

# North East Derbyshire Industrial Archaeology Society

Newsletter No. 9– February 2003



N.E.D.I.A.S

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**50p (free to members)**

## Editorial

Memories of Christmas festivities have faded somewhat and another Chesterfield milestone, the Archaeology Day, has been and gone for another year. Geese have been seen flying northwards but we still have a few more meetings of the current season before the lure of the great outdoors looms overlarge before us.

In August 2001 we held the inaugural general meeting of NEDIAS, setting in place the structure for the Society to operate and appointing officers to work within the constitution adopted at the meeting. Having completed a full calendar year, the time has come for the first Annual General Meeting, the details of which can be found later within these pages. AGMs are renowned for being gatherings to avoid, for fear of being coerced, corralled or otherwise pressed in to doing a job which was not top of their list of priorities in life.

Rest assured you will find no such pressure at our AGM and the business part will be kept as brief as possible. However, there are items to decide which affect all members so it is important that as many of you as possible come along, so please be there on 10<sup>th</sup> March.

David Wilmot

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## Lecture Programme, 2002/2003

The venue for each meeting is the **Friends Meeting House, Ashgate Road, Chesterfield** (junction of Brockwell Lane). The meetings are held in the Social Room on the lower floor, reached from the Ashgate Road entrance, **starting at 7.30pm**. The talks are free to NEDIAS members but visitors are asked for a donation of £1 for each meeting.

**Monday 10<sup>th</sup> March**

AGM followed by Chairman's Lecture:

**David Wilmot: Workers' Housing - Beneficence or Bondage?** Many examples of housing built by employers for their workers survive in the area, a monument to rapid industrial growth and entrepreneurial activity. The talk will explore the two sides to this seemingly benevolent coin.

**Monday 14<sup>th</sup> April**

**Roger Shelley: The Derby Silk Mill.** Roger, as Curator at the Derby Industrial Museum, is no stranger to this part of Derbyshire, having been assistant curator at Chesterfield Museum. He will describe the restoration and use of this important and early silk mill as an industrial museum.

**Monday 12 May**

**Barry Knight: Clayton's Tannery.** Clayton's are one of the country's last surviving traditional tanneries. Barry will cover its 150 year history and position as a specialist leather producer. This presentation follows a recent and highly successful visit by NEDIAS members to the works of this fascinating company.

**Other Items of IA Interest**

WEA, Hurst House, Abercrombie Street, Chesterfield – 8 sessions, Wednesdays, commencing 30<sup>th</sup> April 2003, 1.30pm to 3.30pm, an ongoing course on Industrial Archaeology at which there are still a few places for newcomers (tutor, David Wilmot).

**What have we done since the last Newsletter?**

Our **Lecture Programme** has been very well attended, with Mike Kennedy having talked about planning issues and conservation in December and Peter Hawkins having enthralled us with his talk on the early times of the Markham company, "the Oliver years?". Peter, the first speaker to have clocked up two meetings, has promised to come back for a third talk, covering Markhams from the end of the Victorian era through the twentieth century to its Chunnel work and the final days.

The **Christmas gathering** in the 'heritage corner' of the Portland Hotel took place in mid-December - a lively evening hopefully to be repeated later this year. Like the popular discussions over tea or coffee at the end of each lecture meeting, these gatherings are important. The Transactions of the Chesterfield & Midland Counties Institute of Engineers, describing the meetings of that august body frequently included a "conversazione" during which no doubt much business took place. "Networking" is not new but is still alive and well!

**Hasland Loco - 18C, by Darrell A Clark**

Surprisingly to my knowledge the history of our own local Midland Railway Roundhouse has never been comprehensively researched. Since my retirement last year I have begun to gather information. I now have a comprehensive list of all the locomotives based at Hasland from the

year 1880 until the day of closure in October 1964 when there was just one diesel (D3792) on shed.

Photographic evidence I was told by Gregory Fox of Foxline Printing when I contacted him in November 1999 was virtually non-existent. Since that time I have acquired 80 black/white prints of locomotives, the buildings, which include the Institute building which was situated at the shed end of Midland Cottages.

Thanks to Harold Woodhouse who like his father before him worked at Hasland Loco, I have a comprehensive list of all the names of the staff at Hasland in the 1950s, from the Superintendent Mr Bill Spinks to Mrs Wilmot of Wilmots farm who ran the canteen [Not a known relative - Ed.]

If anyone has any information they feel they would like to share with me on the subject of Hasland Loco, please do so.

[Darrell can usually be contacted at NEDIAS meetings or alternatively by writing to him at 165 Walton Road, Chesterfield]

### **Deodands - A Dandy Source of Income**

A curiosity in the seventeenth, eighteenth and early nineteenth centuries, when mechanisation was steadily developing in England, was the deodand. Mention of it can be found in records of coroners' inquests, in this area under the Scarsdale Hundred. Deodands have been described as chattels under English Law (animals or things) which in account of having caused the death of a human being came to be forfeited to the Crown for pious uses. They were abolished in September 1846 when an Act to compensate families for persons killed in accidents was introduced.<sup>1</sup>

Typical of earlier records is the May 1685 jury verdict on 'Francis Calton of the Hillhouses in Northwingfield, gent, who fell from his mare when returning from a sessions of the Peace at Derby, having "a distemper of the head" following an illness. Deodands: the mare, saddle and bridle worth £3. 6s. 8d'.<sup>2</sup> Another case was that of George Mann of North Wingfield who was killed 'while going to work in coal pit by falling down the pit owing to the breaking of the shaft of a pick which he had placed in an iron foot hook attached to a rope used for drawing up coal'. The verdict of the jury in August 1694 was that the deodands should be George Mann's pick, rope, foot hook and tar barrel worth 6s.8d.

Around the same time came the death of William Stocks, of Stretton, who had fallen 'down a pit 27 yards deep, having lost his balance throwing a hammer when seated on a pick attached to a hook at the end of a rope by which he was being drawn up after a day's work'. The jury's verdict was to declare as deodands; 'stoës, 2 ropes, twine barell, 2 hooks, the pick and the hammer, worth 6s. 8d'.

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<sup>1</sup> RCHS Journal, No. 169, March 1998 – Brian Freeborn

<sup>2</sup> Nottinghamshire Archives, DDP 65 – Coroners Inquests in the Hundred of Scarsdale, 1<sup>st</sup> May 1685

Somewhat later, and a little further afield but no less interesting, was the death of William Huskisson, Member of Parliament for Liverpool and former President of the Board of Trade, at the opening of the Liverpool and Manchester Railway in 1830. Huskisson, as is well known, was killed by Stephenson's *Rocket* as he held on to the Duke of Wellington's carriage door during a water stop at Parkside station. *Rocket* struck the door as it passed alongside and Huskisson was fatally injured.

The Liverpool Journal reported in September 1830 that the jury at the coroner's inquest decided the death was nothing other than an accident, with no blame attaching to the machines, the railway or any individual.<sup>3</sup> The jury gave no deodand. Had they done so, *Rocket* might well have become the property of the Crown. Doubtless the L&M would have paid the required sum to retrieve their prized locomotive but, in the meantime, it could be said that *Rocket* achieved another first - nationalisation a hundred years ahead of its time!

### **A Grand Day Out (or four)**

The Chesterfield & Midland Counties Institute of Engineers (founded in 1871 as the Chesterfield & Derbyshire Institute of Mining, Civil & Mechanical Engineers) was an organisation with formal meetings four times a year, usually on Saturday afternoons with dinner afterwards. Its Transactions, still available for reference in Chesterfield Local Studies Library and much used by historians today, give a very interesting insight in to the character and attitudes of managers of the local engineering and mining industries. The text of the Transactions contains verbatim accounts of addresses made to the Institute, as well as the subsequent discussions. Descriptions of the external visits are also given, one such being the Barrow and Cumberland Excursion in July 1878.<sup>4</sup>

The excursion started at Chesterfield station on Monday morning, by special train provided by the Midland Railway, all first class, for seventy members. The train left at 8.55am, going via Sheffield and Leeds to Carnforth, arriving in time for lunch. This was taken as guests of the Duke of Devonshire at his seat at Holker Hall, with his son Lord Edward Cavendish (the Institute's President) representing the Duke. A tour of Carnforth Iron & Steel Company's works was also made that day. The site was noted as having 6 furnaces, 2 in blast, and a steel works under construction. Output of pig iron was said to be 1,000 tons per week.

The party was accommodated at the Imperial Hotel, Barrow, where dinner was taken and from which they emerged the next morning for an industrial tour. Barrow Haematite Steel Company's works was described as producing 3,300 tons of finished steel per week, from 16 furnaces, taking the process from ore to pig iron and then to steel by the Bessemer process. The shipyard and docks at Barrow were also toured on the Tuesday morning then, after lunch, they visited the Haematite Company's Park Mines. Dinner was taken by the party, by now 100 strong, at Furness Abbey by invitation of the Duke of Devonshire.

Whitehaven and the collieries (William Pit and New Henry Pit) of the Earl of Lonsdale were visited on the third day. The party went underground to the main band workings of William Pit,

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<sup>3</sup> Bailey, Michael R & Glithero, John P, *The Engineering & History of Rocket*, NRM York, 2000, pp28-29.

<sup>4</sup> Transactions of the Institute, Vol. VI, pp157-200.

### Issue No. 9 – February 2003

"reached by an engine plane upwards of 3,000 yards long, and up which plane, by means of ropes, two engines draw trains of fifty full tubs, of 13 cwt each, at a time from the workings". A separate group went to the Cleator Moor to visit three other haematite mines, then joined the others for lunch at the Bransty Hotel, Whitehaven, as guests of the Earl of Lonsdale. After papers had been read to the gathering on local geology and the collieries, the party went to look at the surface works of Whitehaven Collieries.

On the fourth day, Thursday, the group left Barrow at 7 am for Coniston, arriving at 9.15 am for various activities, including a lake voyage from Ambleside to Lakeside. After lunch, the party entrained for Carnforth, connecting there with the Midland Railway's special train back to Chesterfield where it is recorded they arrived at 11.48pm.

The Transactions included maps and diagrams of the places visited. Notably the maps of Barrow show it consisting of large wet docks named Devonshire, Buccleugh, Cavendish and Ramsden, giving an indication of the ducal interests in the area's development, as does "Duke Street" dividing the industrial part from the workers' housing. They also record that Barrow had evolved, being the site of just one gentleman's residence up to the arrival of the Furness Railway in 1864. Not that other interests could not be found - Mr S J Claye had a wagon works at Barrow which, it was said, was in addition to his large business at Long Eaton.

Reading the notes more than a hundred years later, one conclusion instantly emerges. The information on the rapid expansion of iron and steel making in Cumberland in the latter part of the nineteenth century, with haematite ore and coal available locally, plus ready access to both rail and ocean shipping facilities, emphasises the consequent problems Cammell faced with the competitiveness of its Dronfield site.

#### **With Thanks ...**

**Industrial Archaeology** - Since being introduced to the subject via a course at Hurst House and finding a crumpled flier advertising the programme of the then embryonic NEDIAS my second Mondays in the month will never be the same again.

The diverse variety of topics covered at talks and field visits, each presented by a dedicated enthusiast is impressive to say the least. The industrial history of the region would seem to be in good hands.

It is however with some trepidation I await the second Monday, showing blank on the calendar, to be greeted by the chairman and told we have covered every speaker on every topic and that we should go forth and dig some new ones. - **Alan Wright**

#### **And Finally ...**

From the *Railway Times* of July 1869, comes an account of a court case against the Great Northern Railway. A teacher of dancing had caught her foot in a hole in the waiting room carpet at Spalding station. It was claimed her consequent fall meant she could not continue with her profession. We are not told the full extent of the injuries sustained but do know that the court saw fit to award the said lady £1,500, a tidy sum in those days. While this speaks for the

quality and appeal of the prosecution's case, it does also highlight that such claims are by no means a new phenomenon. Perhaps it was fortunate that the lady's discomfiture on the waiting room floor pre-dated printing of photographs for the local newspaper or there might have been a further expensive court case ...

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**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.

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**NOTICE OF ANNUAL GENERAL MEETING**

In accordance with Article 7.1 of the Society's Constitution, notice is hereby given that the first Annual General Meeting will be held on Monday 10<sup>th</sup> March 2003, at the Friends Meeting House, 27 Ashgate Road, Chesterfield, starting at 7.30pm. Copies of the Minutes of the Inaugural GM and the Accounts for 2002 will be available to those attending, shortly before the start of the meeting. The meeting will consist of:-

- 1. Apologies for Absence**
- 2. Chairman's Report** - a short resume of the past year
- 3. Site Survey Group Report**
- 4. Acceptance of Minutes of IGM**, August 2001.
- 5. Adoption of Accounts for 2002** and confirmation of the accounts examiner.

6. **Election of Officers** - Article 6 requires that all officers be elected by the AGM, to serve for a period of one year. There is no restriction on re-election, or maximum period any officer may serve. Nominations are required in writing, with the nominee's written consent, to reach the Hon. Secretary 14 days prior to the AGM.

The officers currently consist of:-

Chairman - David Wilmot  
Hon. Secretary - Patricia Pick  
Hon. Treasurer - Pamela Alton  
Membership Secretary - Jean Heathcote  
Publicity Officer - Cliff Lea

Committee (up to 8 members)

Malcolm Fisher, Dave Hart, Jack Smith, Paul Smith, Pete Wilson (& 3 vacancies)

All existing Officers have indicated their willingness to serve for a further year.

7. **Amendments to Constitution** - Article 4 describes membership of NEDIAS but does not recognise the practice which has arisen of allowing partners resident at the same address as the first subscribing member to be recognised as members. There is a need for joint membership to be reflected in the Constitution, therefore it is proposed that a new sub-paragraph, 4.1 should be added as follows:-
8. "4.1 Where a member and partner residing at the same address wish to become Members, they shall be allowed to do so as Joint Members, subject to payment of the appropriate rate of subscription. Joint Members will only receive one copy of the Society's publications but both Joint Members shall be entitled to attend its meetings and vote as if they were each in separate membership."
9. **Amendments to Subscriptions** - In accordance with Article 5, the level of Subscription shall be proposed by the Committee and agreed by the AGM.
10. Accordingly, your Committee proposes that the subscription for the year commencing 1<sup>st</sup> January 2004 shall be increased from £10 per year to £12, at the same time, a new rate shall be introduced for Joint Members of £15.
11. **Any Other Business.**