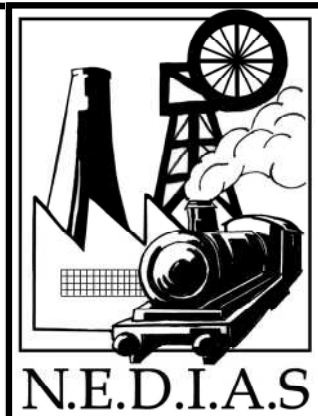


North East Derbyshire
Industrial Archaeology Society
NEDIAS Newsletter No. 32 – November 2008

Price: £1.00 (Free to Members)



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From the Editor:

It is with great sadness that we learned this quarter of the death of David Wilmot; David was the person from whose inspiration NEDIAS was born, and under whose guidance it grew and matured, to become the respected local Society it is today. We will miss his sage advice, friendship and leadership, but the organisation he has left is a fine legacy and memorial; please see his obituary on page 4.

One thing is for sure, David would wish NEDIAS to continue to flourish, and I can advise that we have an interesting talks programme arranged for next year. It starts with the welcome return of Malcolm Dungworth who gave us a fascinating account last year of the history of the Sheffield automobile industry, and in January will elaborate further on the subject to focus on the development of racing cars in the area. For the researcher, we have talks from the central Local Studies Library at Matlock, and from the archivist at the Cutlers' Company. Other talks centre on the history of the Butterley Company, lead smelting at Linacre, and the historical development of framework knitting in the area.

The Committee has recommended that one of the railway talks each year would be dedicated to the memory of David, and what better subject could there be for the first David Wilmot Memorial Lecture, than to hear Keith Drury from the A1 Loco Society at our April Meeting recounting the remarkable achievement of the A1 Steam Locomotive Trust. The last Peppercorn Class A1 loco "St. Mungo" was scrapped by BR in 1966 and 18 years ago a group of enthusiasts organised themselves to build a duplicate. Earlier this month the engine was on display at York's NRM but is now undergoing speed trials.

We have purchased the first items of equipment following our recent Lottery success; this equipment is for your use as a NEDIAS member, and is intended to benefit us all, particularly to help with digital

preparation and projection of presentations. More about this on page

By the time you receive this Newsletter, we will have participated in the Scarsdale Local History Fair, once again with our display imaginatively interpreted by Jacky Currell, with assistance from various members; this will surely spread the NEDIAS message, bringing in new members – which reminds me that our membership renewal is due at the year end – **please see the renewal form enclosed.**

Cliff Lea

WHAT'S ON?

NEDIAS Lecture Programme, 2008

When: Meetings are usually held the second Monday of each month, starting at 7:30pm
Where: **Friends' Meeting House, Ashgate Road, Chesterfield**

8 December 2008	Christmas Meeting: <i>A seasonal mix of short talks by members on their own projects</i>
12 January 2009	Malcolm Dungworth: <i>Racing cars developed by Sheffield's early motor industry</i>
9 February 2009	Brian Key: <i>The History of the Butterley Company</i>
9 March 2009	AGM , followed by: Ruth Gordon: <i>Derbyshire Central Library, Matlock. Accessing news media and other archives available for research.</i>

Philip Cousins has kindly offered to present two items for the Christmas Meeting on 8 December:

- The Cromford Canal** - In 1965 amateur film cameraman, the late J Newton, made a narrated colour film, lasting just over 13 minutes, of a journey along the Cromford Canal from Cromford to Ambergate. With the co-operation of his relatives we are able to view this all too brief glimpse of the canal.
- Duckmanton Tunnel** - During the early 1970s the former Lancashire, Derbyshire and East Coast Railway's Duckmanton Tunnel was filled in using spoil from the nearby Arkwright Colliery. The story of how this was done will be told using contemporary photographs.

Other Diary Dates

Tuesday, 18 November 2008	Brian Key: "Railways and Canals around the Erewash Valley" @ 7:15pm, Ilkeston Library. Ilkeston Local History Society, phone 0115 930 2530 for more details.
Sunday, 7 December 2008	Christmas events at Wortley Top Forge.
Saturday, 17 January 2009	Chesterfield Archaeology Day, Pomegranate Theatre. Booking at the Chesterfield Museum, and usual information centres.
Monday, 19 January 2009	David Leather: "John Towlerton Leather, Sheffield's water engineer – the man who designed the Dale Dike Dam." SYIHS, 7:30pm, Kelham Island Museum.

Monday, 30 March 2009	Jim Ritchie: "The Silkstone Wagonway 1809-2009" . The Joseph Bramah Lecture, SYIHS, 7.00, Cooper Gallery, Church Street, Barnsley.
3 - 7 June 2009	Coalbrookdale 300 – Footprints of Industry . At Ironbridge, a celebration of 300 years industrial history, and 50 years since the restoration of the old furnace. Check Ironbridge Gorge Trust web site for details. http://www.ironbridge.org.uk/

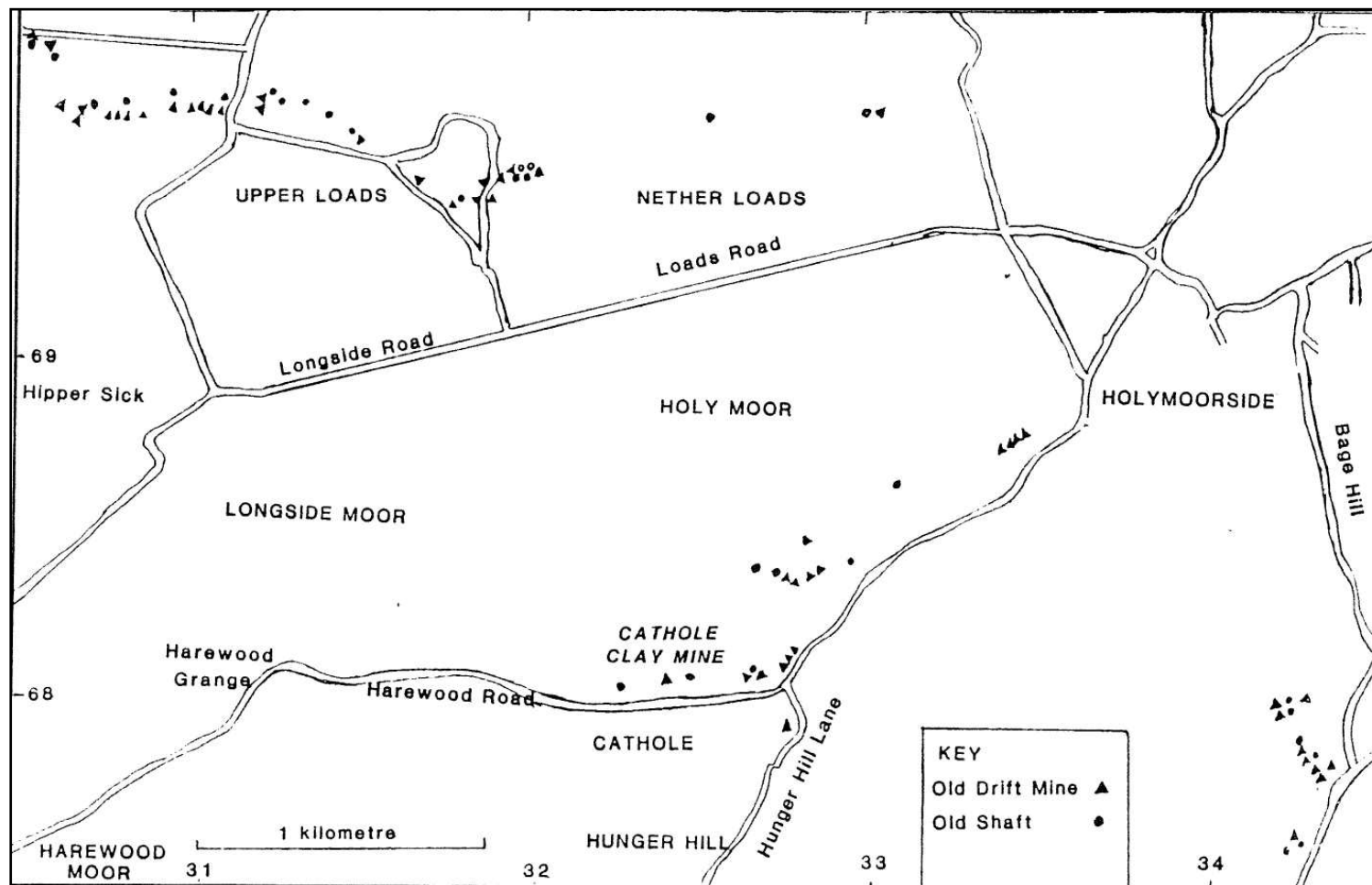
Clay Mining in the Holymoorside area of Chesterfield

R.A. Marsh

Reprinted from the Bulletin of the Peak District Mines Historical Society, Volume 11, Number 3, Summer 1991, p. 159-161, by kind permission of the PDMHS.

In the years before the motorcar and public transport altered the pattern of village life, Holymoorside, like other villages, had its share of local industries such as wheelwrights, blacksmiths, carpenters, builders, cobblers, cotton and corn mills, and even a laundry. There were also quarrying and mining. The main mining was for minerals associated with the Coal Measures, including coal, fireclay, ganister and potting clay. The earliest abandoned mine on record was Cathole Colliery in 1877; the last clay mine abandoned was Cathole Clay Mine in 1957. Upwards of twenty mines worked at three localities between those dates.

There was doubtless a long history of mining before the earliest plan of 1877. As yet undated bell type pit hollows beside Harewood Road (SK 304674) may have been for coal. In the Upper Loads area of Holymoorside the extraction of clay predates any known mine plans, the earliest being 1892, with opencast claypits probably supplying Eastmoor Pottery and the nearby brick kiln: both of these are marked on the Ordnance Survey map of 1864. The pottery is now converted into three cottages below the Highwayman Inn on the A619 road between Chesterfield and Baslow. Plans exist for most mines worked after 1877 and, with information gradually coming to light from local people, there is a field for research open.



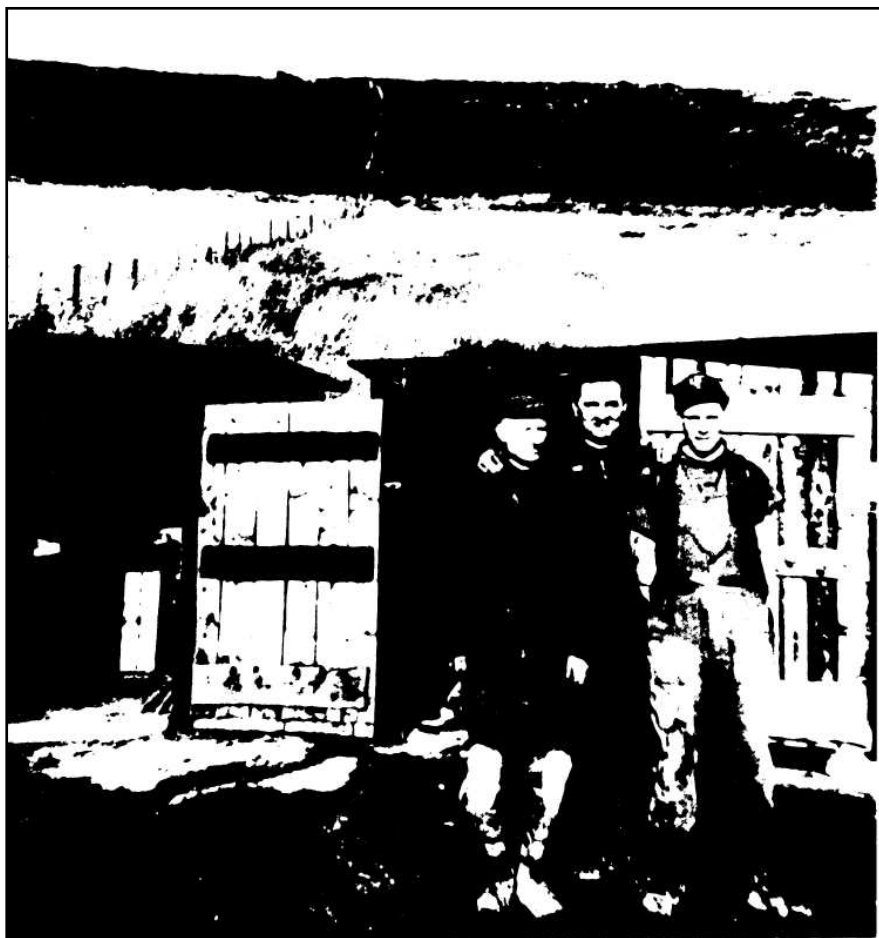
Cathole Clay Mine

Cathole Clay Mine 1933-1957

Cathole fireclay mine worked the fireclay or seatearth below the Belper Lawn Coal under the fields adjacent to Cathole Farm (SK 325680). It was the most extensively worked both in terms of production and working life of the underground mines in the Holymoorside area, being continuously in operation from 1933-1957. It was first worked independently by John Halksworth under licence from Chatsworth Estates; in later years until its closure it was worked by his son Jack (John) Halksworth in partnership with Chesterfield Fireclay

Ltd., a subsidiary of Pearson's Pottery of Chesterfield.

The usual number of men employed at any one time was eight. The clay was blasted from the face by gelignite using two or four shotholes; it was then loaded manually into tubs and trammed to the bottom of the incline where it was pulled to the surface. In early years this was by hand windlass, and later by Lister petrol engine. Working was by pillar and stall method; one man's stint was to load six tubs a day giving a weekly output of about 50 tonnes. The mine suffered no problems from water. Inefficient ventilation was provided by means of a shaft further up the hillside. The air was often so bad in some parts of the mine that the miner had to waft his shovel to stop his candle burning at "a quarter past three". Candles were the only form of illumination until the mines closure.



Above: Miners outside the portal (left to right): Ted Hopkinson and Jack Halksworth of Holymoorside, Dick Bowmer of Stone Edge.

Right: A "headless" miner - probably Dick Bonsall, loading the lorry.

Once at the surface the clay was tipped on to a roadside loading chute before being taken away by motor lorry to Pearson's Pottery as well as to potteries at Stoke-on-Trent.

As parts of the mine were abandoned the roof support timbers would be salvaged and re-used on the working parts of the mine. This was one of the reasons why both during the working life of the mine and subsequently, right up to the present day, holes appear occasionally in the land above the mine. It was a condition of the licence that land above the workings had to be made good; an example of this reclamation is on an old 8mm movie-film made by John Halksworth in





The collapsed roof and timbers near the end of the accessible part of the incline in 1984

1956 showing the considerable trouble taken in making good.

The hard grey clay was used extensively in the manufacture of firebricks and saggars for the pottery trade. The refractory bricks made from this clay were used in lining steel furnaces.

Remains today of Cathole Clay Mine.

The mine was measured and photographed by Raymond Marsh and John Scaife on Friday 14 September 1984. It was found to be in a very poor state. The roof had fallen in at 123 feet from the entrance, but was passable to a maximum of 151 feet, still 350 feet from the bottom of the incline. The cross-section was 3ft. 6ins. wide by 4ft. high. The dip was 1 in 7 and followed a 2 inches coal seam visible at each side at roof level. From the entrance the walls and roof were completely timbered with sleepers for 47 feet; after that the sleepers were alternated with tree trunk props and thinner roof supports spaced 9 inches apart. It was these thin roof supports having rotted which caused the collapse. The first fall was climbed over, but looking ahead the mine was filled with fallen debris.

The mine's corrugated iron buildings consisted of a blacksmith's forge, workmen's cabin, and a timber store with a concrete bath sunk in the floor for soaking timber with creosote. There was a brick-built powder magazine and a loading chute. The surface buildings were dismantled in 1984 and the land partly restored. Since our survey the roof has fallen in just beyond the entrance.

Acknowledgements:

Thanks are due to Jack Milburn and David Clarke of NCB Records; Phil Wainwright and Robin Jeffcoat of Derbyshire County Council Planning Department; Jack Halksworth (former owner); Bill Wilmott (miner); Jim Heath, Dick Mills and Bernard Wragg (villagers); Ronald Entwhistle for the use of his Holymoorside map; and Jon Scaife, Paul Chandler, Mary and Philip Marsh.

David Wilmot (1938-2008)

David was known to us all for his high profile in Derbyshire's industrial heritage, but he was born in Lincoln. He followed an early career in the Royal Navy, then moving to the specialist stationary diesel engine maker, Dorman Diesel, and to Staffordshire Potteries. He returned to Lincoln to join Ruston Gas Turbines (now Alstom). Clearly through his time in the Navy and with his background with both Dorman, the potteries and at Ruston, he was surrounded by important industrial history and heritage. I'm sure that during his time at Ruston's, David would have had quiet satisfaction in knowing that one branch had been manufacturing vaporising oil engines since 1891, a full 8 years before Rudolph Diesel's engine was produced commercially. His interest led him to railways, and it was in the 1990s that David completed an MA with the University of York and the Institute for Railway Studies, and he was later invited to give a talk to the Institute at the National Railway Museum on the Lancashire, Derbyshire and East Coast Railway.

He and Diana came to love Derbyshire and the Chesterfield area through many visits, and

on his retirement moved to North Wingfield in late 1997. At the time he had commented that he'd always been very impressed with the richness of the industrial heritage of the area, although somewhat appalled by the then prevailing demise of its manufacturing industries. Very appropriately the Wilmots bought a characterful but neglected 18th century property, and lovingly restoring the garden and the house.

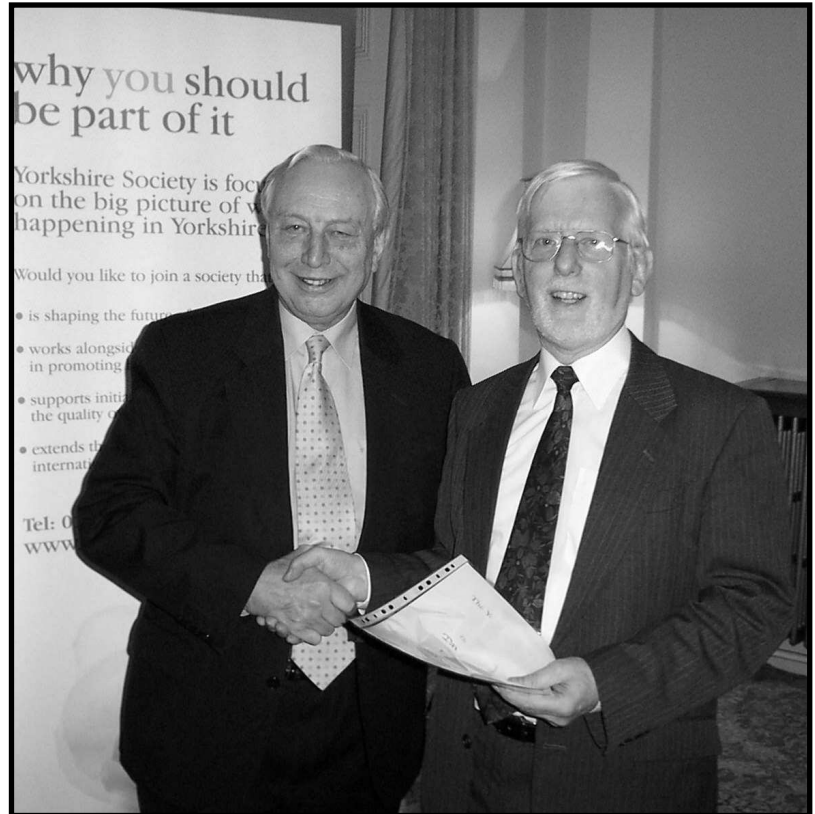
Many of us met David for the first time as students at a WEA course at Hurst House on Industrial Archaeology in 2000; it was on completion of this course that he suggested to a number of people in the group that we should try to organise our own society on this subject, and to see whether we could interest others to join. And so NEDIAS was formed and snowballed.

David led from the start, shaped the Society, developing monthly lecture meetings, starting a Newsletter in January 2001, and encouraging more practical and hands-on activities. Some of the early meetings attracted large numbers, with over 70 attending on occasion.

David's friendly, warm and quietly encouraging personality ensured that from the very start, there were willing hands to form a strong Committee; and the respect which he earned in its management, and in his own research helped NEDIAS to develop its reputation within the area.

He was however involved in other Societies, at Pleasley Pit, at the South Yorkshire Industrial History Society, at the Chesterfield & District Local History Society and he was active in various research topics through the Victoria County History Trust for Derbyshire; he later developed and led his own WEA course at Hurst House. Wider afield, as an authority on railway history, his paper on Emerson Bainbridge, of Bolsover Colliery and the LDECR, received the Bramley Award of the Yorkshire History Society in 2004.

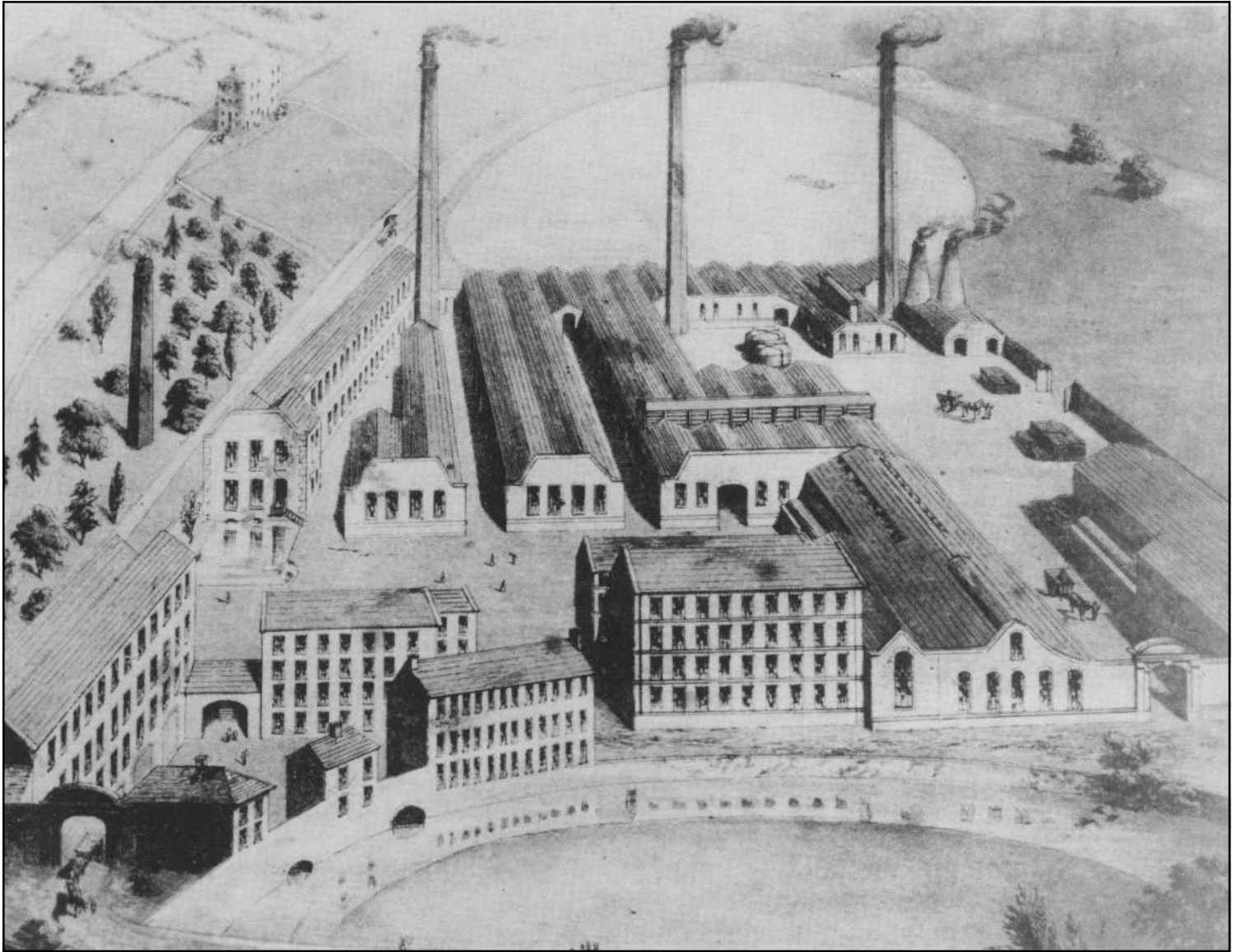
But NEDIAS itself was David's inspiration, he was its founder and we will miss him; he leaves an enduring legacy.



David receiving the Yorkshire Society History Prize

On a recent family holiday in Northumberland we called at the Derwent Reservoir, which straddles the county's border with Durham and occupies an area of 4 km². As a prime location for still water fishing there were numerous anglers prepared to brave the elements in the hope of landing a free supper. On traversing the dam wall, our attention was caught by an irate angler wrestling with a large umbrella, which had surrendered to the strengthening wind. Realising that his frantic gyrations were attracting a small crowd, he quickly consigned his wrecked brolly to a waste bin. Musing later on the fragility of what had no doubt been an expensive purchase, supposedly custom-designed to protect fishermen from the rigours of the British climate, I recalled that the inventor of the umbrella had been born at Bradwell only a few miles from the site where Derbyshire's own Derwent Reservoir was commissioned in WW1.

Born into a large family on 17th June 1815, Samuel Fox, the son of William, a manufacturer of weavers' shuttles, started work as an apprentice to Samuel Cocker & Son, Wire Drawers of Hathersage. The business specialised in needle-wire and when they moved to Sharrow Moor, Fox went with them. After his apprenticeship he is thought to have worked in the Tingle Brothers' Top Side crucible steel melting shops at Grenoside. He then became a partner in a wire drawing business in Sheffield's Rivelin Valley. Fox's father died in 1841 but was sufficiently affluent to leave his youngest son freehold property and land, which enabled Samuel to consider becoming his own master.



The Samuel Fox Factory at Stocksbridge in 1862. The factory complex was in a rural location, some ten miles from the centre of Sheffield. Steel-making commenced there in 1860.

The name 'Stocksbridge' is believed to have been derived from a wooden footbridge, which spanned the Little Don river. Stocksbridge Mill, originally designed for cotton, had been built by the bridge in 1794 to utilise the water power, which was readily available. It was sold in 1807 and, despite being well equipped and standing within eight acres of land, it was not successful. It was converted for wire drawing in 1833 but remained reliant on the water wheel. When Samuel Fox came to assess its potential, most of its equipment had been idle for some time. The five storey mill building, which measured 54ft. x 27ft., contained an assortment of old wire-drawing equipment, ranging from saws, braces and bits to spurr and bevel wheels and a square trammel. There was a cottage converted from an old fulling mill and other outbuildings in the grounds. Bolstered by his father's legacy Samuel was able to lease the Stocksbridge Mill in 1842 and set up his own wire-drawing business, which by the mid 20thC had become a subsidiary of The United Steel Companies Ltd. In the same year he married Maria Radcliffe, five years his junior, at Stannington. Their only son, William Henry, was born in 1843 and died in 1920; he never married.

The name of Samuel Fox appears as a tenant of the Stocksbridge Mill in a mortgage deed made to Thomas Newton in 1847. This is the first indisputable reference to him in connection with Stocksbridge and in 1851 he bought the mill outright for £1,199, having obtained a mortgage loan of £800. The mortgage was paid off by 1856 and a second mortgage for £2,000 was raised, probably to buy Townend House, where Samuel Fox, his wife and their fourteen-year-old son went to live. The second mortgage was paid off by 1860 and from that time on Fox never needed to seek another loan.

When the Fox enterprise was launched, Stocksbridge was a small rural backwater and the recruitment of a suitable work force proved difficult. Although some local men were set on it proved necessary to seek others from outlying villages in both South Yorkshire and North Derbyshire. In later years, with a growing order book, employees were drawn from small towns in the textile areas of the West Riding, which by the 1870s were in decline. The first recorded sales of umbrellas in 1848 marked the start of the firm's expansion. Although preferable to the whalebone 'gamp', the early design lacked neatness and rigidity but Joseph Hayward, one of Fox's employees, devised the "Paragon" umbrella frame, which comprised a U section of string steel that was markedly superior to its competitors. From 1855 a similar product was adopted to make crinoline frames. Such was Fox's character that a number of stories were circulated, which although no doubt mainly apocryphal, illustrated his business acumen and judgement of people. One such tale concerned a workman, who having reported to Fox that Hayward had been seen asleep at work, was sent on his way with "Thee go and mind thi work, he's worth more to me asleep than thou art wakken".

Steel making began at Stocksbridge in 1860 with the commissioning of forty-eight Huntsman-type crucible melting holes with an annual capacity of 1,500 tons. Production was increased in 1862 when Robert Langdon, acting on behalf of Samuel Fox, acquired only the second licence granted by Sir Henry Bessemer for the use of his steel-making process. Two 5-ton capacity Bessemer converters enabled Samuel Fox to enter the booming market in railway infrastructure. The first rail and billet mill was commissioned in 1863 followed by the first rod mill in 1864.

Prior to the establishment of a rail link between the works and the nearest station on the Manchester, Sheffield and Lincolnshire Railway at Deepcar, raw materials and finished rails were hauled in horse drawn vehicles over a woefully inadequate road. In 1872, having received an encouraging report on the feasibility of a railway line, the company decided to proceed and the Stocksbridge Railway Bill passed through Parliament and received the Royal Assent in 1874. The railway was opened on 14th April 1877.

The main exports from the Stockbridge complex were rails and umbrella frames, which were despatched to Europe, America and the Empire. The imposition of high import duties by the French led to Samuel Fox, sometime prior to 1860, despatching his nephew to Amiens in northern France with a work force and machinery to make umbrella frames from wire supplied from Stocksbridge. The French outpost became a limited company in 1905 but did not survive the outbreak of WW1. Despite frequent illness, Samuel Fox retained control of his company almost until his death on 25th February 1887. He was buried at North Cliffe, near Market Weighton in East Yorkshire, where he had his official residence. He was the first to be interred at the church he had built there, but on the same day, the Stocksbridge works

was closed to allow upwards of 2,000 employers to hear the service read at Bolsterstone Parish Church.

Some of Sheffield's largest companies, notably Brown's, Cammel's and Vickers, were major exporters of bulk steel to the world in the 1870s due to their previous investment in modern technology. America, once a major customer, soon followed suit and was able to meet its own needs and become an exporter. The reaction of Sheffield's various steel producers was to concentrate on the growing market for special steels; they were so successful that, by the outbreak of WW1, they were world leaders. Samuel Fox & Co. Ltd., as a manufacturer of the highest quality special alloy and stainless steels, was one of the various firms to benefit from the swing to specialisation. Page 6 of Volume 5, No.4 (Winter 1958) of the firm's house journal, 'The Fox Magazine', showed the 8,745 ton passenger and cargo liner Mawana, the latest addition to the Brocklebank Line's merchant fleet, which would be carrying stainless steel sheets and razor blade strip to North America and India. An article on page 8 mentioned the impact that stainless steel was making in the catering trade; the House of Commons, The Cunard Steamship Co., Ltd. and a major South African distributor were all recent customers.

Amazingly, amidst the news of successful "Silver Fox" stainless steel exports, was evidence that not only had the firm's Umbrella Department survived but it had sold 4,000 gross sets of eight-spoke umbrellas in 1957, which meant that 4,500,000 pieces of umbrella had been manufactured, tested, assembled and inspected at Stocksbridge. The forecast for 1959 was for an increase in production to 5,000 gross sets (5,000 x 144 = 720,000 umbrellas). Elsewhere in the 'The Fox Magazine', mention is made of a former company employee, who had brought an umbrella for inspection by the editorial staff. It was a Fox Paragon, which had been purchased by his father in 1879 for 25 shillings. It was still in regular use, with its original cover intact, and in every respect in good condition. Had I read the article before going on holiday I could have mentioned it to the Northumbrian angler. I am sure he would have been interested.

Laptop and projector from the Lottery Fund



LOTTERY FUNDED

We were very pleased to have been awarded funding from the National Lottery, Awards for All, following our application. The application was particularly to seek funding for both laptop and digital projector, items in increasing use by our speakers; when needed, these were kindly loaned by the Editor's employer, but with my rapidly approaching retirement date in the Spring, NEDIAS clearly needed to think to the future, and of our forthcoming speakers, more and more of whom require a digital projector.

To accompany the application, and to help us in display and information dissemination, we requested a scanner to convert 35mm slides to digital format, an exhibition display stand and some support for funding for the next NEDIAS Journal.

All were designed to improve the way in which we can take the massive amounts of information which we as members jointly have, to the community at large.

We have now purchased the laptop and digital projector, and the next step is to ensure that you, the members, know that this equipment is available, that it is for you to use, and for your loan, and that we can train you in its operation.

This latter point is important: whoever wishes to use the equipment for NEDIAS activities DOES have access, and the Committee would be delighted to arrange some basic training (by current members who already use this format) in how to put a Power Point presentation together, and on the use of the projector. The needs for a starter are simply those who are already computer-familiar, and preferably who already have the Microsoft Power Point programme on their own home computer.

Do please contact Cliff Lea if you'd like to use this equipment

Incidentally, whilst on the subject of lottery success, curators at Buxton Museum & Art Gallery, Derby Museum and Art Gallery and Strutt's Mill, Belper have been jointly awarded £200,000 to purchase acquisitions over the next five years. They are part of a nationwide initiative through which £3 million will be allocated under the Heritage Lottery Fund's Collecting Cultures Scheme. Derbyshire's successful bid was one of only two in the East Midlands. (The NEDIAS award was made under the "Awards for All" scheme)

Nine watercolours, dating back to 1860, have already been purchased. One shows a railroad steaming across the railway bridge with Smedley's Hydro majestically commanding the open fields, which would later be developed as an extension of Old Matlock. With the funding Derbyshire museums are hoping to acquire items such as topographical art, early geological/natural science texts, clocks, watches and scientific instruments, miners and map maker's equipment. The total costs of the five year project amounts to £505,000; which includes non-cash contributions such as volunteer's time and 'in kind' funds.

I. A. News and Notes

Strutt's North Mill, Belper

A record book giving details of how the West Mill Water Wheel operated between 1823 and 1834 has recently been presented as a gift to the Mill's archive collection. This valuable donation was made by a university lecturer in structural engineering, who is researching iron-framed buildings and located the book on the internet. The book reveals that the wheel powered cotton-spinning machinery over a 12 hour working day and was stationary only on Christmas Day, Belper Wakes Day, Belper Fair and on the odd occasions when water levels on the River Derwent were too high.

Docks heritage at Goole revealed beneath wallpaper

One award-winning museum in easy striking distance is the Yorkshire waterways Museum at Goole. The Museum is unique in Yorkshire and complements the interests of the three other major waterway museums in the UK, at Gloucester, Ellesmere Port and Stoke Bruerne respectively. It occupies an attractive site between two historic waterways, the River Don (or Dutch River) which flows into the Yorkshire Ouse, and the Aire & Calder Navigation which provides canal access to Goole Docks from the south and west.

The first building in Goole is reputed to be the Lowther Hotel built in 1824 on Aire Street and which still stands today. Originally called the Banks Arms Hotel, named after Sir Edward Banks a contractor for the Aire and Calder Navigation Company. The new owners currently restoring the building have unearthed extensive murals beneath garish wallpapers and Artex, and showing pictures of how Goole Docks were originally intended to have been constructed. The Museum Curator has commented that these quite large-scale depictions are amongst the most important archaeological heritage in the town.

Cromford Station West Platform Building

A unique partnership funding package involving, in addition to the English Heritage conservation area grant, two national charities, the Railway Heritage Trust, the Architectural Heritage Fund and the County Council's redundant buildings scheme will see the west platform buildings at Cromford Station

transformed. An English Heritage led partnership will contribute £34,000 towards the total funding package of more than £250,000 for the comprehensive repair works, which include re-roofing, the repair and partial replacement of large sash windows to the platform and rear elevations of the building and repairs to the platform canopy. Ultimately the former ticket office and waiting rooms will become a portal for visitors to the northern end of the World Heritage Site, but to create a sustainable management package its immediate use will be as offices to let. The Arkwright Society's team of skilled craftsmen started work on the building early in 2008.

Wirksworth to Duffield in less than 3 minutes

BBC Derby recently ran a feature on the Ecclesbourne Valley Railway, and members can see a short video of the run to Duffield on the BBC website. The full 8.5 miles are covered in the 3 minute video. BBC describe the line as a time capsule, with its intermediate stations largely intact and the layout at Wirksworth virtually unchanged since the days of steam. The line first carried passengers on 1st October, 1867 and was used for passengers and freight until 1989 when the last train ran.

(http://www.bbc.co.uk/derby/features/tours/railway/ecclesbourne_rail/duffield_wirksworth_line.shtml)

Cromford Canal Improvements

Derbyshire County Council owns a 5.5 mile stretch of the canal, which runs through the World Heritage Site between Ambergate and Cromford. The DCC has secured a grant of £417,500 from the East Midlands Development Agency as a contribution towards improvement works on the canal and its surroundings. In total £800,500 will be invested from various sources, which include Network Rail and council funds. Over three years the railway footbridge at Whatstandwell will be renovated, new water controls will be designed, certain structural features restored and environmental improvements introduced with a view to increasing local wildlife.

East Midlands Industrial Archaeology

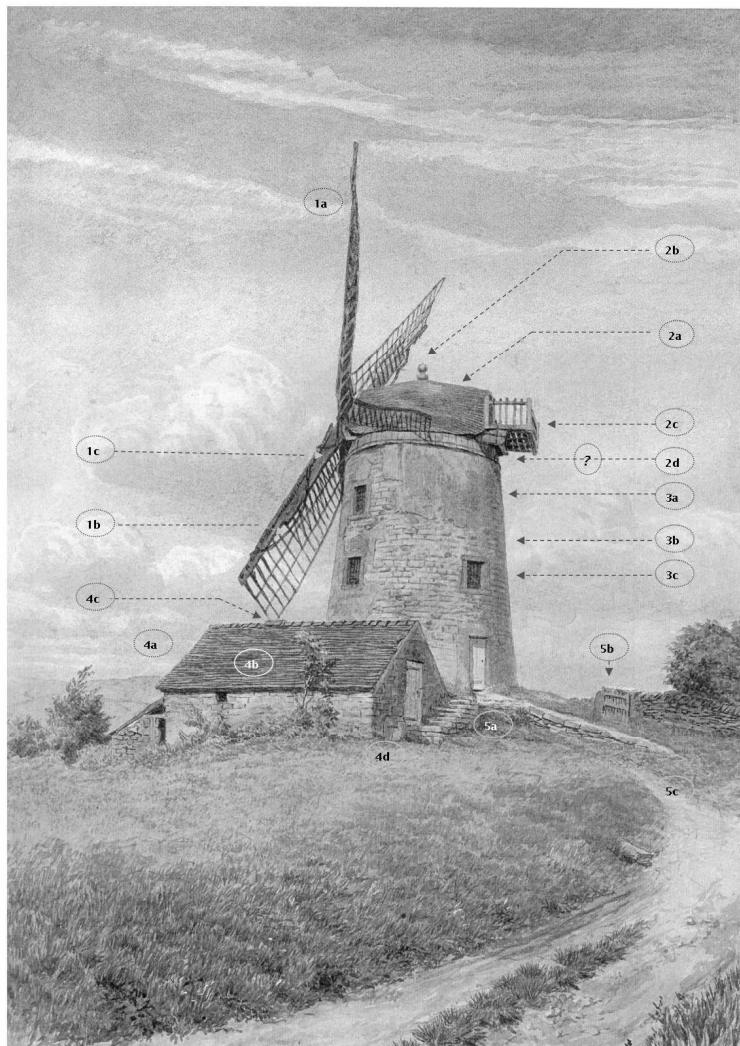
The latest East Midlands Industrial Archaeology Conference took place at Wellingborough during October; members may recall the assistance we gave in helping DAS and others in hosting an EMIAC some years ago in Derbyshire. The Editor has been asked by other EMIAC members whether NEDIAS would like to become fully affiliated. David Lyne in particular of the Leicestershire Industrial History Society has raised the subject; it would be interesting to hear the views of members. What do you think?

Incidentally, two of our speakers in 2009 (Wendy Freer and Keith Drury) are very involved with the LIHS. In a short article about the activities of the LIHS in the Autumn edition of Industrial Archaeology News (No 146, 2008), David Lyne writes that they were formed in 1969, have about 60 members, but that they are a relatively active group.

Do we have a member who would be interested to take on the task of updating our web site, and bringing it into the 21st century? This was originally set up by Cliff with the help of his son some years ago, but we would welcome an able volunteer to take ownership of it. Do you have the IT skills? Can you help? Please contact Cliff@nedias.org.uk

..... and Finally ...

... Heage Windmill ... Looking a picture with four sails!



We all recognise Heage Windmill with its 6 sails, but history recounts that these were added to the 18th century structure after a disaster in 1894 when the windshaft fractured and the original sails flew off.

Exactly what the sail structure had originally been like had been largely unknown until recently, and had purely been a subject of assumption and speculation

A recently discovered painting of the mill and further study over the last couple of years has put an end to the speculation.

The painting which was said to have been completed in about 1850 is thought to show the original sail structure when Heage Windmill was completed in 1797!

It shows four common sails, furled cloths, windshaft with poll end and sail stocks, boat cap with finial and a curious platform at the rear, and much more

This research has added considerably to knowledge of the structure of the mill.

Copy of 1850s painting by kind courtesy of the Mills Archive Trust, and further information from Heage Windmill Trust.

Is it time for a NEDIAS visit to Heage next year?

NEDIAS Committee:

Secretary – Patricia Pick; **Treasurer** – Pamela Alton; **Membership Secretary/Assistant Treasurer** – Jean Heathcote; **Vice-chairman and publications** – Cliff Lea; **Lecture Meetings** – David Rance; **Visits Co-ordinator** – Brian Dick; **Archivist** – Pete Wilson; **Committee Members** – Roger Evans; Derek Grindell; David Hart, Les Mather, David Palmer.

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LOTTERY FUNDED