of cattle who appeared unmoved by our presence. There was a superb view looking down from the hills down on the church and the village.

In the first field at the top of some steep stone steps we met the owner of a restored field barn. She is still actively involved in the project. We were then shown a variety of barns, some restored but others with clearly work much work to be done. This gave us some idea of how hard the trustees of the charity still need to carry on working.

Across the top of Bonsall there was a portway i.e. a pack horse route where we were shown the remains of rope making workshops.

We were told how Winster along Salters Lane near Matlock Bridge had also seen the restoration of several barns. Similarly in Swaledale, Yorkshire, a massive effort had been made to get barns re-built. They have similar aims to the Bonsall Project.

To summarise the Bonsall Field Barn Project "These barns are unique to the White Peak in Derbyshire, they are part of the heritage of Bonsall mining and farming history".

It is possible to Sponsor a field barn or indeed items for the project e.g. a barn owl box, a barn door, payment towards dry stone wall repair.

Alison Haslam

The Litchurch District of Derby

The full complement of 20 members joined Jane James at Derby Railway Station, which lies on the eastern edge of the former Litchurch district, an original suburb of Derby. The district was bounded by Bag Lane (now East Street), Deadman's Lane and Osmaston Road. Much of the area became Railway property, and were in the Derwent flood plain and low cost. They were owned by the Burrough family and were raised above flood level for the railway developments. From the mid-1830s conditions of transport needs led to the consolidation of the railway companies to form the Midland Railway in 1844, which was then the largest railway in England. Francis Thompson designed the original Station in 1840; Charles Trubshaw added a covered frontage in 1893. The chronic failure of maintenance, together with ignorance of architectural merit led to the demolition of most of the Victorian structure in 1985. Its Smith's clock was saved and relocated to the eastern end of Amber House. Of the extensive range of workshop buildings, only the 1840 workshops of the North Midland and Midland Counties survive, the best known being the Roundhouse, now part of Derby College.

Castlefields House, near the present Traffic Street, featured in the 1725 illustration of the Prospect of Derby. We passed the Midland Hotel of C. 1840, which was extended in 1874. Nelson Street was built to join the Station to London Road. Its development was underway in 1852; by 1878 Peace Place, Johnsons buildings (he was a shopkeeper of 2 Nelson Street), Proctor's and Bennett's buildings were built. In the 1980s most of the southwest end was built over by the GPO. The substantial office building on the south side won the first Larkin Award for renovation in 1994.

Proceeding along the residual part of Hulland Street to London Road we passed the site of St. Andrew's Church. It had been observed in 1850 by the vicar of St. Michael's that an additional church that an additional church would be needed to serve railway employees - thus St. Andrew's was consecrated in 1866. It was designed by Sir Gilbert Scott, whose brother was the vicar of Ockbrook. By 1863, Oxford Street, High Bloomfield Clifton and Barlow Streets were developing. Clifton Street was named after the owners of Clifton Hall, Nottingham. The last remaining houses there facing demolition in the 1970s had cast iron lintels and sills, possibly by Eastwood and Swingler. Barlow Street was built on The Field, land belonging to a large Regency villa on Osmaston Road; it was named after William Barlow (1812-1902), the civil engineer of the Midland Railway from 1842-1857.

We then walked down Litchurch Lane; Litchurch with Morleston was a post-Viking Hundred. The last houses there were demolished in 1959 to make way for Railway development. On Osmaston Road north of the railway stands the Osmaston Works, built as William Fletchers lace mill. Continuing northwards, on the east side were Dexter Street, once part of Dexter Close, a pinfold named after William Dexter, and Horton Street called after William Horton who acquired Dexter Close.

Ivy Square was built in 1935 (on the site of Ivy House of 1852 for Thomas Boam), a circle of some 20 semidetached houses with banding in black and white brickwork. Permission was granted in 1873 for Sir Abraham Woodings to build seven houses in Bateman Street, designed by G.H. Sheffield. The Street was named after the Bateman family of Hartington Hall. Litchurch Lodge, a handsome Regency building on the west side of

Osmaston Road is showing a serious subsidence crack on its northeast corner. Other houses passed include Elm Villa, designed by George Holme in the 1840s and Ladygrove House of 1878. The Union Workhouse of 1837 is now part of the Crown Derby Porcelain works.

It is worthy of note that some 170 names recorded in the 1881 census in Litchurch appear today as Derby street or place names. The social and architectural heritage of Litchurch merits more study and civic acknowledgment than it receives.

Gwen Sandhu

The Life & Work of Frank Lloyd Wright 1867-1959

Richard Stone was our lecturer on Frank Lloyd Wright the architect, his life and work, proving to an expert in his field. There was a large selection of marvellous slides and great insight into the man himself, his life being an adventure in itself.

The architect's parents emigrated from Wales to the USA. His father was an Unitarian Minister and and Music Teacher, his mother also being a Music Teacher. Frank was born in Wisconsin being given the middle name of Lincoln. From early on his mother was keen that he should become an architect, giving him books to foster the interest. Wright then went to University studying engineering with the aim of becoming a draftsman. In 1885 his parents divorced and Frank dropped out of University. At the same time he changed his middle name to Lloyd and started working for Joseph Silsbee. 1889 saw his marriage to Catherine Lee Tobin and the following year Frank moved to work for Adler and (Louis) Sullivan. At 26 he left his job because he was designing houses on his own account in Oak Park.

In 1893 Frank L Wright set up his own practice which continued to prosper.

Wright went to Europe with Mrs Mamah Borthwick Cheney leaving his wife with their 6 children. Back in the USA Wright set up house with Mrs Cheney who met her death in 1914 when Wright's butler set the house on fire killing all in the house. Fortunately, the architect was away from home and subsequently re-built the house. Miriam Noel moved to Tokyo with Wright for five years (he was still married to his first wife), but subsequently married Miriam in 1922. It is not clear what happened to his second wife but in 1928 he married his third wife Olgivanna Hinzenberg. His lasting legacy to the architectural world – apart from his remaining buildings – was the setting up of the Frank Lloyd Wright Foundation in 1940 which still exists to this day. It aims to advance the principle of organic architecture and preserve Frank Lloyd Wright's archive.

The audience were treated to a large selection of buildings and interiors designed by Wright. As well as designing a given building, he designed the furniture, fixtures, window blinds and even in some cases cutlery as well. The influence of the Arts and Crafts Movement and also Rennie Mackintosh can be seen in some of the furniture and some is so forward looking it would not look out of place in a modern office. Some of the furniture originally in the buildings is on loan to museums, the furniture whilst echoing the building is somewhat restricting on storage in a given room. Other buildings remain true to the integrity and have kept the furniture.

Frank L Wright was very good in obtaining patrons for grand designs and sympathetic to the landscape. However, during the depression in the 1930's the architect recognised the need to design and build inexpensive workers' homes. Nowadays, all buildings designed by this famous architect can command a large fee

despite problems with leaking roofs and such, they are certainly very eye catching, blending in with the landscape.

Just to highlight some of the buildings we were shown :

- Johnson Wax Headquarters, Racine, Wisconsin. Designed building and fittings.
- Wingspread, Racine, Wisconsin, was originally the home for the head of Johnson and it is now a Conference Centre.
- The famous iconic Guggenheim Building, a Museum, which has one continuous floor surface inside which goes up a spiral.
- The first worker's home designed and built was Herbert Jacobs' House which even has under floor heating.
- The most spectacular house is one designed for Edward Kanfaran round an existing waterfall. It is one hour's drive from Pittsburgh right in the middle of a nature reserve. The house looks as if it has always been there.
- A house designed for his son which is the middle of a desert.

During his life Frank Lloyd Wright designed approximately 1000 structures and completed 500 works. Sadly some buildings no longer remain but those that do can fetch high prices just because he designed the same and the cachet attached to this.

Our speaker said that he felt that Frank Lloyd Wright was understood by quoting the man's own words. "What is architecture anyway? Is it a vast collection of the various buildings which have been built to please the varying taste of the

various lords of mankind? I think not. No, I know that architecture is life, or at least it is life itself taking form and therefore it is the truest record of life as it was lived in the world yesterday, as it is lived today, or ever will be lived. So architecture I know to be a great spirit. Architecture is that great living creative spirit which from generation to generation, from age to age, proceeds, persists, creates, according to the nature of man and his circumstances as they change. That is really architecture." Extract from *In the Realm of Ideas*, a collection of essays by Frank Lloyd Wright edited by B. B. Pfeiffer & G Nordland (1988).

Alison Haslam

LOCAL HISTORY SECTION

Langley Priory

On 29th July we visited Langley Priory in NW Leicestershire. The present owners, Tim & Teri-Lee Wagstaff, began by giving us a brief history of the house. Quoting from the Leicestershire historian Nichols:

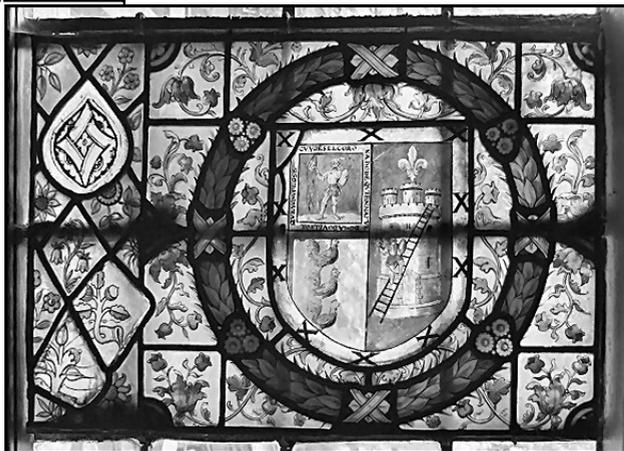


“William Pantulf and Burga his wife in the beginning of the reign of Henry II built a priory here for Benedictine nuns to the honour of the blessed Virgin Mary”

Lands were also given to the nuns at this time and later. At the Dissolution the Priory and its lands were sold to Robert Grey and it remained with the Grey family until 1686 when it was bought by Richard Cheslyn of London. The Wagstaffs have a copy of the original deed of sale of Langley Priory with Henry VIII's seal. The Priory stayed with the Cheslyn family until 1847 when it was bought by John Shakespeare. John Shakespeare was the son of a local farmer whose intellectual abilities were brought to the notice of Lord Rawdon of Castle Donington. He sent John to school and then to London to learn Arabic and later he became a professor of Oriental Languages. He saved his money and when Langley Priory came up for sale was able to buy the house he had admired all his life.

The present house has a recessed central building and two projecting stone wings with mullioned windows. The stone is said to have been brought from the ruins of the Norman castle at Castle Donington. The gabled wings date from the sixteenth century when Thomas Grey would have been altering the medieval priory into a family house. The north wing has very thick walls and may incorporate some of the original priory. The Cheslyns made changes to the centre of the house possibly replacing a timbered front in the 18C and putting in the present doorway, the entrance to the house.

Although Langley Priory has passed through successive ownership we were surprised that some of the possessions of previous owners remained in the house.



Most notable was a seventeenth century Flemish tapestry made to fit the walls of a room on the first floor. In a window of this room and a window on the floor below are pieces of medieval and later stained glass, one piece has the arms of William Pantulf the original benefactor of the priory another piece has the date 1617. All of this glass is said to have been found in the grounds and later inserted into windows of the house. A portrait of John Shakespeare still hangs in a downstairs room.

Tim and Teri Lee Wagstaff are managing the upkeep of this large house by successfully organising weddings and they are hoping to run a cookery school in the stables. They are also seeking funding to restore and clean their valuable tapestry.

Joan Davies

George Vernon and the building of Sudbury Hall,

This talk by Cherry Ann Knott was most informative: she is a former property manager for the National Trust at Sudbury and her knowledge and enthusiasm for her subject was clear from the start.

We were introduced to Sudbury Hall, situated by the river Dove and on the county boundary and the question of why it was built there; the fact that it looks as though it might have been built in the 1620s-30s in the Jacobean period but this does not match the inside which is 1670s and later. George Vernon built the present building and left a huge amount of documentation about it.

The Vernon family came over at the Conquest and were well established by the 17th century with eight gentry families. They were a powerful family in the Middle Ages. There was a lot of intermarriage between the different branches giving complex relationships and three of George's four grandparents were Vernons. He was directly descended from Sir Henry Vernon of Haddon who had a huge amount of land in Derbyshire and who was Councillor to Prince Arthur, being present at Arthur's marriage to Catherine of Aragon and also accompanying Princess Margaret to Scotland to marry James IV. Sir Henry's father had married Ellen Montgomery and brought Sudbury into the Vernon family. George was descended from two of Henry's sons, Humphrey and Sir John Vernon.

George was born in 1636, his younger brother Henry in 1637, their parents were Henry Vernon and Merall Vernon of Haslington in Cheshire where he was bought up. His grandfather Walter Vernon had married Mary Littleton and when Walter died she married his second cousin John Vernon. It was Mary Littleton and her second husband John Vernon who died in 1600 who had built the first manor house at Sudbury. Until then there hadn't been one. An estate map of 1659 showed the position of this manor house built in the early 1600s. When George's grandfather Sir Edward died in 1656 he left his inheritance for his son Henry strictly tied up to the marriage settlement of his

parents. Henry barely had time to do anything before he too died leaving George inheriting at the age of 22. George was left Sudbury, Haslington and Houndhill together with £5000 worth of debts which he was to take on or forfeit the estate, not a good start.

George was well educated and married Margaret Onley of Northamptonshire as his first wife. He began to build Sudbury shortly after as the accounts show. Cherry Ann showed us how she traced why he built the hall in an earlier style. Less than two miles from where George had been brought up was Crewe Hall, built 1615-1635 and which bears remarkable similarity to Sudbury Hall, particularly the front. The houses are set out the same with string courses at the same height and the windows diminishing in height. Cherry Ann convinced us that this was a building that George admired and copied in his building of Sudbury.



We were given a great deal of detail about the actual building work, links with Derby craftsmen, masons, brickmakers, plasterers and so on, all from the meticulous accounts kept by George and his wife. An overmantel for the Drawing room is an early piece by Grinling Gibbons.

The present hall was shown to be intimately related to the axis of the former formal garden, the front of the house is symmetrical, with the rooms on one side for formal entertaining and the smaller family rooms on the other. A long gallery and a little cross gallery were on the first floor.

After George's wife Margaret died in 1675. Shortly after in 1676 he married Dorothea Shirley who died in 1680. Finally in 1681 he married his third wife Catherine Vernon the eldest daughter of Sir Thomas Vernon a successful merchant who had money and because of this was able to exert considerable control over George's finances and making him unable to leave Sudbury to his brother Henry with whom he had previously be very close.

There was a vast amount of information to absorb and it was well told. An enjoyable lecture from a very knowledgeable and enthusiastic speaker.

Sue Brown

Catherine Booth

On 16th November Danny Wells gave his talk on Catherine Booth, the Mother of the Salvation Army. Catherine was born in Ashbourne in 1829 Her parents, John and Sarah Mumford were active Methodists and members of the Temperance Society; local Temperance meetings were often held in their home. Their children were mostly educated at home; they were not allowed to read any fiction or to learn French. By the age of twelve Catherine had read the Bible eight times.

The Mumford family moved to Lincolnshire in the 1830s and a few years later to Brixton in London. When she was fifteen Catherine became ill with tuberculosis and she suffered ill health for most of her life. In London she and her mother joined the Wesleyan Reform Movement looking for more democracy in the church. Here she met the Methodist minister, William Booth. She and William married in 1858, their first child Bramwell was born in 1856 and they went on to have seven more children.

In 1860 Catherine began to preach, despite the prejudice against women preachers, a view held at first by her husband. In 1864 The Christian Mission was founded in the East End and this developed into the Salvation Army where women had equal rights with men. William Booth was known as the General and Catherine became the Mother of the Salvation Army. She designed the flag and the female uniforms and contributed much to the beliefs and ideas of the movement. Their hymns had popular appeal as they were sung to well-known tunes of the day and their services were in the open air or in any hall they could hire. The Salvation Army worked with the poorest and most disadvantaged in the East End of London and helped alcoholics, morphine addicts, prostitutes and campaigned for better working conditions and pay for women working long hours in factories. They particularly campaigned to stop the use of harmful yellow phosphorus in factories where women were making matches.

Catherine died in 1890 in Clacton on Sea and was buried in Abney Park Cemetery in Stoke Newington, London. Her campaigns were continued by her husband and children; the Salvation Army grew internationally. She is commemorated in her birthplace by a statue in The Memorial Gardens in Ashbourne.

Joan Davies

INDUSTRIAL ARCHAEOLOGY SECTION

EMIAM 84 REPORT - "Transport and Trade in the Trent Valley" - Retford, October 13, 2012

The Autumn EMIAM of 2012, was a bit of a first because the hosts were this society's Industrial Archaeology Section but the venue was in Nottinghamshire. Readers may remember that the Nottinghamshire Industrial Archaeology Society unfortunately folded so that Derbyshire were not really muscling in onto "foreign" territory.

An attendance of about 60 made the journey to St. Joseph's Church Hall which proved to be an excellent venue. They heard firstly from Malcolm Dolby, of Retford, an introduction to the history and development of the town. The town has always been split into East and West, with amalgamation of the two parts not coming governmentally until 1878. East Retford is a medieval foundation with charters from 1276. It had many water-mills with a bridge over the un-navigable River Idle in the 13th century. A Moot Hall was built in 1388, but the town always remained small. In 1755 a Town Hall was built, replaced in 1868. In the 18th C. it had a worsted mill with a short-lived Boulton & Watt steam engine, but the town did not thrive until the coming of the Chesterfield Canal alongside which a number of maltings were built. The first railway into the town was the Manchester, Sheffield & Lincolnshire in 1849, followed by the Great Northern's 'Towns Line' in 1852.

West Retford was a traditional small settlement, with its own parish church,

owned mostly in the early days by the Trinity Hospital, the buildings of which are still in existence as an almshouses trust.

The second lecturer was Derbyshire's own Philip Riden, who has had a lifelong interest in the economic history and industrial archaeology of the east and north Midlands. Philip's first talk was entitled 'Stage Waggons, Barges & Narrow Boats in the East Midlands.' This took us from road transport in the East Midlands both with the north-south and the east-west traffic and how it evolved from heavy wagons to today's carriers. Philip then went on to the improvements in rivers after 1660, including the Trent, Don, and Idle, and then the leap into the canal era with the routes to London being completed by 1814. He compared the costings of transport by road and canal, and came to the conclusion that the Trent Navigation was never really successful. There was much integration between road and water, but costs were always fairly high for any sort of freight transshipment. Therefore as soon as the railways came long distance road transport died out fairly rapidly, that is, until the modern era.

Philip Riden's second talk was entitled 'The Coasting Trade of Gainsborough & the Industrial Revolution in the East Midlands'. He explained that Gainsborough was always a transfer point from sea-going vessels to either road or onward water transport. Coastal shipping was still in the ascendancy until the railway age, there being no real competition from the inland canals over the trades and cargoes that were imported or exported through Gainsborough. From work done on records from the late 18th C. the imports and exports were predominantly agricultural or industrial raw materials. Barley and rye, or Derbyshire lead, flint, clay and sand, and to a lesser degree many 'shop'-goods,

iron, nails, earthenware and cheese were the products which went backwards and forwards over the quays of the port. All these goods were making Gainsborough a real entrepot for a greater part of the East Midlands and further afield, and Philip made the point that he was here concentrating his talk just on coastal shipping coming from London, east Anglia and the North-east, omitting all the foreign trade that was also coming into the Rivers Humber and Trent at the same time period.

After a good lunch delegates were taken by coach to three venues which had relevance to the morning's lectures. Stopping points were at West Stockwith, an ancient inland port at the junction of the tidal River Trent with the Chesterfield Canal. Then it was on to Gringley-on-the-Hill to look out at the stupendous view from the Beacon Hill there over the Trent Valley and Hatfield Chase, where the work of Cornelius Vermuyden in the draining of the levels was apparent. We then had what was thought to be another first for EMIAC when we journeyed into the West Riding to the town of Bawtry to view its position on the Great North Road and to try to find evidence of its place as the head of navigation on the River Idle, again from West Stockwith on the Trent.

Conference delegates had been blessed with autumn sunshine for the day and the small group of organisers from the I.A. Section are to be thanked heartily for providing an excellent day.

David Mellors

North York Moors Railway

The Industrial Archaeology Section summer coach tour on Sunday 8 July 2012 was to Pickering in Yorkshire. Our guide for the day was, Mark Sissons, a long standing member of the Section who has retired to live in Pickering, and the main part of the visit was to the North Yorkshire

Moors Railway, which runs from Pickering northwards through the National Park to Grosmont. A unique feature of this railway's operation is that some of their steam trains continue beyond Grosmont to Whitby over Network Rail tracks.

On arrival we were given a tour of Pickering station, admiring the new overall roof, which is a brand new replica of the original, which was removed in 1952. We also visited the railway's new archive and education building, cleverly located on spare land between the railway and the river, and clad in stone to match to original buildings. Mark had arranged a small display of original maps and documents that illustrated how much more railway there was in Pickering until the 1960s when the routes south from the station were closed.

We then boarded a 1960-style diesel hauled train to travel up the line to Levisham station. Mark had provided a useful crib sheet for what we should look out for along the way – there were once several branch lines connecting limestone quarries. Levisham is a remote spot – the village it serves is 1½ miles away and 440 feet up – but the station has been restored to represent North Eastern Railway practice of 1912, including some impressive slotted post lower quadrant semaphore signals. There is a very neat combined signalbox and ticket office, and





The Party in Pickering

we were made very welcome by the signalman – even allowed to pull the levers. We also availed ourselves of facilities the station wouldn't have had in former days, a refreshment kiosk and art gallery, before returning to Pickering on the next train, this time steam hauled.

Mark then switched mode from railway to town guide, and took us on a short walk through the town. We admired the streets of 18th and 19th century buildings with very little 20th century encroachment, and marvelled at the number of pubs, cafes and local shops that seem to be thriving – no major supermarket here. The highlight of the tour was the medieval wall paintings in the parish church.

On the way home, the “surprise extra” stop was at Howsham Mill, on the (Yorkshire) River Derwent. This is a unique gothic revival style building, designed by John Carr of York to serve as a

landscape feature in the grounds of Howsham Hall, as well as a functional corn mill. A local trust has been set up to restore the building for use as an educational and community centre. The first stage of the project, completed a few years ago, restored the water wheel and installed a modern Archimedean screw, both generating electricity. The second stage, just recently started, is the restoration of the building.

We were remarkably lucky with the weather, only a few spots of rain, but there was evidence of the recent downpours when we visited the mill – the water level in the river was so high that there was insufficient drop across the weir to operate the hydro-electric generators.

Ian Mitchell

Wingerworth Stone Sawing Mills

On the fine evening of 9 August 2012, some 13 members assembled at the rendezvous specified by NEDIAS for our visit to their excavation of the Wingerworth Stone Sawing Mills. We were welcomed by David Palmer on behalf of the North East Derbyshire Industrial Archaeology Society and then passed to his colleague Les Mather to set the scene. A sequence of maps shows that the mill pond and artificial water courses were already in existence by 1757 – but for what purpose is unclear as no buildings are shown. The two saw-mill buildings which are the subject of the excavation first appear on an 1843 map. Their non-appearance on Sanderson's 1830s map is another puzzle, as they are believed to have been working by 1829. They had ceased operation by 1920. Finally Les showed a very helpful early photograph of the two mill buildings complete and apparently in use.

We then moved to the excavation site accessed via a well-hidden path through forest scrub, the site itself sheltered within a sizeable copse of sycamore trees. Presumably self-seeded after the site was stripped and abandoned in the 1960s, the trees are now grown very straight and tall and are heavily covered with ivy. (The stripping of the site included removal of the adjacent mill dam.) The NEDIAS volunteers, in Friday sessions over some 15 months, have exposed much of the surviving immediate sub-surface stonework of the two mill buildings. This confirms documentary and photographic evidence that both steam and water power were in use, steam in the larger upper building, water in the smaller building below. Some features were clear: a crane mounting, the chimney base, the water-wheel pit; also probably the mounting for a rather small horizontal steam engine with a rather large flywheel. Other details were not easy to

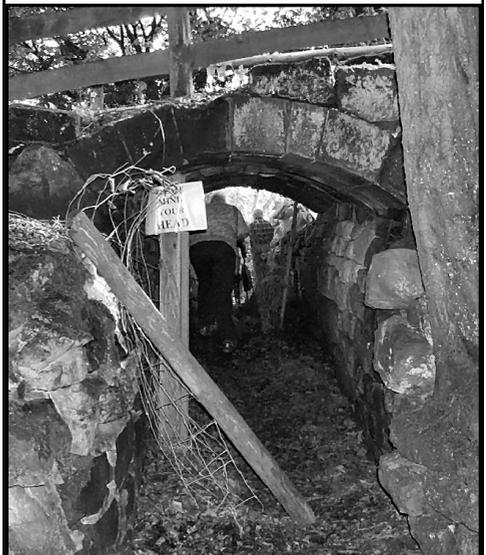
interpret: more machine mountings, which presumably include those for the saw frames, and various pits, cisterns and drains of uncertain function. There was a hint that the water-wheel might have been replaced at some time by a water turbine. The two buildings seem to be closely contemporary in date and are certainly of similar construction, both making use (at this level) of very large blocks of stone. A scattering of iron slag fragments is found on site, possibly hinting at the pre-1757 purpose of the water system. It is hoped that continuing excavation – and further documentary search – will answer some of the outstanding questions.

In all, the visit proved both interesting and intriguing, and NEDIAS were thanked warmly for their arrangements.

Alastair Gilchrist

Sir Arthur Heywood's Doveleys Estate Railways

The IA Section visit on 1 September was to Doveleys on the Derbyshire/Staffs



The Stone Bridge

border, one of the homes of Sir Arthur Heywood (1849-1916), who was an enthusiastic advocate of miniature railways as a means of transport for country estates. The best known of his railways was at Duffield Bank north of Derby, but Doveleys was the site of his first (9 inch gauge) and last (15 inch gauge) projects.

Doveleys Hall is now empty awaiting redevelopment, but there is a garden centre in the grounds, so the programme devised by Trevor Griffin included an illustrated talk in the garden centre café, as well as an exploration of the grounds searching out evidence of the railways. A lot of what we saw required the eye of faith to discern a railway connection, but it was a very pleasant afternoon walking in fields and woodland by the Rover Dove. The two most tangible remains are a stone bridge, and prefabricated wooden building of a style used extensively by Sir Arthur on his other projects.

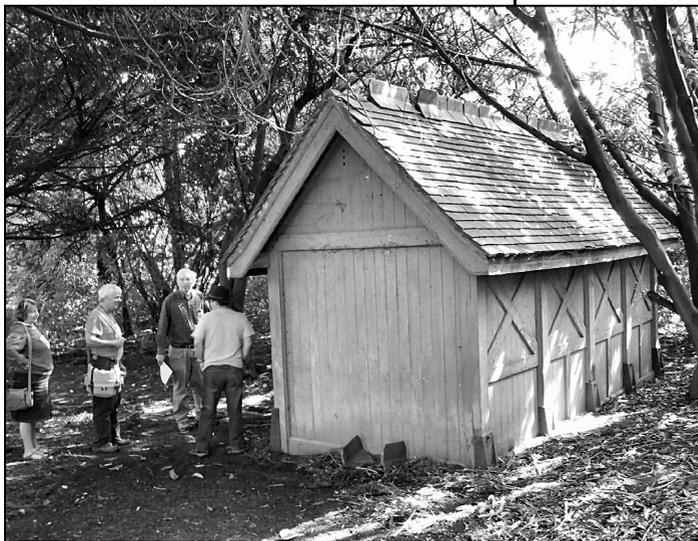
David Mellors

James Brindley's School of Engineers

Chris Lewis' talk to the Industrial Section on 19 October 2012 was on "James Brindley's School of Engineers". His aim was to credit the group of younger engineers who were trained by Brindley and who were later responsible for bringing his schemes (and other early canal schemes) to completion. Little known individually, their achievements would secure Brindley's reputation.

Brindley himself was born in 1716. With little formal education, he mastered the trades of millwright and water-course designer and was able to put these skills to triumphant effect in forming the Duke of Bridgewater's two canals. This led to numerous commissions as Engineer, notably for the major Trent & Mersey (or "Grand Trunk") canal scheme. In the process, he gathered about him the team of engineers that assisted him until his death in 1772 and perpetuated his methods thereafter. Chris had time to outline the lives and careers of four of these "pupils".

Hugh Henshall was born in North Staffordshire in 1734, a (younger) school-fellow of Josiah Wedgwood. Better educated than Brindley, he trained as a surveyor, joining Brindley for the survey of the second Bridgewater canal. He drew the Parliamentary plans for the Trent & Mersey Canal and was appointed that Company's Clerk of Works. As Brindley's "heir", it fell to Henshall to complete



The Wooden Building

many unfinished schemes, including the difficult northern section of the Trent & Mersey with its long Harecastle Tunnel. He later added canal carrying and pottery manufacture to his activities and died, in 1816, a wealthy man.

Samuel Simcock was born in 1727. A fellow millwright, he was well known to Brindley and indeed married the latter's younger sister in 1749. Thoroughly reliable, he was brought into the canal business from the outset, working on both Bridgewater canals and on early exploratory work for the Trent & Mersey. From 1766, he was successively responsible for setting out the Staffordshire & Worcestershire Canal, was Resident Engineer for the more difficult Birmingham Canal and Assistant Engineer for the Oxford Canal. He succeeded as Engineer of the latter on Brindley's death, finally settling in Oxfordshire.

Robert Whitworth, like his contemporary Henshall, was a skilled surveyor. He came to Brindley's notice in 1765 when he (Brindley) was called to the Calder and Hebble Navigation in Whitworth's native Yorkshire. Successful collaboration soon led to Whitworth moving south to join Brindley full-time, becoming in effect his chief draughtsman. He produced numerous canal survey documents, first for Brindley and later on his own account. As Engineer, his major achievements were the completion of two stalled canal schemes: the Firth & Clyde and the Leeds & Liverpool.

Josiah Clowes, another North Staffordshire man, was born in 1735. His early connections are unclear, but he certainly worked for Brindley and was close to Henshall, both as brother-in-law and partner in the canal carrying business. However, his individual contribution to canal construction came later. In 1783, having joined Whitworth in the survey of the Thames & Severn Canal, he was

appointed its Resident Engineer. Its completion in 5½ years, in spite of serious difficulties with the Sapperton tunnel, secured his reputation and led to a flurry of work, often associated with tunnelling, in the last 6 years of his life (to 1794).

As well as illustrating canal scenes old and new, Chris included detail of baptisms, marriages, relationships, residences at birth and in later prosperity, deaths, wills and places of burial. His talk generated much interest – and brisk sales of his recent book “The Canal Pioneers – Brindley's School of Engineers”.

Alastair Gilchrist

Industrial Archaeology in the American Midwest

With Dudley Fowkes unfortunately unwell, his place for talk on 23 November 2012 was taken by Ian Mitchell. Ian chose to describe, with very generous illustration, the many items of interest seen on his recent visit to the mid-western states of the USA that border the Great Lakes (Illinois, Indiana, Ohio and Michigan). His visit, with Mary, comprised a week in Chicago, independently arranged, followed by transfer (by bus) to Cincinnati to join the AIA party, itself guests at the annual conference of the American Society for Industrial Archaeology. The complete tour thus gave him opportunity to describe sites in the neighbourhood of Chicago, Cincinnati, Dayton (Ohio) and Detroit.

Highlights of industrial relevance in the Chicago area included the elevated railway in the city centre, and the Pullman suburb where, although little remains of the coach-building factory, the earliest US workers housing has been preserved and is becoming fashionable. At Lockport, we glimpsed the Illinois & Michigan canal, and at Aurora saw a very magnificent

railway roundhouse with open-air centre in the US style. Two railway museums featured: the Fox River Trolley Museum, which introduced to us the concept of the inter-urban tramcar; and the large Illinois Railway Museum with replica “wild-west” steam locomotive and original and evocative streamlined *Zephyr* of 1936.

The move to Cincinnati brought to our notice the importance of the Ohio River as a navigable waterway. An impressive modern lock (1959) was shown completely filled by a 3×5 array of coal barges. Bridges provided a theme, which included two very efficient Pratt-truss designs from 1878 and 1887, a covered wooden “burr arch truss” bridge of 1875, and the impressive suspension bridge in Cincinnati itself, the earliest of the four (1867) and by John Roebling, the later designer of the Brooklyn Bridge in New York. Visits included two factories from this general period, one preserved and one still in operation – the first making “saddletrees” (the wooden frame inside saddles), the other metal hand tools.

Dayton, Ohio, the home of the Wright brothers, is also home to the Wright Brothers Collection located in the Carillon Park open air museum. From there Ian selected for us, not a Wright Flyer, but the oldest surviving US-built railway locomotive, a B&O “grasshopper” of 1835. Dayton is also host to the huge USAF aircraft museum, where we saw a Beaufighter Mark 1, British-built but in USAF colours.

Detroit brought us to Henry Ford. We were shown his 1904 Piquette Avenue plant where the Model T was conceived, and his 1913 Highland Park plant where the moving assembly line was first introduced; also the Greenfield Village open air museum with its historic (or replica) Ford transport. The Greenfield Museum includes Henry Ford’s homage to Thomas Edison: a recreation of the latter’s

Menlo Park laboratory.

Ian included among his industrial items numerous subjects of more general interest, such as city planning (and decline), architecture in a wide range of styles and uses, public art – and the ambience of a period ice-cream parlour! It made for a very satisfying evening.

Alastair Gilchrist

NEW MEMBERS

New members since Newsletter 74

- Mr R. Leach of Belper
- Mr M & Mrs B Lake of Sutton on the Hill
- Mr O. Jessop of Millhouses, Sheffield
- Mrs E.J. McCulloch of Tutbury
- Dr R. Annable of Allestree
- Miss M. Winfield of Derby
- Mr J. Boucher of Westwood, Notts

Deaths notified

Mr D. Lewis of Littleover

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- *Shardlow Manor and Manor House* by Miriam Wood
 - *The 1682 Inventory of William Mundy of Darley* by Jane Steer
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BOOK REVIEWS

“The Peak Forest Canal and Railway: an engineering and business history” by Grahame Boyes and Brian Lamb. The Railway and Canal Historical Society, 2012. ISBN 9780901461599. 220pp, 126 figs, 9 appendices. £30 post free from RCHS Books, 4 Broadway, Lincoln LN21SH

This is a substantial work in every sense. It results from the reworking and

extension of the late second author's original text. (Brian Lamb died in 2007 having made a life-time study of the subject.)

As now presented, the book covers every conceivable aspect of the title company's activity – its origins, company structure, physical design and engineering features, management, operation, maintenance, traffic flows, finances – finally commenting on its measure of success as a business. It also covers its (and its successors') entire life: from inception (in 1794), through prosperity, decline and dereliction to providential rescue (but only of the canal component), completed by 1974. (The tramway element of the route was dismantled in 1927.)

The book is very nicely produced and is generously illustrated with historic photographs (many by Brian Lamb himself), excellent maps and useful short biographies of key individuals in buff-coloured panels. The references show a wonderful survival of source material. The authors make the case for the canal-cum-railway's national significance. It has also, of course, much local interest: for example in its prime objective of accessing Derbyshire limestone, its employment as Engineer of Benjamin Outram (of Alfreton and Butterley, then at the height of his powers), and its rescue from financial disaster (in 1805) by Richard Arkwright. Although the authors speak at one point of further work, this text will surely take its place as the definitive word on its subject.

Alastair Gilchrist

“GLOSSOPDALE THROUGH TIME”

by Mike Brown and Sue Hickinson

“HOPE VALLEY THROUGHT TIME”

by Dr Liam Clarke

“MATLOCK AND MATLOCK BATH THROUGH TIME”

by Alan Roberts

Amberley Books £14.99

Three more copiously illustrated additions to the series of trips down Memory Lane. These cover the villages around Hope and Glossop and places in and around Matlock that I didn't know existed.

Once again one is surprised how little has changed in some places and how hideous some of the changes that were made in the 1960s in particular are. Quite interesting and the minimal text does turn up some little gems. I found myself curious as to why Bradwell had a Constitutional Club.

A furtle round the internet gave a probable answer which makes me all the more curious.....! You never know where these books may lead!

Barbara Foster

STAUNTON HAROLD: Houses and people in a Leicestershire Parish, by Barbara Hutton and Irene Brightmer, Ashby de la Zouche Museum 2012. ISBN 0 -9547799-6-7. 58pp 37 coloured plates and b & w illustrations. £10 + p&p from Ashby Museum.

This lavishly illustrated and useful book outlines the history of the Parish of Staunton Harold both ancient and modern before tackling a variety of vernacular housing within its bounds. Most of these are 17th century in origin. Beyond the immediate confines of the Hall and its grounds lay a pre industrial landscape of coal mining, pot making and the manufacture of brick.

The historical development of such houses is briefly discussed as are the materials including early local bricks. Many of the houses surveyed were built by colliers for colliers although over the intervening centuries they have been

enlarged and altered considerably with one such 17th century small house cunningly disguised behind an 1840s Gothick façade. Larger farmhouses are discussed, Hearth Tax returns examined and the minefield of inventories explored to produce an excellent introduction to Vernacular Architecture for the novice and a thoughtful description of these buildings for the more well versed. Throughout there are excellent and instructive house plans and sketches by Barbara Hutton and others. Recommended for anyone with an interest in the history of Staunton Harold in general and for those with an interest in local vernacular architecture in particular.

Barbara Foster

SMALL ADS

Does anybody know?

A water conduit in Derby Market Place is shown on Speeds map of 1610 but this does not indicate where the water came from. It's shown as a small building, No 29 on the map, on the north side of Market Place. I cannot recognise any obvious source of supply of water to this location, presumably being of running water, which was still in place at the beginning of the 19th C. It could not have been the River Derwent as they had no pumping system at that time to lift the water. NB Speed's map is online – use browser for title and select Rootsweb.

Therefore has anyone any thoughts as to its origin - A spring? A diversion from Markeaton Brook ? Or ?????

Alan Gifford would welcome any ideas. Contact via the Editor if you don't have his contact details.

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).

PUBLIC LECTURE

Butterley Company 1790-2009 - the Rise & Fall of an Industrial Superstar

GWILYM ROBERTS, CBE FREng FICE
FIMechE

Monday 18th March 2013, 7.30 pm at
The Hayes Conference Centre in
Swanwick, Admission will be £3 (to cover
costs) and tickets will be available in
January from Mike Kelley, 50 Beech
Avenue, Alfreton, Derbyshire, DE55 7EW
(01773833425),
email mgkelley@hotmail.com

(please include sae or collect at the
door).

The lecture will concentrate on the company's origins and Victorian engineering heyday. Controlled by the Wright family for most of its existence and employing some eminent and innovative chief engineers, the company was responsible for a number of pioneering landmark projects such as old Vauxhall Bridge, London's first iron bridge across the Thames (1816), the superstructure of St Pancras Station (1868) and the still extant engines at Middleton Top, Derbyshire (1829) and Stretham, Cambridgeshire (1831).

EMIAC 85

Manufacturing - Past, Present and Future - 27th April 2013

The next **Heritage Day** is being organised by the Leicestershire Industrial History Society, The David Wilson Library and the Centre for Urban History, University of Leicester, and will be held on Saturday 27th April in University of Leicester.

The conference programme is:

TBA

The conference will consider:

- The rise of Leicester as an industrial centre during the 19th century.
- Decline of industry in the late 20th century.
- How the city and its labour force has adapted to change.
- What does the future hold?

Full details and booking forms will be made available at our lecture evenings and on the website www.derbyshireas.org.uk as soon as they are announced.

Have you seen our
Website ?

Do we have your valid
email address ?

www.derbyshireas.org.uk

DERBYSHIRE ARCHAEOLOGICAL SOCIETY

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