

# NORTH EAST DERBYSHIRE INDUSTRIAL ARCHAEOLOGY SOCIETY

## Newsletter No. 5 - February 2002

### Editorial

In the November Newsletter we entreated readers to encourage friends and relatives to come along to our meetings as we had yet to fill the meeting house. Well, such has been the interest in our programme that things have been a bit crowded at times - but there is still room for more! Having said that, you will see below that a talk is taking place at the end of May which we expect to be extremely popular. NEDIAS is pleased that Chesterfield Local Studies Library has agreed to arrange this talk as a joint venture, to be held in the Library's Lecture Theatre. Yes, this is the talk on Stephenson's "Rocket" mentioned at the January lecture evening.

The first of the year's outside visits has also been arranged, courtesy of Clayton's Tannery. Details of other proposed visits will be mailed to members separately as soon as details are finalised.

Elsewhere, we learn that the annual Archaeology Day, held in the Pomegranate Theatre, Chesterfield, on 19th January had some three hundred people present. A good stock of NEDIAS leaflets were on display, thanks to our publicity team, and this resulted in a phone call to the Chairman late on Sunday night about the David Hey talk in May. We now look forward to welcoming the group of eight coming from Macclesfield for that event and suggest people arrive at the meeting house in good time as the best seats will quickly be taken!

Finally, on more mercenary note - If this Newsletter has dropped through your letterbox, we have had your subscription. However, our Treasurer is still hopeful of receiving further subscriptions - so if you know anyone who is thinking of joining now is the time for an elbow to be nudged.

### Winter & Spring Programme - A reminder of the events yet to come:

Venue (unless otherwise stated) - the Social Room of the Friends Meeting House, Ashgate Road, Chesterfield, at 7.30pm on each of the dates shown.

11th February - David Jenkins, *Early Ironmasters of Grass moor.*

**Monday 25th February - Clayton's Tannery Visit** - Places limited - bookings to be made on List at lecture meetings or contact Pete Wilson. Meet 7.00pm in Clayton Street.

11 March - Peter Hawkins, *Smiths of Chesterfield (& Cannon Mill)*

8th April - David Siddon, *Brampton & Chesterfield Potteries* - a talk plus a chance to have your pottery pieces identified by an expert on these local products (NB There will be no valuations).

13th May - David Hey - *Packhorse Routes in the Peak District.*

**Tuesday 28th May - 7.30 pm, Chesterfield Library Lecture Theatre** - Organised jointly by NEDIAS and Chesterfield Local studies Library - *The Engineering and History of Stephenson's "Rocket" Locomotive* - Michael Bailey & John Glithero, who were recently asked by the Science Museum/National Railway Museum to undertake a detailed examination of this famous locomotive and to research its operating and preservation history. The talk presents their findings and the additional knowledge that has been gained. - Tickets will be on sale at Chesterfield Library from the end of April, £2 /£ 1.20.

---

### **Other Local Events**

The following events have been advertised by other societies and look to be of particular interest to NEDIAS members. If you wish to attend, please contact the names given to check they are open to non-members. The Derbyshire Local History Societies Network, through the Record office at Matlock, also publishes a regular list of such meetings throughout the county and this now includes NEDIAS meetings. A copy of the current full list is available for reference at all NEDIAS lecture meetings.

Monday, 18th February - South Yorks. Industrial History Society, *Ganister mining, especially around Worrall & Wadsley*, by Ray Battye (7.30pm at Kelham Island Museum - contact for more information, D Bayliss 01142307693).

Friday, 1st March - Chesterfield Library, *The Great Central Railway in Chesterfield*, by Ken Grainger (2pm, Chesterfield Library, from which tickets are available)

Tuesday, 5th March - Chesterfield Library, *Chesterfield Canal: It's History and Restoration*, by Peter Wild (7.30pm, Chesterfield Library, from which tickets are available)

Friday, 17th May - Holymoorside & District History Society, *Memories of Barker Pottery Brampton*, by A Hodson. (7.30pm Holymoorside Village Hall - contact M Richmond 01246 566799).

Tuesday, 21st May - Chesterfield & District Local History Society, *The Restoration of Wortley Top Forge*, by Ken Hawley. (7.30pm, Rose Hill United Reform Church, Chesterfield - contact Mrs M Hawkins 01246 270812)

---

**EMIAC 63 - A reminder that** the Nottinghamshire Industrial Archaeology Society is organising the 63rd East Midlands Industrial Archaeology Conference, entitled *Busy Beeston - a look at industrial Beeston*. It will take place on Saturday 18 May 2002 at College House School, Chilwell, between 10.00 and 16.30. The cost is £14.00 including lunch. Application forms are available at NEDIAS lecture meetings.

---

## **Victoria County History of Derbyshire**

The Victoria History of the Counties of England was originated in 1899 and has so far compiled histories of about one-third of the counties of England. The aim is to equip every county with a uniform set of volumes, based on original research on every parish in the county. Initially, two volumes were issued on Derbyshire but lack of funding prevented further work being carried out. The situation has now been remedied and, earlier this month, the Derbyshire VCH Trust announced that work on the History of Derbyshire is to restart after a gap of almost a hundred years.

The first stage will cover the Scarsdale Hundred, with three volumes separately covering the western, eastern and southern parts of the Hundred. NEDIAS, as one of the local history societies in the area, has been invited to have a representative on the advisory committee and your Chairman has, initially, accepted the role. The Trust is funded by monthly donations of £5 (or its multiples) from its members and, by this means, is employing a consultant editor. The intention is to start with eastern Scarsdale, consisting of Ault Hucknall, Barlborough, Bolsover, Glapwell, Clowne, Elmton & Creswell, Heath, Langwith, Pleasley, Scarcliffe, Sutton-cum-Duckmanton and Whitwell.

We look forward to assisting with this major, long-term project and hope that our members will be able to make a tangible contribution to the written history of this interesting area. More details will be provided as soon as possible.

---

## **Brickworks of North East Derbyshire**

It is increasingly apparent that the history of brick making in north east Derbyshire has received scant attention in the past. The activities of the colliery companies in this direction have been recognised but they were by no means the whole of the brick industry in this area. Cince comments in Newsletter No. 3, Darrell Clark has shown an example marked "LUDLAM".

Bulmer's 1895 Directory of North Eastern Derbyshire has a category styled "Brick & Tile Mnfrs" but this only refers to "Cutt Wm, 14 Dowdeswell Street; Inkerman Brick Co., Ashgate rd., J Ashmore, manager; Newton Peter, Midland Station yard." (p77). Two Ludlams are mentioned, firstly under Brampton farmers, "Ludlam John, Brookside" (p56) but no brick makers of that name. The second found was the firm of Chesterfield Architects & Surveyors, L R Ludlam, of 5 Soresby Street" (p75).

As to the Wasp Nest brick also mentioned in an earlier Newsletter, Bulmer shows "Gascoine Aaron, Wasp nest" under Chesterfield Farmers (p76) but, again, no reference to brick works. The inference is, therefore, that brick making was a secondary pursuit to farming, as it was to the coal industry. However, regardless of the scale of manufacture, brick kilns were weighty structures, with even more substance than the proverbial brick outhouse, so there must be remains out there somewhere. Can anybody locate and identify any kilns remains or otherwise identify sites used?

### **Dema Glass**

Jack Smith has obtained for NEDIAS a framed, colour photograph of the warehouse section of Dema Glass, boardroom wall style, showing the site as it was around the opening of the A61 bypass. Jack has also obtained a collection of colour photographs showing glass making equipment and factory sites. Most of these seem to relate to the construction of a factory, or factories, on the Indian sub-continent by UK engineering staff. The box of photographs contained dividers with names of places but the relevance of these names to Dema Glass has not been identified.

Information on the history of the site is sparse, to say the least. Management changes over the years seem to have resulted in negligible archive material being retained or being locatable. In addition to identifying the locations at which the photographs were taken, and the processes depicted, we would like to see a history of the site compiled. Will any member who has worked at the Dema site, or knows someone who has, and is willing to help with this task, please make themselves known to any member of the Committee. The same applies to any members willing to take on the (team?) role of co-ordinators/compiler of the information. Could this be an interesting project leading to a publication of a paper or book? We would hope so.

-----

### **Brampton to Stanton Moor**

No, not a turnpike road discovery, but (yet another) tale of narrow gauge railways! The story starts with a discussion with David Siddon about a brickworks related site in the Brampton area at which a contractor had, around 1950, a collection of industrial railway equipment. This included track points, wagon turntables and Hudson skip type wagons. Local knowledge suggested that the system had been used for exercise purposes by recuperating miners but the wagons had finished up with the Tallylyn Railway in mid-Wales, whose preservation scheme had started around that time.

Contact with the Tallylyn Railway brought the response that they had no records of having received any wagons from the Chesterfield area, the nearest being one from Stanton in the Peak. The TR carriage No. 16 had been made from the underframe and bogies of a 3-foot gauge vehicle purchased from Boden's Stone Limited. The bogies have since been replaced but the coach is still in use. The TR has found no record of having acquired any track from the Brampton area so will any reader who can throw more light on this topic please contact the editor with the details.

The interest does not stop there however. Anyone walking around the edge of Stanton Moor cannot fail to have noticed that there are well graded trackways leading up the hillside, an incline and at least one stone-built culvert, all of which look to have been engineered for narrow gauge railway use. The Ordnance Survey maps of the area describe some of these tracks as "Duke's drive" and show no evidence of railway use. However, it is known that the Canadian Forestry Corps was operating in the Rowsley area during the First World War and that a survey of the central area of the moor some twenty years ago, involving Stuart Ainsworth and Derek Bayliss revealed a railway trackbed amongst the pre-Roman earthworks. Furthermore, there is still today extensive use of light section rail as fencing in the quarry area at Stanton Leas.

The 1970s Lincolnshire Coast Light Railway at Cleethorpes had a vehicle known as the "Stanton Coach" but the writer has not followed up its history, beyond wondering whether it did relate to Stanton Moor rather than Stanton Ironworks. However, a request for information to the librarian of the Narrow Gauge Railway Society drew the response that they had no record of any railway system in the Stanton Moor area. Yet the distinct reference to Stanton in the Peak by the TR does suggest there is more to be found. Once more, therefore, can anyone out there clarify the position?

### **Yet More on Tramroads**

Lack of space means an item on the origin of the term "Tramroad" has had to be held over until the May edition of the Newsletter. However, to whet the appetite, we should mention that in his seminal work, *Early Wooden Railways*, Michael Lewis notes the term "tram" was first recorded as the name of a wheeled vehicle at a County Durham colliery in 1739. He goes on to say that a sledge type vehicle was known as a tram in the same area as far back as 1517. The popular conception that "tramroad" stems from the activities of Benjamin Outram at the end of the 18th century therefore seems rather unlikely. Michael Lewis also notes that the term "Gangway" was the preferred Nottinghamshire/Derbyshire term, viz "Little Eaton Gangway". There seem to have been almost as many different terms used as there were tramroads, so more on this anon.

### **The Rise and Demise of the National Coal Board's Road Transport Service in North Derbyshire, by Jack Smith** (A first-hand account of the relatively late move by the NCB in to mass motorised transport)

Although the nationalisation of the coal mining industry took effect on 1<sup>st</sup> January 1947, it was not until 1968 that a Road Transport organisation was set up. Rail distribution of coal from colliery to consumer prevailed until the Beeching era's drastic reduction in the national rail network. Even so, some road distribution had already occurred during the road haulage industry's brief period of nationalisation in the 1950s. But in the main, only very small quantities were despatched by road to local merchants and to mineworkers direct (i.e. concessionary coal; an important part of the wages package). Prior to 1968 these deliveries had been made by each colliery's lorries or carts.

By the time the Coal Board's own transport department was set up the situation had been appreciably altered. Coal was despatched by rail only to the largest users such as power station and large industrial undertakings with their own rail connection. The coal destined for domestic use was almost exclusively delivered by road except that consigned to huge central, rail-connected, depots in the south of England.

The National Coal Board's Road Transport Service was set up so as not to compete advantageously with the private road haulage companies. In detailed arguments it could be said that the reverse was true. As will be seen, there was certainly an interdependence between the two groups.

Within the overall organisation it was an almost completely separate undertaking with its own director and staff at the NCB's London headquarters. In each of the Board's areas, a Transport Manager was appointed together with an Assistant and a Fleet Engineer. The Manager was directly responsible to the Director of Transport for carrying out the national policy and to the coalfield's Area Director for the operations carried out, and liaison with all other departments - an interesting task, given the split reporting responsibilities.

The Road Transport department had its own separate budget and the manager had, with the agreement of both the directors to whom he was responsible, to set the hourly rate for each type of vehicle. These charges were compared area by area, and with those being charged by the private hauliers in that area.

The Assistant Manager was responsible for the daily operations of the vehicles owned, for the hiring of vehicles from private hauliers, and the administration. The Fleet Engineer was responsible for purchase of the appropriate types of vehicles required (within the constraints of a rigid "Buy British" policy) and for their repair and maintenance. The vehicles purchased were based on the minimum daily number required for the area to operate. The remainder being hired on a daily basis from a pool of local firms at previously contracted rates.

When the Road Transport Service was inaugurated, all vehicles owned by the NCB at individual collieries and the various departments. were collected together at central garages, generally one for each NCB defined Area. That for North Derbyshire was situated at Duckmanton, its vehicles serving the needs of the twenty-one collieries at that time operational in the area, the Central Stores and Workshops situated at Duckmanton the Workshops at Blackwell, and the Avenue Coking Plant.

The types of lorry operated and their uses were as follows:

1. **Tippers** - bulk loads of coal and smokeless fuels.
2. **Platforms** - Movement of stores and machinery, bagged deliveries of coal and smokeless fuels.
3. **Tankers** - (a) enclosed tanks; tar and similar products in their liquid form and (b) open - topped, hopper style, with discharge conveyors and weigh-scales; solid fuel deliveries.
4. **Road sweepers** - cleansing internal roads on NCB premises as well as public roads contaminated by coal movements.
5. **Bullion vehicles** - Cash transportation for wages and cash sales.
6. **Mini buses** - Workmen and staff transportation.
7. **Ambulances** - Conveyance of injured or sick workmen to home or hospital.
8. **Vans** - delivery of small items of stores and machinery and for use by mobile teams of fitters and painters, etc. These were mainly hired out to other departments such as Estates, Scientific and other technical branches and driven by their own staff.

At the peak of operations over forty tippers were being operated in North Derbyshire and whereas at the beginning the maximum load was nine tons at the end this had risen to over twenty. Most of the journeys involved the movement of coal either internally at collieries, to other collieries for washing and blending, and to and from central stocking sites at closed pits and elsewhere. Some were involved in the delivery of coal to customer, the most notable of these was the delivery of up to two hundred tons per day to an incineration plant in north London. For many years coke was delivered from Avenue to all schools and other County Council premises but this traffic declined as they were gradually converted to burning gas. Coal deliveries were made to power stations at times of peak demand but usually the relatively small percentage of that moved by road was undertaken by private hauliers. It is regrettable that no records of tonnages carried or vehicle mileages appear to have survived.

Almost half the platform lorries, of which there were over sixty at the height of the Road Transport activities, were employed delivering bagged fuel to concessionaires and a small number of retail customers. Initially coal was supplied from several collieries but finally all concessionary coal deliveries were made from Markham. Sunbrite (coke) and smokeless fuels were delivered from the Avenue Plant. Coalite was delivered from Bolsover Colliery where it was received by a direct railway line from the Coalite Plant.

The other platform vehicles and a small number of vans were used for the movement of stores and machinery from central stores and workshops to collieries, between collieries and returns for repair or overhaul. The stores at Duckmanton held a large variety of items available to supply any colliery in Derbyshire, Nottinghamshire and Yorkshire, and sometimes to any colliery in the country.

If equipment failure caused loss of production and the required replacement part was not held in the colliery's own stores, it was ordered on an "A Call". This meant that through the national stores or workshop organisation a spare was located and the transport garage nearest the source made urgent delivery arrangements. If the part was available in North Derbyshire, transport was arranged from Duckmanton. If delivery was required to Wales or Scotland, arrangements were sometimes made for transhipment to a lorry from that area half way along the route.

Duckmanton Workshops concentrated on the maintenance and repair of hydraulic roof supports (chocks). As coalfaces shut down the chocks were withdrawn and brought to Duckmanton. After being stripped down and rebuilt they were then transported to equip new faces being developed anywhere in the country.

There was a relatively small workshop at Blackwell for the repair of electric cable and connectors. The cables were collected from all the collieries in the region and taken back on platform vehicles specially constructed to carry the large reels of cable safely and securely.

From 1968 until 1987 the North Derbyshire Area Road Transport Service operated 7 days a week 24 hours a day. It acted as the coalfield area's control centre for any accident or emergency at any colliery, and as the emergency contact point for members of the public who needed to contact the NCB outside worked office hours.

After the 1984/5 strike and colliery closures commenced, the workforce which in total including drivers, mates and fitters had been over 200, was gradually reduced and vehicles sold. In March 1987 North Derbyshire Area was merged with South Midlands Area. The transport activity at Duckmanton was then managed from Cole Orton in Leicestershire. Two years later the operation was privatised and relocation took place to South Normanton, the depot of the purchaser. So, in 1989, after some twenty years' activity, the final demise of Duckmanton's Road Transport Service took place and the site's next role became a quest for others to pursue.

-----

**Books for Sale** - The offer of a table being made available at lecture evenings for the private sale of members' second-hand books and ephemera of industry still stands. Members will be asked to donate 20% of the sale proceeds for NEDIAS funds. Anyone wishing to display items which are not for sale may do so, but please check first that space can be provided. We have to say that, in both cases, the items must remain at the individual member's risk throughout.

-----

**And Finally** - Contributions to this Newsletter will be gratefully received, typed, on disk, handwritten or whatever. The next issue should be circulated at the beginning of May 2002, so please send items to the editor by mid-April and look forward to seeing your efforts in print. Our readership is growing, so share your theories, findings and ideas about the industrial and transport heritage and history of north east Derbyshire (the Scarsdale Hundred!) with your compatriots.

-----

**The Officers of the Society:**

Chairman - David Wilmot; Secretary - Patricia Pick; Treasurer - Pamela Alton  
Membership Secretary/Assistant Treasurer - Jean Heathcote; Publicity Officer - Cliff  
Lea; Lecture Meetings Organiser - Malcolm Fisher; Newsletter Editor - David Wilmot.  
Committee members - David Hart, Paul Smith, Jack Smith, Pete Wilson.

-----

**Published by** North East Derbyshire Industrial Archaeology Society. Hon. Editor; David Wilmot MA, 2 Bright Street, North Wingfield, Chesterfield S42 5LR (01246 854180 or email davidrhwilmot@talk21.com). Copyright of the contents is retained by the authors.