



**DERBYSHIRE  
ARCHAEOLOGICAL SOCIETY**

**NEWSLETTER**

**Issue 74**

**July 2012**



*Throwley Old Hall, Ilam*

# DERBYSHIRE ARCHAEOLOGICAL SOCIETY

## 2012 / 2013

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# DERBYSHIRE ARCHAEOLOGICAL SOCIETY

NEWSLETTER 74

July 2012

## THROWLEY OLD HALL

This is a splendid ruin! With a commanding view over the Manifold Valley, a mile or two north west of Ilam, it causes a gasp of delight and surprise the minute you spot it. Though first built in 1203 by the Meverell family – closely connected with the ones in Tideswell – the present buildings were started in the early 16<sup>th</sup> century and extended outwards and upwards in the early 17<sup>th</sup> by another scion of the family. Indeed there would appear to have been several accretions, makeovers and mendings over the centuries with assorted windows and fireplaces illustrating the passing fashions of the day. The house passed to a Cromwell family with the marriage of the last heiress in the mid 17<sup>th</sup> century but by 1845 it was looking distinctly unloved and was said to be “much reduced” by 1882 – possibly by the reuse of the stones in the neighbouring farmhouse.

Now in the guardianship of English Heritage, you can have a wander around, enjoy the views both inside and out and let your imagination run free.

## MYSTERY PHOTOS

A piece about the Standing Stones featured in the last issue is overleaf - there are, it seems, lots of these all over the Peak but the ones at Ashford/Hassop exactly fit the bill.

Other photos identified by several of our readers are a former framework knitters cottage in Bonsall – that’s the one with bank of windows on the upper storey and a former North Staffs railway shed in Ashbourne – on the A515 near the swimming pool. The scene is unrecognizable now which is why we, who used to live in a house on the hill overlooking it - didn’t recognize it! This may tie in with the suggestion that the railway bridge may be the Seven Arches Bridge at the Ashbourne end of the Tissington Trail.

Lots of people got the Fall Gate Mill in Ashover especially those who knew a pentrough when they saw one and the Canal Inn is on Bullbridge Hill.

Thank you very much for all your help.

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

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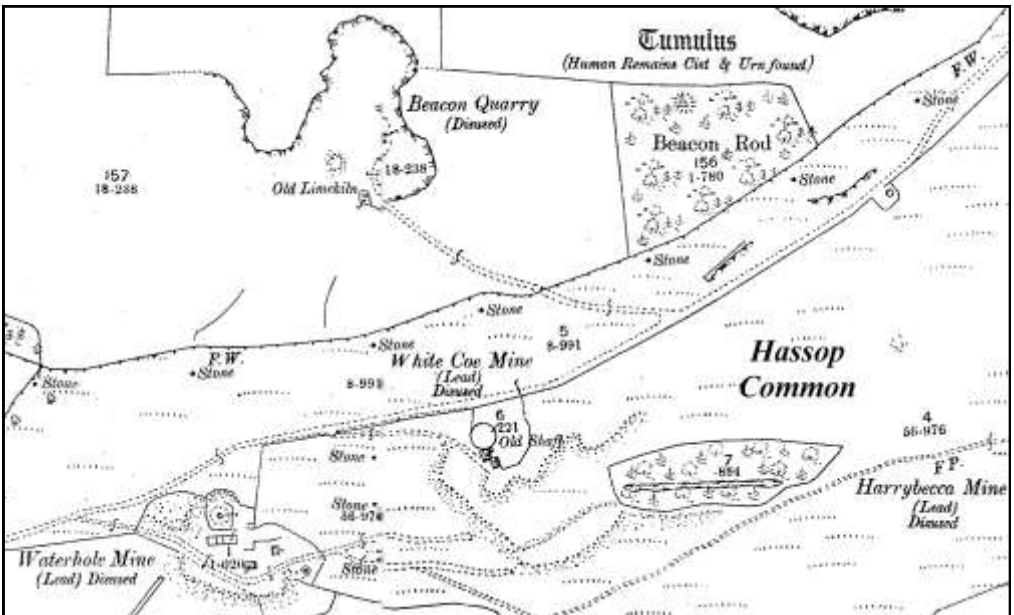
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## SOLVING ANOTHER DERBYSHIRE MYSTERY – LONGSTONE LOCAL HISTORY GROUP ONCE MORE TO THE RESCUE!

The carved stones in the photographs on the front of the last Newsletter entitled “Mystery Objects!” are immediately recognisable to me (and presumably other DAS members who hale from the north of the county). Longstone Local History Group had visited the stones on Longstone Edge during an evening meeting in the summer of 2011. I had taken photographs so I was able to make comparisons and although the level of vegetation has increased, all the evidence points to them being from the same group of stones.

They are lead mining liberty boundary stones or meerstones which show the division between the mining rights of Ashford to the north and Hassop, Calver and Rowland to the south. They are on the scheduled monuments register, reference SMR 7326 and have also been included in the Lead Legacy inventory compiled by Barnatt and Penny in 2004. They are placed at quite regular intervals in a line along a steep bank which is below Beacon Rod at SK223732. (See stones on map below). Careful searching of the undergrowth, a few metres to the north west of the public access path which passes between Rowland and Calver will reveal the rough dressed gritstone markers. They lie just south of the modern day parish boundary between Great Longstone and Hassop.



*Map (with minor edits) from 1879 & 1899. © Copyright OS.*

They are square in section and have a rounded top with “A” inscribed on the north face and “H” inscribed on the south face. In 1993 during a survey of the Hassop Estate for the Peak District National Park Authority, John Barnatt found six near identical stones out of a possible nine which were once there. Maps from 1879 onwards which cover both this property and adjacent land show that there may originally have been twelve. We found only four of them but we had to acknowledge defeat as the uneven slope is now covered in deep, prickly undergrowth and it had been raining heavily.

These are unusual stones which were only legal after 1852 and were normally of wood. They have been manufactured with care and it is interesting to speculate why they were erected. They were placed in position across a large open common before enclosure and may have been a more practical option than building a wall. John Barnatt, 1993 notes that “Such boundary stones are not usually erected in the Peak District. It has been suggested that an exception was made on Hassop Common because Brightside Mine is in the area included veins in both liberties. However this seems an unlikely explanation as the stones extend well west of the mine's title.” It is possible that the richness of some of the ore veins and the complexity of the workings and of ownership in this area detailed in a recent book by Jan Rieuwerts led to a unique local need for demarcation. Maybe there were many more of these in the past but they have since been removed.

I am grateful to John Barnatt who suggested reference material for this article and who made helpful comments on the first draft.

*Ann Hall, Chairman, Longstone  
Local History Group.*

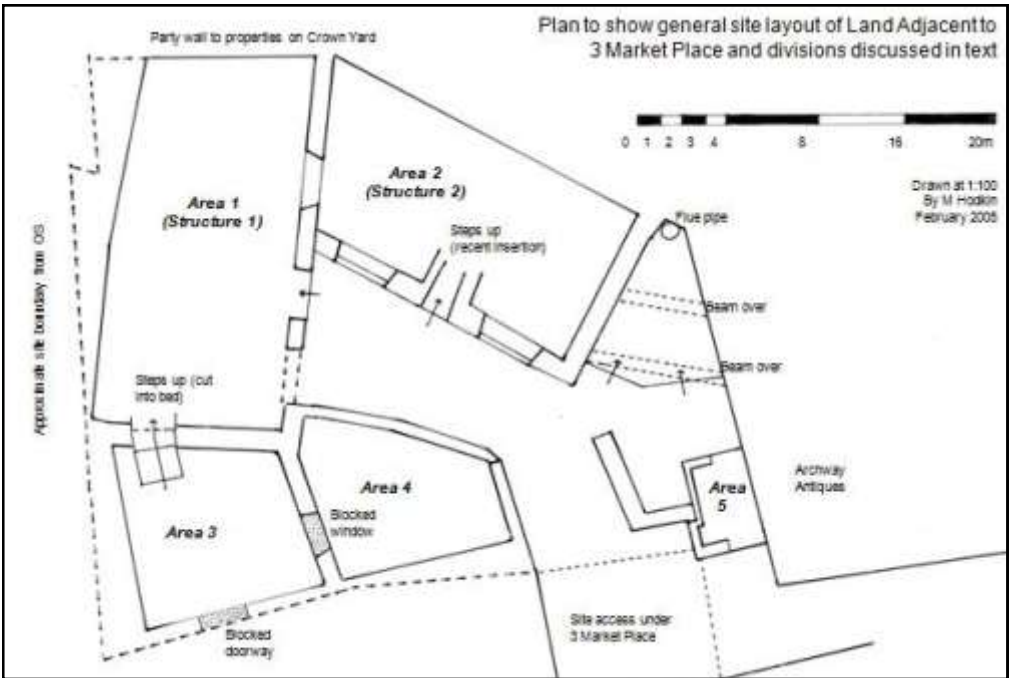
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**RECORDING OF  
UPSTANDING REMAINS  
ADJACENT TO 3 MARKET  
PLACE, WIRKSWORTH.**

A written and photographic survey of a small yard area behind 3 Market Place containing some upstanding building remains was carried out in January 2005. Further records and observations were made during site clearance in August 2005 and during foundation preparation in September 2006.

The site is enclosed to the east and south by Archway Antiques, Crown Yard, and 3 Market Place respectively, with only a narrow entrance in the angle between them. The site is set into a slight quarry, with the west side of the site being quarried face in the lower part and un-coursed limestone wall in the upper. This wall continues around to enclose the north of the site, forming the boundary to properties running down the hill of Crown Yard.

The work identified two distinct buildings on the site, both using the boundary wall noted above as part of their construction. A stone built cottage or outbuilding (Structure 1) containing a large sandstone-surrounded doorway lay at the west end of the site. A later, brick-fronted, building (Structure 2) upstanding in part to over 4 metres but



*Map of survey area above and below East wall of structure at 3 Market Place*



mostly to less than 1 metre lay along the north side of the site. This structure contained two stone water troughs, indicating that for at least part of its history this building was used for keeping animals.

In the south west corner of the site a cellar (Area 3) had been cut into the quarry floor. Although less than 0.5 metres of the original brick vaulted roof remained in situ it appeared that this cellar had until relatively recently been associated with and accessed from 3 Market Place, but that access from Structure 1 had at some point been possible. In the south east corner of the site an early 20<sup>th</sup> century block of two toilet cubicles had been inserted (Area 5).

Excavations in all areas of the site revealed only very shallow earth deposits overlying the natural limestone floor of the quarry, and in the cellar area steps had been cut directly into the rock. Finds were limited to modern pottery and animal bone, and any original flooring or paving in the buildings or outside areas had been removed.

*Matthew Hodkin*

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### **BAKEWELL & DISTRICT HISTORICAL SOCIETY**

The extensive collection 10<sup>th</sup>C carvings in and around Bakewell Church are very well known but nevertheless they still remain rather enigmatic. In order to better understand and interpret the sculpture, and in particular the two free-standing cross shafts, a collaboration between the Bakewell and District Historical

Society, ARS Ltd and the Parochial Church Council of Bakewell Church to undertake a series of investigations funded by the HLF has been arranged.

The recent dig by ARS under and around the High Cross in Bakewell Churchyard revealed that the cross base has been placed on the foundations of an old wall under which was the skeleton of a woman and child. A minute fragment of the bones was sent for carbon dating and the findings were announced "live" on BBC's Countryfile broadcast in May. The most probable date of the skeleton is within 30 years of the Norman Conquest - it could be up to 70 years later.

This would confirm suspicions that the cross is not in its original location since it was definitely earlier than these dates and that the woman must have been buried close to Bakewell's Anglo-Saxon church as our Norman church is late 12th century.

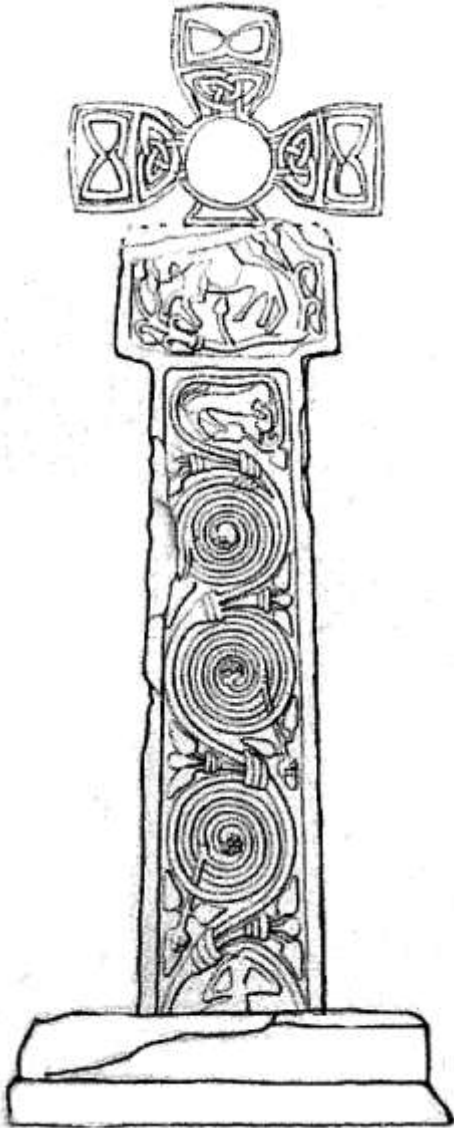
So the search is on for the original site.

Surveys have taken place in Rowdale at a site near Hassop Station, where folk memory suggests there once was such a cross at the junction of ancient track-ways. Aerial photography and topographical survey have found the likely junction of folk memory. A magnetometry survey has shown many parallel track-ways below ground, typical of ancient routes. It has also shown enclosures with complex entrance ways, not evident on the surface.

The dig has started with a 25m x 25m trench sited over the junction of ancient track-ways. Guided tours are

run on the hour from 11 to 3 incl. (excluding Sundays) till the dig ends on 20th July. Please check with jksetka@btinternet.com.

*Jan Steka*



**Drawing of High Cross in  
Bakewell Churchyard**

## **PROGRAMME SECRETARY'S REPORT**

During the winter, the Society lecture 'Messages in Stone: the mosaics of Roman North Africa' was given by Dr Ffiona Gilmore Eaves. Some felt that the subject was a bit gory and they left the lecture theatre looking a little green. However it was a very interesting and thought-provoking lecture.

The WEA lecture in March was given by Dr David Roffe on 'Inquests in Medieval England' in particular the ramifications of the Domesday Book Inquest.

The forthcoming winter programme is well in hand with many interesting talks. The DAS/WEA lectures held at the University are already booked. These include :

- ◆ The Roman Gask Frontier Project
- ◆ Aerial Photography
- ◆ The History of the Organ Grinder
- ◆ The Devonshire Collection'
- ◆ The Life and Works of Edward Saunders

The Festival of British Archaeology which is hosted by the Council for British Archaeology runs from Saturday 14<sup>th</sup> July to Sunday 29<sup>th</sup> July and takes place around the country.

This year there are 19 events taking place around Derbyshire - is this a record?

You can contact the CBA at St Mary's House, 66 Bootham, York. YO30 7BZ or tel. 01904 671417. Website:<http://festival.britarch.ac.uk/> or Events Guide which lists well over 600 heritage events.



## LIBRARY

I'm afraid that are some new difficulties in accessing the DAS library. SO if anyone who needs to use the Library could please get in touch with me first – preferably by email or by phone or snail mail and I will try to deal with their needs as soon as possible. All details on the inside cover of the Newsletter.

*Ray Marjoram*

## ARCHAEOLOGICAL RESEARCH GROUP

### ALONG SOAR AND TRENT AND BEYOND

David Knight came on 20 January to deliver a technical talk on prehistoric pottery found in the vicinity of local rivers and with reference to inclusions of granodiorite and also quartz diorite. Various hard materials were included in both prehistoric and Saxon hand-made pottery to improve the workability of the clay and also to improve its resistance to cracking when heated. Granodiorite is a pinkish igneous rock found in few places, there being an outcrop in Charnwood Forest. It becomes friable when weathered which may have influenced its use. Ten prehistoric sites in the East Midlands were chosen for pottery analysis, the inclusions being examined microscopically including the use of an electron microscope. The

northern sites used granodiorite but the southern sites had inclusions of fossiliferous limestone. In the Roman period, when a potters' wheel was used, inclusions were not seen: the better techniques and higher firing temperature made them unnecessary. With the Saxons, technology took a step backwards and granodiorite was used again, being found in the eastern half of the country from Yorkshire to East Anglia. One unanswered question is whether the clay used had inclusions already in it or whether they were put into the clay from a separate source.

*Janette Jackson*

### THE WORK OF THE GREATER MANCHESTER ARCHAEOLOGY UNIT

On January 27, Andy Myers told us about the work of the Greater Manchester Archaeology Unit. He first ran through the history of the Unit, from the heady days of the manpower Services Commission, when they had some 500 people on their books, then to the revival when PPG16 was introduced. He then went on to describe two projects with which he had been involved. Firstly, an excavation in advance of an extension to the Metro system which passed through the site of a large cotton mill and a foundry. C's Mill had been a huge six storey building adjacent to the Ashton Canal built in 1834 and employing about 400 people. It had been demolished in the late 19th century. Features found on excavation included the outside walls and a large

crosswall where the mill had been divided between two tenants and a pit for shafting. Soho Foundry next door had two phases on separate adjacent sites. One wall of the later 'New' Foundry was still standing: the site had not been cleared until the late 20th century. Foundations of various features were found, including wheel pits, chimney base and stone flagged floors. A large cam wheel and the anvil base of a steam hammer were found and were given to the Museum. The second excavation discussed was in advance of building a new headquarters for the Co-operative Society on a site which had been covered by dense 19th century workers dwellings. With a population swollen by Irish immigrants following crop failures, cheap housing was crammed into every corner. A particularly unpleasant introduction was the use of cellars, where the basements of earlier houses were divided by flimsy walls and fireplaces inserted. They were insanitary with no running water and few wells. Many of these were exposed during the dig which aroused much local interest. Another topic considered was Community Archaeology which had seen a major event in 2003-5, involving all districts in the Greater Manchester Area. Following the success of this, a Forum for the local societies (some of which were formed as a result of these excavations) was created. Another similar event is planned for 2012-15, but Andy finished on a sad note, for the Archaeology Unit looks likely to be disbanded following severe financial cuts.

*Janette Jackson*

## **RE-USE OF PREHISTORIC MONUMENTS IN ANGLO SAXON SETTLEMENTS**

On February 17, we were treated to a talk by Dr. Vicky Crewe on the reuse of prehistoric sites by early Anglo-Saxon settlers. The main area of her research was between the Humber and the Thames. The sites discussed were limited to those excavated, where either a grubenhaus or a post-built structure had been found. The association of Anglo-Saxon cemeteries with prehistoric features has been recognised for some time, but it was commonly thought that the Settlements avoided such places. The most commonly reused prehistoric structures were round barrows, though at least one long barrow and a cursus had been found. Some 20% of Settlement sites had a reused prehistoric feature. A closer look at the site at Catholme was shown, where an Anglo-Saxon settlement included two barrows and a ditch; two human and a cow burial appeared to have ritual significance. The larger barrow had not been built on but she argued that it was of importance to the Saxon inhabitants. It was possible that local Saxon chieftains gained authority from utilising ancient sites; there could also be mystical pagan reasons. Later, Christians stigmatised many ancient sites as belonging to the Devil, although occasional churches were built on Prehistoric sites.

*Janette Jackson*

## NOTTINGHAM CAVES SURVEY

On 30th March, Dr David Walker came to tell us of the work of Trent and Peak Archaeology, in conjunction with English Heritage, and the New York Trust, on Nottingham's sandstone caves.

All of Nottingham's caves are cut into a bedrock of sandstone known as Sherwood sandstone. This sandstone spreads immediately north of the Trent floodplain and covers most of Nottingham city centre. The sandstone is subdivided into three main rock types, the oldest is the Lenton sandstone which is very fine grain, the Nottingham castle sandstone and the Mercian mudstone which is the youngest. This formation makes an ideal base for excavation and producing caves.

Dr Walker gave us a remarkable display in reconstruction with visual technology of the existing caves, many have been lost during building the city of Nottingham. The existing ones have become additions to the current buildings, housing for example 28 malt kiln caves, plus the temperature of the sandstone makes an ideal climate for storing ale. Other cave houses have been dated back to 1250. Within the City of Caves attraction, situated underneath the Broadmarsh shopping centre is a medieval tanning cave. In the Victorian period a number of caves were cut as follies, including, Daniel in the Lion's Den cave, cut in 1856 in the sandstone garden of a wealthy lace manufacturer. Wealthy industrialists carved staircases and ornate columns.



*Photo: © Trent & Peak Archaeology/  
University of Nottingham*

The caves were also used as ice houses and restaurants.

In conclusion, Dr Walker explained with examples, all the caves that can be accessed, will be surveyed with a 3D laser scanner, producing a full measured record of the caves in three dimensions, which can then be shown as short videos. In his own words, "As a job lot - these things need preserving- we need to promote education, they are in danger of being replaced with supermarkets".

*Janette Jackson*

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## A VISIT TO HUNGRY BENTLEY AND MARSTON MONTGOMERY

On the 26th June a group 30 strong arrived in the drizzle, which didn't stop all day. However, it didn't deter us from having a very enjoyable and informative day. On arrival at Bentley Fields Farm we were met by Richard

Spencer the farmer, as he explained, the farm and pasture land had been in his family for more than three generations. He was extremely knowledgeable and very enthusiastic to show us the remaining features on his land of the deserted medieval village of Hungry Bentley. His experience of farming had led him to reach the very plausible explanation that the demise of the village had been due to poor agriculture, the change in climate, and the Black Death. It is recorded even as late as 1801 that the township of Hungry Bentley had a population of 82. The evidence of previous medieval farm buildings, and maybe even a chapel, was backed up by Winston Hollins from Stoke on Trent Museum Archaeological Society and the use of

magnetometry readings, with equipment of loan from English Heritage. He showed us Aerial photographs of Hungry Bentley and annotated copies highlighting the main anomalies. In conclusion the survey area is extremely busy, and the main hollow-ways can be seen very clearly on the readings. We then went on to see an interesting table of finds, uniform buttons, shoe buckles, and bone, found in and around the area over a number of years.

We then went on to Cubley Hall Moated Site, under English Heritage protection. Some of us took the opportunity to admire the grade 1 listed Church of St. Andrew, Mid C11, restored in 1872, almost opposite. Worth a future visit.



*The farmer at Hungry Bentley*

Proceeding then through lush countryside, until we reached the pretty village of Marston Montgomery. We then had our lunch in a typical English Garden, courtesy of the owner, Rosemary Yates, who then took us a tour of the Saxon village, passing by the library of the village, located in a redundant telephone kiosk. Finally, visiting St. Giles Church built in stone, one of the oldest churches in the whole of Derbyshire, complete with a 500 year old Yew tree in the churchyard.

*Janette Jackson*

## ARCHITECTURAL SECTION

### MUNCASTER CASTLE, RAVENGLASS

A talk by Adam Menuge, Senior investigator, EH, 11 November 2011.

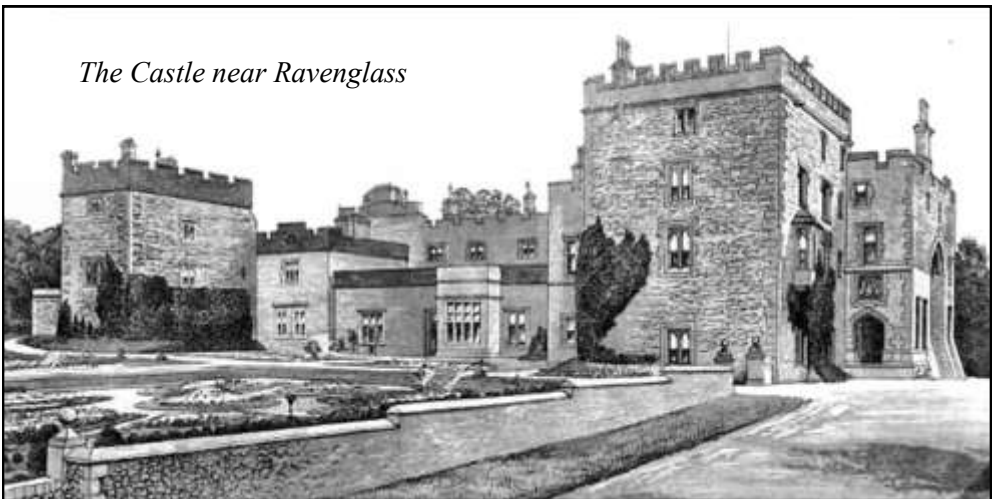
There was good attendance for the talk which started with Adam saying that Muncaster was not a true castle

more a country house. There is one medieval solar tower remaining formerly attached to a Hall. This tower was added to with additional buildings in the 17<sup>th</sup>, 18<sup>th</sup>, and 19<sup>th</sup> century. Evidence exists for the site being originally moated.

It is sited in a remote part of Cumberland, mountainous, with tidal crossings, originally built to guard a ford over the nearby River Esk. It came into the possession of the Pennington family about the time of the Norman conquest.

Adam was part of a team that investigated 'The architectural Heritage of Muncaster Castle'-a Local Heritage initiative which recorded it's Phase 1 research report in August 2005. It's prime aim was to stimulate a much more detailed physical investigation by architectural historians. Subsequent to this report Adam was able to give us first hand insights into more up to date investigations. There was no evidence to support the theory of former Roman foundations. He said of 16<sup>th</sup> and 17<sup>th</sup> century phases thought

*The Castle near Ravenglass*



to exist, that not much architectural could be found with confidence. Looking at the existing 19<sup>th</sup> century cross windows Adam realized that 2 lumps of sandstone to either side of the windows did not accord with the present architecture and were remnants of a 17<sup>th</sup> century phase - precedents to Rose Abbey being drawn. He talked us through various documents that gave us a fascinating insight into the arrangement, Phases, use of the building, and architectural features such as quoins of distinct pattern of dressing, roughcast render, and "wimsical Gothik".

Details were discussed of who carried out the work to various later phases, including In 1862 the fashionable architect Anthony Salvin being commissioned by the fourth Lord Muncaster to rebuild the house.

Muncaster Castle estate in the early 20th century was around 23,000 acres in size. Today, the castle is surrounded by 77 acres (310,000 m<sup>2</sup>) of woodland gardens in a park of some 1,800 acres.

*Malcolm Birdsall*

### **KEEPING OUT THE RAIN: A 1000 YEARS OF ROOFING IN THE WEST MIDLANDS**

On 10th February, Bob Meeson returned to give us a talk entitled '1000 years of roofing in the West Midlands', in which timber structures from the 9th to the 19th century were described. Existing Anglo-Saxon roofs are rare as hen's teeth, but it was postulated that post-built houses of the period had timbers connecting pairs of posts, rather like tie beams. This type of roof persisted after the Norman conquest.

We were shown examples of the splendid timber structures of the Medieval period, mainly drawn from the West Midlands, but sometimes from elsewhere. Several examples of the open roof structures designed to be seen and admired were described. Subjects mentioned included methods of bracing rafter pairs including wind-braces and the introduction of purlins, the use of crown post roofs and Hewitt's work on dating joints. Crucks and half-crucks were described in

*An unloved Cruck Frame in  
New Mills. 2005*



some detail, with discussion as to which came first.

Conventional thinking put the full cruck as preceding the half, but dendrochronology dating has cast doubt on this. The talk ended with a reference to fabricated beams in the 19th century.

*John D'Arcy*

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## **LITCHURCH – FROM GREEN GRASS TO RED BRICK**

After the section AGM on 9th March, the Society was given a well illustrated talk by Jane James on the Derby suburb of Litchurch. The emphasis of the lecture was on the history of the area: its development from an agricultural township to Derby's first industrial suburb. We saw the effect of the introduction of industry on the population in the 19th century. From an architectural viewpoint, there are a few good villas of that period, of which we will learn more when Jane leads a tour of the area on 10th August.

*Gwen Sandhu*

## **LOCAL HISTORY SECTION**

### **JOHN HARRISON OF DERBY C1784 – 1861.**

On 3rd. Feb 2012 this lecture attracted a large audience of members interested not only in local history but

also the early industrial history of Derby. Joan D'Arcy's research on John Harrison began in 2002 when nineteenth century Chester House in Derby was to be demolished. Chester House was once the home of members of the Harrison Family.

William Harrison, John's father, had premises at 46- 47 Bridge Gate and a boiler works on Mansfield Road near to St Mary's Bridge. He worked as a whitesmith for the borough at the beginning of the nineteenth century and had a contract for keeping Derby's gas lamps in good working order. He also did work for the jail making chains needed for controlling violent prisoners or safely transporting them on journeys and he did work at Kedleston Hall.

William died in 1819 and John carried on his work, inheriting the valuable contacts that his father had made e.g. two years after his father's death John was making mileposts for the borough. He went on to advertise a wide variety of work from hot air systems for churches, mansions and greenhouses and iron manufactory such as gasometers of any size and shape, weighing machines, iron pleasure and canal boats and steam boilers.

There is much evidence of the work he advertised in and around Derby. In 1834 he made a gasometer for Derby and another for Nottingham. He made a roasting jack and range for Kedleston Hall and in 1822 a large hot cupboard which is still in the Hall. In 1834 he made a cooking range for the Judges Lodgings in Nottingham; this range is

now in Pickford House in Derby. Work at Calke Abbey included ventilators for the stables and the church gates and fencing, still in situ today.

Hot air heating systems were what he did best. He supplied hot air regulators for The Great Hall at Kedleston, Woollaton Hall, Shire Hall Nottingham and The Guidhall in Derby. He installed the heating systems for the churches at Calke, Ticknall and Walton on Trent and for The Camellia House at Woollaton. At Calke Abbey he installed a cockle boiler to heat the orangery and in 1837 erected a dome as an addition to the existing eighteenth century orangery to help with the circulation of warm air. He also built the Pump House in the grounds of Elvaston Castle.

However, in 1851 he went bankrupt; Chester House was sold and his Boiler Works. A sale of equipment followed. After the lecture there was speculation about the cause of the bankruptcy: maybe he had laid out too much money subcontracting out work such as pattern making or perhaps some of the gentry that he worked for had been slow to settle their bills.

John Harrison died in 1861 and was probably buried in Nottingham Road Cemetery but no memorial to him has been found. Joan's research is ongoing and she would welcome further information about this early Derby industrialist.

*Joan Davies*

## **FLORENCE NIGHTINGALE**

Clive Tougher is a passionate advocate of all things Nightingale, and this shone through in the second part of his presentation on the life and work of Florence Nightingale which he delivered at the Section AGM. He took us through all her work in campaigning to improve conditions in hospitals throughout the world, starting with the aftermath of Crimea and continuing through the appalling conditions that prevailed in colonial India.

He brought us right up to date with the campaign to safeguard the key features of Nightingale heritage in and around the former DRI site and urged members 'to do their bit' in trying to ensure that more does not disappear with the redevelopment of the Infirmary and its environs.

*Dudley Fowkes*

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## **VISIT TO MANSFIELD 22 MAY 2012**

On the first fine evening after six rainy weeks, a very small group of DAS members, just eight in number, gathered in Mansfield at the Bentinck Memorial in the Market Place for our visit, with our guide Pauline Ashton. Much of the town is pedestrianised and we virtually had the place to ourselves. Pauline explained how the market place had been redeveloped in the early 1800s, with just one of the little shops, the Chad building surviving that. Other survivors such as the Moot Hall of





*Members at the back of the Old Meeting House in Mansfield*

1752 and the Town Hall were pointed out and we were told about their changing uses. We then went down West Gate where we were able to see that a considerable amount of old Mansfield still survived, despite the inevitable 1960s faceless 'modern development' that no town seems without.

One of the most interesting buildings was the Old Meeting House off West Gate which was founded in 1662 and reputed to be one of the oldest nonconformist church buildings in the country.

Mansfield may be perceived as a 'mining town' by those who have not visited and it is dominated by the huge viaduct of 1875 built by the Midland Railway Company, but much of the old market town has survived and it was well worth the visit, our thanks to Pauline for a most interesting tour and making us aware that there was so much to see in Mansfield. It is a pity that so few of us were able to come.

*Sue Brown*

## ST CUTHBERT'S CHURCH DOVERIDGE

Wednesday 20<sup>th</sup> June was a fine evening for our visit to St Cuthbert's Church, Doveridge. The nave and chancel of the church are very wide and high; there is no chancel arch and very little stained glass making for a light and spacious interior.

Mrs Gill Bryan, our guide this evening, outlined the history of the church and answered questions afterwards. There was a priest and a church here at Domesday and there is evidence that the nave was begun in the eleventh century but there has been much reconstruction to the original stonework since. The lower part of the tower and the chancel were built in the late twelfth and early thirteenth centuries. The north and south aisles were added in the fourteenth century. In the fifteenth century the height of the church was increased and the large five light east window was inserted into the chancel. This window is now filled with plain glass but some fragments of the original medieval glass are assembled in a window at the west end of the south aisle. The Chancel Arch might have been removed during these alterations to the church. Seven high windows were added to the nave at this time. The upper part of the tower and the spire were also built in the fifteenth century. In the eighteenth century a wooden musicians' gallery was constructed at the west end of the nave but was demolished in the nineteenth century to make room for the organ. Pews were installed in the nineteenth century. An

octagonal meeting room was built in the twentieth century on the north side of the church.

There are several memorials in the chancel including a large seventeenth century wall monument to William Davenport and his wife Mary, facing each other across a prayer desk with their praying children below and a baby in a cradle with carved drapery. This monument is so large that it impinges on the thirteenth century double piscina below. Also in the chancel is the iron bound parish chest and two 1617 Bibles from this chest were out on display this evening. An eighteenth century inscription states that they were given by John Fitzherbert, vicar, to the vicars of the church that came after him.



*The Monument in the Church*



*Members under the old Yew Tree*

In the churchyard is one of the oldest yew trees in the county, its branches supported by posts.

Welcome refreshments were served in the Octagon at the end of the visit.

*Joan Davies*

### **BLACKWALL HOUSE & KIRK IRETON**

The section outing to Blackwall House and Kirk Ireton Church took place on July 1st, when a party of 30 chanced the changeable weather. At the House, we received a very friendly welcome from the owner, John

Blackwall, whose family had been at Blackwall since 1414. The house faces south over a grassy slope, dotted with mature trees including a fine copper beech and a huge monkey puzzle. It has a central block of three bays of three stories, dominated by large Venetian windows on two floors; a double flight of steps leads up to a central doorway with a church-like porch. This central part is an infill between the wings and is topped by a pretty Dutch style gable. The earlier part of the house can be glimpsed behind, with an east-west roof and large stone chimney stacks. Lower wings on either side have been added; there are several blocked openings showing where changes had been made. A reason for many of these changes was that the road level behind the house had been raised, blocking the northern ground floor windows so that that floor became a cellar and everything moved up a level! A short tour of the garden showed a patio on the site of a large greenhouse and a curious stone table of unknown date. Inside, the rooms are modest size for this style of building. We saw two good fireplaces, though these were recent acquisitions. There are numerous changes of level owing to the changes over the years, and several family portraits, notably Anthony Blackwall who was a scholar of the 17th century and a headmaster of Derby School. After the tour, we were treated to tea and very tasty cakes.

Most of the party then proceeded to Kirk Ireton Church, where Tony Short was waiting to tell us about its history

and features. It is based on a 12th century building with short Norman arcades of two arches and a low tower. Work was done in the 14th century when the chancel was enlarged, with some excellent stonework including a well-carved vestry doorway and a sheep's head on a redundant corbel. The nave was fitted with a gallery in the 18th century but this has been removed. There are no notable tombs but a few memorial plaques, including one to a young Blackwell killed while serving in the Women's Land Army in Cornwall in 1944. Some of us ventured up the ladder in the tower - very steep, very dirty - to see the bells and a green man with his face to the wall carved on a reused beam.

*Sue Brown*

## INDUSTRIAL ARCHAEOLOGY SECTION

### 2012 AGM AND NORTH YORKSHIRE MOORS RAILWAY

The Industrial Section's Annual General Meeting on 16 March 2012 sprang no surprises. The Summer Programme was outlined; all the serving officers and committee members were re-elected. The meeting then welcomed an old friend and colleague, Mark Sissons, to talk on the North Yorkshire Moors Railway with which he has been associated since its inception.

Mark first outlined the history of the line. In the early nineteenth century, the citizens of Whitby, sensing a decline in their once prosperous seaborne trade, turned their attention to their poor landward connections. Following an abortive canal proposal and with advice from George Stephenson, a scheme for a railway SSW to Pickering was successfully canvassed. Authorised in 1833, the Whitby and Pickering Railway was opened throughout in 1836 – a commendably early date in railway terms. Traffic was horse-drawn with the exception of one rope-hauled incline at Goathland. This regime was not profitable, however, and the company was bought in 1845 by the York and North Midland Railway and re-built for locomotive working. The re-building was extensive and included replacing all the timber bridges in iron, enlarging the short tunnel at Grosmont, and creating a long climbing section on a new alignment to avoid the rope-hauled incline. The line re-opened in 1847. The company was absorbed into the North Eastern Railway in 1854 and into the LNER in 1923.

Mark then gave us a generously illustrated tour of the line, with many photographic pairs of “then and now” interest. From Whitby, the line follows the River Esk to Grosmont – a section is still owned by Network Rail as part of their line to Middlesbrough. From Grosmont the preserved line climbs steadily on the “new” (1847) alignment to Goathland Station and then Goathland Summit. Once over the watershed, the line follows the



*The Sir Nigel Gresley in 2009 on the NYMR*

Newtondale “glacial overflow” valley down to Pickering. It serves Newtondale Halt (introduced for the benefit of walkers) and the original Levisham Station before passing through Newbridge to Pickering. All this is now delightfully rural. However, the old photographs show that Grosmont was previously dominated by ironworking, including four massive blast furnaces, the presence of ironstone having been disclosed by the railway construction. Goathland Station, meanwhile, nestled below a huge scree of roadstone quarried from a nearby igneous intrusion. Around Newbridge, gravel and limestone was quarried (and carried) and at least five limeworks were operating by the time of the First World War. No sign of all this industry survives.

During its 40 year life, the NYMR, apart from restoring and maintaining its 18-mile stretch of track, has added

some significant new works. Two river bridges have been replaced, one a major structure. A new signal box has been built at Grosmont, faithfully following North Eastern Railway practice. (The NYMR takes pride in its working collection of NER semaphore signalling.) At Pickering, a new building has been introduced into a dead area behind the down platform to house an education room and a purpose-built archive store. Also, most recently and most visibly, the overall roof there has been restored to the surviving station walls, reproducing the original York and North Midland design and representing a major improvement.

Mark concluded his excellent talk by giving data on the extensive scale of the NYMR’s current operations – and inviting members to sample them for themselves.

*Alastair Gilchrist*

## BRAMPTON POTTERY

The Industrial Section's talk on 24 February 2012 was given by David Siddon on the subject of Brampton pottery. Having challenged his audience – inconclusively – to say what they considered Chesterfield famous for (apart from its crooked spire), he said that there would have been no such doubt in the nineteenth century: it would have been for pottery. Pottery was certainly manufactured there in Roman times. The activity probably continued thereafter, as Chesterfield's geology provided ample and accessible supplies of both coal and clay. From about the sixteenth century, it also became relevant that Chesterfield stood at a confluence of salt-trading routes, as it was found that salt, thrown into the pottery kiln at its maximum temperature, would produce a serviceable glaze without the need for a second firing. This was to provide the basis for the specialisation in salt-glazed stoneware for which Chesterfield became famous. For this type of ware, it out-produced even the potteries of Stoke-on-Trent.

Circumstances favourable to the industry's expansion included the invention in 1770 of a process for reducing the iron content of the clay. The resulting "blond" ware offered some variety of appearance. The arrival of the Chesterfield Canal in 1777 gave an immediate boost to business by facilitating distribution. The Midland Railway in 1840 had a similar and even greater effect – and

was itself a good customer for Chesterfield wares. Both World Wars were distinctly good for business.

David's special interest is in the potteries established on Brampton Moor. The first of these was founded by Robinson in 1750. Other proprietors – Pearson and Bridden for example – brought rapid expansion to the activity in the area, the factory owners often being mine owners as well. At the peak of activity in the 1860s, some 30 pottery factories were operating in the area.

The products of these factories were mostly useful wares: jugs, lidded pots, mixing bowls, bedpans and hot water bottles, and jars and containers of all shapes and sizes. There were also novelty and souvenir items, decorated, as were some of the useful wares, with "sprigs" of applied white clay. Some quirky features became quite traditional: for example the dog handles and the Cheddar pixie spouts. Large architectural items were also produced. One speciality was ceramic bodies for water filters, made in a range which included large sizes. Chesterfield's notable freedom from waterborne diseases is attributed to the widespread use of these water filters – and possibly also the ready availability of beer jugs. David used both artefacts and slides to illustrate the variety of Brampton products.

The Brampton factories, once built, were never modernised. With rising fuel and labour costs they became increasingly uncompetitive. At the same time, their market in jars and containers was seriously eroded by the

introduction of mass-produced glass equivalents. By the end of the 1950s all the factories had closed and none of the buildings now survive.

*Alastair Gilchrist*

## BLACK MAGIC AIRCRAFT RESTORATION



The Industrial Section's proposal to view the Comet Racer restoration activity at Hilton Airfield proved extremely popular. Some 30 members crowded into the Comet Racer Restoration Building on the evening of 3 May 2012, completely filling the available floor space beside the fuselage of the Comet Racer in question. Mick Larimore, our host and guide, outlined for us the history of the De Havilland DH88 Comets, three of which were built in very short order for the MacRobertson Air Race to Australia in 1934. This one – Black Magic – was the first built and the first to leave on the race morning, piloted by Jim Mollison and his wife Amy Johnson. It failed to finish the course, retiring with engine failure at Allahabad. Subsequently sold to Portugal, it was recovered thence in the 1970s and after further misadventures its remains eventually came to rest at Egginton.

Since the project objective is an airworthy machine, little of the original timber structure bonded with casein

adhesive would be serviceable, even where it had survived. Fortunately, however, all the De Havilland drawings seem to have survived (in various locations); also the sister aircraft Grosvenor House (the race winner) is available for study at the Shuttleworth Trust. Thus the fuselage we were viewing is substantially a reconstruction incorporating new materials and using modern adhesives. It is now virtually complete and has new-made fin and tailplane temporarily mounted. Other re-made parts could be seen nearby: an elevator, undercarriage frames, engine mounts and a single wing rib. Spruce materials for the major missing part – the 44ft span single-piece wing – stand ready on the workshop bench and in the corridor outside. Also in the corridor is one of the original Gypsy Six engines. Two more modern variants of the same engine type are available for the restoration, but not on display. A serviceable De Havilland variable-pitch propeller lies on the floor under the fuselage. Original items brought to our attention included a seat, a single landing wheel and two oil tanks. In the small drawing office opposite we could see copies of some of the original De Havilland drawings.

Having been given a generous opportunity to examine these items and discuss the project generally, we were shown film sequences of the air race and the related Melbourne celebrations, so that we were able to see “our” aeroplane in action some 78 years ago. It made a fitting conclusion to an interesting evening.

*Alastair Gilchrist*

### EMIAC 83

EMIAC 83, on 19 May 2012, was hosted by the East Midlands Group of the Railway & Canal Historical Society – with some help from ourselves, as will transpire. The meeting was based at the West Park Leisure Centre in Long Eaton, its title “Trent 150” being a reference to the opening of Trent Station in 1862. Chairman for the morning session, and guide for the afternoon walks, was Rod Sladen of the RCHS.

The first of the morning’s three talks was by Keith Reedman on “Communications in the confluence zone of the middle Trent”. Using a geological map, he defined his subject area as the large alluvial plain in which the Trent is joined by the rivers Derwent, Erewash and Soar. Initially unadorned, his map progressively acquired the alignments of a Roman road, mediaeval routes, turnpike roads, canals, railways and finally the M1 motorway. Gravel extraction over the years has made its own contribution to

the story, yielding two Bronze Age log boats, a mediaeval clinker-built boat, and mediaeval bridge foundations – the latter offering clues to the mediaeval route between Leicester to Derby. The turnpike routes (and indeed the Roman road) are largely still in use. The canal and railway eras were described with many illustrations and much interesting detail, emerging into the modern era with the opening of the East Midland Airport in 1965 and the local section of the M1 in 1966. The story was brought right up to date with two road realignments (A453, A50), one new railway station (Midland Parkway), and the long-awaited replacement of the Long Horse Bridge at Derwent Mouth (in 2011).

The second talk was given by Rodger Smith based on his late brother -in-law’s book “Last train from Trent Station” by Geoffrey Kingscott. Rodger first traced the increasing complexity of the rail layout at “Trent”, where the Midland Counties’ simple triangle was soon compromised by the Midland Railways’ introduction



*From a postcard of The Trent Station at Long Eaton in the early 1900s.*



of the Erewash Line connections. The operating problems so caused were solved by a further radical reconfiguration of the junction, and the building of Trent Station, in 1862. Trent Station was always unusual in being solely an interchange station, initially without road or even footpath access, and surviving almost unchanged (still with gas lighting) until its closure in 1968. It provided restaurant facilities (with catering staff resident over the station), waiting rooms and toilets, and maintained a sizeable platform staff to assist and direct the often bewildered passengers. It was a busy place in its heyday, 150 trains calling each day in 1912. Its island configuration with central 2-storey block and many-peaked canopies over both platforms was very characteristic. Rodger showed numerous photographs of the buildings, the staff and visiting celebrities (both persons and locomotives) with corresponding anecdotes. The rationale for the station finally fell foul of the Beeching logic, and it closed, with several of its near neighbours, on 1 January 1968. The station buildings were quickly demolished.

The final talk, by Ian Mitchell, was on the subject of the Midland Railway's Sheet Stores complex nearby. The site originated as an interchange between the Midland Counties Railway and the Erewash Canal, primarily to bring locomotive coke by canal to an MCR wharf and store. (The coke store, rebuilt after a fire, and the wharfingers house are the two earliest buildings on the site.) With

the amalgamation that formed the Midland Railway and prompted construction of the Erewash railway line, the original usage lapsed and the buildings were briefly rented out. Soon, however, the Midland Railway, seeking space for wagon sheet manufacture, repair and storage, identified the site as suitable for the purpose. Thus in 1854 it became their "Sheet Stores". Buildings were progressively added (notably in 1865 and 1898) to accommodate a substantial industrial activity. Thanks to the survival of an excellent sequence of photographs taken soon after the "grouping" to illustrate the LMS's in-house magazine, Ian was able to describe the processes involved in some detail. At its peak some 200 staff were employed. Its fortunes declined with the decline in traffic using sheeted open wagons. At its closure in the early 1960s, some 60 staff remained. The site was then sold and is now a small industrial estate. The buildings have no statutory protection but have survived well so far.

The afternoon walks, starting alternatively from the Leisure Centre or from Trent Lock, enabled delegates to view both the Sheet Stores complex and the site of the vanished Trent Station.

*Alastair Gilchrist*

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**NEW MEMBERS –  
JANUARY TO JUNE 2012**

Mr. and Mrs. T. Thomas of Alvaston  
Ms. S.M. Russell of Brinsley  
Mr. R.J. Higginbotham of Buxton

Dr. & Mrs. Proud of Derby  
 Mr. M. Page of Dove Holes  
 Ms. M. and Mr. R. Grasar of Ripley  
 Mr. T. Griffin of Belper  
 Mr. & Mrs. C.F.J. Simpson of Darley  
 Abbey  
 Mr. & Mrs. P. Singleton of Alfreton  
 Dr. P. Elliott of Sherwood, Nottingham  
 Mrs. S. Richardson of Allenton

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## DERBYSHIRE MISCELLANY

### CONTENTS

Volume 19: Pt. 5 Spring 2012

Upward social mobility among  
 Derbyshire's Tudor merchants Part 2:  
 Thomas Thacker and his family's  
 successors by Anthony Thacker

The Diary of Joseph Hutsby: Part 6: 14  
 April 1845 - May 1846

The Railway Omnibus from Amber  
 Gate to Matlock Bath in 1840  
 by Jane Steer

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## BOOK REVIEWS

GARDENS OF EARTHLY  
 DELIGHTS: THE HISTORY OF  
 DEER PARKS by John Fletcher.  
 Wingather Books 2011. ISBN 978-1-  
 905119-36-3 284pp 85 illustrations  
 Available from Oxbow Books, Oxford.

A great deal of published work has  
 been added to the corpus of material on  
 deer parks in the recent past, not least

work specific to Derbyshire. This  
 unusual book complements rather than  
 competes with this plethora of work in  
 that it looks at the phenomenon of the  
 deer park through the eyes of a  
 veterinary surgeon who is an expert on  
 deer rather than through those of  
 someone who is essentially a landscape  
 historian. It is al so unusual in that it is  
 to a degree international, looking at the  
 origin of deer parks in its global and  
 cultural setting. Amid all of this,  
 Derbyshire more than fights its corner  
 with its many examples of early parks -  
 especially Ravensdale Park - and  
 buildings associated with deer such as  
 the Deer House at Sudbury. It is  
 lavishly produced with high quality  
 illustrations in glorious technicolour.

*Dudley Fowkes*

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STONE AGE NOTTINGHAMSHIRE  
 by David Budge and Chris Robinson  
 76pp 68 illustrations ISBN 978-0-  
 902751-70-5 (Nottinghamshire County  
 Council 2011, price £7-50)

This is a useful summary of the  
 archaeology of Nottinghamshire from  
 the time of earliest human occupation  
 through to the Neolithic period. It sets  
 the county in its wider context as the  
 distribution of land, sea and ice  
 changes as glaciations come and go. In  
 this sense it is useful background to  
 prehistoric archaeology in the east  
 Midlands in general and from the  
 Derbyshire point of view, extensive  
 use is made of the plentiful evidence  
 provided by Creswell Crags which, of  
 course, straddles the county boundary.

*Dudley Fowkes*

**WHITE PEAK AIR CRASH SITES**

by Pat Cunningham. 192pp. 160 illustrations. ISBN 978-1-4456-0655-2 (Amberley Publishing, Stroud, price £16-99)

As someone more than familiar with trainspotting, I suppose this syndrome [or affliction] can be applied in all sorts of contexts, but spotting air crash sites does not really appeal to me! Evidently however, Amberley Publishing believe that there is sufficient interest among the walking fraternity to produce a book on the subject and this well-produced book does appear to provide systematic coverage of air crash sites within a rather generously-defined 'White Peak' which in fact takes in much of the adjacent land areas.

The basic division is into sites with surface debris and those with no [known] surface debris and each entry gives the type of plane involved, the location, date of the crash, and the details of the crew - fatalities and survivors, with an accompanying narrative and a note on visiting the site. Overall, the book is a quality production with ample illustrations of the sites, the only significant typo being an irritating 'Muggington' for Mugginton, as well as a rather amusing 'Cauldron' for 'Cauldon' Lowe.

*Dudley Fowkes*

**SMALL ADS**

Private Collector requires old books on fishing and old fishing tackle. If you can help please contact John Fryer on 01332-557919.

**Heritage Open Days**

Once again South Derbyshire will have an impressive number of interesting places to see. The full details are not quite ready but will include Catton Hall, Gresley Old Hall Hartshorne Manor, Sealwood Cottage, Grange Farm and Overseal House. Given the popularity of last year's coach trip there will be 2 trips this year on Saturday and Sunday 8<sup>th</sup> and 9<sup>th</sup> September starting from Sharpe's Pottery in Swadlincote. Full details of these and other events throughout the County and elsewhere will appear on the web from mid July at [www.heritageopendays.org.uk/](http://www.heritageopendays.org.uk/) or from the Tourist Information Centre in Sharpe's Pottery on 01283 222848.

**CBA Weekend Event Buxton:**

14—16th September

In partnership with CBA East Midlands, the national CBA is holding a weekend event based in Buxton. The weekend will include the annual Beatrice de Cardi lecture, guided tours of Stanton Moor and the mills of the Derwent Valley, and a trip to Creswell Crags and Bolsover Castle, plus social events. For further details, see [www.britarch.ac.uk/cba/weekend](http://www.britarch.ac.uk/cba/weekend)

**East Midlands Heritage: Conference**

The Roundhouse, Roundhouse Road, Pride Park, Derby, DE24 8JE

10am to 5pm, Saturday 15th September 2012

A full programme includes talks on deserted villages, Viking winter camps

Romano British settlements and the earliest hunter gatherers hereabouts together with updates on the Nottingham caves, Burrough Hill, Staveley Hall Gardens and much more. Full details and booking form on [www.tparchaeology.co.uk](http://www.tparchaeology.co.uk) - use Links to East Midlands Heritage. Cost £15 including lunch. A booking form can also be got from York Archaeology Trust on 01904 663000

And if this weekend were not busy enough;-

The Richard III Foundation, Inc.  
Presents  
**RICHARD III: MONARCH &  
MAN**

**Friday, October 12, 2012**

Join Foundation Patron Mike Ingram and Richard MacKinder at the Bosworth Battlefield Centre. We will meet outside the Tithe Barn at 2 pm where we will take a walking tour of the key locations of the battle. The tour is expected to last an hour.

**Saturday, October 13, 2012**

Our symposium will be held at the Dixie Grammar School in Market Bosworth. Registration begins at 8:30. The conference will begin at 9:00 am and will conclude at 5:00 pm. Our speakers and topics are:

- Dr. John Alban - "From Ashwellthorpe to Bosworth: a Yorkist Soldier"
- Robert Hardy (contingent on schedule)
- Dr. Craig Taylor—"Chivalry and the Wars of the Roses"

- Steve Goodchild—"The Arrival: The Role of Richard, Duke of Gloucester at Tewkesbury"
- Mike Ingram - "The Road to Bosworth"
- Mark Downing—"Military Effigies in the Yorkist Age".
- Dr. David Hipshon—"The Princes: Contemporary Assumptions"?
- David Baldwin—"The Character of Richard III"
- Special presentation of Peter Algar's new publication – "Dead Man's Hill".

Walking Tour and Lecture by Mike Ingram	£2.50
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Symposium (Saturday only)	£40
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Conference Package (Membership and Symposium only)	£55
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Symposium (ticket sold at the door on Saturday)	£45
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For registration forms please contact Barbara Foster – details in front cover

### **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).

Please tear off this booking slip and send it to the booking secretary by 13 September at the latest. Please ensure that you enclose with your application your full remittance and a stamped, self-addressed envelope.

An acknowledgement and location map will be sent to all those attending when the booking is accepted.

Please indicate here if you have any special dietary requirements.

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I wish to present a report on behalf of:

.....

I wish the following item to be included within the agenda of the reports meeting:

.....  
.....

I wish to have display space for:

.....

Anyone wishing to display material for sale other than on behalf of an EMIAC affiliated society or participating organisation will be expected to make a contribution to conference expenses.

**EAST MIDLANDS INDUSTRIAL ARCHAEOLOGY CONFERENCE**

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

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

**DERBYSHIRE ARCHAEOLOGICAL SOCIETY INDUSTRIAL ARCHAEOLOGY SECTION**

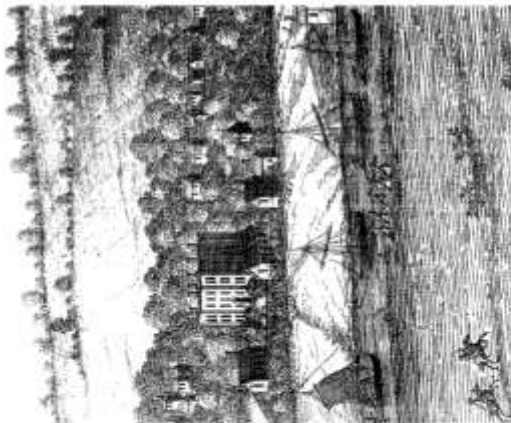
The host society was founded in 1879 and it remains the principal voluntary body within the County for the study of its history and archaeology. The Society plays an important part in the investigation and preservation of antiquities of all periods. By co-operation with County and District Authorities, it is able to offer specialist advice on matters archaeological and historical, particularly in cases of threats to buildings or sites. Specialist interests in archaeology, local history, architecture and industrial archaeology are catered for in the Sections of the Society. In addition to specialist working groups, the Society organises programmes of meetings, excursions and excavations.

**DERBYSHIRE ARCHAEOLOGICAL SOCIETY INDUSTRIAL HERITAGE DAY**

**EMIIAC 84**

**TRANSPORT AND TRADE IN THE TRENT VALLEY**

**Saturday 13 October 2012**



**St Joseph's Church Hall  
Babworth Road  
Retford  
DN22 7BP**



# DERBYSHIRE ARCHAEOLOGICAL SOCIETY

## SECTION OFFICERS 2012/13

### Archaeological Research Group (ARG)

Chairman	Mr M.R.W. Butler
Vice Chairman	Mr G. Marler
Admin Secretary	Mrs J. Jackson
Programme Secretary	Mrs A. Haywood
Treasurer	Mr J.H. D'Arcy
Council Representative	Mr G. Marler

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Vice Chairman	Mr P.E. Heath
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Treasurer	Mr M. Busfield
Council Representative	Mr J.H. D'Arcy

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Vice Chairman	Mr P. Robinson
Secretary	Mr D.C. Mellors
Treasurer	Dr A. Gilchrist
Council Representative	Mr P. Robinson

### Local History Section (LHS)

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Vice Chairman	Mr S.A. Bounds
Secretary	Mrs J.W. Davies
Treasurer	Dr D.V. Fowkes
Council Representative	Dr D.V. Fowkes

