

**North East Derbyshire
Industrial Archaeology Society**
NEDIAS Newsletter No. 41 – February 2011

Price: £1.00 (Free to Members)

2011 - NEDIAS Tenth Anniversary



Farewell GKN Sheepbridge Stokes



Derek Grindell managed to get these photographs of another part of Chesterfield's fast disappearing industrial landscape as the buildings of GKN Sheepbridge Stokes, which finally closed its doors in 2007, were being demolished recently.

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WHAT'S ON?

NEDIAS Lecture Programme

When: Meetings are held on the second Monday of each month, starting at 7:30 pm.

Where: Friends' Meeting House, Ashgate Road (at junction with Brockwell Lane), Chesterfield.

14 March 2011	Annual General Meeting followed by Philip Cousins: <i>Clay Cross Tunnel Construction - Plans and Reality</i>
11 April 2011	Ron Presswood: <i>Staveley & Devonshire Works Past and Present</i>
9 May 2011	Richard Booth: <i>The Ashover Light Railway – Origin, History and Future</i>

Other Diary Dates

Monday, 21st February 2011	Herbert Housley: Memories of the Sheffield Cutlery Industry. SYIHS, 7:30pm Kelham Island Museum. 0114 230 7693
Tuesday, 22nd March 2011	Stephen Cater: Ten Thousand Years of Technology. SYIHS, 5:30pm for 6:00pm, Holiday Inn Royal Victoria Hotel, Sheffield. 0114 230 7693
Thursday, 24th March 2011	Philip Riden: The Impact of the Chesterfield Canal – This will present new research aimed at measuring as closely as possible the changes the canal brought to the local economy of the area through which it passed, from its completion in 1777 until it was largely superseded by the railways in the 1840s. Brimington & Tapton Local History Group, 7:30pm in St Michael's Church Hall, Brimington.
Friday, 1st April 2011	Chris Lewis: William H. Barlow - His Life and Works. Chris has written extensively on the life of William Barlow, who in 1842 was appointed Resident Engineer to the Midland Counties Railway based in Derby and subsequently he became the Engineer in Chief to the M.R. DAS, 7:30 pm in St. Mary's Parish Hall, Darley Lane, Derby.
Tuesday, 3rd May 2011	Philip Cousins: Through Brimington by Canal and Rail. Chesterfield & District Family History Society. 7:30pm St. Hugh's Roman Catholic Church, Littlemoor, S41 8QP
Saturday, 21st May 2011	EMIAC 81, organized by DCMHS in The Pavilion, Matlock Bath. Further details in this Newsletter under AI News & Notes.

NEDIAS VISITS

Co-ordinator: Brian Dick, 01246 205720

Saturday 25 June: Visit to the National Coal Mining Museum, Caphouse Colliery near Wakefield.

The National Coal Mining Museum for England opened in 1988 as the Yorkshire Mining Museum and was granted national status in 1995. This mine was worked from at least 1789 until the coal was exhausted in 1985. Following the UK Miners' Strike (1984-1985) work was started to convert it into a museum. The

miners were transferred to Denby Grange Colliery at nearby Netherton.

We have pre-booked a special tour for the NEDIAS group.

Please register interest to get your name on the list either by entering your name on the “visit” sheet at the next meeting, or by phoning Brian Dick. The visit will be by community coach from Chesterfield, which Brian has kindly agreed to drive.

Saturday 7 May, Longshaw Estate and the Quarry Industry.

We had a fascinating talk from Thelma Griffiths on this subject in the autumn, and Thelma had promised to lead us on a short walking tour to take in various aspects from her talk. We will start at 10.00 am at Grindleford Station, where the car parking is free. This will be a 2 – 3 hour amble, starting and finishing at Grindleford Station. Thelma has asked me to remind you that we will be walking up the incline (very slowly), and we will have a good rest at the top, but she should hate anyone who really can't manage it to come along and have major problems. Bits of the walk will be on fairly rough stony ground so if people have boots it would be as well to wear them.

Just in case members aren't aware, the loos at Grindleford are inside the cafe and if not buying anything I think there is a box that they ask you to put 20p.

Please register your interest with Brian, 01246 205720, or enter your name on the sheet at the next meeting.

Further information from: Brian Dick, 01246 205720

A Walking Tour of the Lace Industry of Long Eaton

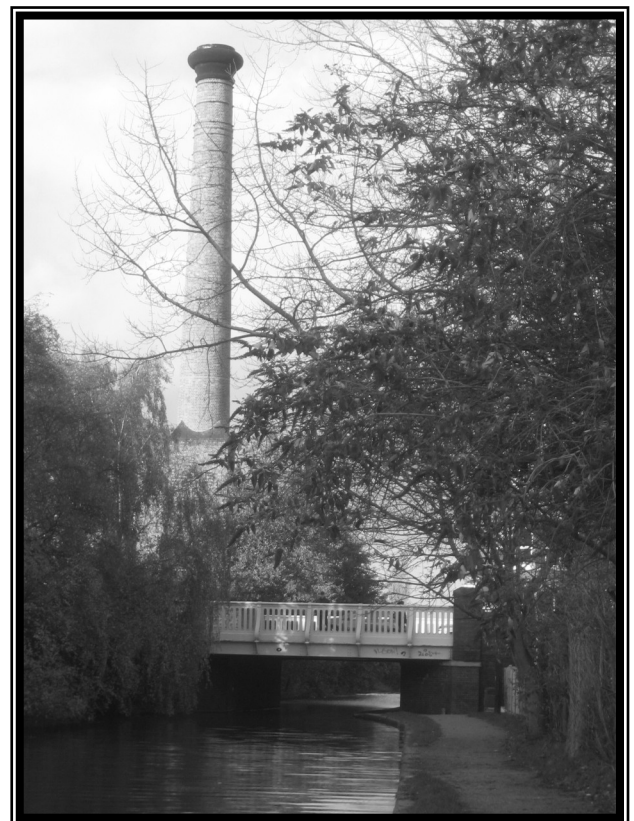
Keith Reedman

Editor: I recently attended a seminar to hear more of the lace industry of the East Midlands, which was held at Long Eaton. During the afternoon, Keith Reedman of the Long Eaton Heritage Society took us on a guided tour of the various important remaining sites related to the lace industries in the town. Until the visit, I had no idea how extensive the industry had been there; what is truly amazing, is not just what has been lost in terms of the built heritage, but exactly how much actually remains. Much has been converted for use by other industries, of which upholstery and furniture now play a large part. What follows are Keith Reedman's script, map and instructions for the walk, together with my own photos – a visit is strongly recommended. I have already shown this to a friend who grew up in the town but who has been exiled to Chesterfield for some years - the script and photos brought back many childhood memories!

Introduction

Long Eaton is situated on ground only a few feet above the level of the River Trent, which marks its southern extent. Its eastern boundary with Nottinghamshire is marked by the River Erewash which gives its name to the Borough that has administered Long Eaton since 1974. At the start of the Victorian era, Long Eaton was an agricultural village of 750 people where a few of the farmers supplemented their income by manufacturing lace on hand frames.

The Erewash Canal, opened in 1977 to transport coal, ends at Trent Lock in Long Eaton having passed very near the centre of the settlement on its way from Langley Mill, 14 miles north. The canal had no commercial effect on the village. The construction of the Midland Counties Railway in 1839 and the building of the Erewash Valley railway line in 1847 created a focus of railway communications in the town. By 1850 a railway wagon manufactory was in operation in Long Eaton and Toton sidings on the edge of the town were being developed to deliver Erewash valley coal to the south and west. From 1860 expansion was rapid as the railway and embryo lace industries flourished and grew. Between 1861 and 1901 the population rose from 1,551 to 13,045. In 1991



Erewash Canal at Derby Road. (Photo: C. Lea)

the population was 35,681.

Most of the old village was swept away as commerce and industry took over, so that between 1880 and 1914 the town centre was almost completely redeveloped. Little trace of the wagon works now survives; the three railway stations are gone, and Toton marshalling yards are mostly redundant. The Toton locomotive depot is the only surviving part of Long Eaton's once extensive railway heritage.

Nothing remains of the first lace workshop in Long Eaton, built off Market Place about 1826 by John Pearson, a Long Eaton grocer. In 1829 there were 5 (hand operated) frames recorded in the shop. Pearson became bankrupt about 1832 and the property was acquired by John Austin. In 1856 Austin (a boat owner and coal merchant) erected on the site the first tenement lace factory in the town. This factory survived until the mid 1960s. In 1882 Austin built a much larger factory to the east which survived until 1999. By 1914 there were nearly 180 lace manufacturers in Long Eaton, having over 1500 machines and supplying the greater proportion of what was known as Nottingham Lace.

Tour of Lace and Hosiery Factories

The tour starts on Browns Road at High Street Mills (1) of 1857. This is the oldest surviving lace factory in the town and has features which are typical of the early steam-powered lace industry. It was built for the Smith brothers for their own occupation by a local builder Samuel Brooks. During the 1870s it was extended to the north with a higher and wider factory. Although it was Listed Grade II, the local authority, through an "administrative error", allowed this later extension to be demolished, thus destroying a prime illustrative example of how lace factory development coped with improving machine technology.

In Clifford Street (2) are several factories built in connection with the lace industry which date from the 1870s. The main factory in Clifford Street was built in 1877 for William Hollingworth, a lace machine builder. The buildings have had a varied life – lace machine manufacture, card punching, hosiery and cycle manufacture.

Bank Street (named after NJSB, the first bank in the town) which was on the corner of Main Street was formerly Bush Street. William Bush built here in the 1850s the first steam-powered lace factory in the town which worked until 1877.

Bush's factory was bought by Joseph Orchard and redeveloped with a huge multi-storey tenement lace factory. Unfortunately this factory burnt down in 1971. Orchard's "Old" factory, dating from the 1870s with later additions (4) still exists as does the nearby Maltby's factory of 1873 (3). In Chapel Street are the surviving buildings of the first Long Eaton gas works which were erected in 1852 by William Bush. A retort house and the offices survive.

On Gibb Street is Alexandra Mill (5), one of the few post-WW2 lace factories. Continue to Milner road, where there is the former factory of Cox Moore (6), built about 1960. Next are 3 early twentieth century lace factories (7): Victoria Mill of 1906, Edward Mill of 1909, and Alexandra mill of 1905. The LEUDC's electricity generating station (8) of 1903 (with later additions) provided the direct current power for most of the early twentieth century lace factories.

Walk into Regent Street to William Clyde's Works of 1877-80. This large four storey tenement factory was built in association with Terah Hooley and the tie bar end plates are cast with his initial. The west, pedimented section of the factory was destroyed by fire in 1967. The surviving chimney to the rear does not relate to the Clyde Works, but is all that survives from a north light lace factory of 1907 which was redeveloped recently for domestic flats.

Retrace steps into Lawrence Street and on the canal towpath. Coal was delivered by canal boat to a wharf near Derby Road Bridge. Turn left into Derby Road. North of the canal bridge is Bridge Mills (10) of 1902 by Long Eaton architect John Sheldon. This 3 storey plus attic factory was the last of the large multi-storey steam-powered lace factories; subsequently all were built as single storey north light sheds having either electric motors or internal combustion (gas) engines to power the machines. Bridge Mills did have a single storey north light component to the west, with power supplied by an external overhead shaft from the main building.

Head west along Derby Road and turn left into Stanhope Street. On the right hand side (11) is a single storey workshop of 1886, built for a lace merchant builder and used until recent times by lace machine mechanics. On the left hand side is Stanhope Mill (12) of 1907 which was in use as a lace factory until the late 1990s.



Bridge Mill, Derby Road. (Photo: C. Lea)

Turn into Leopold Street and on the left is a mid twentieth century addition to Stanhope Mill (13). From this point is a full view of the street elevation of West End factory (14), built as a tenement factory by a limited liability company in 1882. To the south is Whiteleys (15), a tenement factory of 1883. To the south again is a late extension of Whiteleys (16), built in 1903 after it was taken over by the Harrington Factory Company.

Harrington Mill (17) is on the west side of Leopold Street and was built in 1885-6 by the Harrington Factory Company Ltd. It is a most impressive building of 4 storeys and is mostly complete; the only major loss has been the engine house.

All the factories in the locality which borders the Erewash Canal are included in the Lace factories Conservation area which was designated in 1983. Since that time no serious degradation has taken place and much has been improved, especially by the Harrington Factory Company. Recent grant work has enabled the chimney of Bridge Mills to be consolidated. The biggest loss has been the disappearance of lace manufacture in the town.



The magnificent Harrington Mill, Leopold Street. Now part of the graveyard?
(Photo: C. Lea)

Chairman's Chat

As 2011 unfolds, the year marks a significant point in the history of NEDIAS – this is our Tenth Anniversary year. When David Wilmot suggested that we start the Society at the turn of the millennium, none of us then knew whether we could gather sufficient members to enable the group to have the momentum to continue. But continue it did, and NEDIAS tapped into a veritable reservoir of interest and enthusiasm from the area. In this tenth anniversary year, we are really pleased to be able to welcome back Dr Dudley Fowkes, who gave a talk at our very first meeting in 2001, and who will speak to us this year on the Westhouse Midland Railway village.

It may be our anniversary year, but in many ways the interest and recording of local heritage is likely to meet a difficult year, as local authorities gear up to cuts. Within our own area here we have much-appreciated and supportive teams in the Derbyshire Libraries – we all use the local studies libraries for research into our own interests. The Chesterfield Museum Service just recently and extremely helpfully supplied some really interesting detail of forgotten industrial relics from their own archives which we used within our December meeting.

I think these two custodians of our heritage, which Societies such as our own rely upon particularly for research, have **our great thanks**; but I think at the moment it is time for us to give them something back - **they need to know how much we value them**.

It might be worth remembering that there are growing numbers of heritage groups such as our own in the area – witness for instance the increasingly successful Chesterfield Archaeology Day. Sold out this year and a great success for the Museum and their co-organisers! Heritage groups tend to go about their business quietly, but without local studies libraries and our Museum archives, we would be the poorer. **They are what make our area a richer and more fulfilling place in which to live**, they enrich the community, and they help Societies such as our own to thrive.

Fallgate Mill in Ashover

Pat Pick

The mill was built in 1731, one of Ashover's four water mills on the River Amber. It ceased operation in 1961. The mill possessed two water wheels each 12 ft. in diameter and 4 ft. wide positioned at either side of the mill. They were made of hornbeam and the interior clogged machinery was of wood.

The mill was originally used for grinding wheat, oats



and barley before, in 1925, grinding fluorspar for the Clay Cross Company. As fluorspar was a hard stone the gritstones were replaced by Bur French Stones which lasted up to 3 times longer. Unlike the local gritstones French Stones were made up of six to eight segments bound by a metal strap.

Although the mill remains virtually intact, this cannot be said of the millstones. Unfortunately the Parish



Council no longer have access to the mill, although walkers can use a nearby footpath to view the site. So one wonders what is going to happen to the site. We need to keep a watching brief.

On a more positive note. It appears the somebody has been busy clearing the site of Lexley Mill, which is little more than a pile of rubble, and uncovering the remains of a wheel pit. This mill was constructed at the end of the Seventeen Century and last used about 1905. The mill is interesting in that it possessed two water wheels mounted side by side. Water falling from the scoops of one rotating wheel was used to turn the other in the opposite direction.

The photo of the intact French Stone was taken March 2007 ; The second photo was taken October 2010

A New Venture for NEDIAS?

David Palmer

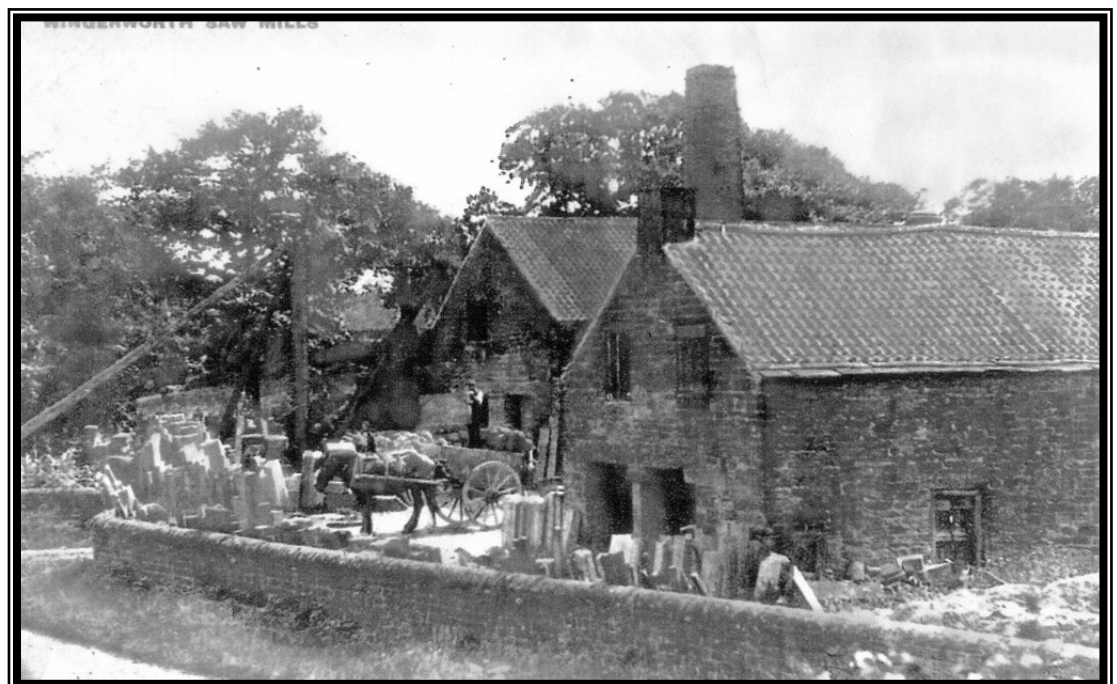
Do you like gardening? Weeding? Learning new skills? Working outside with like minded people? Above all doing something useful? Then we might have just the thing for you. We are hoping to get permission from the land owner to investigate, in some depth, the old stone dressing mill near the junction of Hill Houses Lane and Pearce Lane, Wingerworth. This was a water powered stone saw mill dating probably from the third quarter of the nineteenth century which cut the stone from Bole Hill quarry into lintels, steps, curb stones etc.

You will have read a little about this site in the article by Clarence Naylor in NEDIAS Newsletter N0 40, November 2010.

The site probably has little national importance but certainly is of local interest and badly needs recording properly before it is irrevocably lost to the trees. You can see it in its heyday in the attached 1900s photograph – but you wouldn't recognise this today, the site is now largely overgrown, but with tantalizing lumps and bumps to investigate.

We'd like to treat this as a training exercise so that members could become proficient in site survey, interpretation, background research, excavation etc. and learn the first law of site investigation which is that the first big spoil heap always covers the most interesting thing on the site! We have members in our group who have the requisite skills and who are prepared to pass them on to the rest, and it's proposed that these members would give short (ten minute) presentations on their own fields of expertise, where these are relevant to the site, before the main talk at our monthly meetings.

If you are interested and want more information please contact David Palmer on (01246) 279855.



During July, Christine and I spent an amazing two weeks walking in the Dolomites in northern Italy.

The mountains have breathtaking craggy peaks, and dolomitic limestone is everywhere, showing the same sorts of fossils as seen here in the White Peak.

The very special Dolomitic Limestone has a high Magnesium concentration, generally containing almost as much Magnesium as Calcium; these days it is the source of Magnesium metal that is becoming widely used as an ultra-light construction material for manufacture of auto and aerospace parts.

When walking along the beautiful Vallunga valley, near the picturesque village of Selva, we came across an early 16th century lime kiln. The mineral has been worked and processed there for many centuries, and until the rise of tourism had been a major industry.

Do you have a photo or snippet of information on places of interest you found yourself whilst on holiday or days-away? Please share with us and send to the Editor – snippets always welcome.



NEDIAS Subscriptions

Subscriptions have been held at current rates for a further year, and became due at the year end (£13 individual membership, £17 joint membership). If you haven't already done so, please remit to Jean Heathcote, "Dorisney", Brassington Lane, Old Tupton, Chesterfield, S42 6LB, with cheques made payable to "NEDIAS".

I. A. News and Notes

Bakewell Old House Museum

This month, Jan Stetka, Chairman of the Bakewell & District Historical Society will be addressing NEDIAS on the history of Bakewell Mill, and of Arkwright's use of the premises which are now the Bakewell Old House Museum, for workers' accommodation and housing. If you haven't made a trip in recent years to this Museum, it's highly recommended - the Museum in 2010 marked the construction and opening of their new Industrial Gallery. The Museum opens following its winter closure on 1 April, and this is one Museum which although small, always promises new sights and exhibits year by year. Why else has it received so many accolades as "Derbyshire Museum of the Year".

George & Robert Stephenson: a Passion for Success

Darrell Clark

The subject of George Stephenson has featured a number of times within NEDIAS Newsletters, even as far back as NEDIAS Newsletter No. 8, November 2002, when the book "The Last Journey of William Huskisson" by Simon Garfield was mentioned. Did you know that there was a new book published in 2010, "George and Robert Stephenson: a Passion for Success" by David Ross. Waterstone's review of this volume states:

"From poverty to immense wealth, from humble beginnings to international celebrity, George and Robert Stephenson's was an extraordinary joint career. Together they overshadow all other engineers, with the possible exception of Robert's friend Isambard Kingdom Brunel, for one vital reason: they were winners. For them it was not enough to follow the progress made by others. They had to be the best. Colossal in confidence, ability, energy and ambition, George Stephenson was also a man of huge rages and jealousies, determined to create his own legend. Brought up from infancy by his father, Robert was a very different person. Driven by the need to be the super-successful son his father wanted, he struggled with self-distrust and morbid depression. More than once his career and reputation teetered on the edge of disaster. But by being flawed, he emerges as a far more appealing and sympathetic figure than the conventional picture of the 'eminent engineer'. David Ross' new biography of George and Robert Stephenson sheds new light on these two giants of British engineering."

John Cundy Mill, Whittington

Barry Bingham gave a short address at our last meeting, outlining an opportunity to investigate what remains are visible of a mill built and operated by John Cundy at Whittington. There is a window of opportunity to have a quick look and survey. He is being joined by Philip Cousins and Paul Smith, and we look forward to hearing more over the next few months. Watch this space.

Barry has also mentioned the importance of Glasshouse Common, and he has promised to lead a group across the area later in the summer. If you're interested to join this group, please enter your name in the sheet at the next meeting so that we can contact you when date has been finalised.

On another subject completely, in NEDIAS Newsletter No 9 February 2003, I wrote that surprisingly to my knowledge the history of our own local Midland Railway Roundhouse has never been comprehensively researched. Since my retirement I had begun to gather information. I now have a comprehensive list of all the locomotives based at Hasland from the year 1880 until the day of closure in October 1964 when there was just one diesel (D3792) on shed.

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

Thanks to Harold Woodhouse who like his father before him worked at Hasland Loco, I have a comprehensive list of all the names of the staff at Hasland in the 1950s, from the Superintendent Mr Bill Spinks to Mrs Wilmot of Wilmot's farm who ran the canteen

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

But equally it would be interesting to unearth more complete information on the Iron Works off Storforth Lane. I'd like to propose that we revive the possibility of discussion, exchange of information, research, etc., so that between the membership we could produce a definitive account for publication by NEDIAS on both of these subjects, and for offering to Local Studies Library.

Can we discuss at the next meeting in March?

EMIAC 81: The Impact of Lead Mining on the Peak District Landscape

The next EMIAC Heritage Day (EMIAC 81) will be on Saturday 21 May 2011 at Matlock Bath organised by the Peak District Mines Historical Society. Speakers will include Dr John Barnatt, Dr Jim Rieuwerts and David Webb. The conference will take place in the Pavilion, Matlock Bath, and booking can be made directly at the Museum in the Pavilion. More information: 01629 583834, mail@peakmines.co.uk, booking form on line at www.rod.sladen.org.uk/EMIAC.htm

Annual General Meeting

Please find enclosed with this Newsletter the Agenda for our AGM, and form which you can use for proposal of new Committee members. Would you be interested to join the Committee – we have need for new blood, and we'd all welcome fresh input. If you'd like to discuss, please phone Pat Pick (01246 272181) or Cliff Lea (01246 234212).

“Telephone”

“Mr Watson, come here, I want to see you” is one of the most famous quotes from the Industrial Revolution and signalled a new era in communications. Alexander Graham Bell is credited with inventing the telephone in 1876, although some historians say Elisha Gray, a competitor of Bell, was the first to submit his telephone design to the U.S. patent office. No matter the true origins of the telephone, it connected the world like no other invention until the Internet – where would we be without either?



The first telephone, obviously.

..... and Finally ...

... The Dancing Stones

Jacky Currell

On holiday in the picture-postcard village of Dent, on the edge of the Yorkshire Dales, one would not imagine an industrial past. But, with sheep all round, the main local manufacture was wool-based, with women weaving and knitting constantly, even knitting in church on Sundays.

Leading up the steep hill above Dent is Flintergill, a little twinkling beck with a track alongside. In a small level stretch are laid a number of large flagstones, where stretches of newly-woven fabric were laid in the water.



Photo: Courtesy of Joan Bryden

And, hence, “Dancing Stones” - Part of our industrial heritage... !

(From the Editor - Do you have a photo or snippet of information on places of interest you found yourself whilst on holiday or days-away? Please share with us – snippets always welcome.)

Then the women, their feet bare, would “waulk”, stamp and dance on the cloth in order to shrink and felt it, and create a thicker and warmer material.



Original: Jacky Currell

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; **Archivist** – Pete Wilson; **Committee Members** – Diana Wilmot, David Hart, Les Mather, David Palmer.

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