

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 63 – August 2016
Price: £2.00 (Free to Members)



Butterley Ironworks and Jacksdale

The Flying Scotsman was very unexpectedly spotted during NEDIAS' visit and walk at Butterley Ironworks on Saturday 4th June (Photos David Dwelly and Pat Pick). Martyn Taylor-Cockayne led members on a truly memorable walk through the area starting from the Jacksdale Community Centre. The walk took in parts of the Pinxton Arm of the Cromford Canal, and Martyn took us to view various relicts of the Butterley Ironworks. Martyn has followed this up with a paper in the current NEDIAS Journal, Volume 6, on his work to reveal the site of Brunton's engine shed on this site.



Members can join a follow-up to this walk, by joining the NEDIAS visit on Sunday 9th October 2016, when Martyn will be leading us once again from Jacksdale, but this time to Codnor Castle. See the details in our "Visits" section below.

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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, 12th September 2016	Bob Gellatly – “100 years of Immingham Docks”
Monday, 10th October 2016	Robin Fielder – “Much more than Stainless: the life of Harry Brearley, including his Chesterfield period.”
Monday, 14th November 2016	Michael Parkin – “The Pentrich Revolution”
Monday, 12th December 2016	Christmas Meeting
Monday, 9th January 2017	Mike Spick – “Up the cut on the Sheffield Canal”

Other Diary Dates

Thursday, 15th September 2016	“Steaming through Britain”, DVDs with Graham Briggs. 7.30pm. The Barrow Hill social evenings are moving to a new location: at Hollingwood Hub next to Hollingwood Lock, 4 miles along the canal from the centre of Chesterfield. It is on Works Road between Hollingwood and Barrow Hill. By car - SatNav S43 2PF (If you have a very old SatNav that does not recognise S43 2PF, use S43 2JP). Admission is normally £2.00 for members and £3.00 for non-members
Saturday & Sunday, 17th & 18th September 2016 and Saturday & Sunday, 1st & 2nd October 2016	Leawood Pumphouse in Steam. High Peak Junction, 11:00am to 5:00pm
Tuesday, 20th September 2016	“The History of Whittington” by Barry Bingham. Chesterfield & District Local History Society meeting at United Reformed Church, next to Chesterfield Town Hall. 7:00pm.
Saturday, 24th September 2016	Local Heritage Day at Chesterfield Museum. What should we exhibit on the NEDIAS stand?
Until 25th September 2016	Brampton Pottery. Exhibition at The Revolution House, Whittington. More information from Chesterfield Museums.
Sunday, 25th September 2016	Guided walk along the Lumsdale Valley. 2:00pm to 4:00pm, from the lay-by opposite Highfields School, Lumsdale Road, Matlock, DE4 5LB. £3. Info and booking 01629 825995 or just turn up. .

Thursday, 13th October 2016	“Taking the Waters – the history of spas and hydros” talk by Mike Higginbottom. Gothic Warehouse on the canal wharf at Cromford Mill. Arkwright Society event. 7:00pm includes wine & cheese. £7.50 Booking at 01629 825995
Sunday, 9th October 2016	Historic Belper Walk. 2:00pm to 3:00pm, Strutt’s North Mill, Belper, DE56 1YD. £2:00. Book on 01773 880474 or just turn up.
Tuesday, 18th October 2016	“The Reform Riots in Nottingham, 1830-1840” by Jonathan Hunt. Pentrich Historical Society, 7:30pm at Pentrich Village Hall
Sunday, 22nd October 2016 to Sunday, 30th October 2016	Discovery Days at Cromford. Check web site at http://www.derwentvalleymills.org/discovery-days/
Monday, 24th October 2016 to Saturday, 29th October 2016	“Starlight Spectacular” at Crich Tramway Village; for details visit: http://www.tramway.co.uk/whatson/starlight-spectacular/
Until 29th October 2016	Georgian Children. Exhibition at Pickford’s House, Derby; for details visit: http://www.derbymuseums.org/events/georgianchildren/#.V72Ysc6cFNA
Saturday, 12th November 2016	“Ploughshares into Swords” – EMIAC Industrial Heritage Day at Christ’s Hospital School, Wragby Road, Lincoln LN2 4PN. See booking form on our web site; http://nedias.co.uk/?page_id=300
Saturday, 6th May 2017	“Cromford Threads” – EMIAC Industrial Heritage Day at Cromford Mill organised by NEDIAS. More details later, put this date in your diary now.

NEDIAS Visits

Wednesday, 14th September, 11:00am at Markham Grange Steam Museum – Longlands Lane, Brodsworth, Doncaster, DN5 7XB ☎ 01302 330430.

Meet on site at 11:00am for a guided tour on one of their rare steaming days. Details of their collection can be seen at www.markhamgrangesteammuseum.co.uk. The steam museum has on display some fine examples of stationary steam engines, marine steam engines and steam pumps, the majority of which will be running – it’s their steaming day!

The museum is privately owned and receives no external funding. Whilst entry is free of charge, running and maintenance costs being met by donations from the visiting public, so you may wish during your visit to make a donation in lieu of entry charge. It is run almost entirely by volunteers, who restore, run and maintain the engines.

Sunday, 9th October, Codnor Castle and Jacksdale. Start 10:30am from Jacksdale Community Centre, Main Road, Jacksdale NG16 5JW. (Car parking and WC)

Following the great visit to Jacksdale earlier in the year, we have a request for a return visit to the area, particularly to have a guided tour of Codnor Castle itself.

Our tour leader Martyn Taylor-Cockayne advises:

“We walk over to Codnor Castle and Farm House, both will be open. It would take about one hour to reach the castle. There is plenty to see along the way and the views really open up as we climb.

At the castle farm house which the Castle Trust now leases there will be tea, coffee and light refreshments available and a toilet. There is also a lounge room with limited seating.

You could have an hour or so having a picnic, followed by a full guided tour of the castle remains for everyone (1 to 1 1/2 hours?) and then a walk back downhill to Jacksdale (another hour). Get back at about 3 pm

No charge but a small donation for the Castle Trust welcome.”

Fracking of the Oil Well at Heath in 1922, another “Derbyshire First”

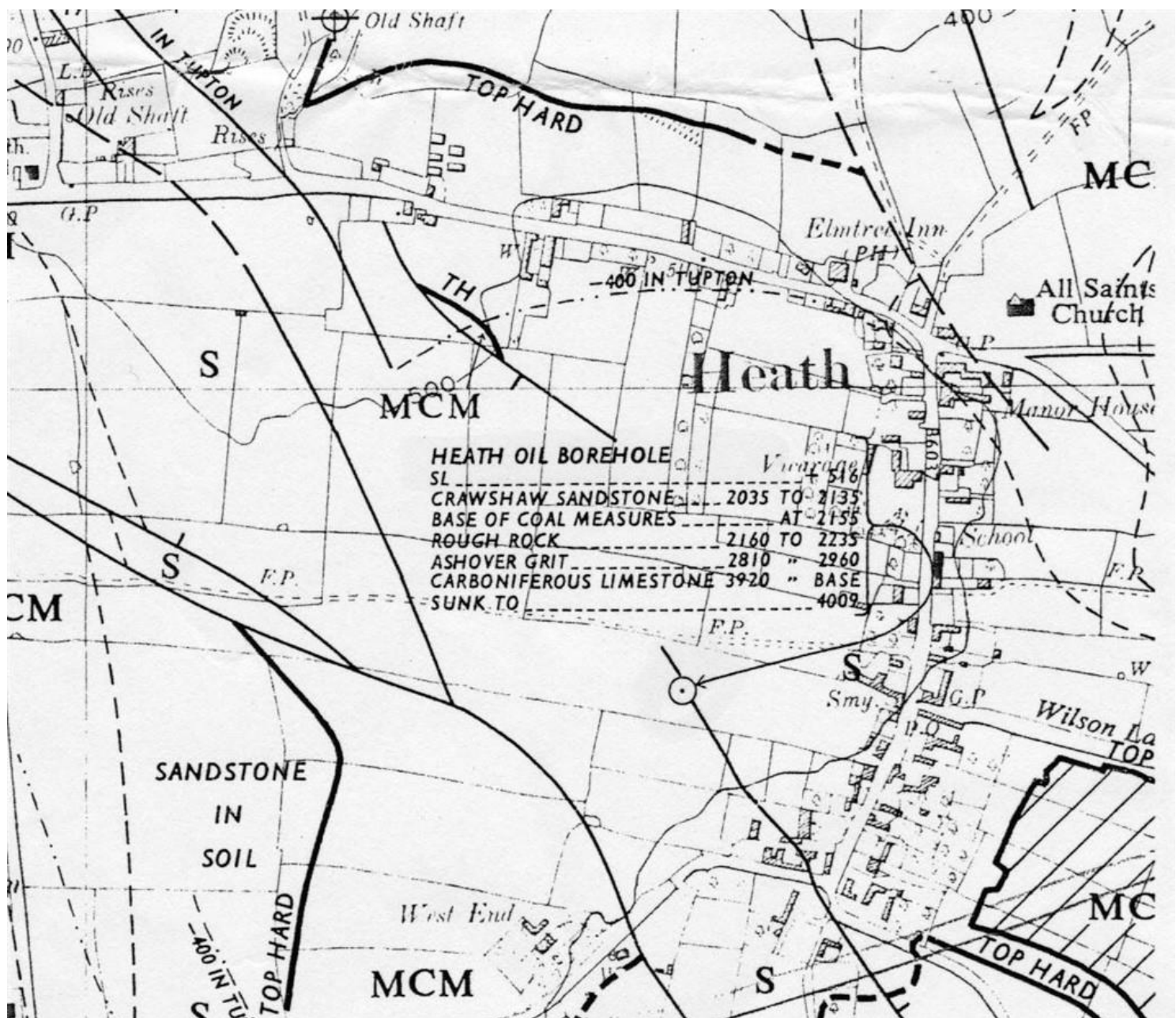
Cliff Lea

Most members of NEDIAS know of my interest in the Derbyshire oil history - of the refinery set up at Riddings in 1848, of the oil wells sunk in seven locations in the county as the First World War came to an end, and particularly of the well at Tibshelf which produced oil for the next 25 years through to the end of WW2.

Each of these sites has an amazing story to tell, but perhaps it was the sinking of the well at Heath that has particular relevance today when thoughts of “Fracking” abound.

When the Government during WW1 decided to fund and to carry out the very first exploration for oil in Great Britain it was an attempt to prove whether we had our own commercial resources. As WW1 was declared, oil was becoming a vital commodity, particularly to power the nation’s naval and military equipment. Yet it had to be shipped in from America, Persia or Burma at a time when threats from submarines were growing.

The main area for exploration (the other areas were the Potteries and Lothian) was to be Derbyshire, where so many chance and serendipitous oil finds had been encountered in lead and coal mines over centuries. The geologists decided that wells were to be sunk at Ridgeway, Renishaw on the Sitwell's estate, Brimington recreation ground, the Chatsworth Hardstoft Estate at Tibshelf, and Ironville. There was also to be a well sunk at Heath, in the fields behind the Post Office. See mines map below:



The drillers were recruited by the Government's contractor S. Pearson & Co. Ltd. from existing oilfields in North America, and they worked on the Derbyshire sites for a number of years.

The site at Heath is on the same anticline as the successful well at Tibshelf but 2¾ miles further north, and it was spudded on this summit at an elevation of 515ft on 27 February 1919. Initial drilling was through the coal measures, but at a depth from 17 – 26 ft they struck an old and unrecorded coal-working. Drilling was suspended, and they inserted concrete pillars to support the derrick before proceeding further down. They inserted 20 inch diameter steel casing pipes through the next 55ft, cementing them in to avoid cave-in and flooding by water and soft clay. Gradually the steel casings were reduced in diameter over the next 3,000 ft (seven diameters were used in all, reducing to 4½ inch case at base of the well).

At 2,950 ft depth with casing diameter now just 8 inches, they had considerable difficulty when the bottom two casings collapsed, and they faced mammoth difficulty fishing them back out. They chopped these casings up with the drill bit, fishing them out in pieces, hauled up the almost 3,000 ft.

At 3,650 ft in February 1920 they lost the tools at the bottom of the well- these were pushed to one side and the drilling continued for a further 100ft, when further caving problems necessitated packing the base of the well with concrete and drilling through it.

The well was completed on 20 January 1921 at 4,000 ft, but in view of the considerable problems, the total time occupied in productive boring of the well was just one year 11 months – the rest of the time lost to "fishing expeditions" for lost drill bits, and shoring up the collapsed well at different depths.

And did they find oil? They struck vast quantities of gas which was struck in the coal measures at 1,875 ft and 2,615 ft., estimated at 450,000 cubic feet per day. This equates to the amount of gas used by about 1,000 average homes for a full year these days, so, a significant volume. This was utilized locally in the forge and boilers for some time, the gas supply to burners being regulated at about 15 psi. This gradually diminished in volume and pressure.

The coal measures occupied the first 2,800 ft, before entering and drilling through the millstone grit over the following 725 ft. They entered the limestone shales at 3,525 ft beyond which they might have expected to find oil entering the carboniferous limestone at 3,942 ft. But it was with some disappointment that they won just 4 or 5 oz. oil at this depth – and it was lighter in both colour and gravity than the Tibshelf oil, which by this stage was flowing quite freely just less than 3 miles away to the south. They continued to 3,988 ft, encountering another small sample of oil.

The riggers were clearly quite sure that oil was to be found at the base of this well, and so it was here that in January 1922, they made an attempt to encourage oil flow using an explosive charge. The operation was to be one of great difficulty on account of the small size of the hole (4½ inch diameter) and the great depth of 4,000 ft.

Their first attempt was to "shoot" the well by lowering a charge of 110 lb of dynamite packed into a length of steel pipe. The hole was then packed with brine to tamp the blast. . It was detonated by hand dynamo and electric cable. The charge was detonated with no appreciable result, apart from total entanglement and matting of the electric cable and wire rope which had been used to lower the charge within the hole.

The result? The team reported that further small quantities of oil seeped into the well, but the result was far from satisfactory and a disappointment after over 2 years work.

One final "make-or-break" attempt was to be made to encourage oil flow as a last resort before abandoning the well. They were to use the extremely dangerous nitro-glycerine. "Nitro" is a highly unstable explosive liquid, which could be detonated simply by shock, or heating to modest temperatures of about 60 C – close to the temperature 4,000 ft down!

Since it was forbidden under British law, Home Office regulations, to transport "Nitro" by road, they decided to make it on site. Dynamite is the safe form of Nitro-glycerine, and Messrs. Nobel's 75% "Nitro" dynamite was transported to site; the nitro-glycerine was extracted from it by use of warm (not too hot!) water.

Ten canisters of 8ft in length were very, very gingerly filled with the "Nitro", and each was lowered to the base of the 4,000 ft well. They were lowered as soon as each was ready, to reduce risk of detonation on the surface – the bottom of the well was the safest place for them to be.

The total charge was 1200 lb – half ton of nitro-glycerine! To be exploded in the field behind the old Post Office, not far from the church, in the village of Heath!!

Disappointment was now complete - no further oil or gas was dislodged, but in clearing the hole, they noted that the underlying rock had at least had been successfully fractured.

Could this be regarded as Britain's first example of "Fracking"? Not fracturing the underlying rock by hydraulic shocks, but by use of severe explosive charge from "Nitro". Certainly The Times agreed with me when I wrote a letter to the editor last year, and when they printed my letter, ending another batch of correspondence on the possibilities of Fracking in Britain. I argued the case that this was the very first "Fracking" carried out at an oilwell in Britain.

So Fracking perhaps, but of course Fracking of a different sort, but it was carried out here, in Derbyshire in 1922, with Nitro-glycerine. *And the village of Heath survived!*

A Chesterfield Canal journey

Diana Allen

Partly to celebrate Brindley's tercentenary this year and partly just because we wanted to a group of four of us hired a narrow boat for a week in June from West Stockwith and traversed the Chesterfield Canal from the Trent to the eastern portal of the Norwood Tunnel. Surprisingly we were blessed with wonderful weather after the previous – and following – weeks of daily downpours.

Leaving West Stockwith on Saturday we were moored near Shireoaks Station by Monday evening preparing for 2 days of non-stop locks up to the blocked tunnel entrance. Years ago David and I had often walked the canal from Shireoaks to Kiveton Park when it was derelict little expecting it to be restored so it was an absolute delight to savour the beauty of this 23 lock stretch actually on a narrow boat.



Drakeholes Tunnel



Flight of Locks at Turnerwood

We turned in the winding hole immediately after Kiveton Park Station and completed our odyssey by walking to the blocked tunnel entrance pausing there to hope that at some future date the through route would be restored.

Having spent the night close by we commenced the trip back down the delightful locks and completed the journey over the following 3 days. It was a most enjoyable holiday with plenty of good pubs on the way!

NEDIAS Journal Volume 6 – out now!

Just published is the latest 100-page edition of NEDIAS Journal. This edition contains articles on Staveley Works by Ron Presswood, Chesterfield Trolleybuses by Philip Cousins, Brunton's Engine House at Butterley by Martyn Taylor Cockayne, Boulton & Paul Ltd. by Derek Grindell, and Riddings Oil Refinery by Cliff Lea. Members can purchase copies at our meetings, at the very special price of just £3. A great reduction on the Non-Members cost price of £8 plus postage.

IA News and Notes

All Party Parliamentary Group on Industrial Heritage

Did you know that there was an All Party Parliamentary Group on Industrial Heritage? The secretariat is held by Kent County Council and the National Coal Mining Museum, NCCM being the main point of contact for enquiries. Since the north and east of Derbyshire contains massive industrial heritage, and since local heritage helps bring in tourist pounds, maybe we should ask our local MPs to take interest. I note that three of the officers are MPs for the North-East of England – in the Durham/Gateshead/Selby areas – they are clearly giving industrial heritage in their own areas an airing – this area shouldn't get forgotten.

The History of Electricity in New Mills

Many of us remember the guided tour we had of the Torrs and New Mills, led by Derek Brumhead. Derek has now published a fascinating book on the electricity generation in that area. It particularly concentrates on the distribution and supply side, with a comprehensive set of diagrams, and gives a picture of how the supply network for this small town changed over the decades.

The book very much complements Derek Grindell's talk to NEDIAS a few years ago about the history of electricity supply in the County and his paper in NEDIAS Journal Vol 3 about supply by and to Staveley Works.

You can see purchase details on the New Mills Local History Society web site: <http://www.newmillshistory.org.uk/>

The Leicester Approach to Local History

A symposium is to be held at the University of Leicester on Sunday 25 September 2016 – “Impacting Society: the Leicester approach to local history”.

This symposium seeks to bring into focus the contributions to local history developed at Leicester since the 1940s.

You can find more details on the web site <http://englishlocalhistory.org> , or at Friends of English Local History, 5 Salisbury Road, Leicester, LE1 7QR

Volunteer activity at NYMR Motive Power Depot – see the Newsletter Supplement

Look out for the Special Supplement to this Newsletter – it contains a great article with lashings of colour photographs following the activity of a volunteer at the North York Moors Railway Motive Power Depot. The NYMR Supplement is available at NEDIAS meetings, cost £3or £4.50 with postage if you can't collect from our meeting. The author, Graham Swift has kindly allowed us to publish his super article as a special edition.

Neighbourhood Planning and Infrastructure Bill

The Neighbourhood Planning and Infrastructure Bill was announced in the Queen's Speech on the 18 May. This seemingly tongue-in-cheek legislation obliges developers to allow the usual pre-condition of archaeological investigations before starting housing projects to be severely weakened by use of the flowing clause:

“To ensure that pre-commencement planning conditions are only imposed by local planning authorities where they are absolutely necessary”

This wording would allow developers to challenge already overstretched and underfunded local authorities if

they require that archaeological assessments be carried out before construction. Exactly what this phrase might mean is open to debate, but many in the heritage world are extremely disturbed, and we should be too. At the moment, sites earmarked for development go through pre-determination assessment and evaluation to ascertain whether sites include, or have the potential to include, heritage assets of archaeological interest. Whilst this proposed Bill remains vague on the exact definition of the 'excessive pre-commencement planning conditions', archaeology is one of the subjects most likely to be impacted, alongside protections for wildlife. The news press suggests that 'archaeological and wildlife surveys' will be 'swept away' once this legislation is in place.

There is an on-line petition that you can sign to ensure full debate in parliament if this exceeds 100,000, see <https://petition.parliament.uk/petitions/130783> **Do sign!**

Tour of Industry in Oxford – 22nd-26th September 2016

Heritage of Industry Ltd advise of their last Industrial Explorer Weekend of the season, looking at the City of Oxford and some of the surrounding towns. Oxford certainly took its time catching up with the industrial revolution. As late as 1850 there was little sign of industry, mostly the city was one of small tradesmen, shopkeepers and servants heavily dependent on the University.

But towards the end of the 19thC there was demand for gas, electricity, clean water and consumer goods and buildings associated with public utilities and a variety of industries could be seen, including an ironworks surprisingly close to the centre.

The seeds of Oxford's most famous industry, the motor car, were not sown until 1912 but after WW1 manufacturing developed rapidly at Cowley turning Oxford into a major industrial centre. It also has well-developed road, canal and rail links along the Thames Valley.

Industry started earlier in nearby Abingdon and Witney blankets were famous throughout the empire.

Full details and booking from <http://www.citysafaris.co.uk/2016/Oxford/Oxford2.html>

Web: <http://www.heritageofindustry.co.uk> Email: bill@heritageofindustry.co.uk or ☎ 01235 352275

Heritage and Society

Historic England has just published the results of a survey "*Heritage Counts: Heritage & Society 2016*". Unsurprisingly they find great public support, and report that 93% of people surveyed say that local heritage has an impact on their quality of life.

The wellbeing value of visiting heritage sites has been calculated as equivalent to £1,646 per person per year – goodness knows how this was done, but wish I received over £1000 for every visit I made to heritage sites!.

Heritage activity (such as visiting, volunteering and heritage membership) is a driving factor for wellbeing. They say that 56% of adults surveyed agree that their local area's heritage is important for their personal sense of identity. 8% of people volunteer their time in the heritage, museum or library sectors. They report that 93% of respondents felt that their local heritage regeneration project improved their perceptions of the local area and 91% that it had improved the image of the wider town; and that 80% of people think local heritage makes their area a better place to live. 92% of respondents to an on-street survey in areas that had seen significant historic environment led regeneration felt that heritage projects had raised pride in the local area and 93% that it had increased their sense of place. Of the young, HE report that nearly two million children visited a historic property in 2014 as part of a school trip, and that 47% of young people aged 18-24 surveyed say they are interested or very interested in their local heritage. 250 schools are directly involved in Historic England's Heritage Schools programme, reaching approximately 100,000 children since the programme began in 2012. They go on to state that the Public Perceptions of Heritage survey showed that nearly three quarters (73%) agree that the UK government has a moral obligation to protect our heritage. The majority agreed that heritage contributed to attracting tourists (81%), the economy (73%) and creative industries (61%). A further HLF survey last year found that 93% see heritage as important to 'the country' 85% see heritage as important to their local area 81% see heritage as important to 'me personally' 80% say local heritage makes their area a better place to live.

All very comforting! You can see the full report on the Historic England web site - or obtain from English Heritage sites.

Next EMIAC Industrial Heritage Day, Saturday 12th November 2016

“Ploughshares into Swords”. EMIAC Industrial Heritage Day at Christ’s Hospital School, Wragby Road, Lincoln LN2 4PN. See booking form on our web site [http://nedias.co.uk/?page_id=300].

The Great War had a huge impact on Lincoln’s engineering companies and they quickly turned to the manufacture of a diverse range of military equipment and munitions for the armed forces. The Tank was developed and manufactured here and the city became one of the most important centres of aircraft production in the country. It also saw the recruitment of female labour into factories for the first time which would eventually lead to political emancipation. This conference opens with an introduction to Lincoln’s industries in the period leading up to the Great War and follows on with accounts of the principal activities, the products and the people who made them.

Chairman’s Chat

Cliff Lea

We have a number of Blue Plaques in and around the Chesterfield area, some installed by the County Council, and others provided by Chesterfield & District Civic Society. Of course, these only scratch the surface of the list of great industrialists and entrepreneurs who developed businesses in and around the town; I don’t need to remind you that the area has amazing industrial heritage.

Are there any other people and existing structures which you think should be considered, and about whom we should advise the Civic Society? It’s important that the person put forward should be linked to a local building or structure which could bear the Plaque – these could have been the person’s home, works or structure linked to him/ her.

Any thoughts? Please let me know who you think should be celebrated next.

Memories of Matlock’s Cable Tramway

Derek Grindell

George Newnes (1851-1910) was born in Matlock Bath, the son of a Congregational Church Minister at the Glenorchy Chapel, Matlock. Still in his teens he worked in the fancy goods trade in both Manchester and London. By the age of thirty he had founded the magazine *Tit-Bits*, which was initially published in Manchester, containing extracts from other publications and books. He funded the launch by establishing a vegetarian restaurant in Manchester and the introduction of competitions in the periodical increased the readership. Three years later, in 1884, publication was moved to London and by the end of the 19thC circulation had soared to 700,000. It was the driving force behind the creation of a popular press as embodied in the *Daily Mail*, whose founder Alfred Harmsworth had been a contributor to *Tit-Bits*, and the *Daily Express*, conceived by Arthur Pearson, who had worked at *Tit-Bits* for five years. The name of Newnes, however, will forever be associated with *The Strand Magazine*, which began in 1891 and introduced readers to Sir Arthur Conan Doyle’s Sherlock Holmes detective series. Other publications included *The Westminster Gazette* (1873), *The Wide World Magazine* (1888) and *Country Life* (1897). In 1891 the business became George Newnes Ltd. Following a restructuring in 1897 with a capital of £1million, the company moved into the publication of books.

Newnes represented Newmarket in Parliament for a decade from 1885 and was created a baronet after leaving the Commons. He returned in 1900 as M.P. for Swansea, holding the seat until his retirement at the 1910 general election. He built a large property in North Devon and



Portrait of George Newnes, no later than 1897, By Walery – Notables of Britain: <https://archive.org/stream/notablesofbritain00londuoft#page/120/mode/2up>, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=37006901>

played a leading role in developing the twin towns of Lynton and Lynmouth. He was instrumental in interconnecting them via a cliff top railway and made provision for a town hall and ancillary amenities. He also played a leading role in establishing a rail connection between Lynton and the national rail network at Barnstaple.

Newnes never forgot his early years in Derbyshire. On hearing of a proposal to provide a means of transport for visitors between Matlock's railway station, near the river Derwent and the Hydro Spa hotels at the top of Matlock bank, a difference in altitude of 300ft., he financed the project with a gift of £20,000 (equivalent to £2m+ in today's money). The incline on Bank Road is 18% at its worst section and one of the Tramway's directors, Job Smith, having visited San Francisco in 1862, persuaded his colleagues that a cable tram car was best suited to the challenging terrain. The tramcars themselves were not powered but were hauled by 'up and down' cables located in the same tube between the track since Bank Road had insufficient width to accommodate twin tracks. Hence the single track system had a 'passing place' where the trams met. Their average speed was slightly in excess of 5 m.p.h. but the system had the advantage of the two tramcars balancing each other and saving motive power. The tramway opened for business in March 1893 and provided a service until 30th September 1927.



Fig. 1

The original Tramway Depot, an attractive stone building, still located at the top of the incline on Rutland Street (Fig. 1), is now appropriately used as a commercial garage. It once housed a boiler and stationary steam engine, which provided the power to haul the trams up to the Hydro Hotels. Ideally the tram system would have taken on its passengers at the Railway Station but due to the risk of flooding from the nearby river Derwent, the departure point was located in Crown Square. The Tram Shelter (Fig. 2), fortunately preserved, now stands at the head of Hall Leys Park, close to its original location, serving as a welcome resting place for weary pedestrians.

Sir George Newnes, a diabetic, died at his Lynton home in June 1910 at the age of 59. He was succeeded in the baronetcy by his son, Frank, who had served as MP for Bassetlaw, from 1906 to 1910. The company of George Newnes Ltd. continued publishing such popular magazines as *Practical Mechanics* and *Practical Wireless* long after the death of its founder and in 1963, having become a part of IPC Media, it is now a part of Time Warner's publishing arm. Books under the Newnes imprint continue to be published by Elsevier.



Fig. 2

There is, however, one key component of the former cable tramway, which has not only survived but continues to discreetly provide an invaluable service, albeit on an exclusively private basis to a single 'customer'. In the aerial view of a drive (Fig. 3) serving a single dwelling across the road from the former Tramway Depot a rust coloured semi-circle can be clearly discerned. The same drive viewed from ground level (Fig. 4) is more revealing, showing the former Cable Tram turntable still in commission now within the curtilage of a private house and facilitating safe access on to the main road.



Fig. 3



Fig. 4

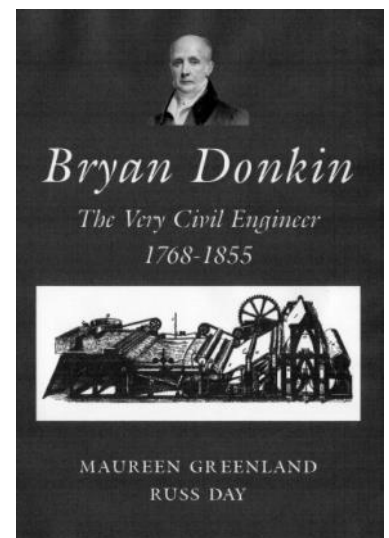
At Last a Biography of Bryan Donkin!

Derek Grindell

Despite being midsummer and the wrong date being advertised in a local journal the book launch, on Tuesday 19th July in Chesterfield's Library Theatre, of *Bryan Donkin A Very Civil Engineer 1768 - 1855* by Dr. Mary Greenland & Russ Day, was well attended. The event was supported by the Derbyshire Record Office, who staged a display of Donkin drawings in one room and ran a continuous film of Donkin's remarkable 'rose engine' in an adjoining room. The proceedings ended with an impromptu talk by Terry Woodhouse, a former Managing Director of the Bryan Donkin Co. He recollected his early years with the company, his later ongoing concerns at the need to ensure the preservation of records and his long standing friendship with the authors. In a brief 'Acknowledgements' section of the book the authors make special mention of Terry's proactive role in saving from destruction many of Donkin's 'priceless personal and company records' without which they claim the book might never have been written. The biography, published by Phillimore Book Publishing is available at Waterstones and retails at £25-00.

A detailed account of Bryan Donkin and his achievements was long overdue and the authors are to be commended for producing such a comprehensive record of his life and achievements, which I suspect will deter any future competition. It has already prompted highly favourable reviews from Alex Werner, Head of History Collections at the Museum of London and Ben Russell, Curator of Mechanical Engineering at the London Science museum. It will surely come to be recognised as the definitive account of the great pioneer's life and achievements. Running to 310 pages the book chronicles Donkin's birth in Sandoe, Northumberland to his death in 1855 and the production several years later of a large engraving, which was produced to accompany a book of biographies of *The Distinguished Men of Science of Great Britain, living A.D. 1807-08*. Bryan Donkin was one of the fifty-one scientists and engineers depicted.

The illustration included portraits of the Lunar Society, Banks, Herschel, Davy and such friends and associates of Donkin as Joseph Bramah, Henry Maudsley, John Rennie and Thomas Telford. The young Isambard Kingdom Brunel was also portrayed and this biography will surely confirm Bryan Donkin's rightful place among this notional assembly of great thinkers and innovators.



And finally Bugatti

John Rowland

Here's a link on YouTube to superb footage and biography of Ettore Bugatti, this is a must. He was Italian-born, and clearly very proud of his achievements. See the man himself in action: <https://www.youtube.com/watch?v=aerVuHwnZ-s>

His very successful "Type 35" was first introduced to the public at the Lyons Grand Prix of 1924, and its many versions were to lead the field to victory in over 1,000 races.

However his artistic background and ideas of customer services might have fitted well with the British image of flashy back-street car salesmen. He is said to have retorted to a Bugatti owner who complained that his car was difficult to start on cold mornings:

"If you can afford a Type 35, you can surely afford a heated garage!"



COPY DEADLINE FOR THE NEXT EDITION: 25th October 2016

NEDIAS Committee:

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