

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 86 – May 2022
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The Coniston Copper Mines – and connections with Derbyshire and Ecton

Cliff Lea

In March this year I much enjoyed a walking-week in the Coniston area of the Lake District, getting to the top of Coniston Old Man and enjoying some similar walks. It was during these that I passed the relicts of some of the great industrial past of the area, quarrying, slate mining and the incredible copper -mining for which the area is famous.

Copper mining was said to have started there in Elizabethan times when German miners were brought in to exploit the deposits, and the mining operations were functional for hundreds of years.



In 1756 it was a Derbyshire man, the Castleton-born Charles Roe (1715-1781) who got involved with mining in the so-called “Coppermine Valley” above Coniston. At the same time he was exploiting the copper ores at Alderley Edge near Macclesfield and he worked a copper smelter on Macclesfield Common. Charles Roe went on to build brass-wire and rolling mills near Congleton. He had initially been buying in copper ores from the Ecton, and moved on to exploit the tremendous deposits in north Wales, when he was now devoting his

energies with other partners into building up one of the greatest brass companies of the late 18th century, the Macclesfield Copper Company.

Roe ceased his interests at Coniston in 1770. But what of the Coniston mines now? I saw lots of the remains and adits there.

By the early 1800s, water power was being used (two wheels



Pictured above – LEFT View of the copper mines valley with the white-painted Mine Manager’s House, now a Youth Hostel, prominent. (photo Cliff Lea) and RIGHT Mine Manager’s House (photo Youth Hostel Association)



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

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32 ft. diameter water wheel under reconstruction in the copper mines valley (photo The Westmorland Gazette, 26 Nov 2019).

prominent on the site) and the mines were extensively developed by another famous name, John Taylor (1779-1863) who had developed a mechanised copper ore crusher at Wheal Friendship near Tavistock. The Coniston mines were now reaching depths of 270ft., and under Taylor's ownership they were said to have become *"the largest and most profitable copper mines in the north of England"*.

In 1859 the Coniston Railway was opened and later extended to transport the ore into Coniston, a town which may be a great tourist attraction now, but which grew principally because of the copper trade.

John Taylor may have been the person to develop Coniston more than any other, but he was active

in mining in many other areas of the country, His Gwennap mine in Cornwall alone employing over 3,000 people. He was also appointed as mineral agent to the Duke of Devonshire- another famous connection to Derbyshire.

Coniston Copper mining ceased in 1914, and most visitors pass the remains with little thought as to the incredible mining history. But those who stay at the Coniston Youth Hostel right up in the folds of the copper mines valley would certainly discover when they arrive that the hostel itself had originally been the old mine manager's house!

Dates for your diary



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 9 May 2022	DAVID WILMOT MEMORIAL LECTURE. "St Pancras Station and Hotel" by Mike Higginbottom.
Monday 12 September 2022	"What did the Strutts do for us?" by Peter Dunkerley
Monday 10 October 2022	"The Ashover Light Railway" by Richard Booth
Monday 14 November 2022	"The Ecclesbourne Valley Railway - a remarkable story" by Eric Boulton

NEDIAS Outside Visits

Saturday 21 May 2022	Visit and guided tour of Wortley Top Forge, led by Gordon Parkinson. Names on visit sheet at next meeting, or book via Brian Dick, 01246 205720.
Monday 20 June 2022	10.30 start from St Thomas's. A short amble (ca 2-mile) around Industrial Brampton (15 max). Names on sheet at next meeting, or book via Brian Dick, 01246 205720.

NEDIAS Outside Visits

Date TBA

We're trying to assess whether we can get the critical number for a coach trip - date to be decided- to the new Birmingham Science and Industry Museum - "The Think Tank". Please let Cliff know if you're interested (already we're almost there with potential number, those who have already given their names don't need to contact Cliff again).

Other Diary Dates

Saturday 11 June 2022

'George Stephenson Day' between 10:00am and 4:00pm at Holy Trinity Church

More on Sir Harry Ricardo

John Rowland

My friend John Rowland is the only person I know who has knowledge of internal combustion engines anywhere near approaching that of Sir H R. He has sent me the following additional notes to supplement the article on this great man in our February NEDIAS Newsletter. Cliff

Regarding Harry Ricardo, I have heard that the early WW1 tanks were underpowered, having a Daimler sleeve-valve engine. Daimlers backed sleeve valves; a mistake.... with hindsight! They used buckets of lubricating oil, smoked like mad, pinpointing you for artillery fire, and bunging the sleeve ports with carbon! And, they used what was described as 'best aviation spirit'.

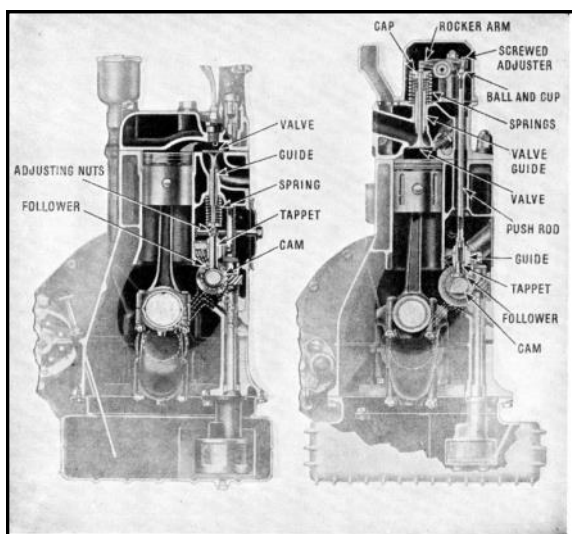


FIG. 13. O.H.V. AND SIDE VALVES. On the left is shown a side valve mechanism, and on the right an overhead valve mechanism. The latter type is more efficient as the mixture has not to reverse its flow in order to fill the cylinder which is the case in a side valve engine. Also, adjustment can be more easily and quickly carried out.

Squish, side-valve, Oldham's Motor Manual, 1956, see L.H. top

survivor was the 1172cc Ford E93A and up-date the 100E, which survived to 1960, alongside the OHV 105E new Anglia engine. A whole industry appeared, providing conversions for vast numbers of 5-quid salvaged S.V. motors for motorsport, hydroplane racing and even small aircraft engines. (See photo, the Carden racing monoplane, 100MPH on a mere 35BHP. It even sounds like a Ford 'Pop'!) For motor racing use the engine was pushed to 60BHP or more thanks to Ricardo combustion

The Ricardo was 50BHP better at 150, and reputedly ran on low-grade fuel, but I've never been able to find out what it was! It was also a 'cross-head' engine with a rigid piston-rod, so the fuel/air mix was fed to the underside of the piston first into this 'mixing chamber'; all very odd...a cut away drawing would be a great help....but I've never seen one. There are cut-aways of side-valve heads though, from my 1956 Christmas present! 'Oldham's Motor Manual'! Heavy going at the time, but I sort of grew into it.

So better to stick to what I'm comfortable with: the Hillman Wizard car, with a 2.3 litre straight six side-valve engine. The side valve here and in the USA had been given a remarkable leg-up by Ricardo's combustion chamber research, involving 'Squish'! (Think of the Ford V8 and the Willys Jeep engines.) There was a smaller UK Ford V8, but here the great



Carden-Ford engined Chilton racer, Shuttleworth Alan T. photo 17-7-11 (John Rowland inspecting the aircraft)

chamber design, plus sundry 'bolt-on' parts. (...and the standard robust crankshaft with tough connecting -rods!)

As I remembered it the Hillman Wizard 'pirate-ing' was dealt with in court, the Rootes Bros. paid up and that was it. Well said, Judge Farwell....but it wasn't so easy. Anyway, have a read: <https://fredstarr.com/wp-content/uploads/8.-Harry-Ricardo-The-Man-and-Contribution-Morrison.pdf> The fairly recent concept of 'Intellectual property' could have started with the Ricardo patents....?? Incidentally Counsel for Ricardo was Stafford Cripps, the severe left-wing War Coalition M.P. (and barrister) who kept WW2 rationing going to about 1950. Not Winston Churchill's sort of chap. He insisted that Cripps lived entirely on mustard and cress grown on his office blotter! Coarse humourists such as Bomber or 'Butch' Harris also swapped the 'i' for the 'a' and vice versa in his name.



1932_Hillman_Wizard_DeLuxe_Saloon

A Photo Montage of Wingerworth Stone Sawing Mill

Jamie Mather

The NEDIAS project to research, survey and excavate the former Stone Sawing Mill in Wingerworth included making a detailed photographic record of the surviving stonework. This was done by setting out a one metre grid across each area of the site, then photographing every square from above with and without an archaeological drawing frame in place. 746 different squares were photographed, some more than once, over a period of several years. The process gained the nickname of the Wingerworth String Dance.

Thought was soon given to using these images to produce a photo montage of the complete site, though an early attempt was unsuccessful due the limitations of the author's previous laptop. Today such images are often made using drones and specialist photogrammetry software. But flying a drone across the wooded Wingerworth site would be difficult, and processing the resulting images requires a computer with a higher specification than a typical domestic laptop. So our montage was produced using widely available Photoshop Elements software.

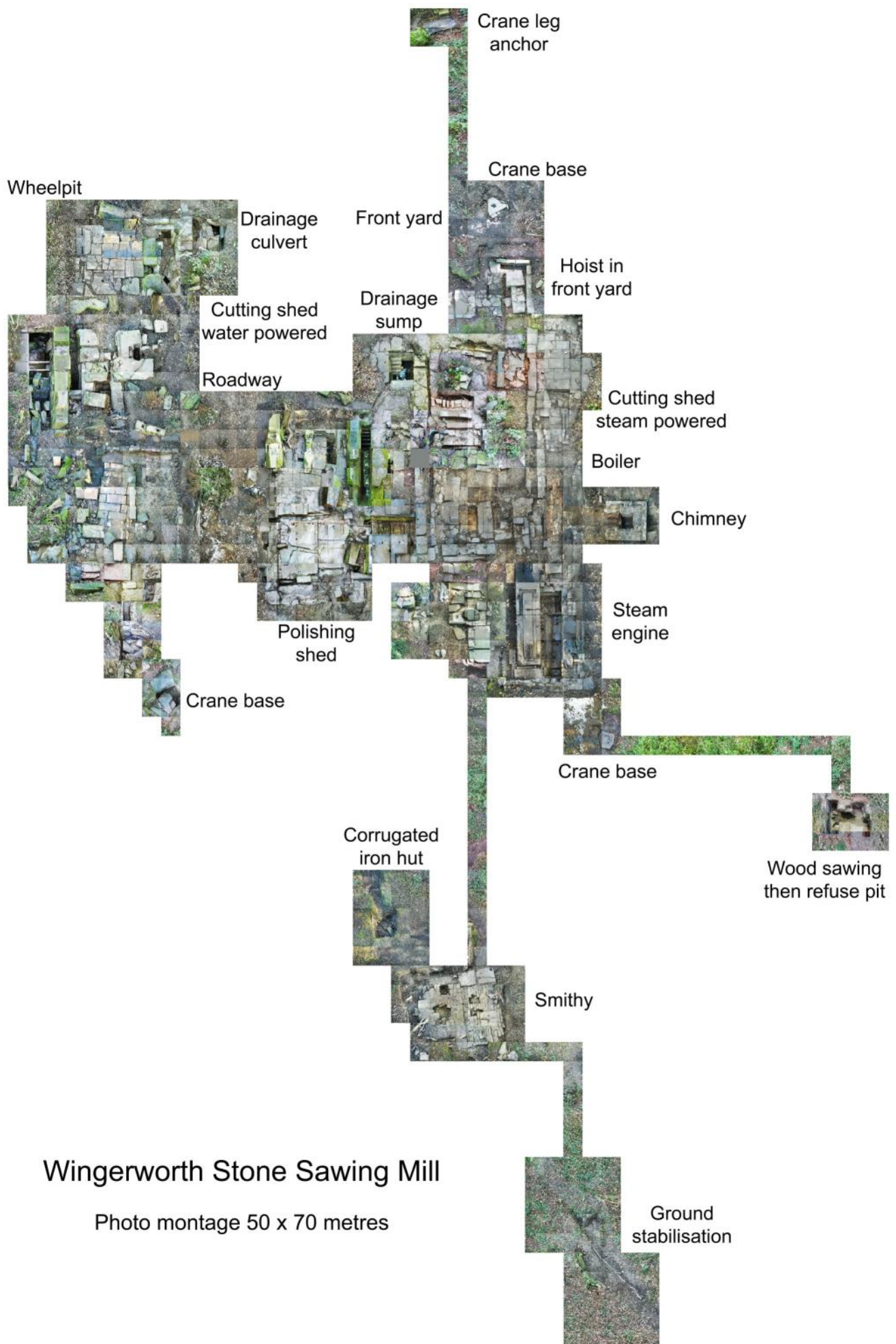
The montage was built up from 747 individual images, one of them a dummy square where a large tree trunk prevented photography (we'll leave you to find it). Where multiple images existed the newest (and deepest, if excavated) one was used. Thus the montage doesn't represent the excavation at any one moment in time, but shows the maximum detail available for each square. This also explains the varied moisture conditions visible across the site. We avoided photography in strong sunlight due to problems of high contrast and presence of shadows, including those of the photographer.

The process of building the montage was straightforward but repetitive. Each image was first cropped and reshaped to remove distortion and resized to a standard size of 2000 pixels square. However it was not possible to build the montage in a single stage. The images covered a site area of 50 x 70 metres, and the resulting 14 billion pixel file would be far too large for either the software or the laptop. So the images were first grouped into 10000 pixel square blocks, each containing up to 25 images. The 54 resulting blocks were then reduced in size to 2000 pixels and again grouped into 10000 pixel blocks. This created six large units which, after being reduced to 5000 pixels square, were combined into the finished montage. All of the intermediate files were retained, as these allow smaller areas of the site to be examined at higher resolution.

Producing a montage in this way does have drawbacks. To minimise distortion the camera needs to be high above the centre of each square. This was difficult to achieve on the uneven Wingerworth site, so many squares had to be photographed at an angle. This is a particular problem when dealing with upstanding stonework or deep pits, as the angled perspective means that images include vertical as well as horizontal features. Therefore areas such as the wheelpit are shown less accurately than flat parts of the site. The errors introduced mean that this type of montage is no substitute for a site survey, but it still provides an interesting overview and illustration of the complete sawmill site.

RIGHT: The photo survey in progress
Jamie Mather





Wingerworth Stone Sawing Mill

Photo montage 50 x 70 metres

Early Rope Haulage Railways

Martin Allen

Before railway locomotives were invented, the methods for propelling trains on the early railways were very limited. Within underground mine workings human power was the only option, unless the cramped conditions permitted the use of ponies for haulage. On surface railways draft horses could be used or, in the case of the Pinxton Railway in Nottinghamshire when it opened in 1819, bullocks were employed as the motive power.

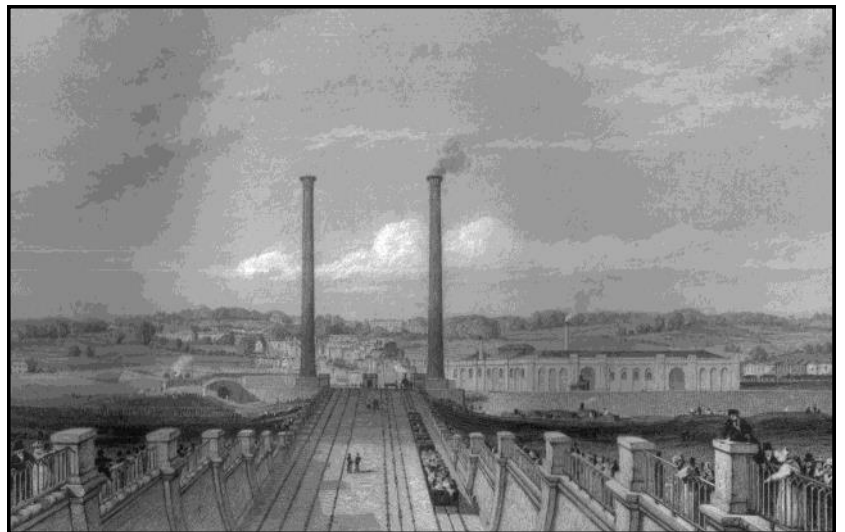
The invention of steam power offered the prospect of stationary engines being employed to haul wagons or carriages, either by hemp ropes or wrought iron chains attached to winding mechanisms. The Cromford & High Peak Railway in Derbyshire opened in 1830 and it was by these means that the wagons could be hauled on steep inclines which were beyond the ability of animal power. In the same year the Liverpool & Manchester Railway carried out tests during the Rainhill Trials to solve the problem of traction. As is well known it was the steam locomotive “Rocket” built by George Stephenson which claimed victory, but this was by no means the assured conclusion in the beginning. One of the other competitors was the “Cycloped”, built by Thomas Shaw Brandreth of Liverpool, which basically comprised of a treadmill attached to the axles of the wheels. A horse was harnessed to the treadmill and thus forward motion was achieved. This contraption was disqualified under the rules of the competition as it was not a steam locomotive as specified!

When the London & Birmingham Railway first opened in 1835 steam locomotives were employed in part, but only as far south as Camden station, which is 2 miles short of the Euston terminal. This final section was opened on 14th October 1837 but the incline of 1:85 was considered to be too arduous for locomotives and consequently rope haulage combined with the trains descending under gravity was the only option.

The tarred hemp rope was 4,080 yards (3,731m) long and a system of pulleys and counterweights (sunk vertically into deep brick-lined shafts) kept it taut. Stationary steam winding engines of 60 horsepower were built by Maudsley Sons & Field of London and installed in a vast brick built cavern, dug under the main line at Camden. Here the locomotives were detached and the trains were shunted by horses and attached to the ropes for their descent into the Euston terminus. The northbound return journey was again achieved by rope haulage as far as Camden, where steam traction took over. The cavern still exists today, although now bereft of its stationary engines. There is also a subterranean access tunnel adjacent, dating from when the horses were led from the stables to their shunting duties. It can be imagined that such operations could be fraught with danger for the passengers and indeed there was an accident on the opening day.

The incline engines continued in use until 1844 and they were subsequently sold by auction in 1847 to a silver mine in Russia. By this time steam locomotives of sufficient power had evolved and trains were able to be hauled direct into Euston station. Departing trains had to be “banked” by another locomotive pushing from the rear.

This necessitated a change in the Act of Parliament, which excluded the use of steam locomotives due to protests from local land owners who objected to the smoke from the locomotives. The cavern at Camden was declared a Grade 2 listed structure in 1990. At the present, no public access is possible to the cavern but it is



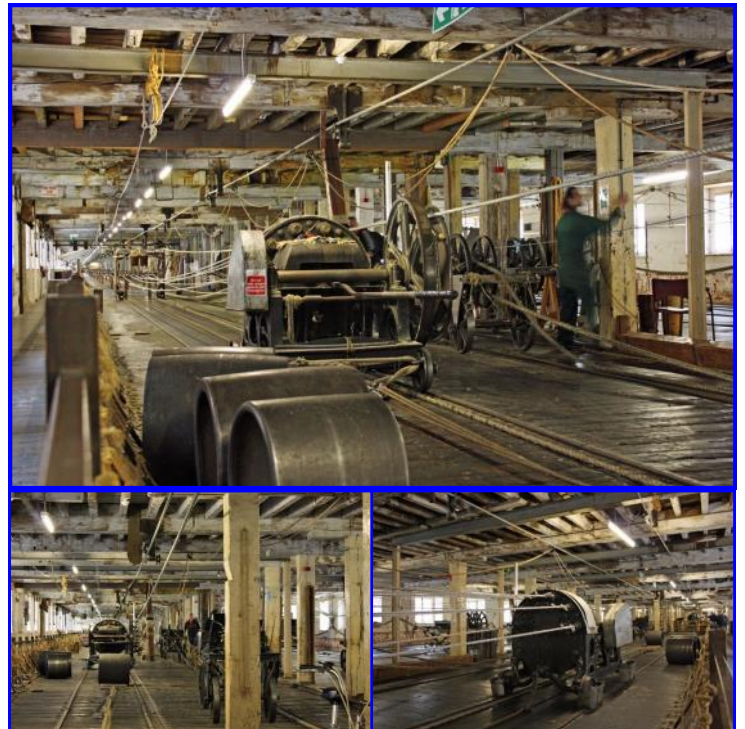
This shows Camden Town engine works and stationary engine chimneys, built on the London and Birmingham Railway.
Roscoe, Thomas (1839) *The London and Birmingham railway*.
This file has been identified as being free of known restrictions under copyright law, including all related and neighbouring rights.

hoped in the future that it could be used as an entertainment venue.

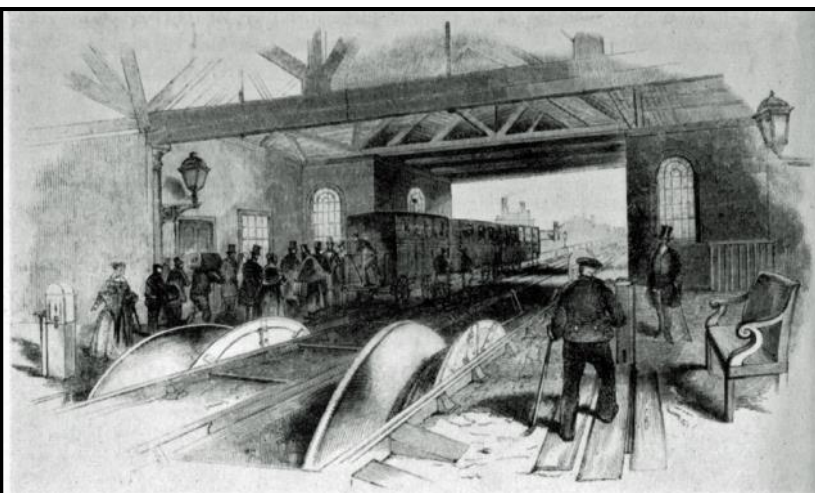
The limitations of woven hemp ropes were soon made apparent as they quickly became worn out. They could also break unexpectedly with disastrous consequences. As the wear was age-related, the date of manufacture of the rope could be identified by a coloured thread twisted into the strands, the chosen colour being an indicator of the date of production. Wrought iron chains were then tried but all the pulley wheels had to be replaced (due to a need to mesh with the chain links) and the great weight of the chains themselves required the use of more powerful (and therefore expensive) steam engines.

The first wire ropes were invented in Germany, principally by William Albert. Access to the silver mines of the Harz Mountains necessitated the construction of vertical shafts where the ore was hauled up to the surface using these ropes. The method of wire rope manufacture was based on the established practice for hemp ropes. This employed an arrangement called a “rope walk” where the threads were twisted by hand. The manual method of wire rope making was subsequently improved upon by Englishmen Andrew Smith and Robert Newall, who formed the partnership of Smith & Newall, with the intention of using the new wire ropes for the rigging of sailing ships. In production, a rail mounted trolley would travel the length of the required rope, automatically twisting the separate threads as it went.

Today, in Chatham Dockyard in Kent, there is a building referred to as “The Ropery”, which still contains some original hemp rope making equipment on the Smith & Newall principle, which was established by the Royal Navy to supply ropes for their sailing ships. The building is open to the public and the machinery can be demonstrated in use. It is well worth a visit. In London, the construction of the London and Blackwall Railway (originally called the Commercial Railway) in the East Docks district was not constrained by steep gradients; however, it was conceived as a cable hauled railway owing to the fear that flying sparks from steam locomotives might set fire to the sails of ships at the adjacent anchorages. The wire rope making workshops of Smith & Newall were established at Blackwall and this was convenient for serving both the needs for supplying ships’ rigging and the adjacent railway. The route of the London and Blackwall Railway is today partly absorbed in the Docklands Light Railway.

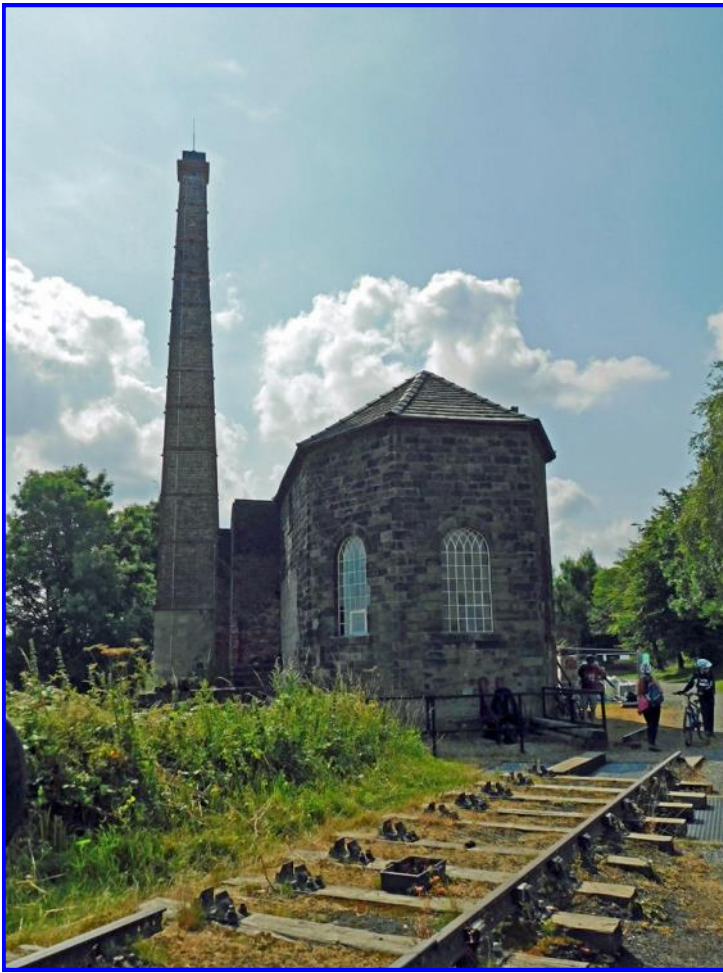


Chatham Ropeworks as seen in 2009 (Doug Spencer)



Minories station on the LBR, circa 1840. The winding drums and Cooke-Wheatstone “needle” telegraph instrument (left foreground) are shown. Note the lever-operated brake to keep the cable taut during unwinding. Public Domain, <https://commons.wikimedia.org/w/index.php?curid=4479169>

The Cromford & High Peak Railway in Derbyshire operated from 29th May 1830 and the incline planes employed stationary winding engines, using wrought iron chains for wagon haulage. Elsewhere on the line, horses were employed on the level sections at first and steam locomotives were introduced from 1840. The exception was on the Whaley Bridge incline, which retained chain haulage until closure of that section of the line on 9th April 1952. The other incline planes were progressively converted to wire rope usage from 1856. A total of seven inclines were then in regular operation. There had been frequent breakages of chains since not long after the opening of the line in 1830 and in 1831 there were five more breakages in a single week. The original chains on the Hopton Inclines (there were two inclines in close proximity)



Middleton Top Engine House operated to haul waggons up and down Middleton Incline on the Cromford and High Peak Railway. It is the world's oldest working reciprocating winding engine still in its original engine house. (Doug Spencer)

See: [Middleton Top Engine House 2022](#), [Middleton by Wirksworth, Derbyshire | Steam Heritage](#)

were worn out by 1860 and new chains were provided. In 1877, both inclines were reconstructed to ease the gradient and a single incline created.

This improvement allowed steam locomotives to be used here for the first time and the chains were permanently removed. It is of interest that thereafter the Hopton Incline at 1:14 was the steepest in the UK to be worked by conventional steam locomotives. Of all the Cromford & High Peak Railway rope worked inclines, Bunsell was the steepest at 1:7 but this section was abandoned in 1899.

The rope haulage operations were “counter balanced”, in that the rope is in an endless loop, serving both descending and ascending tracks. Loaded wagons are descending and the empty wagons are ascending, therefore the weight of one loaded wagon going down could haul two empty ones coming up. So gravity is of assistance and the winding engine is only needed to control the momentum and for braking.

On the Cromford & High Peak Railway wagons were lashed onto the haulage rope by means of long chains that were manually plaited around the wire rope and then secured in place by leather straps and buckles. The men who carried out this task were officially called “Hangers On”. This obviously required some manual dexterity but on some occasions the wagons could break free with spectacular results. The most notable incident occurred on 1st March 1888, with a brake van

carrying boxes of gunpowder destined for a local quarry. The van was descending the Sheep Pasture incline when it suddenly broke free. At the lower end of the incline was the Cromford Canal and adjacent to that was the Midland Railway line. The wagon was later estimated to be running at 120mph, flying over the canal and the Midland's tracks to land in the field beyond on its descent. A Midland train was due to be passing but fortunately it was halted in time and no lives were lost.

As late as September 1957 the Middleton Incline received a new wire rope. At the same time the stationary engine on the Sheep Pasture Incline was deemed to be beyond repair and the winding equipment was converted to electric power. British Railways were confident of the continued traffic on the line, which came principally from the local limestone quarries, which were expected to continue in production until 1970 but it was not to be. The last quarry had closed by 1966 and the fate of the line was sealed, being closed completely on 1st April 1967.

It is rare indeed for historic railway sites to be investigated by professional archaeologists. Thankfully, in 2008 Derbyshire County Council was able to instruct the Archaeological Research Unit of the University of Sheffield to instigate a study of one of the rope worked mechanisms which survives today. This is on the Cromford & High Peak Railway at Middleton, where the location of the return pulley wheel pit was discovered at the foot of the incline. The study validated how the tension in the rope could be adjusted by sliding the pulley wheel (now sadly missing) and how the pit itself was constructed. The side walls of the pit are of brick construction and the track is supported on baulk timbers, which strut across the walls. The conclusion of the investigation was that the pit did not date from the opening of the line in 1830. The probability is that it was built circa 1856 onwards when the change from chains to wire ropes occurred. One of the winding engines still survives in its original building at Middleton Top and it can be viewed in operation on open days. This is achieved by compressed air rather than steam power, but it is still very impressive to watch at close quarters.



It is always pleasing to receive feedback/follow-ups from articles published in our Newsletter. This month we have had two follow-ups concerning The Little Eaton Gangway and we have pleasure in publishing them here:

Dear Editor,

Thank you for another very interesting Newsletter.

I was pleased to read Martin Allen's article on Little Eaton Gangway. I had heard of the gangway before but never took the trouble to find out more about it. The area still looks to have had an industrial past, In the 50s or early 60s I think there were still old slag heaps at the west side of the (then) A61 at Denby Bottles.

My reason for writing is to comment on Martin's description of the wagons "confusingly referred to as trams".

There will be many who worked in the mining industry who will remember the words "tram" and "tramping" being used to describe various rail vehicles, usually with low sides or simply with horns each side, used for transporting timber or heavy items that would be difficult to get out of a "tub". "Tramping" usually meant moving such vehicles singly by manpower or with a pony, as opposed to powered movement.

Many words persisted in mines that had fallen out of common usage elsewhere so it is perhaps not surprising that the wagons should be referred to as trams in an industry so closely associated with coal mining.

Regards,

Richard Varley.



Thanks for the newsletter – an interesting read as usual. To add something to the Little Eaton Gangway article, see the attached scan of a good quality 8 x 6 print which I found at a local photo fair a few years ago. Location is Little Eaton wharf with the canal out of shot on the left. I like the rather elegant wheels and chassis detail on the nearest wagon. Looks like the wheels are restrained by a large pin, maybe split pin, through a hole / slot in the axle end and the whole lot is liberally plastered in a dark grease.

The line of the Midland Railway Ripley branch is marked by the signal cabin the background. This would have controlled the level crossing gates and associated signals where the railway crossed the LE - Duffield road. There is no date but assume it's c.1908 when most other photos of the gangway seem to have been taken. It's stamped BRB, no doubt inherited from the Midland Railway archives.

Best Wishes.

Alan Walker



IA News and Notes

£1 million funding boost for Leeds landmark Temple Works

Legendary Leeds landmark Temple Works - famous for its striking Egyptian architecture and stories of sheep grazing on the roof - has been awarded more than £1 million in grants from the government's Culture Recovery Fund and Historic England.

Temple Works, the Grade I listed former flax spinning mill in Holbeck, will undergo major repairs as part of an exciting new chapter in the regeneration of the building and surrounding area.

Money from the government's Culture Recovery Fund is intended to open-up heritage and the benefits it brings to everyone – with this injection of funding supporting wider repair work on the Temple Works site, with the potential to create a new home for the British Library in the North.

More info: <https://historicengland.org.uk/whats-new/in-your-area/yorkshire/funding-boost-for-temple-works-leeds/>



Industrial sites receive government support for cultural recovery

In March it was announced that more than 60 galleries, museums, libraries and cultural venues across England - including nationally important industrial heritage sites - will receive financial support from the Government's Cultural Investment Fund (CIF) delivered by Arts Council England. Almost £50 million is being given to projects that help to improve people's access to the arts, safeguard cultural assets for future generations and support economic growth and recovery through culture in the wake of the coronavirus pandemic.

Elsecar Heritage Centre in South Yorkshire (managed by Barnsley Museums) will receive a grant of £3.93million to create new creative studios in derelict historic spaces, maker and museum galleries and new indoor and outdoor areas for events and cultural activity, helping Elsecar to become an internationally recognised visitor attraction.

Ironbridge Gorge Museums Trust (IGMT) will receive a grant of £1million to fund urgent infrastructure and maintenance work at Blists Hill Victorian Town. This will include repairs to the Hay Incline Plane – used to raise and lower tub boats on the Shropshire Canal between Blists Hill and Coalport, installation of new perimeter fencing around the site, and improved energy efficiency throughout. The IGMT will also receive a further £9.9million from the National Heritage Memorial Fund (NHMF)'s Cultural Assets Fund to support essential repairs to 35 industrial monuments and listed buildings within the gorge. Visitor numbers in Ironbridge, which has also recently experienced devastating floods, dropped by almost 75% in 2020 due to the pandemic (compared to 2019) with volunteers also unable to provide their usual support with regular maintenance work.

[Press release from Barnsley council about funding for Elsecar](#)

[Press release from IGMT about Blists Hill funding](#)

[Press release from IGMT about the Cultural Assets Fund](#)



*Elsecar Heritage Centre
(image courtesy of Barnsley Museums)*

More mill fires

AIA is sad to report yet another mill fire, this time at the Hermitage Mill, a Grade II listed building in Mansfield, Nottinghamshire. The mill dates from the late 18th century and has housed both textile and hosiery manufacture. It is regarded as a significant part of the town's industrial heritage. From the 1950s it was used as a builders' merchants but has remained vacant for many years, with several potential redevelopment schemes failing to get off the ground. In a repeat of an all-too-common story, the building was severely damaged by an arson attack at the end of March, leaving its future even more uncertain. A recent article in the Yorkshire Post draws attention to the large number of fires at iconic textile mills in West Yorkshire in recent years.

[Yorkshire Post article on mill fires](#)



*Hermitage Mill, prior to the recent fire
(image courtesy of the Nottingham Post)*

Chairman's Chat

Cliff Lea

It's been remarkable to see how NEDIAS meetings are coming back together again, post Covid. We've had a cautious start, gradually moving away from those two years of dreaded infection, the ever-changing rules in and out of lockdowns. But we've had some great meetings this year, and our May – our David Wilmot Memorial Meeting, "Founders" Day – taking place as we release this Newsletter.

We have some interesting visits lined up this summer: on Saturday 21 May we visit Wortley Top Forge, said to be the oldest surviving heavy iron forge in the world, and guided around by the incredibly enthusiastic Gordon Parkinson. On the morning of Monday 20 June, we have a short walk from St Thomas's following the Hipper down Goytside toward Chesterfield to re-imagine and hear of the many industries that grew up powered by this short stretch of water from the 1600s onwards (you may have seen the leaflet about this walk, there are still copies on display in Chesterfield Tourist Information Centre). If you haven't signed up for these on the Visits booking sheets, and wish to do so, please contact Brian Dick on 01246 205720 or briandick34@hotmail.com.

As we restart talks in the Autumn, we have some serious subjects to cover – the story of Ashover Light Railway, and history of Ecclesbourne Valley Railway, both bound to be popular, and on Strutt's Belper.

Enjoy the summer. And if you get to any interesting sites, do let our editor Doug have a couple of photos to put in the next Newsletter.

Cliff



RIGHT: Wirksworth Station on the Ecclesbourne Valley Railway – September 2021
(Doug Spencer)

ABOVE: Ashover Light Railway Coach No 4 at The Butts, Ashover (Pat Pick)

RIGHT: ALR Coach No 4 as restored on the Golden Valley Light Railway at the Midland Railway Centre, Butterley – April 2017 (Doug Spencer)



And finally

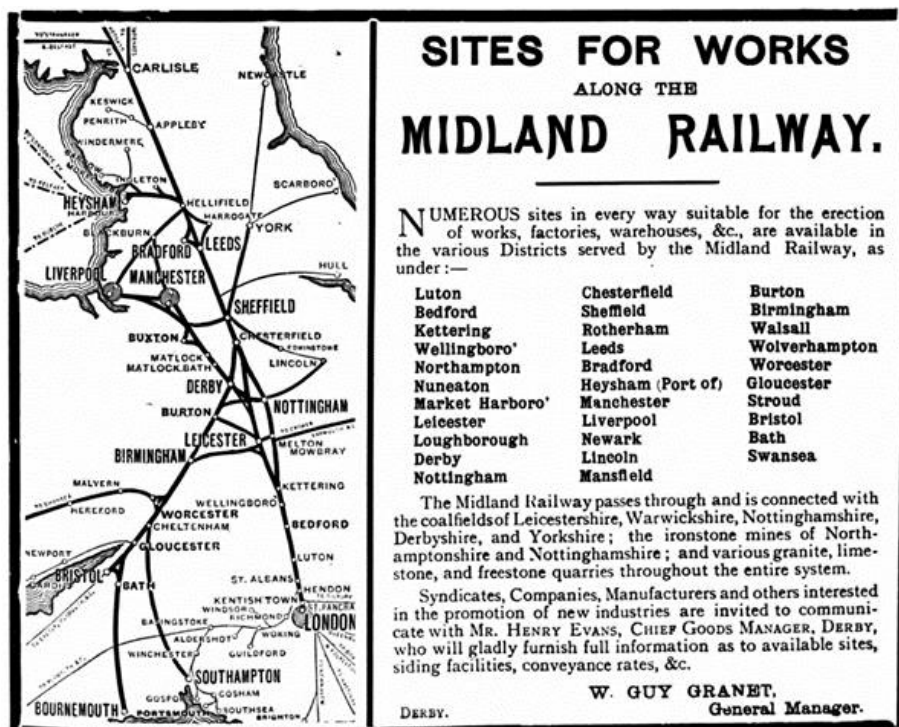
.... Are you looking for a new site for your works?

Particularly after 1900, in the face of diminishing profits and returns to capital, British railways looked to secure more business. They did this by adopting and developing tools and techniques that moved them towards undertaking the process of marketing (covering the whole process from learning about consumers, through to product development, publicising the product and assessing feedback). A major part of this was the developing sophistication of advertising output, and who doesn't love a good railway poster?

But there was much more going on, and not all of it involved passenger traffic. Something that is not talked about much is the efforts to attract more goods traffic to the railways. One thing the railway companies tried hard to do, creating competition with rivals, was to get businesses to set up shop or relocate next to their line. The trade presses - not usually looked at by railway advertising historians - are where this competition played out. A Midland Railway example from 1911 is shown.

Are you interested? Communicate with Henry Evans, the Chief Goods Manager at Derby who will "gladly furnish full information as to the available sites, siding facilities, conveyance rates, &c".

Courtesy Dr. David Turner, railway historian <http://davidturnerrailway.wordpress.com/>



SITES FOR WORKS
ALONG THE
MIDLAND RAILWAY.

Numerous sites in every way suitable for the erection of works, factories, warehouses, &c., are available in the various Districts served by the Midland Railway, as under :-

Luton	Chesterfield	Burton
Bedford	Sheffield	Birmingham
Kettering	Rotherham	Walsall
Wellingboro'	Leeds	Wolverhampton
Northampton	Bradford	Worcester
Nuneaton	Heysham (Port of)	Gloucester
Market Harboro'	Manchester	Stroud
Leicester	Liverpool	Bristol
Loughborough	Newark	Bath
Derby	Lincoln	Swansea
Nottingham	Mansfield	

The Midland Railway passes through and is connected with the coalfields of Leicestershire, Warwickshire, Nottinghamshire, Derbyshire, and Yorkshire; the ironstone mines of Northamptonshire and Nottinghamshire; and various granite, limestone, and freestone quarries throughout the entire system.

Syndicates, Companies, Manufacturers and others interested in the promotion of new industries are invited to communicate with Mr. HENRY EVANS, CHIEF GOODS MANAGER, DERBY, who will gladly furnish full information as to available sites, siding facilities, conveyance rates, &c.

W. GUY GRANET,
General Manager.

DERBY.

THE NEDIAS NEWSLETTER ARCHIVE

We now have the NEDIAS Newsletter live on Grace's Guide – https://www.gracesguide.co.uk/North_East_Derbyshire_Industrial_Archaeology_Society. Access to the actual newsletters is either through registering and a small payment or free by logging in (top RHS). If you wish to log in for free access [members only] then please request the log in details from Cliff (cliff.lea@btinternet.com) or Doug (editor@nedias.co.uk)

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.

COPY DEADLINE FOR THE NEXT EDITION: 25 July 2022

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