North East Derbyshire Industrial Archaeology Society

NEDIAS Newsletter No. 38 – May 2010

Price: £1.00 (Free to Members)

Contents:

Pentrich & Butterley – walking through two Revolutions 1
What's On 4
A Brief History of Millclose Mine 5
Frightening Working Practices around Clay Cross 9
Keith Ayling 10
IA News and Notes 10
….. And Finally 12

Pentrich & Butterley – walking through two Revolutions

Cliff Lea

With Spring gradually looking warmer, and with winter behind us, Christine and I recently followed a short walk linking the main sites of interest associated with the Pentrich Revolution, and also taking us to the Cromford Canal and Butterley Reservoir and Ironworks – an added attraction was that our walk coincided with a steaming day on the railway!

Our four mile walk started from the Dog Inn at Pentrich, a tavern which was certainly in business at the time of the Pentrich Revolution, and took us past Asherfield's barn where a number of meetings took place in June 1817.

Pentrich became involved in "revolution" in 1817, said to have been England's last revolution. It arose following the activities of one Thomas Bacon, a war veteran and framework knitter who lived in Pentrich, and who was active at reform meetings in the midlands and north of the country. The uprising however was

Steaming at Butterley Reservoir

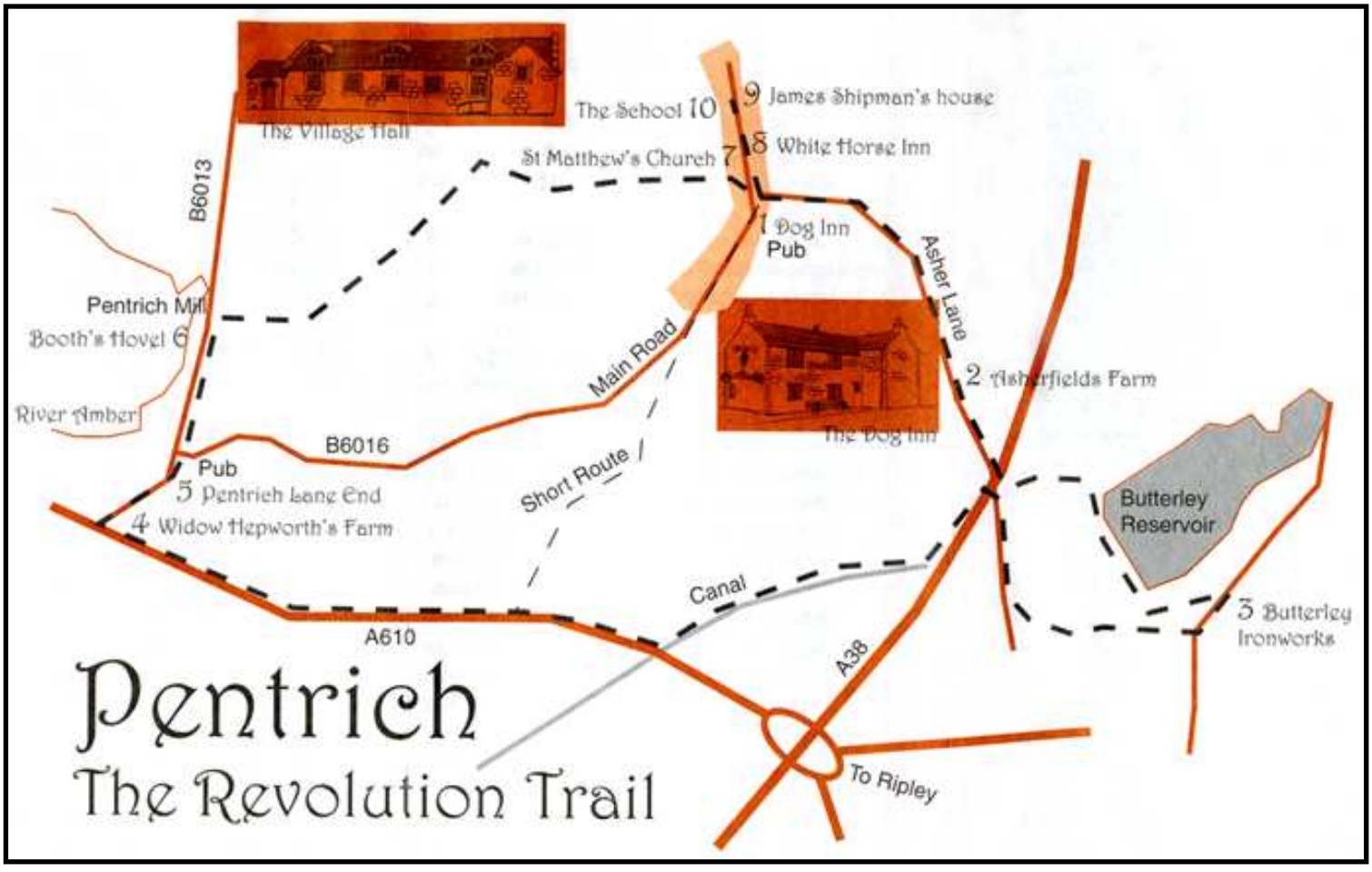
Butterley Ironworks, and its octagonal gatehouse during site clearance in January 2010.

taken up by others and ended in disaster, with show trials for the ringleaders. The ringleaders received the last sentences to be hanged, drawn and quartered in the country, sentences that received clemency and which were ever awarded, but were nevertheless later changed to hanging and beheading. Luckier participants were deported to Australia.

The name of Pentrich for a while became disgraced, tenancies (the village was within the Devonshire estates) were cancelled, properties of those involved pulled down, and with residents having to move to other parts of the country to avoid starvation. The importance of Pentrich within the wider area declined, and the outcomes of this sad episode had widespread implications for the whole area.

The rest is history, and Pentrich in the intervening 200 years has become a quiet dormitory village, a great contrast to its importance before 1807.

Our walk took us from the village centre towards the site of Butterley Engineering. It was at the ironworks on 9 June 1817 that the leader Brandreth demanded weapons, arms and cannon shot, but their requests were



denied, and the revolutionaries moved on through pouring rain. Looking at the photo I took, the hexagon shaped gatehouse would have been recognised by Brandreth and the others – it had been completed about 10 years before, but they would have been surprised at the 21st century devastation and clearance. Butterley Engineering Ltd. had been started by Benjamin Outram and William Jessop senior, with partners John Wright and Francis Beresford in 1790. The Cromford canal arrived at Pentrich shortly after.

For Christine and I the weather was much kinder than it had been for the revolutionaries, and we continued along the canal towpath for about half mile, past the site of the former Pentrich Colliery, which was active from about 1750, finally closed in 1946, around the time of nationalisation. Our route continued past an old red brick building which previously housed Towlson cotton spinners, it's said that damson trees had at one time been cropped at Pentrich for manufacture of dyestuffs for cotton. We moved under the A38, and along the Cromford Canal to cross the A610 Ambergate Road, and to continue the line of the canal towards Lower Hartshay.

Returning now from the Excavator (a good spot for lunch?) and along the B road in the direction of Higham we passed the site of Widow Hepworth's farm. This was where Robert Walters had been shot during an argument on the night of 9 June 1817, the only person to die that night. We moved on past Pentrich Lane End which had been an assembly point on that night, and to pass Pentrich Mill, which has seen restoration and conversion in recent years.

Finally we returned across the fields to St. Matthew's Church at Pentrich, taking in the magnificent views towards Crich Stand.

To end on a ghoulish note, the block on which the unlucky Brandreth, Turner and Ludlum were beheaded can still be seen at Derby Museum.

Details for the full walk can be found in a leaflet from Amber Valley District Council at tourist information centres, or on the website of the Pentrich History Society. www.pentrich.org.uk.

Cromford Canal, towpath to Hartshay, between A38 and A610, January 2010.

WHAT'S ON?

NEDIAS Lecture Programme, 2010

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

13 September 2010	**Tony Hallam:** ***"The Family Markham"***
11 October 2010	**Cliff Williams:** ***"An Industrial Pick-and-Mix"***
8 November 2010	**Thelma Griffiths:** ***"Longshaw estate and the Quarry Industry"***
13 December 2010	**Christmas Meeting:** ***A seasonal mix of members' presentations and mince pies***

Other Diary Dates

15 - 23 May 2010	**Peak District's Border Country Walking Festival. See details at Tourist Information Centres**
19 May 2010	***The Erewash Canal*****, Jim Stevenson, Beeston & D LHS, Chilwell Memorial Hall, High Road, Chilwell, 7:45pm.**
Fri 21 & Sat 22 May 2010	**Barrow Hill Rail Ale Festival**
27 May 2010	**Stephen Gay:** ***"Woodhead: the lost railway"*****. Brimington & Tapton LHS, 7:30pm, St Michael's Church Hall, Brimington**
Sun 30 and Mon 31 May	**Steam Preview at Abbeydale Industrial Hamlet**
14 July 2010	***Lost Railways of Nottinghamshire*****, Geoffrey Kingscott, Lenton LHS, St Mary's Church, Wollaton Hall Drive, Nottingham, 7:30pm.**
17 - 18 July 2010	**Chesterfield Canal Festival, Morse Lock, Worksop Rugby Club grounds**
31 July - 1 Aug 2010	**Cromford Steam Rally**
3 Aug 2010	***Women in Coalmining*****, speaker from National Mining Museum, Shireoaks LHG, Village Hall, 7:30pm.**
13 - 15 Aug 2010	***Florence Nightingale*****. A weekend of events around the village of Lea, 100 years since her death.**
9 - 12 Sept 2010	***Heritage Open Days*****. Your chance for free-of-charge entry to many heritage sites in and around the area. Information from English Heritage – http://www.heritageopendays.org.uk/**

NEDIAS Visits Programme

At the time of going to press, we are fast approaching the visit to Papplewick Pumping Station on 2 May. Other visits are in the pipeline, but if you have any suggestions and wishes, please let Cliff Lea or Brian Dick know.

A Brief History of Millclose Mine

Derek Grindell

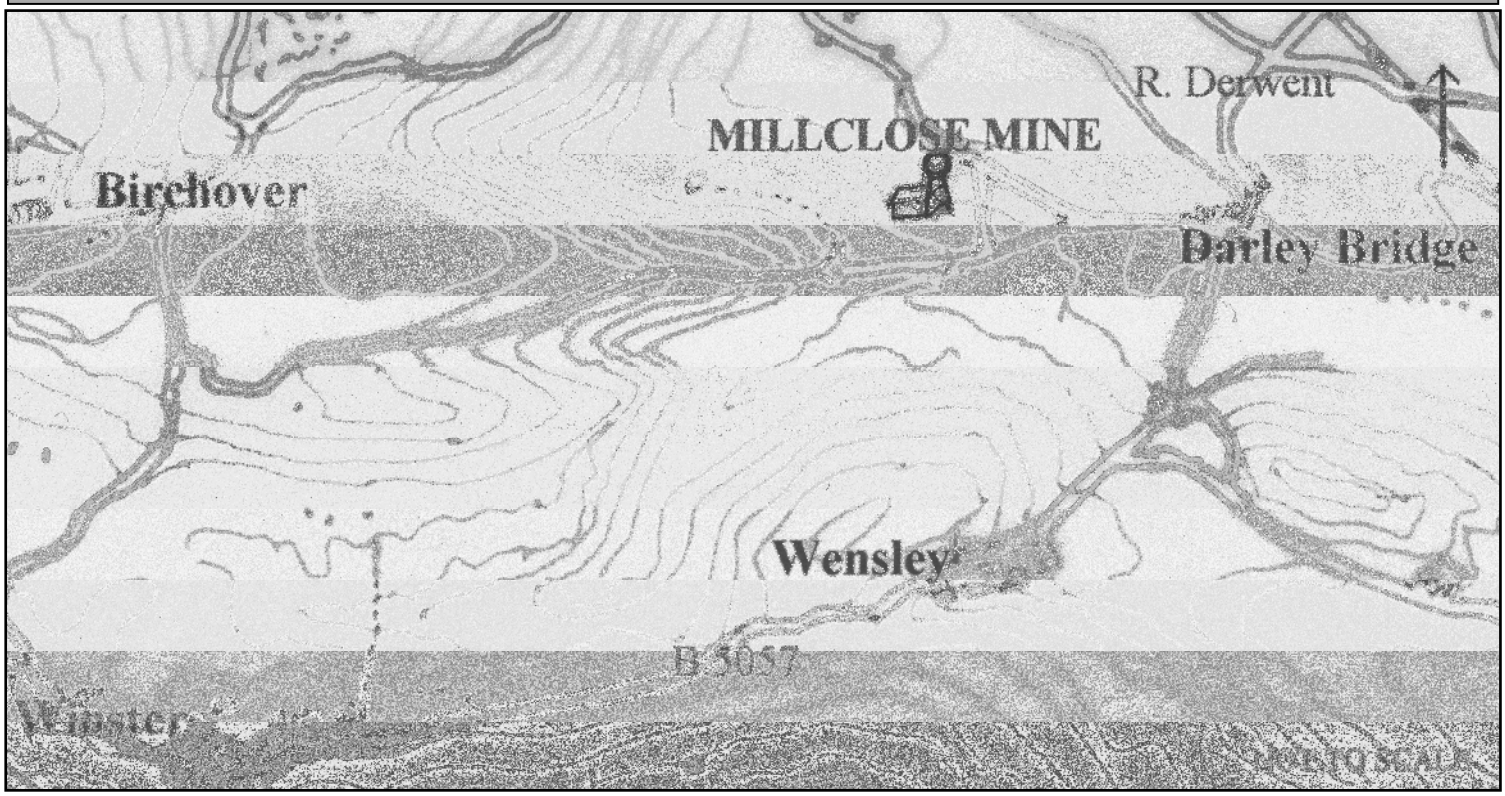


Fig. 1 The original location of Millclose Mine has now been absorbed into the 10 acre site now operated as a lead recycling business by H. J. Enthoven Ltd.

Peter Greaves, a local historian with a special interest in the Bonsall area, was the speaker at our November meeting. His talk, entitled "Why the lead miners looked to Chesterfield" entertained, informed and, at times clearly placed undue strain on the collective memory of the audience when challenged to identify well known local properties once occupied by owners who had amassed wealth through the lead trade. Cutthorpe Hall, built by Ralph Clarke, Chesterfield's first Mayor in the late 17th century, and Hallowes Golf Club House, dated 1657, proved difficult to identify as projected images. Peter's characterisation of Chesterfield as a centre of entrepôt trade in the 17th century and its reliance on the ancient Port of Bawtry for access to the Humber brought to mind the earlier entrepreneurial activities of the sixth Earl of Shrewsbury. His lease of Bawtry's wharves a century earlier was featured in Newsletter No. 36, which fortuitously was issued at the same meeting. The constraints of time allowed only a passing mention of Millclose, which was once the site of the most modernised mine in the country, employing 800 men in the 1930s.

Derbyshire's lead ore is predominantly lead sulphide (galena) but it also occurs in an oxidised form as cerussite and anglesite. It is found with zinc ore (blende) or zinc sulphide (sphalerite). In the Millclose area, on the west side of the river Derwent near Darley Bridge, the deposits of sphalerite increase in proportion to depth. The ores and such minerals as pyrites (iron sulphide), calcite (calcium carbonate), fluorspar (calcium fluoride) and barites (barium sulphate) manifest themselves in veins. The minerals were originally deposited from warm salt water having been forced under the pressure of underlying sediments to the east. They seeped from issues on the surface, during the late Jurassic period, through the Triassic period and almost to the end of the Permian period (between 180 and 275 million years ago), filling faults, cracks and joints. The ore

deposits, usually in the form of 'pipes' or 'flats', tend to be most abundant in limestone located beneath shales and volcanic lavas (toadstones). The disposition of ore deposits in 'steps' located around faults in the toadstones seems to be explained by the mineral rich waters having risen over time.

Since lead was mined in the North Pennines prior to the Roman invasion it seems likely that the Peak District was similarly exploited. An active Roman presence in Derbyshire, however, has been confirmed by the discovery of ingots or 'pigs' of lead bearing the inscription LVT, LVTVD or, in one notable example, LVTVDARES. These are assumed to refer to 'Lutudarum', which could have been a specific location for the invader's processing operations or the entire area in which they were extracting ore. One theory suggests that it was a specific location now immersed under Carsington Water. The first 'pig' was found on Cromford Nether Moor in 1777 with subsequent discoveries at Tansley Moor, Matlock Bank, Bradwell, the Roman site at Petuaria (Brough, East Yorkshire) and Sussex. Petuaria, on the north bank of the river Humber was a staging post on the route between Lincoln and York and had a proven trading link with Bordeaux whilst Chichester Harbour in Sussex was a gateway to and from occupied Gaul. Despite the established status of both ports no evidence has yet been revealed of a regular trade in Derbyshire lead to mainland Europe.

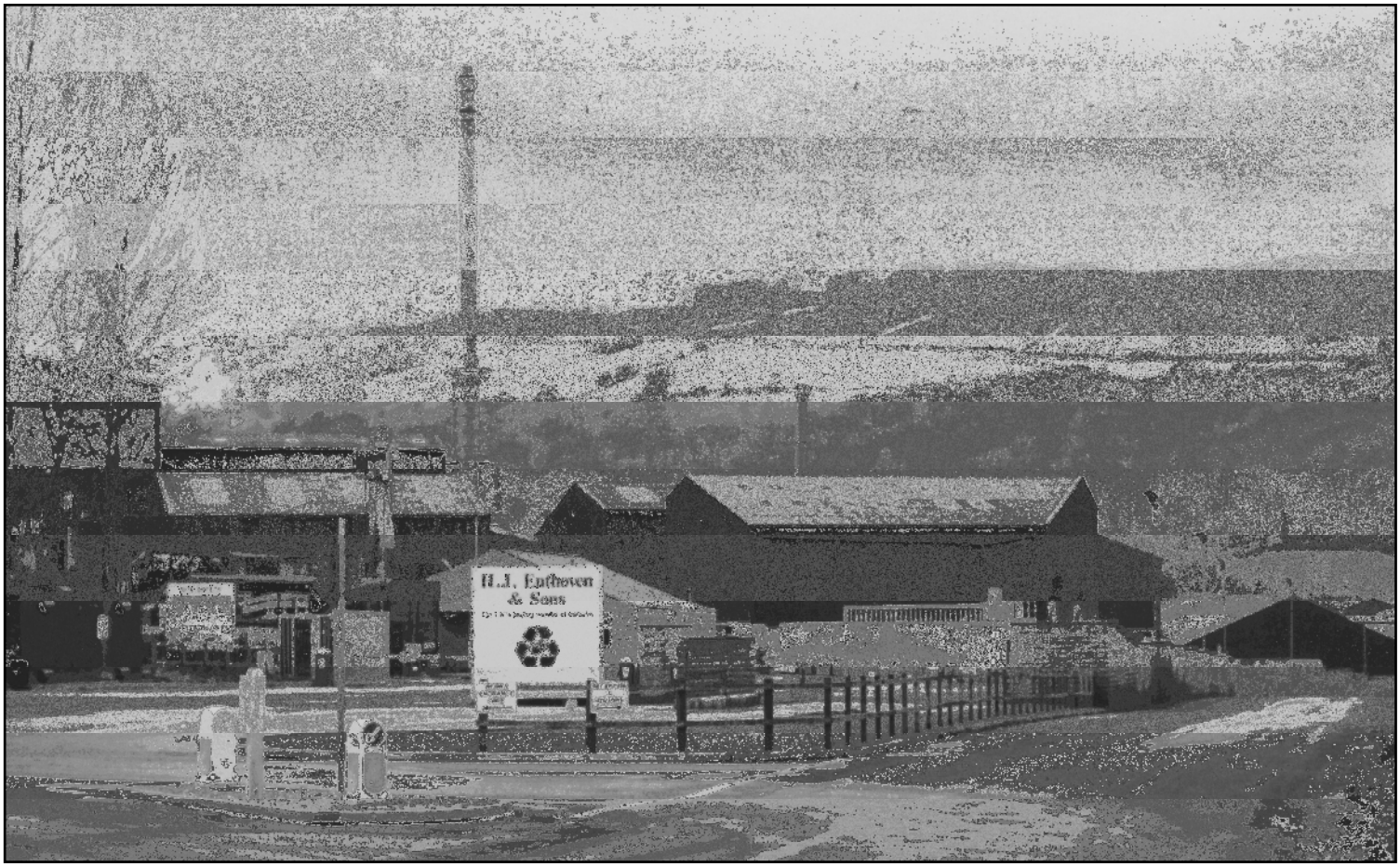


Fig. 2 The view today of the entrance to the highly developed site of H. J. Enthoven & Sons

The hillside which drops steeply from the village of Wensley to the river Derwent was already yielding lead deposits in the early 17th century. During the period 1684 – 1687 ore to a value of £10,000 was extracted at a rate of 500 – 600 tons p.a. by a workforce of several hundred men. The London Lead Co. had a base in North Wales from 1700 until 1720 when it was attracted to Winster where the local mines were enjoying a period of prosperity. Despite their deployment of a steam engine, the venture proved unprofitable and in 1743 a decision was made to concentrate on Millclose to the west of Darley Bridge (see Fig.1). They first used water wheels and then steam power to drive their workings under the shale to a depth of 400 ft. By 1764, however, with an unreliable engine, the water levels rose and the site was closed down.

Edmund Miller Wass, owner of the Lea lead smelter, was said to have already lost £75,000 of his wealth on mining ventures. Despite the commonly held belief that the Millclose site was no longer workable, he placed his faith in local mining lore that there remained a plentiful supply of ore to be won with modern plant and reopened what was known as the Watts Shaft. In 1860 Wass had an 80 H.P. Cornish steam engine, equipped with 16 in. pumps, brought to the site from Burton-on-Trent. A new level was driven south under the Winster – Wensley B5057 road but was abandoned when only small quantities of ore were found; a second

attempt in the opposite direction was spectacularly successful. Wass described the main vein as "seldom less than ten yards wide" and at times wide enough to be worked by as many as thirty men. In 1872 one flat with a width of 80 yards enabled 42 men to produce 200 tons of dressed lead per month. Methane was an ever present threat but it was the increasing inflow of water, which caused the mine to close for two years in 1874. In anticipation of this eventuality a shaft had been sunk at the adjoining Warren Carr site and a new 250-300 H.P. engine with an 80 in. cylinder had been installed, which together with four Galloway Boilers and 24 in. diam. pumps was capable of raising 180 gallons per stroke. The mine water was raised 200 ft. into the Yatestoop Sough, near Winster, which itself was 64 ft. below the surface.

The lead ore, once extracted, was separated from the limestone or barites (gangue) and crushed. Most of the residual gangue was released from the crushed ore either by washing in a flow of water (buddling) or through a process known as jigging in which the ore was placed inside a sieve and repeatedly immersed in a tank partially filled with water. The lighter limestone gangue tended to rise to the top whilst the ore sank. The tank was routinely emptied into a smaller tank and the ore removed by a manual sieve. The finer ore (belland) was directed into settling pits for recovery later. Both methods were so inefficient that in later years many spoil heaps were profitably worked for their lead and barites. In 1883 Wass installed the first mechanised dressing floor in the county at Millclose. Four years later, with output reaching 4,000 tons p.a., the mine was producing 85% of all ore raised in Derbyshire, which amounted to 8% of Britain's total output.

E. M. Wass died in 1886 at the age of 57 and he was interred in the churchyard at Darley Dale. His family decided to sell his entire business interest, which were described on the Auction Notice of Sale, dated 11th November 1886, as "….Very Valuable Lead Mining and other Real and Leasehold Estates in the Parishes of Wensley, Wirksworth, Crich and elsewhere in the County of Derby including the celebrated mine known as the Millclose Stoop or Millclose Mine and also Shares in Companies". No serious bids were forthcoming so the Wass Trustees retained control until 1919 when Millclose was sold to The Bradford Vale Mining Co.

In 1887 the Warren Carr Shaft was extended to a depth of around 440 feet and new pumps installed to cope with 1000 gallons of water per minute, which equated to a constant 6,500 tons of water per day. Two years later a second shaft was sunk near Warren Carr and an engine house built to accommodate an engine previously used at the Watts Shaft and an older engine previously in commission at Wakebridge Mine, Crich. They were used to pump water from the 300 foot level. Prior to WW1 the average output of lead was 4,500 tons, which with 308 tons of blende, provided a profit in excess of £28,200 p.a. An aerial ropeway was erected from Millclose across the river to Hay Lane, which adjoined the Darley Dale Cricket Club's ground. Coal was carted to the Hay Lane terminal at the rate of 10–12 tons per hour and 20 tons of calcite removed from site on the return journey. Electricity was introduced to the site long before the Derby & Notts Electric Power Co. extended its network into the area. It was used to power new centrifugal pumps, which were installed at a depth of 440 feet in the Lees Shaft, to raise 1800 gallons per minute to the 300 feet level. A Bellis Morcom-Westinghouse 150 kW generator, housed in a new building, powered also the motor driving the ropeway and provided illumination at the 440 foot level. The generator and a compressor were steam driven from newly commissioned coal fired boilers, which were served by automatic stokers. An Economiser, comprising 288 tubes assembled in three sections, was installed in 1912 to preheat the boiler feed water using heat extracted from flue gases.

Investment in new dressing machinery prior to WW1 enabled fine grains of ore to be recovered together with zinc, which was in increasing demand for galvanising. Barites also found a market with local paint manufacturers. During WW1, production at 3,400 tons of lead concentrate and 400 tons of blende fell short of peace time levels but the average profit of £27,800 was only marginally less than before. During the two years leading to the Armistice, with rising inflation and a management imposed shift system, there were strikes and a Winster branch of the Derbyshire Miner's Association was formed.

The impact of industrial action was nullified in 1919 by the sale of Millclose Mine to the Bradford Vale Mining Co. for around £125,000. The main player in the transaction was F. H. Chambers, the owner of Stanton Ironworks. Within three months he had either acquired or renegotiated various leases with local landowners and then sold his holdings to the newly formed Millclose Mines Ltd. for £160,000. After a private flotation the mine operated at a loss for two years, exacerbated in 1921 by a fire within the main engine house, which had to be rebuilt. In the following year Consolidated Goldfields took advantage of a restructuring of capital and acquired a shareholding. On the basis of reports in 1920 and 1923 by a leading consultant the company then took a major stake in the Millclose site, investing in modern machinery and formulating a comprehensive exploration plan.

Fig. 3 The Millclose Mine site in 2010 as viewed from the road to Birchover

Modern drilling techniques were adopted, a battery driven locomotive introduced at the 440 foot level and, most significantly, a drawing office established to facilitate the first detailed survey of the mine using a theodolite. Despite finding large ore deposits to the northwest, beyond the hamlet of Stanton Lees, losses in excess of £31,000 were recorded in 1929. A new shaft, started in 1925 at the northern end of the workings at the 440 feet level, extended down to the 620 feet level but encountered a large volume of water. Further attempts at the 500 and 560 feet levels, however, confirmed sufficient deposits to warrant considerable investment in plant and machinery. By that time the Derby & Notts Electric Power Co. had already provided an electricity supply to the site but a diesel engine was made available to provide emergency cover. Additional electric pumping capacity was installed underground and new steel headstocks were erected with two 500 ton ore bins supplied by Plowrights of Chesterfield. By October 1933 production rose by 500 tons per week but the Lea smelter, despite being equipped with new hearths, was unable to cope with the additional tonnage and some ore had to be sold. In the year ending March 1934, some 81,629 tons of ore were extracted, which yielded 39,757 tons of concentrate.

In the February of 1936 a new smelter was built at Millclose. It was supplied by a diesel locomotive, which hauled concentrate from the bins and delivered waste to a dump some 400 yards away. A new ingress of water caused a loss of production over several weeks but only two years later a more serious inundation flooded the mine to the 620 feet level. New pumping capacity was commissioned and the workings were dry after ten weeks but the pumps had to cope with 5,500 gallons per minute. This had a serious impact on running costs since the bulk of the 36,000 tons of water per day came from the 1000 feet level.

Despite the flood, the output for 1937-38 was 104,610 tons, which yielded 13,521 tons of lead concentrate and 16,543 tons of zinc although 6,000 tons of the latter related to the previous year's production. Efforts to find new deposits proved fruitless and mining ceased in June 1940. The mine itself closed in August 1940 after salvage work but the smelter operated until February 1941 when it was purchased by Messrs. H. J. Enthoven & Son Ltd., a London based lead producer. From 1970 to 1994 the company was a part of the Royal Dutch Shell Group. Since then it has been owned by Quexco Inc., a privately owned U.S. company, based in Dallas, Texas. The works, now devoted to recycling, mainly batteries, extends over an area of 10.5 acres within a 250 acre estate, which includes a Site of Special Scientific Interest.

Bibliography

(1) Lynn Willies, Keith Gregory and Harry Parker *Millclose The Mine That Drowned* (Scarthin Books, Cromford in conjunction with the Peak District Mines Historical Society 1989).

(2) C. E. Newall *Base Lead and Shining Silver* (Wild Oat Books, London W5 3JH 2006).

Frightening Working Practices around Clay Cross

Nick Wheat has passed to the Editor this interesting account, originally unearthed by Dave Harris, and found in a collection of letters to the "Railway Record", published under the title of "Railway Locomotive Management", and held by the Hopkins Railway Library of the Leland Stanford University of San Francisco. The letter were written under the nom-de-plume of "Veritas Vincit" (Truth Conquers) during the 1840s.

Birmingham, 21 March, 1843.

"When I first addressed you on 26 December last, upon the impolicy of the North Midland Directors' imprudent, lamentable and ever-to-be-remembered change of their enginemen, and predicted that awful and fatal consequences would ensue, and at what prediction was most woefully realised, after the written pledge they gave to the Board of Trade, that they would in future take care not to have recourse to any measures that would endanger the safety of the public, I certainly did not anticipate that I would have so soon have occasion to inform you that within the last 20 days they have taken steps which may be fraught with even more frightful loss of life, if they not be very promptly and effectually altered.

"At Clay Cross Tunnel, close by the north end of it, Mr Stephenson's Coal Railway joins, from which the coal trains get upon the North Midland railway, and immediately proceed through the tunnel. Formerly there were two watchmen by day and one by night, and with this number it not infrequently happened that, with all their vigilance and care, it was with difficulty that they could prevent accident. The above efficient number is now reduced to one watchman by day and another by night, for both ends of the tunnel! I do not know a place upon any railway which requires more vigilance and attention than this particular spot. This tunnel is 1½ miles long, and rises from the north end of it at 16 feet per mile; it is uncommonly wet; the rails are always in a slippery condition, so much so that when a coal train is heavy, the fireman is obliged to have recourse to that frightful risk of standing on the buffer bar of the engine, and continuing to throw sand upon the rails all the way through, to make the wheels of the engine adhere to the rails, and it is no uncommon occurrence that with all this, a train comes to a dead stand. Suppose a heavy coal train enters the tunnel, and does come to a stand still, and watchman's attention is taken up at the other end, the tunnel becomes filled with steam, a passenger train follows, and no signal being given that the tunnel is blocked up (no person being there to give it), the train enters with its accustomed speed, and need I depict to you the awful consequences! The collision takes place; and what could the more fortunate passenger do, with fire, steam, darkness, destruction, and screams of the most horrid description? It would be next to a miracle if even a single soul were saved to relate the sad event. Is it not the bounden duty of the Directors to take every means in their power to increase vigilance at such an important point, to prevent such a scene occurring? The misfortune is, as the law at present stands, if such a disaster were to take place, the Directors would go scatheless. At Clay Cross station they have removed one watchman by day and another by night.

"From Stretton shunt (a place of almost equal importance with the tunnel) they have removed two switchmen. At this place it is where all the coal trains shunt from the main line, to allow the passenger trains to proceed. Since this change, when the brakesman, or fireman of the coal train, observes a passenger train coming on *(you must notice they have a double duty, or, I may rather say, a treble duty, to perform, for they must look out before and behind, and either the one or the other act as switchmen)* the brakesman or fireman must leap from the train while at full speed, and shift the points to get off the main line, and if this is not done as quick as lightening a collision cannot be avoided, for there is no-one there appointed to run with a signal to stop the passenger train, and should either one of those men fall in his leap, fatal results would occur. Is it not unreasonable to impose a duty upon men which is fraught with such imminent danger to themselves, although there were no train close behind them?

"At Ambergate limekilns they have removed two watchmen, one by day, and another by night – a place also of great importance to have a sufficiency of men to watch the approach of trains."

The author then goes on to point out that this reduction of staffing of nine men will have resulted in a saving of £8.12s per week. The remainder of the letter goes on to criticise the Directors in lengthy terms, and to call for legislation to give the Board of Trade more power to exert upon the railway companies.

The insight this passage gives into the operation of the railway system before even the most rudimentary signalling systems were implemented is fascinating and very, very frightening!

Keith Ayling

The death was announced in March of Keith Ayling, Honorary Vice-President and previously the Chairman of some 18 years of the Chesterfield Canal Trust. Keith was one of the leaders in the formation of the Chesterfield Canal Partnership, and during his tenure as Chairman of the Trust had seen the almost impossible task of restoration of the canal's 46 miles gradually become a real probability. The restoration to navigation which cannot now fail to become reality.

During the last few years under his leadership the following tasks have been completed:

- WORKSOP to SHIREOAKS: Restoration completed in 2001, including the new Shireoaks Marina
- SHIREOAKS to KIVETON PARK: Restoration of the eastern portal of Norwood Tunnel, including the historic lock flights at Turnerwood and Thorpe Salvin in 2003.
- ROTHER VALLEY LINK: The link to Sheffield and South Yorkshire Navigation in the early stages of planning
- NORWOOD TUNNEL: Canal line now secured and levels set across the Kiveton Park Colliery in 2006, including the creation of lakes for a future marina. Poignantly it is just about 100 years since this historic tunnel collapsed, cutting Chesterfield off from the rest of the navigation system. The restored link, now to be constructed under the M1 seems assured, and the canal world will once again be connected to Chesterfield
- KIVETON PARK to STAVELEY: Planning now well established for this 9 mile stretch
- STAVELEY to TAPTON: Tapton Lock Visitor Centre opened 1998, canal restoration at this Chesterfield end including major highway crossings completed in 2002.
- TAPTON to CHESTERFIELD: Restoration and new terminus basin now an integral part of a major urban regeneration scheme

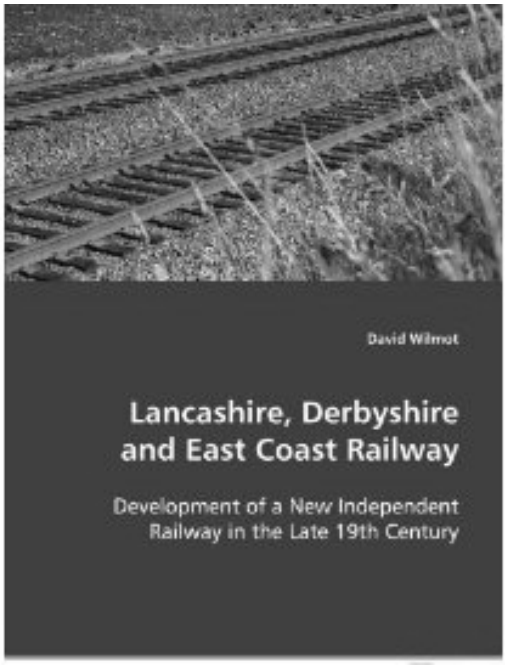
Some progress! Keith Ayling leaves a proud legacy which is certainly widely recognised by NEDIAS members.

I. A. News and Notes

Lancashire, Derbyshire and East Coast Railway

Diana Wilmot

David's book, the *"Lancashire, Derbyshire and East Coast Railway"*, has been published posthumously. The work was David's dissertation for his Master's Degree from the Institute of Railway Studies (University of York). The subtitle, the "Development of a new independent railway in the later 19th century", outlines the subject but because of David's working background the emphasis is on the financial aspects of the venture. The book is available for purchase on line etc but as with all academic books the cost of buying it is high, however a copy has been donated to NEDIAS and that is available for loan to members.



"Lancashire, Derbyshire and East Coast Railway" by David Wilmot. Published by VDM Verlag Dr. Muller Aktiengesellschaft & Co., 2009. ISBN 978-3-639-12889-5

EMIAC 79 - The Swannington Incline

The next EMIAC Heritage Day, titled ***"Swanning Around Swannington"*** will be on Saturday 22nd May 2010, and is being hosted by the Leicestershire Industrial History Society at Swannington. The main focus will be on the Swannington Incline, and may be an interesting comparison with those railway inclines closer to home.

Full details and a booking form can be downloaded from the web site: http://www.lihs.org.uk/emiacs.html or Tel 0116 291 9706

DAS walk around Pye Hill, and James Oakes' activities

A walk organised by the Derbyshire Archaeological Society on Tuesday 29 June and led by Dr. Dudley Fowkes. Close to the much visited housing and industrial remains of the Butterley Company's Ironville, is the relatively ignored counterpart development at Pye Hill which resulted from the activities of local rivals James Oakes & Co. This short walk will look at the surviving vestiges of Oakes' enterprises in this area and the transport links that served them. Meet 7:30pm in the Public Car Park, Jacksdale (Opposite War Memorial) SK 446514

NEDIAS Archives

Don't forget that NEDIAS hold some archives that might help you in your own research. Do you know what they are? Pete Wilson holds our archives, and if you haven't already done so, you can obtain CD-ROM with details of the full holdings in our archives. They are for use of NEDIAS members, and readily available for your loan.

Yorkshire Waterways Museum *Derek Grindell*

In a report on the NEDIAS visit to the Yorkshire Waterways Museum at Goole, which featured in Newsletter No. 35 (August 2009), I mentioned the presence there of the *Southcliffe*, a privately owned keel. Beautifully restored, her new mainsail had cost £20,000 and the vessel itself now had an estimated market value of £350,000. Confirmation of the current market value of such craft subsequently arrived on my doormat earlier this year when I received a letter from a relative now living in Kent. Enclosed was a cutting from her local Property Guide, which carried an advert for the *Gainsborough Trader*, a carefully converted keel, which had been built in 1931 on the Trent, had transported coal and chalk and had rescued 141 soldiers from the Dunkirk beaches. Now berthed at Rotherhithe Marina, the 72 ft. long vessel has 1200 square ft. of living space and is on the market for £349,950. Before reaching for your cheque book, however, it is worth mentioning that its residential licence from Southwark Council costs £600 p.a., the mooring fees amount to £5,200 pa. and the insurance cover is £760 p.a. The same estate agents can also recommend a late 19th century 72 ft. narrow boat with modern interiors for only £120,000. Still interested?

New Museum for Barnsley

Experience Barnsley, the new museum in Barnsley Town Hall funded by £2.6M from the Heritage Lottery Fund, is aiming to open in summer 2012. It will tell the history of the town, including its industries such as coal, linen and glass. The Barnsley Council are currently seeking funding for an overall study of Elsecar, the village workshops of about 1850, and the Newcomen atmospheric engine, the only one in situ in its original engine house.

NEDIAS Exhibitions

During the summer, Derbyshire Libraries are hosting a number of local exhibitions, at which NEDIAS will erect a small stand, with information and photographs supplied by many members. Jacky Currell has designed and collated displays on a number of local industries, recently completing boards on the Chesterfield Tube Works and on the Ashover Light Railway. The next exhibitions are on Sat 22 May at Chesterfield Library, Tuesday 1 June at Staveley Library, and Saturday 19 June at Dronfield.

Members will recall the exhibition at Chesterfield Library in 2008, see photo, and may have seen the recent display which we erected there again in February, and which attracted many enquiries for information.

..... and Finally ...

... Steel

Cliff Lea

We heard this year of the "mothballing" and potential closure of the Corus plant on Teesside; they have our sympathies, we know all about closures of major industrial employers – they're nothing new to us down in the Scarsdale area here.

Poignantly, just outside the steel plant is a roundabout, which proudly carried at the time of the closure announcement the message:

"Teesside: a community based on steel",

..... and in small letters are added

"Sponsored by CORUS".

NEDIAS Committee:

Chairman and publications – Cliff Lea; **Vice-Chairman** – Derek Grindell; **Secretary** – Patricia Pick; **Treasurer** – Pamela Alton; **Membership Secretary** – Jean Heathcote; **Lecture Meetings and Visits Co-ordinator** – Brian Dick; **Archivist** – Pete Wilson; **Committee Members** – Diana Wilmot, 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.

LOTTERY FUNDED

Printed at St Michael& All Angels, Brimington ☎ 01246 470533