

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 76 – November 2019
Price: £2.00 (Free to Members)



Elder Yard Chapel and the Pearson Pottery *Pat Pick*

On the Heritage Open Weekend I visited the Elder Yard Chapel; I've passed it many times but have never been in.

Elder Yard Chapel was founded in 1662 and built 1692/1694. It was the first non-conformist chapel in the town.

The history of the building is unique in that it is one of the oldest surviving buildings in the town, built when the surrounding areas were a mixture of small alleyways and cottages for working people. The congregation was founded by Reverend John Billingsley in 1662 having previously been employed as vicar of Chesterfield Parish Church from 1653.

The Pearson pottery family worshipped there and in 1875 Theophilus Pearson became a trustee. As a result of this connection the Chapel has a large collection of Pearson Pottery including some unusual pieces – Many of which were on display.



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

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WHAT'S ON?

NEDIAS Lecture Programme

Meetings are held at: St Thomas' Centre, Chatsworth Road, Brampton (opposite Vauxhall/Bristol St Motors) S40 3AW. There's plenty of parking in their own car park, including disabled spaces, as well as on-road parking in front of the Church. All meetings commence at 7:30pm.

Monday, 11 November 2019	Tony Hill: "Strutts North Mill – why are Belper and the Strutts so important to the World Heritage Site"
Monday, 9 December 2019	Christmas Meeting. Talks from members, accompanied as usual by mince pies.
Monday, 13 January 2020	Darrell Clark: "Spinners of Fortune – the Arkwright family through the generations"
Monday, 10 February 2020	Robert Mee: "The Industrial Heritage of Langley Mill"

Other Diary Dates

Tuesday, 19 November 2020 7:00pm for 7:30pm	Chesterfield Railway Modellers: "Making Miniature Worlds". Talk at the Gothic Warehouse, Cromford Mill. Booking 01629 823256
Saturday, 2 May 2020	EMIAC Conference: "18th and 19th Century Metal Mining in the Peak District" . Peak District Mining Museum, Matlock Bath. Morning talks followed by afternoon visit to Magpie Mine.

Some Notes on the History of the Staveley Coal & Iron Co., Ltd. ~ Part 2

By Sam Berresford (Secretary and Director)

Part 2 of the article which Ron Presswood has transcribed for us from THE STAVELEY COMPANY'S MAGAZINE of March 1929 (Vol 3, No 5, March, 1929, pp 134-138). You can catch up with Part 1 in our last Newsletter No 75 of August 2019.

When we remember the disparity in the paid-up capital of the Staveley Company, rising as it did from £360,000 originally to its present figure of £3,385,356, some astonishment may rise in our minds at the wonderful advancement made during these years in the magnitude and width of the Company's business, as evidenced in every department of its operations. The adoption of modern methods in the winning of coal, manufacture of castings, production of pig iron, almost endless variety of the products of Devonshire Works, under the inspiration and guidance of Mr. Charles E. Whitehead, S Martin, R Fabry, and R Fowler, the introduction of the immense electrical installation by Mr. W. E. Chappell and Mr. I. S. Mackenzie, and when we regard the multitude of houses with the improvements for the comfort and convenience of their occupants at New Brimington, Hartington, Poolsbrook, Barlborough, Arkwright Town, Bonds Main, Warsop, Markham, and Hollingwood, together with the strides in the affairs of everyday life as seen in the use of the typewriter, the telephone, and the motor car, we think with gratitude of those, who, in the past, have been responsible for the high standing which the Company now occupies, and trust that such standard may be nobly sustained, and even surpassed by its present leaders and general staff.

A very brief resume of some of the steps is found in the acquisition in 1865 of the Aston Colliery, subsequently known as North Staveley, which was worked by the Company until, May 1884. The

Company's railways with their various lines to the outlying collieries were purchased in 1866 by the Midland Railway Company, who utilised them in part in the construction of their road to Mansfield. The agreement in respect of this purchase was the occasion of subsequent lengthy litigation. In 1867 dispute with the miners resulted in what was known as the Non-Union Movement, which was introduced by the then managing director. About this time the accident fund which provided as a maximum for a fatal accident the payment of £100 began its existence. In 1868 Campbell Pit was sunk and from it coal was turned until 1879. The Ironworks were increased by the erection of a new blast furnace and blowing engine constructed on what then were regarded as modern lines. During the following years one furnace after another was erected until the total reached nine, but in consequence of the falling-off of the iron trade the last one was not put into operation until it was necessary to blow out one of the earlier ones, so that at no period was there smelting carried on in more than eight of them. In 1871 the Company took lease of the coalfield at Barlborough from W. H. De Rodes, and an additional area was secured from Mr. Chandos-Pole. In the year 1872, in conjunction with the Sheepbridge Coal and Iron Company, Limited, a lease of coal at Newstead was taken, and the Newstead Colliery Company, Limited was formed by these two Companies. In 1875 the Barlborough sinking was completed on reaching of the coal and the sinking of Ireland Colliery was also proceeded with. In this year leases of the ironstone at Frodingham and in Northamptonshire were also entered into, and in 1876 the Hollingwood Shaft in the Works Yard was closed and substitute was found by the sinking of another one near to the Campbell Colliery. In 1877 the New Hollingwood Shaft was deepened, and was known afterwards by its present designation of Hartington. In 1878, after considerable delay, the sinking and development of Ireland Colliery was completed.

In 1879 a fatal accident, involving the death of four men, occurred in the newly deepened shaft at Hartington, whilst in the Directors' Report of 1880, the sinking of this mine was reported as being completed. In this year a number of coke ovens were erected at Ireland Colliery, but many years after on the opening of Devonshire Works these were demolished., whilst in 1881, a number of ovens at Springwell, which had been worked by Mr. James Morrison, were taken over by the Company. Springwell slack, which was found to make good quality coke, was supplied for them by the Company. In the same year an ironstone field at Eastwell in Leicestershire was acquired from the Duke of Rutland, and a year later the Waltham Company was formed for the working of the ore by us in connection with Messrs. James Oaks and Company, of Riddings. In July, 1882, the Sutton coalfield was entered and commencement made for the sinking to the Hard Coal at Markham No.1. In 1883 an announcement was made to the shareholders that all the stone received to be smelted in our furnaces was obtained from mines in which we had an interest. In 1884 the Markham sinking was finished and the announcement was made that the North Staveley lease had been surrendered.



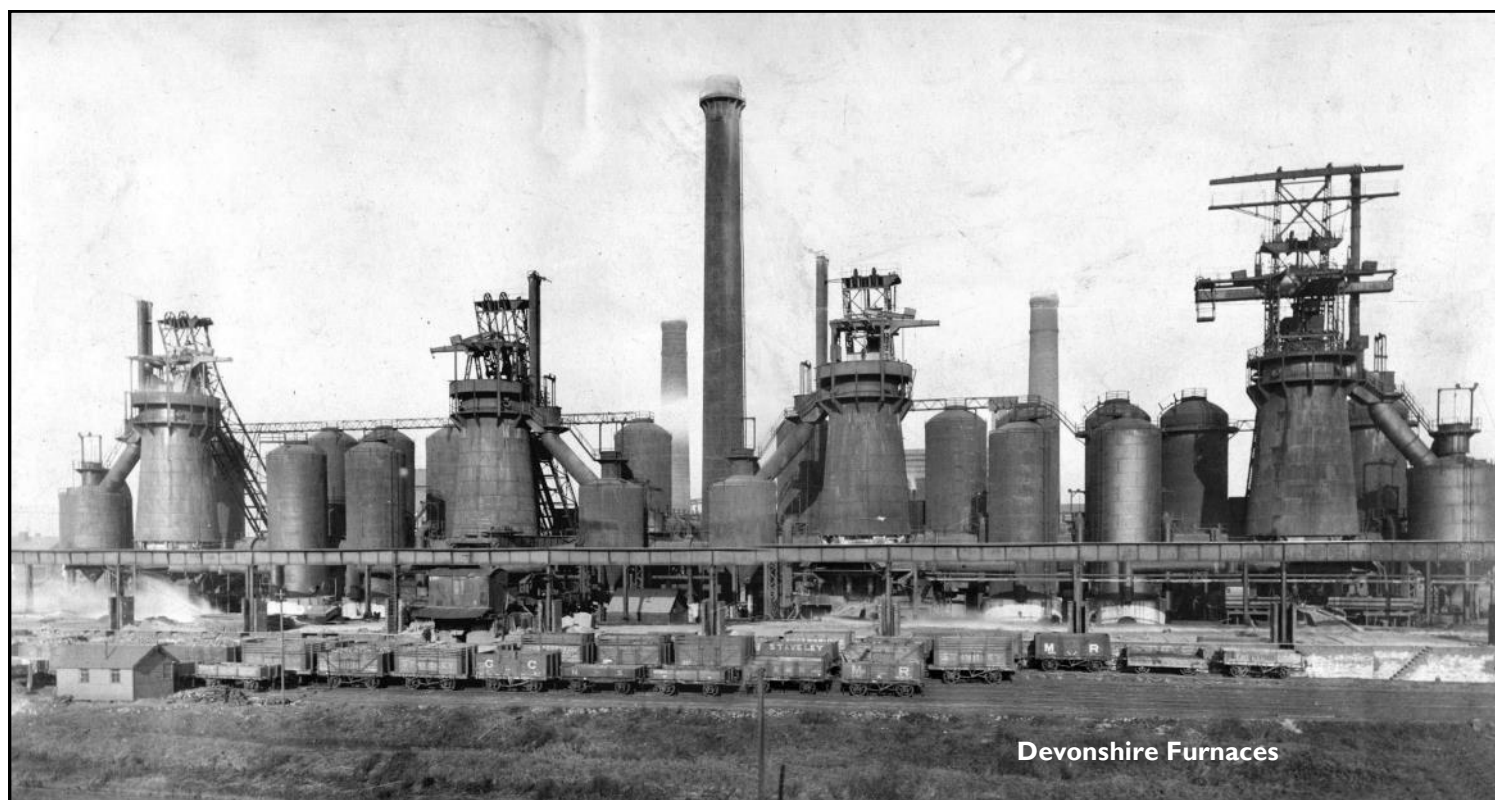
Charles Paxton Markham (1865-1926)
by Richard Jack;
now in Chesterfield Museum and Art Gallery

In 1888 the Company was deprived of its Managing Director, and Messrs. H. Humble and W. Knighton, the heads respectively of the Colliery and Ironworks Departments, and introduced as director Mr. C. P. Markham. In 1889 the old M.S. and L. Railway Company obtained an Act for the extending of their line from Beighton to Nottingham, and the commencement of the road running by our works was made, and the work proceeded until the railway was formally opened, this giving us an alternative route for the despatch of our material. In 1891 the Company took a one-fifth share of the Northamptonshire Ironstone Company known as Loddington, and in that year the diversion of the Canal, which had previously run on the northerly side of our works, was made to pass by the old cinder tip and the Staveley Works Station. In 1892, a start was made on building new cottages at Poolsbrook, between Ireland and Markham Pits, and on 1st December of 1891 the M. S. and L. Railway was opened, and negotiations were taking place for the acquisition of the Warsop Coalfield, which were brought to a successful issue. The mine is now the largest of our local collieries. In 1893 the Luhrig Washer Plant at Ireland Colliery was commenced, whilst about that time a miners' strike, which lasted for 17 weeks, made its effect too plainly visible on the balance sheet of 30th June, 1894. In 1895 we became partners in the Dunston Company for the raising of ironstone in that estate in Northamptonshire, and

took a lease of about 270 acres of coal in the Parish of Temple Normanton from Mr. William Arkwright and the Bonds Main Shaft was there sunk. A range of coke ovens was also erected, but it was decided not to take by-products from them during the burning of the coke. Several blocks of cottages were also erected here as well as at Arkwright Town, and a brickyard, which took the place of the former one working at Netherthorpe, was put into operation. The Colliery was sold to Clay Cross Company in 1923, and the greater part of the cottages very shortly afterwards.

In 1896 an interest was taken up in the Burton Ironstone Company, the remainder of the shares in which were afterwards purchased, so as to make the property wholly our own, but the stone as the workings proceedings was found to be somewhat unsuitable for our smelting purposes, and the property has since been disposed of. In 1897, Mr. C. P. Markham purchased the old furnaces and properties of the Wingerworth Iron Co. in Derby Road, Chesterfield, and as his colleagues expressed a desire to take these over, he made an assignment of the property, and Mr. Bladen, who joined the Company in May, 1898, undertook the supervision of the Furnaces and of a Pipe Foundry that was also erected, and continued manufacture until 1908, when smelting ceased and the shop were closed and all were dismantled, and in October, 1916, the site was again sold to Mr Markham.

In 1905, the hard coalfields of this part of the country were being rapidly exhausted, and the Directors felt that there was nothing in this immediate neighbourhood on which their hands could be placed, and they, therefore, joined with the Hickleton Company in taking the lease of a large coalfield near to Doncaster, known as Brodsworth Co., and in the succeeding year the grass fields which had been formerly utilised for cricket and other sports were taken over for the commencing of the Devonshire Works, when the foundations were laid and the construction of a number of ovens commenced, so that by midsummer of 1907 the Directors were able to report that the Bye-Product plant was in operation. A still further no of leases were taken on the other side of Doncaster, and preparations were made for the Edlington (later called Yorkshire main Colliery) to be started. About this time lengthy litigation took place re the interpretation of the Midland Railway Agreement of 1866, previously referred to, and at the first trial, before Justice Warrington, the case went against us, but on appeal we came out victorious, and although the Midland Railway Company carried it to the House of Lords their appeal was dismissed, and after arbitration had been resorted to under the guidance of Lord Robert Cecil, a satisfactory arrangement was come to by our Mr. H. Westlake and the Railway Company's representatives. This year also saw the conversion of our shares into the denomination of £1 each, which, of course, is continued. The second and third Devonshire Furnaces were finished by March, 1908, whilst the coal had been reached at Brodsworth Colliery, in October, 1907. In the year 1910 new leases were entered into with the Duke of Devonshire guaranteeing to us the possession of the properties for many many years. In July, 1911, coal was reached at the Yorkshire Main Colliery, and during this year a further range of coke ovens was erected at Devonshire Works. In the autumn of that year there occurred a railway strike, followed the next Spring , by one of the colliers', and these told on the profits which, for that



Devonshire Furnaces

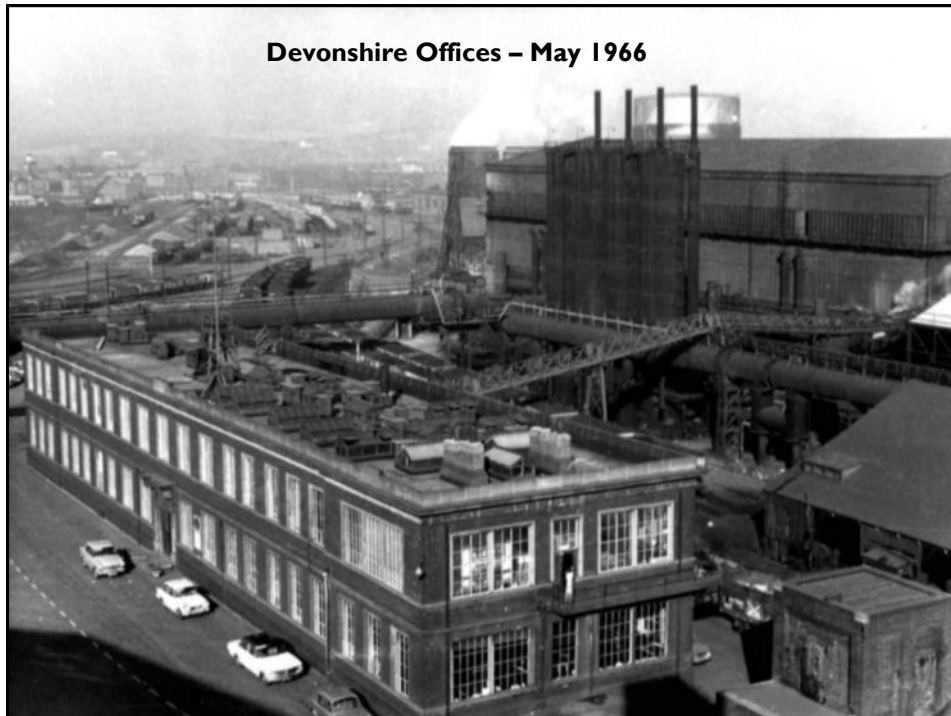
year, were much smaller than usual. In consequence of the large capital outlay, Debentures for £150,000 were issued by the Company, and Yorkshire Main Colliery became a separate Company. Additional operations were introduced at Devonshire Works in the way of Sulphate, Tar Distillation, Benzol, and Sulphuric Acid Plants, and these were completed before the balance sheet of 1913 was issued. A still further ironstone field was acquired in Northamptonshire, which is now known as the Lamport Company, the whole of which is in our hands, and in 1914 Rutlandshire was invaded by us and the estates of the Earl of Ancaster and others taken over for the Luffenham (as it was first called) and later for the Pilton Ironstone Mines. This year witnessed the commencement of the great continental struggle, and some anxiety took place as to amounts owing to the Company by German and other firms, but this anxiety was not well placed, for scarcely without exception we received the whole of the amounts owing to us. In 1916 we joined the Bullcroft Colliery in taking the Markham Main Coalfield, and although the War delayed its development, it had just come into almost full work when the recent dire condition of the Coal Trade overtook us. In this year Mr. C. P. Markham appears as Joint managing Director, the burden of Devonshire Works falling very heavily upon his shoulders, whilst in 1917 Mr. A. Westlake appears also as Joint Managing Director.

On the 1st March, 1917, the Collieries became Government controlled. In fact the whole of our property practically came under Government authority, and this year the fourth Furnace at Devonshire Works was erected. A further range of Coke Ovens was put up in 1918, whilst in 1919 the old Preference Shares were abolished and the Debentures all paid off, so that Mr. C. P. Markham indulged a long desired purpose, namely, to be able to say that nothing but Ordinary Shares represented the total capital of the Company. In 1920 the latest of our ironstone fields became our possession by our uniting with Bestwood and the Park Gate Companies to form Pitsford Ironstone Company from which supplies have for some years been received. In 1921 the Company took a half share in the British Soda Company which Mr. C. P. Markham set on foot for the working of the salt under an estate which he had secured in the County of Cheshire, and in the preparations for its development Mr. A. T. Cocking took a great share, as he had a large experience in this direction. The balance sheet of 1922 contained the statement that as a result of the offer on favourable terms of shares to our employees 700 of them were registered as holders. The profits for that year were swollen by the receipt from the Inland Revenue of a Refund of Excess Profits as well as for the Coal Award, the profit without these would have shewn very badly. In 1923 an arrangement was made with the Industrial Housing Association for the putting up of approximately 2,000 houses, and a substantial interest was acquired in the Firbeck Main Collieries Limited. The plant at Devonshire Works was further increased by the arrangements for the manufacture of Bleaching Powder and Caustic Soda as well as a new Sulphuric Acid Plant. In 1924 it was decided to develop the lower seams at Barlborough, Markham and Warsop, but this was not carried out in its entirety except in the case of Markham. A gas engine for the generation of electricity at Devonshire Works was also ordered, and this year there was formed the Works Board by an association of several heads of departments; 1925 saw quite a number of houses completed under the scheme of the Industrial Housing association, and by the generosity of our late chairman the Broad Oaks Engineering Works were acquired for a comparatively small sum. Further shares were offered at par to our workmen, bringing the total number of holders to 1,100. In 1926 we were shocked by the sudden death of Mr. C. P. Markham, after which Sir W. B. M. Bird was appointed Chairman of the Directors, and Robert Whitehead as Deputy.

The Colliers' Strike began on 1st May of this year and continued at great length, from the results of which we seem not yet to have recovered. Immediately following the unexpected decease of Mr. Markham, we were further shocked by the loss, after only a week's illness, of our late Assistant Secretary, Mr. T. R. Smithson, who had been brought from Yorkshire Main Colliery to Staveley in June, 1917, and the esteem which his ever pleasant manner had gained for him, was manifest by the large attendance at his funeral service. The year 1927 witnessed the completion of the second gas engine, together with a Gas Cleaning Plant, which had been undertaken at Devonshire, whilst for the last year, 1928, we have to mark our first efforts in the lining of cast iron pipes with concrete, so as to meet the requirements of various engineers. The Markham development was also completed, as was the third gas engine, whilst the Superannuation Funds for the Staff and the Overmen and Deputies, with Mr. Carmichael as secretary, were inaugurated and seem to be working smoothly, and the final call of 5/- on 391,000 shares was made, bringing all our shares into the category of fully paid.

The early offices of the Company consisted of a square brick building containing four rooms in each of its two stories and stood in the middle of the new Foundry Yard, where the Staff worked from 9 a.m. to 6 p.m., with an interval of one hour for dinner. When the reduction of hours for the workmen generally took place the Staff were relieved to the extent of one hour and left the office at 5 p.m. From time to time additions were

Devonshire Offices – May 1966



made to this building of varying shapes and sizes, until a very unsightly mass accumulated, and the whole was demolished on the removal to the present block in September, 1913. On the erection of the present offices it was believed that sufficient room had been provided for considerable expansion of the Company's business, but the available space was very soon fully occupied, and it was decided to put up a similar block at the Devonshire Works, which was completed in December 1925. Notwithstanding the relief thus afforded the space now available at the General Offices is found to be insufficient for meeting all our needs.

Sam Berresford – Obituary

Colliery Guardian

8th November 1935, Page: 859, Column: 1

Obituary

Mr. SAM BERRESFORD, a director of the Staveley Coal and Iron Co., Ltd., died at his residence in Avondale-road, Chesterfield, on Tuesday, aged 86 years. Mr. Berresford had had 70 years continuous service with the company, to which he was secretary for many years. His first position with the Staveley Co. was as junior clerk. He afterwards became clerk at the old foundry, and in 1876 he was transferred to the general offices as assistant to Mr. Clare, the company's accountant. About 40 years ago Mr. Berresford was appointed secretary, succeeding Mr. H. Westlake, and he held that position up to a few years ago, when he was made a director. Mr. Berresford was also a director of Markham Main Colliery, Ltd., and of the Yorkshire Main Colliery (1923), Ltd. Mrs. Berresford died about 25 years ago. Their only surviving son is Mr. Harold H. Berresford, Duckmanton Lodge, near Chesterfield, who is the assistant general manager of the Staveley Co.

The Hope Valley Line – Dore to Chinley.

Part 1

Ted Hancock

Congratulations to Ted Hancock who has completed the first part of this three volume work. It has much in it to interest members as it has many references to the Chesterfield area and Chesterfield Canal in particular.

There were several attempts to build canals across the Peak District starting with Rennie's in 1810 to meet the Peak Forest Canal and I have covered all I could find. One particular project 'The Grand Commercial Canal' in the 1820s was proposed by Joseph Haslehurst of Unston colliery and is covered in depth. There were also plans from 1813 to connect Chesterfield and Sheffield by canals and later railways.

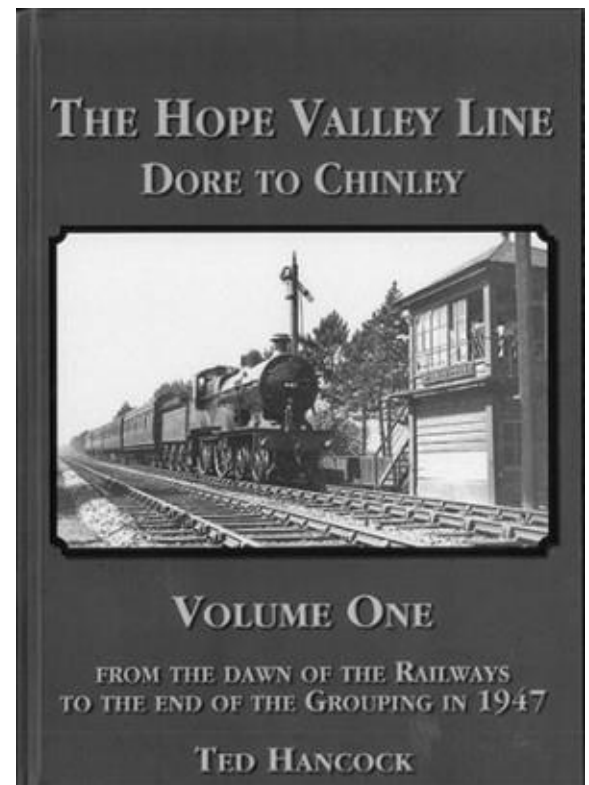
The book has 304 pages, 376 illustrations including 72 in colour and is an A4 size hardback. The price is

£30.00. (Books of this size are often priced nearer to £40.00).

It is the first ever book which covers the Hope Valley line exclusively and includes a large amount of original research which has not been seen before. The book is different from most railway books in that it is designed to please the railway enthusiast but also those interested in the impact of the railway on the local communities. It also has biographical information on the main personalities. It covers the canals and railways never built; how the railway reached Dore & Totley and Chinley stations; the building of the line including the troublesome Totley tunnel; the period from the opening in 1894 to the end of the LMS in 1947; passenger, freight and excursion traffic from the working timetables and motive power.

Volume Two which is planned for release around June 2020 will cover the tunnels, stations and bridges and branches for the reservoir constructions and the new Earle's Cement branch. Volume Three will cover the British Railways period from 1948 to Privatization in 1993 including the Beeching report and the miracle of the lines survival at the expense of all its rivals, the end of the steam era and the demise of staffed stations and the closure of the goods yards.

Members will be able to purchase copies of Ted's book at the NEDIAS meeting on Monday 9th December, and Ted will be giving a short talk on the subject.



Stanton Moor and a lost railway

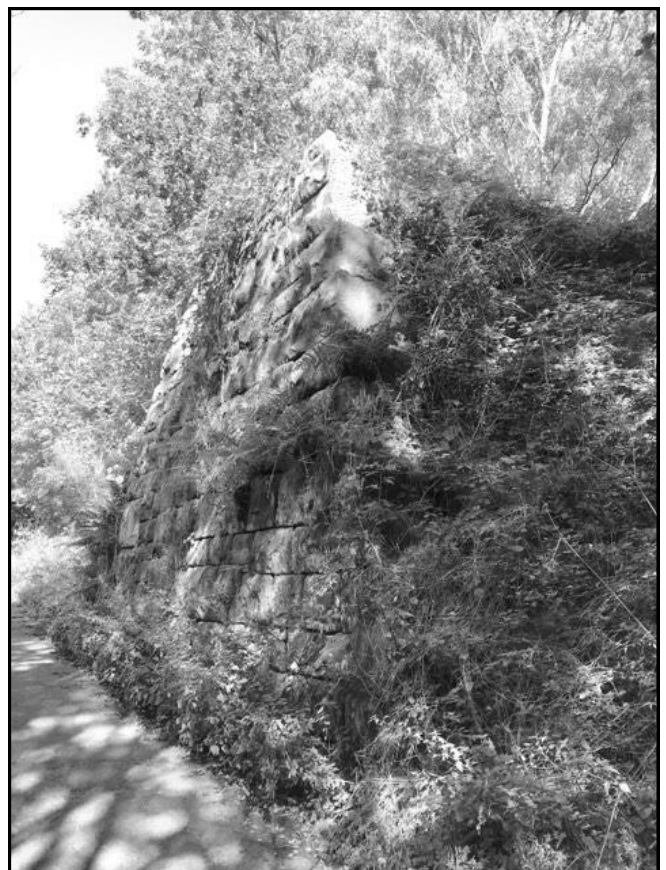
Martyn Taylor-Cockayne

Martyn has recently written to me about an almost-lost railway across Stanton Moor. Would this be an idea for an exploratory visit in the New Year to see what we can discover? By the way, Martyn will be talking to us at our May meeting about the works of the great Civil Engineer and railway pioneer, Josias Jessop.

A friend of mine recently sent me some photo's they took on Stanton Moor, near Birchover and I thought your group would find it very interesting and a potential place for one of NEDIAS walks? It's a beautiful place up there. Have a look at this stone work in these photographs, it's the most unusual abutment I've ever seen, it's absolutely peppered with lifting points, except the very largest blocks? How odd? I believe it's from a WW1 horse worked railway used to remove the timber from the Moor. It appears very little else is known about this railway and even its course over the Moor appears very sketchy? I thought NEDIAS might enjoy trying to find its tracks etc.?

Food for thought - here is the official write up :-

“During the First World War, the Stanton Moor plantations were largely clear-felled, most probably to provide trench timbers. The RCHME survey of 1986 recorded evidence for what appears to have been an animal-hauled light railway, which carried timber to a sawmill on the western edge of the moor (Figure C8). This interpretation is supported by the oral evidence of local residents, and some circumstantial evidence from





contemporary archives. The remains of two lines and a short section of a third have been traced, although local people recall the existence of further lines. The tracks are recognisable as ballast banks made from earth and sand dug from pits alongside, and in some places the track has been terraced into the slope. The most clearly recognisable line runs from a point on the south-west edge of the moor, close to where the path to the Cork Stone leaves the Birchover Road. It runs north-east to a point close to the Reform Tower, and, where it crosses the centre of the moor, utilises the line of a pre-existing hollow-way.

Close to its possible terminus by the Birchover Road lie the earthwork remains

of a small rectangular building, which may have been the sawmill. Small projecting earthen platforms may be stances for saw machinery, and there are also traces of a possible unloading platform (RCHME 1986)."

Project with Don Catchment Rivers

David Palmer

The cooperation between the Don Catchment Rivers Trust (DCRT) and NEDIAS is thriving! We currently have two teams in the field, one looking at the Spital Brook area and another struggling with the complexities of the upper reaches of the Doe Lea. In the later case some sharp eyed map reading by the team and some diligent research by Diana Allen has revealed the existence of a "Pumping Station" on a tributary of the Doe Lea near Stainsby. When the team members return from gadding about on holiday we will endeavour to find the site on the ground. Watch this space! If any members would like to join us in this work please contact David Palmer atdavespalmer5@gmail.com or at our monthly meetings at the Blue Stoops on Matlock Road at 8:00pm on the first Monday of the month.

The Trust invited NEDIAS to share an exhibition that they were putting on at the Chesterfield museum to showcase their work on the improvement of the waterways in our area. We put on a display which highlighted our work at Wingerworth Stone Sawing Mill as well as the NEDIAS notice board showing what we get up to. Members who saw the exhibits were very impressed, in no small part due to the help of the DCRT and museum staff. The publicity we got from this enterprise can do the society nothing but good.

History of Whittington Mill

Does any member have information which can help John Hodson in this request?

I am currently investigating the history of Whittington Mill for family history reasons and for my interest in industrial archaeology.

My late brother-in-law's family, the Elliotts, were millers from about 1880 and family association with the mill continued when Mary Woodhead (née Elliott) and Frank Woodhead lived in Brook House until their deaths in the mid 1970's when the mill buildings and Brook House were sold.

I will be pleased to hear from anyone who has information or photographs of the mill. I am particularly interested in the time before 1840 and after 1911 but any information will be received with thanks.

I can be contacted by e-mail at johnh587@googlemail.com.

John Hodson

IA News and Notes

South Yorkshire Archaeology Day – Sat 30 November 2019

South Yorkshire Archaeology Day will be held at the Showroom Cinema in Sheffield on Saturday 30 November. The event showcases the results of recent fieldwork and research undertaken into sites in South Yorkshire, and is aimed at an interested but non-specialist audience. Tickets are available via <https://archaeologyday2019.eventbrite.co.uk>.

The day includes papers on the 200-year history of the Sheffield and Tinsley Canal, and on excavations at the site of Daniel Doncaster's steel works. At £18 (concessions £10) for 8 papers, this makes for a good day.

The new Wirksworth Visitor Centre

Actually, not so new now, but a revitalised museum is always of interest – there's a good web site for it at <https://www.wirksworthheritage.co.uk/>. The museum and visitor centre tells the story of the area from lead mining to red tape - the weekly output of red tape could have encircled the Earth. From whiskey to "T'Owd Man" and to the world's first steam powered cotton mill and much more.

One of the displays at the Heritage Centre is about literary connections, particularly about local connections with D. H. Lawrence and George Elliot. There had been family connections between Samuel Evans who had a silk mill there with the author George Elliot. It's said that George Elliot based her "Mill on the Floss" on Wirksworth's historic Haarlem Mill. Haarlem Mill is just on the west side of Wirksworth, was one of Arkwright's mills, and was the very first cotton mill in the world to be powered by steam.

Whilst you're in Wirksworth, go and see if you can find the "StarDisc". It is just 10 minutes walk away from the Market Place. It's a spectacular 21st century stone circle created in a stunning setting overlooking the town, the quarries and the Ecclesbourne Valley. It's a 40ft diameter star chart carved out of black granite, inscribed with the constellations, and surrounded by silver granite seats representing the months of the year. Difficult to explain but absolutely stunning when you come across it.

Visiting this revitalised visitor centre and museum at Wirksworth is highly recommended – and there's a good tea shop too!



T'Owd Man – carved into a stone, maybe Saxon, found originally in Bonsall, transported to/acquired by Wirksworth in 19th century. Thought to be one of the very earliest depictions of a miner with his axe and "kibble".



Haarlem Mill Wirksworth (erected 1777-1780) –
the first cotton mill in the world to be powered by steam



StarDisc overlooking Wirksworth –
black marble mapping the constellations on its surface, lit at
night, stunning views by day.

EMIAC Conference –

“18th and 19th Century Metal Mining in the Peak District”

The New Year brings a welcome day in the East Midlands Industrial Archaeology Conference series. It's on Saturday 2 May 2020 at the Peak District Mining Museum, and it covers many aspects of mineral mining.

The morning talks include:

- ♦ Lynn Willies: *'Eighteenth and Nineteenth Century Lead Mining in the Peak: An Over-view'*.
- ♦ John Barnatt: *'Excavating 18th and 19th Century Steam Engine Houses at Peak District Mines'*.
- ♦ Adam Russell: *'Setting the Record Straight – Three Derbyshire Case Studies for the Use of Underground Exploration in Advancing Knowledge about Mines'*.
- ♦ Richard Shaw and John Barnatt: *'Diving to Depth at Deep Ecton Mine – 2019 Discoveries made using Submersibles to Explore the 300m of Flooded Workings at One of the Richest Copper Mines in Britain in the 18th Century'*.

The afternoon is taken up by a visit to Magpie Mine. This is probably the best example of a nineteenth century lead mine anywhere in the UK. The mine has a fascinating history spanning more than 200 years of bonanzas and failures, of bitter disputes and fights resulting in the “murder” of three miners, and a Widows' Curse that is said to remain to this day.

Booking forms from the Mining Museum at Matlock Bath or from NEDIAS website at http://nedias.co.uk/?page_id=316

Chairman's Chat

Cliff Lea

Does anyone know of Arthur Richardson MBE (1882-1965) of Staveley?

My interest in Richardson was sparked by a mail and phone call from Mr S Copnell, a Sheffield resident, who himself had worked for many years in the steel industry as patternmaker, draughtsman and design engineer, and later as a Physics teacher. Our Newsletter has been passed on to him, and Mr Copnell has written to NEDIAS with some interesting and intriguing information about one Arthur Richardson.

Arthur Richardson was born in 1882 in Staveley, and died 1965 in Crediton, Devon UK. I suspect he is little known in Staveley, but it turns out that he became one of the very finest violin makers of the 20th century. His violins are of such quality that they now sell around the world at auction for 5 figure sums.

With what I learn from Mr Copnell, and from auction websites such as Sotheby's, Richardson was the son of an engine driver, and it's said Arthur trained as a pattern maker. Could this have been at Staveley Works that he started his career as patternmaker? Indeed, was his father a locomotive driver who had connections with Barrow Hill?

Richardson later worked as an architectural wood carver in Leeds, had training at South Kensington School of Art, and became an ecclesiastical wood carver which took him to Devon and Crediton.

In Crediton around 1914 he worked for a building company called Dart & Francis, who were then making fine quality bespoke carved timber “Arts and Crafts” items for churches, stately homes, and wealthy patrons.

He established himself professionally as a violin maker from 1915 having played violin from an early age. He made copies of Stradivarius and Guarnerius fiddles, the very famous makers. He became associated with a famous viola soloist of the time, Lionel Tertis and developed a now extremely well known ‘Tertis model’ viola (illustrated left).

Apparently in Crediton his home workshop was a wooden shed in the garden, yet in his time he made over 500 violins and violas, and these are widely sought after, hence the high prices achieved by auctioneers all over the world. There is a Blue Plaque in Crediton celebrating his career there

Finally in 1961 he was awarded an MBE for services to music. I have just received further research from Ann Lucas and Ron Presswood on Arthur Richardson's family and where they resided, but can any of our membership add any more information about Thomas Richardson, the locomotive driver or his son Arthur – surely one of Staveley and Barrow Hill's most famous sons?



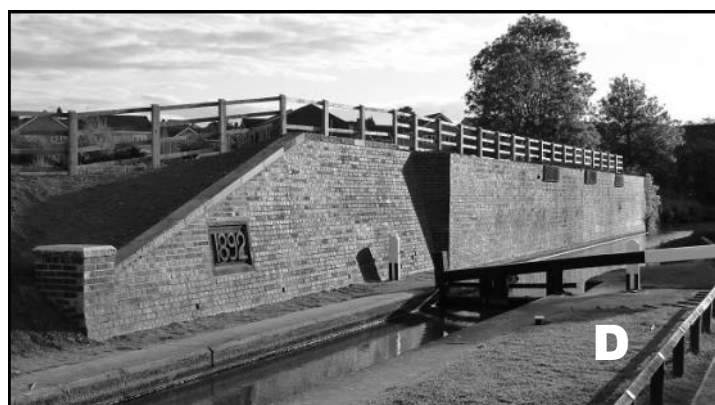
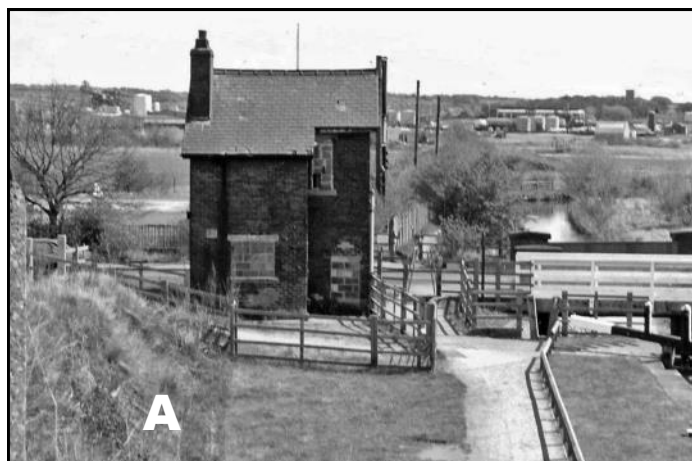
Hollingwood Lock and Lock House

Derek Grindell has passed to your editors a selection of photographs taken some years ago on the Chesterfield Canal, and it's interesting to see the vast changes that have taken place over the years as restoration has taken place when we compare Derek's shots with those taken by members of the Chesterfield Canal Trust team in the same place.

Hollingwood Lock House is the sole remaining lock house on this stretch of the canal. It is unique as a railway built lock house.

The Chesterfield Canal was opened in 1777. It originally ran through Staveley Works, but was rerouted when the Manchester, Sheffield and Lincoln Railway Company built a new line. This involved building a new lock with the railway line running over it. Hollingwood Lock was opened in 1892. Staveley Works Station was built on the bridge over the lock. The railway line was closed in 1963 and the station was demolished in the 1960s.

The Lock House was rebuilt and extended in 2010/11 thanks to a grant of £385,000 from HM Government. It has been quite amazing to see the great moves forward at Hollingwood Lock, the place we now call Hollingwood Hub and where now we can visit Katie's Cafe, and take a trip in the CCT boat Madeleine. Members will recall the great day we had at this very spot on the canal to celebrate the tercentenary of the birth of James Brindley. These are quite striking BEFORE and AFTER restoration views.



Images A, B & C are from Derek's collection; Images D, E & F are courtesy Chesterfield Canal Trust

And finally

.... *Harry Brearley and Portland Works*

The Portland Works Trust has announced that two stainless steel plaques celebrating the contribution of Harry Brearley and Portland Works were unveiled in August by Kevin McCabe, chairman of Sheffield United Football Club.

The plaques detail the history of the works and the achievements of Brearley, not only the inventor of Stainless Steel, but a lifelong supporter of SUFC and a colleague of their star goal scorer, Harry Johnson, in the 1920s. The idea for the new plaques was initiated by Paul Hopprich and Carl Whitham, both of whom are tenants at Portland Works.

Paul's great great grandfather was Tom Bott, Chairman of Sheffield United from 1913 – and Carl's great great-grandfather was Mick Whitham who played for Sheffield United and got United's first international cap playing for England

And finally, a current exhibition at Weston Park Museum and Art Gallery has a great painting of Portland Works by the Sheffield artist Joe Scarborough – prints available from Weston Park Museum or the Portland Works.



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.

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