

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 45 – February 2012

Price: £1.00 (Free to Members)



Bombs!

Brian Dick

That was a great commentary on Stanton Ironworks (NEDIAS January meeting) – the film wasn't too bad either! As I sat and watched the various processes needed to produce these cases I couldn't help thinking how long and thin they looked compared to the ones I remember. Back in the early 50s I was invited (well, yes, there were a few others) by the RAF to assist in their efforts to curb the excesses of the Mau Mau in Kenya. Myself and several other erks were given a variety of jobs to keep us occupied whilst the Signals Centre we would be slaving in for the next 18 months was finished. One of these was unloading bombs from a wagon in Nairobi goods yard on to our lorry (or 'Garry' as we called it – can't remember why). And of course there was the unavoidable night-time guard duty, patrolling round and under the parked Lincoln's – successor to the Lancaster but nothing like as good according to aircrew – and gazing up at the 500- and 1000-pounders hanging in the bomb racks. Luckily no one ever 'invaded' us – goodness knows what I'd have done if they had!!!



Avro Lancaster 64



Avro Lincoln

Anyway, all I'm saying is that these bombs looked shorter and stouter than those on the film but of course, there could have been a design change or maybe my memory ain't what it used to be!

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I was also surprised at the speed with which the works were erected – 13 months was it? – and the care and attention which went in to making something that wasn't going to last long once it hit the ground. The other thing which always goes through my maybe perverse mind is the sheer cost of it all, especially when lots were 'wasted' due to jettisoning, for whatever reason, or missed the target and landed in a field. Certainly I've nothing but admiration for the aircrews though and just glad I was only at an age in WWII where I could 'enjoy' the thrill of the air raids in North London - with only one 'near miss' but lots of shrapnel!! (which my Mum later threw out - I ask you!). *Photos by courtesy of John Rowland.*

WESTHOUSES: MIDLAND RAILWAY VILLAGE

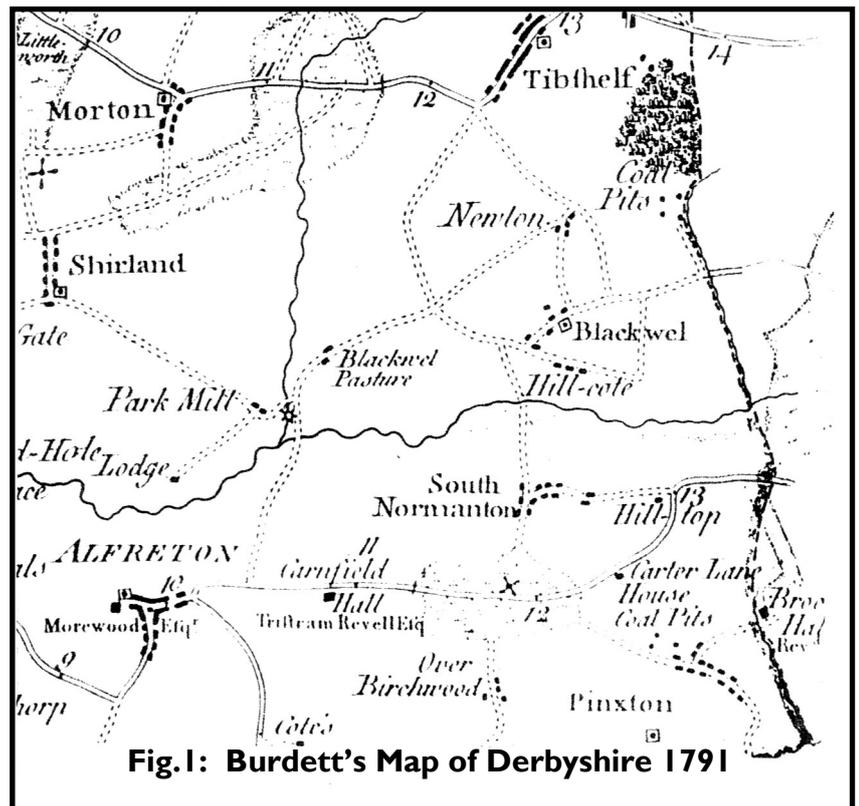
Dudley Fowkes

The Midland Railway's Erewash Valley extension railway from Pye Bridge to Clay Cross reached the site of the future village of Westhouses in 1861. At this date, this western extremity of the parish of Blackwell was part of the estate of the Duke of Devonshire and occupied by West House Farm, a farm of some 175 acres tenanted by Samuel Downing¹. This was one of only a handful of properties in the area of the future village².

The purpose of the northern extension of the Erewash Valley line from Pye Bridge was twofold: first it provided a direct route from Nottingham to Chesterfield and the north: second it opened up several parishes in this part of the Derbyshire coalfield for the development of new, deep mines. Small scale coal mining had taken place in the area from medieval times but the catalyst of improved transport facilities was needed to exploit the coal on the scale that improved deep mining techniques allowed.

At the time of the 1861 census, the line was in the course of construction in the area of the 'West House'. Its impact on the industrial development of Blackwell and on the settlement pattern at this stage was nil. No new pits were opened and no new houses were built. What there was however was a short-lived navy settlement during the construction of the line with the erection of what are described in the 1861 census as six "railway huts". These were too temporary to appear on any maps and their precise location within the area of West House Farm is not known.

As with any navy settlement, the inhabitants of this small temporary settlement came from far and wide, not least from Ireland, and the lack of any immediate impact of the railway in terms of development meant that they in all probability moved swiftly on to other railway building projects.



← Fig.2: The inhabitants of the six railway huts at the West House, 1861 →

<u>Hut 1</u>				
Name	Status	Age	Occupation	Place of birth
John Hullet	Married	36	Railway labourer	Lincoln
Sophia Hullet	Wife	35		Wisbech
Susan Hullet	Daughter	8		Wisbech
Mary Ann Hullet	Daughter	4		March
John T Hullet	Son	2		Spalding

John T Hullet	Son	2		Spalding
George Wiseman	Lodger	18	Railway labourer	Not known
Henry Jackson	Lodger	36	Railway labourer	Nottingham
Ann Jackson	Wife	32		Nottingham
John Roughroad	Lodger	36	Railway labourer	Kilkenny
George Wimark	Lodger	50	Railway labourer	Norfolk
William Hill	Lodger	34	Railway labourer	Norfolk
<u>Hut 2</u>				
George Ward	Married	21	Railway labourer	Nottingham
Mary Ann Ward	Wife	20		Nottingham
Sarah Ward	Daughter	2		Nottingham
<u>Hut 3</u>				
William Needham	Married	30	Bricklayer	Leicester
Ag [sic] Needham	Wife	31		Scotland
William Parr	Lodger	30	Bricklayer	Nottingham
<u>Hut 4</u>				
John Gadley	Married	40	Railway labourer	Roscommon
Bridget Gadley	Wife			Ireland
John Gadley	Son	6		Sheffield
Elizabeth Gadley	Daughter	11 m		Chesterfield
Joseph Burn	Lodger	49	Railway labourer	West Meath
Mary Burn	Wife	43		Dublin
Mary Burn	Daughter	14		Comden, Gloucs
Francis Burn	Son	3		Bryn, Monmouth
<u>Hut 5</u>				
Henry Morgan	Married	38	Railway labourer	Harmston, Leics
Sarah Morgan	Wife	38		Gapton, Sussex
Henry Morgan	Son	14	Labourer	Westham, Sussex
John Morgan	Son	11		Harmston
William Morgan	Son	8		Battle, Sussex
Thomas Morgan	Son	4		Trinsbury, Kent
Joseph Morgan	Son	2		Jasfield, Sussex
<u>Hut 6</u>				
Cornelius Amphlett	Married	37	Railway labourer	Kempsey, Lancs
Ann Amphlett	Wife	34		Sedgley, Sussex
William Amphlett	Son	4		Monmouthshire
Henry Amphlett	Son	1		Templecombe
Terry Cummings	Lodger	60	Railway labourer	Cork
John Chivers	Lodger	43	Railway labourer	Road, Somerset

In the same way that the opening of the main line had no immediate on the permanent settlement pattern, so the opening of the branch to Tibshelf and Teversal in 1866 had similarly little influence in Blackwell. Indeed, it was events elsewhere in the parish that would indirectly lead to the anticipated upsurge in development. In 1871 the Blackwell Colliery Company opened Blackwell 'A Winning' Colliery and in 1874 Blackwell 'B Winning' Colliery at Hilcote. These major new collieries were linked by a private branch to the main line, a branch that was worked by the Midland Railway from 1877. The opening of these collieries led to major housing developments at first, Blackwell, and latterly at Hilcote, with the population of the parish increasing from 542 in 1871 to 2195 in 1881.

In 1889 the Blackwell branch was extended to New Hucknall Colliery at Huthwaite and it was the ever-increasing amount of traffic on the branches to Blackwell and Huthwaite, and to Tibshelf, Teversal and Sutton, that brought about the need for the development of a locomotive depot and housing for the staff employed there somewhere in the vicinity of the junctions between the main Erewash Valley line and the two branches.

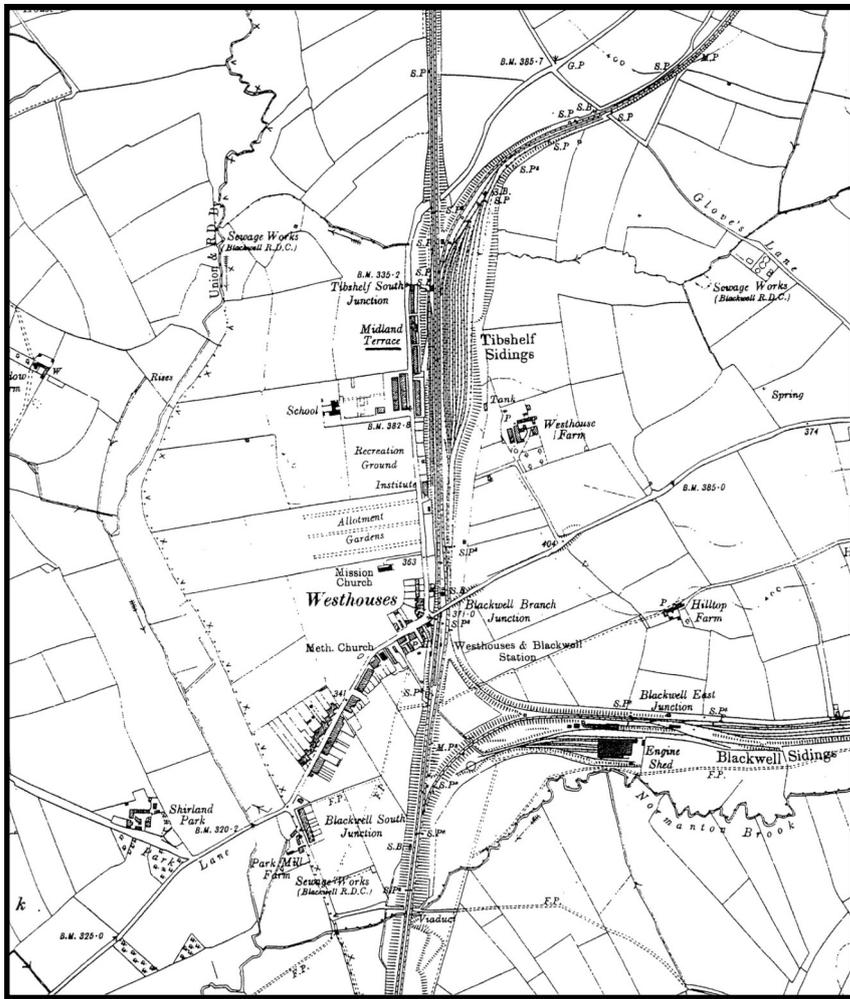


Fig.3: OS six inch sheet 1921

The chosen site was the 'West House' and from March 1889 the first entries start appearing in the minutes of the Midland Railway's Ways and Works Committee³ relating to the proposals for the Westhouses site. The first entry for 1 March 1889 relates to seeking to commission plans and estimates for a new engine shed at Blackwell Sidings, Westhouses. On 6 December 1889, a tender of £11216 from Messrs H Brown was accepted for its erection. Also on 1 March 1889 it was decided to obtain plans and estimates for providing 30 cottages near Blackwell sidings, to be built on a site to be agreed, to houses workers at the new depot. A tender of £4981 was accepted on 7 February 1890, again from Messrs Brown & Sons.

By the time of the 1891 census, the creation of the new railway settlement at Westhouses had begun in earnest. The station had been opened in 1881, accompanied by the station house, five properties known as Westhouses Cottages had been built, and the first twenty houses of Midland Terrace, authorised in February 1890, had been completed. By 1893 the depot had been opened, Midland Terrace had been authorised to be extended to 45 houses, and the later terraces – Allport,

Bolden and Pettifor Terraces – were also given the go-ahead. The chosen names for the terraces all had Midland Railway Company associations – James Allport was the company's General Manager, Mr H Bolden was the Northern Divisional Engineer and Joseph Pettifor was the company's Stores Superintendent from 1855 to 1894. Pettifor Terrace was a short terrace of only two houses. There was therefore ample scope for future development of the railway housing but, in the event, the late 1890s were to prove to be the zenith of the railway village.

Following the development of the locomotive depot and the associated housing, the Midland Railway Company set about attending to the spiritual and educational needs of the new community. Given its distance from Blackwell parish church and the religious climate of Victorian times, it was only a matter of time before the subject of the provision of an Anglican church for the new village was raised. The Company had approved the provision of a mission church in principle in 1893 but this was not acted upon and it was left to Ernest Edward Morris, vicar of Blackwell from 1890, to take the lead⁴. On 14 October 1895 a meeting was called to discuss church extension "in this rapidly growing parish" and it was resolved that "application be made to the Home Mission Society of the Church of England and the Derbyshire Church Extension Society for a grant in aid of a curate for this parish."

A committee was appointed to pursue these resolutions but for over a year met with no success. It was in fact Queen Victoria's Diamond Jubilee in 1897 that finally acted as the catalyst for building the mission church at Westhouses. By February 1898, the Duke of Devonshire had provided a site at a nominal rent and fund-raising began in earnest to raise the £350 needed to build the church. As the requests for grant aid from the main bodies within the church had met with no success, it was essentially a 'self-help' exercise with all the money having to be raised locally by private subscription. The initial subscription list of March 1898 shows that the Duke of Devonshire led the way with a donation of £25, followed by the Vicar, Mr Todd and Mr Longden each contributing £10. Overall six subscription lists were published over the course of 1898 with almost 200 individual contributions being recorded.

At a meeting in Westhouses on Monday 25 April 1898, the decision was taken to put the work on the church in hand. The plans of Messrs Bruce and Still of Liverpool were approved and their contract accepted. By



Fig. 4: Photo: St Saviour's church

The final major contribution by the Midland Railway Company to Westhouses was the village school, also opened in 1908. The school was the only railway company school in Derbyshire and it reportedly cost some £5000 to build⁵. It was intended to provide up to 270 places although the average attendance in 1904 was said to be 150.

The group of railway-associated buildings was completed in 1901 by the opening of the Railway Institute, close to Midland Terrace on Tibshelf Road. This provided recreational facilities for the railway community. Overall, this was boom time in the wider local community: the Methodists had opened a chapel in 1897, the Station Hotel and houses such as The Laurels (1895), Belmont Villa (1899) and The Hollies (1900) were built along Alfreton Road; the Ripley Cooperative Society opened a store and other retail and service facilities followed.

Blackwell B Winning Colliery closed in 1964 and in many respects this marked the start of the decline of Westhouses as a railway settlement. As long as any pits remained open on the Blackwell and Tibshelf branches the depot lingered on but by the early 1980s it had been largely demolished and was used simply as a stabling point for a handful of diesel locomotives. The closure of Silverhill Colliery – the last of the collieries on the Tibshelf branch – finally saw the demise of not only the last vestiges of the depot but also the closure of Tibshelf sidings. An opencast coal-mining scheme carried out in 2010-2012 on the depot site has now eradicated all trace of the sheds and sidings apart from residual sections of embankment.

Amid all of these changes and the gradual reinvention of the village as a commuter settlement, the core elements of the railway village remain intact. Only the 'tin tabernacle' has gone. The four railway terraces survive as built, the school remains in use as the village school but now, of course, under local authority control, and the Railway Institute lingers on, albeit in a derelict state [2012]. So the Midland Railway village of the 1890s lives on, the best example in the county of a railway settlement of this period, and forming an interesting comparison with the 1840s North Midland Railway 'village' adjacent to Derby Station.



Fig. 5: Photo: Midland Terrace

REFERENCES

1. 1861 census of population for Blackwell
2. Derbyshire Record Office D2360/3/170A-B, Blackwell tithe award and map, 1839
3. The National Archives, Kew, RAIL 491/114
4. This account of the funding and building of St Saviour's Church is based on editions of Blackwell & South Normanton Parish Magazine, 1895-1898 (Derbyshire Record Office, D1034A/PI/9/3-4)
5. *Kelly's Directory*, 1904

WHAT'S ON?

NEDIAS Lecture Programme

When: Meetings are held on the second Monday of each month, starting at 7:30 pm.

Where: Friends' Meeting House, Ashgate Road (at junction with Brockwell Lane), Chesterfield.

Monday, 12 th March 2012	AGM and members evening. Includes presentation and latest findings about the excavation at the stone mill in Wingerworth
Monday, 16 th April 2012	Sue Gorick-Brown & Janet Spavold: " <u>Ticknall Pottery</u> "
Monday, 14 th May 2012	Andy Pollock: " <u>The Cromford & High Peak Railway</u> "

Other Diary Dates

On now	Chesterfield Museum: ' Links to the Past ' Exhibition tells the story of Robinson and Sons.
Tuesday, 14 th February 2012	John Lower will give a talk entitled Chesterfield Canal Trust . 7:30pm at the Eyre Chapel, Newbold. Chesterfield Civic Society, 01246 211200.
Tuesday, 20 th March 2012	Water, weirs and wheels: preserving the past of Sheffield's industrial museums – John Hamshere: the twenty-first Dr Kenneth Barraclough Memorial Lecture Joint meeting with the SMEA. 5:30pm for 6:00pm, at the Holiday Inn Royal Victoria Hotel; further details SYIHS, 0114 230 7693

The Barrow Hill 'Fab Four' Steam Gala - *in association with The Railway Magazine*

The 'Fab Four' Steam Gala tickets are on sale now!! Visit www.theticketfactory.com or ring 0844 581 4939.

Barrow Hill Roundhouse is delighted to announce that **A4 4468 Mallard**, holder of the world steam speed record, is to join the "Fab Four" line up. The meeting of these iconic steam locomotives is unprecedented and unlikely to be repeated for many years.

For the first time in fifty years of railway preservation and in the unique surroundings of Britain's last surviving operational Roundhouse, Barrow Hill Engine Shed Society is proud to present, for three days only, "The Fab Four":

A1 60163 Tornado – the first main line steam locomotive to be built in the United Kingdom for 50 years, bringing back to life a class of locomotive that was scrapped in its entirety at the end of steam in the 1960s and now a star of BBC's "Top Gear".

A2 60532 Blue Peter – the last surviving member of its class and star of the BBC children's TV programme of the same name.



A3 4472 Flying Scotsman – probably the most famous steam locomotive in the world, also the last surviving example of its type.

A4 4492 Dominion of New Zealand also known as **Bittern** – completing the iconic line up of LNER super power, from the same class as **A4 4468 Mallard**, the holder of the world steam speed record. In the unique environment of Barrow Hill, with a supporting cast of carefully selected steam locomotives recreating the heyday of steam, this is the ultimate railway preservation experience and unlikely to ever be repeated.

Cromford & High Peak Railway

In “Transformation of a Valley” Brian Cooper mentions an account when one hardy traveller in 1877 boarded a C & HPR train at the top of Middleton Incline, intending to take a journey to Buxton:

“My fellow travellers were then a young woman and a child, and the vehicle in which we sat was like an old omnibus. The guard stood in the middle and worked the brake through a hole in the floor. A locomotive now drew us three or four miles to the foot of another incline up which we were drawn by a rope. When reaching the summit the guard remarked “We may have to wait at the top”. “How long?” I enquired. “Oh, it may be 5 minutes, “ he replied, “or it may be a few hours. It all depends upon when the engine comes to take us on. Yesterday,” he added, “it did not come at all.” To while away the time I walked along the line, and my fellow passengers went mushrooming. In about three hours an engine came from Whaley Bridge to fetch us, and after the driver, foreman and guard had refreshed themselves at a little public house not far away... we started.... We reached Park Gates, about a mile from Buxton, at seven o’clock, after a journey of about twenty miles in six hours.”

NEDIAS VISITS

Co-ordinator: Brian Dick, 01246 205720

→ **Saturday 19 May: Glasshouse Common, Meet 10:00 am at Revolution House.**

Many people last year missed Part 1 of Barry Bingham’s walk across Glasshouse Common, an area of immense historical importance – so Barry will repeat it for us. It was in this area that Richard Dixon commenced making glass in 1710 an industry which was to continue for 140 years, and there are many features that Barry will point out relating to past industries and characters of the area.

Barry is repeating this first walk and we meet at 10:00am on Saturday 10th May at The Cock and Pynot for a walk estimated to finish at about mid-day, time for lunch at this historic place?

Please register interest by entering your name on the list at the next meeting.

(By the way, let’s hope that Barry’s magic once again helps the sun to come out, as it did on 19 November, the sun shined on a dozen members who joined Barry Bingham for the second part of a walkabout in the Whittington areas. Barry many thanks!)

→ **Thursday 21 June at 6:30pm. Please make a note in your diary: we're arranging a visit to Cromford Mill, for a buffet and guided tour around the village including the Church. More details later.**

William Haycock Ltd., Clockmaker

Cliff Lea

I recently was very privileged to visit the workshop of a family company which can trace its clock making history in Derbyshire back over at least 200 years. They have been known as William Haycock Ltd. since 1826, but their family roots in clock making go back much further. I can tell you that their workshop in Southcliffe at Ashbourne is like an “Aladdin’s Den”!

Ashbourne has a long history as a centre of clockmaking. During the eighteenth and early nineteenth centuries there were about five separate concerns making clocks in the town. The Ashton’s, Harlow’s, Davenport’s and Ellebys of earlier companies have now passed into history and only the Haycock business remains there today.

The origins of the Haycock’s business go back to 1740 when Joseph Harlow established a clockmaking workshop in the town. The Haycock brothers John and Thomas worked with Thomas Harlow grandson of Joseph, and took over the business in 1826 which they then proceeded to run in their own name. Thomas



William Haycock Ltd., belt driven workshop

died in 1906, but his brother William continued the family tradition, first on sites in Church Street and the Market Place before moving into the present Southcliffe workshops in 1897.

William Haycock died in 1904 having established a reputation as a capable craftsman and a man of great integrity. The firm still trades under his name and is run by his direct descendants Charles and Neil Haycock. Their traditional business has been in making skeleton clocks – clocks where the mechanism is exposed to full view – and anything up to church tower clocks in size. The company still makes 8 day longcase clocks on a commission basis – and their entire clock making activities still uses traditional processes.

The reason for my visit was not to discuss their clocks; their company has, in recent years produced

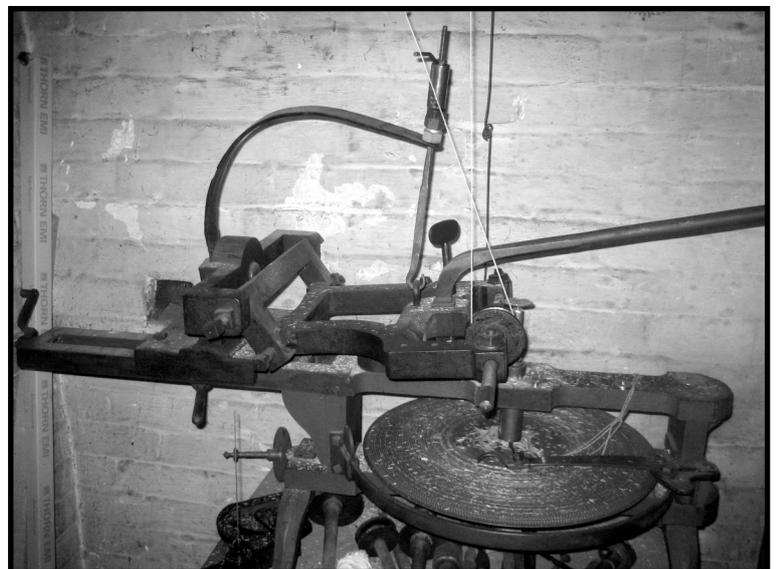
copies of historic spinning machines for museums in the UK and Europe. They have the traditional gear-making skills to make original examples of early spinning machines where there are none now left in existence. They are the only company now who make items such as Arkwright's Water Frame using the skills of the clockmaker – the very way that Arkwright had originally developed his technology.

At the suggestion of the Arkwright Society, Haycocks were approached some years ago by the Rheinische Industriemuseum in Germany to produce a complete set of replica early cotton spinning machinery. This museum is housed at Ratingen near Dusseldorf in what is proudly boasted by the Germans as the oldest works on the European continent to use the factory system – with shift working on a production line for the very first time on the Continent.

This Ratingen factory had been set up in 1783 by Johann Brugelmann, a man who had stolen the technology for the new "English spinning machines" from the factory of their inventor, Richard Arkwright at Cromford Mill. Our own Cromford Mill had been started 12 years earlier in 1771, but had become known across Europe not just for the strong thread produced, but as the origin of the factory system, using the synergy of new technology on a production line basis, and employing 24 hour shift system for the very first time anywhere. Details of how to set up this new factory system and spinning technology was acquired by industrial espionage – and as a result Brugelmann is now lauded in Germany as the man who kick-started the German industrial revolution, and as the founder of the German factory system.

Brugelmann's original factory (which he even called "Cromford" in an attempt to cash in on the already famous name of Cromford in England) carried on working right through to the 1970s, unlike Cromford Mill here which had ceased textile work well before the mid 1800s'; the German mill therefore was still in reasonable condition and is now a well known industrial museum. Haycocks have made five machines for them, two carding engines, a drawing frame, a complete Water Frame, and a lantern. Christine and I had visited the Ratingen museum last year with Charles Haycock and members of the Arkwright Society to see the equipment working. Charles Haycock was received like royalty – his equipment in Germany is operating well, demonstrating Arkwright's original processes to Museum visitors. By the way, the Arkwright Society would love to have their own Water Frame, and you might be interested to know that Haycock's have now been commissioned to manufacture a working model for display at Cromford Mill.

Some NEDIAS members will know that William Haycock Ltd. still make model steam fire engines, which are working replicas of those originally built



John Whitehurst's original gear cutter still in use at Haycock's



Water frame made by Haycock for Cromford Mill in Ratingen

as toys for Victorian children by the Bing Company of Germany. Their fire engines are hand built replicas, exact in every detail of construction and materials.

Some of the equipment which Haycock has in Ashbourne is truly historical. Much is belt driven, but he has a gear cutter which had originally been equipment used by the famous John Whitehurst (1713-1788), the well known Derby clockmaker and member of the Lunar Society. Whitehurst was born in Congleton – his father was also a clockmaker. In 1722 he invented the "pulsation engine" or a Pulser pump, a device for raising water that was the precursor of the hydraulic ram pump. Members will recall our visit to a recently restored ram pump at Daniel Hayes Farm, and the article by David Palmer on the subject in NEDIAS Newsletter No 35, August 2009.

About 1736 Whitehurst started a business in Derby, where he soon distinguished himself as a true polymath for his work not just in clockmaking, but all kinds of scientific instruments, barometers, thermometers, his work on geology and a theory on the formation of the earth. He was appointed to the Royal Mint in 1774, was elected as a Fellow of the Royal Society in 1779 and was a member of the Lunar Society.

Whitehurst is said to have been the model for Joseph Wright's picture of a "Philosopher lecturing

on the Orrery" – and I can tell you it came as quite a surprise to me for Charles Haycock to point out to me the belt driven gear cutter which he said had started out life with Whitehurst! Maybe this had even been used in making cogs for the Orrery in Wright's painting (this oil is in the Wright collection at Derby Museum). I felt that I was on holy ground!!

Charles Haycock kindly allowed me to take a few photos inside this amazing and historical workshop.

For more information, see <http://www.williamhaycock.co.uk>

Robey Engine from Pearson's –

Request from The Robey Trust at Tavistock

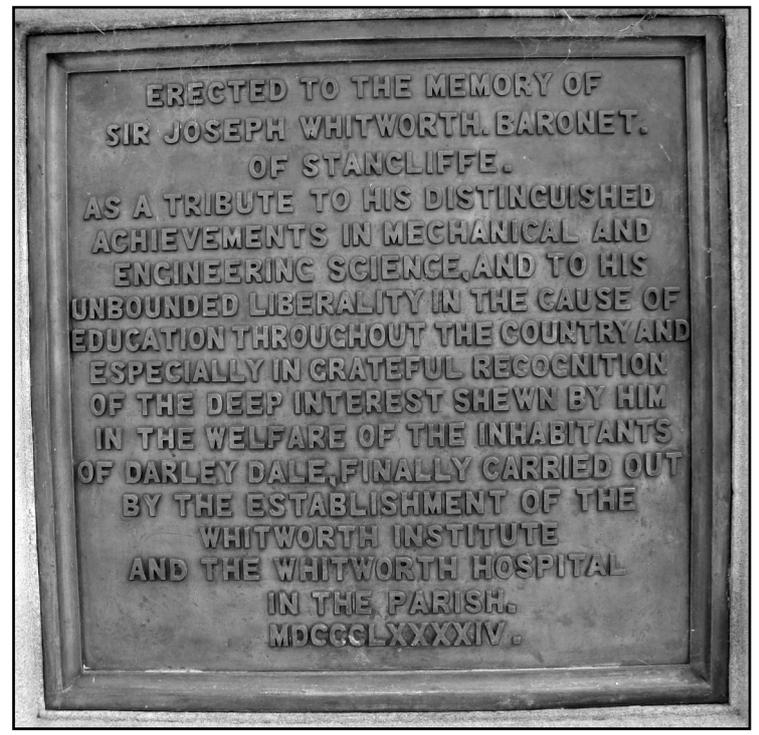
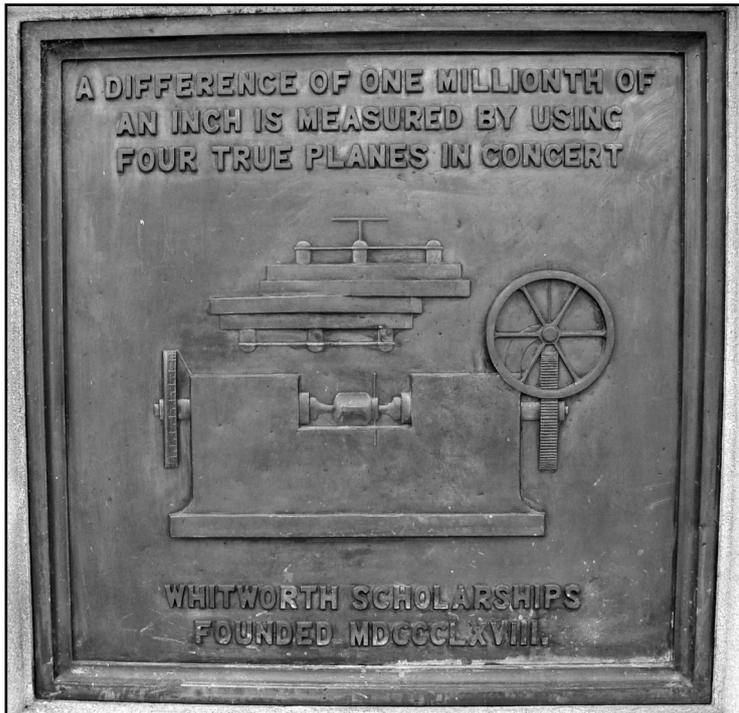
Ed: The following request has been received from the Robey Trust, concerning a Robey engine originally used by Pearson. It's very likely that none of our members – or your own contacts – can fill in a few gaps. Please reply direct to Eddy Hobby

In 1892, a Robey Class A fixed single cylinder engine no 12787 was supplied to Pearson's Pottery in Chesterfield by Robey of Lincoln. The engine was removed from either the Sheffield Road or Pottery Lane sites in 1972. In 2003 Dave Davies of the Robey Trust received a phone call to say, if you want it you have 24 hours to remove it. It was collected from a field in Grassmoor, taken to Tavistock Devon where after much work, replacement of missing parts and much expenditure, it has been restored. Our problem is we do not know which pottery it was used in but I have received information that belting and wheels were in one of the Pottery Lane sites. I am at the moment trying to prepare a dissertation in order that it might be used as an educational booklet for visitors. Any information about this engine will be gratefully received as very little is known about its life at Pearson's. Any information please to: Eddy Hobby auntyeddy@btinternet.com



Joseph Whitworth

Tony Stafford has sent to me some photos of the memorial to Whitworth in Darley Dale. Very striking is the legend: "A difference of one millionth of an inch is measured using four true planes in concert"



Millom

Brian Dick

Last year whilst on our usual weeks (used to be two!) walking holiday in The Lakes, Pat and I took a day off to give the old knees a rest and motored down the west coast, mainly to call in at the cafe at Broughton-in-Furness to empty their RNLI collection box (the lady 'in charge' in that area doesn't really know who put it there but the cash therein all goes in with my box collections in Chesterfield), and then carried on south, eventually arriving in Millom, about which we knew nothing. We stumbled on a bird reserve which had a rather unusual 'mountain' of grey stuff. On reading the notice, this turned out to be furnace ash – known as the Slag Bank - as on this site until 1968 was the Millom Ironworks.

We had a wander round and I was quite pleased when we came across the remains of demolished buildings and were able to rescue four bricks – A B Co; Barrow Furness; Furness Brick Co Barrow & Whitehaven (with the middle ‘E’ reversed) - to add to my burgeoning collection.

Moving further on we came across what turned out to be a ‘plug’ or ‘bloom’ (these terms are possibly quite familiar to a lot of you, but entirely new to us) and according to the notice is solidified molten iron, all that remains of the last blast furnace in operation here. It was known as No.1 furnace and had only started working in 1960 and was by far the largest furnace on site.



**Millom Ironworks. Photo taken 1968,
David Bradbury.**

We then drove along to the Hodbarrow Iron Mine site and quite by chance met a chap who was looking after a public recycling plant there. He was quite keen to talk about the area as, at the age of 14, he was due to start working there on the Monday – but it all closed down the Friday before! He took us on a quick guided tour, up on a mound looking out over the estuary and explained how there used to be railways running all over the area we were looking at. He said the demolition people had either tried, or thought about, blowing up the ‘plug’ but obviously decided not to bother.



Bloom plug at Millom

Iron Ore, or Hematite, was discovered in 1855. The population of Millom before this discovery was 356 – it later stood at 10,000 - so the ramifications of closure of both Ironworks and Mine in 1968 must have been severe – as the leaflet from the very interesting, and well-worth visiting, Heritage Museum in town states, this was ‘A Town Built On Iron’.

So this was a fascinating visit which we didn’t expect when we started out.

I.A. News and Notes

Cuckoo at the Pomegranate Theatre

The Pomegranate Youth Theatre is putting on a production called Cuckoo – Tales of the Chesterfield Canal at the Pomegranate Theatre in Chesterfield from Wednesday 14th to Saturday 17th March. Evenings at 7:30pm., Saturday matinee at 3:00pm. Adults £11, Concessions £8.50, Children £7.50.

Award to Deltic Preservation Society at Barrow Hill

Hot on the heels of the award to Pleasley Pit, this region has achieved another accolade for its heritage volunteers. The Deltic Preservation Society at Barrow Hill has won an award in the Heritage Railway Association Annual Awards 2011.

It is the Rail Express Modern Traction Award for combining with 'Locomotion' Shildon and the East Lancashire Railway to put on the Deltic Gathering celebrations to mark the 50th Anniversary of Deltic locomotives and in particular for bringing together the Magnificent Seven at Locomotion.

Congratulations to all concerned!

A trip to an overseas site?

AIA Overseas visits 2012

In May we will visit the US to meet members of the SIA at their conference in Cincinnati and to explore the industrial history of the mid-West. We will visit fascinating sites in southern Indiana along the Ohio river and in Cincinnati with the SIA then travel via the largest aviation museum in the world to Detroit to see something of the former glory of this great industrial city, including the original Ford Model T plant and the site of the first moving production line.

In September we will visit The Ruhr home of North Germany's steel industry. Based on local coal, the valley from Duisberg to Dortmund became a conurbation of mines, coking plants, blast furnaces and steel works. We will visit the Zollverein Colliery World Heritage Site, the largest of its kind in Europe and the Bauhaus architectural masterpiece of Shaft 12. At Solingen there are the 33 drop-hammers at the Hendrichs forge which produced millions of scissors, knives and weapons and at Essen the Villa Hugel, residence of the Krupp family, with its 269 rooms.

Members may also be interested in the popular "City Safari" weekend walking tours. This year the tours will explore the boot and shoe industry in Northampton, fishing and tourism in Fleetwood & Blackpool and Power and Pleasure in Mainz & Wiesbaden.

For more details contact: Bill Barksfield, Heritage of Industry Ltd, Hunters Moon, Gorelands Lane, Chalfont St Giles HP8 4HQ Email: info@heritageofindustry.co.uk Website <http://www.heritageofindustry.co.uk> Phone: 01494 873677

New NEDIAS Web Site – www.nedias.co.uk

Have a look at our new web site which I've worked on over Christmas – you'll see a variety of items available, including membership renewal forms for those who haven't yet renewed for 2012. In particular, do look at the "Members Only" page, where members will be able to read and download all our previous Newsletters. You will also have access to an up-to-the-minute Index which will enable you to locate all sorts of previous articles in our Newsletters and Journals.

And Finally to Wingerworth

We'll all hear a great deal more about this site at the AGM – about how the team revealed the engine blocks and chimney base, the Grand Staircase descending down, the mystery of the "sandpit", about the sources of power, the bases where the enormous swing cutters had been mounted, and about the considerable number of finds, including the strange "Wingerworth Handbag"

In the meantime, it wasn't all hard work, here are some of the team cooking and devouring bangers on site just before Christmas (*Photo: Pat Pick*).



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, Doug Spencer.

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