

# North East Derbyshire Industrial Archaeology Society



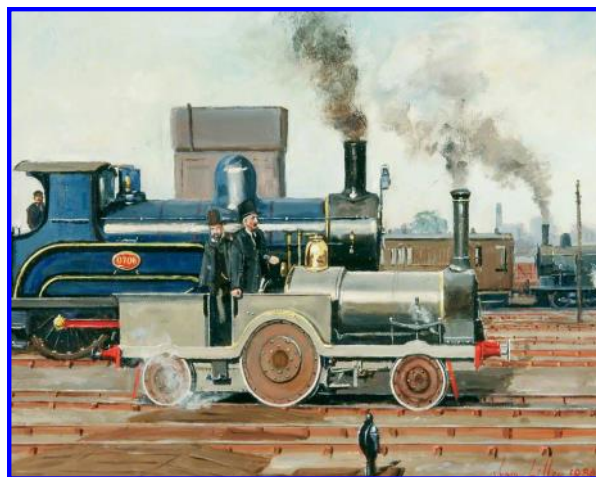
**NEDIAS Newsletter No. 70 – May 2018**  
**Price: £2.00 (Free to Members)**



## ***“Gazelle” – a King’s Lynn Loco with a Chesterfield Connection*** ***Darrell Clark***

**B**uilt in 1893 as a 2-2-2 well tank for the personal use of a King’s Lynn JP, Gazelle survived to be taken into BR stock in 1950. Although of standard gauge, Gazelle is tiny. Being more akin to a model, it is difficult to believe that it was ever a serious proposition, but indeed it was, although no-one could have envisaged that the locomotive would enjoy such a colourful career.

Gazelle’s curved brass nameplates reveal that it was built by Alfred Dodman & Co. at its Highgate Works, King’s Lynn in 1893. It was built to the order of William Burkitt JP for his private use. Burkitt was born on 1 May 1825, was a founder director of the King’s Lynn Docks & Railway Company which was incorporated in 1865. He remained a director until 1888; in partnership with his brother, Samuel, he ran an extensive business as a corn merchant, grain importer and maltster, with premises in Chesterfield, Langwith and Lynn. Surviving drawings prove that Dodman’s were dealing with the design for Gazelle in March 1892. Local press revealed that completion date was 14 January 1893 referring to it as a “model locomotive engine” and intended for the owners use between Langwith and Mansfield, a distance of 6 miles on the Midland Railway. But there is more.



*“Gazelle” by Ivan Lilley.  
(Courtesy Kings Lynn Museum)*



Gazelle was originally built as a 2-2-2. Railway Engineer of 1893 states that the general design and proportion of cylinders was entrusted to the Stratford Works of the Great Eastern Railway, whilst details except wheels worked out by Alfred Dodman. To ensure the engine ran as quietly as possible and to minimise dust, the wheels were of solid

*“Gazelle” as currently in its blue livery.  
(Courtesy National Railway Museum/Science and Society Picture Library)*



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Mansell type, with polished teak segments. What appeared to be the bunker above the trailing wheels was in fact a space for seating accommodation for 4 people, two on each side, who entered by a door above the rear buffer beam.. The chimney top and dome casing of the little locomotive, which had a coal capacity of 4 cwt, were of [polished brass. The water capacity was 120 gal and was carries in a well tank beneath the driver's footplate. The boiler was of steel with a copper firebox, copper ashtrays and brass tubes. Original design pressure was 200 psi but by 1897 this was reduced to 160 psi. Principal dimensions of the loco based on surviving drawings were:

Driving wheel diameter	3ft 9in
Leading and trailing wheel diameter	2ft 3in
Wheelbase	10ft 6in
Height to chimney top	7ft 9in
Length over buffer	17ft 2in
Cylinder diameter and stroke	4in x 9in
Weight	5ton 10cwt

Apart from an occasional run on the Hunstanton branch, little is known of other runs in and around King's Lynn, but on Sunday 26 July 1897 "*Gazelle*" was used on a marathon trip to Chesterfield and back – a round trip of 210 miles. This involved travelling over lines operated by four railway companies – the Great Eastern, the Midland & Great Northern Joint, the Great Eastern & Great Northern Joint and the Lancashire, Derbyshire and East Coast Railways. The LD&ECR which neither reached Lancashire nor the East Coast had only recently been opened. Stops were at Sutton Bridge, Spalding, Ruskington, Pyewipe Junction (Lincoln), Ollerton, Tuxford and Langwith. At Chesterfield (Market Place) Station, Mr Burkitt and party were welcomed by the Mayor and other influential worthies including his brother and Harry Willmott, General Manager of the LD&ECR. The recorded times were:

Miles	Location	Times
0	King's Lynn	Dep 6.10am
27	Spalding	Arr 7.15am Dep 7.30am
67	Pyewipe Junction	Arr 9.20am Dep 9.40am
105	Chesterfield (Market Place)	Arr 11.20am Dep 3.00pm
115	Langwith	Arr 3.25pm Dep 4.00pm
143	Pyewipe Junction	Arr 5.00pm Dep 5.15pm
183	Spalding	Arr 6.55pm Dep 7.10pm
210	King's Lynn	Arr 8.25pm

The long stops were to take on water, and the long water cranes on the LD&ECR were more conveniently located than on the joint lines. The maximum speed obtained was over 40 mph with excellent running on the northbound direction due to strong head winds, and the average speed was said to be ca 33 mph.

William Burkitt must have been a hardy character for the trip was made late in his life. However by the time he reached 75 years of age, he must have decided that there were more comfortable ways to travel as he decided to advertise *Gazelle* for sale in the Locomotive Magazine of 1900. He was reputedly the richest man in West Norfolk when he passed away on 7 June 1906, and he is buried in North Runcton churchyard. . He had no family, and his entire fortune was left to his nephew, William Burkitt Jnr., a bachelor who lived in Stubbing Court, Wingerworth.

The locomotive was purchased for inspection work on the Shropshire and Montgomeryshire Railway, which connected the Potteries with North Wales via Shrewsbury. In 1911 it was sent to Stafford for modification by

W. G. Bagnall Ltd., altered to 0-4-2 arrangement and fitted with a cab and enclosure over the bunker seats. It served on the S&MR Criggion branch line until 1928 until the branch closure, was withdrawn from service and became derelict.

In June 1937 it was resurrected by W.H. Austen who returned it as its earlier function as inspection car, and it was given a new lease of life and livery. By 1941 the War Department had acquired the S&MR to serve ammunition production sites. Gazelle survived the war and was added to British railways stock in April 1950, presented to the War Department on indefinite loan for preservation, and transferred to the Longmoor Military Railway, Hampshire, in June of that year. It remained at Longmoor for 25 years, with continuing maintenance until the 1970s.

Gazelle's final resting place at Longmoor was in front of the Transportation Centre HQ building.

Following the closure of the Longmoor Military Railway it was decided to transfer the locomotive to the National Railway Museum at York, arriving in May 1975. On 17 March 1981 it again took to the road when it was moved to the Museum of Army Transport at Leconfield and then was moved to the MAT's new site at Flemingate, Beverley. The MAT at Beverley itself closed in 2003.

Gazelle still wears LMR blue livery. Coupling rods, buffer beams and frames are painted red; the inside of the cab is buff whilst tyres are picked out in white. A paint scraping exercise on a small section of the locomotive revealed the following layers ascending in age – LMR blue, grey, red oxide, olive green and royal blues. The blue colour is a reminder of Gazelle's early beginning on the Great Eastern territory – a fitting reminder at the end of a very proud life.

## 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, 10 September 2018	Bob Gellatly: "The Tennessean – a journey from Washington to Memphis"
Monday, 8 October 2018	Cliff Lea: "This year – the Centenary of the Chesterfield area oilwells"
Monday, 12 November 2018	John Barnatt: "Excavating a late 18th century Newcomen Engine at Watergrove Mine"
Monday, 10 December 2018	<b>Christmas Meeting.</b> Short talks from members – and mince pies.

### Other Diary Dates

Thursday, 17 May 2018	Darrell Clark: "Little Trains of Cromford". Arkwright Society talk at the Gothic Warehouse, Cromford Mill. Booking at 01629 823256 7:00pm for 7:30pm
Saturday, 19 May 2018	EMIAC Industrial Heritage Day: "The history of electricity generation in the Trent valley". See info later in this Newsletter.
Monday, 21 May 2018	Newcomen Society visit to <b>Advanced Manufacturing Research Centre</b> , Rotherham. Info from meetingsyorks@newcomen.com
Thursday, 24 May 2018	Philip Cousins: "Tapton Grove" – the previous home of the Shentalls, Shorts (of Pearson potteries fame) and Jebbs families. Brimington Community Centre, S43 1DB. 7:30pm
31 August – 5 September 2018	<b>AIA Conference</b> in Nottingham. See info later in this Newsletter.
Thursday, 27 September 2018	Paul Halksworth: "Sutton Scarsdale Hall and the Arkwrights". Brimington Community Centre, S43 1DB. 7:30pm

Sheffield's Metalwork Collection, housed in the Millennium Gallery, is one of the finest in the world. It contains the cutlery, flatware and tableware that have made the city recognised across the globe as a leading manufacturer of quality products. Also on display are beautiful objects sourced from every continent.

Throughout the winter and spring of 2015 the Sykes Metalwork Collection Gallery underwent a complete transformation of its presentation, which involved the provision of new showcases and improved lighting. As a result the reorganised gallery space allows visitors to enjoy more items from the city's Collection than ever before. There are currently in excess of more than 800 objects on display in the gallery, many of which are being exhibited for the first time.

The entire Collection, consisting of some 13,000 items, is thought to be the most extensive grouping of Sheffield-made cutlery, flatware (forks and spoons) and hollowware (bowls, teapots, containers) in existence. The Collection was awarded Designated Status by the Department for Culture, Media & Sport in 1999 in recognition of its outstanding national and historical significance.

The new-look gallery also features a changing programme of temporary exhibitions and displays, the first of which will explore the theme of World Cutlery, displaying five different cutlery collections ranging from the pre-historic to the 20th century.

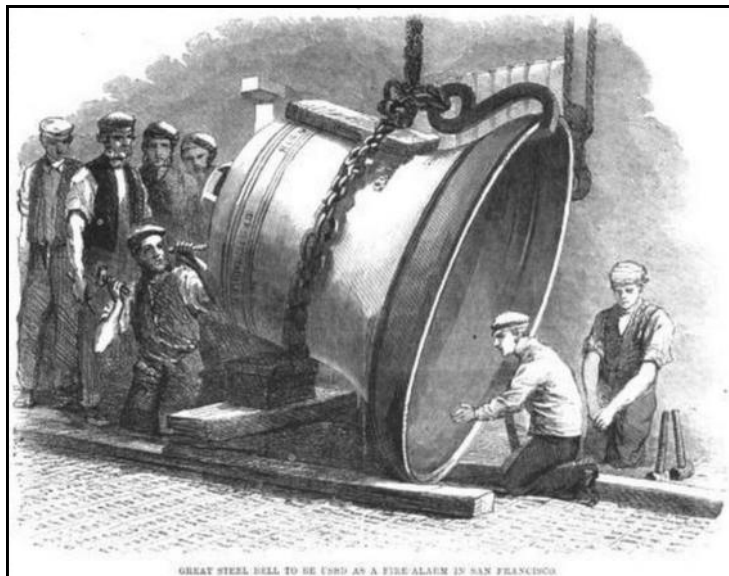
The Metalwork Collection Gallery has been refurbished thanks to the support of the DCMS Wolfson Fund and a number of other trusts, foundations and organisations. The new-look gallery also features a changing programme of temporary exhibitions and displays, the first of which will explore the theme of World Cutlery, displaying 5 different cutlery collections ranging from the pre-historic to the 20th century.

Visitors using the escalators to access the Millennium Gallery, via the entrance hall, which faces Hallam University and the Midland Station, are overlooked by a wall mounted peal of church bells, which were cast and finished in Sheffield.



ABOVE: Made by Naylor Vickers at their river Don Works on Brightside Lane, the technique applied in their production depended on moulds withstanding very high temperatures. After bell making ceased, the methods adopted to produce smooth and finely finished castings was adapted by Vickers for producing bombs

The ring of bells was originally supplied to Bassaleg Parish Church in South Wales. They were subsequently purchased with the assistance of the Sheffield Town Trust and the Museums and Galleries Commission/Science Museum Prism Grant Fund.



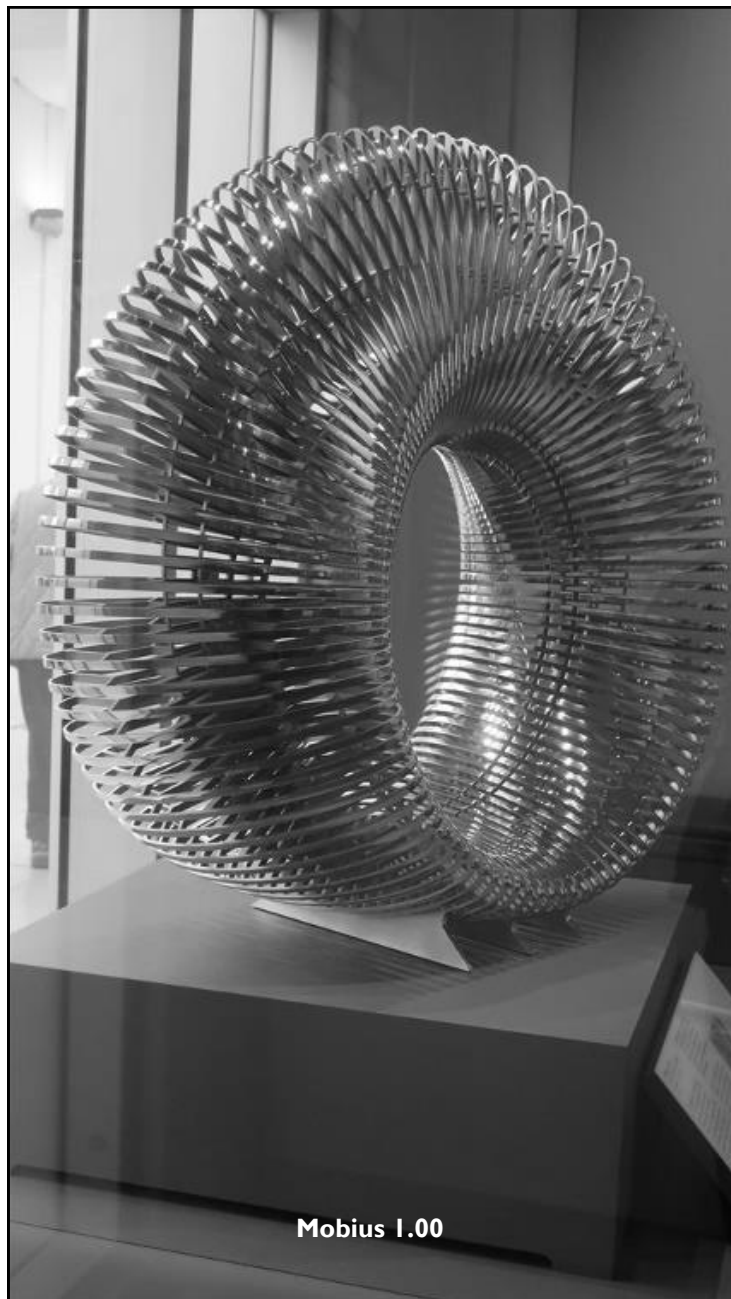
ABOVE: Finishing the massive 5ft tall Fire Bell at Naylor Vickers for San Francisco. Illustrated London News, 7 Jan 1860

### **Mobius 1.00, by Owen Waterhouse, Sheffield. Stainless Steel & Copper.....2014.**

This piece was commissioned in 2013 to celebrate the centenary of the discovery of stainless steel. The Galvanize Festival and Stainless Steel Manufacturer Outokumpu selected the designer and metal smith Owen Waterhouse for this unique and challenging commission.

Mobius 1.00 celebrated the heritage and future of steel production in Sheffield. It is made from 100 unique waterjet cut profiles. They are linked to create an enclosed skeletal yet elegant sculptured form. The design





was influenced by a Möbius strip; a band joined by a twist that has only one side and one edge. This mathematical shape echoes the recyclable nature of stainless steel.

Owen Waterhouse used CAD to visualise the piece and made both hand and machine cut prototypes to check that each one would fit precisely into the overall design. Each part was hand polished and it took two weeks to assemble the piece.



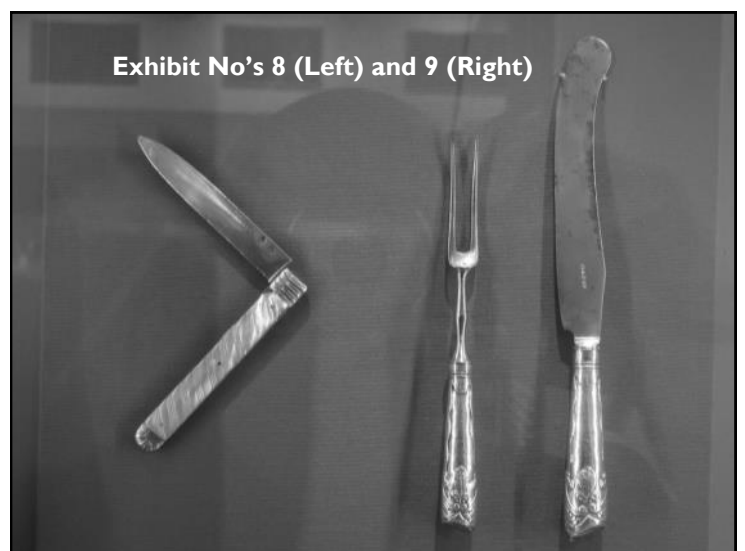
**Exhibit No 14 Knife and Fork – Maker Unknown. Sheffield and Staffordshire – Steel, iron, ceramic. c1740**

The growing pottery industry in Staffordshire supplied ceramic handles directly to Sheffield Cutlers. Crucible steel making from the 1740s produced tougher, cleaner steel, which was suitable for cutlery manufacture. As the industry developed, cutlery became more specialised and the respective parts of the knife were produced by different craftsmen.



**Exhibit No 5 – Multibladed Knife – Lawrence Henry Lee, Sheffield. Steel, sterling silver, ivory c1890**

This knife was produced as an example of the cutler's skill and expertise. It has twenty separate attachments including a nail file, a corkscrew and a hacksaw. Each tool was made by a different Lee employee (called 'Little Mesters'). They produced specialist parts in their own workshops scattered across Sheffield.



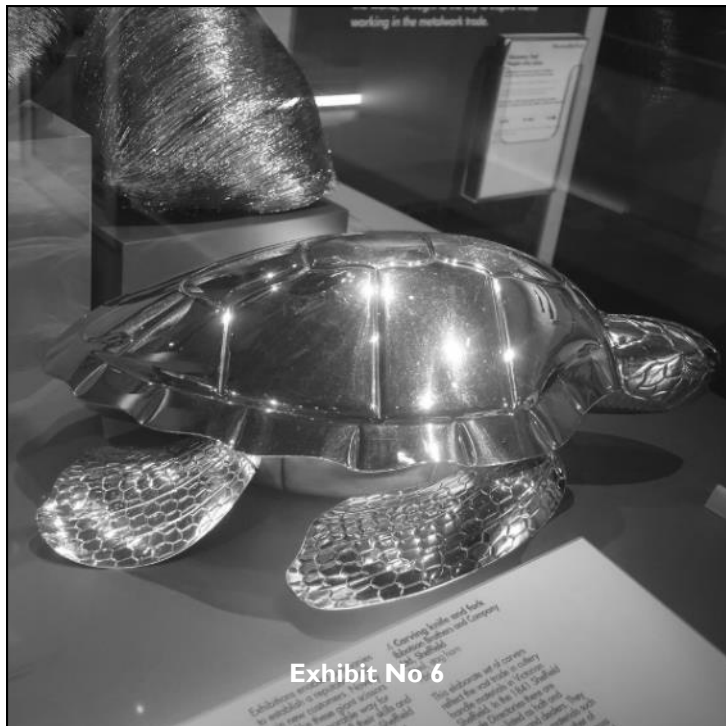
**Exhibit No 8 – Folding Fruit Knife – Maker unknown**

Some of the first makers to register a mark at the new Assay Office were Cutlers. They wanted to diversify their respective product ranges by making quality knives with silver parts.

**Exhibit No 9 – Knife & Fork – Madin & Trickett, Sheffield – Steel, iron, Sterling silver, 1790s**

The handles were made from two very thin, stamped silver sections, which were then soldered together and filled with resin.

The development of Old Sheffield Plate in the 1740s led cutlery firms to diversify into making items of affordable hollowware. Many used the newly developed crucible steel for their dies. Expanding companies encouraged an influx of skilled workers from London and Birmingham.



**Exhibit No 6 – Soup Tureen – Maker Unknown, Sheffield – Old Sheffield Plate c1800**

The Green Turtle had long been regarded as an exceptional delicacy by England's aristocracy. Usually presented as pieces of stewed meat and fat in a semi clear broth highly flavoured with herbs, it was imported live in tanks to the detriment of its numbers in the wild.

The metalwork collection has in excess of 600 examples of Old Sheffield Plate, making it the most comprehensive of its kind. Developed in Sheffield in the 1740s, this new material instigated a huge expansion of the trade in household goods since they resembled silver but were much more affordable.



**Exhibit No 10 – Brandy Saucepan – Joseph Hancock, Sheffield – Old Sheffield Plate, wood c1755**

Joseph Hancock, a Cutler, was the first manufacturer to realise the potential of Old Sheffield Plate. He made domestic items such as candlesticks and spoons in large quantities.



**Exhibit No 11 – Snuff Box – Maker unknown, Sheffield – Old Sheffield Plate, aventurine, glass, wood – c1760**

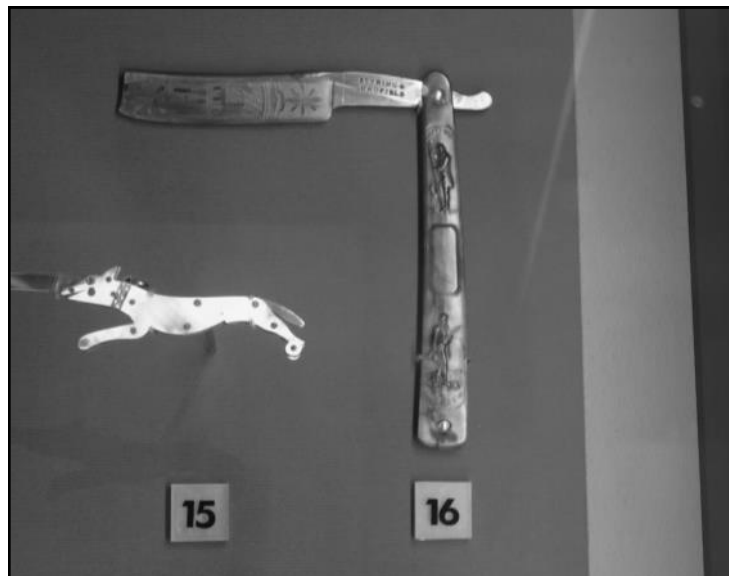
Making small decorative boxes was a specialist craft in Sheffield. This box lid contains Italian aventurine glass, which is made by mixing copper crystals into molten glass.

**Exhibit No 12 – Buttons – Maker unknown, Sheffield – Old Sheffield Plate – c1760**

Thomas Bolsover was responsible for the development of Old Sheffield Plate. He was successful at making plated buttons but never made larger items



**Exhibit No 13 – Hot Water Jug – R. Morton & Co., Wicker, Sheffield – Old Sheffield Plate – 1773**



**Exhibit No. 15 – Folding Knife – Joseph Rogers & Sons, Sheffield – Steel, horn 1770s**

As the Cutlery Industry expanded, more workshops appeared in the centre of Sheffield. Penknife and razor making brothers Joseph & Maurice Rodgers rented premises in Holy Croft, off Campo Lane.

**Exhibit No 16 – Razor – John Styring & Joseph Hadfield, Sheffield – Steel, horn – c1820**

Imported materials such as horn, mother of pearl and ivory were used in the auxiliary trade of handle making.

## Chairman's Chat

**Cliff Lea**

**A**s Spring moves into Summer, we once again encounter the “silly season”. And nothing seems sillier on the face of it for small local societies than having to legally comply with the new General Data Protection Regulations (GDPR for short). However the GDPR is not silly, it's here to ensure your data as held by organisations both large and small is protected and held with your permission. So we're taking it seriously: it means that your address data is held confidentially, that it will be destroyed when no permission is given, that in any case even for those that assent, data on you is held for no longer than 6 years before it's destroyed. I'm asking members to “opt-in” if you wish to continue to receive our monthly emails.

Those on email will recall that on my last monthly email to you to advise about meetings, I specifically asked you to reply and say “YES” if you wished to continue to receive these monthly mails. Most of you have already said YES - many thanks for that!

By the way, if you don't currently get a monthly email from me about NEDIAS activities, and would like to do so, do please send your email address to me at [cliff@nedias.co.uk](mailto:cliff@nedias.co.uk).

I've been reading Julian Glover's excellent biography of Thomas Telford - “Man of Iron: Thomas Telford and the Building of Britain”. Very readable and really illuminating his amazingly busy life. This is the man who in his 77 years worked on 93 large bridges and aqueducts (including Pontcysyllte and Menai), 17 canals, 37 docks and harbours, 1,200 miles of road, 1,706 bridges in Scotland, 35 churches, 3 railways, a prison, a courthouse and much more besides. I recommend the book to you – and a great plus for me was to have explained the correct pronunciation of Pontcysyllte! I'll let you know the answer in our August Newsletter if you haven't already read the book.

Enjoy the summer.

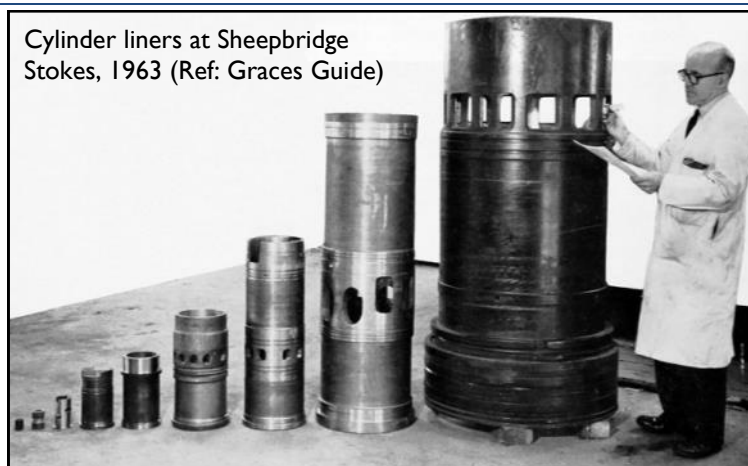
*Cliff*

The press has been filled this year with stories of a bitter take-over battle of GKN by the investment company Melrose Industries. GKN boasts over 250 year's history as one of the most impressive and successful engineering conglomerates in the world. There are quite a few people in this area who rightly have worries about their GKN pension and with concern of the future post-takeover – GKN had/had quite a few sites near to us. I thought I'd pen a quick and easy-to-read timeline showing some of the significant points and milestones in this company's illustrative history.

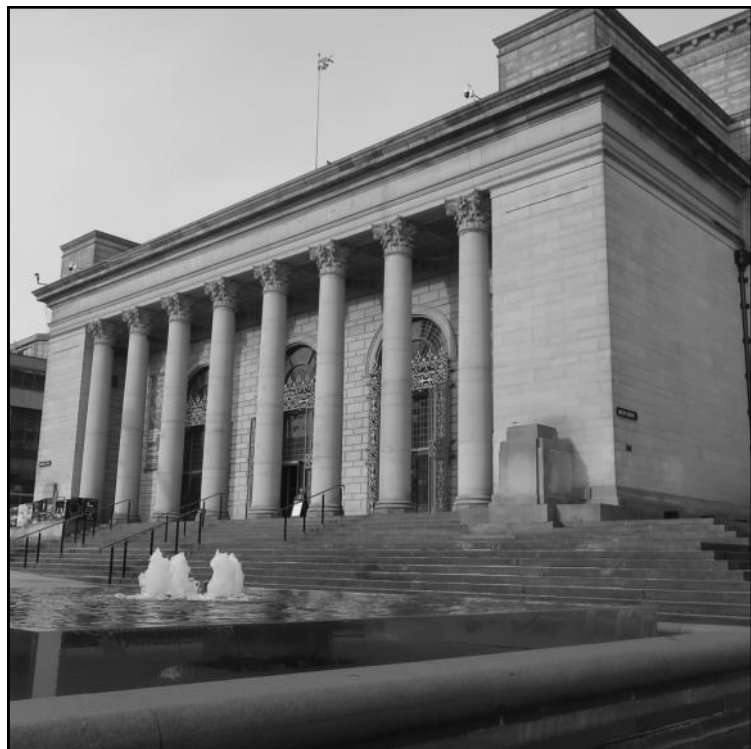
<b>1759</b>	<b>Dowlais Ironworks</b> , Merthyr Tydfil, formed by Thomas Lewis and Isaac Wilkinson
<b>1767</b>	John Guest moved to Dowlais from Broseley, Shropshire, where their family already had an iron furnace. Guest appointed Manager, later became owner.
<b>1786</b>	John Guest succeeded by son Thomas Guest and John Josiah G (appointed 1st Baronet)
<b>1845</b>	Dowlais Ironworks has already become <b>the world's largest iron works</b> by this time.
<b>1852</b>	On death of Sir John Guest, his wife Lady Charlotte, a Welsh speaker, mother of ten, took over control of the company. She appointed the managers, drew up accounts, and managed the business well until passing to her son some years later. Lady Charlotte is best remembered as translator from ancient Welsh of the famous collection of Welsh fables, the Mabinogion; she had it published in 1838.
<b>1855/1860</b>	Bessemer Converter introduced, now also producing steel.
<b>1857</b>	Introduced the "Goat Mill", the world's most powerful rolling mill.
<b>1864</b>	Ownership passed to Sir Ivor Guest, 2nd Baronet, later appointed Lord Wimborne.
<b>1900</b>	Merged with Arthur Keen's "Patent Nut and Bolt Company", now " <b>Guest, Keen &amp; Co Ltd</b> "
<b>1902</b>	Guest & Keen Co purchases Nettlefolds Ltd. of Smethwick, to become " <b>Guest, Keen &amp; Nettlefolds Ltd</b> ". By 1919 they are the largest nut and bolt maker in the UK.
<b>1911</b>	Now listed as making bolts and nuts for the railways.
<b>1919</b>	GKN bought <b>E.W. Cotterill Ltd. bolt makers of Darlston.</b>
<b>1920</b>	Acquired <b>John Lysaght &amp; Company</b> , an iron & steel company with bases in Bristol, Newport, Wolverhampton and Scunthorpe. Expertise in iron production, rolling and galvanising. <b>Joseph Sankey &amp; Sons</b> included.
<b>1920</b>	GKN now carrying out Lysaght and Sankey business of pressed steel panels and wheels for <b>Austin, Daimler, Humber, Rover, Morris, Starr and Argyle</b> . Other automotive work follows. Now making military armoured vehicles.
<b>1925</b>	Now producing steel water pipes at their Cardiff works.
<b>1928</b>	Between 1906 and 1928, GKN built 11 railway locomotives for their own use.
<b>1930</b>	GKN amalgamated its steel production with <b>Baldwins of Margam</b> , Briton Ferry and Port Talbot.
<b>1930</b>	GKN bought Swedish fastener producer, <b>Stenman</b> .
<b>1934</b>	GKN now <b>employing 50,000 workers</b> worldwide.
<b>1951</b>	GKN's iron production nationalised. The remainder of GKN business initially centres on steel, screws, nuts, bolts, fasteners.
<b>1963</b>	GKN bought <b>Ambrose Shadlow</b> of Sheffield.
<b>1966</b>	GKN bought <b>Birfield Ltd.</b> , included <b>Laycock Engineering Ltd. &amp; Hardy Spicer</b> . Now into vehicle gears and transmissions.



<b>1966</b>	GKN bought <b>Smith Clayton Forge</b> of Lincoln.
<b>1967</b>	GKN bought <b>Vandervell Bearings Ltd.</b> , making bearings for auto industry.
<b>1969</b>	GKN's new Wellington site <b>producing over 5 million auto wheels per year, 10,000 per day.</b>
<b>1969</b>	GKN moves into plastics, buying injection moulding equipment maker, <b>R H Windsor.</b>
<b>1972</b>	GKN bought <b>Firth Cleveland</b> , with know-how in strip rolling and sintered products.
<b>1974</b>	GKN bought <b>Kirkstall Forge Engineering Ltd.</b> , Leeds, principally making truck axles.
<b>1974</b>	GKN bought the steels stockholding company, <b>Miles Druce Ltd.</b>
<b>1979</b>	GKN bought <b>Sheepbridge Engineering Group</b> , makers of mining equipment, aero and auto parts, and other castings. Sheepbridge Coal and Iron Co. had started in 1854 as Dunston & Barlow Co Ltd., purchasing in 1864 the blast furnaces, foundries and forge of Sheepbridge Ironworks. By 1927 owned collieries in Derbyshire, Nottinghamshire, and S Yorkshire, with ironstone mines in Northamptonshire. By 1923, Sheepbridge joins with others to form the innovative Sheepbridge Stokes Centrifugal Castings. Making cylinder blocks, cylinder liners, piston rings, valve inserts. F W Stokes joins board in 1944. Sheepbridge's Iron production element nationalised 1951, and in 1955 transferred to Staveley Iron & Chemical Co. Sheepbridge Engineering purchased by GKN 1979.
<b>1991</b>	GKN sells its West Midlands fastener production to <b>Caparo</b> Group, a steel company founded by the Paul family. Paul Senior elevated to the peerage and the business run by his son Amber Paul. Caparo group still in existence producing fasteners for which GKN had made their name. GKN business now centres on two main sectors: Automotive and Aerospace
<b>1994</b>	GKN bought <b>Westland Aircraft</b> , becomes Augusta Westland in 2000.
<b>1990s</b>	GKN builds global business in sintered metal technology for automotive and aerospace components.
<b>2002</b>	GKN bought major the Japanese auto driveline maker, <b>Fiji Sangyo.</b>
<b>2004</b>	GKN sales <b>turnover reaches £3.5 Billion.</b>
<b>2006</b>	GKN bought <b>Monitor Aerospace</b> , New York.
<b>2011</b>	GKN bought the German axle maker <b>Getrag.</b>
<b>2012</b>	GKN bought <b>Volvo Aero</b> from the Swedish Volvo group.
<b>2015</b>	GKN bought the aerospace manufacturer, <b>Fokker Technologies</b> of Holland.
<b>2018</b>	GKN sales <b>turnover now exceeds £10 Billion per annum</b> Operates in <b>30 countries</b> .... <b>with 160 manufacturing sites.</b> Employees: <b>60,000 worldwide. 5,500 UK</b>
<b>2018</b>	GKN acquired by Melrose after a long and bitter take-over battle.



Sheffield's City Hall was designed in 1920 by E. Vincent Harris but construction was delayed for 8 years because of the economic climate after WW1. Eventually construction started with the laying of the foundation stone on 27 June 1929 and the City Hall was officially opened on 22 September 1932. It was originally proposed in 1916 as a Memorial Hall to commemorate the dead of WW1 but by the time of completion the name had been changed to Sheffield City Hall, after some years of controversy.



During WW2 a bomb exploded in Barker's Pool, the area in front of the Hall, damaging the pillars of the building. The scars of the explosion can still be seen to this day despite subsequent remedial repairs. In 2005, the City Hall and its surroundings were refurbished and re-developed at a cost of £12.5 million.

## Architecture and Notable Features

Grade 2 listed, Sheffield's City Hall is a neo-classical building with an imposing portico and an impressive entrance hall with engraved Venetian - glass mirrors let into walls lined with Derbyshire Hopton-Wood Stone. The ceilings, comprising semi spherical 'indents', are highly decorated.

The Oval Hall is the largest space in the building, capable of seating 2,271 people. The Grand Willis III Organ is the largest in Sheffield with over 4,000 pipes and four manuals. The organ sits in a chamber situated behind the large decorative grilles facing the audience. There is also a 500-seater Memorial Hall and a Ballroom.

A pair of four foot high stone Art Deco lions, each weighing 2.5 tonnes, stood at either side of the stage facing the audience when the main hall first opened in 1932. They were sculpted in Derbyshire's Hopton-Wood Stone by John Hodge. Their removal in 1962, as part of a refurbishment, was



justified in some quarters as being a reaction to critical comments by Sir Thomas Beecham, a frequent visitor to Sheffield. It was claimed that the maestro found them disconcerting whilst on the rostrum. Given that he died in 1961 they were unlikely to cause him further discomfort and in any



event he was renowned for his acerbic wit and command of both podium and auditorium. On one occasion, whilst conducting a rehearsal, he expressed his dissatisfaction at the performance of the soloist, a lady cellist, ..... “Madam, you have between your legs an instrument capable of giving pleasure to thousands, and all you can do is scratch it!” On another occasion he described the sound of the harpsichord as “two skeletons copulating on a tin roof”.

## **IA News and Notes**

### **Grimsby – Heritage Action Zone Status**

**G**rimbsy has been awarded Heritage Action Zone status to revive its historic docks and town centre. The scheme will be run by North East Lincolnshire Council and Historic England, with support from Associated British Ports. Over five years it will bring neglected buildings back into use, and help stimulate a revival of the town’s economy.

There are eight remaining listed buildings in the Kasbah area of the town – two of which are operating as traditional smokeries, and it lies close to the Grade I listed Dock Tower, and the Grade II\* listed Grimsby Ice Factory.

Other sites to be awarded this status in the current round included Stoke-on-Trent’s ceramics areas, the Stockton & Darlington Railway, Rochdale for its textile heritage, Dewsbury, Walworth in London and Bishop Auckland.

### **EMIAC 94 – Industrial Heritage Day “The history of electricity generation in the Trent Valley”**

**Hosted by DAS in Long Eaton. Saturday 19 May 2018**

It is the turn of DAS to host the twice-yearly East Midlands Industrial Archaeology Conference, and the theme will be coal fuelled electricity generation. In the 20th Century, power stations along the River Trent were the backbone of the UK’s electricity supply. They ran with remarkable thermal efficiency 24 hours a day, burning locally mined coal, transported from the collieries in ‘merry-go-round’ trains that could be loaded and unloaded without stopping. Today, the local mines have all closed, and the few surviving power stations operate for a few hours a day to supply peak load in winter.

This conference will look at the history of electricity generation in the Trent Valley, with five speakers covering the subject from the first small scale local plants of the 1880s to the CEGB giants of the 1960s. In the afternoon there will be a walk through Long Eaton looking at the buildings of the town’s original electricity generating station and the lace factories that were its first consumers

Booking forms on NEDIAS and DAS web sites, and at NEDIAS meetings.

### **Baslow area history**

**I**f you have an interest in the history of the wider area around Baslow, have a look at the web site – [baslowhistory.co.uk](http://baslowhistory.co.uk). It has been put together by David Dalrymple-Smith and a number of other collaborators. As he writes in the Home page, he has collected a mine of information about the village, with articles and details of sources.

### **AIA Conference, Nottingham 31 August to 4 September 2018**

**S**ee the AIA’s website for details of a packed conference which is reasonably local to us in Nottingham – [www.industrial-archaeology.org/aia-annual-conference-2018-nottingham/](http://www.industrial-archaeology.org/aia-annual-conference-2018-nottingham/). Lectures cover many local East Midlands subjects with the Rolt Lecture given by Geoffrey Stell “Science and Engineering at War: Scapa Flow”. Booking forms on the web site.

**And finally ....**

**.... Cableway Central**

**Les Mather**

**I**magine a place where every historical artefact, industrial or otherwise, from before 1946 is considered of such cultural importance that it is protected by law. Well this is true of the Svalbard archipelago, midway between Norway and the North Pole, and perhaps better known by the name of its largest island, Spitsbergen. Although administratively part of Norway, Svalbard has no significant Viking heritage. The first settlers were hunters and whalers in the 17th century, and the present day settlements owe their existence to coal mining in the early 20th century. Today some mining continues, but tourism has become a major contributor to the economy.



In March I had a short holiday in Longyearbyen, with 2,200 people the largest settlement in Svalbard and the most northerly town in the world. It started life as a company town for the Arctic Coal Company of Boston Massachusetts, and was named after its general manager John Munroe Longyear. A total of seven mines, somewhat unimaginatively named Mine 1 to Mine 7, were eventually opened. Today only Mine 7 remains in production, primarily to supply fuel for Longyearbyen's power station, and Mine 3 has been kept accessible for tourist visits. The remaining mines are abandoned but, as required by law, remain intact.

Coal was moved from the mines in tubs using a network of aerial cableways supplied by Adolf Bleichert and Company of Leipzig. These converged at a point known as Taubanesentralen, loosely translated as Cableway Central. From here a further cableway carried the coal to a jetty for loading onto ships. Though long out of use, the wooden supports for the cableways still dot the landscape and Cableway Central remains a prominent landmark above the town.



Tourist facilities are very good for such a remote location, with several hotels, pubs and, surprisingly, tax free shopping. However visiting is not without its challenges. Anyone venturing outside the main settlements must carry a gun for protection from polar bears. There is 24 hour darkness from late October to mid February, and 24 hour daylight from mid April to late August. Summer temperatures peak at around 5° Celsius, but when I was there in March the wind-chill temperature was around minus 30. **And yes, I want to go back.**

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

**COPY DEADLINE FOR THE NEXT EDITION: 8th July 2018**

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