

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 50 – May 2013

Price: £1.00 (Free to Members)

NEDIAS Newsletter has its 50th Birthday:

50 – up and still going strong!



NEDIAS March visit:-

Unstone loop line, linking four collieries and countless historic coke ovens



Were you unable to go? Over 40 made it on a cold, quite miserable and muddy day; but as you can see, leader Jane Singleton ensured it was a memorable occasion.

Nick Wheat has now made sure the route and interpretation are available for all – download the route directions, map and route commentary at <http://tinyurl.com/unstonewalk>

Many thanks Jane and Nick!

In this issue: What's On? ■ NEDIAS Visits ■ Cargoes on the Cromford Canal ■ Update on Wingerworth Sawmill ■ Grosmont – Work in Progress ■ The Butterley Gangroad Project ■ The Phoenix Brick Company Ltd ■ Erasmus Darwin House, Lichfield ■ Midland Railway Way & Works Committee minutes, 1878-1888 ■ Chairman's Chat ■ And Finally *Friend or Defoe?* ■

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, 9th September 2013	Dr. David Dulieu: "<u>The Pioneers of Stainless Steel</u>" 2013 marks the centenary of the discovery of Stainless Steel, a major advance attributed to Harry Brearley, who worked within the Sheffield steel industry, but who lived in Chesterfield.
Monday, 14th October 2013	Dave Barrie: "<u>History of the Good Luck Mine</u>"
Monday, 11th November 2013	Prof. David Hey: "<u>Millstones on the Moors</u>"
Monday, 9th December 2013	Christmas meeting. Hear about the Wingerworth dig; see some of the finds.

Other Diary Dates

Thursday, 16th May 2013	Keith Marshall: " <u>Western Scotland</u> " – <i>Keith's presentation starts at Carlisle and stretches not only over to the west coast but as far north as Mallaig. There is plenty of variety with both freight and passenger workings included, with the majority of scenes being from the eighties and nineties.</i> 7:30pm Barrow Hill Roundhouse Lecture Theatre
Friday, 17th May 2013 Saturday, 18th May 2013	<u>Rail Ale Festival</u> , Barrow Hill Roundhouse
Thursday, 23rd May 2013	Cliff Lea: " <u>The Brimington Oilwell</u> ". Brimington & Tapton Local History Group, St Michael's Church Hall, Church Street, Brimington 7:30pm. 01246 224678
Sunday, 26th May 2013 to Thursday, 30th May 2013	<u>"Waterpower, Working Lives"</u> . Abbeydale Industrial Hamlet. 11:00am – 4:00pm. <i>Discover the world behind the waterwheels. Explore Abbeydale Dam and learn how waterpower shaped working lives. A small charge applies to activities.</i> ☎ 0114 236 7731
Until 30th May 2013	Castleton Archaeological Dig Exhibition. Castleton visitor centre.
Saturday, 29th June 2013 Sunday, 30th June 2013	Chesterfield Canal Festival will be held at Staveley Town Basin from 10:00am to 5:00pm; In conjunction with Barrow Hill Roundhouse Open Days with a bus link between the events.
Thursday, 18th July 2013	Colin Boocock: " <u>Eastleigh Locomotive Works</u> ". 7:30pm Barrow Hill Roundhouse Lecture Theatre

Ecton Copper Mine - Ecton mine was the source of the 5th Duke of Devonshire's fortune and was the deepest mine in the world at that time.

A visit is being arranged for this summer for a trip to Ecton. Please watch our web site for further details, which will be available shortly

Cargoes on the Cromford Canal

Hugh Potter

Having recently exceeded 10,000 entries in the database of information transcribed from permits issued to boats passing Langley Mill onto or off the Cromford Canal, I thought it was time to take a closer look. Thanks to the wonders of the database, it is possible to sort these in various ways, and I thought the most interesting would be by cargo, summarising the total number of boats recorded carrying each cargo. This produced the result shown here for the top thirty (well 33 to be precise) cargoes carried. This includes all those cargoes that appear at least 10 times, i.e. those representing 0.1% or more of loads.

I realise it is not entirely scientific, but I think it gives a fair idea of the relative quantities of the different cargoes being carried. Do bear in mind, however, that this does not include any internal traffic, i.e. that travelling both from and to destinations on the Cromford Canal. Such traffic may have been recorded at the other two gauging places – Sawmills and the Pinxton Branch Junction – but unfortunately no such records have yet come to light.

In the table, the term 'the canal' has been used when cargoes came from or went to a variety of places on the Cromford Canal, rather than an individual one.

Some, like all coal going exclusively from the canal, are as expected, representing over 40% of all loads. And that this figure is over twice that of the next closest is not surprising. The high number of sundries-type cargoes is probably distorted in that a large number of boats, mainly operated by Wheatcroft, carried such cargoes on regular services to set destinations, but the weight carried was often very modest. They were a bit like the 'DHL' or white-van-man of today.

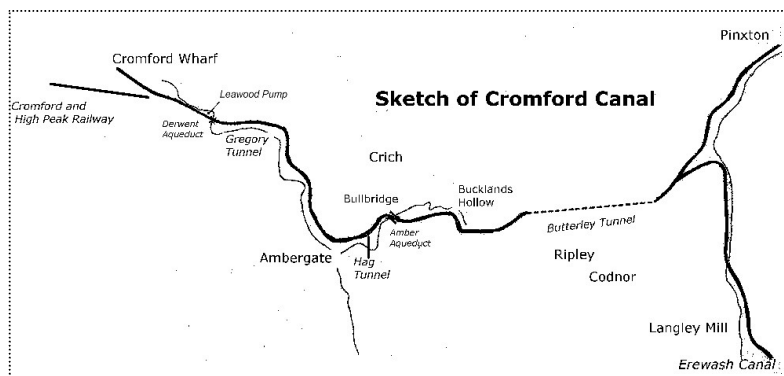
It is worth noting that the next two most frequently listed loads – castings and flour – represent only 2.5% each of the total number of loads, and all others correspondingly less.

Shireleywich is interesting for the origin of salt. I had not heard of it before, but apparently it is well recorded as a producer of salt, much enabled by the construction of the Trent & Mersey Canal. 'Crates' I take to be crates containing pottery from the works whose building still stands alongside the canal at Ironville. Bones were used for both the manufacture of glue (when boiled up) or manure (when ground down).

Many cargoes going to Pinxton, such as cotton, were probably destined for further afield via the Mansfield & Pinxton Railway. But why was pig iron going both ways? Different qualities at different times perhaps? It is notable that it was going out from Golden Valley, Codnor Park, Pye Bridge, even Buckland Hollow (possibly from Morley Park?) in the late 1810s/early 1820s, then coming in from Stanton to Ambergate in 1847 (only).

Other questions are also raised. Why was limestone apparently being exported from Brinsley (not a known limestone area)? And where/what was 'Trent'? Was it simply the river? In which case why were other destinations such as Nottingham, Newark and Gainsborough listed separately? At first I thought it referred to the railway junction near Long Eaton, but the name is used long before those lines were even thought of!

I hope you will enjoy contemplating all these different cargoes passing along our canal, and if you have any suggestions or comments on any of this then both I and the Editor would be delighted to hear from you.



No of loads	Cargo	Notes
4302	Coal	All from the canal to various destinations
2059	Sundries/Goods Merchandise	Unspecified mixed cargoes, to and from mainly Birmingham, Derby, Leicester, London, Manchester (via CHPR), Nottingham
261	Castings	From Codnor Park, Golden Valley, Pye Bridge/Riddings To Derby, Gainsborough, Leicester, London, Nottingham, Sawley, Trent
247	Flour	From Leicester, Newark, Nottingham, Trent To various points on the canal, plus Manchester (via CHPR), and 'Railway' (i.e. CHPR)
191	Coke	All from the canal to Burton (Horninglow), Derby, Grantham, Leicester, Newark, Nottingham, Oakham, Sawley, Trent
170	Grain	All to destinations on the canal from Nottingham and Trent
130	Timber/Deals	From Nottingham and Trent to the canal but some from Pinxton to Leicester
165	(Pig) Iron	To the canal from Derby, Leicester, Nottingham, Runcorn, Shardlow, Stanton And from the canal to Derby, Gainsborough, Manchester, Nottingham, Runcorn, Stockport and Trent
79	Limestone	Almost all from Brinsley to Eastwood and Langley
71	Lime	From the canal to various destinations but mainly Trent
65	Crates	From Codnor Park Pottery to Birmingham, Leicester, Nottingham but mainly London
69	Bricks	From the canal to Nottingham, Trent Lock To the canal from Ilkeston, Derby, Stourbridge
49	Gritstone	All from the canal to Birmingham, Leicester, Trent
49	Stone	From the canal to Birmingham, Derby, Leicester, London, Nottingham
48	Bones	To the canal from Nottingham
47	Salt	To the canal from Derby and Shireleywich
27	Malt	To the canal from Newark From Pinxton to Derby
26	Cotton	To Cromford and to a lesser extent Pinxton mainly from Derby
23	Oats	To the canal from mainly Nottingham
20	Corn	To the canal from mainly Nottingham and Trent
27	Light/Empty	Boats carrying no cargo
18	Cinders	Mainly local
18	Tiles	From Derby to the canal
17	Hay	From various places to the canal
17	Sand	From Lenton to Butterley and Pye Bridge From Pinxton to various places
17	Slates	To the canal from Derby, Nottingham, Runcorn
16	Iron Ore	To Codnor Park from Runcorn
14	Bran	To the canal mainly from Trent
12	Wheat	To the canal mainly from Nottingham
12	Potatoes	To the canal mainly from Nottingham
11	Wool	To the canal mainly from Leicester
11	Beans	To the canal mainly from Nottingham
10	Barley	To the canal from various places

Other cargoes carried in lesser amounts (i.e. less than 0.1%) included, alphabetically: Acid, Ale, Ashes, Cannon Shot, Carrots, Caulk, Cement Stone, Chert, Clay, Creosote, Engine Ashes, Fireclay, Gas Tar, Granite, Gravel, Guano, Horns, Iron Scraps, Iron Shot, Laths, Lead, Lead Ore, Liquor, Lock Stocks, Manure, Peas, Pelts, Pit Logs, Plaster, Poles, Pots, Puncheons, Rags, Road Slack, Road Stone, Rope, Sawn Stone, Scrap Iron, Shells, Soap, Square Timber, Tallow, Tar, Troughs, Vitriol and Wagons.

Update on Wingerworth Sawmill

It's possibly too early to be thinking about Christmas, but the NEDIAS Christmas meeting in December will include an update on the findings from our sawmill dig in Wingerworth.

But if you can't wait that long, our members Barbara Gilmore, Les Mather and David Palmer are giving a presentation about the dig as part of this year's Wingerworth Festival. This takes place on the afternoon of Saturday 25th May in the Wingerworth Parish Rooms. Start time is 2.30pm and tickets, which cost £3, are available from various outlets in Wingerworth.

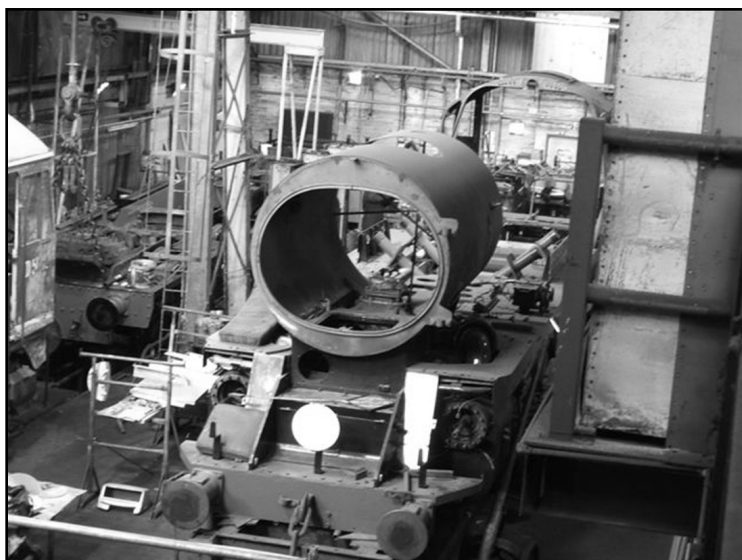
Grosmont – Work in Progress

Derek Grindell has passed to me some photos of work in progress at Grosmont, taken by Graham Swift. Graham remarks:

“Just a few snaps of the diesel depot's latest project. We reckon a good two to three years work here. I am currently restoring the instrument panels in both cabs and then on to the driver regulator pillar controls. Lots of metal will have to be cut out as you can see, and all motors (not drive motors) and generators will have to be restored.

“This is a very interesting type 2 diesel electric built at BR Crewe from 1958 onwards. Often in Derby workshops for maintenance etc. We had a wonderful railway industry there. The drivers tell me that they were a reliable work horse and for my part the ‘over engineering’ makes my work a lot easier – everything nice and chunky (but heavy) and usually equipment comes apart quite nicely.

“The steam engine frames are for a West Country class ‘Hartland’ She is waiting for the boiler makers to complete the boiler re-build. Whilst the loco I work on (D5032) was built at Crewe, at the same time the frames were being laid down for the first 10 locos to be built at BR DERBY. In fact my research shows that Derby built the first 10 Type 2 Diesels commencing with D5000. These were affectionately known as ‘Derby Sulzers.’ So when I wrote that these diesels were often in Derby for maintenance etc. the Derby Works could do far more than that.



“Also at about the same time Crewe had commenced a batch of 36 type 2’s numbered from D5030. NYMR D5032 would be from this first batch and as such is a very valuable piece of railway history.

“If members want to know more I can recommend an excellent web site written by a Derby lad www.derbysulzers.com

“For me D5032 holds a place in my mind at the moment because I can’t remember where I put the bolts holding the instrument panel cover in cab 2 !!!”

The Butterley Gangroad Project

The Derbyshire Archaeology Society has received a grant from the Lottery Fund to help to reveal more about this historic line, which is said to involve rediscovering the world’s oldest railway tunnel. The line was built in 1793, is said to be the oldest railway in the county of which substantial remains survive; it was horse worked, and used to transport limestone from Crich to the Cromford Canal. There it was transhipped by boat in tunnel beneath the Butterley Works.

This was Benjamin Outram’s first railway project. It was later famous for the first ever successful trials of a steam loco, the Butterley built Brunton’s Mechanical Traveller, aka “the Mechanical Horse” of 1813. It had a pair of mechanical legs, with feet that gripped the rails at the rear of the engine to push it forwards at about three miles an hour.

Members will be interested to know that Trevor Griffin, the project manager, will be talking to NEDIAS early next year on the project, and progress so far.

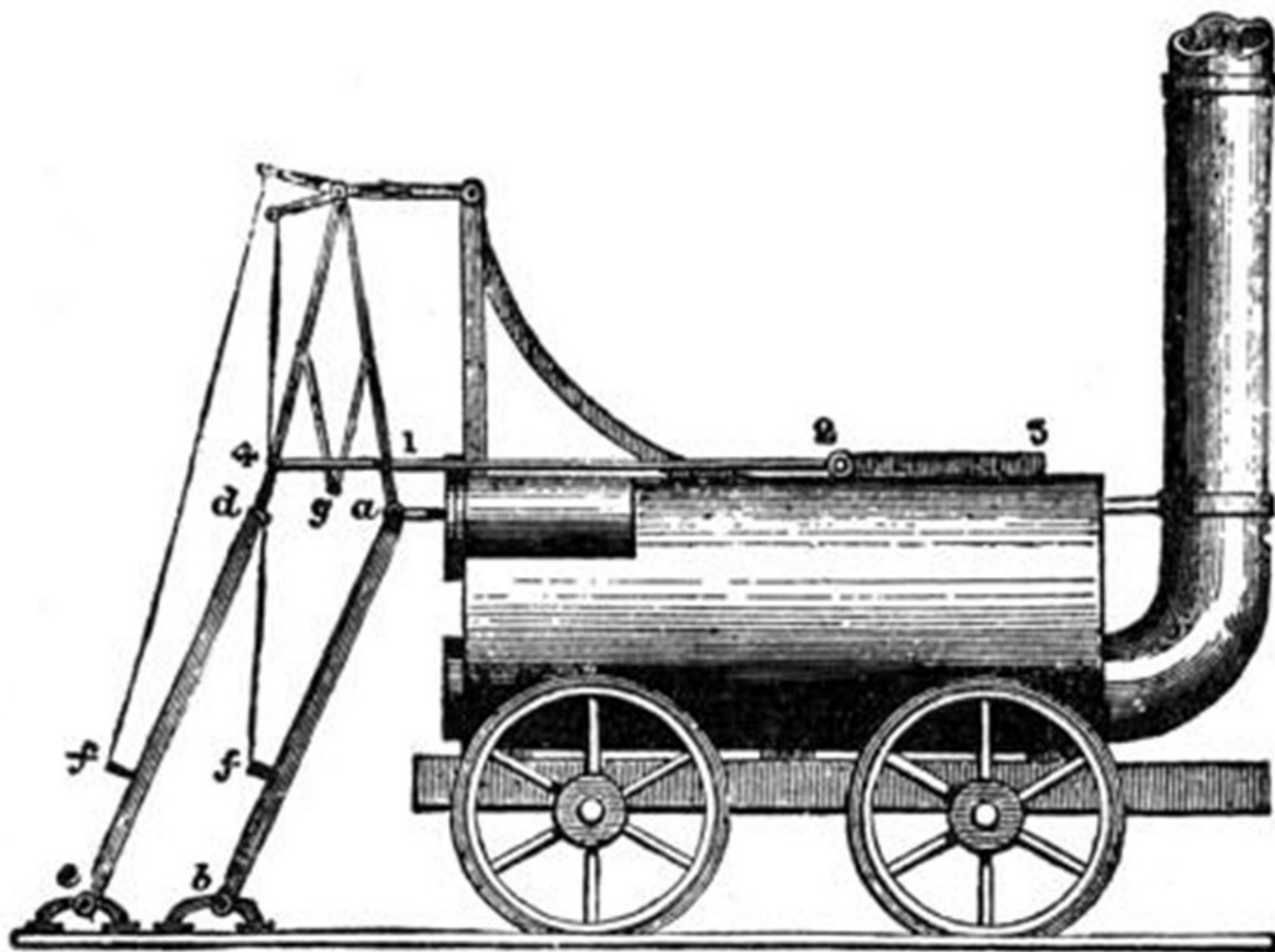


FIG. 1. BRUNTON'S TRAVELLER, 1813.

The latest Barrow Hill Roundhouse Newsletter (spring 2013) advises that the Phoenix brickworks (which adjoins the Barrow Hill Roundhouse site) 'is about to close'. In searching for information about the company, I note the brick company's website has now vanished. However, I did find part of it currently 'saved' at <http://7788.uk.all.biz/info-about>, and this states:-

"The Phoenix Brick Co Ltd. is an independent brick manufacturer operating from a single site in North East Derbyshire some five miles north of the Market town of Chesterfield, famous for its church with the crooked spire. The works were built in 1929 by the Staveley Coal & Iron Company to provide common bricks for its own use. The second of the two traditional Hoffman kilns was built in 1931, and both kilns were coal fired until 1973 when they were converted to gas firing. Since then both LPG and natural gas have been used to fire the bricks but since 1980 the usage of landfill gas has increasingly replaced fossil fuels, and since the year 2000 the works has been using virtually 100% landfill gas. Basically the hole created by the clay extraction is filled with household waste. As this waste decomposes it produces a large amount of methane gas, which is collected and pumped to the brickworks."



Erasmus Darwin House, Lichfield

Cliff Lea

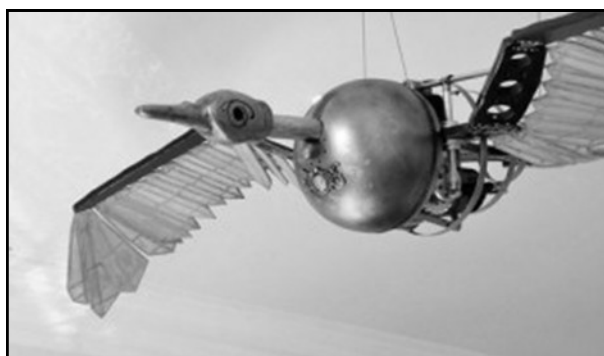
Erasmus Darwin House in Lichfield, Staffordshire is the former home from 1758-1781 of the poet, inventor, polymath and physician Erasmus Darwin, grandfather of Charles Darwin.

The house is a Grade I listed building and has been closed to the public for a few years whilst restoration has been carried out.

Of course he was a founder member of the Lunar Society, it was here that he received many famous 18th century characters including Josiah Wedgwood, Matthew Boulton, Benjamin Franklin and James Watt. Indeed, it seems likely that he was the character who was most instrumental in the continuing importance of this amazing group. By 1782 he'd moved to Derby, and he spent the last part of his life in Breadsall Priory.

I'd strongly recommend a visit to the restored house in Lichfield; much work has been done, and there is much to see, not least a few of his incredible inventions, including a reconstruction of the machine with which he demonstrated flight by birds.

I spent much time leafing through his working notebook (his "Common Book"), and to see some of his sketches of the spinning equipment he saw when he visited Cromford and Arkwright, and which he found quite intriguing. Pretty interesting for me as a Cromford Mill volunteer guide!



Opening times from 31st March to 31st October 2013:

Monday closed

Tuesday to Sunday: 11:00am to 5:00pm last admission to the House 4:15pm

Admission: £3 adult, £2 concession, £1 child, £6 family

Please be aware that, on occasion, the House may be closed to visitors when special functions are being held. If you are travelling from a distance please call beforehand to check opening times (Office manned Mon-Fri 9:00am-5:00pm).

Midland Railway Way & Works Committee minutes, 1878-1888

Glynn Waite

The following information is from a book containing extracts from Midland Railway Way & Works Committee minutes between September 1878 and December 1888 which related to mineral workings. One of the Midland's major concerns related to coal workings that led to or were likely to lead to subsidence of the line. In order to prevent this happening, the Company frequently purchased land from the various coal owners, or exchanged parcels of land it had acquired when the sections of line were originally built. The extracts refer to operations in the Dronfield and Unstone area.

<u>Date</u>	<u>Comment</u>
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DRONFIELD SILKSTONE COAL CO. LTD.

16.06.1881	On 03.07.1875 a plan had been sent to Mr Parkin of the Dronfield Silkstone Co. shewing a pillar of coal containing 3r 29p to be left for the support of the railway at Dronfield, in addition to areas agreed to be exchanged. To see Mr Wake, the solicitor of the Colliery Co., with a view to purchasing the coal.
02.08.1881	Unable to determine whether the above pillar of coal had been left to support the line as adjoining workings had fallen in. A claim of £2,900 had been made for the pillar of coal alleged to have been left.
03.10.1882	Agreed to purchase 2r 32.5p of coal under the main line at Dronfield for £351.10s.0d belonging to the <u>New</u> Dronfield Silkstone Coal Co.
17.04.1884	The Sheffield & Rotherham Banking Co. and Mr William Wake on behalf of the Dronfield Silkstone <u>Colliery</u> Co. had made a claim on the Midland Railway of £3,300 for the pillar of coal, containing 3r 29p, alleged to have been left for the support of the line in 1875. The matter was referred to Messrs Beale, Marigold & Co. (MR solicitors).
16.10.1884	A notice, dated 25th ultimo, received from Mr Sheard, the new owner of Dronfield Silkstone Co., who was not aware of the extent of coal already purchased by the Midland Railway for the support of the main line. Recommended that before the workings are closed - which will be shortly - a further inspection be made to guard against encroachment; also that no more coal be purchased.
07.11.1884	Re claim of £3,300 mentioned above: as the negotiations between the arbitrators do not seem likely to lead to any satisfactory result, there appears no alternative but to refer the matter to 'the umpire'. Again referred to Messrs Beale, Marigold & Co.
18.12.1884	After further negotiation, the arbitrators on behalf of the Dronfield Silkstone Co. have now offered to settle the claim for £1,500, plus expenses. Resolved that the matter be settled on that basis.
06.02.1885	Report by Gillett of Midland Railway re above. Further resolved that the settlement on terms therein be approved.

DRONFIELD - MESSRS LUCAS & SONS.

14.04.1887	Notice from Messrs Lucas of their intention to work the Black Shale Coal under "Forge Field". Resolved that no coal be purchased.
07.10.1887	In connection with a notice from Messrs Lucas dated 15.07.1887, it was recommended that if the firm will accept a reasonable sum for the coal referred to (but not specified in the minute), it should be purchased.

- 06.01.1888 A letter dated 2nd instant received from Mr H. N. Lucas, solicitor, on behalf of Messrs Lucas & Sons, giving notice that his clients will proceed with the working of the coal tomorrow (i.e. Tuesday 03.01.1888). Since then, the company had agreed that it would not work the coal pending negotiations on its purchase.
- 03.02.1888 Unable to report on the conclusion of the negotiations owing to delay on behalf of Lucas & Sons' solicitor.
- 16.02.1888 Lucas & Sons had agreed to sell the Black Shale Coal for £400 subject to the Midland erecting a wooden bridge over its line adjoining Messrs Lucas & Sons' premises when and where required by them, the heading under the railway to be bricked and kept open as an airway and waterway if required, and the other headway already bricked up also to be kept open if required. It was agreed that the coal under an area of 1a 0r 4p be purchased for £400, that the Midland make brick airways under the railway if required, but that the proposal for a wooden bridge be declined.
- 02.03.1888 Now agreed that Messrs Lucas & Sons' proposals be fully complied with but that the construction of the bridge and its position to be determined by the Midland Railway's Engineer.

UNSTONE - SUMMERLEY COLLIERY (MESSRS. RHODES)

- 04.02.1879 Notice from the Unstone Colliery Co. re their workings approaching the line.
- 01.04.1879 Report from Mr Gillett of Midland Railway stating that when the working of coal is commenced a subsidence of about 3 feet may be expected. To report further in 3 month's time.
- 16.03.1880 Report from Gillett stating that a subsidence will take place which will injure the line. Resolved that the speed of trains be reduced to 10mph.
- 04.05.1880 Read correspondence of 24th and 30th ult. between Gillett and Rhodes & Son concerning the colliery company having worked certain coal belonging to the Midland Railway which had been purchased for the support of the line. The colliery company acknowledged the error and offered in lieu of the coal so worked a certain quantity at Dronfield.
- 15.06.1880 Read report of 31st ult relative to the trespass by Messrs Rhodes at Summerley Colliery stating that the company is willing to convey to the Midland Railway double the quantity of coal removed in error to support the line at another place as shown on a submitted plan. This was approved.

UNSTONE - SILKSTONE COLLIERY

- 05.08.1879 Report from Mr Gillett of the Midland Railway re coal workings. Resolved that the line be watched as it subsides, the Engineer having already requested the Traffic and Locomotive Departments to slacken the speed of all trains.
- 18.11.1879 Report from Gillett of 12th inst. stating that the workings are in abeyance and that the ground has now settled. Very little if any subsidence will occur.
- 05.10.1880 Read report relative to coal workings of Messrs Chadwick & Co. at Unstone which recommended that coal belonging to the Midland Railway be exchanged for that belonging to Messrs Chadwick (both areas shown in a submitted plan).
- 14.12.1880 Read further report stating that owing to difficulties that had arisen with the lessors in negotiating the proposed exchange of coal under Unstone station (see 05.10.1880) it had been found impracticable to carry it out, but it was proposed that an alternative area of severed land belonging to the Midland be offered instead. This was approved subject to Messrs Chadwick paying the entire cost involved.
- 20.09.1883 Read report as to cause of damage done to the bridge over the railway at Unstone. Suggested that a trespass may have been committed upon the pillar of coal purchased for the support of the bridge.
- 20.12.1883 Report from Gillett recommending the purchase of 5a 2r 15p of coal under the line at Unstone from Mr Fletcher for £800 including the lessors interest.

- 14.02.1884 Fletcher now offering to sell the whole of the unworked coal on the east side of the present working level, estimated at 10a 0r 9p, for £1,100. The workings had been a source of anxiety for some time. It was considered that purchase of the land would render the railway absolutely secure from any further interference.
- 19.02.1885 The line to be watched and raised as it subsides.

UNSTONE - UNSTONE COAL & COKE COMPANY

- 02.08.1881 Read report relative to coal workings in the Unstone Coal & Coke Co's Colliery stating that a further inspection should be made as soon as possible to properly examine the expediency of purchasing a pillar of coal.
- 04.10.1881 Mr Gillett of the Midland Railway had negotiated the purchase of 3a 3r 12p of coal and ironstone required for the support of the line for the sum of £2,012.10s.0d, including landlords and tenant's interests, and £100 compensation for severance - headings to be driven through the pillar of coal to points and dimensions to be agreed upon.
- 17.05.1883 Read Gillett's report relative to Unstone Coal & Coke Co's workings under bridge No.16 at Unstone station stating that the pillar of coal left for its support had been weakened by previous and presents workings. It appeared to be giving way. A further inspection recommended in 4 month's time.

UNSTONE - MESSRS RANGLEY & SONS

- 15.11.1883 Report from Gillett of the Midland Railway concerning notice given by Messrs Rangley & Sons of their intention to work a thin seam of coal and fire clay under the railway and viaduct at Unstone, and that they had offered to sell the same for £300 per acre, the whole area being 9 to 10 acres. Resolved that the offer be declined as it was well in excess of the value. To negotiate and report further.
- 20.12.1883 Read further report. Gillett instructed to purchase all the minerals under the line (as shown on a plan), consisting of c.11 acres for around £600!
- 14.02.1884 Rangeley & Sons had declined to accept the sum of £600 for the minerals in question, but now offered the whole of the minerals, including a seam of coal which has recently been discovered under the 11 acres, for the sum of £700. The offer to be accepted.

Chairman's Chat

Cliff Lea

I recently visited the Ditherington Flax Mill, Shrewsbury. It was in 1796 that the Shrewsbury entrepreneurs Thomas and Benjamin Benyon joined forces with John Marshall of Leeds to construct Ditherington Flax Mill. At the time the woollen industry in Shrewsbury was declining and the town offered skilled workers, good transport links and a ready market for its products, e.g. carpet weaving in Kidderminster and Bridgnorth. Charles Bage designed the new mill – it was the world's first iron-framed fireproof mill. Bage was shortly to be involved with the fireproof design used in rebuilding William Strutt's North Mill at Belper.

Application has been made to the Heritage Lottery Fund for the first phase of redevelopment and restoration at Ditherington. This first phase will carefully conserve and reuse some of the key historic buildings which include the Main Mill from 1797, the Kiln from the Maltings phase in 1898, the Dye and Stove House and the Office and Stables along with works to ensure visual and physical access. The restored buildings are to be used by local business ventures, so bringing the buildings back to life, encouraging local growth.

This restoration and development fits with a programme announced only a few weeks ago by the HLF, which aims to stimulate local economic growth by unlocking the commercial potential of unused historic buildings and sites. The HLF estimate that some 130,000 businesses operate from listed buildings in the UK, providing one in 20 jobs in Britain.

My visit to Ditherington was fascinating, the “Friends of Ditherington” only two weeks ago led a community dig at the site, and we await to hear what new information has been revealed.



Restoration at Ditherington Flax Mill

So, is this important to us in this area? Well yes! For instance we have two important listed industrial buildings on the River Hipper, Canon Mill and Walton Mill, both of which have lain derelict for some years and await a plan for their future use – Walton Mill is listed particularly for its early fireproof construction, built very shortly after the Bage-designed Ditherington.

NEDIAS are currently organising a conference, in the in the East Midlands Industrial Archaeology Conference (EMIAC) series , which will specifically highlight the early mill buildings on the Hipper.

This will be on Saturday 10 May 2014, so hold the date free in your diaries!



The Grade I listed Ditherington Flax Mill was built in 1797



The original flax mill was later converted into a maltings

And finally

..... Friend or Defoe?

We tend to regard Chatsworth House as a great place to visit, and it certainly has enormous attractions for visitors. One of those visitors in the 18th century was Daniel Defoe, but he wrote:

“... if there is any wonder in Chatsworth it is that any man who had a genius to so magnificent a design, who could lay out the plan for such a house, and had a fund to support the charge,

.....would build in such a place where the mountains insult the clouds, intercept the sun, and would threaten, were earthquakes frequent here... to bury the house.... in their ruins...”

Really Mr Defoe? Most of us think the countryside around there is magnificent too!



NEDIAS Committee:

Chairman and publications – Cliff Lea; **Vice-Chairman** – Derek Grindell; **Secretary** – Patricia Pick; **Treasurer** – Pamela Alton; **Membership Secretary** – Jean Heathcote; **Lecture Meetings and Visits Co-ordinator** – Brian Dick; **Committee Members** – Diana Wilmot, David Hart, Les Mather, David Palmer, Doug Spencer.

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