

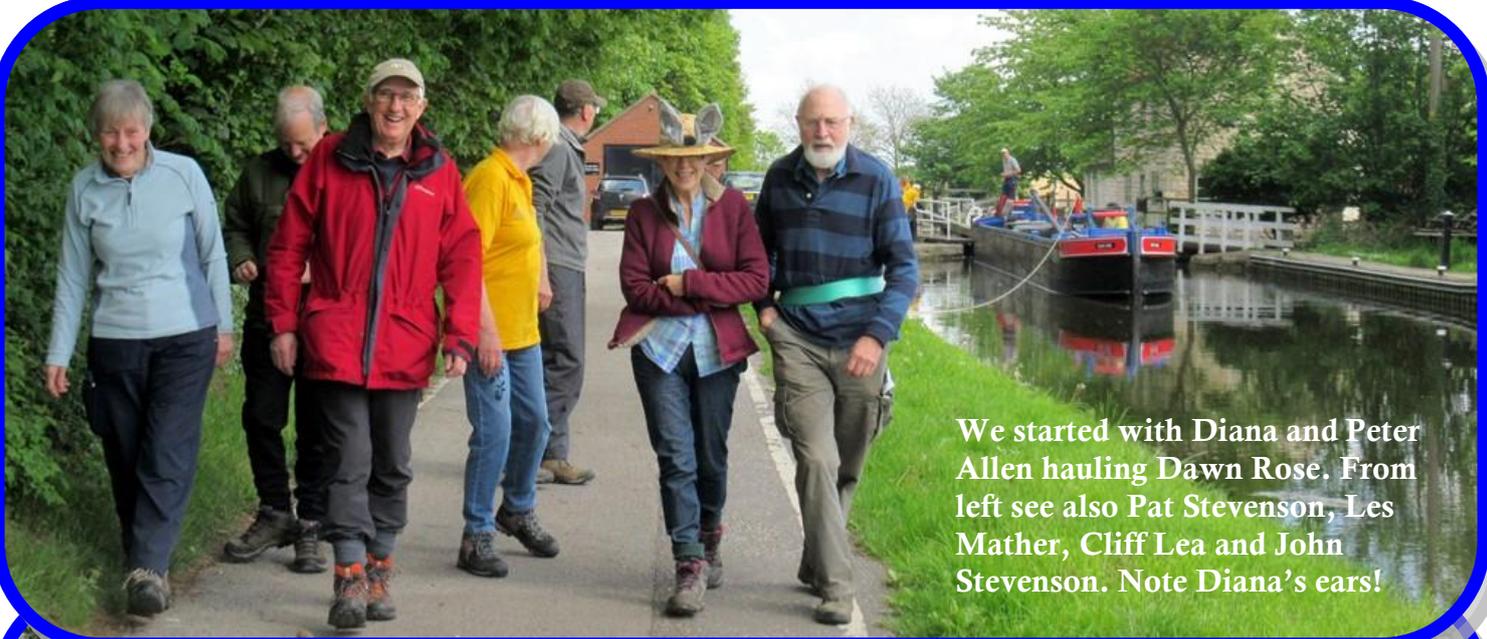
North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 75 – August 2019
Price: £2.00 (Free to Members)



The Boat Pull : NEDIAS haul *Dawn Rose*



We started with Diana and Peter Allen hauling Dawn Rose. From left see also Pat Stevenson, Les Mather, Cliff Lea and John Stevenson. Note Diana's ears!



The weather has changed and Pat and John Stevenson are hauling now. Our team finished the two-mile stint with a well earned pint



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In this issue: ■ The Boat Pull : NEDIAS haul Dawn Rose
■ What's On? ■ Some Notes on the History of the Staveley Coal & Iron Co., Ltd. ■ I A News & Notes ■ Chairman's Chat ■ Minninglow and the High Peak Trail
■ And Finally 200 years on this month "Down with 'em! Chop em down my brave boys: give them no quarter" ■

<https://www.facebook.com/nediaschesterfield/?fref=ts>

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, 9 September 2019	Peter Kennet: "Ecton Copper Mine – from 18th Century riches to 21st Century robots"
Monday, 14 October 2019	Michael Parkin: "The Disgrace of Peterloo"
Monday, 11 November 2019	Tony Hill: "Strutts North Mill – why are Belper and the Strutts so important to the World Heritage Site"
Monday, 9 December 2019	Christmas Meeting. Talks from members, accompanied as usual by mince pies.
Monday, 13 January 2020	Darrell Clark: "Spinners of Fortune – the Arkwright family through the generations"

Other Diary Dates

Thursday, 19 September 2019	"Steaming through Britain" by Graham Briggs. 7:30pm Barrow Hill Roundhouse. http://www.barrowhill.org/lectures.html
Now until 28 September 2019	"Hidden (Industrial) Heritage-Secret Streams". Exhibition at Chesterfield Museum. See details of the project with which NEDIAS is currently involved, to detect signs of early industries on the banks of local streams and rivers. Do pop in and see this exhibition, and see the item later in this Newsletter.
Thursday, 26 September 2019	"Through Kirton Tunnel –a railway journey from Sheffield to Cleethorpes, Part 1" by Stephen Gay. Brimington & Tapton Local History Society. 7:30pm Brimington Community Centre, High Street, Brimington (Next door to the Co-op Store)
Tuesday, 1 October 2019	Tour of Portland Works , Randall Street, Sheffield. Booking at 0114 275 9354
Saturday, 5 October 2019 Day Conference	Melting & Smelting - Industrial Heritage Day - EMIAC 97. British Steel Conference Centre, Scunthorpe. Organised by the Society for Lincolnshire History and Archaeology. Booking form from http://www.lihs.org.uk/images/EMIAC_2019_Melting_and_Smelting.pdf
Wednesday, 30 October 2019	"Sheffield's Women at Work during WW1" talk by Dr Sylvia Dunkley. 7:00pm Portland Works, Randall Street, Sheffield
Tuesday, 5 November 2019 10:00am-4:00pm Also exhibition on now until Spring 2020.	Joseph Bramah and Henry Maudslay Day Conference. Kelham Island Museum. Includes talks on the works of these great engineers. More info from Newcomen Society and Kelham Island. Exhibition on this subject currently running until Spring 2020 at Kelham Island.

Don Catchment Rivers Trust – Hidden Heritage Secret Streams. Can you help?

As some of our members already know, NEDIAS is helping and participating in part of a project for which the “Don Catchment Rivers Trust” (DCRT) has just been awarded a National Lottery grant.

Many tributaries of the River Rother came to prominence in the early days of the 17th and 18th centuries when the fast-flowing brooks and streams were being tamed to serve the water wheels and turbines that powered new mills and factories. In the 19th and 20th centuries heavier industries arrived, including collieries, coking and chemical works, often working from the same river sites as earlier industries.

The NEDIAS team organised by David Palmer will be assisting DCRT by carrying out surveys along some of the feeder streams of the Rother, helping to locate and research the earlier industrial heritage of the area, looking for those tantalizing signs of earlier activity. David would very much welcome a few more volunteers to help in this really worthwhile activity – can you help? Do contact David by email – davespalmer5@gmail.com – for more information.

See the following web site for more information on the wider DCRT project: <https://dcrt.org.uk/projects/hidden-heritage-secret-streams-the-new-hlf-project-of-don-catchment>

Do also pop into Chesterfield Museum where an exhibition is running until 28th September which explains the aims of the project.

Some Notes on the History of the Staveley Coal & Iron Co., Ltd. ~ Part 1 *By Sam Berresford (Secretary and Director)*

Ron Presswood has transcribed for us an article originally written by Sam Berresford, a previous Secretary and Director of the Staveley Company. It was originally published in THE STAVELEY COMPANY'S MAGAZINE of February and March 1929 (Vol 3, No 4, February 1929, pp 99-105 & continued in Vol 3, No 5, March, 1929, pp 134-138). Ron himself had been a long time employee (1956-1993), and we're indebted to him for this glimpse into the company's history.

Our esteemed Managing Director has suggested to me that many of your numerous readers will be interested in a few notes with regard to the early history of the Company, and the conditions prevailing during that time as well as some record of the men who have been responsible for its extension and development during the 64 years of its existence.

I will endeavour to submit my impressions of these and give as faithful a record as memory will permit, assisted where figures are available by the accounts of the Company's operations, and if any who scan the story are led to challenge those statements, which are dependent entirely upon recollections, let them be assured that my desire is to nothing extenuate, nor set down ought in malice. I shall be pleased for any correction or addition to what is here set forth.

The writer entered the Staveley Co.'s service in July, 1864, less than seven months after its registration on December 29th, 1863, the names of the Subscribers being:- Benjamin Whitworth, Henry Davis Pochin, James Holden, Thomas Vickers, John Whitehead, junr., David Chadwick, and John Hall. The nominal capital was shewn as £600,000, divided into 6,000 Shares of £100 each, on which calls to the extent of £60 were made, and in the Articles of Association power was reserved to the members to increase such capital, of which opportunity was soon taken, as in September, 1864, 3,100 Shares of £100 each were created and issued, of which only £10 per Share was called, thus making the nominal capital £910,000, of which £391,000 was paid. In Nov., 1871, 1,250 Preference Shares of £20 each were created, making the nominal

capital £935,000, with £416,000 paid up, and this figure was unchanged until 1873, when a further 391,000 Shares of "C" and "D" denomination brought the nominal capital to £1, 326,000 and the paid up amount to £807,000. In 1907 the liability on the "A" and "B" Shares was extinguished, and a further 391,000 Ordinary Shares of £1 each were created and issued, and on these 15s. per Share only was called until June, 1928, thus bringing the nominal figure to £1,198,000, with £1,100,250 paid up. On the 28th of September, 1915, a Resolution was passed by the Shareholders increasing the nominal capital to £2,500,000, and immediately following Shares to the number of 358,416 were issued, bringing the paid-up capital to £1, 458,666, and in June 1918, 286,734 Ordinary Shares were issued at a premium of 10s. per Share, and in the following November, 573,467 paid up shares were issued, bringing the paid up capital to £2,318,867. In 1919 the Preference Shares were converted into Ordinary, and at the rate of 30s. per share offered to the employees of the Company. On Sept. 27th 1921, a further resolution of the Shareholders raised the capital to £3,000,000, and in November of that year 463,773 Ordinary Shares were issued (some of them to workmen) which, when fully paid, brought the total to £2,782,640. On February 10th, 1925, the nominal capital was further raised to £4,000,000, at which it remains, and in March, 1925, 463,773 Shares were offered at a premium of 5s. per share; of these 456,862 were taken up, and subsequently further Shares to the number of 48,104 were offered to, and accepted by, workmen at par, this bringing the total then paid to £3,287,606, and the recent call of 5s. per Share on the 391,000 Shares, so long standing at 15s. paid, makes the present figure of £3,385,356 issued and paid, leaving still within the power of the Directors to issue 614,644.

The sale of the properties by Richard Barrow to the Company took place in March, 1864, and included the following Collieries: Speedwell, Seymour, Hollingwood, New Hollingwood, and Springwell, the total output from which during the year of their acquisition was less than 700,000 tons, or a smaller tonnage than is now raised in more than one instance from one of the modern mines of the Company. The site of the Speedwell hard coal shaft now forms part of the Ireland Colliery yard and from it, some years previously, there had been raised a large block of coal weighing several tons which was sent to the Exhibition in London then being held. This Colliery ceased working in November, 1876, after which Seymour Colliery was the only hard coal mine which the Company possessed in the Parish of Staveley, and had been developed to such an extent that it accomplished what was regarded as a remarkable feat at that time by turning 1,000 tons per day. The Hollingwood Shaft was in the New Foundry Yard near to the Gas Works, and was, several years before the commencement of the Company, the scene of a greater fatality than has since been experienced, namely, the loss of the manager and many workmen through a fire which, I am told, was subdued by the running in of water from the canal which flowed close by. The canal was crossed by a wooden bridge, over which the output of the mine was taken for screening and loading purposes. The coal from the Springwell Pit was brought to the railway station without the aid of a locomotive, but passed down a branch line, the route of which may still be traced behind the Barrow Hill Hotel and across the high road between the railway station and the present Workmen's Memorial Hall, and as the gradient was an easy one, a man long accustomed to the work, operating a powerful brake mounted on an ordinary wagon frame, was able to manipulate a number of trucks at one time with no fear of accident. Most of the pits were at this time only shallow compared with the depth now worked, and with the exception of New Hollingwood, safety lamps were not used for general working conditions.

The explosive then used was solely powder which was stored in a powder magazine not far from the New Foundry Yard. The Ironstone Mines at that date were situated at Hopewell, Redfern Rake, Inkersall, and Hady, where at Spitalwell by an inrush of an accumulation of water in some adjacent disused mines a number of miners were imprisoned for several days and were only rescued after unceasing pumping efforts. The upper portion of the slope above Spitalwell, near to the present Brambling House was fairly covered by small ironstone shafts, the output of which was brought to Chesterfield Station down an incline, at the foot of which it was carried over a viaduct crossing the Inmanwell Meadow to the main line, and after reaching Staveley was transported through the works to the Calcining Yard which occupied the ground near to the present New Brimington cottages, where, with the output from other sections, it was calcined, many men being employed in that operation, and after burning it was smelted in two small furnaces which were all that Mr. Barrow had possessed, the importation of ore from Lincolnshire and Northamptonshire, etc., not being commenced until some ten years subsequently. These two old furnaces were replaced in 1870 by two of similar size, but built on modern lines. As the old ones were capable of producing only a total of about 250 tons per week, a purchase of pig iron was necessary from outside sources to complete the manufacture of 20,000 tons of pipes and castings, for which in the year ending June, 1864, about 45 per cent. was the capacity of the Old Foundry. In addition to the foregoing properties, over 200 freehold cottages at Barrow Hill and 175 at Speedwell, with sundry leasehold cottages, as well as railway sidings, locomotives, railway wagons, with their shops, etc., were taken over from the vendor. The locos, which were seven in number,

were called mainly by the names of the collieries, i.e., Speedwell, Seymour, Springwell, Farewell (New Hollingwood), Ringwood, Hopewell, and a large six-wheeled one (Staveley). These, besides running on the Company's rails, were used (except the larger one) for the traction on the main line for the workmen's trains to and from Chesterfield, and were housed for the night in a shed near the foot of the Hady incline previously mentioned. These trains left Chesterfield at 5.30 a.m., and Staveley at 6.20 p.m., and there was considerable irregularity about the departure from Staveley, due to the unpunctuality of an express which was timed to pass about the same time, and right glad were we when the guard summoned from his office (close be the starting point) Mr. Ireland, the Head of the Coal Sales Department (who always was busily engaged there until the last moment) which signified that the passenger train was late enough to permit us going in advance, as otherwise it was quarter to seven frequently when we reached Chesterfield. Complaints are now made of the hardships and long hours of toil; but men are now in clover in comparison with the former days, when workmen living at some distance from the railway had to leave home a quarter or half-an-hour before the quoted times and were similarly late when reaching them at night, so that after a wash and evening meal, not a long period could be spent with their families, if they were to have a fair night's repose ere the alarum again called them to their daily task. Men who did not enjoy the privilege of thus riding were not much better off as regards time, seeing that some lived as far from the works as Barlborough, two cases occurring to me of those who for many years walked from that village backward and forward day by day to the blacksmiths' and carpenters' shops, and were at their employment by 6 a.m., and left at 6 p.m., during five days per week, which were ordinary hours of employment on each day except Saturday, when time for closing was 1 p.m. The Collieries worked through these hours except that on pay-Saturday they ceased work at 4 p.m., when an extra train carried those living at Chesterfield. Some time later the dinner hour at the Works was shortened by 15 minutes, work ceasing at 5.45 p.m. To enable the Chesterfield train to move out sufficiently early to avoid any clash with the main line passenger train.

The men received wages only fortnightly, but there were many instances advances on the off Saturday, many of these being regular customers and new arrivals, seeing that a man must then work three weeks, assuming he commenced on a Monday, ere he drew his first wages, the cash for which, at the commencement of the Company's history, averaged not more than £3,000 per week and was brought each Friday by a messenger from the Union Bank at Manchester and kept over in the safe at the General Office until the following morning before distribution. Mr. Barrow had not been unmindful of the education of the children, and had built a School and provided the requisite teachers, the name of Mr. Ridgway with his wife occurring in the salary list in 1865. The building was a commodious one, and was used for divine worship, a Scripture reader being engaged in the person of Thomas Devine, who left in September 1865, and was succeeded by Thomas Bradbury, who gave place to William Needham, whose name will be remembered by residents of Barrow Hill, having died here about 1883 or 1884.

The addresses of the subscribers to the Articles of Association were all at Manchester, or in its immediate neighbourhood, and it is therefore not surprising that the Board of Directors, apart from the Vendor of the properties to the Company, and his nephew (Mr. J. J. Barrow) were from that locality, and consisted at Benjamin Whitworth, Henry Davis Pochin, Thomas Vickers, John Whitehead, junr., James Holden, and Charles P. Stewart, of whom Richard Barrow was elected Chairman for a period of five years. Two of the descendants of relatives of these men in the persons of Mr. Leonard Norman Barrow and Mr. Robert Whitehead still maintain their connection as Directors, whilst Charles Markham, the father of our late beloved Chairman, was appointed Managing Director at the Meeting held January 12th, 1864, at which also was appointed John Hedley, of Derby, who resigned after holding his office until June, 1864. The first break in the members of the Board occurred with the death of Richard Barrow in January, 1865, when his brother, John Barrow, followed him and continued to act as Chairman until 1871, his death occurred on the 22nd July in that year, and after this no change took place in the Directorate until the retirement of Benjamin Whitworth in 1879, followed by the resignation in December, 1879, of James Holden. The vacancy occasioned through the latter was filled by Thomas Kidley, and in 1892 occurred the death of C. P. Stewart. In May, 1884, Mr. Edwin Beddow was appointed a Director, and in 1888 our late revered Chairman was appointed to fill the place vacant by the death of Thomas Vickers, and in the same year as his father, Mr. Charles Markham, passed away. In April, 1891, Mr. J. B. Barrow was appointed a seat on the Board, whilst in October, 1895, Mr Pochin died suddenly, and a month later Mr. J. F. Swallow was appointed to fill that vacancy. In March, 1897, John Whitehead, junr., resigned and his position was taken by his son, Mr. Robert Whitehead. In 1899 Thomas Kidley retired, and in 1903 Mr. John James Barrow, the last of the original members of the Board, passed away, and in June, 1904, Messrs. Stoddart and H. Westlake became members. In 1903 Mr. C. P. Markham was appointed permanent Chairman, a position held by him until his death in June, 1926. Mr. Beddow's decease occurred in February, 1906, and Mr. Swallow passed away in November,

1911, when Mr. W. H. S. Craven filled the vacancy. Mr Stoddart died in May, 1913, and Mr. Charles Rhodes, mining engineer, was appointed to take his place. In July, 1914, Mr. J. B. Barrow died, and the name of W. B. M. Bird first appears. In April, 1917, Mr Arthur Westlake was appointed a Director and his father died in October, 1918, his place being filled by Leonard Norman Barrow. The death of Mr. C. E. Rhodes occurred in June, 1920, and in the following August Mr. W. Humble was appointed, and in January, 1921, Mr. Cocking took his place as a member of the Board, whilst in June, 1921, during his absence in America, the Secretary, Mr. S. Berresford, was given the honour of a seat on the Board. Mr W. H. S. Craven died suddenly in October, 1923, and Mr Cocking resigned in January, 1924, when Mr. D. N. Turner was elected, and in August, 1924, Mr Tatlow also joined the Board. In June, 1926, as is still sadly remembered, our late Chairman suddenly passed away, and Sir W. B. M. Bird became Chairman, and Mr. Robert Whitehead Deputy Chairman. In August, 1926, Mr. Arthur Westlake resigned, and the appointment of Managing Director was given to Mr. D. N. Turner, at the same time Mr. P. W. Fawcett filled the vacancy occurring by the death of the former Chairman, and thus the present constitution of the Board is reached.

To the older portion of the present generation the names of some of the following heads of Departments will be familiar:- At the inception of the Company the Mining Engineer was Mr. Martin Seymour, who died on 18th March, 1864. Thomas Gibson was the head of the castings Department, and the Outdoor Superintendent was Mr. John Gillett. The Foundry Manager was William Knighton, and the Secretary, Thomas Robinson, with Mr. Chas. P. Ireland in charge of the Coal Sales Department. Mr Seymour, who gave his name to the Colliery recently closed, hailed from the North country and was succeeded on his death by Mr. James Campbell, who had considerable experience in railway construction, but I believe had not previously had much practical experience of coal mining. He had as a deputy, Mr. Robert Howe, who came from Clay Cross and remained here until about 1871. Amongst the separate Colliery managers were, at Seymour Richard Hepplewhite, whose son, commencing work at that Colliery, became subsequently one of Her Majesty's Inspectors of Mines. Speedwell was managed by Mr. Thomas Hayward, with whom was associated Frank Piggford. William Minniken was Overman at New Hollingwood, and George Ord was in charge of Hollingwood, and his brother, John Ord, was responsible for the working of the Ironstone Mines. William Young had the oversight of Springwell Colliery, and his brother, Thos. Young, was assigned to North Staveley Colliery, when that became the property of the Company. James Bell also had a position as Colliery Manager under Mr. Jas. Campbell, who was known as a very staunch total abstainer and was not ashamed of his principles in that respect. He remained with the Company, residing at "The Cottage" (now occupied in part by Mr. Isaac Baker) where some of his sons grew to manhood in the service of the Company, and he left their employ in July, 1876, after which, at his advanced age, I believe he took a trip to the Antipodes. On his retirement Mr. Joseph Humble succeeded to the position, and he in turn was followed by Mr. A. W. Barnes, who, on his retirement in Sept., 1893, was succeeded by Mr J. H. Humble, the son of his predecessor who occupied the post until February, 1910, after which no appointment was made for some little time, as each manager attended a joint meeting for conference at the General Office, but as this system did not prove entirely satisfactory to the Directors, Mr. Robert W Cuthbertson was elected by the Board as the manager of the whole of the Collieries until 1914, and Mr W Waplington took charge in April, 1915, and on his resignation in June, 1920, Mr S. D. Turner was appointed to the Board.

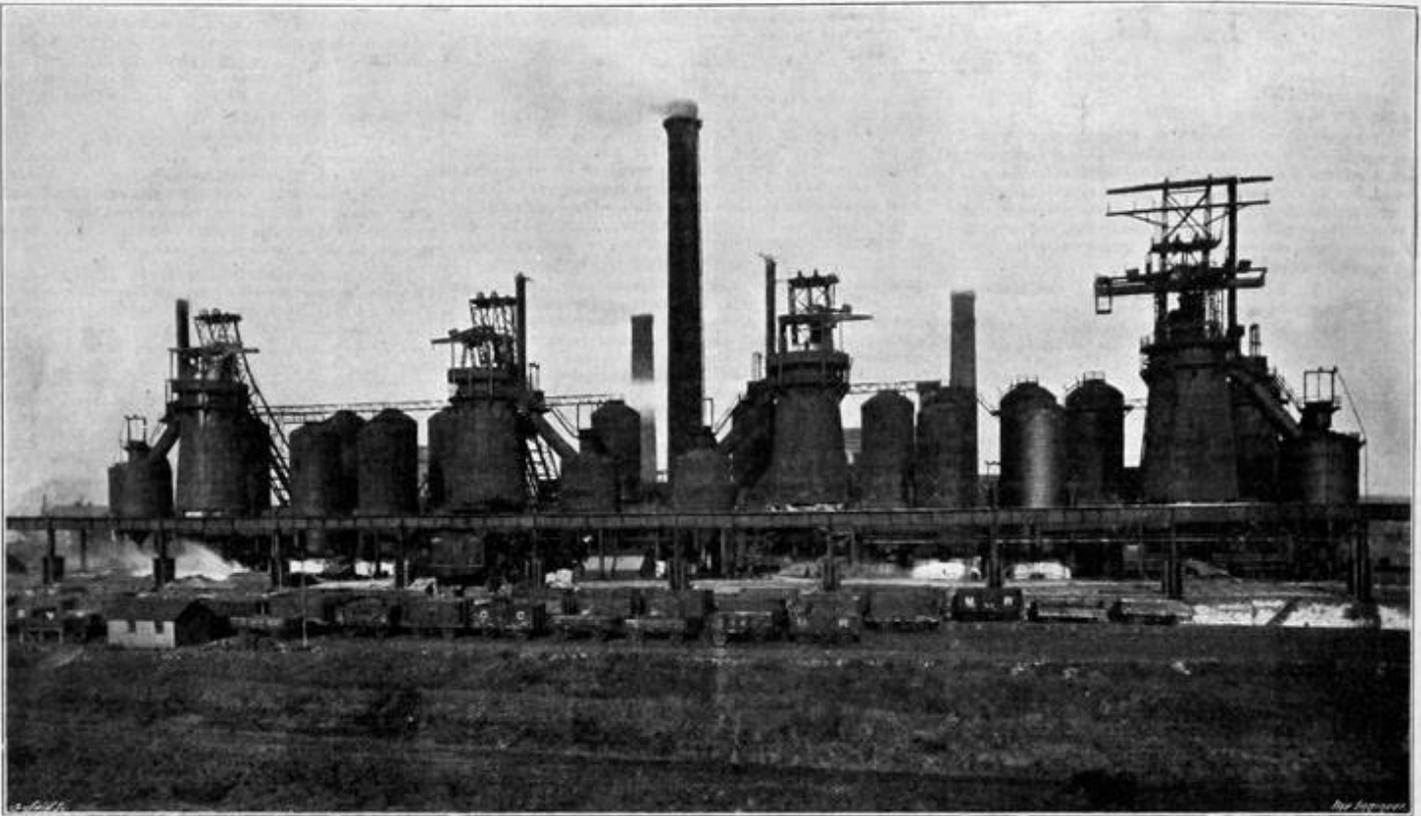
The Colliery Surveyor in 1864 was Mr. W. F. Howard. He had as his helper Mr. Robert Robinson, and he, when Mr. Howard's association with the Company ceased, became Surveyor, and in 1878, Mr. Leech was appointed to that position and continued until 1882, when the name of Mr. J. A. Verner, so recently gone from our fellowship, appears on the salary list.

There entered in 1886 as Junior Draughtsman, Mr B. J. Marson, who worked for some time under Mr. Raymond Unwin, afterwards becoming responsible for the whole of the Colliery engines, and still later widening his sphere of operations so as to include a number of Yorkshire and other collieries, and in May, 1923, Mr. J. Hunter, who had entered the Company's service in 1918, after being engaged in the Great War, where he had been severely wounded, was appointed Agent for the Collieries.

The Locomotive Department, on the formation of the Company, was under the supervision of John Thorley, who, when the Railway Company took over the engines, became Colliery Engine Wright until August, 1876, when his duties were taken over by Mr. Thomas Shore, the father of Parker Shore, the present Engineer at Brodsworth, and he faithfully discharged his duties to the Company until his death in 1901.

The two Old Furnaces, of which mention has been made, were superintended by a Scotchman, James Gain, who remained in that position not much more than one year, and on his retirement this department was placed in the charge of the Foundry Manager. The Outdoor Superintendent was a man of great activity, and

THE DEVONSHIRE IRONWORKS AT STAVELEY



GENERAL VIEW OF BLAST FURNACES

Courtesy: <https://www.gracesguide.co.uk/>

never spared himself, nor would he permit any inattention to duty on the part of his many workmen who comprised blacksmiths, joiners, sayers, wagon builders, platelayers, cottage artisan, and general labourers. His assistant, so far as the cottages were concerned, was a one-armed man named Leeson, who like his superior, was extremely energetic and ever on the alert to protect the interests of the Company in regard to the house and property. Mr Gillett retired about 1868, and was followed by Richard Barlow, the extent of whose responsibility was somewhat narrowed, as Wrigglesworth was placed over the Smiths' Shop; John Holland became foreman of the Wagon Department; and Edward Taylor of the Joiners' Shop. Samuel Walker was placed in charge of the Company's Railways, leaving to Mr. Barlow the oversight of the cottages only, and he was here until 1882, when Mr. A. R. Clarke took over the duties which he performed until June, 1891, when Mr. Thomas Marriott followed him, and he, after filling the position until April, 1915, gave place to Mr. J. C. Hart, to whom succeeded for a little time Mr. G. F. Kirk, and on his parting from the Company, Mr. Hart resumed the post. Many changes have also taken place at the oversight of the Ironworks since Mr. Gibson's retirement from the position of head of Castings Sales. His staff at that time consisted of only two clerks, William Hibbert and Daniel Parker, with two younger men as Cost Clerks. When Mr. William Knighton assumed the headship of the Ironworks, his brother, Henry Knighton, became manager of the New Foundry, and James Chambers was assigned to similar authority at the Old Foundry, where Mr. Joseph Wright, the father of Mr. F. M. Wright, was sole clerk. Mr. W. Knighton's death occurred in 1888, the same year that deprived the Company of the services of Charles Markham and Joseph Humble also. Mr. J. G. Knighton, who had been Assistant Foundry Foreman and Furnace Manager, succeeded his father and his brother, Mr. G. H. Knighton, who in 1880 had been appointed Manager of the Old Foundry, was transferred to take the place of his uncle, Henry, on his retirement. On the death of Mr. J. G. Knighton in 1895, the vacancy was temporarily filled by Mr. G. H. Knighton, and William Chambers became manager of the Old Works and the Wagon Building Shop. In 1896 Mr. F. Gandy was appointed, and he maintained his connection with the Company until July, 1910, when Mr. Douglas Cochrane came, and on his retirement Mr. Bladen, who had been manager of the Ironworks purchased by the Company at Broad Oaks, assumed the post, assisted by Mr. Percy Wilson, who left the Company's service on his removal to Stanton, when Mr. Marshall took charge of the New Foundry Section.

The first occupant of the Co.'s Laboratory was Mr J. A. Wilson, who joined the staff in 1905. The name of Mr. C. E. Whitehead is first shewn in 1907, and that of Mr. S. W. Martin in 1916. The names of many

others of the Company's efficient servants are too numerous to be recorded. In 1864 the Fitting Shop was in the charge of Frank Thornton, who continued his association with the Company until 1898, since which time the names of Sam Lee and T. Smales have been connected with this department. Shortly after the advent of Mr Charles Markham the Board appointed Charles Little as draughtsman, and he occupied this position until 1883, since which numerous occupants of the post may be remembered.

The Secretaryship of the Company was first in the hands of Thos. Robinson, who died on the 20th May, 1870. Mr Beddow, previously accountant, took over the reins which he held until Dec., 1883, when Mr. Henry Westlake, who came from Derby in 1868, was appointed as his successor. Prior to his entry in the Company's service the correspondence of the managing director had been carried on in longhand, but as this did not meet Mr. Markham's wishes entirely, a writer of phonography was desired, and Mr. Westlake was the first to take down the letters in shorthand. On his promotion to the General Managership of the Company in 1896, room was made for the present Secretary, to whom Mr H. H. Berresford was appointed assistant in 1913, and on his removal to the Commercial Managership, Mr. Smithson, who had previously been employed at Brodsworth and Yorkshire Main, became assistant until his death, and in November, 1926, Mr James Carmichael was chosen to be his successor, and it is hoped will long continue in association with Staveley.

The Coal Sales Dept. was in the hands of Mr Charles P. Ireland until his death in 1882, when Mr Charles Westlake filled the post until June, 1909, and he was followed by Mr. Stanley Hudson until November, 1923, since which Mr J. W. Harris has been in charge.

In September, 1888, Mr Geo. Bond, who had been for some time previously employed as Pig Iron Salesman, as well as Manager of the Ironstone Mines in which the Company was interested, became General Manager, and retained the position until his death in April, 1896, when he was succeeded by Mr Henry Westlake, who was promoted to a seat on the directorate in January, 1904, and the next month was made Managing Director. In October, 1906, Mr. Arthur Westlake, who had been the London Coal Sales Agent, was appointed Commercial Manager, and on his appointment as Joint Managing Director in April, 1917, Mr H. H. Berresford was appointed Assistant General Manager.

To be continued - read Part 2 in our next Newsletter

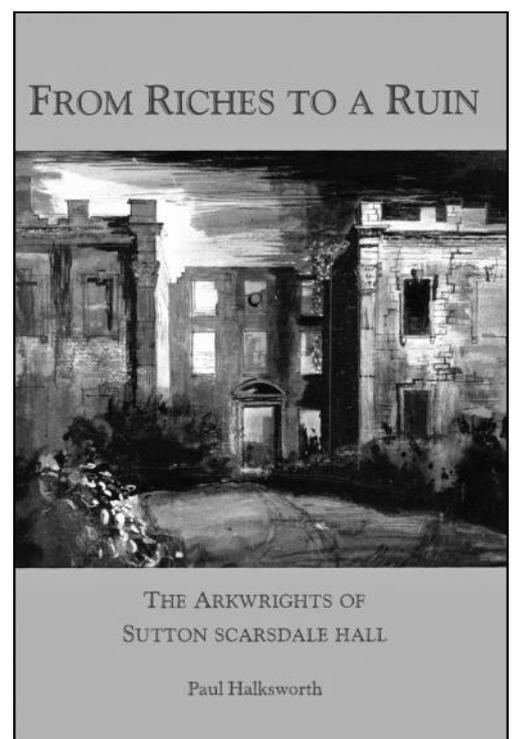
IA News and Notes

From Riches to a Ruin : The Arkwrights of Sutton Scarsdale Hall

There is a great new book by Paul Halksworth on Sutton Scarsdale Hall. The book traces the three Arkwright owners of the Hall and estate, initially bought in 1824 (for the modern equivalent of £23 million) by the younger Richard, the richest commoner in England – and possibly Europe – in the first half of the C19th. Its purchase by auction is explained as well as the founding of the Arkwright dynasty.

The marriage of Robert, for whom the estate was bought, and Frances Crawford Kemble (of the Newcastle acting family), is detailed and includes Frances' platonic friendship with the 6th Duke of Devonshire. William, the third Arkwright owner, sold the estate in 1919 and moved to Devon and his life there is discussed. There are chapters also on the social and economic development on the estate which includes William's idea of the Lancashire, Derbyshire and East Coast Railway, as well as Sutton Rock, a house built on the estate, and the post-1919 sale of the Hall and estate. There are 44 photographs in the book and a Bibliography of 45 books and articles. The Hall, bought and partly demolished for building materials (although some rooms are in the U.S.A.) was saved by Sir Osbert Sitwell who bought it in 1946, and it is now undergoing safety renovation by English Heritage.

The book is now available from booksellers, as well as from Cromford Mill.



Tram Shed on Chatsworth Road

Derek Grindell has spotted this sad state of repair to the fabric of the old tram depot on the Chatsworth Road.

The Chesterfield and District Tramways Company had originally obtained an Act of Parliament to allow it to build two lines in Chesterfield, at Brampton and Whittington. The operations were purchased by Chesterfield Corporation in 1897, and electrified in 1905 and 1906; the Brampton Depot was sited just opposite School Board Lane on Chatsworth Road. The trams ran along Chatsworth Road until replaced by motor bus and trolley buses and the Brampton electric tram service was finally suspended in 1927. A restored Chesterfield electric tram can still be seen, proudly preserved at Crich Tramway Museum.

The site was later used as a Store for successive electricity companies, including the Derbyshire and Notts. Power Company, and the East Midlands Electricity Board



Joseph Bramah Exhibition and Conference at Kelham Island

As part of the Newcomen Society's Centenary Celebrations, the society is sponsoring a major exhibition at **The Hawley Collection - Kelham Island Museum**, "*Locks, Water Power and Precision - A Celebration of Joseph Bramah 1749-1814*". The exhibition runs from Summer 2019 until the Spring of 2020.

Born in Stainborough on the 13th April 1749, Joseph Bramah moved to London where in 1778 he took out his first patent for an improved water closet. More important patents were to follow including locks, fire engines and hydraulic presses. The exhibition brings together important artefacts that illustrate his work including the Wentworth Castle Fire Engine and a small hydraulic press from the Royal Institution, that was used by Michael Faraday in his investigations of benzene. This is complemented by a display of modern locks manufactured by the Bramah Company. In part, Bramah owed his success to his assistant Henry Maudslay (1771-1831), who is rightly seen as the father of precision engineering, and the differing contributions made by these two gifted engineers are outlined in the exhibition.

RIGHT: *Bramah's Wentworth Castle Fire Engine*



Bramah Conference – 5th November 2019 –

“Precision: Bramah and Maudslay to Advanced Manufacture”.

This one-day conference will be held at Kelham Island Museum on the 5th November 2019 and is on the lives and work of Joseph Bramah and Henry Maudslay. The important work undertaken by Bramah and Maudslay has received little attention from historians in the recent past. The last biographical work, *Henry Maudslay & the Pioneers of the Machine Age*, was published in 2002 and is now out of print. The conference is open to all and can be booked through the following link – <https://www.eventbrite.co.uk/e/precision-bramah-and-maudslay-to-advanced-manufacture-tickets-59949878701>

Congratulations to John Barnatt

Member John Barnatt has been awarded the prestigious Peter Neaverson Award by the **Association for Industrial Archaeology** for outstanding scholarship for his book, *The Archaeology of Underground Mines and Quarries*. A special event and talk by John is being held at the Peak District Mining Museum in Matlock Bath on 15th October. For details and booking for the talk see: <https://pdmhs.co.uk/peak-district-heritage-events-in-matlock-bath/>

Hearty Congratulations John!

Industries on the Hipper through Brampton

Look out for a walk leaflet published this summer by St Thomas' with help from NEDIAS. It shows the locations of the many industries and companies that grew up along the Hipper, initially using its water power. The leaflet contains a map and is based on the industry walking tour that NEDIAS devised when we held an EMIAC Heritage Day conference here at St Thomas' in 2016.

Chairman's Chat

Cliff Lea

This area boasts more than its fair share of industrial heritage, heritage that covers rail, canal, extractive and manufacturing industries. We have the Derwent Valley Mills World Heritage Site not far away, and right here at home so many other historic industrial sites and connections, including perhaps the most recent and successful museum in the County at Barrow Hill Roundhouse. So do we get our fair share of attention, support and funding for these from Government?

I recently discovered that at Westminster there is an "All Party Parliamentary Group" (APPG) which specifically covers Industrial Heritage. This group comprises MPs and Peers and has aims including the development of a National Strategy for conserving the UK's industrial heritage. Their stated purpose is to promote our industrial heritage and to help support industrial heritage sites in a time of austerity.

The Association for Industrial Archaeology (of which NEDIAS is a member) has representation on the APPG, and AIA has identified to them the threats to our industrial heritage, including abandonment and vandalism of sites, problems of development in areas where low property values make conservation unattractive to developers. They also pointed out the lack of perceived importance at all levels including local authority planners and private sector developers.

These problems of abandonment and vandalism resonate very much in the Brampton area close to St Thomas' where we hold our meeting - both the listed Cannon Mill and Walton Mill sites remain eyesores awaiting futures.

So, are our local MPs members of the APPG for Industrial Heritage? I'll drop them a line and report back to you whether they are involved and what they have to say.

Minninglow and the High Peak Trail *Cliff Lea*

It's amazing the archaeology one comes across on a simple walk in the Peak District near Winstanley which Christine and I did this summer.

We passed by Roystone Grange which had been a Cistercian monastic sheep farm between 12-14th centuries, producing quite sizeable quantities of wool which was exported, and the site developed. It was later leased to lay tenants, and after the Dissolution of the Monasteries, the grange site was granted to Rowland Babington.

Nearby is a late Victorian pumping station. The Historic England listing states that "*A building constructed during the early 20th century, formerly used to pump compressed air to quarry workings further north in the valley*"



Pumphouse at Roystone Grange

It had contained a large water cooled engine for pumping compressed air along cast iron pipes, which in turn operated the pneumatic rock drills for the quarries which developed along the Cromford and High peak Railway.



Thomas Smith & Sons Ltd. crane



Railchair and rail close to the crane. For how much longer will features like this still be visible?

Nearby on the High Peak Trail

at Minninglow is a rusting crane made by Thomas Smith & Sons of Rodley, Leeds. Smith manufactured steam, diesel and electric powered cranes, and this steam powered example was one of the company's most popular products, supplied to many canal and rail companies. They were either rail mounted (like the example at Minninglow) where they were required to move around a site or ground mounted for the likes of quays. The company started life in 1820, were taken over by Northern Engineering Industries (NEI) in 1978, becoming the Crane and Bridge division of Clarke Chapman. In 1989 they were taken over again by Rolls-Royce, and by 2001 sold to Langley Holdings.

Nearby is the dreaded Gotham bend, the sharpest curve on the line. Wikipedia tells us that although sharper curves were

present on industrial sidings and harbour railways elsewhere, the line through the Gotham curve went through 80 degrees with a radius of 55 yd. The curve was subject to a speed limit of 5 miles per hour and led *"the platelayer to keep a supply of rail chairs and other spares to hand in case a driver 'burst the rails' when negotiating the curve."* It is said to once have had a steep camber.

Does any member have an account of the experiences of travellers through the curve. Maybe by special excursion when it was still possible to transit this stretch? It would be interesting to hear of the excitement and of the inevitable screeching and grinding noises generated between flange and rail; and were there any accidents on the Gotham curve?



Minninglow embankment. Just a mile away from the sharpest curve on the line, the dreaded Gotham bend.

And finally 200 years on this month

.... *“Down with ‘em! Chop em down my brave boys: give them no quarter”*



This cartoon by George Cruikshank of 1819 is entitled *“The Massacre of Peterloo or Britons Strike Home”*, and the artist is representing the charge of the Manchester Yeomanry on the crowd in St. Peter’s Field, Manchester.

The yeomanry are depicted as butchers armed with axes reeking with the blood of the victims.

But finally - the text in the top left hand corner reads:

“Down with ‘em! Chop ‘em down my brave boys: give them no quarter they want to take our Beef & Pudding from us! --- & remember the more you kill the less poor rates you’ll have to pay so go at it Lads show your courage & your Loyalty”

Hear the real facts about this historic event at the NEDIAS meeting on Monday 14 October.

Contributions, no matter how short (maybe about a visit you have made), and preferably by email to cliff@nedias.co.uk, for inclusion in future editions of this newsletter are most welcome.

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