North East Derbyshire Industrial Archaeology Society

NEDIAS Supplementary Newsletter – January 2021

Price: £2.00 (Free to Members)

Whilst the Committee have taken the difficult decision to cancel all remaining meetings for the foreseeable future we thought that our membership may appreciate an occasional supplementary Newsletter based on previously published articles that you may have missed. After last month's special "Industrial Housing" theme, the theme this time is on "Tramroads".

Ankerbold & Lings Tramroad

by the late David Wilmot

Originally published in NEDIAS Newsletter No 2 – May 2001

The principal work on the tramroads of this area has to be Philip Riden's essay Tramroads in North East Derbyshire published in Industrial Archaeology in 1970. Even so, it was described by the author as an interim report, largely due to the relative absence of primary documentary evidence and traces on the ground of many of the tramroads identified up to that time. Much of the evidence used for earlier writings had been based on John Farey's 1817 publication A General View of the Agriculture and Minerals of Derbyshire but the route of the line from Lings Colliery, north of North Wingfield to Ankerbold in the valley of the Rother near Tupton, had not been determined by 1970 and still appears to be a mystery today. The probable routes of all the tramroads described by Philip Riden were shown in diagrams at the end of the paper, except for the Ankerbold & Lings. Its end locations were shown, but no attempt was made to suggest the likely route of the line.

The Ankerbold & Lings had been created by Joseph Butler of Killamarsh at the end of the 18th century. Butler was also the owner of Wingerworth Iron Furnace to which another of Butler's tramroads ran, named by Riden as the Wingerworth & Woodthorpe. Despite the close proximity of the iron works at Wingerworth and the wharf at Ankerbold, there has been no suggestion that the two places were ever connected. Traffic on the Ankerbold line was transferred in boxes from the tramroad wagons to road carts at Ankerbold wharf for the next leg of the journey, either to Wingerworth or to the Chesterfield Canal for Killamarsh.

An earlier work, by S L Garlic, published in Derbyshire Miscellany in February 1964 as The Zig-Zag Railway was discounted by Riden as confusion between tramroads and early coal pits with later locomotive lines and collieries. Garlic had taken the route of the Ankerbold and Lings as the same as the North Midland Railway Company's line from Hepthorne Lane, up the incline towards Alma Colliery. Apart from a section lost under modern housing on Chesterfield Road, North Wingfield, the latter incline remains prominently visible today and is used as a public footpath.

Garlic refers to the [Ankerbold & Lings] railway having been "taken over and reconstructed by the North Midland Railway in the middle of the 19th century". He also, consistent with Farey, describes the line as having wooden sleepers but goes on to say that stone blocks were found with the imprint of an iron chair and two holes on each, being "clearly shown on the photographs taken by my companion, Mr. Charles Smith". The precise location of the stone blocks was not mentioned in the article, although Garlic did say that they would have been after Joseph Butler's time.

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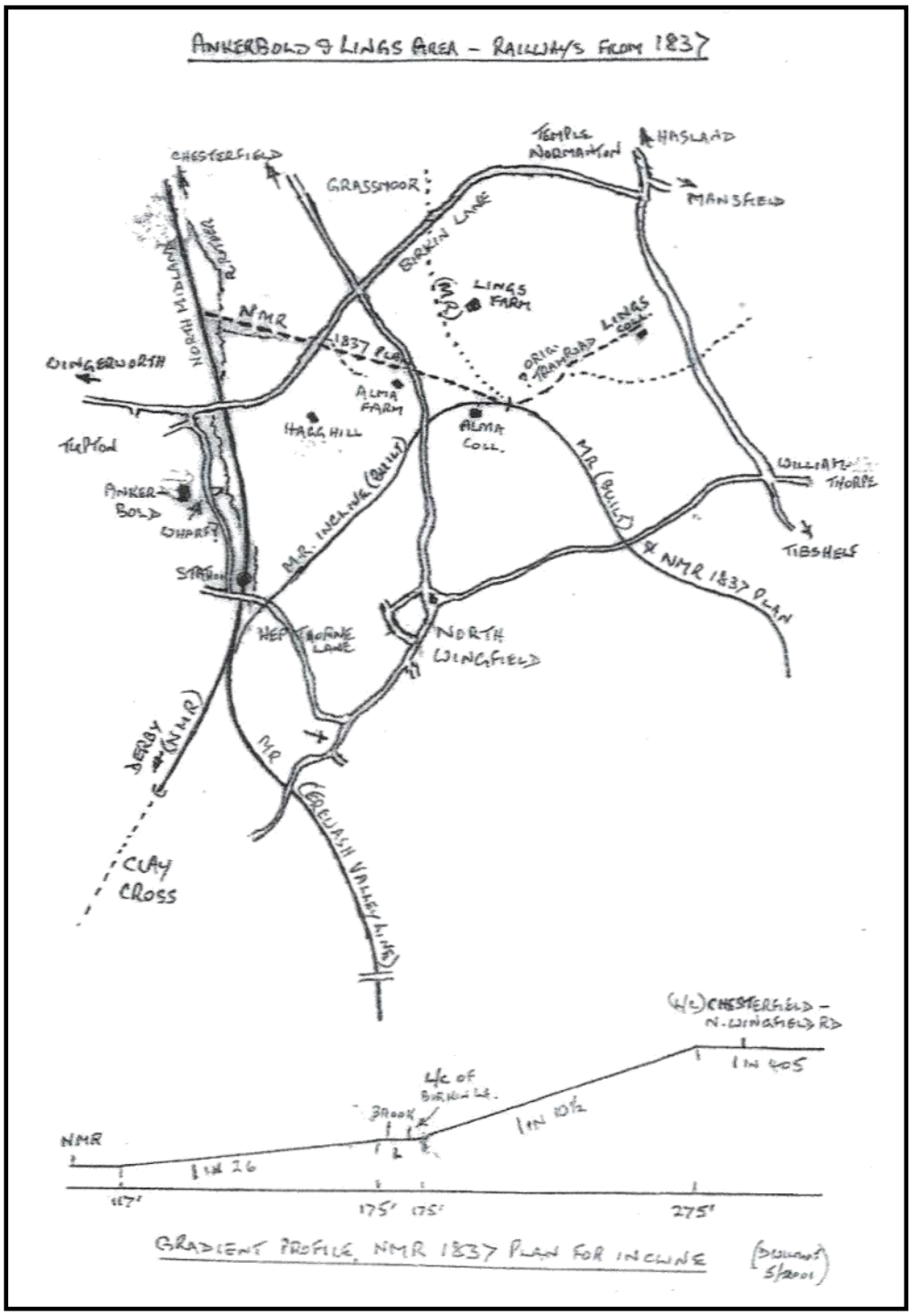
Ergo, they probably came from the North Midland Company's standard gauge line with edge-rail and iron chairs, not the earlier plateway, narrow gauge tramroad. The light use of the line and its short life would hardly justify the expense of replacing wooden sleepers with stone blocks.

In S D Chapman's book on Stanton & Staveley [pp35-36] it is said that Butler's Wingerworth forge closed down in the slump immediately after the end of the French Wars and the forge at Killamarsh was up for sale soon afterwards. In that case, it seems probable that the line of the Ankerbold & Lings could have fallen in to disuse some twenty years before the advent of the North Midland and, with its metal rail no doubt being 'recycled', the wooden sleepers would have been left to decay on the ground.

However, there is a possibility that the North Midland did intend to use part of the Ankerbold & Lings route for their incline. Both schemes would have required careful engineering as there is a difference in height of some 200 feet between the river Rother and the plateau on which Lings Colliery was situated, a distance of about one mile. Farey makes no mention of any mechanical means of haulage having been used by the early tramroad, despite giving several other technical details. It has to be assumed therefore that horse power was used, probably to haul up one wagon at a time. A ruling gradient of 1 in 20 could be achieved if certain gullies were used on the hillside, hence the familiar description of the 'zig-zag'. The North Midland's route for its larger, standard gauge wagons, would have to be on a straighter line with no tight curves.

Deposited in the archives at Matlock is a copy of a plan and papers submitted by the North Midland Railway Company to Parliament in July 1837, signed by George Stephenson, showing a route "on lands belonging to Sir Henry John Joseph Hunloke in the parish of North Wingfield". This route was far different from that actually built. It was to start nearer to Ankerbold, not far from the later sidings of Avenue Coke Works, then run Southeast in a straight line across Birkin Lane and up the hillside to cross the North Wingfield-Chesterfield road a few hundred yards north of the eventual route. The first length of the North Midland's incline was drawn for a gradient of 1 in 26, with the upper section at 1 in 10~. For those not familiar with the area, a diagram can be found at the back of this newsletter.



The proponents of a new railway scheme were required to provide Parliament with maps, plans and schedules showing the property crossed and giving names of owners/ occupiers. However, none of the papers lodged in 1837 made any mention of a tramroad route. Even so, the topography for the North Midland's initial route does appear to favour a similar line having been used by the Ankerbold & Lings, albeit several years earlier. A further point to consider is that Birkin Lane was at one time a turnpike trust approved by Parliament and, as such, records may well exist of any crossing of its route by the Ankerbold & Lings tramroad. Is there substantive evidence of its route out there yet, either in documents or in remains of its sleepers, metal spikes or angle-plate rails? Enlightenment would be very welcome!

Tramroads of Derbyshire - Unstone & Chesterfield

by the late David Wilmot

Originally published in NEDIAS Newsletter No 3 – August 2001

In the previous article, Joseph Butler's Ankerbold & Lings tramroad was examined. A proposal for a further tramroad has recently emerged, although it is even more anomalous and seems unlikely ever to have been built. This is "The Unstone & Chesterfield Railway"[1]. It is not the lack of construction which creates the apparent anomaly as Philip Riden's essay on Derbyshire tramroads included another moribund scheme, the Ashover & Chesterfield. It is that the entity proposing to build the tramroad was the Sheffield & Chesterfield Turnpike Trust.

The scheme was for a tramroad from Unstone, north of Chesterfield, to carry coal and other items to the Chesterfield Canal. Most of the tramroads in Derbyshire were mooted as adjuncts to canals such as the Chesterfield or Cromford companies. In at least one instance the canal company itself provided the tramroad whereas in most other cases it was the colliery company which took the initiative. The involvement of a third party, such as a turnpike trust, seems to have been an exception.

In February 1816, there was an agreement between certain subscribers to pay Wotton Byrchinshaw Thomas, of Chesterfield, as Treasurer to the Trustees of the Chesterfield to Sheffield Turnpike Road to make "a Rail Road from the Dree field in Unston Township, the property of George Mower Esq., to the Chesterfield Canal at the New Wharf near Wheldon's Mill in Brimington Township"[2]

A total of £1,800 was to be subscribed by seven local worthies, including the Lord of the Manor of Unstone, the said George Mower, at £100 and Joseph Haslehurst, a cornmill owner and coal lessee, at £400.

The papers included a specification of costs provided by the proposal's engineer, Joseph Renshaw, giving a useful insight to the cost of tramroad construction at that time:

Purchase of Land at £70 per acre	£175. 0.0
Forming 2 ½ miles of road	78.15.0
Three bridges over river Rother [sic]	185. 4.0
Rail 28lbs to the yard and for pass byes, 63 tons at £11 per ton	693. 0.0
Sleepers & Co. for Road, 3390 & nails	123.18.0
Laying sleepers & railway road-stone breaking	105. 0.0
19 gates for Road with posts & setting	31.12.0
Fences required	31.12.0
(unidentified)	311. 9.4
Total Cost	**£1,735.10.4**

The Sheffield and Chesterfield Turnpike Trust had originally been enacted in 1756 and, in 1797, obtained an Act for a deviation to its route, avoiding two steep hills. This followed a survey of the route by the Sheffield surveyor, Fairbank[3]. The 1816 tramroad proposal had been surveyed in 1814 by the same Fairbank and was planned to follow the 1797 route very closely yet the plans lodged for its proposal showed only the original turnpike route, not the deviation.

It seems incredible that the turnpike trust should contemplate submitting plans to Parliament which ignored the existence of its line of road over the same ground. Even more so that the surveyor's later plans would ignore his own, earlier, route. It therefore seems likely that the turnpike company's deviation had not been made at that time and, perhaps, the Tramroad proposal was a vehicle for revival of the lapsed scheme which, unlike the tramroad, was ultimately to be constructed.

Another unexplained aspect is that by its nature, and unlike the canal company or colliery business, the turnpike trust was not expected to be a profit-for-dividend driven entity. An entrepreneurial activity such as the promotion of a tramroad by a turnpike trust therefore seems unusual and more information on this aspect of railway/road transport would be appreciated.

The evidence so far seen has to be regarded as inconclusive and surely merits further research unless amongst our readers someone knows otherwise!

[1]Derbyshire Record Office, Matlock, Q/RP 2/18/2, "Unstone & Chesterfield Railway"

Brampton to Stanton Moor

by the late David Wilmot

Originally published in NEDIAS Newsletter No 5 – February 2002

No, not a turnpike road discovery, but (yet another) tale of narrow gauge railways! The story starts with a discussion with David Siddon about a brickworks related site in the Brampton area at which a contractor had, around 1950, a collection of industrial railway equipment. This included track points, wagon turntables and Hudson skip type wagons. Local knowledge suggested that the system had been used for exercise purposes by recuperating miners but the wagons had finished up with the Talyllyn Railway in mid-Wales, whose preservation scheme had started around that time.

Contact with the Talyllyn Railway brought the response that they had no records of having received any wagons from the Chesterfield area, the nearest being one from Stanton in the Peak. The TR carriage No. 16 had been made from the underframe and bogies of a 3-foot gauge vehicle purchased from Boden's Stone Limited. The bogies have since been replaced but the coach is still in use. The TR has found no record of having acquired any track from the Brampton area so will any reader who can throw more light on this topic please contact the editor with the details.

The interest does not stop there however. Anyone walking around the edge of Stanton Moor cannot fail to have noticed that there are well graded trackways leading up the hillside, an incline and at least one stone-built culvert, all of which look to have been engineered for narrow gauge railway use. The Ordnance Survey maps of the area describe some of these tracks as "Duke's drive" and show no evidence of railway use. However, it is known that the Canadian Forestry Corps was operating in the Rowsley area during the First World War and that a survey of the central area of the moor some twenty years ago, involving Stuart Ainsworth and Derek Bayliss revealed a railway trackbed amongst the pre-Roman earthworks. Furthermore, there is still today extensive use of light section rail as fencing in the quarry area at Stanton Leas.

The 1970s Lincolnshire Coast Light Railway at Cleethorpes had a vehicle known as the "Stanton Coach" but the writer has not followed up its history, beyond wondering whether it did relate to Stanton Moor rather than Stanton Ironworks. However, a request for information to the librarian of the Narrow Gauge Railway Society drew the response that they had no record of any railway system in the Stanton Moor area. Yet the distinct reference to Stanton in the Peak by the TR does suggest there is more to be found. Once more, therefore, can anyone out there clarify the position?

Editor's note: See "The Stanton Moor Forestry Light Railway" by Martin Allen in NEDIAS Newsletter No 80 – November 2020.

Tramway (industrial)
From Wikipedia, the free encyclopaedia
https://en.wikipedia.org/wiki/Tramway_(industrial)

Tramways are lightly laid railways, sometimes with the wagons or carriages moved without locomotives. Because individual tramway vehicles are not intended to carry the weight of typical standard-gauge railway equipment, the tramways over which they operate may be built from less substantial materials. Tramways can take many forms; sometimes just tracks temporarily placed on the ground to transport materials around a factory, mine or quarry. Many, if not most, use narrow-gauge railway technology. The trains can be manually pushed by hand, pulled by animals (especially horses and mules), cable hauled by a stationary engine, or use small, light locomotives. At the other extreme they could be complex and lengthy systems, such as the Lee Moor Tramway in the county of Devon, England, in the United Kingdom.

The term was originally applied to wagons running on primitive tracks in early England and Europe. The name seems to date from around 1517 and to be derived from an English dialect word for the shaft of a wheelbarrow—in turn from Low German traam, literally, beam[1].

The tracks themselves were sometimes known as gangways[2], dating from before the 12th century, being usually simply planks laid upon the ground[1] literally "going road"[3]. In south Wales and Somerset the term "dramway" is also used, with vehicles being called drams.

The alternative term is "wagonway" (and wainway or waggonway) which originally consisted of horses, equipment and tracks which were used for hauling wagons.

Usually the wheels would be guided along grooves. In time, to combat wear, the timber would be reinforced with an iron strip covering. This developed to use "L"-shaped steel plates, the track then being known as a plateway.

By Geoff Charles - The horse drawn railway at Dyffryn Nantlle before its closure in 1959, CC0, https://commons.wikimedia.org/w/index.php?curid=38725467

The origin of the word railway is uncertain, but Benjamin Outram was referring to his lines as railways in the early 19th century. The fact that many of these lines were built for horse-drawn vehicles, and were dimensioned accordingly, is thought to be behind the modern 4 ft. 8½ in (1,435 mm) standard gauge.

An alternative appeared, the so-called "edge-rail" where the wagons were guided by having the wheels flanged instead of running in grooves. Since these rails were raised above the ground they were less likely to be blocked by debris, but they obstructed other traffic. They were, however, the forerunners of the modern railway.

These early lines were built to transport minerals from quarries and mines to canal wharves. From about 1830, more extensive trunk railways appeared, becoming faster, heavier and more sophisticated and, for safety reasons, the requirements placed on them by Parliament became more and more stringent. See rail tracks.

These restrictions were excessive for the small mineral lines and it became possible in the United Kingdom for them to be categorised as Light railways subject to certain provisos laid down by the Light Railways Act 1896.

Meanwhile, in the United Kingdom the term tramway became the term for passenger vehicles (a tram) that ran on tracks in the public highway, sharing with other road users[4]. Initially horse-drawn, they developed to use electric power from an overhead line. A development of the tramway in the United Kingdom dispensed with tracks, but retained electric power from overhead wires; it was the trolley bus.

References:

[1]Merriam-Webster's Collegiate Dictionary (On line accessed 27 Oct 2007)
[2]As, for instance Little Eaton Gangway
[3]Hoad, T. F. (1966). Concise Oxford Dictionary of English Etymology. Oxford University Press.
[4]1901: Standing Orders, House of Lords, Priv. bills 7 "In these orders ... 'Tramway' means a tramway laid along a street or road; the term 'tramroad' means a tramway laid elsewhere than along a street or road." From Oxford English Dictionary On-line (Second Ed 1989)

[Definition of '**tramroad**' in British English (Noun) = *especially US another name for tramway* (This word is first recorded in the period 1785–95.) Collins English Dictionary. Copyright © HarperCollins Publishers]

Forty Years without Bradshaw's Monthly Railway Guide

by the late David Wilmot

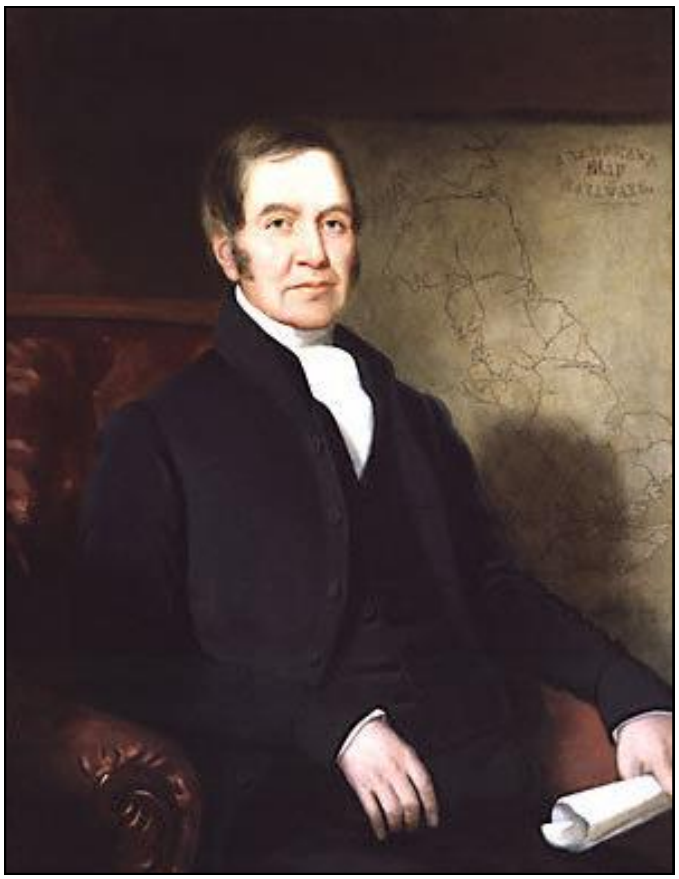
Originally published in NEDIAS Newsletter No 4 – November 2001

It is hard to believe that forty years have passed since, in May 1961, the final monthly issue of Bradshaw's Guide was published. For virtually one hundred and twenty years, from 1842, the Guide had been the established source of information and inspiration for prospective travellers, travel agents, playwrights, crime novelists and even the railway companies themselves. The Great Western Railway used parts of the Guide as its official timetable in 1917, with the Southern Railway taking it up in 1924 and the London & North Eastern adopting it in 1939.

Acceptance by the railway companies was a radical change as Bradshaw's unofficial timetables had been "vehemently opposed" in the early years as the Guide's publication of arrival times was considered to risk making "punctuality a sort of obligation". The LNER seized upon the celebration of the Guide's centenary in May 1939 to announce the introduction of "a new form of LNER timetable, based upon Bradshaw's Railway Guide".

Upon the formation of British Railways in 1948, the official timetables came in the form of a separate volume for each of the six regions, while Bradshaw's Monthly Guide remained the source of information for the whole network. It was much used by high street travel agents such as Dean & Dawson, Frames and Easons. Even after the demise of the Guide, travellers had to wait a further thirteen years for the introduction of BR's unified timetable in 1974.

What of Bradshaw himself? He was born 29 July 1800[1] at Windsor Bridge, Pendleton, Lancashire, and started issuing timetables in Manchester in 1939. He died of cholera on 6 September 1853[2] while visiting Christiania (now Oslo), Norway, and is buried in the cemetery adjoining the cathedral of Christiana. His early death, at the age of 53, deprived the railway industry of a prime



George Bradshaw (1800–1853),
by Richard Evans, 1841

innovator whose legacy of the Guide would live on for more than a hundred years. The Guide was not his only achievement as Bradshaw's Continental Railway Guide had been started in 1847, the same year that Bradshaw's Railway Manual, Shareholders' Guide, and Official Directory was introduced. These volumes now form a valuable source of information to railway historians and copies can be seen in the library of the National Railway Museum at York.

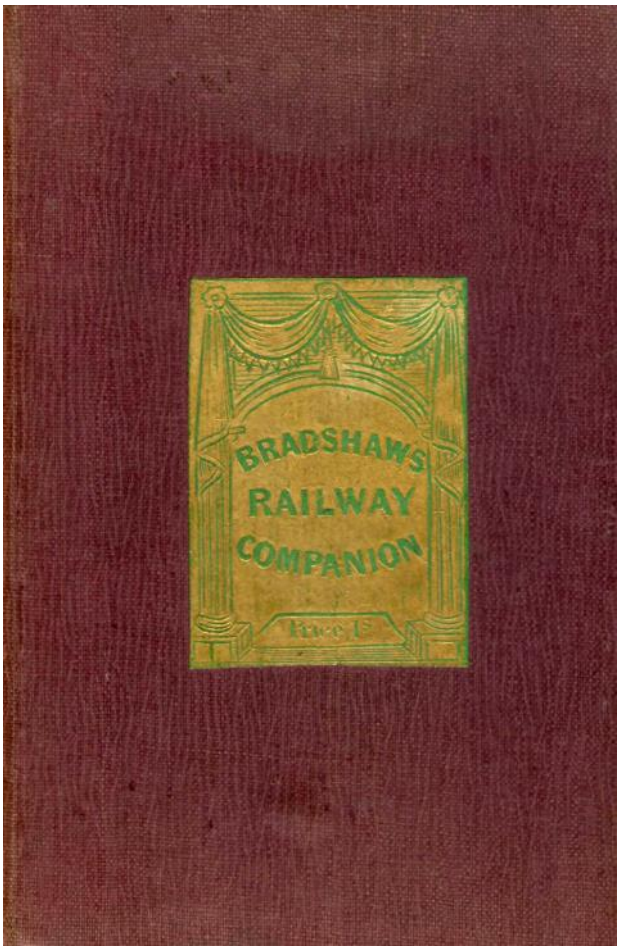
The Guide gives a glimpse of the importance of railways to travel in north east Derbyshire. The 1922 edition lists two railway companies serving Chesterfield - the Midland and Great Central companies. The Great Central's Market Place station (ex LD&ECR) saw three trains each weekday to Lincoln and three to Mansfield, calling at Arkwright Town, Bolsover, Scarcliffe, Langwith Junction and Warsop. Its own station "Chesterfield Central" saw regular trains calling on the Nottingham (Victoria) to Sheffield (Victoria) services via the loop line. Other stations served included Tibshelf Town, Pilsley, Heath, Grassmoor, Sheepbridge, Staveley Works, Staveley, Eckington & Renishaw, Killamarsh, Beighton, Woodhouse and Darnall. We must not forget the former LD&ECR branch line between Langwith Junction and Beighton, with its stations at Spink Hill, Clown, Creswell & Welbeck.

The Midland, on its St. Pancras to Leeds line, served Alfreton, Westhouses & Blackwell, Doe Hill, Clay Cross, Chesterfield, Sheepbridge & Whittington Moor, Unstone, Dronfield, Dore & Totley, Beauchief, Mill Houses & Ecclesall, Heeley and Sheffield. We should not forget the original North Midland line from Clay Cross to Derby, with stations at Stretton, Wingfield and Ambergate. The Midland's meanderings around the eastern extremities of Derbyshire included services between Staveley Town, Bolsover, Palterton & Sutton, Glapwell, Rowthorn & Hardwick, and Pleasley, as well as to Clown [sic], Elmton & Creswell, Langwith and Shirebrook.

While less than ten of those listed in 1922 remain open in 2001, the evidence of many others remains in the form of station buildings converted to workshops or private houses, some well looked after but others gently decaying. There are also the some houses built for station and railway staff now in private hands, plus good sheds and other buildings. Compiling a comprehensive gazetteer of railway sites, with comments on current remains in this area would be an interesting project - unless someone has already done it?

1 George Bradshaw - Wikipedia – https://en.wikipedia.org/George_Bradshaw

2 Ibid



And finally ....

.... What comes around!

The late David Wilmot

Originally published in NEDIAS Newsletter No 11 – August 2003

The writings of Sir Francis Head, in *Stokers & Pokers*, a popular account of railway operations first published in 1849, have a familiar ring today. Sir Francis lists just under 200 railway stations, including Chesterfield, which had the new facility of the electric telegraph not only for company use but also available to the general public. Then follows an apocryphal tale of a bridesmaid at a wedding getting so impressed during the ceremonies that she eloped with one of the guests. To the rescue came the railway's electric telegraph. Several authorities in other towns were warned to look out for the errant couple with the result that "no less than four affectionate couples legitimately married that morning were interrupted on their several marriage jaunts, and most seriously bothered, inconvenienced, and impeded by policemen and magistrates, …".

How all this came to the notice of Sir Francis is not clear. Yet he went on to warn that "young people who form imprudent attachments" are, in consequence, no longer "effectually separated as in old fashioned times, by distance, can now-a-days, though four or five hundred miles apart … … electrically converse with each other". Yes, it does seem we have been there before, more than one hundred and fifty years ago!

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

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