

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 72 – November 2018
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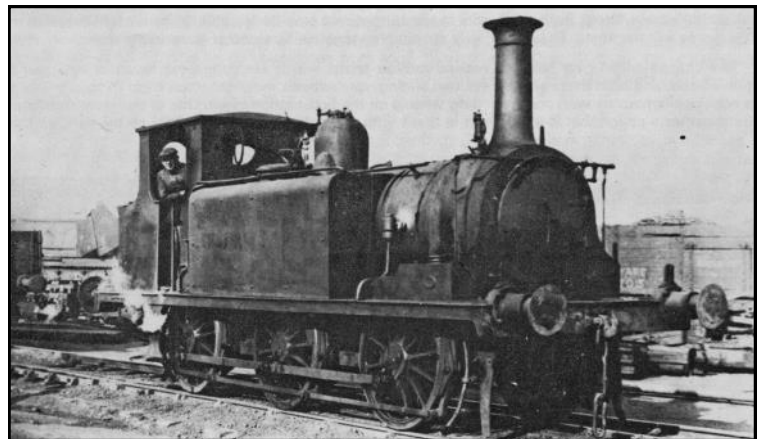


Grassmoor Colliery and the Brampton Branch Line of the LMS Railway *Darrell Clark*

Local land owner Alfred Barnes who was living at a small mansion on the edge of Old Brampton (now the Ashgate Hospice) in the 1840s began Grassmoor Colliery with three small pits on land rented from the Duke of Devonshire in 1846. By the 1880s, the colliery and coking plant was producing Blackshale coal, coal gas, Benzole and petrol in vast quantities.

I'm interested in the fact that he also had 350 ten-ton coal wagons, so what was the motive power to marshal these coal wagons?

Surprise, surprise! We learn it was one ex-London, Brighton and South Coast Railway (LB&SCR) locomotive in the form of a Class A1X 0-6-0 tank engine, designed by locomotive engineer William Stroudley. 49 locos were built between 1872 and 1880 at the Brighton Works of the LB&SCR, all were given names. The Grassmoor Colliery locomotive number 67 "Brixton" was built in the summer of 1874 with a life expectancy of 25 years. The accompanying photograph shows the locomotive at Grassmoor in the 1930s.



The Brampton Branch of the LMS Railway was built in 1871 by the Midland Railway. It was to serve many of the extensive business activities on the west side of Chesterfield.

Colliery Terrier:

LBSCR 667 at Grassmoor Colliery. The name ASHGATE would appear to have been painted out. What is the purpose of the rod structure fixed to the top of the smokebox?
(collection F. Jones)

Looping westerly from the Midland Main Line we still have today, it passed over the Chesterfield Great Central railway, over Lordsmill Street, in front of the corn mills of T. Townrow & Sons. and what was known as the Hipper Works which contained a gas works with retort house. This complex of buildings had two separate connections to the Brampton Branch (originally Midland Railway), passing under the Great Central Line to be known as The Lancashire, Derbyshire & East Coast Railway, with its headquarter station fronting on West Bars.



<https://www.facebook.com/nediaschesterfield/?fref=ts>

In this issue: ■ Grassmoor Colliery and the Brampton Branch Line of the LMS Railway ■ What's On? ■ Smedley's Ganister Mill at Kelham Island ■ The Russian Railway Museum, St Petersburg ■ Le Moulin de Quétivel ■ A Business Trip to the North Americas ■ I A News & Notes ■ Chairman's Chat ■ Recent Publications ■ And Finally is it the end for Claytons Tannery? ■

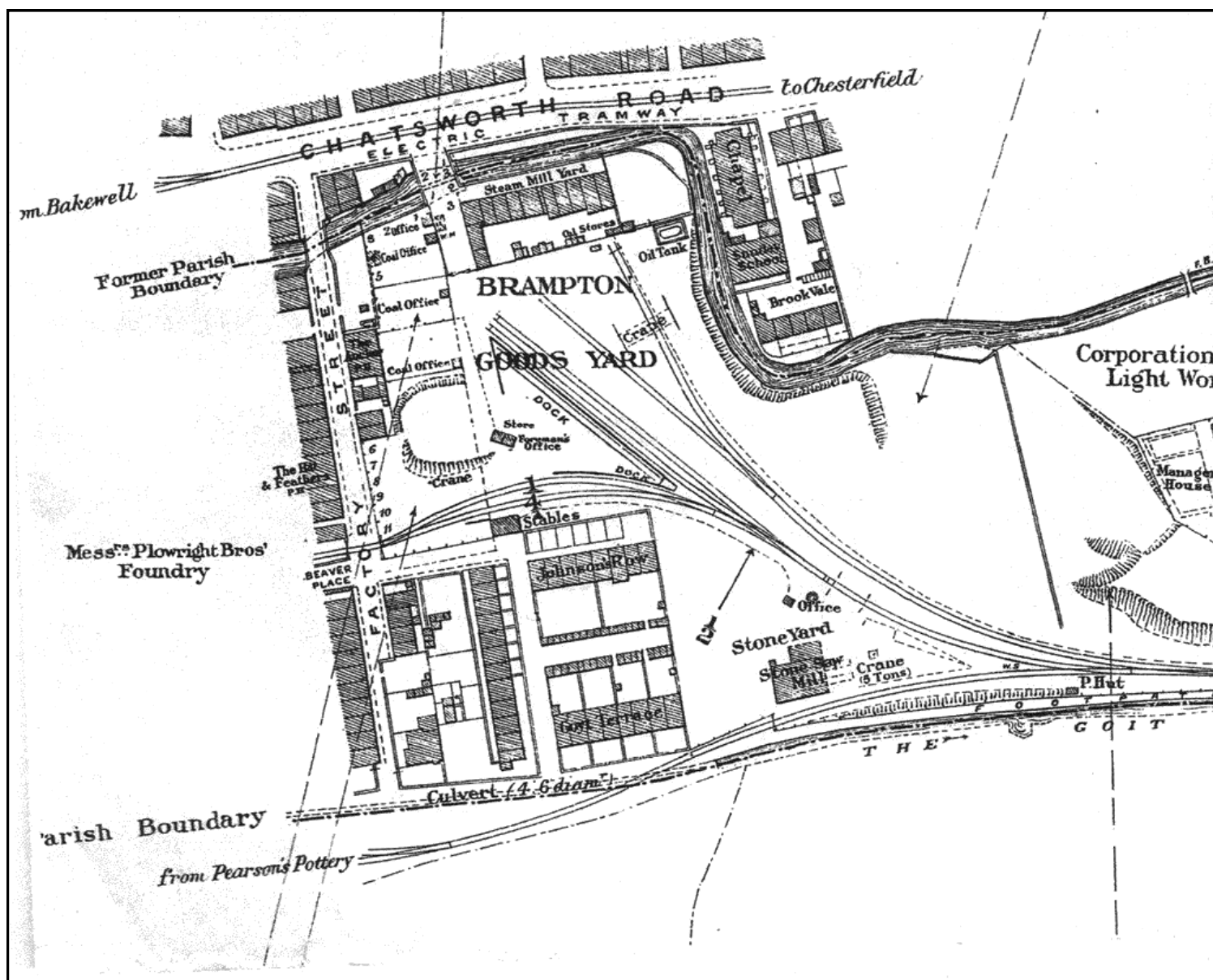
Across Park Road with another gas works on the right by the roadside. Then between the River Hipper and the Queens Park at which point the line divides into two, both of which cross Boythorpe Road. One immediately crossing Wheatbridge Road to serve The Brampton Brewery Company, and then over Chatsworth Road for the Chesterfield Corporation Gas Works. The road crossing is commemorated with a steel decorative arch with explanation plaque as part of the re-development of the site by Rank Bingo.

The right-hand spur passes Wheatbridge Potteries on its right, at this point the line is provided with a passing loop in front of the chemical works of Tyson & Bradley.

The next diversion occurs for the lamp wick works of Morgan & Crossley and the Corporation Electric Light Works. Then the final right-hand extension with no less than five tracks described as The Brampton Goods Yard which is overlooked by Chatsworth Road and Factory Street.

The line finally divides once more on the left-hand side to serve the works of Plowright Bros. Heavy Engineering Co. and the potteries of Pearson & Co. The diversity of industry served by the Brampton Branch Line is truly amazing, nineteen different companies!

Turning now to the motive power provided by the LMS from the Loco Shed at Hasland numbered 18C in the system. The 0-6-0 side tank locomotive with a classification of 3F, and introduced in 1924. Designed by Sir Henry Fowler, a much criticised engineer was an admirable person and carried out tasks speedily and efficiently. He could converse with people from all walks of life, from the man on the shop floor to the King. His cheerful and often thoughtful manner won him many friends and admirers. When he was Chief Mechanical Engineer for the LMS Railway he lived at The Homestead, a large Georgian house built in 1720 by the tanner John Anthill in Spondon. He died on 16 October 1938 aged 68 years, just 80 years ago this year.



The Brampton Goods Yard



Fowler 0-6-0 Number 7272

The locomotive most associated with The Brampton Branch Line is Fowler 0-6-0 (Jinty) number 7272. It originally carried the number 7112 from the 1920s however under the re-numbering system which took place in 1934, along with the 412 locomotives of this class, was renumbered 7272.

It remained at Hasland 18C until February 1963, spending the rest of that Spring at Rowsley and then Derby 17A, back to Hasland in September 1963 and then finally transferred in August 1964, at the approaching total closure of Hasland Motive Shed to Birkenhead Shed 8H. It was to survive working in the Liverpool area for nearly two years until withdrawn for scrapping in June 1966.

The accompanying photograph shows the locomotive in its BR days numbered 47272 on the Brampton Branch Line.

Having explained in some detail two very different locomotives with very local connections, I intend to complete the account with what will I hope be a real surprise to you the NEDIAS members at our Christmas Meeting on Monday 10th December.

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 December 2018	Christmas Meeting. Short talks from members – and mince pies. Includes talk from Darrell Clark following his article in this newsletter, plus an interesting Diorama!
Monday, 14 January 2019	John Lower: "The building of the Dawn Rose"
Monday, 11 February 2019	Prof. John Parker: "The History of the local Glass Industries"
Monday, 11 March 2019	AGM
Monday, 8 April 2019	Philip Riden: "The Timber Industry and the Railways"
Monday, 13 May 2019	DAVID WILMOT Memorial lecture Glynn Waite: "The History of the Railways around Chesterfield"

Other Diary Dates

Tuesday, 20 November 2018	Andy Robinson: "The last Cuckoo project – Chesterfield archaeological dig" . C&DLHS meeting, United Reformed Church, Rose Hill, Chesterfield. 7:30pm. Info at www.cadlhs.org.uk
Monday, 26 November 2018	Ivor Lewis: "The development of the Engineering Drawing Office – 1780-1980" . Newcomen Society Meeting, Kelham Island Museum. 6:30pm. FOC. More info from John Suter, meetings.syorks@newcomen.com
Saturday, 1 December 2018	South Yorkshire Archaeology Day. 10:00am - 4:30pm. Showroom Cinema, Paternoster Row, Sheffield. Book and pay on line at: https://archaeologyday2018.eventbrite.co.uk . Cliff has a flyer he can email to you (cliff@nedias.co.uk).

Other Diary Dates *Continued*

Saturday, 12 January 2019	Derbyshire Archaeology Day. 9:15am - 5:00pm. Pomegranate Theatre, Chesterfield. Book at the theatre or see details and book on line at www.chesterfieldtheatres.co.uk/ArcDay . Cliff has a flyer he can email to you (cliff@nedias.co.uk).
Thursday, 24 January 2019	Peter Hawkins: "Markham & Co. – from Blacksmiths to Channel Tunnel Borers" . Brimington & Tapton LHS meeting at Brimington Community Centre, High St, Brimington S43 1DE. 7:30pm.
Monday, 28 January 2019	Julia Elton: "Who designed the Clifton Suspension Bridge" . Newcomen Society Meeting, Kelham Island Museum. FOC. 6:30pm. More info from John Suter, meetings.syorks@newcomen.com
Monday, 26 February 2019	Gillian Cookson: "The Age of Machinery-Engineering in the Industrial Revolution" . Newcomen Society Meeting, Kelham Island Museum. 6:30pm. FOC. More info from John Suter, meetings.syorks@newcomen.com

Smedley's Ganister Mill at Kelham Island

Cliff Lea

An interesting item was spotted on a recent visit to Kelham Island. This mill was made for grinding of ganister to paste, for use in sealing inside of furnaces. Hence its interest in a museum devoted to the history of Sheffield steel.

Smedley Brothers Ltd. of Eagle Ironworks, Belper, was originally formed in 1855. By 1875 they described themselves as Engineers, Boiler Makers, Millwrights, Iron-founders, and Brick Makers. Some of their business involved production of ornamental and architectural ironwork, with numerous designs for ornamental capitals. By 1895 they advertised that they were makers of edge runner grinding mills



(of the

type, later example, illustrated), including self-contained portable mills complete with engine and boiler. In the Engineering magazine of 1900, they were described as makers of steam boilers, portable steam engines, stationary steam engines, mills for paint, oil, mortar and associated products.

Their edge runner crushing mills were used for all sorts of applications including making lime mortar, for ore and pigment preparation, foundry sand mixing, and even crushing of cocoa beans! They were still advertising this type of grinding mill in the 1960s. Bean crushing mills were installed and used as special chocolate processing machinery at the Cadbury Works in Bourneville.

Smedley Bros. site in Belper had closed by the 1980s and was purchased about this time by Silkolene Lubricants as warehousing; it was demolished shortly after 2000.



The Russian Railway Museum, St Petersburg

Les Mather

Russia is perhaps not top of everyone's list of holiday destinations at present, but for anyone fortunate enough to visit St Petersburg I can thoroughly recommend a visit to the newly opened Russian Railway Museum.

The museum is next door to Baltiyskaya railway station in the south west part of the city centre. Similar in scale to the NRM at York, it comprises a former engine shed of the Peterhof railway, a purpose built exhibition hall and a large exterior display space. Around 100 locomotives and items of rolling stock are on show, all captioned in English as well as Russian, and I was pleased to see that (unlike the NRM?) the importance of freight traffic has not been overlooked. There are also some excellent audio visual displays, though these are of course in Russian, and a spacious café.

Highlights of the collection include the final Class P36 express 4-8-4 from 1956, an Er class 0-10-0 (the most numerous class of locomotive in the world with 11,000 built) sectioned to show its workings, and the experimental Sokol-250 (Falcon) 250km/h high speed train from 2000. When I visited in March the museum was very quiet, though this may not have been unconnected with it being one of the coldest weeks of the Russian winter!

To find out more I suggest a look at the museum's English language website at rzd-museum.ru/en



Image 01



Image 02



Image 03



Image 04



Image 05

Image 01: A group of freight locomotives: Ov-6640 0-8-0 built 1902, L-2298 2-10-0 of 1954, and LV18-002 2-10-2 of 1953

Image 02: A colourful selection of Soviet era electric locomotives

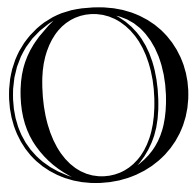
Image 03: 0-10-0 number 730-31 of class Em built between 1932 and 1935

Image 04: Electric freight locomotive Fk07 built in France by Alsthom in 1960

Image 05: The museum includes some evocative wartime displays

Le Moulin de Quétivel

Doug Spencer



n a recent holiday in the Channel Islands Marion and I came across Le Moulin de Quétivel (Quétivel Mill), situated in St Peter's Valley, one of Jersey's most picturesque valleys, in the parish of Saint Peter – it is Jersey's last remaining working watermill and is in the care of the National Trust for Jersey.

The first recorded watermill on the site was the property of the Crown in 1309 and was one of eight water mills in this valley. During the following centuries the mill changed hands and was rebuilt several times. The present building, dating back to the 18th century, marks the height of milling in Jersey. When in use, the mill would grind wheat imported from Eastern Europe and

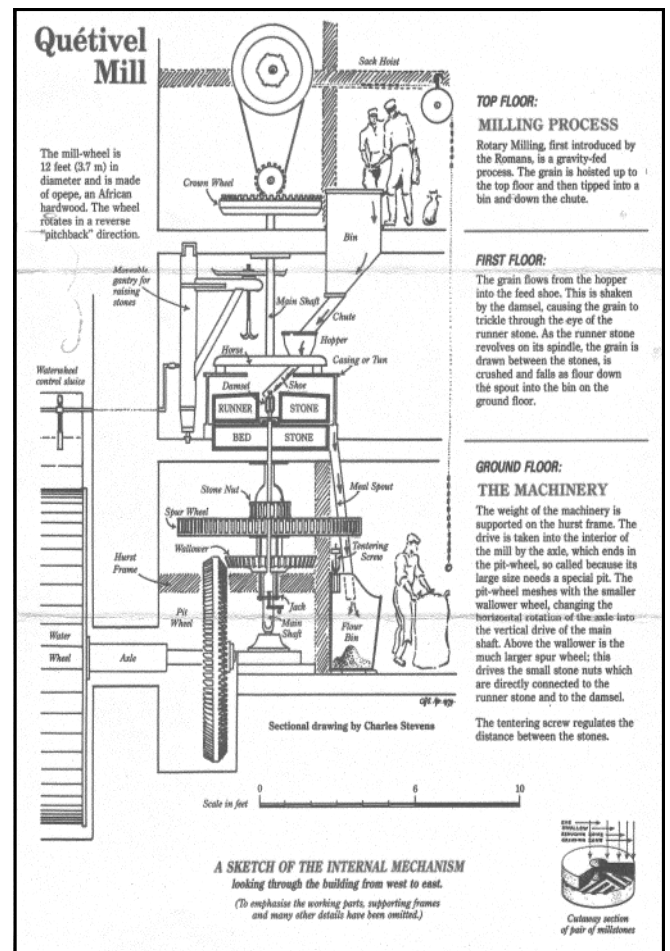
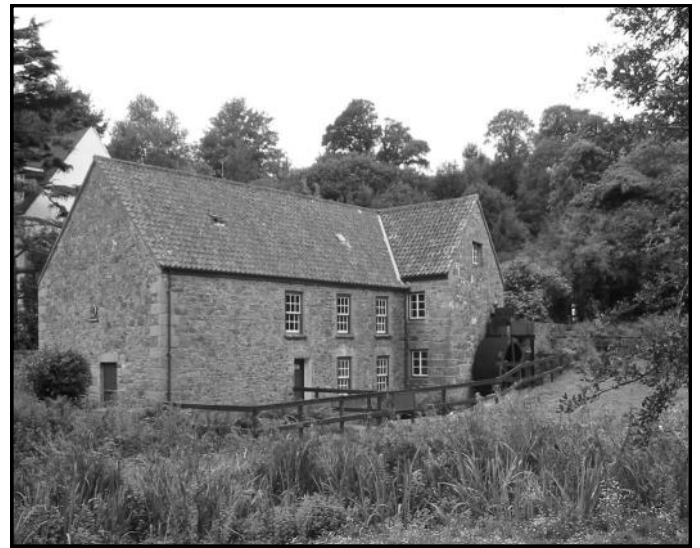
export flour as far afield as the United States and Canada. The mill was derelict by 1934 but was brought back into use during the Occupation of the Channel Islands. It was restored again from 1971 to 1979 by the National Trust for Jersey and the restoration received a commendation from the Civic Trust in 1978. A new water wheel was fitted in 2015.

The mill is still operational and its operation is occasionally demonstrated when the staff grind wheat to produce flour, which is available for sale in the small shop situated on the ground floor of the mill. At right angles to Quétivel Mill is its granary. The upper floors would have been filled with grain, stored in sacks from floor to

ceiling. On the first floor are additional machines for the processing of grain and flour, which could be driven from a lay-shaft powered by the main shaft. The upper floors

of the mill contain interpretation materials and displays detailing the history of milling on the Island. At the rear of the shop is a small but beautifully presented herb garden containing a wide variety of herbs.

Quétivel Mill is situated at the southern end of a long meadow and is surrounded by woodland where one can discover a rich variety of flora and fauna. There is a woodland footpath which leads up the valley to the mill pond. The iconic Red Squirrel is regularly spotted in these woods. There is also an additional footpath which follows the stream down the valley to Le Moulin de Tesson (Tesson Mill), which also has a section open to the public, and is also in the care of the National Trust for Jersey.



A Business Trip to the North Americas

Philip Cousins

I am not quite sure how much of an event a business trip to America and Canada would have been in 1939. But sight of a cuttings book, letters and surviving travel documents regarding one such venture, by Mr John Jepson Jenkinson, from Robinson and Sons, throws some light on one Chesterfield company's efforts in this direction.

An itinerary for the visit, which started in 14 April 1939 and finished on 27 May 1939 (including travel), is reproduced in full herein. It does not have the author's details, but it could be from Florence Robinson, or Phyllis Robinson – the latter had supplied a reference letter to the American Consulate in Sheffield, before Jenkinson's visit commenced. Alternatively it could be from Alderman P M Robinson. The itinerary details arrangements that had been made on behalf of Jenkinson during his visit. Note particularly the personal comments regarding unpacking on-board the 'Queen Mary' and how to get through customs quickly! In New York Jenkinson stayed in the aptly named Hotel Chesterfield, situated on 49th Street, near Broadway. At the time it billed itself as 'New York's newest and most luxurious hotel,' with 18 stories, 600 outside rooms and baths.

A letter from the Ellis Travel Bureau, 21 Holywell Street, to Alderman P M Robinson, of 16 March 1939, reveals that Jenkinson was provisionally reserved a cabin on the 'Queen Mary' sailing from Southampton on the 15 April 1939. He travelled in some luxury – though the cabin was classed as tourist accommodation it was an outside one on 'B' deck. Its 'large, comfortable room', had incurred a 10/- supplement over the normal rate. Another surviving letter from the Canadian Pacific Railway indicates that Jenkinson travelled home on the 'Duchess of York' ship which was due to arrive at Liverpool on Saturday 27 May, having started its voyage at Montreal on 19 May.

Jack Jenkinson, as he was always apparently known, had joined Robinsons in November 1913 in the litho department at Home Brook Works. During the First World War he transferred to the coating department – to where he returned after serving in the forces. Moving to the box cutting department in 1935, he was later

put in charge there, becoming manager in 1954. He retired after 49 years service with Robinsons. He was a keen photographer, being a founding member of the Chesterfield Photographic Society and acting as photographer to *The Link* (Robinson's in-house magazine) for many years. His photographs of the Stephenson Centenary accompanied my series of articles published a few years ago in the NEDIAS Newsletter.

His business trip to America in 1939 coincided with his 25-years service with the company – he was unable to attend the company's long service awards ceremony as a result. Never-the-less his journey did merit a few column inches in



'Jack' Jenkinson



RIGHT:

Mr Jenkinson presumably visited the 1939 World Trade's Fair whilst in New York, hence this souvenir key which survives along with the letters. His name is engraved on the back.



LEFT:

A postcard sent by Jack Jenkinson to his mother and father-in-law at 181 Old Hall Road, postmarked 21 April 1939. Fresh from Chesterfield, one wonders what Jack would have made of this sight on his arrival.

the *Derbyshire Times* which records he travelled out to America on 15 April to 'study the production methods of that country,' visiting 'works in New York, Chicago and Battle Creek – among other places – and travelled north by way of Niagara into Canada'. Jenkins also visited the New York World Trade fair – his souvenir key is also reproduced in this article. Other surviving documents indicate he also visited and the Empire Estate Building. Jenkinson died in the late autumn of 1973, aged 75, having lived in Barker Lane.

Freedom of travel was to be seriously curtailed later in 1939 when Britain declared war on Germany. What innovations in box manufacture Jack Jenkinson had learned on his visit to America and Canada would have had to take a back seat to the urgent need for war preparations as the country moved rapidly to a war-time footing.

Sources:

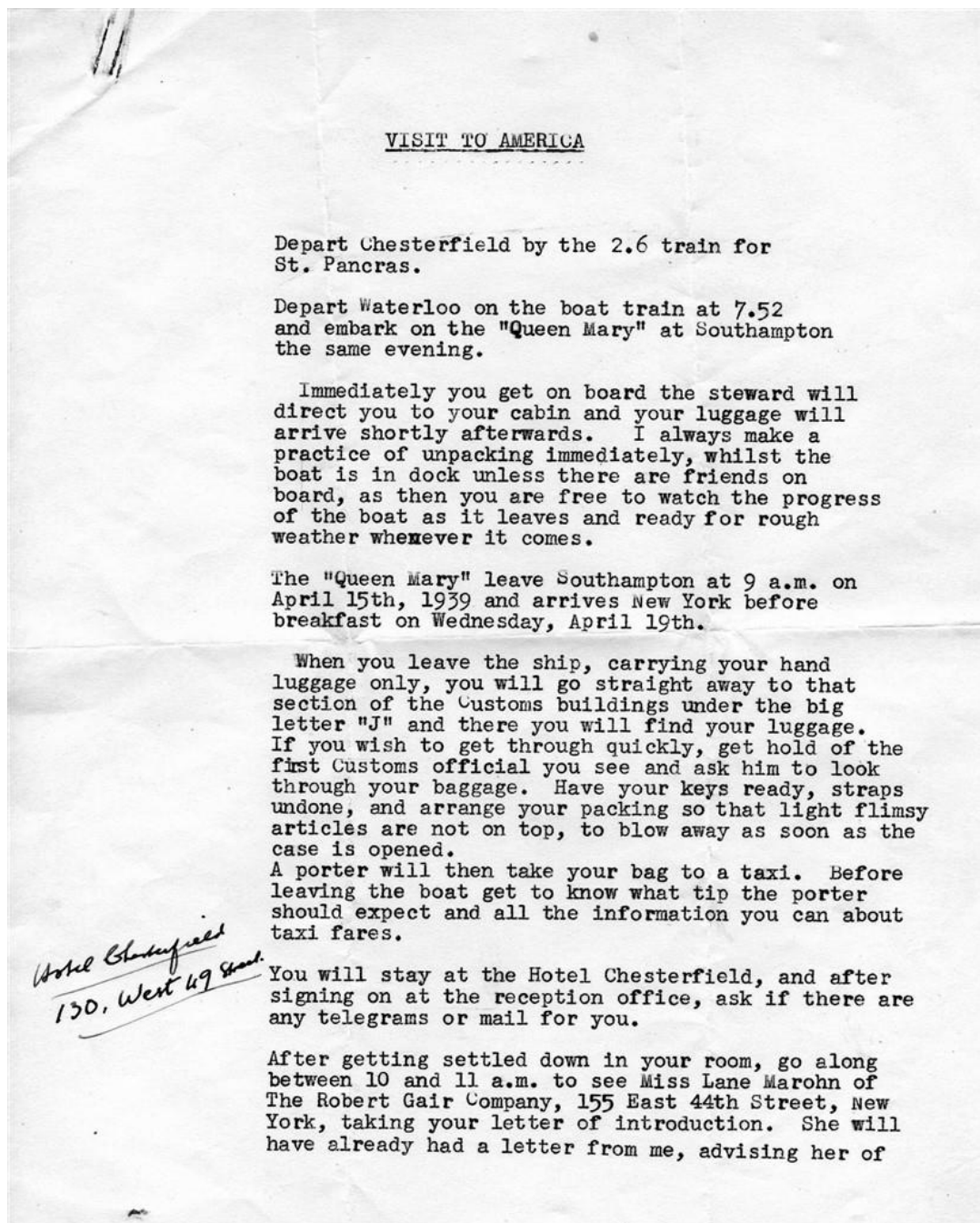
Scrap book, Hollis family and others; collection Chris Hollis/Philip Cousins (includes contemporary newspaper accounts).

Letters and papers – J J Jenkinson visit to America April/May 1939; collection Chris Hollis/Philip Cousins.

Additional information from Mrs M. Ellis.

Below:

Notes on Jack Jenkinson's trade visit itinerary. Unfortunately, as described in the article, it is not known who actually wrote these notes, but they must have been a reasonably seasoned traveller, so were perhaps at company director level. Nor is it known by whom and when the various written annotations were made.



your arrival and you will have with you the packet of cartons of our manufacture.

You will have Wednesday afternoon and Thursday for seeing New York and going round any folding box factory you may be able to get permission into.

For getting about in New York use taxis, do not waste time walking, but anywhere out of New York, in Brooklyn or New Jersey, the underground railway will get you there quicker and cheaper.

You will leave New York by the Thursday ^{after}night train and you can fix up accommodation on the train and get your tickets at the Hotel, or in any case they will be able to put you wise as to where these can be obtained.

Before leaving, get to know what hotel you wish to stay at in Chicago and wire to book your accommodation.

*Lasalle Hotel
Chicago*

Your train will reach Chicago about breakfast time and the best thing is to have breakfast on the train before arriving if this can be conveniently arranged.

As soon as you have got your room settled at the Hotel, go along to the Quaker Oats Company, Board of Trade Buildings, and establish contact with Mr. Luehrman, or failing him Mr. Shumway, the Vice-President, and failing him Mr. P. McCue, the carton buyer. Mr. Luehrman has been to Chesterfield and has been round the Works.

They will give you an introduction to one or two folding box plants in Chicago and I want you to watch particularly the Cutting and Creasing, Pulling Off, Gumming and Packing arrangements.

You can stay in Chicago if you like, until Sunday noon, and then go by the afternoon train to Battle Creek and put up at the Post House Hotel. This is five minutes walk from the station and is not likely to be over-crowded.

On Monday morning report at the Michigan Carton Company's office, soon after 9 a.m., and ask for Mr. Fell of Mr. Frank Stowitts, the latter is the Works Manager.

Mr. Stowitts will probably be able to give you some information about lodgings and generally put you wise

about your stay in Battle Creek.

You have full permission to tell anyone at the Michigan Carton Company as much as you know about the Works and manufacturing methods here and we shall rely on you coming back thoroughly au fait with the general manufacturing arrangements at their plant, except that you need not particularly amass information about printing.

You will leave Battle Creek on Tuesday afternoon, May 16th, booking through to Niagara on the Canadian side, and will stay there until the evening train on Wednesday, May 17th, for Toronto.

You will leave Toronto by the mid-day train on Thursday, May 18th, for Montreal, and will sail on the "Duchess of York" at 11 a.m. on Friday, May 19th.

The Hotel people will let you know what time you are due on board, which will be probably about 9 o'clock.

Get advice about Hotel accommodation at Niagara, Toronto and Montreal from people at the different hotels you stay at.

IA News and Notes

Wingfield Station

After seeing the picture of Wingfield in the last Newsletter, Richard Godley commented *“Interesting to see the Wingfield station saved from further decay. When I saw the image it immediately reminded me of a similar railway building formerly at Renishaw. Roughly where the former Hamer Goodlads yard existed was an earlier station from the 1840s, for which I do have a rather blurred image of a print I took many years ago. The resemblance is pretty similar which I guess was the style of the time”*.

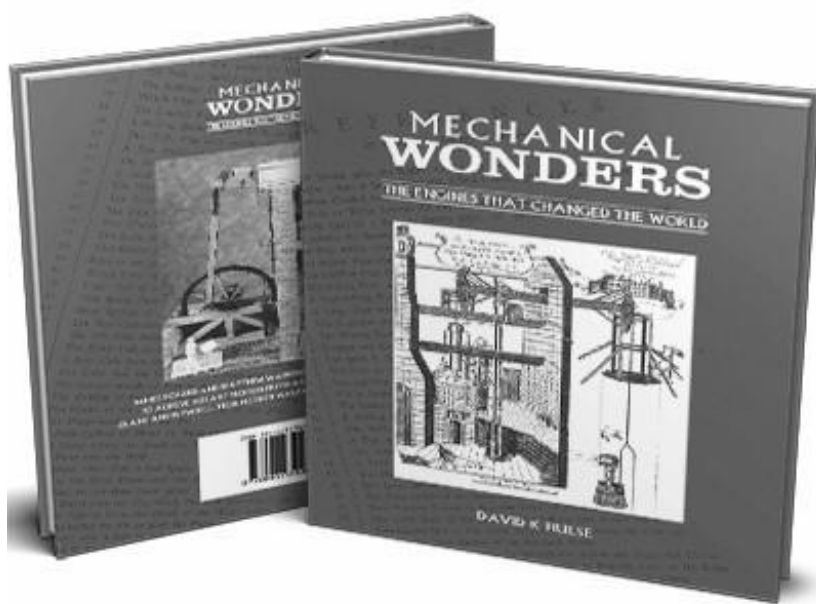
“Mechanical Wonders – the engines that changed the world” by David Hulse

Do you recall the great talk we had from David Hulse on the engine builder, Francis Thompson? David has now published a new book – *“Mechanical Wonders – the engines that changed the world”*. Since 1974, David has worked to create working models in minute detail of the engines of Thomas Newcomen, James Watt, James Pickard, Matthew Wasborough, Francis Thompson and Richard Trevithick.

His book extends to 479 pages and is the result of 45 years research. Not only does the book cover how the original engines operated from 1700-1800, also covered is how the pioneering engineers of the eighteenth-century developed these engines; which became the catalyst of everything we accept and use today.

There are 72 pen and ink drawings by the author, 150 colour photographs and 151 greyscale images.

You can see more and order via his website at www.davidhulse.co.uk/steam-engine-books/mechanical-wonders/



Award for Cromford Mill Guides

The Arkwright Society's volunteer tour guides at Cromford Mill have just attended a ceremony at the British Museum in London to receive the prestigious Marsh Award. It recognises *“the best and most innovative ways in which volunteers work within museums and heritage sites to engage the public with collections and exhibitions”*. There are in fact only 13 volunteer tour guides at Cromford but more are sorely needed to keep this important part of our very local World Heritage Site going. If you think you'd like to join them, please talk to Cliff Lea or Pat Pick.

French Burr Stones for Grinding

Walking along our gritstone edges one always see part finished grind stones, and hear the oft told story of the bottom falling out of the market as French Burr stones came into England. Want to know more about these Burr Stones? Have a look at this great 7 minute video at <https://vimeo.com/87811042> and the other one they refer to <https://vimeo.com/87805260>

East Midlands Coal Mining Heritage Forum

NEDIAS participate in this group (many thanks to Dave Hart) which is chaired by David Amos of Nottingham Trent University. The last Forum meeting was at the end of October. There's a tremendous amount going on so close to us – have a look at their website – www.miningheritage.co.uk

Caudwell's Mill at Rowsley is well known I think to all NEDIAS members. Some years ago we had a great talk from Graeme Walker, and you can see details of the site in one of our previous Newsletters (No 30, 2008). John Caudwell in 1874 leased the site at Rowsley, and where a succession of water mills had been in operation since the 1300s, he built a 4-storey mill. Caudwell himself came from a family of well respected millers who already had businesses at Southwell, Wingerworth, Pye Bridge, Bolsover, Huthwaite and Mansfield - Millers tended to keep things like this in the family! No doubt like me you have visited the site many times, if only for tea in the cafe.

I recently had an interesting mail and request from the Mill letting me know that the Caudwell's Mill Trust is updating their structure, to bring in some wider experiences and views. They enquired as to whether NEDIAS would be able to nominate a Trustee from amongst our membership. DAS already have one of their membership as a trustee, and it seems the CM are now seeking to widen their list of nominating bodies amongst other organisations. This is not onerous, occasional meetings are held in Matlock (rather than Rowsley) and there are four or five per year. I'd love to be able to do it myself but am unable to do so. However, we have a great and talented membership and I would welcome thoughts from amongst the membership. Is this something you'd be interested to get involved with? Could you help? Are you "into mills"? I'd be happy to tell you a little more, so please give me a ring on 01246 234212 or mail cliff@nedias.co.uk. One thing is for sure, I feel it's an honour that we have been invited to nominate, and I'd like us to be able to do so.

Once again the year end beckons, and enclosed with this Newsletter is our renewal form. This is also the time for our year end special December members' meeting. We have one or two "shorts" already to present to you (including an intriguing item from Darrell Clark), but this meeting is **your** meeting. Do you have a photo or two to show, have you been anywhere interesting this year in which members may be interested? Do you have a few words you'd like to say? Let me know and we'll set aside 5 or 10 minutes.



Caudwell's Mill

Recent Publications

Philip Cousins

The Midland Railway Society's spring 2018 Journal (number 67) has an interesting article on the fate of Francis Thompson's original Chesterfield Railway Station. 'A Chesterfield Enigma', by Steve Huson, with assistance from Dave Harris, Tony Overton and Paul Walpole, concludes that North Midland House, at the bottom of Corporation Street (formerly the Way and Work offices), was probably built from materials reclaimed from the original Thompson station. This station was replaced by a new range of buildings in 1870. The article is well illustrated with plans and, in particular, a late Victorian photograph of the 1870 station and goods yard. In the same journal is a further article by Peter Butler tracing the 'North Midland at Chesterfield Today' and an account of an accident at Ambergate in 1888, amongst other articles. Journal No. 66, for winter 2017, contains an article by John Miles on the Bampton Branch. Details of how to obtain the publications can be found on the Society's website at <http://www.midlandrailway.org.uk/journal/>

Recently reprinted, on behalf of Chesterfield Civic Society, is the Bampton Trail, which takes a walk round New Bampton exploring the area's history, including its considerable industrial businesses, many now disappeared. Originally published in 1996, the well illustrated booklet was compiled by members of the Bampton Living History Group. It retails at £3.

Continuing the Bampton focus, NEDIAS members may be interested that John Hirst has revised his Bampton Brewery booklet, with eight additional pages. These highlight the brewery workers who lost their lives in the First World War.

And finally

.... is it the end for Claytons Tannery?

In September it was announced that Joseph Clayton & Co Ltd. were going into administration. This historic tanning company have been trading and producing leather in Chesterfield for 178 years. They were formed by four local families in 1840 on their current site in Clayton Street, outperforming against many other companies, surviving to the present day as one of the few companies still carrying out traditional tanning techniques, including oak bark tanning. NEDIAS members will recall the talks we have had from Barry Knight and the visit to their site some years ago when we learnt that they had produced a wide variety of goods to meet changing demand, but including leather for industrial belting, saddlery, harnessing and other equestrian goods, footwear animal collars, cases, wallets, jackets, cricket balls (one of only two companies approved worldwide), and more recently leather for the must-have leather floor tiling for bathrooms. Barry Knight had summed up the past, present and future during his talk to us – he said *“I would like to point out how important leather is. Leather is a commodity that is traded globally. It generates three times the income from rubber, tea, coffee, sugar and rice put together. Sadly most of this is produced abroad. It has turned from being the UK’s second largest employer to almost a cottage industry”*

Sadly that industry in Chesterfield will be no more unless at this late stage a buyer can be found.



ABOVE LEFT: The Drum Shop

ABOVE RIGHT: Fleshing

LEFT: Clayton’s Tannery in the 1950s

REMINDER: NEDIAS subscriptions due at end of the year - renewal form enclosed.

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

COPY DEADLINE FOR THE NEXT EDITION: 5th January 2019

NEDIAS Committee:

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

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