

North East Derbyshire
Industrial Archaeology Society
NEDIAS Newsletter No. 33 – February 2009

Price: £1.00 (Free to Members)



Contents:

Comment	1
Meetings Diary	2
The Iron Masters of the Foulness Valley	3
Barrow Hill and a Load of Bricks	4
EMIAC	8
Letters	9
IA News and Notes	9
..... And Finally	11

From the Editor:

The year has started well with a return visit from Malcolm Dungworth with his talk this time on restoration of historical vehicles; as we go to press we look forward to a talk by Brian Key on the history of the Butterley Company, the amazing Ripley organisation started by Benjamin Outram, and with enduring signs of its history literally all over the world – and very visible at St. Pancras Station !

This year is starting to be a devastating time however for many other parts of Britain's surviving industry. As the credit crunch bites, and industry falters and falls, there is even more need for a local society such as our own to catch and record whatever crumbs of historical information can be obtained. The history of the formation of the company needs to be recorded accurately, and not in a way which suited the marketing needs of their last Board. Details of the processes and equipment used, their introduction and demise need listing. And the built structure needs to be recorded, particularly if some of the buildings warrant more widespread recognition. It is particularly in respect of this last aspect, **to identify and record significant industrial buildings in the CBC area**, that Les Mather, with input from a number of other members, is putting together an up to date listing. Perhaps in the future there are other similar projects which need this sort of survey work: if you have an idea or project with which you think we should be involved, please pass on your thoughts. This is how we move forward as a Society.

Talking of the Society, our AGM will be held in March, and with the year ahead of us, the Committee would really welcome new nominations and members. Please give secretary Pat Pick a call if you'd like more information on what it entails if necessary – and see the AGM Agenda attached. And as we move into the year thoughts move to spring and summer activities – do see on Page 2 the ideas for summer visits - I hope these wet your appetite !

Cliff Lea

WHAT'S ON?

NEDIAS Lecture Programme, 2008

Venue: Friends' Meeting House, Ashgate Road, Chesterfield @ 7:30pm

9 March 2009	AGM, followed by: Ruth Gordon: <i>Derbyshire Central Library, Matlock – Accessing news media and other archives available for research.</i> David Palmer: <i>Prelude to Summer Visit – David Hayes Ram Pump.</i>
20 April 2009	DAVID WILMOT MEMORIAL LECTURE Keith Drury: <i>“A brand new A1 Pacific: the Tornado Project”</i>
11 May 2009	Mary Wilde: <i>“Linacre Over Lead Smelt Mill”</i>

Other Diary Dates

Saturday, 21 February 2009	Alison Duce : <i>“The Rockingham Pottery”</i> ; SYIHS, 10:30am at Rotherham Central Library and Arts Centre
Friday, 27 March 2009	Ian Mitchell: <i>“The Midland Counties Railway Long Eaton Basin and Coke Store”</i> ; DAS, St Mary's Church Hall, Darley Lane, Derby at 7:30pm
Monday, 30 March 2009	Jim Ritchie: <i>“The Silkstone Wagonway 1809-2009”</i> . The Joseph Bramah Lecture; SYIHS, 7:00pm. Cooper Gallery, Church Street, Barnsley.
Saturday, 16 May 2009	EMIAC 77: High Peak Industrial Heritage, Glossop. “The Longdendale water supply” . Booking form via Derbyshire Archaeology Society; www.derbyshireas.org.uk
3 – 7 June 2009	Coalbrookdale 300 – Footprints of Industry. At Ironbridge, a celebration of 300 years industrial history, and 50 years since the restoration of the old furnace. Check Ironbridge Gorge Trust web site for details.

NEDIAS Summer Visits for 2009

It is during the long days of winter that we all look forward to being able to get out and about in the coming Spring and Summer, and it's to this end that our Committee have been deep in thought on possible forthcoming visits. Maybe you have heard of the award winning new Waterways Museum and visitor centre which last year opened at Goole, a Museum to really complement the other two main waterways museums at Stoke Bruerne and at Ellesmere Port; a guided tour and boat trip could be part of a group visit where we hope NEDIAS can part-sponsor the cost of the transport. (See also the article in November's Newsletter on

recent findings at Goole which we can investigate during our trip)

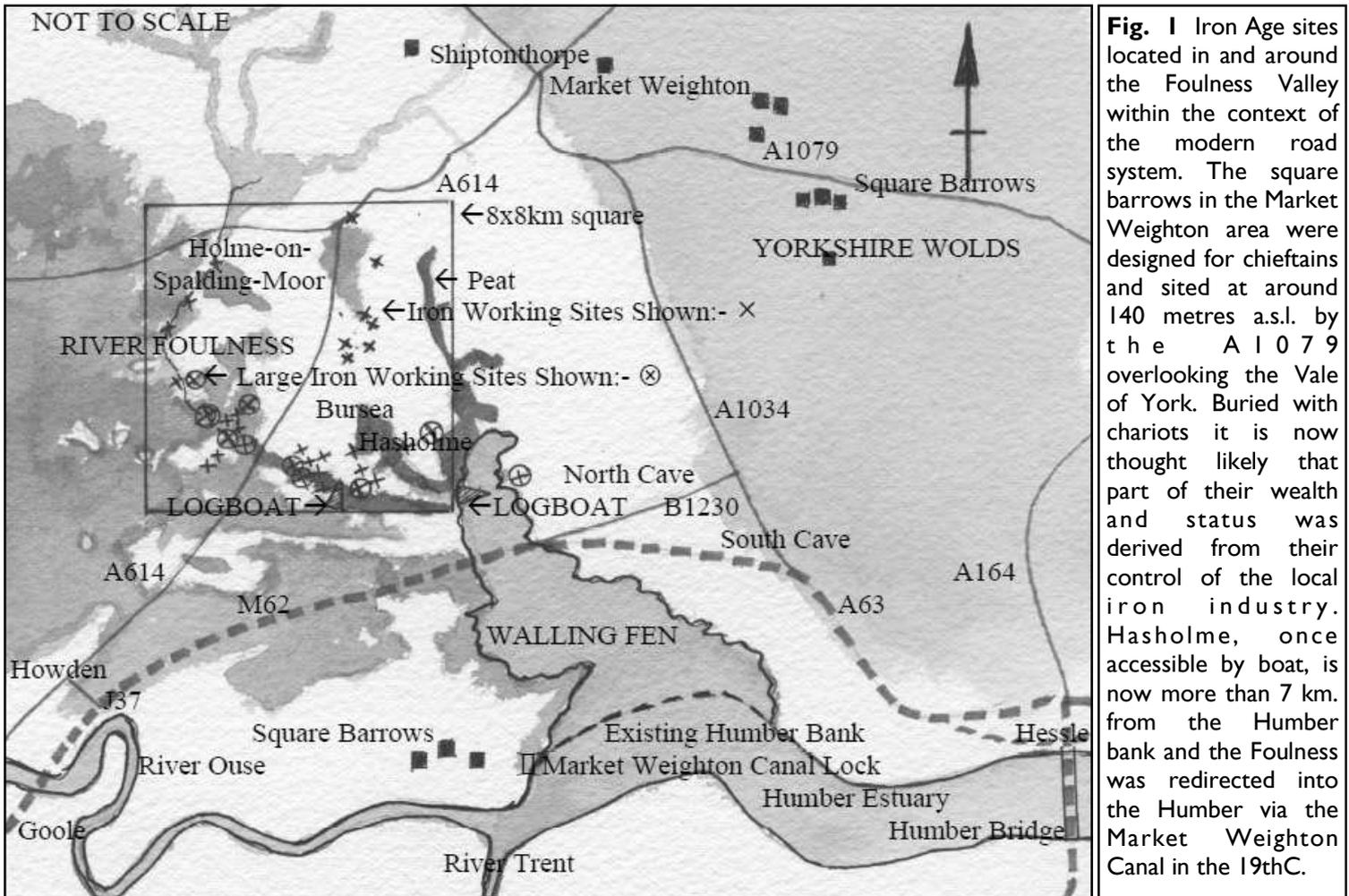
Before then, we're putting together a spring visit to see an interesting restored hydraulic ram pump in the Ashby area, a pump which was restored on a grant-aided project, and with which David Palmer was involved; since there is a short walk through bluebell-rich woodland, we think there are added attractions to a visit in the spring. Date agreed is Saturday 9 May.

A guided tour of Clay Mills Pumping Station has also been confirmed for Sat 26 September (£3 per head): we meet there at 10:00am, followed by lunch at the Anglesey Arms.

More details and booking forms, at the next meeting.

The Iron Masters of the Foulness Valley

Derek Grindell



George Poulson in *'Beverlac'*, his ponderous history of Beverley, published in 1829, relates that Edward I, accompanied by his Queen and Prince Edward, left London in April 1300 bound for Carlisle and one of his numerous encounters with the Scots. He followed what was then the great north road (via regia), which involved crossing the Humber estuary between Barton and Hessle. From a surviving record it is known that it took eleven barges two days to transfer his army and household to the north bank at the end of May. The watermen contracted for this demanding task were paid 13 shillings. The army proceeded due north to Beverley, headed west through Holme-on-Spalding-Moor and arrived at Selby Abbey on the 1st June. The circuitous nature of this route was dictated in part by the need to avoid the low lying wetlands, which were to be a feature of the Humber and its tributaries for centuries to come.

Today the A614, accessed from the M62 at Howden (J37), is a popular route with holiday makers bound for the east coast (see Fig.1). A recent road improvement has ensured that the area known as Welham Bridge passes unremarked but the modest stream at this point bears the seemingly pretentious name of 'River Foulness' and properties in the vicinity with the prefixes Wholsea, Bursea and Sand are redolent of an ancient landscape with a fundamentally different topography. This has been dramatically confirmed by extensive field research undertaken by various teams led by Dr. Peter Halkon of Hull University. Since

1980 a considerable amount of data has been amassed on the formation of the Foulness Valley and its inhabitants from the Ice Age to Mediaeval times. Of particular interest to NEDIAS members, however, will be the activities of the first ironmasters, who, between c800 BC and AD 43, ran one of the largest and oldest prehistoric iron industries in England. Deposits of bog iron ore, which had formed at the edge of the Foulness, were readily available and sufficient woodland remained to provide charcoal for the small tower furnaces, which would have been used. In 1985 a heap of iron slag weighing 5,538kg, one of the largest yet found in Britain, was excavated at Moore's Farm, Welham Bridge. Eighteen other iron smelting sites were located within an 8 x 8 km area around Holme-on-Spalding-Moor, making it a specialised production centre of considerable importance.

Farmsteads and settlements, including paddocks arranged at each side of a drove way, which were invisible at ground level, were detected in growing crops by aerial photography. In 1984 a log boat, hewn from a giant oak felled between 322 and 277 BC, was discovered by accident at Hasholme in what would then have been a tidal creek. Another rare find was a Roman woodworking plane, which was unearthed in the Market Weighton area during excavations for the BP Tees to Saltend (Hull) pipeline project in 2003. It has been provisionally dated to 2–4 AD and is the first to be found with a complete stock made of ivory. In 71 AD the Roman IX Legion, augmented by Auxiliary regiments, comprising non Roman recruits, crossed the Humber and began the conquest of Yorkshire. One such unit of about 500 men established a fort on a slight rise adjoining Hayton Beck. In time a main road was constructed and roadside settlements were developed at Hayton and Shiptonthorpe. Evidence of olive oil from southern Spain and red glossy samian pottery from Southern and Central France indicated that both communities enjoyed a "Romanized" lifestyle. At Shiptonthorpe fragments of two Silver Fir writing tablets indicating literacy were found in a well/pond, preserved along with leather shoes and a wooden comb but the ritual burial of infants and domestic animals in the vicinity was a hangover from the Iron Age.

In September 2002 three members of the East Yorkshire Metal Detecting Society were searching farm land in the South Cave area when they came across a cache of Iron Age Weapons, which included five iron swords, contained within their decorated copper alloy scabbards, together with 33 iron spearheads. Despite damage to two of the scabbards due to ploughing the weapons were in remarkably good condition and are thought to have been buried in about 70AD. Each scabbard has different styles of decoration, displaying a remarkable degree of artistry and craftsmanship in the Celtic tradition, which had later flowerings first with the Arts and Crafts movement in the 19thC and then with the slightly later Art Nouveau period. The East Riding of Yorkshire Council received a grant from the Heritage Lottery Fund to purchase, conserve, display and publish the finds. They are currently on display in the new East Riding Archives at Beverley and a visit is highly recommended. Dr. Peter Halkon, Archaeologist, based in the Department of History at Hull University and Dr. David Marchant of the East Riding of Yorkshire Museums Service have both kindly given their consent for material drawn from their respective articles '*Valley of the First Iron Masters*' and '*Heavy Metal in the Iron Age*' to be incorporated in a comprehensive account, which will feature in Volume 3 of the NEDIAS Journal.

Barrow Hill and a Load of Bricks

Cliff Williams

At our October NEDIAS meeting Philip Cousins, at short notice, took us on a very interesting perambulation of the Brimington and Staveley landscape highlighting some of the rich industrial history of the area. During his presentation Philip made a brief reference to Barrow Hill and Ringwood Hall and as an acknowledgement and partial response to his talk I would like to first elaborate a little on the development of Barrow Hill housing in this issue and in a later edition explain a little about Ringwood Hall. To facilitate this I have abstracted some notes from my current research on the Staveley Company's industrial housing erected by George Hodgkinson Barrow and his brother Richard and by the Company after incorporation in 1863.

The Barrow Hill site was developed earlier than previously considered and when its chronology and history is reviewed it certainly was not conceived, as some historians think, as a unified and functional whole, but built in four increments over a period of two decades. The community building plan was never planned or ideologically led as a unique social experiment but like Stephenson's developments at Clay Cross it was an ad hoc and piecemeal response for recruiting, retaining and controlling labour but with a competitive edge. Neither Staveley nor Clay Cross should be perceived as model villages in the tradition of E. M. Bainbridge's New Bolsover and Cresswell villages conceived, planned and built 1891-1900.

The first cottages to be built on the Barrow Hill site was the appropriately named Devonshire Terrace built by G.H. Barrow after he had secured the 1840 lease with the Duke of Devonshire. This particular terrace comprised of 25 cottages and used some 220,000 bricks in its construction with 8,800 used in each house and they were the smallest and cheapest houses built by the Company costing £69 each but did not include the cost of the freehold retained by the Duke. In this early stage of development they probably matched the CXC's Elbow Row of one up and one down and blind-back with no back doors or windows with a shared well and middens. Not very grand or spacious enough to herald the beginning of Barrow Hill's so called 'model community' but simply a response in a relatively isolated landscape to the demand for scarce labour.

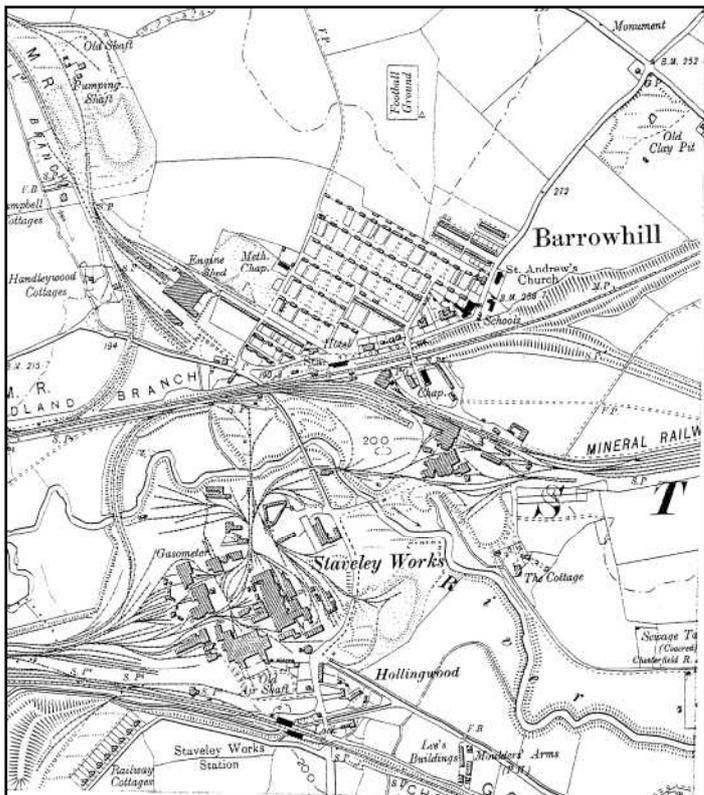
East Railway Terrace was the second terrace built here and contained 21 cottages and absorbed a total of 252,000 bricks with 12,000 in each house and cost of £72 each. Both the Devonshire and East Railway terraces were both built by 1842. A few years later another terrace was built on the Barrow Hill site and was first referred to as Brick Yard Terrace and later identified as West Railway Terrace. This row comprised of 19 cottages and was completed about 1848, and used some 225,000 bricks in their construction at 11,842 per house and cost £73 each.

The 'Railway' connection with these terraces was with the NMR, later the Midland Railway, that ran close by and in front of these cottages and the Hopewell Railway that ran immediately behind and almost through the gardens.. However it was not linked up with Staveley Midland Station until August 1850, when Barrow gave a banquet to the clergy, gentry and all the colliers in the neighbourhood to commemorate this event. Barrow also toasted the 'wives and sweethearts' and 'took some pleasure if not a little pride in seeing so many good-looking, and, he might add, so many well made females in the cottages at Staveley, and to the credit of the married women he would say that he had never seen cottages kept so clean and orderly as most of his tenants had kept theirs'..

These cottages were clearly an improvement on the Devonshire Terrace and matched Stephenson's Long Rows at Clay Cross. The above mentioned Devonshire Terrace should not be confused with the later Devonshire Street built above the Devonshire Works in 1908 that comprised of two parallel rows of 25 houses either side the street.

The Staveley Works balance sheets up to the end of June 1847, records £10,319 expended on their housing programme and included a couple of houses in Staveley Town and about nine houses in Brimington costing £75 each.

As the second phase of the Barrow Hill programme got underway in June 1853, Richard Barrow was advertising for craftsmen to build 100 cottages 'more or less which had to be finished this summer' and plans and specifications could be obtained from the Staveley Works.. These cottages were the first instalment of the



'three bedroom' partially stone built Barrow Hill project with only the exterior walls built of stone. Barrow's brick account at Chatsworth commencing 29th July 1853 and concluding 31st December 1855, records 729,150 bricks used for building 26 blocks with three cottages in each totalling 78 cottages consuming 9,348 bricks for interior walls in each cottage at a royalty of 1s 6d per thousand. The next set of accounts for a complete year between December 1855 and December 1856 record that another 180,850 bricks or 19 more cottages were built. The total expenditure to the end of this particular year was £9,709 and would give the cost of 97 cottages at about £100 each. From the 31st December 1856 to 10th March 1857 only 4,800 bricks were used at Barrow Hill and from this date it appears no documentation has survived in the brick accounts until December 1859 leaving a void for over eighteen months other than the purchase of stone steps, grates etc. However, the half year ending December 1859 records no bricks or royalty payment but the next half year ending in June 1860 records just 105,300 bricks.

By 1860, £5,033 more had been expended on the third instalment and if built at the same price would build about 50 more houses and fill in the void. The 1861 census, however, records 123 new substantial houses built at Barrow Hill with six more actually being built and 23 others recently completed giving a total of 152 and aptly called the New Blocks. The total cost for Barrow Hill cottages at this date was £14,742 or £97 per house and the total expenditure on all the company's cottages built at this date was £39,220.

When Barrow's Company became a public company in July 1863, with Richard Barrow as its first chairman, they exchanged about 21 acres of freehold at Barrow Hill with the Duke of Devonshire for about the same quantity held by Richard Barrow in Brimington and Staveley. At incorporation this included 201 cottages, five dwelling houses (manager's houses see below), with two buildings in the course of erection intended to be used as a hotel and workmen's dining hall. These freehold cottages comprised of 25 cottages in Devonshire Terrace, and 21 in the East Railway Terrace and 152 new stone three bed-roomed cottages. The nineteen cottages in West Railway Terrace were not included in the exchange and together with the Hopewell Railway that cut past East Railway Terrace remained the Duke's property. The West Railway Terrace remained leasehold and clearly marked outside Barrow Hill's freehold enclave but for administration purposes were included and identified as Barrow Hill in the successive enumerator's returns.

The fourth instalment at Barrow Hill was completed by June 1865, at a further cost of £3,220 that would build about another 32 houses making a total of about 174 new cottages and raising the expenditure on this site to £21,199 and the total expenditure on all cottages at this date was about £63,384 (see Table 1 below). An examination of the OS maps together with the 1901, census returns give the total number of cottages at Barrow Hill as 247 with 174 new stone cottages, 21 in East Railway Terrace, 19 in West Railway Terrace, 25 in Devonshire Terrace and eight managers houses in South View.

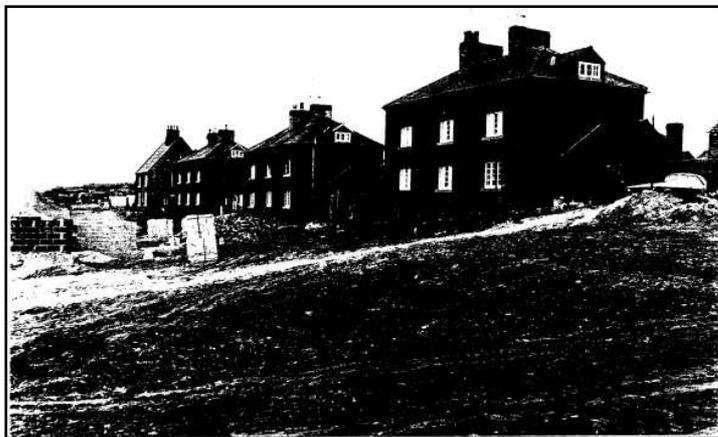
A substantial amount of stone was obviously used but it has not been possible to calculate this amount but the total number of bricks used on Barrow Hill 'Stone Cottages' for interior walls was 174 cottages X 9348 bricks totalling 1,626,552 bricks used. These were made in Barrow's Springwell and Speedwell brick yards.

Without doubt these three bed-roomed, stone cottages that included a bedroom in the attic, a living room and scullery were amongst some of the best built company housing built during the mid nineteenth century in north-east Derbyshire but during this time they only had one door. Many continue to be inhabited today minus their extensive gardens but each block of three has been converted into two semi detached houses. The master builder and contractor responsible for Barrow Hill and many other company cottages was Matthew Marriott and the 1851 census shows that he was employing 30 people.

Also included in the Barrow Hill enclave were some of the managers and agents houses. In 1855, some £1,064 was spent under the heading of Belle Vue in the housing column and this expenditure continued to increase each year until 1860, when they were identified as Agents Houses with Belle Vue in parenthesis. The building and stone account ending June 1857, also records 20,400 bricks specifically used by Matthew Marriott at Belle Vue, Barrow Hill. Wallstone and curbs used on the Doctors house were also identified at Belle Vue. By 1862 the total amount expended on these grand and spacious properties was £4,673 or £934 each a stark contrast with the Devonshire cottages at £69 each. These particular 'villas' were later referred to as South View and overlooked the workers cottages at Barrow Hill. They were identified in the 1864 incorporation document and described as five 'dwelling houses' that distinguished them from the plebeian cottages. Just after the incorporation document was finalized another three less substantial villas costing £1,465 or £488 each were built and later referred to as Cavendish Place giving a total of eight managers villas built at Barrow Hill between 1855 and 1865.

The School House was accounted for separately and cost about £501 and consumed some 17,350 bricks. It was first occupied George Stevenson (not the Geordie) who was noted as a C of E National School Master. The school was built in 1856 at a cost of about £3,000 and was a competitive response to the Clay Cross and Wingerworth Coal Companies new schools. Also built on this site were the Workmen's Hall that cost £2,923 and the Barrow Hill Hotel at £1,271. This hotel was later leased by the Chesterfield Brewery Company and in 1895, purchased by Ind Coope for a staggering £20,000 and was reinvested in sinking a small coalmine at Calow.

During Barrow's time the agent's houses were rent free but soon after incorporation they were asked to pay rent for their houses and the level of rent was to be determined by the newly appointed manager Charles Markham and indicated the less paternalistic style of the new company answerable to shareholders. Giving



Cottages before, and after conversion to semidetached in 1974

evidence to the Royal Commission on Trade Unions in 1868, Markham said ‘We have built a large number of cottages and have provided three bedrooms to each house and we only charge 2s 6d per week for rent to our cottages which also includes a garden, a pigsty, we look beyond the simple interest of our investment in obtaining the most skilful and steady workmen’. Markham also explained to the Commissioner that ‘We have 700 or 800 houses of our own, but the Irish do not live in those houses. There is a special train that leaves Chesterfield every morning and they come down in the morning by that train’. It would appear that this was a deliberate housing policy initiated by Richard Barrow and continued by Markham and probably racist. During the 1850s and 60s English workers were very hostile towards the Irish. Many of the Irish found some protection and security residing in numbers in the squalor of the ‘Dog Kennels’. However the journey to and from work increased their working day considerably and their families could not take full advantage of the educational and community facilities despite compulsory stoppages from their pay for the sick and accident club (field club) and school charges. Also from 1864 they could not take full advantage of the subsidized meals. The company doctor residing at Staveley and the hospital were also remote for many Irish families. It could be argued that the large Irish ‘Dog Kennel’ contingent employed at Staveley indirectly subsidised the English employees social welfare and educational provision.

The Church of England National curriculum was an anathema to the Irish Catholics. In January 1869, Mr W. Syrett applied to the company for a suitable plot of land on which to erect a Roman Catholic Church and schools in Staveley and Markham explained that ‘he had personally informed Mr Syrett that the time had not arrived to deal with the question as proposed, and as the majority of the Irish workpeople resided in Chesterfield any assistance given would be best rendered there’. The following month it was resolved to pay a yearly subscription of £15 to the Catholic School in Chesterfield.

There can be no doubt that the Barrows and Charles Markham were not very accommodating with the Irish Catholics and it was Mr. W. P. Arkwright of Sutton Hall that presented the Staveley Mission with an iron church in 1889, at a cost of £1,000. In January 1890, just sixteen months after Markham’s demise the Catholics held a ball in the Staveley Workmen’s Hall.

***Acknowledgements:** Derbyshire County Council Records Office. County Local Studies at Matlock. Chesterfield Local Studies Library. Devonshire Collection at Chatsworth by kind Permission of the Duke of Devonshire. Special thanks to Andrew Peppit and Stuart Band. Chesterfield Borough Council, Paul Wilson and Alan Allsop.*

Table 1: Staveley Company’s Housing Stock 1865

Description	Cost	Number
Bakehouse	£ 83	1
Staveley Town Houses	£ 143	2
Hollingwood Houses	£ 812	10
Devonshire Terrace	£ 1,741	25
Furnace Hill Houses	£ 865	13
New Furnace Hill	£ 453	5

Brimington	£ 655	10
Salmon's Row	£ 150	3
Agents Cavendish	£ 2,147	5
Agents Belle Vue	£ 4,672	5
Barrow Hill Villas	£ 1,465	3
Barrow Hill	£ 21,199	174
BS. Entrance Houses	£ 258	4
N. Entrance Houses	£ 293	4
Springwell Terrace	£ 2,123 New Whittington	20
3,282 Springwell Overmen	£ 869	3
Speedwell New Cottages	£ 5,456	113
Speedwell Cottages	£ 3,282	37
Canal Row	NK	18
Mastin Moor Cottages	NK	12
Railway Terraces (east & west)	£ 2,952	40
Seymour New Cottages	£ 7,295	125
White Cottage	£ 490	1
Seymour Overmen	£ 261	1
Old works Foreman	£ 129	1
School House	£ 129	1
Total	£ 62,963 (actual £63, 384)	705

East Midlands Industrial Archaeology – EMIAC

NEDIAS has had two serious requests recently to join EMIAC, the organisation which sets up the regular industrial archaeology conferences in the East Midlands area; some members will recall the assistance NEDIAS gave when one of the EMIAC conferences some years ago was held in Derbyshire, with trips to Bolsover and to Unstone. The local societies which make up EMIAC include the Leicestershire Industrial History Society, the Derbyshire Archaeology Society, Society for Lincolnshire History and Archaeology, Nottinghamshire Industrial Archaeology Society, Railway & Canal Historical Society – East Midlands Group, and Northamptonshire Industrial Archaeology Group.

The primary focus of EMIAC is in the organisation of day conferences; these are held twice a year and are open to anyone with an interest in IA or related Historical subjects. The first meeting 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. No formal organisation exists, but each meeting is organised in turn by one of the sponsoring organisations, or by two organisations jointly. Now we are being asked whether we'd be interested ourselves to become one of these sponsors. (You can see the details of the next EMIAC at Glossop, this time on the subject of the water industry at Longdendale in DAS publications and web site).

Since the Scarsdale area has such a rich industrial heritage, it is an area with significant attraction for the industrial historian, and maybe we should offer to help with another day conference and associated visits to some of the area's industrial heritage, particularly that which is not so well known or recognised.. What do you think?

Letters

Dear Cliff

We would like to invite the North East Derbyshire Industrial Archaeology Society to a special talk organised by the Friends of the Cromford Canal. This is a one-off opportunity to see and hear a great speaker.

STONEHENGE THE STORY SO FAR

The 'Patron' of the Friends of the Cromford Canal, (FCC) is the well known TV personality, Archaeologist, Writer and Broadcaster, Julian Richards. Julian is noted for his research work on Stonehenge, both on TV and for his books on the subject. He travels the country to speak on this subject and has kindly offered to deliver this lecture for the FCC; all proceeds of which he will donate to the FCC funds.

We are deeply grateful to Julian for this kind and generous offer. We expect to fill the venue for this event, so please put aside the date **WEDNESDAY 11th MARCH 2009; starting at 7:30pm.**

This event will be held at the **Chesterfield Library Lecture Theatre, New Beetwell Street, Chesterfield – S40 1QN.** A map is on the reverse of all tickets sold.

THE COST IS ONLY £5 PER SEAT and will be sold on a 'first-come-first-served' basis. Please send a cheque, or Postal Order, payable to FCC; to FCC, 50 Beech Avenue, Alfreton, Derbyshire, DE55 7EW and tickets will be sent by return; Second Class. (Remember to include your name and address)

Mike Kelley, Vice Chair, Friends of the Cromford Canal. ☎ 01773 833425

I. A. News and Notes

At Risk

Looking at English Heritage's Heritage at Risk Register for 2008, I note that the Register has 1,680 entries, varying from buildings in a state of collapse with no moves toward a restoration scheme, to others where restoration is already well under way and the future seems assured. While in most cases the problems are caused by neglect and decay, in some cases the threat may be land or coast erosion. For most of England only Scheduled Monuments and buildings listed Grade 1 or 2* are included. (See www.english-heritage.org.uk)

The AIA has extracted a list of 212 of the industrial sites from this "At Risk" register which are at most need, and those listed within and around the NEDIAS area are:

Belper North Mill, Walton Works at Brampton (no doubt including both Cannon Mill and Walton Bump Mill), Darley Abbey Mills, Bennerley Viaduct at Ilkeston, Dronfield Coke Ovens, Leah's Yard cutlery works, Darnell Works- crucible steel shop, and Wicker Arches in Sheffield.

We need constantly to remind those around us who may not be aware of their significance, of the importance of these heritage sites, and particularly to remind national and local government, and our elected representatives. These sites can enrich our lives by an understanding of earlier societies and industrial processes.

Calver Weir Restoration Project

The Grade Two listed weir on the River Derwent at Calver was built in 1778 to provide water to power cotton spinning machinery at Calver Mill under licence from Richard Arkwright.

Of course the mill itself was restored and converted to living accommodation some years ago one of the later industrial occupiers was Sissons, who produced stainless steel sinks, baths on the premises.

The weir urgently needs restoration if it is to avoid collapse, and it has recently been awarded £1.25M conditional on £235,000 being raised locally by end March.

For more information see the Calver Weir Restoration Project website at www.calverweir.org.uk

North Derbyshire Colliery Website

Nick Wheat advises that A N Bridgewater's North Derbyshire colliery website - <http://myweb.tiscali.co.uk/colliery/> - now has a newly revised PDF document for all the collieries that are of interest to us available for free download.

<http://myweb.tiscali.co.uk/colliery/Mining/North%20Derbyshire%20Collieries%20Small%20Update.pdf>

NEDIAS Web Site

Do we have a member who would be interested to take on the task of updating our web site, and bringing it into the 21st century? This was originally set up by Cliff with the help of his son some years ago, but we would welcome a volunteer to take ownership of it. Do you have the IT skills, or maybe you'd like to cut your teeth on it? Can you help? Please contact Cliff who is crying out for a volunteer.

Derbyshire Tithe Maps

The Public Record Office at Matlock are undertaking an extensive programme to scan and digitise Tithe Maps in their our collections and the first tranche of Tithe Maps from 100 Derbyshire parishes is now available on individual CDs. Each map on CD costs £15, plus £1.50 postage.

The Tithe Maps were drawn up in about 1850 for each parish where there was land subject to tithe. These large scale maps are often an indispensable starting point for many types of research since individual landscape features, buildings, roads, fields, etc. can be identified.

For an order form and further details of maps currently available on CD, please contact us by emailing record.office@derbyshire.gov.uk or calling 01629 585979. (The editor has already checked their web site and to the 100 maps now available)

Gems from Derbyshire Archaeology Day

At the recent Derbyshire Archaeology Day, John Barnatt recounted the results of eight years hard labour by the Peak District Mines Historical Society at the remains of William Wyatt's High Rake Mine near Great Hucklow. A few NEDIAS members will recall one of our visits in 2002 see the site, and the visitors at that time were shown around by John Barnatt himself: but it is clear that much has been revealed since these early days.

What had originally been estimated by PDMHS to take just a few weekends turned out to involve much more than anticipated; work has uncovered the remains of two steam engine houses each with a boiler house and chimney base, a coal yard, a reservoir, a capstan and wooden gin engine, an ore-crusher, and an ore-dressing floor. One of the highlights was the finding of the bottom third of a Cornish engine pumping house, which had been set underground, a completely unexpected finding. The building once contained a relatively rare type of engine designed by James Sims, and is said to be possibly the best surviving example in the world of an unmodified Sims engine house; the researchers were able to take advantage of hundreds of surviving letters from Wyatt in Sheffield Archives. (Steam engine historians may know that James Sims was married to Jemima, daughter of Jonathan Hornblower famed for losing his great legal battle with Boulton and Watt over their patent).

The High Rake Mine proved to be a very expensive ten-year failure. Despite sinking 700 feet, and tunnelling in a number of directions, lead ore was never found, and geologists now believe the reason may have been quite simple. There certainly is lead a few hundred yards in other directions, but it seems that the shaft was sunk straight into a volcanic plug - they could have carried on down forever and still not found their target, but if they had sunk a few hundred yards away, the story could have been quite different. Most of the buildings were destroyed in the 1920s when Henry Boot is said to have taken much of the stone to build council houses, and it's understood one of the beam engines itself was later moved to Magpie Mine.

PDMHS have now moved their attention to the Silence Mine on Hucklow Edge (SK 188780), working on the 1st Saturday of the month, and have said they are happy to show visitors around between 11:00am and 3:00pm if they introduce themselves to those working on site. At Silence Mine there are the remains of steam engine and other buildings. These include horizontal engine house, boiler house, possible base of a chimney, and a sunken 'chamber' that may have been part of a wheel pit which would have contained a large flywheel or winding drum. Is this another future visit for NEDIAS?

..... and Finally ...

... Stephenson's navvies under Edge Hill encounter creatures from the underworld!

Cliff Lea

With interest awoken by the recent talk and articles on tunnels. I was privileged last year to join a small group guided through some of the strange, little explored and little understood "Williamson" tunnels which riddle the sandstone bedrock of Edge Hill in Liverpool.

The tunnels were built in the first few decades of the 1800s under the direction of a retired tobacco merchant called Joseph Williamson. The purpose of their construction is not known with any certainty.

At the end of the Napoleonic Wars in about 1816, it's clear the country was in recession (familiar?), and it's known that Williamson employed many returning soldiers, but was it as a means of providing employment as a philanthropist, or was it for a specific purpose? The real reason appears to have been lost, Williamson was a secretive and quiet man leaving little to indicate the purpose.

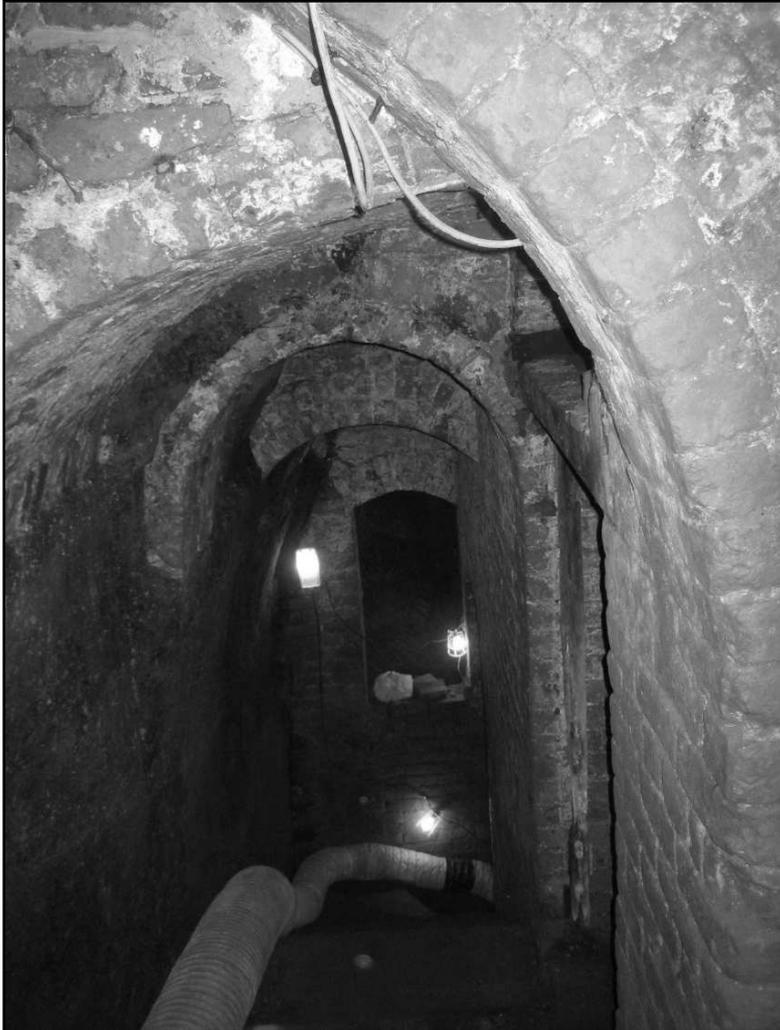
Although some of the tunnels have been lost over the years, some in-filled, some simply built over as previous housing was replaced. But a lot of them still exist today, under what is now a residential area at Edge Hill. One section of the tunnels has been cleared and renovated and is open to the public. The remaining parts of the labyrinth are closed, with many suspected tunnels yet to be rediscovered.

Each of the tunnels, has a different design and architecture, in part using pure sandstone walls, and in other parts brick-lined. Some portals and caverns have elaborate arches, some gothic and chapel-like. No ten yards seem to be the same **and it's said there are several miles.**

By the 1830s the railways had arrived, and probably many of the men who had been put to work by Williamson now moved to work on the railways.

In James Stonehouse's "Streets of Liverpool", published 1869, of an encounter in Liverpool between Williamson and Robert Stephenson, he writes:

"Amongst the few that were taken through the works of Williamson was the celebrated Robert Stephenson.... who declared that what he had seen were marvels in underground construction, and he gratified their projector by highly extolling them. When the tunnel was in formation from Edge Hill to Lime Street, about 1834, and was passing through and under his property, Mr. Williamson actually drove a tunnel under the railway tunnel, appearing himself in the aperture made, to the amazement of the navvies, who were told that "if they wanted to know how to tunnel he could give them a lesson in that polite art".



One can imagine the sheer fright of the navvies on the railway tunnel, who had this strange mole ascending into their tunnel from yet another tunnel beneath their own – a devil rising up from the underworld!

For more information see www.williamsonstunnels.com

Tours through the Williamson's Tunnels are not for the faint hearted



NEDIAS Committee:

Secretary – Patricia Pick; **Treasurer** – Pamela Alton; **Membership Secretary** – Jean Heathcote; **Vice-chairman and publications** – Cliff Lea; **Lecture Meetings** – David Rance; **Visits Co-ordinator** – Brian Dick; **Archivist** – Pete Wilson; **Committee Members** – Roger Evans; Derek Grindell; David Hart, Les Mather, David Palmer.

Published by North East Derbyshire Industrial Archaeology Society.

Editor: Cliff Lea, 15 Kelburn Avenue, Walton, Chesterfield, S40 3DG
☎ 01246 234 212
or e-mail cliff@nedias.org.uk.

The authors retain copyright of the contents.

