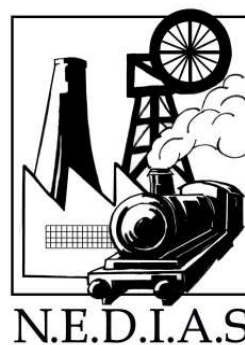


# North East Derbyshire Industrial Archaeology Society

**NEDIAS Newsletter No. 21 – Feb 2006**

**Price: 50p (Free to Members)**



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## **Chairman's Comments:**

In case it has slipped anybody's attention, we are all about to embark upon the celebration of another anniversary, the bicentenary of the birth of the one and only Isambard Kingdom Brunel. As the engineer and architect of the Great Western Railway; as the man who gave us New Swindon, the steamships *Great Western*, *Great Britain* and *Great Eastern*, plus several spectacular bridges, tunnels and other railways, not to mention a prefabricated military hospital for the Crimean War, I K Brunel certainly deserves an iconic status.

Thanks to the issue of a special set of postage stamps, a commemorative £2 coin from the Royal Mint, not to mention the trainloads of media coverage and no doubt many more appearances of Adam Hart-Davis than you can throw a bike at, we are sure to be encouraged to celebrate Brunel's life from his birth at Portsea on 9 April 1806 to his early death at the age of 53 in 1859. Hopefully the coverage will also include mention of those who helped him achieve his goals, including the architect Digby Wyatt at Paddington and Swindon, locomotive engineers Robert Stephenson and Daniel Gooch, plus many others.

Would that, apart from the military hospital in the Dardanelles being the result of Florence Nightingale's pressure on the government of the day, there was a Derbyshire connection with Brunel – unless anyone knows otherwise!?

Meanwhile, back in northeast Derbyshire, NEDIAS members have enjoyed talks by Philip Riden on the early industries of this area and by Gordon Parkinson on that South Yorkshire's exemplary

restoration project, Wortley Forge. As can be seen elsewhere within these pages, there is plenty still to come during the rest of 2006. One such gathering is the annual meeting on 13 March at which your committee is customarily approved, whether from current incumbents, new faces or a combination of both. Brunel was able to enlist help by offering cash as well as the kudos of working on an outstanding project. We cannot offer the former, but plenty of the latter with the furtherance of the aims of NEDIAS, so why not volunteer for the committee this March?

*David Wilmot*

## WHAT'S ON?

### NEDIAS Lecture Programme, 2006

**When:** Meetings are usually held the second Monday of each month, starting at 7.30 pm.  
**Where:** Rowland Hill House, Boythorpe Road, Chesterfield (opposite the swimming pool).

13 March 2006	<i>AGM and Members Evening, to include British Transport films</i>
10 April 2006	<i>Derek Brunhead "Industries of the New Mills Torrs"</i>
8 May 2006	<i>Speaker tba "The History of Crich Tramway Museum"</i>
11 September 2006	<i>Mike Taylor "The Sheffield and South Yorkshire Navigation"</i>

## What else is on?

Monday 20 Feb 2006:	<i>David Wilmot "Emerson Bainbridge of Sheffield, mining engineer and Chairman of the Lancashire, Derbyshire and East Coast Railway". SYIHS meeting, 7.30 at Kelham Island.</i>
Thurs 16 March 2006	<i>Dr. Dudley Fowkes "The Industrial Archaeology of North East Derbyshire". Arkwright Soc, Cromford, 7.30. Booking on 01629 823256.</i>
Tues 21 March 2006	<i>Dr David Dulieu: "Stay Bright in Sheffield: a history of Sheffield's contribution to the development stainless steels". SYIHS meeting, 7.30 at Kelham Island.</i>
Sat 8 April 2006	<i>Dr Barrie Trinder "The Industrial Archaeology of World War II". Arkwright Soc, Cromford, 7.30. Booking on 01629 823256.</i>

## NEDIAS VISITS

*Co-ordinator: Brian Dick, 01246 205720*

A number of visits are proposed and in planning for this summer:

**Crich Tramway Museum** on Monday 12 June (see full details below)

**Good Luck Mine, Via Gellia** on Saturday 1 July, possibly also visiting the National Stone Centre

**Chert Mine, Bakewell** on 4 September 2006.

.... And possibly also **Darlington Loco Works** and **Tunstead Quarry**

**Mid Summer Visit, 2006 – Crich Tramway Village: Mon 12 June 2006, at 6.00pm**

**Advance booking and payment** of at least a deposit is a must for members, their partners and friends who wish to join us for what promises to be a memorable evening visit to the National Tramway Museum at Crich. A good Buffet **Supper** is fully inclusive in the cost.

**The visit** starts at 6pm after the normal opening hours of the Museum with a ride along the tramway in a vintage electric tram, followed by a tour of the museum and tram-sheds where the collection is housed, maintained and restored. Afterwards, at 8pm we will adjourn for a **buffet supper** in the upstairs rooms of the Red Lion Hotel, a recently re-erected public house that once served as the pay point for workers of the Potteries Electric Traction Company in Stoke-on-Trent. The buffet is included in the cost of the visit and the bar will be open for those wishing to purchase drinks with their supper.

**To reserve your places** on the visit, please complete the enclosed booking slip and send to the address shown below, together with either full payment of £15.00, or a deposit of at least £7.50, per visitor. Please note that we need to reach the minimum number requirement of the museum for party visits before the visit can proceed.

**All bookings and final payments must be received by 30 April at the very latest.** Cheques will not be presented until the required minimum number has been reached and confirmations will be mailed to all those who have booked places immediately after the closing date.

**Send to; Mr Brian Dick (NEDIAS Visits), 14 Boythorpe Road, Chesterfield S40 2ND**

Booking form enclosed with this Newsletter

**Description of Clay Cross Works April 1902: Part of William Howe (jnr) Testimonial**

*Cliff Williams*

The Clay Cross Coal, Lime and Iron Company was promoted by George Stephenson and Co in 1838, and is now in the possession of the Exors. Of the late Sir William Jackson. The firm turn out



annually 800,000 tons of coal, 20,000 tons of pig iron, 12,000 tons of pipes and engine castings, 4, 500,000 tons of bricks, 30,000 tons of coke, 18,000 tons of limestone, besides a number of fuel economizers, cast iron tanks etc.

*Clay Cross Works:  
No. 2 Pit Top  
showing the Screens*

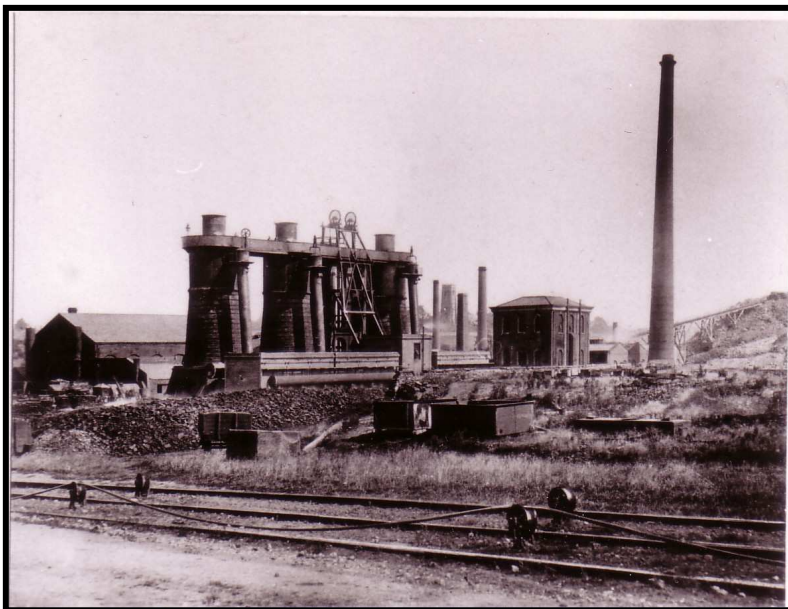
The collieries consist of 7 pits on 5 sites, the outer ones being 6 miles apart. They vary from 200 to 1,000 feet deep, and are heavily watered.

The Pumps consist of a 'Cornish' with steam cylinder 84ins in diameter and 10 feet stroke, with one 19in. bucket and two 18in. rams, pumping at the maximum 1,600 gallons per minute; 5 'Hawthorn Davy' pumps fixed underground pumping 100 to 500 gallons per minute up to 1,000 feet head; an Electrically driven three-throw pump fixed underground pumping 220 gallons per minute against a 700 feet head. There is also a large number of smaller electrically, rope-driven and hydraulic.

The Ventilating Fans consist of a 30 feet 'Guibal,' a 40 feet 'Waddle,' a 12feet. 6in. double inlet 'Capell,' and a 14 feet 'Walker,' each capable of giving 150,000 to 200,000 cubic feet of air per minute.

The haulage comprises, Endless, Main and Tail, Straight and self-acting inclines. These are worked mostly by ordinary Hor. High Pressure Engines and are as follows: - a pair of 20in., 18in., 15in., 12in., and 9in. underground and a pair of 18in., 16in., 14in., 12in., fixed on the surface, all hauling from 1,00 to 2,500 yards.

There are 95 Lancashire, Cornish, Vertical and Egg-ended Boilers working at 50 to 120lbs. Pressure,



there are also 120 Engines of various descriptions. There are 9 Rotary Coalcutters made by Messrs Clarke and Stevenson, worked by electricity at 450 volts.

The Generators for these and the Pumps consist of 3-112 and 1-90 kilo, and several smaller Dynamos working with an E.M.F. of 110 to 450 volts, and driven by two pairs of 16in. Hor. High-Pressure Engines, and a High Speed 150 HP. 'Westinghouse' Engine. There are several lighting installations, and in all over 50 Generators and Motors.

*Furnaces etc. on Clay Cross works*

The Screening and Cleansing Plants have been modernized within the last few years, and consists of Power Driven Tipplers, Belts etc; The latter being 80 to 130 feet long and 4 to 5 feet wide; there are also 10 'Rigg's,' Screens.

There are 280 Beehive Coke Ovens, three ranges of which are in connection with Lancashire and Egg-ended Boilers. The Coal Washers are 'Shepherd's' and 'Robinson's' and the Disintegrators are 'Carr's,' 'The Hardy Patent Pick Co.' and a Dead Weight.

The Ironworks consist of 3 Blast Furnaces, a pair of 26in. by 6 feet Vertical Blowing Engines, with Stoves, Hoists etc. A large Pair of Gas Engines have just been completed, worked with waste gases from the Furnaces.

The Foundry Cranes are worked by Hydraulic pressure at 800lbs. Per-square inch, and the Overhead Cranes by means of ropes. All Pipes are tested to 300lbs. Per square inch before leaving the works.

The Machines in connection with the works consist of Planing, Facing, Cutting-off, Turning and Boring Lathes, Drilling and Screwing and other Machines. The Economiser Shop is capable of turning out one Economiser per day. The Brick Works consist of a 'Bradley and Craven' Machine and 18in Hor. Condensing Engine, a 30 feet Lancashire Boiler, an Economiser and 4 Kilns, the whole capable of turning out 1,000 Common Bricks per hour.

The Gasworks are modernized, and capable of making 40 millions of gas per annum, although the present consumption is only about 22 million. The Company supply the Town. The Limestone Quarries are about 8 miles away from the collieries, and the stone has to be hauled 3 miles to the kilns.

The Company are the owners of over 400 houses, Cottages, Farms etc. There are 7 Locomotives with 9 to 15in. Cylinders. All the repairs are and nearly all the new work is done by the Company's own workmen, over 3,000 of these being employed.

*Cliff Williams.*

## **Wortley Top Forge**

*Gordon Parkinson*

*Gordon Parkinson gave an inspiring presentation to the Society in January, and has kindly sent to me the following brief history, and sources for further information: Ed.*

Wortley Top Forge was built by Sir Francis Wortley before the English Civil War. (Its sister works supplied cannon shot to the Royalists at Sheffield Castle). Top Forge uses water from the River Don to power water wheels that worked massive hammers forging wrought iron.

Between 1660 and 1760 the forge was part of the Spencer Syndicate of ironmasters, one of the first business combines, and under James Cockshutt FRS around 1790, the forge was at the cutting edge of iron technology in Britain.

In Victorian times the Andrews family forged wrought iron axles for the expanding railway industry. Eventually wrought iron was displaced by cheaper mild steel and Wortley Top Forge closed in 1908.

Since 1953, South Yorkshire Industrial History Society has been restoring the forge and it is now the only heavy iron forge in the country to retain its original buildings, waterwheels, hammers and cranes.



*Wortley Top Forge: Blower Wheel.*

See [www.topforge.co.uk](http://www.topforge.co.uk) and for panoramic views [www.makingsense.co.uk/wortley](http://www.makingsense.co.uk/wortley)



Cliff Lea's closing piece in NEDIAS Newsletter No. 20 reminded me of a visit made to the Forest of Dean around 1989 when the remains of Mushet's Darkhill Ironworks site were explored. A few years ago I came across a book in Sheffield Local Studies Library about the Mushets and had earlier seen a small publication (probably from Derbyshire Archaeological Society bringing in a Derbyshire connection for the working lives of the Mushet family.

Cliff refers to Robert Mushet's first production of "Mushet Special Steel" in Gloucestershire and this was borne out by Ralph Anstis in *Man of Iron – Man of Steel, the Lives of David & Robert Mushet*, the book seen in Sheffield. It might be said that hot steel ran in the Mushet family as, according to Ralph Anstis, Robert Mushet's father, David, worked for the Alfreton Ironworks partnership between Saxelbye, Edwards & Forester at Riddings from 1805 until 1810. By that time he had become involved with the Whitecliff Furnace in the Forest of Dean. There he became involved in promotion of local tramroads while, apparently at the same time, being in partnership in a Scottish ironworks. One of the rail proposals was the exotically named but unsuccessful *Purton Pill Steam Carriage Road*.

Some years earlier, 1818, David Mushet had built Darkhill Ironworks in the Forest of Dean and, in 1845, gave it to his three sons Robert, William and David. Darkhill closed in 1847 after a serious boiler explosion but was succeeded by Robert's new partnership at the newly built and close at hand Forest Steel Works – by then no longer enough to be just an *Iron Works*.



***Mushet's Darkhill Ironworks, Forest of Dean  
(Photo: Courtesy of English Heritage)***

According to Ralph Anstis, there was a further connection with Derbyshire when, in 1857 after improving Bessemer's process by the addition of manganese, Robert Mushet sold the Midland Railway the first steel rail in the world. The rail was made in Ebbw Vale and installed at Derby station where it lasted for 16 years but none of it was then preserved.

Recommended Further Reading: - Anstis, Ralph, *Man of Iron – Man of Steel, the lives of David & Robert Mushet*, pub. Albion House, Coleford Glos, 1997.

*Ed – Philip Riden’s talk last year made mention of Slack and Company. David Slack has passed to me the following tantalizing insight into the company started hundreds of years ago by his ancestors.*

When I was a young lad I lived on Baden Powell Road. In those days I used to roam far and wide with my friends. One of my routes was to walk along the path from the top of the road, which took you to the 49 steps footbridge, which crossed the railway lines that went into the tube works. This led to a footpath, which passed an old house set inside a high wall and ended at Horn’s Bridge.

One day I was near to Horn’s Bridge when an old lady stopped me and said, “You’re a Slack aren’t you?” I replied that I was and ran off.

On telling my parents about this encounter they were able to say that the area where I had been was where the Slack family had owned a business for hundreds of years and that she had probably worked for the business or in the house that I had seen. This I was told was Ashmore House where my Great-grandfather had lived and his father before him.

When the by-pass from Horn’s bridge to Whittington was built I took some photographs of all the remaining buildings, which were where MFI and Homebase are now situated. Unfortunately the film went missing. I would like to know if anyone else recorded them. My father Percy Slack told me that when one of the chimneys was being built, his father Percy Augustus Slack, when a young boy, climbed to the top and placed a set of all the coins of the realm behind one of the bricks. This I would think would be in the 1890s.

I have a copy of the article and obituary notice of my Great-grandfather William Slack which gives a little of the history.

When I was in my mid-twenties my father died and amongst his papers was a billhead for Slack and Company of Chesterfield. This kindled my interest in the family and the business.



Note the billhead mentions supply of not only the usual tannery products, but also gelatine, “isinglass”, cod oil, “Evaporated Sod Oil”, and “Slack’s Herculean Cement”! One can only wonder at the strength of the last item.

I was working at Markhams at the time and during lunch break I would go to the library and do some research. The Librarian was very helpful and after a search was able to produce a “History of the Slack Family” which had been written by my great aunt Winifred. I later found that the article had been published in the Robinson and sons history. Eliza Slack my great grandfather’s sister married Charles Portland Robinson in 1974.

*Ed- Details from Winifred Slack’s account will be précised in the next NEDIAS Newsletter. For the curious who wish to know the origin of “Sod Oil” mentioned on the Slack billhead: Sod Oil is an old, defunct name, which describes a material which comes from the tanning process. Sod Oil was a by-product of the production of chamois leather. The leather was originally treated with `marine` oil, i.e. cod oil, and allowed to oxidise, a process which alters it chemically. The surplus of this oil is then extracted by applying pressure and mixed with other fish oil to produce a useable dressing. Usually Sod Oil floated to the top of the liquors, and was weired off.*

### **The Route to Yorkshire – Summit Tunnel at Littleborough. An extract from “The Story of Littleborough “ by John Street** *from Ed Cooper (see Letters below)*

Summit Tunnel a mile north of Littleborough is part of the development, which was needed to supply what was originally called 'The Manchester & Leeds Railway'. The company was formed in 1825 and the Bill to authorise the construction of the railway passed through Parliament in 1835-6. Operations were commenced at once; by 1837 work on the Summit section had begun. In July 1838 George Stephenson travelled behind his own engine to Littleborough where a banquet was held. Littleborough was at that time the end of the Manchester to Leeds line; only the Summit pass stood between connection to the line from Yorkshire.

The problem was how to go round, over or, as it turned out, through, by digging what was at the time the world's longest tunnel. In 1839 the line was officially opened from Manchester to Littleborough. The major tunnel excavations, which started in 1838, took nearly three years to complete. By March 1841 there was a regular train service from Manchester to Sowerby Bridge... The tunnel is 2869 yards long, 21ft 6ins high and 23ft wide. It lies 300ft below the surface. 23 million bricks and 8000 tons of Roman cement were used. The principal contractor was Mr John Stephenson and the resident engineer was Mr Bernard Dickenson. 1000 men worked on the project, which cost £231,000.

## **Letters**

### ***From Ed Cooper – G Stephenson and the Littleborough Connection***

Dear Mr. Lea,

I was very interested to receive the NEDIAS Newsletter from my friend Mr Frank Gorman, one of your members. I thought that you might like to have the enclosed photographs of Littleborough in which there is some George Stephenson memorabilia.

I am an old Cestrefeldian having been christened at Holy Trinity Church where my mother was Sunday School teacher and my Grandfather a sideman. I was aware of the monogram “GS” on the east window from a very early age and have always been interested in the



great man. I well remember attending the centenary exhibition at Market Place Station in 1948 (it was of course fully operational at the time). Coincidentally my young sister was a pupil at Tapton House School.

I enjoy your publication very much especially for its precise use of the English language, and I wondered if this extract from "The Story of Littleborough" by John Street might be useful:

Yours sincerely  
Ed Cooper, Littleborough, Lancs, OL15 0BZ

*Ed has sent to me photos of the Royal Oak pub, complete with blue plaque (by the front door) proclaiming Stephenson connexions, and commemorative plate at George Stephenson Square.*



### ***From Philip Cousins - Further Information on Damstead Works***

Dear Cliff,

Following my identification of an Internet source, which formed the basis of a most interesting article by David Wilmot in the August 2005 newsletter, I have recently discovered some further information on Damstead Works. Whilst carrying out other, non-related, research I noticed an auction notice for the property in November 1890.

Messrs A.W. Byron and W.H. Rangeley of 5 Low Pavement Chesterfield were the auctioneers of a number of lots, held at the Swan Inn Dronfield on Thursday 13 November. Included, at lot number one, was the Damstead Works, described as a "Spindle and Flyer Grinding Works...recently in the occupation of Messrs. George Ward and Co., and their tenants."

A full description of the sale, reproduced below from the *Derbyshire Times* of Saturday 8 November 1890 (page 5), gives some interesting information on the property. It is obvious that Messrs Ward and Co. had let parts of the works to tenants.

Lot two was described as a piece of land 1 acre and 28 perches, adjoining the Damstead Works, let to various persons as "garden ground". Other lots were various other properties in the Dronfield area and gas shares.

The following week in its report on the auction the *Derbyshire Times* (15 November 1890, page 8) records that the first bid for the works was £500, with bids "gradually increased to £975, when the property was withdrawn." The sale of lot two was equally unsuccessful, with the land being withdrawn at a bid of £70.

For sale by Messrs A.W Byron and W.H. Rangeley, Swan Inn, Dronfield, 13 November 1890  
"Valuable Freehold Works, Building Land and Gas Shares"

"Lot 1

All those valuable SPINDLE and FLYER GRINDING WORKS, known as the Damstead Works, situated at Dronfield, in the County of Derby, recently in the occupation of Messrs. George Ward and

Co., and their tenants. The works comprise Moulding Shop, Grinding Shop, Barrelling Shop, Spindle, Turning Shop, Packing Room, Wheel Room, Store Room, Smith's Shop, Engine House, and Office, with large Yard, and have frontages to the highway from Chesterfield to Dronfield, and the Drone Brook, and occupy an area of 2 roods and 12 perches or thereabouts. Together with the Engine and Boiler, fixed Plant and Machinery a schedule of which can be seen at the offices of the Auctioneers, where also an inventory of the loose Tools, Plant and Trade Requisites, can be inspected, and the purchaser will have the option of taking to such loose Tools &c., at a valuation to be made in the usual manner. Portions of the works have been let to tenants who have been supplied with steam power by Messrs. Ward and Co., and arrangements can be made if the purchaser so desires with these tenants for the continuance of occupancy, and an annual rental of £100 would be derived therefrom. If required, vacant possession of the whole premises can be had on completion of the purchase."

Trusting it might be of interest to NEDIAS membership.

Regards

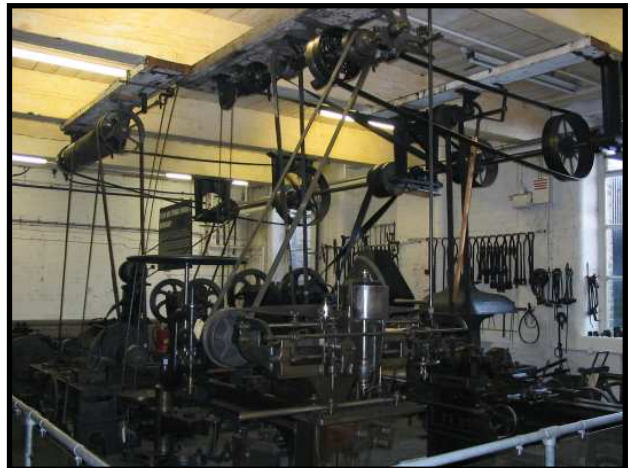
Philip Cousins

## **I.A. News and Notes**

### **More on Flyers and Spindles**

*Cliff Lea*

Earlier this year I happened to visit the award winning **Bradford Industrial Museum**, housed in the Moorside Mills on the East side of the city. Visitors can see a display of original equipment that was sourced from the Bradford spindle and flyer manufacturer Clapham Smith & Co Ltd. The museum seems to have managed to obtain many items from Clapham Smith's workshop, and visitors can see them clattering away, still belt driven.



*Equipment from Clapham Smith's spindle workshop. Bradford Industrial Museum, Moorside Mills*

Did Damstead house similar kit?

Of course there is much more of interest at Moorside Mills, and I would strongly recommend a visit, particularly if you have an interest in the history and equipment of the woollen industry. The enormous collection of spinning and weaving equipment is well displayed, both chronologically and in the order of production, and for those who haven't seen a mule in operation could be in for a treat if you visit at the right times for demonstration. But maybe closer to hand, you've also seen a mule in operation at the Masson Mills museum?

### **Castings Around**

October saw the publication of the results of the survey of types, locations and origins of the various cast iron architecture in the area, carried out by the Chesterfield & District Local History Society and David Wilmot's WEA group. David has copies available at a very reasonable price of £3 each, and these can be purchased at next NEDIAS meetings.

### **AIA Essay Award**

The AIA present annual awards for publications, and the "Castings Around" booklet has been entered this year for consideration; the AIA also present awards for essays on topics of an IA nature,

designed to encourage original work which enhance the understanding of industrial archaeology. Indeed, our Chairman David Wilmot has been a previous essay winner. For those members wishing to do so, Cliff Lea has entry form and further details; entries must be submitted by end March

### **More News from Kelham Island**

The editor recently visited Kelham Island Museum after a lapse of some years, and can strongly recommend a visit if you have a few hours to spare. Many millions have recently been spent to enhance and expand the displays. The new Transport Gallery is of particular interest, but all the old favourites are still there, and the Don Engine continues to amaze.

As part of the development, a new mezzanine floor has been built for the transport collection. The collection includes the famous Sheffield Simplex car, built in 1920. Also on display are the Charron Laycock car, Richardson Light car, Ner-a-car motorcycle and Rolls-Royce jet engine.



*Kelham Island: the new transport gallery, with Sheffield produced Richardson cars*

### **Geoff Sadler**

It was with deep regret and sadness that we learnt of the death of Geoff Saddler, assistant local studies librarian at Chesterfield. Several of our members knew Geoff quite well and he always showed a keen interest in any research being undertaken and always willing to listen, advise and support projects - a complete professional.

Geoff's own contribution and knowledge of local history was immense with interests in visual and oral history supported by meticulous research complemented by a refreshing style and presentation - a natural writer never short of a superlative. His pictorial histories of Shirebrook were well received and reflected an empathy and immense historical and contemporary understanding of 'his' community.

During the last few years of his life his pen was never dry and his writings prolific, publishing a History and Guide of Chesterfield, Aspects of Chesterfield, Foul Deeds and Suspicious Deaths around Chesterfield and a similar volume for Mansfield. His last book was an excellent oral history project based on conversations with people from other countries but who settled in the Chesterfield area. Under the sobriquets of Jeff Sadler and Wes Calhoun his writing and creativity were just amazing with 28 different western novels for Hale Publishers.

Geoff worked in Local Studies at Chesterfield from 1985 until the debilitating motor neurone disease forced him into ill-health retirement in 2004. He was a determined and courageous man fighting the inevitable to the very end until he was robbed of any movement. He loved jazz, classical music and football and above all he was a warm, kind, helpful and just a nice person!

## NEDIAS Archives

NEDIAS Archivist Pete Wilson, is cataloguing the growing list of archives held by the Society, and will display details at the next meeting. It is hoped to carry more detailed information in the next NEDIAS Newsletter.

## NEDIAS Newsletter Subscription for Non-Members

Please tell your “out-of-town” friends that they can now take out a non-members subscription to our Newsletter, at £5 per annum including postage. Further details from the editor

## And Finally

### *Connexions at Tapton*

*Cliff Lea*

With all the recent Stephenson euphoria in Chesterfield, I was recently reading into the history of Tapton House, which of course GS leased from the Wilkinson family, and he took residence in 1838 during the last 10 years of his life.

It seems likely he would have at least have known of Isaac Wilkinson, for whom the house was first built, and who passed it on to other family members on his death in 1831. They certainly had a mutual friend. Isaac was a great supporter of the Elder Yard Chapel, as was Frederick Swanwick, who was the very able railway engineer, trusted assistant and secretary to GS, having previously been apprenticed to the company.

Isaac Wilkinson was from an affluent local family, involved in banking, in coal mining, lead mining and in lead smelting. **He was also deeply interested and involved in canal transport** from the business aspects of both bankrolling, and of potential use by his own interests, for low cost transport of lead and coal.

Indeed, Isaac Wilkinson was not only one of the original 70-strong committee of shareholders that directed the enabling Act of Parliament for the Chesterfield Canal, **he assumed position up to 1819 as the Treasurer to the canal company at the Chesterfield end.**

**Would GS, then at the pinnacle of his railway career, have derived some satisfaction I wonder, that he was taking up comfortable residence in his final years.....**

**..... in a house previously built for one of the stalwarts, movers-and-shakers of the canal revolution!**

#### *References:*

*Len Thompson, “A History of Tapton House”, 2000.*

*Christine Richardson, “The Waterways Revolution”, 1992.*

.....  
**NEDIAS Committee:** - *Chairman* – David Wilmot; *Secretary* – Patricia Pick; *Treasurer* – Pamela Alton. *Membership Secretary/Assistant Treasurer* – Jean Heathcote; *Publicity & Newsletter* – Cliff Lea; *Lecture Meetings* – David Rance, *Visits Co-ordinator* – Brian Dick; *Archivist* --Pete Wilson; *Committee Members* – Derek Grindell, David Hart, Stuart Kay, Tony Marsh

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