North East Derbyshire Industrial Archaeology Society

NEDIAS Newsletter No. 84 – November 2021

Price: £2.00 (Free to Members)

Visiting "The Iron Giant"

Jamie Mather

On 16th August a group of around 20 members gathered in a car park near Ilkeston for our first NEDIAS visit since 2019. Here we were met by Kieran Lee and colleagues from the Friends of Bennerley Viaduct for a fascinating tour over, under, and around Bennerley Viaduct.

In 1872 the Great Northern Railway, seeking a share of the Midland Railway coal traffic from the Nottingham area, started to extend westwards towards Ilkeston and Derby. The route was not an easy one, requiring two significant tunnels and eleven viaducts. The Erewash valley presented a further complication as coal workings beneath meant that a conventional brick arch viaduct was too heavy for the site. It was therefore decided to build in wrought iron, a material which had recently superseded cast iron for such structures but would itself soon be supplanted by steel. The result was Bennerley Viaduct, completed in November 1877 to the designs of Richard Johnson, the GNR Chief Civil Engineer.

We started our tour by heading along the towpath of the Nottingham Canal, which provides the best views of the Viaduct. "The Iron Giant", as it is known locally, is 443 metres (1452 feet) long and comprises 16 latticework spans supported by wrought iron columns. Three further skew spans at the western end continue across the Erewash Canal and Midland Main Line. Trains ceased to run across the viaduct in 1968 and the

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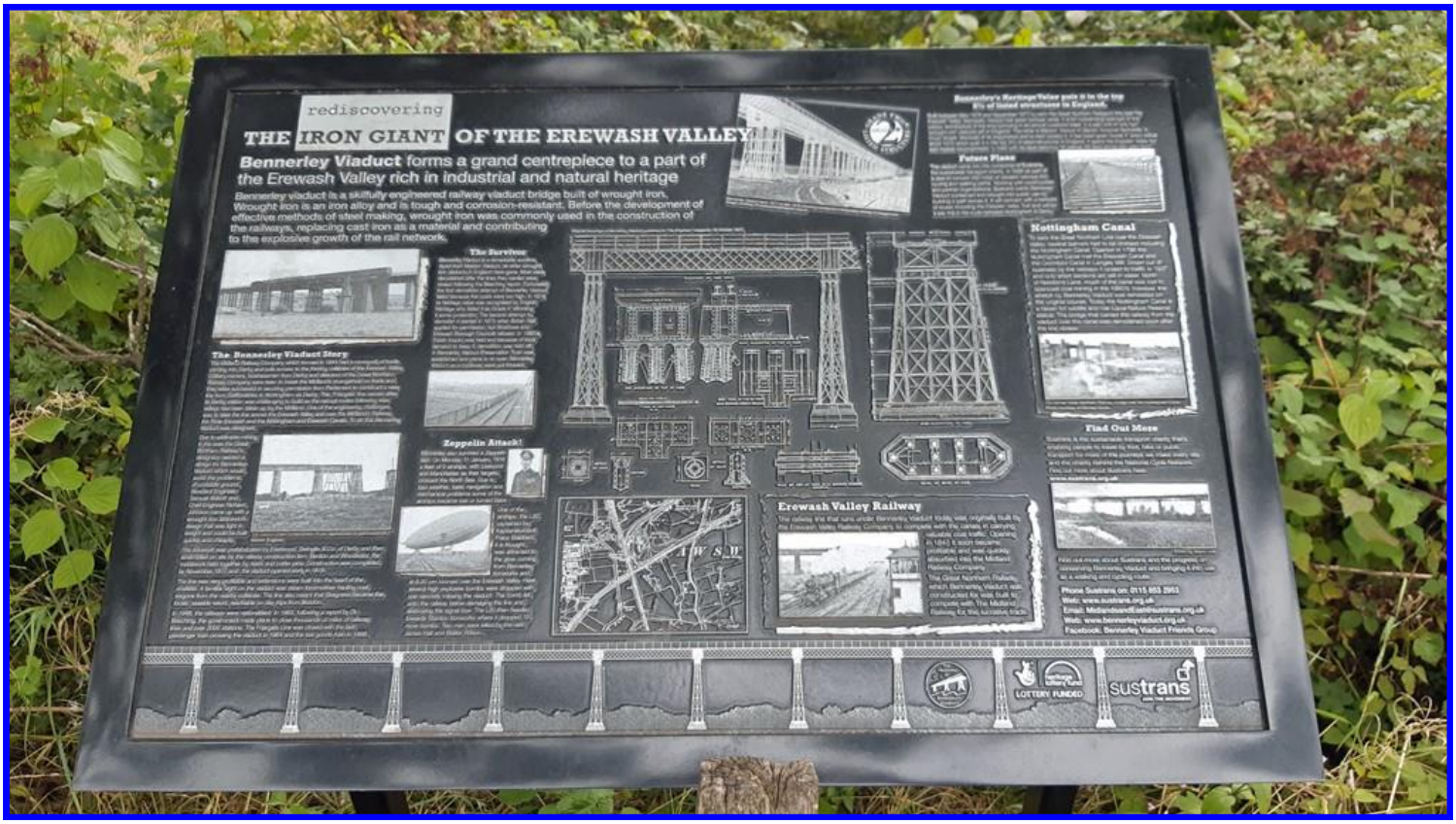
embankments at each end were soon removed. However the Viaduct itself survived, its wrought iron construction making it expensive to dismantle. In 1974 it received a Grade 2* listing and in 2001 was purchased for eventual conversion into a footbath and cycleway. In 2019 the Friends of Bennerley Viaduct secured the necessary funding for this conversion to go ahead.

Kieran then took us up onto the viaduct itself. At the time of our visit work was still in progress to allow public access, so it was a steep scramble up. Steps were due to be constructed, to be replaced in time by a ramp for easier access. We were shown the brick and stone parapets of the eastern abutment, skilfully restored using the original materials where possible. We also got our first view along the length of the Viaduct deck, 8 metres (26 feet) wide to accommodate two railway tracks, and comprising 526 transverse iron troughs – another weight saving feature which halved the quantity of ballast needed. New smooth



decking was due to be installed along the centre of the structure, and a trial section was already in place. We then crossed the viaduct, 18.5 metres (61 feet) above the Erewash Valley, the wide flat edges of the troughs proving to be conveniently sized and spaced for walking. In spite of years of disuse the ironwork remained in sound condition, attention to the deck drainage being the main work carried out.

At the west end of the viaduct work was already well advanced on the new access ramp, providing us with an easy descent prior to our return at ground level. This allowed us to examine the construction of the viaduct in detail. Wrought iron viaducts were never common on the railways of Britain, the best known and most infamous being the first Tay Bridge which collapsed in high winds just a year after opening. Today Bennerley Viaduct is the larger of just two survivors, the other being Meldon Viaduct in Devon which is also now used as a cycleway. The design of the piers was interesting, each comprising ten vertical and two angled wrought iron tubes with bolted cross bracing, a strong but very light solution. These stand on four cast iron pads, which in turn rest on a brick-capped base. Striking the cross bracing caused it to resonate, and the viaduct was known for the distinctive sound it made when crossed by a train. The author D H Lawrence, whose fiancée lived nearby, even refers to this rattling noise in his novel Sons and Lovers.

We then returned to the Nottingham Canal and car park to conclude an absorbing visit. Thanks are due to Kieran and his colleagues, and we wish them the very best as they move towards opening the Viaduct to the public in 2022. For the latest on reopening and plenty of other information besides we recommend a visit to their website at www.bennerleyviaduct.org.uk

All photographs courtesy of the Author

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, 13 December 2021	**Christmas meeting; we'll have refreshments, coffee, tea, mince pies, and short presentations or talks or announcements**
Monday, 10 January 2022	**"The Winter of 1947 on the Railways" by Ted Hancock.**
Monday, 14 February 2022	**A talk on "Pleasley Pit" direct from director Neville Buckle**
Monday 14 March 2022	**"The Industrial Heritage of the River Don Catchment – the remains and the future" by Rachel Walker**

Other Diary Dates

Monday 22 November 2021	**Newcomen Society South Yorkshire – "The History of Water- the Sheffield Reflection "** by Dr Jenny Stephenson. The meeting will start at 6:30 pm and tea and coffee will be available from 6:00 pm and we look forward to welcoming you. Kelham Island Museum – Eventbrite bookings on: https://www.eventbrite.com/e/140256407691 Details: John Suter - Meeting Secretary, Newcomen Society South Yorkshire. meetings.syorks@newcomen.com

Continued overleaf

Monday 24 January 2022	**Newcomen Society South Yorkshire – 'Poking its Nose into Everything': - the Royal Society for the encouragement of Arts, Manufactures and Commerce"** Susan Bennett . 6:30pm Eventbrite bookings on - https://www.eventbrite.com/e/152309418571 – *This is a hybrid in-person/online meeting.*

Gayle Mill in Wensleydale

Cliff Lea

During a holiday in the Yorkshire Dales this summer I came across a small water-powered cotton mill at Gayle near Hawse. It was situated in a spectacular area with wonderful views.

The tour guide told me that it had been built by the local Routh family following their gaining a licence from Richard Arkwright to use his patented technology for spinning. To me this meant that this was quite an early cotton mill built whilst Arkwright still "owned" his patented spinning technology.

Gayle Mill was being built in 1784, at the same time as Arkwright's much larger Masson Mill here and those other great cotton mills – the New Lanark Mill on the Clyde and the Stanley Mills on the Tay - in both of which Arkwright was initially a partner. As well as the Derwent Valley Mills both New Lanark and Stanley and have been granted World Heritage Site status – it's amazing that there are three World Heritage Sites in which Arkwright had a hand!.

But to get back to the much smaller Gayle Mill, Gayle was one of three early cotton mills in the upper reaches of Wensleydale, the others being at Aysgarth and Askrigg.

Yorkshire Archaeological Society have stated (somewhat tenuously I think, given later changes in use) that it is "… thought to be the oldest structurally unaltered cotton mill in existence.".

What was immediately striking was an amazing wooden launder, maybe 30 metres long, which had carried the water from the River to the overshot wheel. . Although the launder was a later mid-1800s addition consequent to mill changes and modifications, it immediately brought to mind how Arkwright's first mill at Cromford of 1771, when extended in about 1785 had the addition of a much shorter wooden launder stretching across Mill Lane to the first mill wheel and which carried the waters of Cromford Sough. This was replaced by a cast iron trough in 1821, which was knocked down by a passing truck in 2001. But perhaps this wooden launder at Gayle might show how the Cromford wooden trough of 1785 might have been constructed. Gayle Mill has in the last few years had funding for restoration, and the launder looked quite impressive, having been brought back to life.

The mill ceased spinning cotton in ca 1806 when it changed to flax, and was later involved in the woollen industry before converting to use as a saw mill for timber. The original 22 ft. diameter overshot

wheel gave way to water turbines in the 1870s, and was to be the source of electricity for the Hawes Electric Light Company by 1920.

One fascinating war-time use of the site was for testing amphibious military vehicles and Churchill tanks in the millpond, in readiness for D-Day landings. *All photographs courtesy of the Author*

James Fox of Derby 1760-1834 – Who Was He?

Peter Hawkins

First, I want to tell you a little about Wortley Top Forge.

Back in the 1970s I was involved with the Wortley Top Forge which is situated on the River Don about two miles north of Deepcar towards Penistone. Its history can be traced to the 1640s but its origins are thought to go back to the 14th century. It closed about 1912. The site is now owned by the South Yorkshire Industrial History Society formerly known as the Sheffield Trades Society. It is being gradually restored to its 1900s condition. It has three waterwheels, two hammers and a blower and also a collection of tools, engines and machine tools. The office was converted into a house. The forge also had two cottages attached to it. Goodness knows what the noise was like when the night shift was on.

The late Ken Hawley took an interest in the remains of the forge in the late 1950s and built up a team to restore the buildings and I joined this team in the 1970s. By then the buildings had the protection of the Department of the Environment a process to achieve this having been put in motion by the Sheffield Trades Society. It is now a Scheduled Ancient Monument.

The work we did in the early days was making the site safe. We also begged materials and in some cases demolished buildings and salvaged materials, such as big oak beams for the roof of the foundry. We pulled out and dismantled steam engines, one at Sheffield and another near Huddersfield. This engine called Elizabeth was on a steep slope. The fly wheel was built in segments and each segment was about 1½ tons and each had to be dragged up a very steep yard using our ex-Navy bus and then loaded on to a trailer. Elizabeth is now housed in an engine house constructed from salvaged materials. It is run on compressed air during special events. We also dismantled a Tangye engine at Staveley Chemicals. This was small about 9" bore x 16" stroke, a very neat design.

We had great fun in this picturesque site. The work continues and the aim is to restore it to its 1900s condition. The Barnsley Model Engineers also have a rail track on the site.

By now you might be thinking 'What about James Fox?' Well, before I joined the Society it had managed to acquire a Fox lathe from Milford cotton mill near Belper, established c1793. The lathe has been dated to c1821 according to Grace's Guide. Also at the mill was a planing machine and so a milling machine which were donated to the Birmingham Museum but the Museum didn't take the lathe as they already had a Fox lathe and so the lathe came to Wortley.

James Fox was born in Staffordshire c1760 and was in service as a footman for the Rev Thomas Gisborne, curate of Barton under-Needwood who lived at Yoxhall Lodge in Staffordshire, a property he had inherited. Gisborne came to know of Fox's other interests by his occasional lapses in his duties of footman and decided to encourage him in the handling of tools during his leisure hours.

Eventually, in 1783 Gisborne set Fox up in business at Tatenhill Mill near Yoxall. The move to Derby came later. In 1787 James placed an advertisement in the Derby Mercury announcing 'he is settled at Tatenhill near Burton on Trent where he makes all kinds of engines, oval and common lathes etc.' (it appears likely he was also a tool factor).

The mill was making wood screws before being acquired by Fox. First owned by the Wyatt Bros who later sold to Shorthose, Wood & Co and they after making a good success of the business moved to a larger factory at nearby Hartshorn. They could have left some lathes etc. behind in Tatenhill Mill.

Fox was soon involved with Strutt and Arkwright, the pioneering cotton spinners. It seems that James Fox's move to larger premises in Derby was to be nearer his work source and the materials such as castings for lathes and planing machines. These were large machines for the time. The castings were made at Morley Park furnaces. The top of one of the two blast furnaces can be seen from the northbound carriageway of the

A61 looking westwards before the Ripley turn off.

Although the exact date when Fox moved to Derby isn't known he was already in the town in 1792 according to this entry for Fox on the website of Grace's Guide.

1792 Advert for a regulator for water mills, particularly cotton mills: 'T. Swanswick with the assistance of J. Fox of Derby, Oval and Engine-lathe maker, executes these Machines and adapts them to Mills at a reasonable expense'

The lathe at Wortley Top Forge is about 11" centre height by about 5ft 6" between the centres. The bed is a box section with a flat shear at the front and inverted V at the rear. The head stock is back geared with change gears to drive a lead screw at the front and also a drive to the rear which gives the drive for the traverse via a pinion and rack which is reversible. I think the lead screw would be a later addition. The tool post will come off and the bed could be used as a boring table. The tail stock could move sideways so as to taper turn. I hope my memory serves me right. The lathe was renovated by the apprentices of Stanley Tools and no parts were remade. The lathe was tested to 005 of an inch which is very good for its age. Fox also made machines for the textile trade and planing machines with 10ft tables which means the base would be 20ft long. No other makers were making that sort of size at the time. He also made steam engines, the first in Derby. Fox machines had a high reputation and were o exported to France, Russia and also to Mauritius.

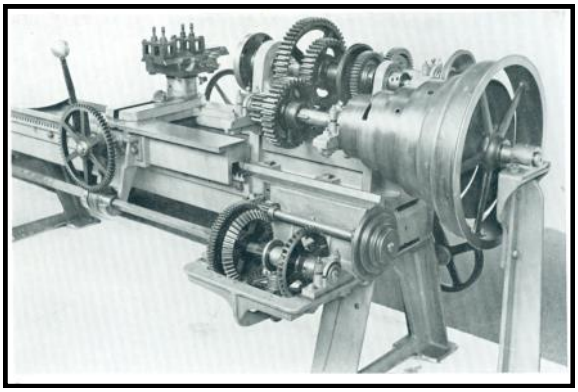
James Fox died in Derby in 1834 and the business continued under the name of Messrs Fox Brothers. Later grandsons of James also worked for the firm. Following the death of one of the brothers in 1866 the site in City Rd was purchased in 1868 by Alfred Searle Haslam who set up the Haslam Foundry and Engineering Company. (Grace's Guide – https://www.gracesguide.co.uk/)

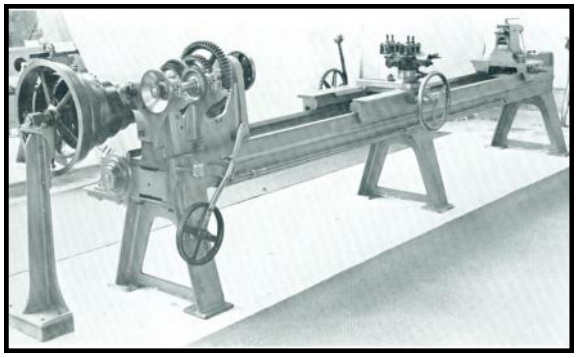
James Fox was a young man with a brilliant brain born in small village and working not with the local blacksmith but in service. He was self-taught unlike many other leading engineers of the time. He was fortunate his ability was recognised by the Rev Gisborne and that Gisborne was able to support him in his first venture at Tatenhill.

Wortley Top Forge

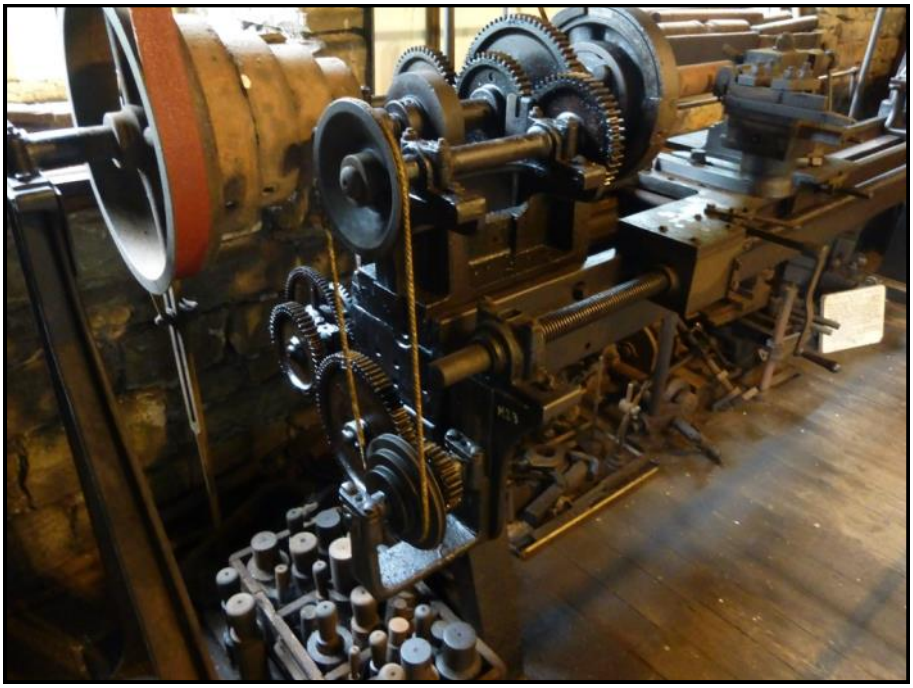
You can visit Wortley Top Forge at Forge Lane, Thurgoland, Sheffield S35 7DN on Sundays and Bank Holiday Mondays 11am to 5pm from Easter to early November.

There is a small entry charge. More information can be found on the website: www.topforge.co.uk





Front and rear views of the lathe at Birmingham Science Museum from Peter's copy of the book '*History of Machine Tools' 1700-1910* by W Steedes published by 'Oxford at the Clarendon Press 1969'



The lathe at Wortley Top Forge taken in July this year *Peter Hawkins*

This article first appeared in "Stephenson Link", the magazine of the Chesterfield Model Engineers.

The Pre-Grouping Railways in Chesterfield

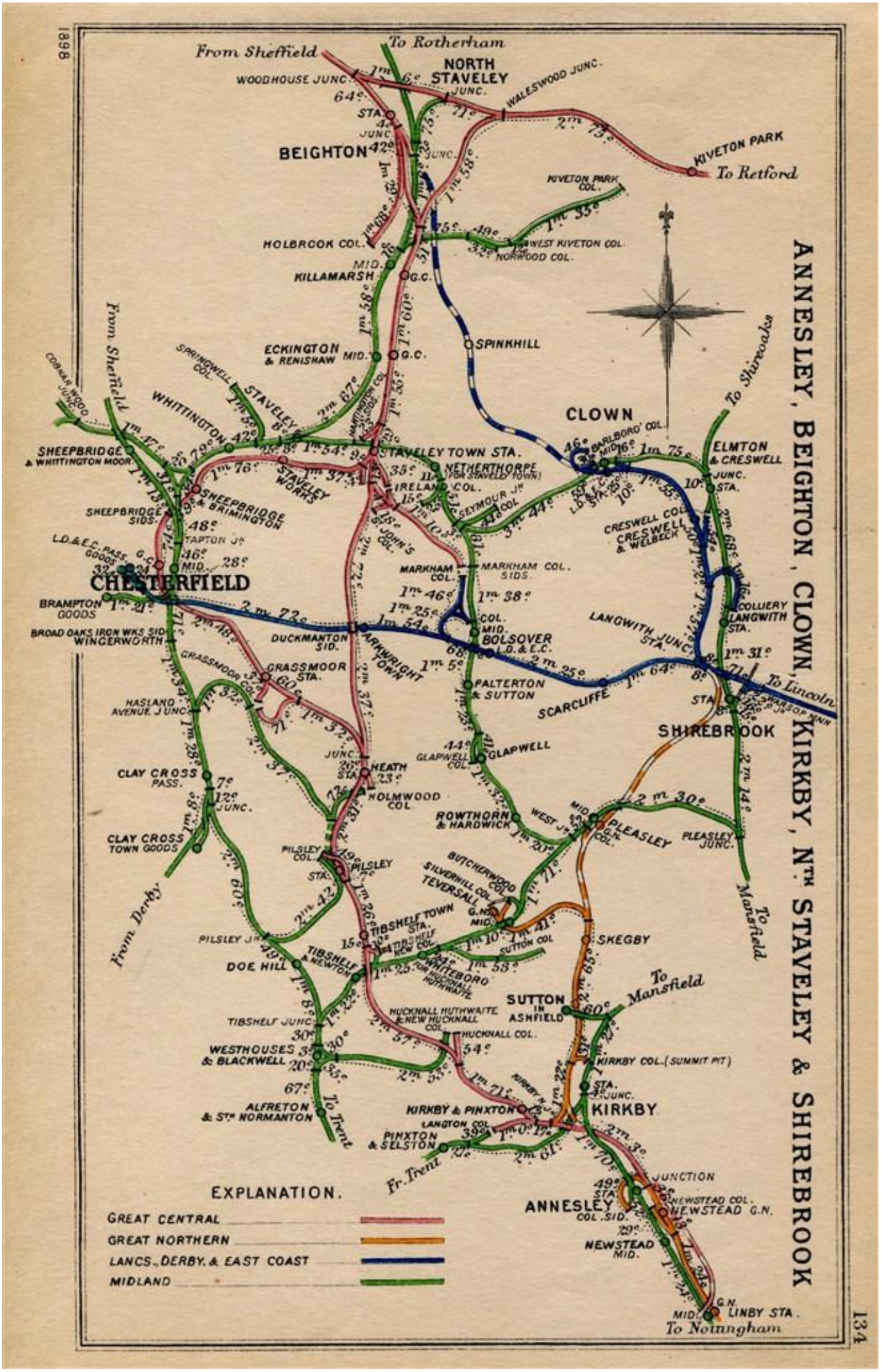
Martin Allen

In the early railway "Pre-Grouping" period there were up to 123 public and independent railway companies, many of which were competing with each other to obtain their share of the traffic that was available in their locality, both passenger and freight. This era came to an end on 1st January 1923 by government decree, when most railways were formed into the so-called "Big Four" comprising of the Great Western Railway, London & North Eastern Railway, London Midland & Scottish and Southern Railway railways. There were a few exceptions to this arrangement, in the case of some minor light railways which remained independent. Two main line railways were already amalgamated prior to 1923, as the Lancashire & Yorkshire Railway had previously been taken over by the London & North Western Railway as from 1st. January 1922. Another pre-grouping oddity was the Cheshire Lines Committee, which was a jointly managed enterprise operated by the Midland Railway, the Great Northern Railway, together with the Manchester, Sheffield & Lincolnshire Railway. At the Grouping, the CLC routes were absorbed into the LNER.

Many of the larger towns in the UK had more than one railway company within its boundaries, usually with their own independent passenger stations and freight yards as well. To coordinate all of this, the guiding hand was the Railway Clearing House (RCH), who were formed in 1842 and dealt with financial matters such as joint ticketing of passenger fares as well as shared running rights over jointly operated routes. This got quite complicated at large main line junctions, where the respective routes either had their own exclusive access rights, or an agreement by one railway (which owned and maintained the infrastructure) might grant permission to allow designated "foreign" train services to share the routes. This was for a fee, of course and the RCH had an army of clerks who recorded the passing traffic at key points and apportioned the costs and profits. A colourful series of maps was published by the RCH called "Railway Junction Diagrams" and copies were issued to all railways, so that everyone understood which railway owned the infrastructure and who had shared running rights over it. All the mileages of every route were also quoted in minute detail. Another useful tome was the RCH "Handbook of Stations" where the facilities at every passenger station and freight siding was listed. Matters such as if the freight sidings had a stationary crane and what the lifting capacity was, or a road vehicle weighbridge were clearly defined. All essential reading, especially if you had dispatched a heavy consignment of goods to be offloaded at a wayside facility. When all the railways were Nationalised as from 1st January 1948, you would imagine that the RCH were effectively obsolete, but this was not the case. They still managed joint ticketing arrangements and as late as October 1948, they were issuing decrees such as to how freight wagons would be lettered and drawings were prepared to show the arrangements in great detail. The RCH eventually existed in name only, but it was not finally dissolved until 8th April 1955.

Chesterfield was no different to the average towns in the United Kingdom, in that it could boast at one time of having three independent railways competing for the passenger services, but especially the lucrative coal traffic of the district. The combined Yorkshire, Nottinghamshire and Derbyshire coalfield covered an area of 2,400 square miles and was the largest such mineral field in the UK. As an example, between 1931 and 1935, the total coal output was 65.9 million tons. Derbyshire itself had at one time, 101 collieries within its borders.

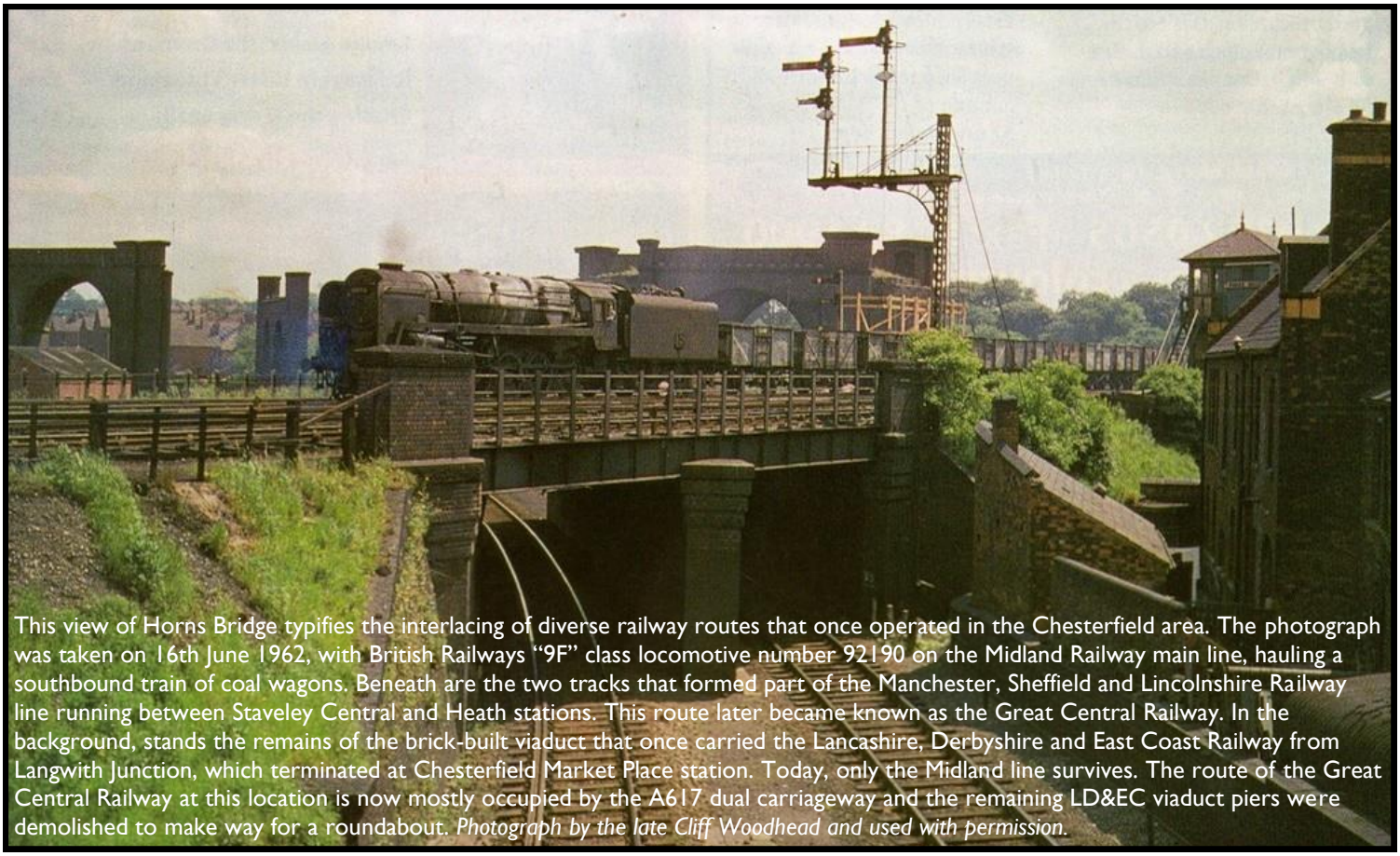
The first railway to arrive at Chesterfield in 1840 was the North Midland Railway, which extended Northwards from Derby and eventually reached as far as Leeds. The NMR amalgamated with the Midland Counties Railway and the Birmingham & Derby Junction Railway (all of whom met at Derby) to form the Midland Railway in 1844. The station was simply named "Chesterfield" upon completion, but this was altered to Chesterfield Midland, to differentiate from the other two stations which came later. The original station was built in the classic Jacobean style of architecture (by Francis Thompson) and the design can be compared to that of the now demolished original Ambergate station. When the "New Road" direct route to Sheffield was built in 1870, the original station was demolished to make way for the construction of Tapton Junction. Consequently, a new station was erected further South at the present location. This design in the "Derby Gothic" style was by the Midland Railway architect John Holloway Sanders. He was also responsible for the design of Sheffield station and many of the fine buildings which still survive on the Settle & Carlisle line. This second Chesterfield station was demolished in 1963, when the present station was built on the same site.



RCH junction diagram for the Chesterfield area dated 1898 (*collection Philip Cousins*)

Next on the scene was the Manchester, Sheffield & Lincolnshire Railway which arrived in 1892 and their station which was named Chesterfield, but appears to have had 'Central' added as a suffix from late 1907. The station building itself was located adjacent to Brewery Street and it was a modest single storey structure of timber construction. There was an adjacent goods yard on the Up side of the station. The abundant coal traffic in the area also encouraged the MS&L to build no less than 17 branch lines to serve them. The detractors of the MS&L (perhaps with good reason) called it the "Money Sunk and Lost". For the later extension to London (Marylebone) which opened throughout in 1898, the name was changed to the Great Central Railway. Now it's enemies declared that the money had "Gone Completely"! The GCR route in Chesterfield was closed on and from 4 March 1963. The last train was an enthusiasts' railtour hauled by the steam locomotive "Flying Scotsman", which ran in June 1963, from Sheffield Victoria station to Marylebone in London. Eventually, the freight service was withdrawn on 11th September 1967. The buildings on the Down side were demolished soon after closure, but those on the Up side remained until being eventually demolished in 1971. The last structure to remain standing was the large goods warehouse in the goods yard. The site was completely lost in 1985, when the A61 Inner Relief road was built. Nearby and opposite to Durrant Road is the 474 yard (434m) Chesterfield Tunnel which still exists as the only surviving fragment; the construction of the Chesterfield Inner Relief Road having reduced the length at both ends – but access today is not encouraged.

Thirdly, the Lancashire, Derbyshire & East Coast Railway built a line from Lincoln and reached Chesterfield Market Place station in 1897, the station being opened on 8th March of that year. The line was known as the "Dukeries Route", owing to the number of stately homes and large estates along the railway. This was a difficult line to build, especially on the approach to Chesterfield had a series of limestone ridges to be overcome, which required the building of Duckmanton Tunnel (501 yards or 458m) and Bolsover Tunnel (2,624 yards or 2,399m). The main station building was a large three storey brick built structure with a long glass front awning. There were four platforms, all with canopies and an extensive goods yard. The LD&EC had grandiose plans to be a coast-to-coast route and two extensions were proposed. There were for one Eastward route between Lincoln and Sutton-on-Sea, then a Westward extension from Chesterfield to serve the ship canal at Manchester and onto Warrington. Neither of these originally intended lines came to fruition and the LD&EC was acquired by the Great Central Railway in 1907, as it gave them access to the lucrative coalfield traffic. The station at Chesterfield closed in 1951, but the tracks were not lifted until 1957-8. The justification for closure were said to be due the excessive maintenance costs of the adjacent Bolsover tunnel, caused by severe water seepage and mining subsidence. Doe Lea viaduct (370 feet or 110m) was also problematic, again due to mining subsidence. It was demolished by the Royal Engineers in spectacular



This view of Horns Bridge typifies the interlacing of diverse railway routes that once operated in the Chesterfield area. The photograph was taken on 16th June 1962, with British Railways "9F" class locomotive number 92190 on the Midland Railway main line, hauling a southbound train of coal wagons. Beneath are the two tracks that formed part of the Manchester, Sheffield and Lincolnshire Railway line running between Staveley Central and Heath stations. This route later became known as the Great Central Railway. In the background, stands the remains of the brick-built viaduct that once carried the Lancashire, Derbyshire and East Coast Railway from Langwith Junction, which terminated at Chesterfield Market Place station. Today, only the Midland line survives. The route of the Great Central Railway at this location is now mostly occupied by the A617 dual carriageway and the remaining LD&EC viaduct piers were demolished to make way for a roundabout. *Photograph by the late Cliff Woodhead and used with permission.*

fashion using explosives on 24th August 1952. For a short period following closure, the station building was occupied by Charles Credland Ltd., a painting and decorating firm. Demolition eventually followed in April 1973.

All of this conglomeration came together at Horns Bridge in Chesterfield. The Midland, being first on the scene took their route at this point on an earthwork embankment. Here, the MS&L inserted the aforementioned steel girder bridge with brick abutments into the embankment and the lines passed under the Midland main line at roughly 90 degrees. The LD&EC Railway subsequently passed above and adjacent to the Midland route on a substantial brick viaduct (700 feet long or 213m), which crossed over the MS&L line. This combination was also known locally as Three Bridges in its heyday.

What had been seen in the late Victorian and early Edwardian eras as being healthy competition for the railways, then faded with Nationalisation of the railways, which occurred as from 1st. January 1948. After two world wars with reduced maintenance and much destruction of infrastructure and rolling stock, plus the Depression of the 1920's, the railways were run down and utterly worn out. Duplication of railway routes was now considered to be inefficient and wasteful. Early line closures started in 1950, but the trend was accelerated as from 1961. The government of the day had appointed Lord Beeching as Chairman of the British Railways Board and the closures process was accelerated, with the remit to close down all unprofitable railway routes which were duplicated and services that were uneconomic. A document entitled "The Reshaping of British Railways" was published in 1963. This proposed that around 6,000 miles (9,700km) of railway routes, together with 2,363 stations were to be closed. Broadly, this plan was largely carried out with only a few minor exceptions.

Today however, there are increasing pressures on the railways to carry more passengers than ever before. Furthermore, in efforts to keep heavy lorries off the motorways, freight services by rail are now on the increase. Some of those duplicated rail routes which were previously considered to be unwanted, could hopefully one day see train services reinstated again.

IA News and Notes

World Heritage Site News

In the wake of the loss of Liverpool's Maritime Mercantile City World Heritage Site status, it is pleasing to see another English city pledging its commitment to its industrial heritage. Saltaire, the industrial village in West Yorkshire, founded by the textile manufacturer Titus Salt, in the mid-19th century, was inscribed as a World Heritage Site in 2002. A statement issued by Bradford City Council in August this year said: "We are very proud of Saltaire and value our district's fascinating heritage. The council and our partners are committed to protect the village's UNESCO status and will continue to invest in its protection and enhancement."

From: *AIA Industrial Archaeology e-News Bulletin October 2021*

Photo Credit: *Yorkshire Post*

Read more about Saltaire's UNESCO status on the Yorkshire Post website:

https://www.yorkshirepost.co.uk/heritage-and-retro/heritage/saltaire-given-commitment-by-council-to-ensure-it-remains-on-prestigious-unesco-world-heritage-site-list-3336246

Chairman's Chat — Cliff Lea

Life is slowly returning to normal, and let's hope this continues. It will certainly be good for NEDIAS members, and for us to resume our activities!

Our Christmas meeting will be on Monday 13 December - we'll have refreshments, coffee, tea, mince pies, and short presentations or talks or announcements, maybe even a quiz on something with which you're involved. Ideas please? Time also for us to show the details of the "round industrial Brampton" which we covered many years ago, and which St Thomas Church with our help converted to a walking and information leaflet 2 years ago.

Our meetings for 2022 include:

Monday 10 January – "The Winter of 1947 on the Railways" by Ted Hancock. Thank goodness I don't remember that! Temperatures down to minus 21 C, blizzards and 7 yard deep drifts to contend with and costs to the British economy of £25 billion in today's terms. Ted will tell us how this all affected the railways. Brrrrr! A talk well timed for a January evening. (See illustration below!)

Monday 14 February – A talk on "Pleasley Pit" direct from director Neville Buckle

Monday 14 March – "The Industrial Heritage of the River Don Catchment – the remains and the future" by Rachel Walker

We're also getting a few visits up and running, so put the following dates in your diary: a) Tuesday 26 April on a Bolsover heritage walk with Bernard Haigh, b) Saturday 21 May, guided tour at Wortley Top Forge, guided by Gordon Parkinson.

See you all soon.

A pair of unidentified ex-LMS 4F 0-6-0 locomotives are seen clearing snow in Kineton station during the winter in early 1947. The strangest thing about 1947, was the first part of the winter was very mild, with only 2 failed cold spells...The weather in fact, turned unseasonably mild for a time. On the 15th January, the temperature in Leeming, North Yorkshire, didn't fall below 11.7 C, and rose to 14 C the next day in parts of Norfolk, Herefordshire, and Flintshire. This soon changed. An area of High Pressure transferred north, from France, on January 18th. Two days later, the anticyclone was centred over North -West Norway. It then drifted South -East to Southern Scandinavia, and dominated the UK weather for the rest of the month. The first frost came on the 20th, and the first snowfall on the 23rd, where heavy snow was recorded in the South West of England, even the Scilly Isles. Many villages became cut off and isolated. (https://warwickshirerailways.com/lms/smjk205.htm)

And finally ....

.... Historic Scottish railway structures

Industrial Archaeology e-News Bulletin October 2021

Specialist repair works to protect the heritage of the historic Hollowburn Bridge in Fallin near Stirling began in July. The bridge is a listed structure and is considered a rare example of industrial wooden bridge construction from the late 19th Century. Originally carrying a mineral railway it is now part of a cycle and walking path. Damage to the bridge was identified in July 2020 and a temporary closure and safety barriers were put in place. The complex nature of the repairs and the bridge's listed status delayed the start of the work, which has included replacing the deck of the bridge and the deck boards. (Photo: https://britishlistedbuildings.co.uk/)

Meanwhile, just east of Edinburgh, archaeologists have uncovered the remains of what is claimed to be Scotland's earliest railway, the Tranent Waggonway, a wooden railway first built around 1722 to carry coal from a pit at Tranent to the coast, where the remains of salt pans heated by coal carried by the railway have also been uncovered. Unusually, the evidence shows that the gauge of the railway was increased later in the 18th century.

'Stunning' finds on Scotland's earliest railway: https://www.bbc.co.uk/news/uk-scotland-edinburgh-east-fife-58624721

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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