

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 59 – August 2015
Price: £2.00 (Free to Members)



Visit to Lea Wood

A NEDIAS group met at High Peak Junction on a grey but dry evening in July and were led through Lea Wood by James Hawkesley who earlier in the year had given a great talk to us about the recent community archaeology project.



ABOVE LEFT: A happy throng, suitably attired on a grey evening: remarkably the rain held off for us.

ABOVE RIGHT: No, not a new form of “henge”! James explains the features of an excavated Q-pit for the production of whitecoal

LEFT: One of the interesting features of the Q-pit was use of a much earlier quern stone in its construction.

In this issue: Visit to Lea Wood ■ What's On? ■ The George Stephenson Centenary Commemorative Events in Chesterfield – Part 4 ■ More on Rolls-Royce during WW2 ■ Chairman's Chat ■ Kelham Hall ■ Lion Salt Works ■ I A News & Notes ■ And Finally ... *and then add 50%! ■*

WHAT'S ON?

NEDIAS Lecture Programme

Meetings are held at: St Thomas' Centre, Chatsworth Road, Brampton (opposite Vauxhall/Bristol St Motors) S40 3AW. There's plenty of parking in their own car park, including disabled spaces, as well as on-road parking in front of the Church. All meetings commence at 7:30pm.

Monday, 14th September 2015	Colin Barnsley: "Five generations of knife making by the River Don"
Monday, 12th October 2015	David Amos: "A Brief History of Coalmining in Ashfield".
Monday, 9th November 2015	Chas Arnold: "Robert Blincoe, Ellis Needham and Litton Mill".
Monday, 14th December 2015	Christmas Meeting. Photographs from this year's visits to Lion Salt Works, Lea Wood, Anderton Boat Lift, Derby Roundhouse, etc. Accompanied by mince pies.

Other Diary Dates

Running until 27th September 2015	"The Victorians". An exhibition about life during the Victorian period. Revolution House, Old Whittington
Thursday, 10th to Sunday, 13th September 2015	Heritage Open Days everywhere.
Friday, 25th to Sunday, 27th September 2015	TICKET TO RIDE - "Barrow Hill '65. THE London Midland Region Steam Gala of the Year." Details: http://www.barrowhill.org/
Saturday, 26th September 2015	Industrial Revolution Conference. Cromford Mill – one day conference. Booking at www.cromfordmills.org.uk/events or 01629 825995.
Thursday, 15th October 2015	"History of Silkolene Lubricants" Talk by Cliff Lea at Cromford Mill. Booking at www.cromfordmills.org.uk/events or 01629 825995.
17th October 2015 to 9th January 2016	"Made in Chesterfield". This exhibition celebrates the wide range of amazing and sometimes quirky products being made in Chesterfield today. Chesterfield Museum.
Saturday, 24th October to Sunday, 1st November 2015	Discovery Days in the Derwent Valley. See www.derwentvalleymills.org/discovery-days
Sunday, 25th October 2015 @ 2:00pm	Walk along the Lumsdale Valley. Cost £3. Booking at www.cromfordmills.org.uk/events or 01629 825995.
Tuesday, 27th October 2015 @ 7:00pm	Talk by Julian Atkinson- "The Pentrich Revolt of 1817". Cromford Mill. Booking at www.cromfordmills.org.uk/events or 01629 825995.

Introduction

In this part (the final of four) we look at the railway exhibition. This was the shortest lived but undoubtedly the most successful and memorable of the four exhibitions held, during August 1948 in Chesterfield, to commemorate the centenary of George Stephenson's death. It is this exhibition that prompted the original audience question at the May 2014 David Wilmot Memorial lecture, referred to in part one.

The exhibitions - railway

The railway exhibition was organised ostensibly by the then newly formed Railway Executive of the British Transport Commission, though there was much railway employee involvement. It should be remembered that this was a time of great transition for the railways. Held at the former Lancashire, Derbyshire and East Coast Railway's Market Place Station, only seven months previously those premises would have been controlled by the London and North Eastern Railway (LNER) before nationalisation in January of 1948.

The exhibition itself fell into two basic sections – historical and modern. Perhaps surprisingly, given most people's memories of how successful the exhibition was, the commemoration brochure contains something of an apology for the latter not being more extensive; '[this] is due to the centenary falling at a time of peak demand for passenger railway travel and British Railways have had to reconcile the duty to which they owe the public with their desire to do credit to the occasion.' This was the era when almost entire towns would shut-down for annual holidays and the consequent demand for summer holiday traffic.

This was undoubtedly the most successful of all the exhibitions. It opened on Thursday 12 August at 10.30 am, (despite the misgivings of the Centenary sub-committee), closing at 7.30 pm – a pattern for the four days of the exhibition. It was the only one of the four exhibitions to be open on Sunday. The official opening was performed by the Mayor, Alderman Edgar Smith on the Thursday at 6.45 pm, with the Sunday opening by the Railway Queen at 10.30 am. Admission was 6d for adults, 3d for children. A specially produced programme would cost an additional 2d.¹ The Railway Executive was expecting some 30,000 people to attend.²

During this short period 38,221 people did, indeed, attend (nearly 13,000 of them children), with more than £900 raised from admission and programme sales.³ The *Manchester Guardian* reported that 1,000 people visited in the first hour alone, with a 100 yard queue on the street outside by early afternoon.⁴ Friday had the lowest attendance – 7,100 but had the highest proportion of young visitors at about 42 per cent.⁵ On the Sunday a 230 yard queue had formed for the opening by the Railway Queen for the exhibition's final day.⁶ Here the Queen was met by Mr A. H. Peppercorn, Chief Mechanical Engineer of the Eastern and North Eastern Regions of British Railways. Other railway staff were also in attendance, including Mr C. S. Hollis who, as previously described, was the honorary organising secretary to the Chesterfield and District Railway Trades Unions Joint Committee.⁷ Presiding over the event was Mr W. B. Carter (District Goods and Passenger Manager, Sheffield), who praised his staff for the railway input, including the Railway Queen's visit and stewarding of the exhibition – all undertaken voluntarily.⁸ Later in August this contribution was duly acknowledged by British Railways in a letter to principal Station Masters and Yard Masters, for forwarding to staff concerned.⁹ Profits from the exhibition, after costs were deducted, were destined for 'selected funds and charities.'¹⁰ On the last day railwaymen celebrated with their Queen at the commemorative meeting at the Cooperative Hall described earlier in this series of articles.¹¹

¹The Railway Executive, *George Stephenson Centenary Commemoration, British Railways Exhibition, Chesterfield Market Place Station, 12 to 15 August, 1948: programme*, (1948).

²*ST*, 30 July 1948.

³*DT*, 27 August 1948.

⁴*Manchester Guardian*, 13 August 1948

⁵*The Star*, 16 August 1948.

⁶*ST*, 16 August 1948.

⁷*DT*, 20 August 1948.

⁸*ST*, 16 August 1948 and information from Mr G. C. Hollis, Hasland, May 2014.

⁹Copy letter dated 23 August 1948 from Assistant District Superintendent, District Superintendent's Office, British Railways Eastern Region, Nottingham Victoria Station. Collection C. Hollis/P. Cousins.

¹⁰*DT*, 27 August 1948 and 24 September 1948.

¹¹In part 2.

Everything appears to have gone well except for a slip-up over additional Sunday bus services for those wishing to attend the exhibition. The *Derbyshire Times* had reported that Chesterfield Corporation were to lay on special morning bus services from Bolsover, Clay Cross, Danesmoor and Staveley from 9.30 am and from all other termini at 9.45 am on the Sunday.¹² Unfortunately this proved incorrect, an error explained by the rather embarrassed commemoration organiser (Mr G. S. Whitlam), who had given incorrect information to the newspaper. What actually happened was that the Transport Department would run one bus (with duplicate if necessary) 'at 9.30 am from Bolsover, Clay Cross via North Wingfield, Danesmoor, Unstone and Staveley, and at 9.45 am from Brampton, New Whittington, Walton Road top and Newbold via Whittington.' The newspaper reported that many readers were disappointed that the bus services had not been as expected.¹³

Historical exhibits are recorded in the commemorative brochure as a full scale replica of 'Rocket'; The 'Lion' (built in 1838 for the Liverpool and Manchester Railway and now in the Museum of Liverpool); Midland Railway 'single'; locomotive 118 and a Great Central Railway Director class locomotive. Queen Victoria's London and North Western Railway saloon; and Queen Adelaide's saloon coach of the London and Birmingham Railway were the historical coaching exhibits. Also displayed was the 'beaver-tail observation coach from the LNER's 'Coronation stream-line train' along with 'signalling instruction and exhibition vans.' Modern locomotive wise an ex London Midland and Scottish Railway 'Patriot' class express locomotive 'named in honour of George Stephenson' and an ex LNER class B1 were displayed. Historical documents – 'many signed by George Stephenson' – along with old photographs and engravings also featured at this exhibition, including some items from the York Railway Museum. Large scale locomotive models were also exhibited with a model of an early Liverpool and Manchester Railway passenger coach.

The separate railway exhibition programme listed 24 major exhibits over its eight pages.¹⁴ Two parcels bogie vans contained small exhibits such as plans and reproductions of Stephenson related items, timetables, photographs and models. The signalling exhibitions van contained equipment used in railway control, such as an electric point motor, block instruments, relays and the like. Modern rolling stock was also exhibited, such as a Wolverton built corridor coach 'just completed' and a Doncaster built carriage of 1947. A modern 16 ton steel bodied mineral wagon, as an example of present day freight rolling stock, was present. This was part of a batch of 1,000 then being made at New Whittington by the Derbyshire Carriage and Wagon Co. Ltd.; 'one of the new type recently adopted by the Railway Executive.'¹⁵ A milk wagon, a 'Conflat' (a pre-Second World War form of containerised transport) and others were also present, along with a buffet lounge car from the 'Flying Scotsman' coaching set.

One sideline to the research carried out for the historical part of this exhibition was the discovery and identification of the now widely reproduced photograph of a Derby built 'Jenny Lind' 2-2-2 class steam locomotive, with the former North Midland Railway Station at Chesterfield in the background. This discovery received some publicity including an appearance in the *Railway Magazine* for September and October 1948 and the *Railway Gazette* in August.¹⁷

Roger Brettle tells the story of how some of this rolling stock came to be at the former LDEC Market Place Station, in his May 1954 *Trains Illustrated* article 'The Junctions at Shirebrook'.¹⁸ Connections at Shirebrook Junction (taken out in 1951) enabled a special from Crewe with London Midland Region stock to be brought to the exhibition:

The Train arrived at Shirebrook (West) headed by the newly rebuilt "Patriot" No. 45529, its freshly fitted *Stephenson* nameplates covered by wood, and hauling, amongst an assorted load, the Johnson single M.R. No. 118, the M.R. 2-4-0 No. 158A (later L.M.S. No. 20002), LNW No. 3020 *Cornwall*, LNW No. 790 *Hardwicke*, a replica of *Rocket*, with tender, and *Lion*. However, someone had blundered, so it was decided that *Cornwall* and *Hardwicke* were unwanted guests; they were removed and spent the period of the Exhibition in a coal siding at Mansfield shed. Langwith "B.1" No. 61085 was substituted

¹²DT, 13 August 1948

¹³DT, 20 August 1948.

¹⁴The Railway Executive, *George Stephenson Centenary Commemoration, British Railways Exhibition, Chesterfield Market Place Station, 12 to 15 August, 1948: programme*, (1948), from which the majority of this paragraph is sourced.

¹⁵DT, 13 August 1948.

¹⁶*The Railway Magazine*, September and October 1948, frontispiece and p. 283. The magazine thought the photograph dated from between September 1867 and September 1868.

¹⁷*Railway Gazette*, 6 August 1948.

¹⁸R. Brettle, 'The junctions at Shirebrook', *Trains Illustrated*, May 1954, p. 193 – 195.

for the “Patriot” and the remainder of this remarkable cavalcade then pounded up the gradient to Langwith Junction on its way to Chesterfield.¹⁹

Reports were carried in local newspapers about the arrival of the train in Chesterfield. On 9 August *The Star* reports of ‘hooters sounding a welcome all around Chesterfield Market Place Station’ as the consist entered the station. However ‘there was a disappointment for the crowd which lined the barriers, for the model of the famous “Rocket”, Queen Adelaide’s saloon...and other ancient and well-known railway museum pieces, were all heavily tarpaulined at the rear of the train’. Other material for the exhibitions had already arrived and more were expected.²⁰ The next day *The Sheffield Telegraph* told how ‘hundreds of schoolboy engine spotters along the line were up at dawn yesterday to see the train’ as it made its way to arrive to the ‘mid-day hooters’ welcome at Market Place Station.²¹

As noted, also attending was D10 steam locomotive 62658 *Prince George*. The D10 (‘Director’ class) was introduced in 1913 by the former Great Central Railway,²² so can hardly be said to have at the fore-front of locomotive design. The B1 was more recent, having been introduced in 1942 by the LNER.²³ The locomotives must have been selected as they had been ‘freshly-outshopped... resplendent in lined out black livery.’²⁴ It is evident from illustrations of the event that this livery was also applied to the ‘Patriot’. This was the then new British Railways livery, although the sometimes described ‘cycling lion’ emblem on tenders was yet to come – they were simply lettered British Railways in uppercase Gill Sans font. The three lined up together, with the B1 leading followed by the Director and the Patriot must have made a fascinating display and also a practical example of the effect that the new British Railways, publically owned, might bring. It also appears that the Patriot locomotive was officially named ‘Stephenson’ at the event on Thursday, though curiously newspaper reports do not identify who carried this out.²⁵ One might assume it was the Railway Queen.

Dr J. W. B. Worsley, writing in a series of contemporary articles on George Stephenson, in the *Sheffield Telegraph*,²⁶ was somewhat critical of the assemblage of rolling stock from the British Railways point of view. The Patriot he thought, ‘as common as cowslips’ locally; the B1 equally as common and the Director ‘a trifle passé’. Though pointing out that an exhibition at Darlington had possibly the plumb pick of exhibits, he did think that BR should have grasped the opportunity slightly more.

Accounts generally convey how the rather sleepy Market Place station was transformed for those few days of the commemoration event. Lawson Little wrote about how the normal passenger platforms of 1 and 2 were used to house the rolling stock display, which included the ‘beaver-tail’ ex Coronation set coach and ‘several full brakes with displays of models of LNER equipment – I remember being fascinated by a large scale model of a roll-on train ferry.’²⁷ Little also wrote about how those not paying were denied a free look by a set of coaches being parked in the centre road in the station area, whilst platforms 4 and 5 were used for service trains. ‘The occasion was however in every sense the swan-song of the Market Place Station. Three years later passenger services were summarily discontinued...’. The station finally closed with the withdrawal of goods facilities in March 1957.²⁸

Overall conclusions

The committee formed to plan the event comprised a collection of civic and religious leaders, the business community and well-known local worthies. It worked together to plan a comprehensive event, in a surprisingly short space of time. Local railway trades unions also worked to produce an event worthy of the centenary of the death of one of the town’s most famous, albeit adopted, sons.

However, despite the tremendous efforts put in by all those concerned there was, it is believed, some disappointment that the commemoration events did not receive the national recognition they deserved. The

¹⁹ibid. p.195. Another account has the B1 hauling a separate train consisting of the Director, Lion and the Rocket replica, the latter two on flat wagons: L. Little, ‘The Stephenson centenary exhibition, 1948’, *Great Central Link*, number 25, April 2000, p.3.

²⁰*The Star*, 9 August 1948.

²¹*ST*, 10 August 1948.

²²Cook, A. F. *ABC British Railways locomotives – combined volume 1950*, (reprinted 2005), p. 138.

²³ibid, p. 135.

²⁴L. Little, *Langwith Junction: the life and times of a railway village*, (1995), p. 14.

²⁵*DT*, 13 August 1948. Railways, October 1948, p. 159.

²⁶*ST*, 12 August 1948.

²⁷Little, (1995), p. 14.

²⁸L. Little, Lancashire, Derbyshire & East Coast Railway, part IV. A personal perspective, *Forward*, number 135, spring 2003, p. 17.

events, particularly the exhibitions were very popular and did receive some national coverage. Though, perhaps with the exception of *The Times*, that coverage was generally relatively small or confined to more specialist publications. Perhaps this is why, today, the commemoration remains largely forgotten, even by most in the Chesterfield area.

There is a telling comment in the *Railway Magazine* for September and October 1948 when the magazine congratulated Chesterfield on having 'lived up to its duty to its famous adopted son' by the town's 'comprehensive programme' of events. The magazine, however countered; 'Tribute to his [Stephenson's] greatness is being paid by the press of the world, and it is peculiar (even if typically English) that this country alone is regarding the commemoration as a matter of local interest.'²⁹

Despite this, those involved must have recognised their efforts had been successful. It is perhaps a salient point that even by today's standards the whole event must have brought together one of the largest collections of Stephenson related exhibits at any one time. It must have been an event of which Chesterfield could be justifiably proud.

Acknowledgements

I am grateful to Chesterfield Local Studies Library for research facilities. In passing it is worth noting the majority of the non pamphlet Stephenson Collection is now on display in the library. This must be the first time this very useful research facility has been made openly visible, if not accessible, without asking library staff. This is understandable given the age and rarity of some of the collection.

I am particularly indebted to Chris Hollis, the son of Charles Hollis (the honorary secretary of the Chesterfield and district joint railway trades unions' efforts to celebrate the event) for access to his late father's papers. Unfortunately no financial records or minutes survive of the unions' activities for the event.

²⁹*Railway Magazine*, September and October 1948, p. 283.

COPY

THE RAILWAY EXECUTIVE.
British Railways : Eastern Region.

DISTRICT SUPERINTENDENT'S OFFICE,
VICTORIA STATION,
NOTTINGHAM.

23rd August, 1948.

M.A. Parnell, Esq.,
District Operating Manager,
Railway Executive - London Midland Region,
ROTHERHAM.

Dear Mr. Parnell,

CHESTERFIELD : GEORGE STEPHENSON CENTENARY.

The response to my letter of 12th July for Stewards to assist at the Railway Exhibition at Chesterfield was so overwhelming that it has made it almost impossible to write individually to each volunteer as I had originally intended.

I have therefore decided to write to each one to whom I sent notices of our requirements, and to ask you if you will kindly convey to the staff who volunteered, in whatever way you think best, the thanks of the Staff Sub-Committee for their part in helping to make the exhibition the success it was.

As a point of interest over 38,000 people visited the exhibition, and Saturday was the heaviest day with 12,000.

Yours faithfully,

(Sgnd.) J.W. Christopher
Assistant District Superintendent,
Chairman : Staff Sub-Committee.

ABOVE: This letter was circulated to both Station and Yard Masters in the district following a successful appeal for stewards at the railway exhibition. *Collection C. Hollis/P. Cousins.*

LNOR 4887(11/4) 3 page of 251

Letters to be addressed

A Paid.

C. A. COULSON
STATION MASTER AND GOODS AGENT

LONDON & NORTH EASTERN RAILWAY

TELEPHONES
PASSENGER (CENTRAL STATION) 2808
GOODS (CENTRAL STATION) 2124
GOODS (MARKET PLACE STATION) 2159

DEPARTMENT
CHESTERFIELD Central STATION
August 25th, 1948.

Mr C. S. Hollis,
37 Reservoir Terrace,
Brockwell, Chesterfield.

Dear Mr Hollis,

GEORGE STEPHENSON CENTENARY.

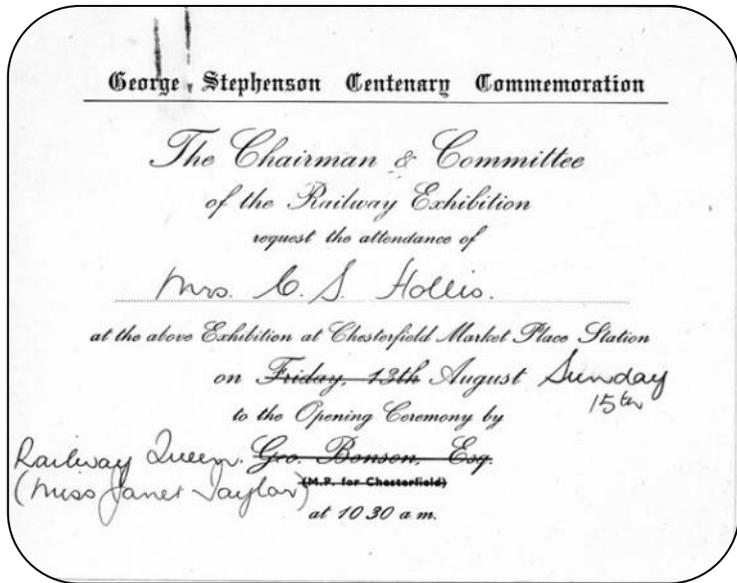
Thank you for your letter of the 25th instant. I am sorry that, through being so much tied up with other duties, I was unable to co-operate with you more fully but it was quite refreshing to find such a spirit of good will amongst everybody concerned. I am sure it was this which made the whole affair such a big success.

Yours sincerely,
C. A. Coulson

ABOVE: Giving some indication of the considerable pull on resources at the time is this letter from the station master at Chesterfield Central Station, apologizing to Charles Hollis of the joint trades union committee for being 'tied up with other duties'. Note also that old LNER note paper was still being used some eight months after nationalization. *Collection C. Hollis/P. Cousins.*

6322 STEPHENSON CENTENARY EXHIBITIONS 6322
Admission-Child
3d.

ABOVE: Child admission ticket for the Market Place Station Railway Exhibition. *Collection C. Hollis/P. Cousins.*



ABOVE: Mrs Hollis's admission ticket to the Railway Queen's opening of the Market Place Station railway exhibition on Sunday 15 August. Note that this is actually an amended invitation from George Benson's (Chesterfield's MP) opening on Friday 13 August, the second day of the exhibition. Collection C. Hollis/P. Cousins.



ABOVE: The Railway Queen and other dignitaries pose in front of newly rebuilt and named 'Patriot' class No. 45529. Along with the three other main-line locomotives 45529 was painted in the then new British Railways lined black livery. Despite criticisms in some quarters about the lack of 'cutting edge' locomotives at the exhibition, the three shining, lined black, locomotives, which were positioned together, must have looked impressive. Collection C. Hollis/P. Cousins.



ABOVE: Mr. A. H Peppercorn (Chief Mechanical Engineer, Eastern and North Eastern Regions, Doncaster), presents an antique trinket box to the Railway Queen at the Market Place Railways exhibition, which she had opened. Mr W. B Carter (District Goods and Passenger Manager, Sheffield) is to the right of the Railway Queen, with Mr C. S. Hollis next to him. Hollis was honorary organising secretary to the Chesterfield and District Railway Trades Unions Joint Committee, who did much to support the exhibition and the Railway Queen's visit. This photograph appeared in the Derbyshire Times on 20 August 1948, but is believed not to be a newspaper photograph. Unfortunately we do not know the name of the person to the extreme left. Collection C. Hollis/P. Cousins.

More on Rolls-Royce during WW2

Cliff Lea

Following the report in May's NEDIAS Newsletter of R-R wartime work in Belper, Derek Grindell has passed to me the following comment from relatives of a previous R-R Nightingale Road, Derby, employee:

Except for one attack on the stores in July 1942, the Germans were unsuccessful in their quest for Royce's. One remarkable reason for this – now get this – was because the main Rolls-Royce site on Nightingale Road was a work of art. Derby portrait painter Ernest Townsend (1888-1944) had camouflaged the engine workshops, not in the usual army greys and greens, but to resemble a residential district. Sheds and stores became houses and roads; the water tower was a church and the big glass workshop a nonconformist chapel. Bruce Townsend told me that his father had removed part of the roof from his artist's studio in Full Street to enable him to view his work in a true north light. He would drape pieces of painted canvas over his cardboard model of the Rolls-Royce works and climb into the open space above to look down upon them.

Chairman's Chat

Cliff Lea

The NEDIAS Committee meet regularly throughout the year, discussing potential subjects and speakers for our meetings, reviewing other events and visits, looking forward over the next year or so, aiming to plan well in advance. This is an area where we'd like your feedback. Where would YOU like our group to visit? What speakers or topics would you like our meetings to cover? What events would you like us to get involved with?

Particularly, are there any important anniversaries which we shouldn't ignore? For instance, this year marks 150 years since the birth of Charles Paxton Markham, the man who made such an impact on this area. This painting of him is by Richard Jack; it shows Staveley Works in the background and is in the collection of Chesterfield Museum.

This year we have arranged a number of interesting visits including to Derby Round House, Lea Wood, Lion Salt Works and Anderton Boat Lift. Our visits have been well attended and it's pleasing when we get things right. Recently whilst I was taking some visitors for a trip on the canal from Hollingwood Hub it struck me that of course it's the tercentenary of the birth of James Brindley in 2016. How would you like us to mark it? Should we have a day at the Hub perhaps?

For this autumn we have some excellent subjects and speakers, and I look forward to seeing you at one or other of them.



Kelham Hall

Pat Pick

Kelham Hall is famously known as the wartime home for the 42 American "oil riggers" who carried out the massive but top-secret exercise drilling for oil during WW2 in the Eakring and Dukes Wood area of Sherwood Forrest; the drillers completed over 200 wells in the area, producing over 100,000 tons per year of this vital commodity during the war years.

More recently the Hall was used as offices for the Newark & Sherwood District Council, but it's now open to the public.

Kelham Hall was designed by George Gilbert Scott. Scott was working in the East Midlands when a fire in 1857 destroyed the greater part of the old hall. Manners Sutton, the owner, engaged Scott to design a new house to incorporate the latest thinking in fire prevention. By 1859 his plans were in place and building work finished in summer 1861. Scott then



went on to design St Pancras Station Hotel and much of Kelham can be seen in this building.

Kelham Hall is now open for morning coffee, light lunches, afternoon tea. The interior is well worth the visit.

Lion Salt Works

Pat Pick

A group of NEDIAS members travelled over to Cheshire and had an enjoyable day at the Lion Salt Works followed by an afternoon at the Anderton Boat Lift just a couple of miles away along the canal. More about Anderton in a future Newsletter, but here are a few notes about the Lion works, a site which has been rescued, with Lottery money helping to pay for a striking Visitor Centre only just opened to the public a few weeks before our visit!

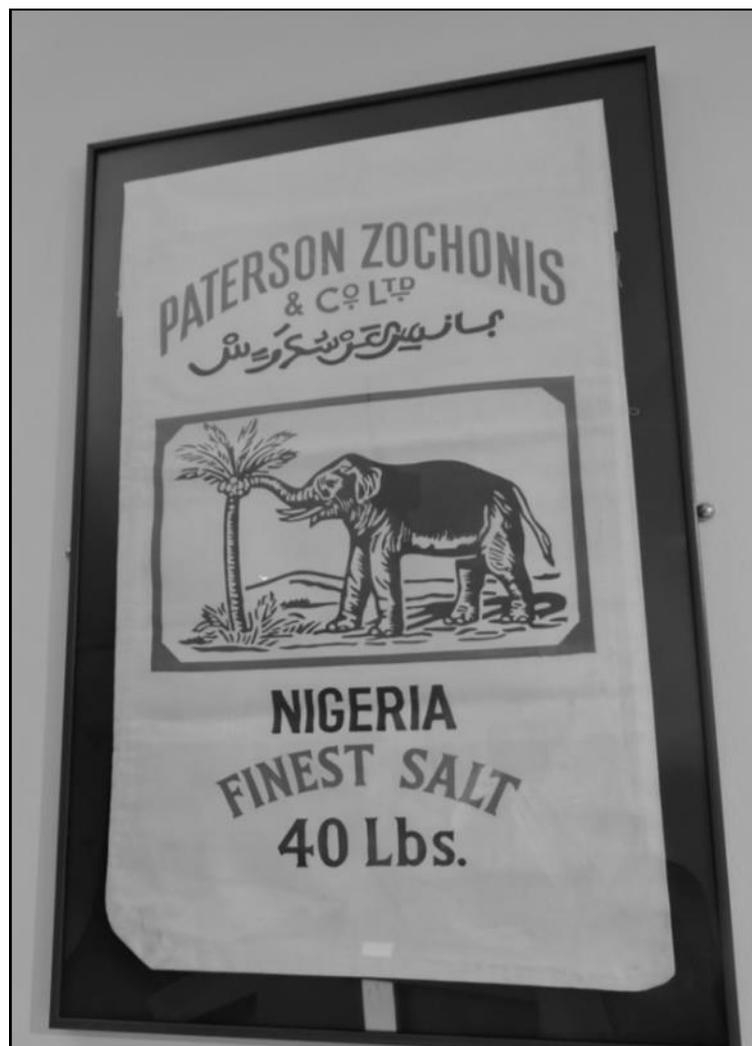
Rock salt was formed from dried up seas around 250 million years ago. Percolating rain water dissolved the salt forming brine streams. This came to the surface as brine springs. Brine, after being pumped up from a bore hole, was first stored in brine tanks before being transferred into large salt pans. These were then heated from below by a coal fired Cornish boiler.

Lump men threw log handled rakes into the centre of the pan drawing the salt to the sides. It was then scooped out with a skimmer and emptied into wooden tubs with holes. As the salt cooled the excess brine drained back into the tub.

The drying process took two weeks. Once dry the salt was extracted from the wooden container and put into the loft space to keep it warm and dry until needed. When needed it was crushed into different sizes depending on uses as “common salt”, “dairy salt”, “fishery salt”. Most of the salt was bagged in the warehouse for transport, much being exported to West Africa. Other salt was cut into rectangular shapes for the domestic market.

The salt works were owned by the Thompson family dating back to 1842 until closing in 1986. The wars in West Africa caused a loss of markets, and it was this that eventually forced the works to closure.

With the help of the Heritage Lottery Fund a major restoration project has been undertaken with the reopening of the site as a museum in June 2015.



IA News and Notes

Nottinghamshire Archives re-Opens

Nottinghamshire Archives were reopened to the public at the end of April, following an investment of £2.5 million in extension and refurbishment projects. The grand reopening took place on 2nd May when the Archives are now fully open to the public. More details about the new Archives service are available on their web site, and you can contact the archives as follows: Tel: 0115 958 1634 Email: archives@nottscc.gov.uk , web <http://www.nottinghamshire.gov.uk/learning/history/archives/>

Historic England Archives – railway photographs

More than a thousand negatives from the London Midland and Scottish Railways' photographic collection, dating from the 1880s to the 1930s, have been added to the Historic England online Archive. Originally taken to promote places of interest served by the railway company, this fascinating collection captures images of villages, towns and cities across the country, many of which have been irredeemably changed over the last century. You can see details at <http://archive.historicengland.org.uk/>

Curator led tour to the only complete Cementation Furnace left in Britain!

On Thursday 10th September as part of the Heritage Open Days event. Tours at 11am and 2pm, meeting at Kelham Island Museum. FREE! But booking is required via Kelham Island.

The Cementation Furnace is a Grade II listing building and is the only example of this type of steel making furnace to survive undamaged in Britain. It was built in 1848 by Daniel Doncasters & Sons.



Mining History

At Chesterfield Library Theatre in June there had been a talk about Haslam and Harvey, the two gentlemen who have been standing on plinths outside the former NUM offices for over 100 years. One of the organising groups for this event, which included open discussion on mining history, was the Nottinghamshire & Derbyshire Labour History Society, an organisation which has an interest in the history of the labour movement in these two counties. Meetings are held at least four times a year. More info from <https://ndlhs.wordpress.com/>

More awards for Ruddington

The framework knitting museum in the village of Ruddington has achieved great success at the European Heritage in Motion Awards. The museum won the websites and online content category with their new interactive film, Breaking the Frame. Winners were announced at the annual conference of the European Museum Academy, held in Brescia, Italy, on 8 May 2015. See www.frameworkknittersmuseum.org.uk

Well done Ruddington!

History of Pleasley

Have you found the Mansfield based web site, <http://www.ourmansfieldandarea.org.uk/>? It is full of fascinating items, and details of many books available in that area. In particular have a look at the details of a brand new publication, "Tales from the Vale - a History of Pleasley Vale" by Ralph Stone. Only just published this July.

Boots “Drys” Factory, Beeston.

2016 marks the completion of this Art Deco factory for Boots 80 years ago; it is a Grade 1 listed site and was designed by the engineer Sir E. Owen Williams. It manufactured pills, tablets, pastilles and lozenges, and no doubt boxes to contain these were supplied by Robinsons of Chesterfield. Boots are trying to collate as much oral history about the site as possible before memories disappear. It strikes me that the connexion with Robinsons, means that there are memories from NED area which may also be useful for the Boots archive.

More info from Charlotte McCarthy on 0115 959 3307; email her at charlotte.mccarthy@boots.co.uk



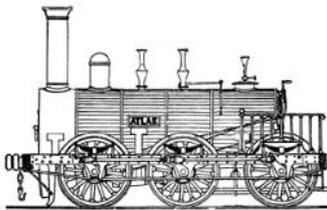
The historical Boots-owned art-deco D6 building in Beeston, Nottingham, the home of Boots.

EMIAAC 89 – “Old Railways, Coal Mining and Windmills”

Saturday, 10th October 2015 at Swannington

Swannington is a special village with a unique industrial history. Set in the heart of the National Forest, it was once the centre for all the early coal mining activities of North West Leicestershire. The first manorial rights were granted in 1278 to Sir John Talbot, who controlled the 13th century coal workings. In 1520 the manor passed to William Wyggeston, a prominent Leicester business man, who eventually set up various trusts in order to preserve Swannington’s village status. Expansion of Swannington began in the early 1700s when new deep coal seams were worked, leading to an influx of miners and their families mainly from Shropshire. Swannington achieved prominence in 1829/32 with the opening of the Leicester & Swannington Railway which was promoted by local mine owner William Stenson and John Ellis of Beaumont Leys, Leicester, in conjunction with George and Robert Stephenson.

This conference looking at the industries and transport of the area will be held at Swannington Village Hall. A morning of talks will be followed by a choice of guided walks during the afternoon visiting sites of interest. Booking details available on the NEDIAS website.



Leicester & Swannington Railway engine Atlas.



Leicester & Swannington Railway Company travel tokens

Industrial Revolution Conference, Cromford Mill

Saturday, 26th September 2015

See the full details of this one-day conference at www.cromfordmills.org.uk. The mornings wide spread of talks is followed by workshop sessions. Eminent speakers include Professor Stanley Chapman (Nottingham University), Dr John Stevenson (Oxford University), William Cobbett and Professor Carolyn Steedman (Warwick University).

Local History of Sheffield

Robin Fielder, a recent speaker at NEDIAS, is leading a WEA course at the WEA Centre, Stand Road, Chesterfield on the subject “Local History of Sheffield”. The course runs for 11 weeks and starts Thursday 24th September. Enrol on the WEA website at www.wea.org.uk; more details from the WEA Centre on 01246 622249, or www.weachesterfield.com. With Robin’s previous experience at Sheffield Museums and his industrial involvement with SYIHS, this class promises to be of interest to many NEDIAS members.

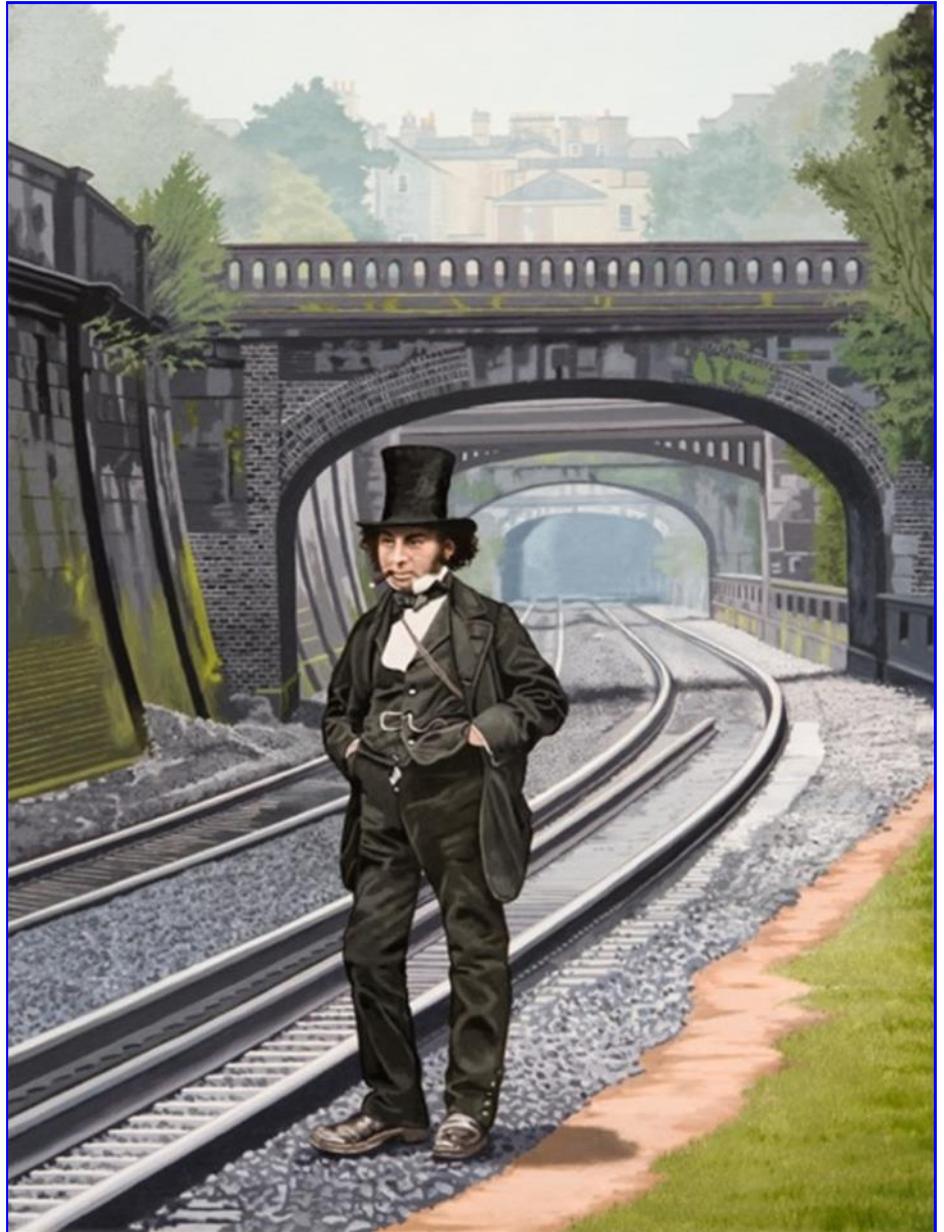
And finally ...

... and then add 50%!

Cliff Lea

I **SAMBARD KINGDOM BRUNEL** when designing bridges, carried out pages of complex calculations for each, calculations based on well-established but 17th century theory. Although for his GWR from London to Bristol he was to carry out the design for each of them himself, he delegated the design for countless others to his assistants. In 1854 he sent the following instruction to his assistant William Bell:

*“You cannot take too much pains in making everything in equilibria; that is to say, that all forces should pass exactly through the points of greater resistance, or through the centres of any surfaces of resistance. Thus, in anything resembling a column or strut, whether of iron, wood or masonry, take care that the surface of the base should be proportioned that the strain should pass through the centre of it. Consider all structure, and all bodies, and all materials of foundations to be made of very elastic India rubber, and proportion them so that they will stand and keep their shape; you will by these means diminish greatly the required thickness: **then add 50 per cent.**”*



COPY DEADLINE FOR THE NEXT EDITION: 25th October 2015

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; **Committee Members** – Diana Wilmot, David Hart, Les Mather, David Palmer, Doug Spencer.

Published by: North East Derbyshire Industrial Archaeology Society.

Editor: Cliff Lea
☎ 01246 234 212
or e-mail: cliff@nedias.co.uk.

Assistant Editor: Doug Spencer

The authors retain copyright of the contents.

