

### Cover story

#### The Water Pump at Weston

Described as a water pump, this much graffitied structure lies beside and below the old railway bridge on the former LMS line from Derby to Ashby at Weston on Trent. It remains stolidly splendid in its latter day neglect. Closer inspection revealed a cistern below, presumably for the abstraction and storage of water from the Trent and the remains of a brick shelter for who knows what. It is assumed that a substantial part of its superstructure has gone missing, if it was indeed for replenishing the water in the passing steam trains. Not being overly familiar with the ins and outs of steam locomotives and their attendant structures, perhaps someone can (briefly) enlighten me.

The Derby to Melbourne railway opened in 1868, reaching Ashby the following year. It carried passengers and freight and finally closed in 1982 after which time it became part of the Sustrans cycle network - Route 64 to be precise. In the meantime, passenger traffic ceased in 1930 and from 1939 to 1945, Weston and Kings Newton became a vast military training area with particular reference to the training of railway engineers for the duration.

During the construction of the line in 1867 an Anglo Saxon cremation cemetery, complete with urns, was discovered at Kings Newton.

*Barbara Foster*

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

### Contents

DAS AGM.....	2	Industrial Archaeology .....	15
Library Notes.....	2	IA Reviews of Emiac 81.....	21
Programme Sec Report.....	3	New Members .....	22
Ticknall Archaeological Res Group.....	3	Book Reviews .....	22
Archaeological Research Group .....	4	Pilling Award .....	24
Architectural Section .....	8	Small Ads .....	25
Derbyshire Miscellany.....	10	Festival of British Archaeology.....	26
Local History Section .....	11	Emiac 82 (16 Oct '11) Northamptonshire	27

## THE AGM

This year the AGM took place at Derby University, our usual venue at the Museum being refurbished. After the formal proceedings had been held, the Society was treated to an excellent and thought provoking lecture by Dr. Paul Elliot on “The Science of the English Enlightenment” which led us through the intertwined networks of the great intellectual thinkers and the scientific entrepreneurs of the 18<sup>th</sup> century and beyond.

After his three year term as Chairman of the Society, Graeme Walker stood down and we would like to thank him for his good work during that time, not least as an excellent and jolly host at the Society lectures and events. We are pleased to report that Mrs Jane Heginbotham will be the new Chairman for the next three years with Mrs Pat Tinkler as the Vice Chairman.

Julian Richards, the well known archaeologist who has entertained and enlightened the Society with lectures over the years and as a guide on the Winchester visit was elected as President for the next three years.

*Barbara Foster*

## THE LIBRARY NOTES

After the problems of the last six months the LIBRARY SERVICE CAN BE USED AGAIN. Members should go to the counter at the back of the main library in The Wardwick, ask for and fill in a DAS Library Loan Slip with author and title OR Journal title and volume number and/or date and then, in particular, for books, the accession number from the bookplate, then add date, your name and signature. (Periodical journals do not have accession numbers).

Give that to a member of staff and they should be able to go down into the far basement and get the item for you. But please be patient the staff are all new to the job and have not been introduced to our Library (in spite of my several offers) and may have difficulty with some, more unusual, items. However until things are more certain it would be useful if members continue to refer their needs to me and I can meet them there or get out the item(s) before their intended visit ready for their collection. (see cover for my details).

During this time we have still been adding books and journals to our Library by gift, purchase and book review. We have added Keith Taylor's *Aspect of Dales' life through peace and war* (gift); Adrian Farmer's and Mike Smith's books of Belper and Chesterfield *Through Time*; Stephen Cliffe's *Derbyshire Cavemen*; Rieuwerts' third volume on lead mining *Elton to via Gellia* (all review); through the good offices of Heather Eaton a paper by Anthony Peers on the East and West Terraces on Hopping Hill at Milford; and, of course, that great tome by the Derby Street Detectives on Sadler Gate; Miriam Wood on the *Holden family and the Aston Estate* (all gifts); Jill Banks *Derbyshire illustrated letter-heads* (at Kedleston); and finally *Wait for me!* by the Dowager Duchess (purchased).

We are still processing the gifts of two collections of books so more details next time. Meanwhile let me know what you need from the Library.

*Ray Marjoram*

## Programme Secretary's Newsletter Report

### Winter Programme 2010-11

The talk at the Society Social at the December Social was given by Michael McGuire and titled 'Five Months in Northumberland' (apologies to author of 'A Year in Provence') which gave an insight to the McGuires' work at Vindolanda and the ongoing stone project which is supported by the British Geological Survey (Edinburgh). This was followed by the usual goodies provided by members of the Society

The Society lecture in January was given by our President, Canon Michael Mallender on 'The Travels of a Silver Dish' referring to the original Risley Lanx and not the infamous fake.

Julian Richards' lecture to the WEA in March was 'Stonehenge - investigation and inspiration' and although I have been within the stones three times now and came away on each occasion fairly bewildered, his explanation of how things may have been and where the stones came from may help to clear the fog.

### Winter Programme 2011-12

The winter programme is nearing its completion with many interesting lectures and this year we have 4 main lectures already booked. The Winter Programme starts on September 30th and is titled 'For godliness and order: the parish in seventeenth century' by Dr Richard Clark. This will be followed on October 28th by a lecture on 'Prehistoric Art' by Dr Paul Bahn - this is with the WEA.

On January 13th, Dr Ffiona Gilmore-Eaves will give a talk to the Society on 'Messages in Stone: the mosaics of Roman North Africa' and on March 2nd we hope to have a lecture to the DAS/WEA given by Dan Cruickshank - title unknown at this date.

All four lectures will be in Room OLI at the University of Derby on Kedleston Road and at the usual time of 7.30pm.

*Malise McGuire*

### Ticknall Archaeological Research Group

At last, an alternative laboratory has been found to carry out the chemical analysis of Ticknall pots. The delay in this work – which is funded by the DAS Pilling Award – was caused by the untimely death of Dr Alan Vince, who was a pioneer of this special technique. We look forward to what should be an interesting report.

In the meantime TARG has been busy with fieldwalking, resistivity surveys, landscape walks and classes in archaeological drawing together with a major pot washing and cataloguing job on the finds from the Ivy Lea site. They are participating in one of the Calke Abbey archaeological days on July 24<sup>th</sup>.

Disappointingly the group didn't receive Lottery funding for a further excavation at Peats Close however permission has been granted for a series of test pits on the site later this month to get a bit of an idea of what's down there.

*Barbara Foster*

## ARCHAEOLOGICAL RESEARCH GROUP

### Recent Archaeology in the Peak District

Ken Smith, cultural heritage manager for the Peak District National Park, opened our 2011 season with a talk on *Recent Archaeology in the Peak District*. The talk ranged over a number of sites, including Ecton Copper Mines where we viewed some impressive caverns of varying age. A historic perspective of Nine Ladies stone circle on Stanton Moor demonstrated changes in the setting of the monument over time (with or without a surrounding wall). A major restoration project had been carried out at Calver Weir on the River Derwent, a Listed Grade 2 structure built in the 19th century to power Calver Mill. The weir had fallen into disrepair with some sections in imminent danger of collapse. In 2009-2010 it was restored with the support of the Peak District National Park and the help of the Heritage Lottery Fund, the work being carried out by Tomlinson. Conservation work had also been carried out at Throwley Old Hall, overlooking the Manifold valley. The Hall was built in 1603 as a manor house but had for many years been ruinous. The walls of one wing have survived and these have been consolidated and made accessible to the public. The talk aroused much interest and discussion.

### Grey Ditch

A talk on Catholme had been scheduled for February 25 but was cancelled at the eleventh hour when Henry Chapman found he was going abroad; fortunately Graeme Guilbert stepped into the breach with a talk on his excavation of the Grey Ditch at Bradwell. The Grey Ditch is a linear

earthwork consisting of a bank and ditch, traceable in the landscape for about 1.6 km. The line is broken several times, chiefly on the steeper escarpments of the hillsides, and the talk looked at it in four sections: one section along a hilltop southeast of Bradwell, two sections across the valley floor and a further length which is visible on a hill to the northwest. The excavation, which examined one of the stretches across the valley floor, showed the ditch to have been an impressive size, about two metres deep, the cut angled at nearly 45 degrees. Its purpose is uncertain: it was debated whether it had been built as a barrier across all routes leading southwards out of the Hope Valley, possibly because of the rich lead seams above Bradwell. It has been generally accepted that the ditch was built some time in the 5th to 7th centuries, during a period of political instability following the Roman withdrawal. The excavation found no absolute evidence for this but finds of Roman Derbyshire Ware beneath the first cut of the ditch indicate that it is no earlier than the late 2nd century.



*Grey Ditch*

### ARG AGM & Fieldwork Report.

At the Annual General Meeting, Mike Butler was elected Chairman as Geoff Marler has completed his three years in

that post. The secretary, Joan D'Arcy, signalled her intention to resign as programme secretary and the Section is seeking a replacement. There followed reports on fieldwork undertaken during the year. Sue Ebbins discussed the work done at Longwalls Lane by Alan Palfreyman and herself on a Romano-British quern making site. As well as excavation, Keith and Barbara Foster have carried out some resistivity surveying there. Mike Butler then described the latest chapter on work at Dalley Lane where a stone structure had been partially exposed in 2010. Recent work has found that the structure covers a well. A report is pending. Next, Joan D'Arcy described the finding of a large number of Roman potsherds in Darley Playing Fields at Little Chester (see also below in the Summer Programme report). Finally, Keith Foster talked on resistivity surveying in general and the results of the work in Darley Fields.

### **Little Chester Summer Fieldwork**

Last year, members of the Section surveyed and collected a large number of Roman potsherds at the site of a former bowling green at Little Chester where a hedge had been grubbed out. Some resistivity was done under the aegis of Barbara and Keith Foster at the same time.

On May 21 this year some 20 members assembled at the Stone House Prebend to sort out the potsherds and continue the resistivity work. Three teams set to work, numbering each sherd and recording their characteristics on a spreadsheet. A fourth team worked on the resistivity survey under the tutelage of Keith and Barbara, covering an area to the west of the previous survey. A sherd data base is to be established and a report written.

*John & Joan D'Arcy*

### **Sheffield Manor Lodge**

A mile east of Sheffield City centre, this exciting building was visited on 19 June 2011. A building was first erected on the site by the de Furnivals in the 1330s as a hunting lodge set within a 2,500 acre deer park. In 1406 the park was bought by John Talbot (1st Earl of Shrewsbury) who built a large manor house with a long gallery in 1516, some remains of which still stand. One guest was Cardinal Wolsey in 1530. The house was remodelled and extended by the 6th Earl of Shrewsbury, who also built the Turret House (Grade II listed) in 1574 as an imposing gate house and hunting tower. Mary Queen of Scots was an occasional visitor during her imprisonment at Sheffield Castle. In 1616, the site passed by marriage to the Dukes of Norfolk and the house's decline began. It was partly demolished in 1708 and a mining village grew up around it. In 1907, the 15th Duke recognised the historic importance of the 16th century buildings and cleared away the later buildings. In 1953 the site was leased to Sheffield Council. The Green Estate took the lease in 2004 and now manages the site.

*Sheffield Manor Lodge*



Some 20 members of the Society enjoyed an excellent day there, which was also an Open Day. Arriving on site, we were struck by the splendid meadow of wild flowers: seeds for these were on sale

in the Centre which had been built with the help of a Heritage Lottery grant. Dawn Hadfield gave an introductory talk on the excavations that had taken place over the last three years. Finds were on show, including kilnware from John Foxe's short lived 18th century potworks, and items from the mining village. We were then taken on a tour of the historic buildings by Peter Machin, the Green Estate Manager. The extant buildings include one wall of the long gallery of 1516, an adjacent garderobe tower and a ruined north range of service rooms in part of which an Apothecary's Garden had recently been laid out. The complete Turret House was the highlight of the tour: this had survived the various demolitions, having been used as a farmhouse until the mid 20th century. It has two rooms on each of three floors. The rooms on the top floor have retained their original 16th century strapwork plaster ceilings, one having many reliefs of Shrewsbury badges. There is also a large plaster overmantel in this room. One room contained an exhibition of the work of the Manor Weavers and of the National Guild of Embroiderers, emphasising the involvement of the local community and the importance of needlework in the history of the area. Outside, several digs were operating and there was a demonstration of medieval cookery, with samples to try and the recipes available.

### **Market Harborough**

We went to Market Harborough on 1 July, primarily to view the Hallaton Hoard which is housed in a new purpose-built gallery in the town museum. We were greeted by Helen Sharp, Project Officer at Harborough Museum, who gave a run-down of the initial discovery by members of Hallaton Historical Society, the subsequent excavation under the supervision of English Heritage, and the

finds which are now on display. The hoard appears to have been ritually buried; 14 groups of coins have been found, buried in association with silver objects including an ingot of melted-down coins and a magnificent Roman parade helmet. There were also bones from 400 hundred pigs (mostly missing the right foreleg) and three dog skeletons were found, buried at the entrance to the site. The site was in use from the late Iron Age through to the early Roman period. The 5000 gold and mainly silver coins make it the largest and earliest Iron Age coin hoard yet discovered in England. The Roman helmet is still being conserved at the British Museum, but the coins make an impressive display. In the afternoon many of us went to Hallaton village which is a picturesque place about 10 miles from Market Harborough. This has a small museum dedicated to the hoard, though the finds are at Market Harborough. There is a fine medieval church and a pub with a cafe attached, so a good time was had by all.

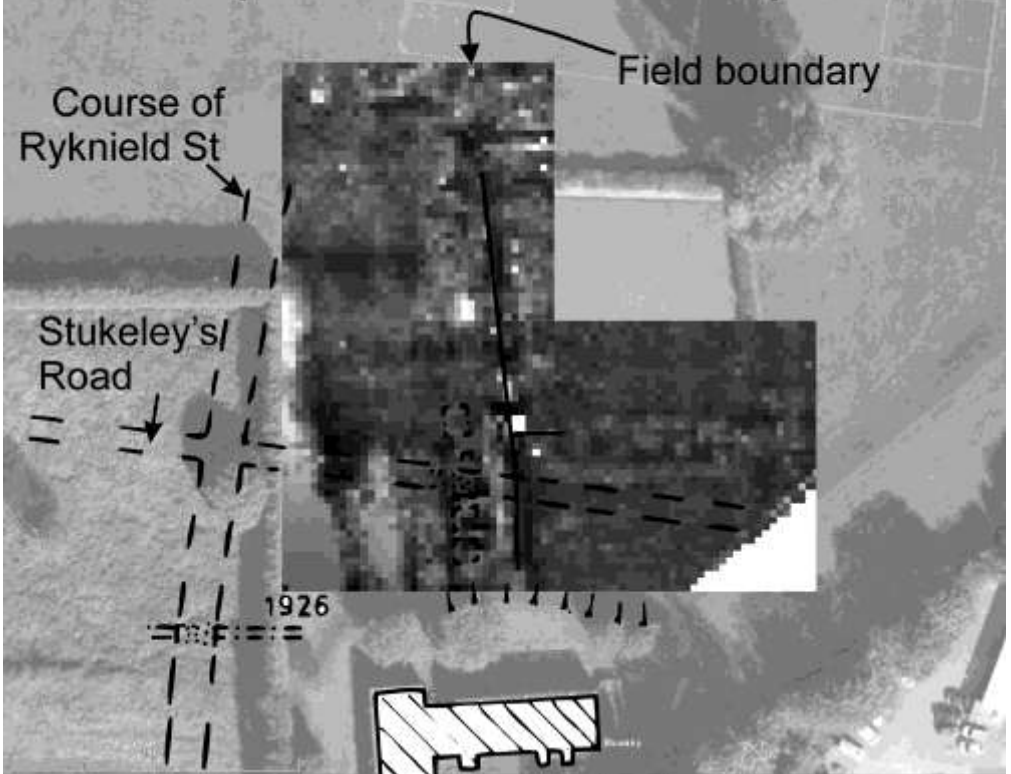
*John & Joan D'Arcy*

### **Darley Playing Fields Resistivity Survey**

This is a composite picture of two surveys done this year and last – the second survey was done to extend the area around the former Bowling Green, the removal of the hedging of which had revealed a scatter of Roman pottery.

A line of relatively high resistivity EW, combined with a map overlay appears to confirm the line of Stukeley's Road and would indicate that the pot scatter was found by the side this ancient roadway. No obvious signs of a building on the bowling green were seen on the first resistivity survey. The area of very high resistivity in the left foreground extends from the base of the flood defence bund and may have something to do with its construction but

# Google (2006) with resistivity and map from DAJ Vol 122 p 5



## Little Chester

Around ex Bowling Green

### Original Resistivity

(Filtered to remove very high readings)

Readings shown range from 100 ohm-m (white) to 30 ohm-m (black).

Each square is 1m.

Mag. north is up

(Centre of survey SK354376)



together with the squareish area of highish resistivity to the right of it could possibly suggest a building or two. Alternatively it could be one of several gravelled areas that have been found in the vicinity of the fort. You may notice an alignment of small dark rectangles in this area (above the second hachure from the left, with one bang in the middle of Stukeley's Road) which turned out to be a series of small trenches dug in the 1960s (DAJ1972). The findings – (in particular a small pit containing Flavian-Hadrianic pottery and infilled c AD 130 - 150) – were taken as confirmation of a long held view that was a civil settlement in this area. If only X did mark the spot!

The dark are of low resistivity in the upper left just before the area is clipped by Rykniel St is an area of recently replanted grass!

*Barbara Foster*

## ARCHITECTURAL SECTION

### Derbyshire's Architect Builders

Maxwell Craven's lecture in February looked at a selection of 18th and 19thC provincial Derbyshire architects. At that time there were very few true architects, most were skilled and experienced builders who acted as architect/designers, master builders and property developers. Robert Adam called them 'Reptile artizans who have crawled about and infested the country for many years'.

There are several known 'Reptile artizans' in Derbyshire such as Joseph Pickford, James Denstone, John Welch, the Finneys, Joseph and Thomas Cooper, John Price, John Mason and the Bridgarts in Derby and George Rawlinson of Matlock Bath.

The most important was Joseph Pickford (1736-82). Throughout his working life he was involved in major

projects, either as a clerk of works (Foremark, Longford Hall and from 1775-82 at Kedleston Hall for Robert Adam), a contractor (Derby Assembly Rooms) or as a designer/builder (Etruria for Josiah Wedgwood, Sandon Hall for the Earl of Harrowby, St Helen's House for John Gisborne, St Mary's church, Birmingham, Trinity Hospital, Leicester). He built his own house at 41 Friargate in 1768-9.

James Denstone also worked at Kedleston as a clerk of works, succeeding Samuel Wyatt. He designed Markeaton Hall in 1755 and built a town house in the Wardwick, Derby for F.N.C. Mundy in 1779. Samuel Brown carried out works for the Harpur-Crewe family at Calke Abbey, both at the Abbey and Repton Park, and was the architect for the Derbyshire General Infirmary. John Welch (1759-1823) was responsible for the building of the Judges Lodgings in Derby, the Derby Shot Tower and the Welch and Orme Terraces on Siddals Road. James Rawlinson built extensively for the Arkwrights, including a house for Mr Arkwright in 1777 and Lady Genorchy's Chapel House.

The breed did not really vanish until the later 19th century, by which time the architectural profession had become much more exclusive and builders had become - well, builders.

*Jane Steer*



*Ingestre Hall (West Front)*



### **St Mary's Church, Ingestre, Staffordshire**

In March Bob Meeson came to tell us about the church at Ingestre, Staffs, which he will show us on a visit this summer. The owner of the adjacent Hall, Walter Chetwynd, obtained a licence from the Bishop of Lichfield to demolish the existing church and build a replacement. This was achieved by 1676 and has been attributed to Wren, who was known to Chetwynd as a fellow member of the Royal Society. A signed drawing by Wren, in the Victoria and Albert Museum, is entitled Mr Chetwinds Tower, but although it would have fitted the church, the spire shown on the drawing was never built.

A few years ago the roof was discovered to be in grave danger of collapse. Scaffolding was hastily erected and the lead roof dismantled. Appalling rot was found in the load-bearing timbers which Bob showed us when he was explaining how the roof was constructed. It also transpired that the beautiful and heavy moulded plaster ceiling was built on laths simply nailed onto the ceiling joists. Bob went on to compare in revealing detail the work at Ingestre with St Brides in London, a known Wren church. To me, this sounded pretty conclusive, but Bob went on to explain that by the seventeenth century architects and craftsmen worked not alone but as the heads of large companies employing workers to undertake the whole of a job, not only the design. He illustrated this with the example of Edward Pierce who was responsible for Ingestre's decorative plasterwork, and incidentally for a handsome bust of Wren himself. Pierce had worked on a large number of important buildings during his career and usually on several at overlapping dates, so that he evidently was running a big enterprise with teams of workers. In his will, Pierce left a very

considerable sum, showing that he had done well out of his business.

*Barbara Hutton*

### **Visit to Sealwood Cottage and Gresley Old Hall**

Philip Heath led our visit to Sealwood Cottage and Gresley Old Hall in May. In the early 19thC both properties belonged to branches of the Gresley family seated at Netherseal and Drakelow respectively. Sealwood Cottage, one of the earliest examples of a gothick cottage in the country, was designed as a small rural retreat by William Combe, the somewhat notorious Georgian hack-writer, in 1773. The visitors were intrigued by its construction with re-used timber framing, external shutters that slide sideways into the walls and interior fittings which included a Georgian pull-out bed!! It has recently been extensively repaired and extended as a private house by Mr and Mrs Goodall who kindly gave us tea. Gresley Old Hall is a late 16thC house, rebuilt in brick about a century later, when it acquired its distinctive Dutch gables. Much historic detail was lost when the house was converted to a Miners' Welfare Centre in 1954 and the house is in a poor state, though some repairs are anticipated. The upper floors were largely left alone in the 1950s and still preserve their historic atmosphere. One of the rooms has early/mid 18th century plaster cornicing which doubled up as a tester of a bed. The curtains would be hung direct from the ceiling to create the effect of a four poster bed without the need for posts!

*Philip Heath*

### **Visit to St Mary's Church, Ingestre and Ingestre Hall**

It was HOT the day our party of 27 went to Ingestre in June. The first visit was

to the church, which has recently been restored. Refreshments were on offer when we arrived, and very welcome they were. The church, completed in 1677, was described by Bob Meeson at a recent DAS talk and Bob was there to explain more: his emphasis was on the evidence that this building was designed by Wren himself, rather than by one of his team. The church was paid for by Walter Chetwynd, the owner of Ingestre Hall. He was a FRS at the time when Robert Plot was Secretary and Wren was President. The church has features akin to those of other Wren churches; e.g. clustered nave columns and a square tower over a circular lobby, both like St. Brides in Fleet Street. There is also a drawing in Wren's hand of a spire for Ingestre. Features of note in the church include a contemporary pulpit and a wooden screen, probably carved by Edward Pierce, and splendid plaster ceilings. There is a window by Burne-Jones and early stained glass windows with the Chetwynd arms in roundels. We were guided round the Hall and grounds by Gill Broadbent, the local expert. Ingestre has bronze age remains and is mentioned as Gestriun in Domesday. The village consists of a number of isolated settlements, mostly centred round farmsteads: its population is only around 125. We were taken to the Orangery, a vast greenhouse built in stone and glass, which is in reasonable condition considering the years of neglect. The Hall was rebuilt in 1613, but was severely damaged by fire in 1882. It was rapidly restored with the insurance money with sufficient over to build a new stable block big enough for 120 horses, though 300 were there during WW1. The 20th Earl of Shrewsbury, the owner at the time, was an early entrepreneur, having started a 'silent carriage' factory followed by the Talbot car company. In the 1950s, Glyndebourne-style operas were tried. This was disastrous

as the then Countess had an affair with the Director and the Earl promptly sold the house to West Bromwich Council. The Hall is now a Residential Arts Centre run by Sandwell District Council. From the outside, it is still a 17th century building (the outer walls largely survived the fire) and the Victorian interior was made to blend in with this style. The principal east and west elevations have nine bays with three storeys, the upper storey having windows in small gables to the west but hiding behind a parapet to the east. There are central entrances in each facade in projecting three storey towers, the eastern one being surmounted by a copper cupola. The windows on the lower two storeys are extensive, with large semicircular bays at each end of the main elevations. One enters from the east through the central doorway into a vast hall, panelled and with a large carved wooden overmantle. The ceiling has plaster strapwork; there are portraits on the unpanelled upper walls. We also saw the heavily carved staircase, the 'red room' with its large covings to the ceiling and the library with another fine fireplace. A very welcome free glass of squash also greeted us in the hall after Gill had given us a talk on the history of the building and its owners.

*John D'Arcy.*

### **Derbyshire Miscellany, Vol 19, Pt. 3**

- Upward social mobility among Derbyshire's Tudor merchants: Part 1: (Thomas Thacker and his family's origins) by Anthony Thacker
- The Parish Boundary between Etwall and Egginton by Roger Dalton
- The Diary of Joseph Hutsby: Part 5: February-12 April 1845

## LOCAL HISTORY SECTION

### Donington Hall P.O.W. Camp 1914-20. - Arthur Shardlow

On the outbreak of war in 1914, four prisoner-of-war camps were set up in N.W. Leics, Notts and Derbys - at Willington Hall, Sutton Bonington, Shardlow Workhouse and at Castle Donington. The latter became perhaps the most famous P.O.W. camp in the U.K. and a source of considerable controversy.

Prior to war, Donington Hall, owned by Major Fred Gretton, was unoccupied and it required £20,000 worth of refurbishment to make it secure and habitable for the 500 German officer prisoners it was to hold. Twin 9ft high electrified security fences were constructed around it and in between them some 200 miles of barbed wire entanglements. It was to house officers from the army, navy and later the air-force. Captain, later Lt. Col. Cook, the camp Commandant described the inmates as, "swaggering Prussians" as most were very senior, wealthy, often aristocratic, English-speaking men with all the right connections.

Conditions, according to sections of the British Press, were sybaritic. Two tons of personal baggage came from Derby Station. Uniforms of blue with red stripes were worn. The officers didn't work but had workshops where they could make furniture or props and costumes for the camp theatre. Classes were available in a variety of subjects up to degree level. Various sports - football, tennis and athletics - and a camp orchestra with instruments from Germany were on offer. All British newspapers and magazines save "John Bull" were available in the library. The officers were paid, from Germany, at the same rate as British officers and indeed received a pay rise when they decided it was too little.

At Christmas 1915, huge bags of

presents were sent from Germany, so many that the local Post office couldn't cope. The P.O.W.s bought up most of the local turkeys, thus depriving many Donington folk of their Christmas treat.



*German POW Officers under escort to Donington Hall.*

The P.O.W.s were looked after by their own batmen, brought in from ordinary camps, in the ratio of one to every four officers. Wine was available at meals and after a satisfyingly large meal they could always go for a walk outside the camp, provided they promised not to escape!

The British popular press was full of stories about the excessive "luxuries" of the camp. Mrs. Asquith, the P.M.'s wife, was accused by the Daily Mail, of sending food hampers from Fortnum and Mason's into the camp and playing tennis with the prisoners - a story for which they had to apologise and pay damages in court.

Given the excellent conditions in the camp, about which questions were asked in the House of Commons, it might seem bizarre that prisoners should try to escape. But there were numerous break-outs. Only one P.O.W., managed to return to Germany: in 1915, Gunter Pluschow, an aviator, scaled the 9ft. fences, walked 15 miles to Derby, caught a train to London and, disguised as a dock worker, stowed away on a Dutch ship bound for Flushing. From there German contacts returned him to Germany.

The talk was illustrated with some fascinating photographs. Many were taken by W.W. Winter of Midland Rd. Derby, showing elegantly dressed prisoners ready for tennis or in formal dress prior to meals or in costume at the camp theatre.

The camp closed in 1920 and all the contents of the huts and even the barbed wire were auctioned off.

This was a particularly well-attended talk, carefully researched, enormously interesting and well-delivered. It is to be hoped that the speaker's book on the subject becomes available to the general public as soon as possible. Prospective publishers take note.

*Mick Appleby*

### **Egginton Heath – A Landscape of Change**

On 18<sup>th</sup> March, after some laptop malfunctions Dr Roger Dalton gave an interesting, informative and often amusing talk on the landscape history of Egginton Heath from the Enclosure Period to the present day. The site occupies an area of some eight hundred acres to the north of the Dove and Trent Valleys. Considerable gravel deposits carried along by former ice sheets sit on Keuper Marl. The area became common land during feudal times rather than being converted to arable.

The Heath or Common was the site of an armed engagement during the Civil War. In 1644 Royalist units totalling about six hundred men, who were returning to their garrisons were surprised by the Parliamentary Governor for Derbyshire, Sir John Gell, and his forces "in the lane about Egginton Heath". The Royalists were said after a brief but bloody engagement, to have been scattered or driven into the Trent where many drowned or were taken prisoner. The Parliamentary Commander at Egginton may have been Captain Nathaniel Barton whose superior,

Major Thomas Sanders, was staying at Babington House in Derby. The skirmish resulted in the weakening of the Royalist cause as only four of their outposts remained in Derbyshire.



*The Derby Airways Hanger at  
Burnaston Airport*

In the aftermath of family disputes in the late eighteenth century, the boundary between Etwall and Egginton was determined by enclosure commissioners acting as arbiters for the Cotton and Every families, Lords of the Manors of Etwall and Egginton respectively.

In the mid nineteenth century a rise in population and the growth of Burton's brewing industry led to the worst sewage disposal problem on England. The sewage works at Clay Mills dispersed waste into the Trent and in 1880 a Burton on Trent sewage farm was established on Egginton Heath. This was modernised in the 1960s. Remnants of old pipe work can still be seen today on Boundary Road.

In 1936 Derby Corporation bought the Mosley estate; the main building being Burnaston House built by Ashton Mosley in the nineteenth century. At the outbreak of World War 2 an airport strip was opened creating the future Derby or Burnaston Airport. A flying training base was set up.

Today the quasi-motorway, the A50, traverses the area. Wheat and oil seed rape are grown on the Heath; one use of the oil

being to coat plastic bags. A proposal for a Rail Freight Terminal adjacent to the Toyota Factory is in the pipe line as is a County Council plan for a waste disposal site.

*Chris Francis*

### **Visit to St Mary's Church Marston-on-Dove**

The vicar of St Mary's Church, Reverend Andy Murphie, gave us a long talk about the history of the church and a tour of the interior and the exterior while the light was good. Outside we were able to appreciate the rural setting of the church close to the old course of the River Dove. Changes in the stonework and different styles of architecture were apparent as we walked round the building and even seventeenth century graffiti was visible on one wall.

There was a church and a priest here at Domesday but nothing remains of this Saxon church. The thirteenth century chancel is the earliest part of the present church; it is wide with six lancet windows and a priest's doorway on the south side.



*Marston on Dove Church*

The chancel arch was destroyed during early nineteenth century building work to modernise the church. The nave is fourteenth century and the tower with its recessed spire is also fourteenth century.

The north side of the nave was changed in the fifteenth century and the clerestory windows added. In the tower are four bells, one of them, the oldest in Derbyshire, was made by John of Stafford in 1366 and inscribed Hail Mary. A very early font of huge proportions is now under the tower.



*Priest's Doorway at Marston on Dove*

The 1816 restoration of the church included the erection of a gallery to the west and a further gallery to the north was added in 1830. Both of these galleries were removed in the 1920s when work was carried out to rectify the damage done to the church in the nineteenth century.

The church organ came from Sudbury Hall. It is seventeenth century and was bought from Lord Vernon in 1827 for seventy four pounds. Some of the casing is original.

Welcome refreshments were provided at the end of the visit and Reverend Andy Murphie continued to answer our questions as we looked round the church.

*Joan Davies*

### **Osgathorpe**

Our guide this afternoon was David Davidson, and he was waiting for us at St Mary's Church where he had prepared a power point presentation to introduce us to the village. He showed the position of

Osgathorpe in the landscape of North West Leicestershire and talked about the evidence of prehistory in the area, a nearby Iron Age settlement and the Viking derivation of the place name. Charts were shown of population changes in the village and the number of dwellings. The Enclosure Act was in 1786 and he showed that the field patterns had altered little since then. The church has been much restored mainly by the addition of an apse shaped chancel and the existing chancel became part of the nave. He pointed out the marks on the wall where the rood screen would have been, possibly destroyed at the Reformation. A picture of the church in 1795 showed the east wall before the addition of the new chancel. A squint widow is set diagonally into the south wall.



*Entering Osgathorpe Hall*

David then took us for a walk round the village. Opposite the church are the school and alms houses given to the village in the seventeenth century by a wealthy local benefactor, Thomas Harley. The charity he set up is still providing educational funding for the village. The rectory is also opposite the church and all these buildings and others in the village show the diversity of the local stone in this part of Leicestershire. Across the fields David

pointed out the line of the disused Charnwood Forest Canal opened with tramways at both ends in 1794 to link the coal fields near Thringstone and the local limestone quarries to the Grand Union Canal at Loughborough. The canal became short of water and a reservoir had to be built to supply it. The dam to the reservoir was badly built and collapsed in the bad winter of 1799 and this short lived canal closed. Osgathorpe is not short of water, it has two springs and a brook runs through the village. There are large farm houses in the village but there was never a manor house and no predominant landowner.



*Our guide—David Davidson*

David then led us up Church Lane and down the long drive to Osgathorpe Hall Farm, a large seventeenth century house of two storeys with attics. It is stone built with mullioned windows. To the west there is a gabled cross wing with two massive projecting chimney stacks. The present owner, Simon Blunt, welcomed us with an introductory talk about the house. He has not been living in the house for long and is slowly discovering its history. He said that it was very likely that the original plan for the house was never

completely carried out; there should have been another cross wing to the east. On the dining table were photographs of the house taken before he began its restoration. The original oak staircase leads right up to the attics.

After the tour of the hall we walked back into Osgathorpe. It was Garden Festival Day and some of us ended the afternoon with tea in The Rectory garden.

*Joan Davies*

## **INDUSTRIAL ARCHAEOLOGY SECTION**

### **The Railway Heritage Trust**

The first talk of the Industrial Section's 2010/2011 season was that given by Andrew Savage on 7 January 2011 on the subject of the Railway Heritage Trust. He opened by describing his early interest in heritage railways, followed by a successful career as civil engineer with British Railways and its successor companies. He joined the Railway Heritage Trust some 18 months ago as its Executive Director, a post traditionally held by a civil engineering professional. The position of Company Secretary is traditionally, and currently, held by an architect, providing a useful balance of disciplines.

In the first section of his talk, he emphasised the rich heritage still possessed by Britain's railways. This is formally recognised in the extensive catalogue of listed buildings, ancient monuments and conservation areas. He illustrated, using various sources, many of the most important (and still surviving) bridges, viaducts, station interiors and station buildings. These all date from the railways' "golden age" from say 1850 to 1900. The first half of the twentieth century, however, saw a marked decline in

the railways' fortunes – the loss of its transport monopoly and great uncertainty in its sense of direction – with a corresponding decline in the public's appreciation of its monuments. The demolition of the Doric Arch at Euston both epitomised this lack of interest and marked a turning point. With John Betjeman's advocacy, St Pancras station was listed Grade 1 in 1967 and a new era of appreciation dawned.

It was in this more favourable climate in 1984 that the formation of the Railway Heritage Trust was announced by the then Chairman of British Railways. It became operational in April 1985. Funded initially by the British Railways Board, it is now supported by successor entities including Network Rail and BRB (Residuary) Ltd. Its remit is to assist the operational railway companies in their conservation of listed buildings and structures, and to facilitate the transfer of redundant properties, where appropriate, to new owners. It also has an unwritten objective: to help the owners, whether railway or private, to attract to their conservation efforts funds from other sources. The Trust is not concerned with moveable assets, or with heritage railways.

In the final section of his talk, Andrew showed photographs of numerous completed projects supported by the Trust. They included the repair of some major structures (Lambley viaduct, Conway tubular bridge) and several very attractive station refurbishments (Whitby, Boston, Newcastle Central, Birmingham Moor Street). Two station improvements required the demolition of intrusive modern office blocks (Hull, Sheffield). Miscellaneous ventures included attention given to signal boxes, summit signs and station details; also repainting and lighting ventures, and – not least – the restoration of Derby's railway war memorial. The whole, he suggested, represented 25 years of successful effort.

*A. Gilchrist*

### **Stanton at War**

The subject of the Industrial Section's meeting on 21 January 2011 was Stanton at War. In a brief introduction, the speaker, Stephen Flinders, described how some years ago he had been given a video-tape copy of a 2½ hour black-and-white documentary film on the work of the Stanton Gate foundry in 1943. This he had transcribed and edited into a silent 1-hour sequence in DVD format. The main part of his presentation then consisted of a showing of this sequence with running commentary by himself. His detailed knowledge of his subject and his close interest in it were evident in his remarks which were both instructive and entertaining.

The Stanton Gate foundry was commissioned in 1939 by the British Government for the production of cast-steel bomb cases. It occupied a 25-acre site next to the Stanton Ironworks. Although under Stanton Company management, it remained Government property throughout the war. An American company, H A Brassett, was engaged to advise on steel (as opposed to iron) processing – having just returned from a similar commission in Germany. The plant was completed in just 13 months, and commenced production in November 1941. At its peak it employed 2000 workers, 40% of them women. Input was scrap steel. Processes were highly automated, allowing an output in the region of 100 bomb cases per hour (the record being 140). Total production in 3½ years was some 873,500 bomb cases.

The film and commentary together provided an excellent description of the manufacturing sequence: the sorting of the scrap steel; the 3-stage melting and composition adjustment of the steel; the preparation of the internal and external sand moulds; the pouring of the steel; the

breaking-out of the (still hot) castings from the moulds; the fettling, pressure testing, machining and dimensional checking of the cases; the welding-on of lugs; and the final protection and stacking for dispatch. In spite of the automation, the work was very labour intensive, particularly in the manipulation of plant items and components. The speed and dexterity of the (nominally unskilled) workers was impressive. The almost complete absence of protective clothing (or safe practices) was horrifying. A flat cap and every-day jacket was normal wear for the men, even in close proximity to white-hot metal; headscarves were normal wear for the women. There was no evidence of face-masks; even gloves made only one appearance, and that in the chemical laboratory.

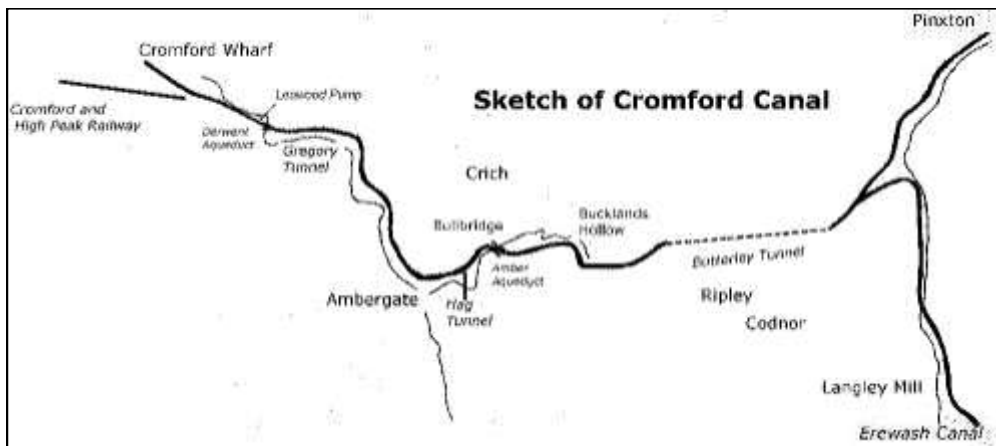
The foundry naturally ceased production in 1945. The plant was then mothballed for two years, before being bought by the Stanton Company in 1947 and put to use producing items such as cast-steel tunnel-lining segments. After a French takeover, the plant was closed in 1991, and the buildings demolished.

*A. Gilchrist*

### **The Cromford Canal – past and present**

On 4 February 2011, the subject of the Industrial Section's talk was the Cromford Canal. The speaker, Patrick Morriss, is Chairman of the Friends of Cromford Canal whose ultimate objective is the restoration of the abandoned section of the canal from Langley Mill to Ambergate and the refurbishment of the section still in water from Ambergate to Cromford Wharf. The main thrust of his talk however – in tune with his title – was a description of the original and present states of the canal, touching only lightly on restoration plans. He also briefly described its history.





The canal was built in the 1790s, its 15-mile main line rising through 14 locks from Langley Mill to Ironbridge and then continuing level all the way to Cromford. At this summit level it had a 2½ mile branch from Ironville to Pinxton and a very short “Nightingale Arm” near Leawood. Two major civil works, both on the summit level, were the 1¾ mile tunnel at Butterley and the “aqueduct” (in fact a pierced embankment) at Bullbridge. The canal’s principal traffics were coal and stone and initially it was very profitable. In its best year (1840) it carried 140,000 tons of traffic and returned a 24% dividend on a nominal £100 share.

The main part of the talk consisted of a “guided tour” of the canal from south to north indicating both its original and its present condition. Patrick’s illustrations included some delightful early photographs and postcards; also a valuable sequence of photographs taken by one Reg Baker and his son on bicycle rides in the 1960s. The southern section of the canal, although officially abandoned in 1944, was still in water when the Bakers photographed it. Much of it is now filled in, but not built over. At the approach to the Butterley tunnel the track bed survives as do both portals. However, the tunnel itself was experiencing difficulties due to mining

subsidence as early as the 1890s, and partially collapsed in 1907. It seems to have passed a final pipe-laying boat in the 1920s. Photographs of a more recent date, taken by an enterprising canoeist, show an impassable middle section. The tunnel is unique in containing an underground wharf, accessed (by the Butterley Company) from above. West of the tunnel some further sections are destroyed, including critically the aqueduct at Bullbridge which crossed road, river and (latterly) railway. It was demolished in 1968. From Ambergate, the canal is still in water. This section was the subject of some particularly attractive early photographs.

In response to questions, Patrick explained that the Derbyshire County Council’s earlier commitment to a feasibility study into the canal’s restoration had been reduced to a “scoping study” which is now under way to set the former’s terms of reference. There is also a tentative proposal to seek listed or ancient monument status for the Butterley tunnel. Finally, he invited signatures on a petition for the dredging of the Cromford section of the canal to allow the reinstatement of pleasure boat operation.

*A. Gilchrist*

## William H Barlow – his Life and Works

The important Victorian engineer W H Barlow was the subject of the Industrial Section's talk on 1 April 2011. The presentation by Chris Lewis was excellent – and effective in dispelling consciousness of the very cramped conditions under which it was received.

William Henry Barlow was born in 1812, his father Peter being Professor of Mathematics at the Woolwich College. This circumstance gave early direction to the son's chosen career. At the age of 12, after a school education in Woolwich, young William joined his father at the Woolwich College, both studying mathematics and assisting with research into the strength of metal beams. Two years later, in 1825, he followed his elder brother (another Peter) in becoming pupil to H R Palmer at London Docks. His first appointment was then to the firm of Maudslay, Sons & Field, for whom he supervised the construction of an ordnance depot in Constantinople. During this period he wrote the first of his many published papers – in this case on the effectiveness of lighthouses.

The late 1830s saw the start of his railway career. In 1842 he was appointed resident engineer to the Midland Counties Railway, becoming engineer-in-chief to the Midland Railway on its formation in 1844. This led to a nine years' residence in Derby with his wife and growing family, during which time he published papers on arches and on beams, invented the "Barlow" rail, and found time to advise on structures as different as Lincoln Cathedral and the Crystal Palace. In 1857 he moved to London to set up in private practice. In his new role, however, he continued to work for the Midland Railway. He advised on its extension to Manchester, involving heavy engineering work through the Peak

District; also, and most famously, on its London Extension where he was responsible, with R M Ordish, for his best-known work, the St Pancras train shed, completed in 1868.

Alongside these (and some later) tasks for the Midland Railway, his consultancy activities ranged widely. An early venture, in 1860, was a collaboration with John Hawkshaw on the completion of Brunel's Clifton suspension bridge. In 1866, now with his son (also Peter), he acted as consultant to the Somerset & Dorset Railway. In 1879, the collapse of the Tay Bridge saw him commissioned, with two others, to report on the cause of the disaster and he was himself responsible for the replacement design. He was also consulted on the design of the major Dufferin Bridge over the Ganges (now in steel), and on the design of the Forth Bridge (by Fowler and Baker), where the pronounced canting-in of the main uprights (to resist wind loads) is believed to be his contribution. Meanwhile he was retained to advise on the stability of Ely Cathedral.

Summarising, Chris felt that the name of William Barlow deserved to be more widely known. He was exceptionally versatile. His analytical emphasis and his flow of publications were important. He was a Fellow of the Royal Society and, in 1880, President of the Institution of Civil Engineers. His achievements were well appreciated by his peers – as shown by their presenting him with a gigantic silver salver on the occasion of his 90th (and last) birthday. Finally, his surviving structures still speak for his stature as an outstanding engineer.

*A. Gilchrist*

## AGM

At the Industrial Section's Annual General Meeting on 8 April 2011, Dudley Fowkes succeeded Keith Reedman as Section Chairman, with Peter Robinson

moving to Vice Chairman. Otherwise the Section's Officers and Committee Members continued as before.

*A. Gilchrist*

### **De Havilland DH88 Comet**

Following the meeting, Stewart Jackson spoke on the subject of the De Havilland DH88 Comet aircraft. His enthusiasm for his topic could not fail to be infectious. His story commenced in 1930 with the City of Melbourne, Australia, discussing elaborate plans to celebrate the centenary of its foundation as the capital of the State of Victoria. As one element, Sir Macpherson Robertson, a self-made confectioner, proposed, and donated prizes for, an air race from England to Melbourne. This was duly organised by the Royal Aero Club of London to take place in the centenary year, 1934.

and an early form of variable-pitch propeller. It was however of all-wood construction and used an uprated pair of the firm's established Gypsy 6 engine. This first aircraft, in black with gold lettering, was named Black Magic; the second, registered CSR but unnamed, was in green livery; the third, Grosvenor House, was scarlet.

The race started from Mildenhall in Suffolk at 6.30 a.m. on 20 October 1934, Black Magic being the first away. The rules called for five compulsory intermediate stops. Black Magic survived the first stage to Baghdad, but after a series of mishaps, possibly traceable to the unreliable Jim Mollison, it was forced to retire at Allahabad. Grosvenor House, however, had a (nearly) clear run and succeeded in winning the speed prize – and lasting fame. CSR was placed fourth and distinguished itself by returning

*The Grosvenor House D88*



Rather late in the day, Geoffrey De Havilland became concerned that there would be no viable British entry, and offered to build, for £5000, a competitive aircraft. Three were commissioned for the race. The first, to be piloted by Jim Mollison and his wife Amy Johnson, was delivered on 8 September 1934, having been designed, built and test flown in the extraordinarily short time of seven months. This was the more remarkable considering its departure from normal De Havilland practice, it being a low-wing cantilever monoplane with retractable undercarriage

immediately with newsreel film of the event. It says much for the state of American civil aircraft design that the second and third places were taken by standard airline machines: a Douglas DC2 and a Boeing 247D.

Two further Comets were built: one for the French Government mail service, and one for a Sheffield businessman to compete for further records. The latter was lost (but the pilots rescued) in September 1935 in the Sudan. Of the remaining four aircraft, two were destroyed in France early in the war to stop them falling into

enemy hands. Soon after the Australia race, Grosvenor House had been transferred to the RAF, damaged and written off charge. It was however repaired to capture further records before the war. Subsequently restored again (several times), it is now exhibited in flying condition by the Shuttleworth Trust. Black Magic meanwhile had been sold to the Portuguese, flying at least up to the war under its new name Salazar. Many years later it was discovered in poor condition in Portugal by a British enthusiast, brought back to this country and subsequently further damaged in a fire. Its surviving parts (mainly the fuselage) are now at Derby Airfield, where the missing parts are being remade by the Comet Racer Project Group. When complete, the result will be an authentic restoration of a classic aircraft. (A replica, to the original design, is already flying in California.)

Finally, Stewart closed the evening by showing a 38 minute sequence of fascinating newsreel film, evocative not only of 1930s aeronautics, but also of 1930s society and the days of Empire.

*A. Gilchrist*

### **Black Country Coach Trip**

The Industrial Archaeology Section summer coach tour on Sunday 12 June 2011 visited the Black Country Museum in



*A wet day at the museum*

the West Midlands town of Dudley. This is an open-air museum where historic buildings and features have been brought together to “*vividly recreate a past way of life with friendly costumed characters*”. On the wettest day of the year, the coal fires burning the kitchen ranges in the reconstructed houses were certainly welcome.

Despite the weather we had an interesting day – the features on the site include a replica Newcomen engine, a colliery, school, workers institute and several shops and workshops. Rides in a restored tram were available, but unfortunately trolleybuses were not in operation as the overhead wires have been stolen by copper thieves.



*Boarding the boat into the Dudley Tunnel*

Out visit included a canal boat trip into the Dudley tunnel, and the inter-connecting waterways that were constructed to allow limestone to be mined underground and transported away by boat. Even here there was no escape from the rain, which descended onto the open boat through ventilation shafts.

A “surprise extra” is a traditional feature of I.A. section coach tours, and on this occasion we stopped off to see a preserved chainshop, in what was originally an unplanned squatters industrial hamlet known as Mushroom Green, now



*Chainmaking demonstration at  
Mushroom Green*

within the town of Cradley Heath. The chainshop dates from the 1860s and was in use until 1965. The building was restored in 1977 and the six hearths were kitted out with tools and equipment salvaged from other chainshops in the area, so that traditional manual chain making processes can be demonstrated. It operated for a while as an outpost of the Black Country Museum, but it now in the care of a local group known as Industrial Heritage Stronghold whose main business is creating public art with an industrial theme. Our visit fortunately coincided with their monthly open day and we were able to watch a chain being constructed by bending and hammer-welding of steel bar.

*Ian Mitchell*



*Mushroom Green Chainstore*

## EMAC 81 REPORT

### Peak District Lead Mining - Matlock Bath

The Spring EMAC of 2011, was hosted by the Peak District Mines Historical Society, was held in the Pavilion at Matlock Bath and was very well attended.

The morning sessions were two talks by two well-known authorities on the subject, John Barnatt and Jim Rieuwerts

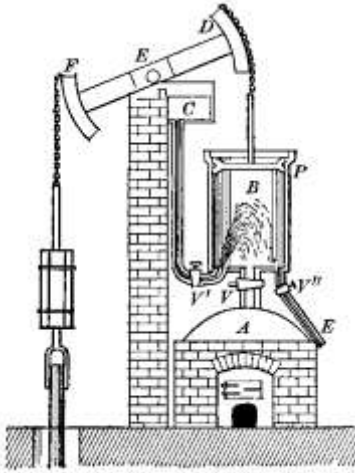
John's illustrated talk was on "The archaeology of mining in a special landscape" in which he spoke about 3 archaeological excavations of mining sites, with which he, and the PDMHS Conservation Team, have been involved. These have been at High Rake Mine, near Great Hucklow, where the foundations of two engine houses have been uncovered. The team then moved on to the Silence Mine nearby, where again remains of the 1870s engine buildings have been exposed. Current work is at the Watergrove Mine where the remains of an 18th century Newcomen pumping engine house is being excavated. (This is the site that the I.A. Section will be visiting this summer.)



*Galena Crystal  
(lead ore)*

Jim Rieuwerts gave an overview of the history of lead mining in the Carboniferous limestone with particular reference to the problems of mine drainage. Drainage at first was by horse-powered water lifting engines, one being installed at a mine in Matlock in 1580-81.

The first sough to be driven was in 1627 at Winstar, where the rate of progress was probably only 2-3 feet per shift. However by 1662 the Cromford Sough was being driven with the help of gunpowder - a first in Great Britain. In 1716 the first



*Diagram of the  
Newcomen steam engine*

Newcomen pumping engine in Derbyshire lead mining came into use. The speaker described with the help of illustrations, the complexity of the soughs in the Cromford - Wirksworth - Matlock area. Other soughs described were the Hillcarr Sough at Darley Dale which was stone-flagged throughout and used as a canal, the Yatestoop Sough which drained out to the River Derwent, and the last sough completed between 1873-1881 from the Magpie Mine down to the River Wye.

After a break for coffee the Conference was treated to an excellent film made in 2005 "The Hollow Hill" in the copper & lead producing mines at Ecton. This starred John Barnatt again, showing us the underground mining remains within the various shafts penetrating Ecton Hill.

After an excellent lunch, delegates explored the Mining Museum within the Pavilion, and all had a chance to go down the Temple Mine in the hillside opposite, to conclude a very successful conference.

*David Mellors*

## MEMBERSHIP REPORT

### New Members

Dr. M. Dawson of Walton  
Mr. K. Neilson of Derby  
Mr. H. Hopkins & Mrs. L. Spencer of Burton-upon-Trent  
Mr. D. Limer of Derby  
Mrs. K.J. Eley & Mr. B. Tomlinson of Little Eaton  
Mr. A. & Mrs S. Cockayne of Little Cubley  
Mr. J.J. Doyle of Alvaston  
Mr. J. Simpson of Aston-on-Trent  
Mr. J. Richards of Shaftesbury, Dorset

### Notified Deaths

Mr. F.P.L. Smedley-Stevenson of Ilkeston  
Mr. G. Kingscott of Sawley  
Mr. M. Fowkes, Swanwick. April 2011

## BOOK REVIEWS

### THORPES IN A CHANGING LANDSCAPE

by Paul Cullen, Richard Jones, David N Parsons, Univ of Hertfordshire Press 2010, ISBN 978-1-902806-82-2, paperback, pp 224, illustrations, £14.99

Given the size of the audience, many of you may remember Paul Cullen who gave us a captivating lecture on the place names of Derbyshire a couple of years ago. Now, as part of a series of volumes on "Explorations in Local and Regional History" he and two other landscape and linguistic academics have published an exhaustive (but not exhausting) study on the origins of the place name "Thorpe" between 850 AD and 1300.

Having examined the linguistic origins of the name and its prefixes, suffixes and variations (throps, thrups and strops etc)

and having pursued documentary evidence from the year dot to date the settlements, the team goes on to examine the geographical spread north and south of Watling Street, the archaeology of the settlements and - mindful of the effects of 19<sup>th</sup> century drainage on what was good soil ages ago and what is hyper productive soil now - they dig into the soil types on which Thorpes are found. They conclude that all previous interpretations are at the very least, a tad simplistic.

Far from being a mere marker of a pioneer Scandinavian settlement, or a dependent settlement on marginal land, Thorpes were largely found on what was then good arable land and could be identified with the 9<sup>th</sup> and 10<sup>th</sup> century transition from individual farmsteads to open field farming and in particular, the arable components. Thereafter it drifted into the language denoting a particular landscape.

It's all a bit more complicated than that of course – and there are exceptions to every rule - but as a meticulous detective story it's quite engrossing. For the enthusiast it's a gift! Amply illustrated with a plethora of charts, tables and dotty maps this is a book for both the specialist and the reader with a general interest in place name studies and as such is highly recommended.

*Barbara Foster*

### **SADLER GATE: A 1000 YEARS OF A DERBY STREET**

by The Derby Street Detectives (The Little Chester Local History Group on behalf of The Derby Research Group) 2010 ISBN 978-0-9529835-3-8 344pp 391 illustrations. £25

It is surely fair to say that rarely has a short, urban street been the subject of a hefty tome of these dimensions and The Derby Research Group is to be

congratulated for a massive piece of research and a not inconsiderable logistical exercise in seeing it through the press.

Sadler Gate is, of course, one of Derby's ancient streets and one which has survived the worst excesses of the modern age, missing out on such delights as Westfield and the quite ludicrous Quad Arts structure. The story of how it has become the shopping and service centre of the early 21st century is very much a microcosm of the evolution of Derby's central business district as a whole and this volume forms a very useful work of record in bringing together the mass of information on the various properties in the street and their inhabitants, especially from the mid 18th century when first newspapers, then latterly, census records, augment the much scarcer original documentary sources. The detailed information is set within its context and some of the background chapters such as those on the provision of services in the town are very useful in their own right. There are no great new insights into urban history as a whole, and no great revelations about the history of Derby, but the book does represent an excellent example of what careful research into the standard range of sources can achieve right down to the level of individual properties, even in a town where vast swathes of records have been lost to natural disasters.

In effect, the book consists of a series of stand-alone essays and much of the editorial decision-making must have been concerned with how best to present the vast corpus of data and how to give coherence to a piece of work involving a large number of writers. The multiplicity of types of shop, trades, services and manufacturing that took place in the street over the centuries certainly made categorisation of these difficult and in trying to do justice to them all, and incorporate anecdotal information, it is

difficult to prevent these chapters feeling fragmented. The 'running order' must equally have been the cause of much agonising. As there would be no commercial activity in the street without people, it would seem more logical to have dealt with the people and the demographics before the sections on commerce rather than at the end. Similarly, the contextual section on coach travel should surely have come before the chapter on inns and taverns.

The book is excellently produced and lavishly illustrated to an extremely high standard. Apart from a recurrent adjectival 'principle', typos are few and far between, quite an achievement in a volume of these dimensions. As you would expect from writers of their experience, the research is accurate and comprehensive, and overall the team should feel extremely pleased with its efforts.

*Dudley Fowkes*

### **THE ROMPING LION - THE STORY OF THE DAKEYNE DISC ENGINE**

by Phil Wigfull (Country Books, Little Lonsstone) 2011 ISBN 978-1-906789-50-3 98pp 68 illustrations £9-99

A few years ago, Phil Wigfull delivered a lecture, complete with working model, on the Dakeynes' extraordinary 'disc engine' that powered their cotton mill at Two Dales. Phil has now put together an amplified version of this in an excellent book which takes the story through to modern derivatives of the engine in contemporary USA as well as giving a systematic account of the initial development and subsequent uses of the mill complex. He also covers the story of the short-lived Dakeyne engine that was housed briefly at Bateman's House in Lathkill Dale to dewater the Lathkilldale

Vein of lead. This is a much-needed piece of work on both the Two Dales flax and cotton mill complex and its incomprehensible engine and is thoroughly recommended.

*Dudley Fowkes*

### **DERBYSHIRE EXTENSIVE URBAN SURVEYS**

These surveys, funded by EH and written by Gill Stroud from 1997 are now available online via the Archaeological Data Service (a vast treasure trove in itself). These surveys document, from a variety of primary archaeological and historical sources, all that was known about the town at the time of writing – and a very interesting and useful read they are. They cover most of the ancient towns from Glossop in the north to Swadlincote in the south and including the obvious famous ones as well as the likes of Winster, Alfreton, Barlborough, Belper and Melbourne amongst others. A series of fascinating maps accompany the summary delineating the prehistoric to the medieval to the modern components of the towns and their surrounding areas. Definitely worth a look and I bet you find something new.

[http://ads.ahds.ac.uk/catalogue/resources.html?derbyshire\\_eus\\_2009](http://ads.ahds.ac.uk/catalogue/resources.html?derbyshire_eus_2009)

### **PILLING AWARD**

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

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



## SMALL ADS

It is now very difficult, if not impossible, for individuals to get full details of events in printed form and usually there is not enough space in the Newsletter for the very wordy ones. So the internet rules – which is not OK really and I apologise if I seem to lean heavily on internet sources. You can however “log on” at your local library with help available.

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### Archaeological Research Group: A Day in Cambridge Sat. 6 August.

A few places are still available on the above summer visit. The coach leaves from Full Street, Derby at 9.15 am. The cost per person is £ 13 50p, payable with booking. If interested please contact Joan D'Arcy (01332 363354).

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### Festival of British Archaeology

Saturday 16<sup>th</sup> July to Sunday 31<sup>st</sup> July  
Events in Derbyshire include an impressive programme at Cresswell Crags (see next page) and Calke Abbey, together with some hearty walks in the Peak District, talks on Bull Henge at Dove Holes community centre on July 30<sup>th</sup> from 11am to 7 pm and a dig at Marston on Dove on the 16<sup>th</sup> and 17<sup>th</sup> July from 10am till 5pm – and many more. Many events free.

Full details: <http://festival.britarch.ac.uk/>

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### Time Travel in Trent Vale Saturday 30<sup>th</sup> July 2011 10am - 4pm

A free family day out in Newark Castle – hidden corners revealed! – including the dungeons. Re enactments displays musicians crafts and children activities.

## Heritage Open Days 8<sup>th</sup> -11<sup>th</sup> September 2011

Full details are not yet available but it is known that, as usual, South Derbyshire will have a number of sites open from Seal Cottage to Repton Park to Swarkestone and there is some talk of a special bus between sites.

A full list of all sites in Derbyshire and elsewhere will be available from mid July on [www.heritageopendays.org.uk](http://www.heritageopendays.org.uk)

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### Richard III Foundation Annual Conference “Yorkists and Lancastrians:In Honour and Blood”

Saturday 15<sup>th</sup> October 2011

Cost - Saturday only £35 (pre booked) On the door £45

Dixie Grammar School, Market Bosworth  
An interesting programme which includes Dr Tim Sutherland on the archaeological evidence at Towton.

Full programme on [www.richard111.com](http://www.richard111.com)  
For registration form contact Mrs Dorothy Davies, The Richard III Foundation Inc, 32 Church Lane Ryde Isle of Wight PO33 2NB or at [dorothy2583@gmail.com](mailto:dorothy2583@gmail.com) or at [Richard3Foundation@yahoo.com](mailto:Richard3Foundation@yahoo.com)

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### The Council for Independent Archaeology

Are holding their annual Conference in The Bishop Grosseteste University College in Lincoln over the weekend of the 16<sup>th</sup>—18<sup>th</sup> September.

Full details on website : -  
[www.independents.org.uk](http://www.independents.org.uk)

# CRESWELL CRAGS

## FESTIVAL OF BRITISH ARCHAEOLOGY

16th - 31st July

**SATURDAY 16TH JULY, FROM 2PM: THE EARLY HUMAN OCCUPATION OF BRITAIN (£3.50).** Lecture by Chris Stringer, Research Leader in Human Origins Natural History Museum London.

**SUNDAY 17TH JULY, 11AM - 3PM: CHILDREN'S EXCAVATION ACTIVITIES (FREE).** Come and have a go at digging in our trenches and identifying artefacts as part of 'BBC Dig.'



**SUNDAY 24TH JULY, 11AM - 3PM: POTTERY DEMONSTRATION AND WORKSHOP**

(PRICES: CHILD £2, FAMILY OF FOUR £5)

Watch our potter demonstrate traditional methods to create beautiful replica Anglo-Saxon pottery. Make your own pot to take home in our children's workshops throughout the day.

**SUNDAY 24TH JULY, 11AM - 3PM: CHILDREN'S EXCAVATION ACTIVITIES (FREE).** Come and have a go at digging in our trenches and identifying artefacts as part of 'BBC Dig.'

**SATURDAY 30TH JULY, FROM 3PM: PREHISTORIC TOOLS (£3.50)** Lecture by John and Val Lord on the nature and uses of flint, and making prehistoric tools from stone and bone, including demonstrations and object handling.

**SATURDAY 30TH AND SUNDAY 31ST JULY. TOUR THROUGH THE AGES (ADULT £10, CHILD £6, CONCESSION £9. FAMILY TICKETS AVAILABLE STARTING AT £30)**

Explore Robin Hood, Church Hole and the rarely opened Pin Hole cave. Experience Creswell Crags through the eyes of the Ice Age people who visited the gorge, Victorian archaeologists and modern researchers. This package will replace the normal tour schedule.

T. 01909 720378

[info@creswell-crags.org.uk](mailto:info@creswell-crags.org.uk)

[www.creswell-crags.org.uk](http://www.creswell-crags.org.uk)

Crags Road,  
Welbeck  
Worksop,  
Notts,  
S80 3LH

Admission to the Conference is by **advance booking only**. Please complete the booking slip and send it to the Booking Secretary by the **1st October**, enclosing the correct remittance and a **stamped self-addressed envelope**. An acknowledgement and location map will be sent to you. The price of £19.50 per person includes the cost of all refreshments, lunch, entry to the Museum and Car Park. If applicable please complete the following:-

Name/s : \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Society(if appropriate) \_\_\_\_\_

I/We have the following dietary requirements: \_\_\_\_\_  
\_\_\_\_\_

I wish to have display space for: \_\_\_\_\_  
\_\_\_\_\_

Please send your remittance to:

Dr. T J Waterfield

Treasurer, NIAG

6 Bakers Lane,

Norton

Daventry

Northamptonshire, NN11 2EL

### East Midlands Industrial Archaeology Conference

EMIAC conferences are held every six months and are open to anyone with an interest in the subject. The first one was held in 1970 with the idea of enabling industrial archaeologists in the East Midlands to get together in different locations to consider topics of mutual interest. The sponsoring bodies are:

Derbyshire Archaeology Society

East Midlands Group of the Railway and Canal Historical Society.

Leicestershire Industrial History Society

Northamptonshire Industrial Archaeology Group

Peak District Mine History Society

Society for Lincolnshire History & Archaeology

**Northamptonshire Industrial Archaeology Group** has been active for 43 years and is concerned with studying and promoting the county's industrial heritage. The group meets monthly between October and March, and has a programme of weekly outdoor meetings during the summer months between May and August, visiting sites both inside and beyond the county boundary. A quarterly newsletter keeps members informed of activities and news.

For more information on NIAG and membership forms, please contact the Secretary:

Peter Perkins

Eastfields Furnhouse

Manor Road

Rushon

Kettering, NN14 1RN

e-mail: secretary@northants-iag.org.uk

Web-site: [northants-iag.org.uk](http://northants-iag.org.uk)



NORTHAMPTONSHIRE  
INDUSTRIAL ARCHAEOLOGY GROUP

INDUSTRIAL HERITAGE DAY  
(EMIAC 82)



**“Stoned in Northamptonshire”**  
The County's Quarrying  
and Mining Industries

Saturday 15<sup>th</sup> October 2011

Cogenhoe Village Hall

Cogenhoe

Northamptonshire

### Conference details

Stone for both building and iron smelting has been extracted from beneath the ground in Northamptonshire since Roman times. This conference will look at aspects of the history of these industries which reached their peak in the 19th and early 20th centuries.

The conference will be held at Cogenhoe Village Hall located in the Nene valley between Wellingborough and Northampton. Afternoon visits will take place at Irchester Country Park, a largely unrestored former ironstone quarry and location of Irchester Narrow Gauge Railway Museum which has several industrial steam and diesel locos as well as displays on ironstone quarrying.

#### Speakers

*Peter Perkins* is Chairman and Secretary of NIAG and has led the collation of NIAG's Gazetteer of industrial sites in the county.

*Mick Dix* has been researching ironstone quarrying and processing in the Kettering area for more than 40 years.

*David Ellis* has been involved with extraction and use of Collyweston slate since leaving school in 1953. He is now a consultant on the restoration and conservation of Collyweston slate roofs.

*Alan Pack* was the surveyor at the Richard, Thomas & Baldwin ironstone mine when it closed in 1965 and has studied the history of its operation.

### Conference Programme

- 09.00 Registration and Coffee
- 09.45 Welcome and Introduction
- 10.00 Evolution of the Northamptonshire Ironstone Industry  
*Peter Perkins & Mick Dix*
- 10.50 Break
- 11.05 'Winning' Collyweston Slate  
*David Ellis*
- 11.45 Irthlingborough Ironstone Mines  
*Alan Pack*
- 12.25 Introduction to Irchester Quarries
- 12.40 Business meeting
- 13.00 Buffet Lunch
- 14.00 Visit to Irchester Country Park to see the remains of the Wembley Ironstone Quarry and to visit Irchester Narrow Gauge Railway Museum.

*Please note: it will be necessary to travel by car to the park - maps will be provided on the day*

- 16.30 Tea and depart



Islip Quarries



Loco '7' & loaded train approaching exchange siding with BR - Irchester



'Progress' Peckett 1402/1915 at foot of calcine clamp nr Wollaston