

North East Derbyshire Industrial Archaeology Society



NEDIAS Newsletter No. 97 – February 2025
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Industrial heritage pioneer Tom Rolt **(1910-1974)** *Cliff Lea*

At our March meeting, Alastair Clark will be talking to us about the brilliant industrial heritage activist Tom Rolt and his activities in the early and mid-1900s to cherish, protect and preserve – recognition of much of our industrial heritage today stems from Rolt's activities. Note also there is a talk by Dr Victoria Owens on the life of Tom Rolt – Newcomen Society meeting at Kelham Island Museum, 6.30 pm on 28 April 2025.

Tom Rolt became one of Britain's earliest enthusiasts and activists to rescue our industrial heritage. Lionell Thomas Caswall Rolt was born in Chester, 1910, and at the age of 16 took a job learning about steam traction, before starting an apprenticeship at the Kerr Stuart locomotive works in Stoke-on-Trent. Kerr Stuart had been founded in 1881 as "James Kerr & Company", and became "Kerr, Stuart & Company" from 1883, moving into the California Works in Stoke to begin building locomotives by 1892.

Tom Rolt's uncle Kyrle Willans was chief development engineer at Kerr Stuart. He had bought a wooden horse-drawn narrow flyboat called "Cressy" and fitted it with a steam engine. Then, having discovered that the steam made steering through tunnels impossible, he replaced the engine with a Ford Model T engine. This was Rolt's introduction to the canal system

After Kerr Stuart loco works went into liquidation in 1930, Tom Rolt turned to vintage sports cars, taking part in the veteran run to Brighton, and acquiring a succession of cars including a 1924 Alvis 12/50 two seater "duck's back" that he kept for the rest of his life.

By the 1930s he became a partner in a garage workshop (*where the breakdown truck was a converted 1911 R-R Silver Ghost*) and went on in 1934 to found the Vintage Sports Car Club and to be one of the founders of the Prescott Hill Climb.

Rolt bought the narrow boat Cressy from his uncle and set about converting her into a boat that could be lived on, the most notable addition being a bath.



The famous Alvis "duck's back" of the mid 1920s.



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

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With wife Angela – a blonde sports car addict – Rolt now set off on a number of difficult journeys on the waterways. Initially up the Oxford canal, then other trips, the R Thames, the Kennet, the Trent & Mersey. Rolt detailed his canal journeys in his first book, *Narrow Boat*, and it's widely recognised now as launching the waterways preservation movement which flourished after World War II.

By 1946 his book *Narrow Boat* had become a rapid success. It drew in other enthusiasts with whom he became one of the founders of the Inland Waterways Association – Rolt meanwhile is living on Cressy. A letter Rolt had sent to the Birmingham Post in 1950 resulted in the formation of the Talyllyn Railway Preservation Society, and he now threw himself into its activities, becoming chairman of the company that operated the railway as a tourist attraction.



Tom Rolt on-board "Cressy"



Talyllyn Railway. Locomotive No 7 named for Tom Rolt. 3 ft (914 mm) gauge 0-4-0WT well tank loco built by Andrew Barclay Sons & Co. of Kilmarnock in 1949, originally for Irish railways, acquired by Talyllyn Preservation Trust.

He went on to be a successful activist – not only establishing the Inland Waterways Association but also becoming a leading light in the successful preservation of the Tal-y-Llyn narrow gauge railway. His writing was prolific and included *Red for Danger* a definitive history of rail accidents in Britain which is still used in training rail staff. Rolt is also recognised for his short stories and a dystopian novel – *Winterstoke*.



In his talk to us in March, Alastair Clark – a resident of Wirksworth – follows by bike Rolt's journey aboard *Cressy* along the Trent and Mersey.



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.

<p>Monday 10 March 2025 7:30pm</p>	<p>Alastair Clark: "From the Trent to the Mersey" - in the wake of Tom Rolt's journey by canal in his historic narrow boat <i>Cressy</i> in those days when the canals had mostly ceased industrial uses, and when canals were in severe decline.</p>
<p>Monday 14 April 2025 7:30pm</p>	<p>Richard Godley: "The Industries of the Moss Valley" - Dams, waterwheels, tilt hammers, forges, grinding troughs, edge blade production, smithies, coal and iron resources, charcoal burning, major supply of clout nails exported to build ships and so much more – and the Sitwells of course!</p>

Monday 12 May 2025 7:30pm David Wilmot Memorial Lecture	Robert Mee: “Bradshaw’s Guide, and an early rail tour” - You probably all know about Bradshaw’s from Michael Portillo’s TV shows. In this talk, Robert looks at the history of Mr Bradshaw and his “invention” of the railway timetable, and then will take us on an armchair mystery tour using Bradshaw’s from 1922. A history mystery tour!
Monday 8 September 2025 7:30pm	Keith Small: “The English Pottery Industry” - Keith talked to us last year on the subject of the local tobacco industry, and including the large Spital factory here. He returns again to talk about our Brampton/ Chesterfield pottery industry, and placing it in the growth of the wider English pottery history.
Monday 13 October 2025 7:30pm	Steve Flinders: “The story of the Ilkeston Tramway - 1903-1931” - Ilkeston was the first town in Derbyshire to adopt and operate a fully electrical tramway system – the Chesterfield trams were electrified just a year later.

Other Diary Dates

Monday 17 February 2025 7:30pm	Jamie Mather’s talk on the NEDIAS dig at the site of Wingerworth stone saw mill. C&DLHS meeting at St Thomas’ Centre, Brampton, Chesterfield.
Saturday 8 February 2025 10:30am—1:00pm	Dronfield Heritage Trust. Open Day at Dronfield Library, to see and consult the many historical records they hold of the surrounding area.
Monday 24 February 2025 6:30pm	“The Trinity House Story”, talk by Julian Parkes. Newcomen Society South Yorkshire Branch. Kelham Island Museum.
Tuesday 11 March 2025 7:30pm	Baslow History Society, talk by Eric Boulton, “ Ecclesbourne Valley Railway ” at Baslow Village Hall.
Monday 28 April 2025 6:30pm	Newcomen Society South Yorkshire Branch. Talk by Dr. Victoria Owens titled “ The life of L T C Rolt ”. Kelham Island Museum, Sheffield. <i>See also the article about Tom Rolt in this Newsletter – and our NEDIAS talk on 10 March.</i>

NEDIAS visits for 2025

In 2025 a number of spring and summer visits have been proposed and these include:

- Sat 17th May.** Guided morning tour of the Framework Knitting Museum at Ruddington followed by afternoon tour of Nottingham Industrial Museum at Wollaton Hall. Please register your interest on the Visit Sheet at the next meeting – or email Cliff
- Date - probably during June - to be advised (do you prefer one particular day of the week?). **We’ll charter the narrow boat Birdwood on the Cromford Canal** for leisurely cruise to High Peak Junction with guided tour of the locomotive workshop, with running commentary *en route*. The more members who register their interest, the lower will be the cost per person.

More details in the New Year, and if you have other suggestions, please let Cliff know and we’ll organise them.



Chesterfield & District Civic Society

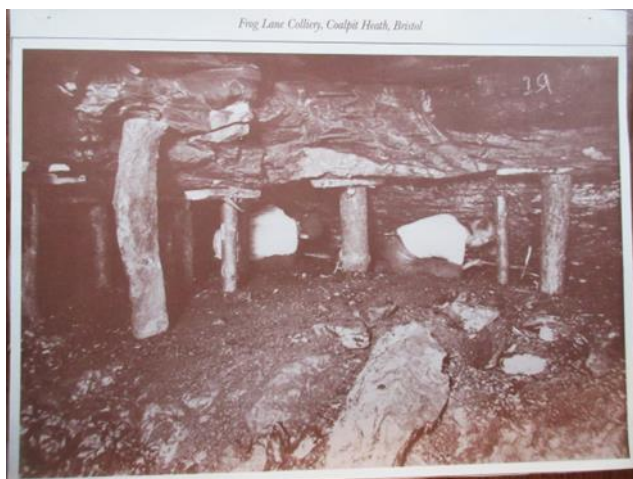
Are you interested in the future of our town and region? The architecture, the local heritage, the local industrial heritage, the history, the natural history, the surrounding geography - are you interested in how the area is perceived and are you interested in some parts which need protection. In short, the Civic Society campaigns to make Chesterfield and district a better place to live and to “belong”.

Are you a member? Do you know of something which needs “doing” to improve our surroundings? With more members like you and I the Civic Society could have greater impact on the future of our area – membership details on the web site at chesterfieldcivicsociety.org.uk



Historic mining photographs - *where did these photos come from?*

Last year a number of interesting early mining photos, clearly taken in a number of collieries and probably taken in the early 1900s, pre-WW1, were passed to us. I suspect the photos had been used in a local exhibition many decades ago – if you know where these may have originated, please let Cliff know. Here are a couple:



NEDIAS ARCHIVE January 2025

Diana Allen

Following on from the last newsletter, the next items are certainly of the easy to handle type - they are of a convenient size and weight!

These are two collections of technical publications, the first are by The Association of Engineering and Shipbuilding Draughtsmen:

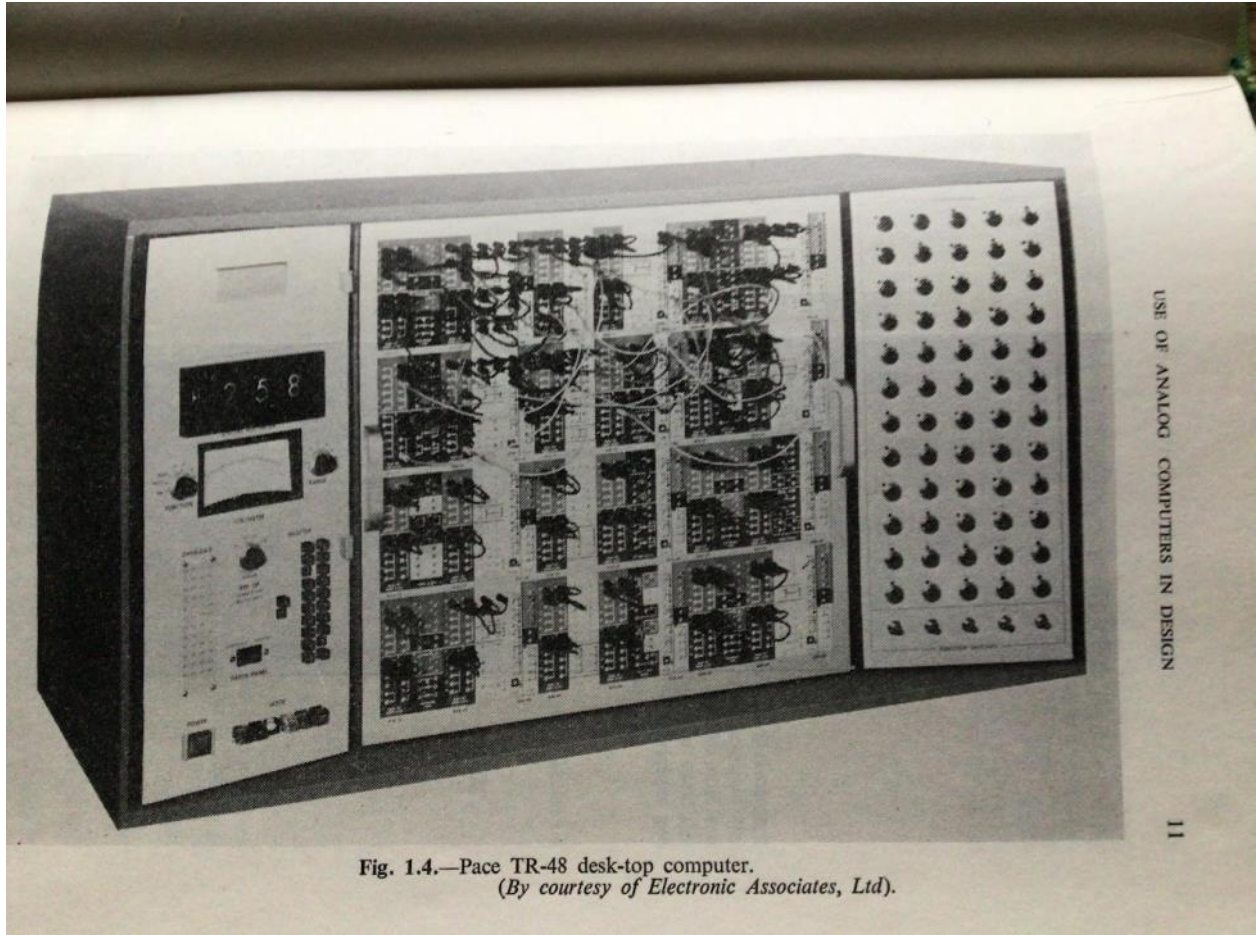
- a. 1945-46 and 1947-48 on various subjects
- b. 1950-51 books 1 and 2 on Gear Manufacture
- c. 1951-52 books 3, 4, 5 and 6 on Gear Manufacture plus 4 on various subjects
- d. 1960-61 Structural Steelwork Design BS 449-1959 The Practical Steel Column

The second collection is from 1961 onwards when this Association changed its name to Draftsmen's and Allied Technicians' Association:

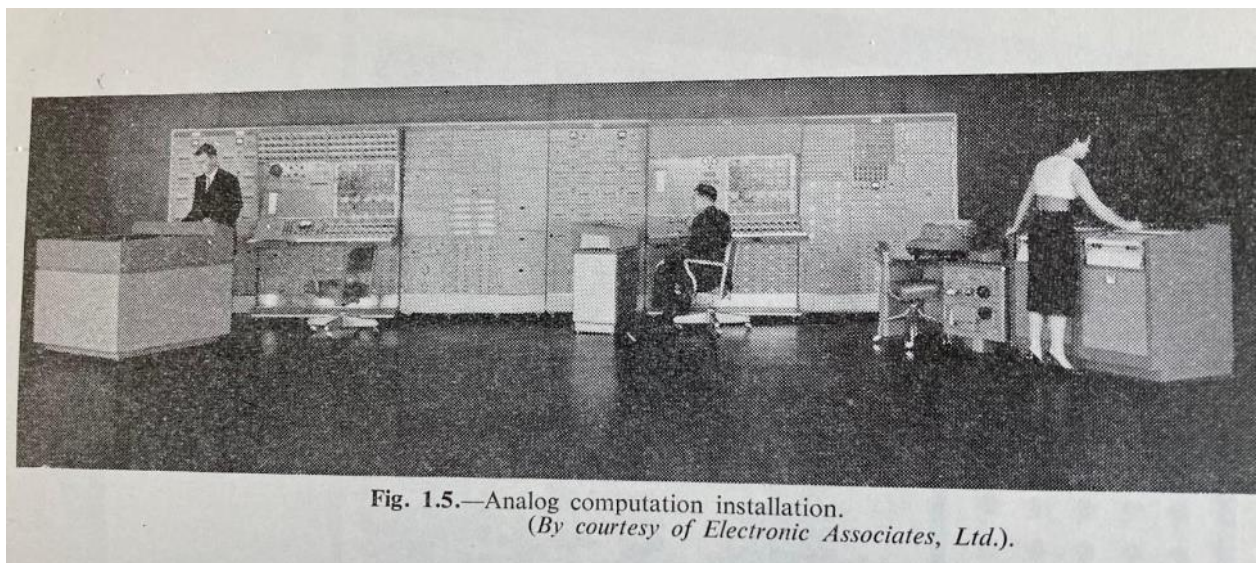
- a. 1961-62 The Semi-graphical Solution of Thick Cylinders

- b. 1963-64 Techniques of Work Study
- c. 1964-65 Use of Analogue Computers in Design.
- d. 1965-66 Reinforced Concrete Design some practical factors
- e. 1965-66 Probability, Statistics and Reliability
- f. 1966-67 Critical Path Analysis

Personally I was struck by the 1964-65 booklet - now - would you not want this as your own desk-top computer? It is perhaps a little different to today's version.....



Perhaps a little nostalgia for me as the photo on the next page looks exactly like my workplace for a while when working in a government department in the late 1960s!



Perhaps some of you recall such rooms too!



In the early 1970s, the time when I learnt about industrial archaeology from the Arkwright Society based in Cromford, there was a sense of urgency about witnessing, if not safeguarding, relics of the Industrial Revolution that were deteriorating and going out of use.

The Arkwright Society had among its members Leslie Bradley (1902-2004), formerly headmaster of Derby School from 1942 to 1961, who led a succession of canal day-trips which were themselves an education. Leslie knew his way around the canal system because he had, like Tom Rolt, converted a narrow boat to a leisure craft before many other people took to the idea.

In 1973 Leslie ran a trip including potentially a last chance to experience taking a boat through the Anderton Boat Lift. This unique survivor was built in 1875, rebuilt in 1906-08, and was clearly nearing the end of its useful life.

It was built to provide a more efficient link between the Weaver Navigation which served the Cheshire salt beds and the Trent & Mersey Canal, which connected with the industrial heart of the Midlands and the waterways of northern England.

The Lift replaced the collection of chutes, cranes and inclined planes dating from the end of the eighteenth century that transhipped freight up and down the fifty-foot vertical distance between the two waterways.

It was designed by Sir Edward Leader Williams (1828-1901), the chief engineer of the North Staffordshire Railway which owned the Trent & Mersey Canal, as a development of the lifts designed by James Green (1781-1849) for the Grand Western Canal in Devon. Sir Edward proposed an iron tower containing two caissons, side by side, to lift and lower floating narrow boats, powered by hydraulic rams assisted when necessary by a steam engine.

The Weaver Navigation Act (1872) empowered the river trustees to construct the lift, which opened to canal traffic on July 26th 1875. Boats gain access from the river at the base of the lift which stands on an island in the middle of the river, like Williams' later Barton Swing Aqueduct (1893). At the top of the structure an iron aqueduct leads vessels into the canal on its embankment.

The polluted canal water that powered the hydraulics repeatedly caused difficulties with the machinery over the following three decades. The trustees were advised by their engineer Colonel John Arthur Saner (1864-1952) to install a system of electric motors and counterweights which would be cheaper and easier to maintain and had the advantage that the caissons could operate independently rather than in tandem. However, the full 252-ton weight of the water-filled caissons was no longer cushioned by the rams, so Colonel Saner reinforced the structure with steel A-girders to support pulleys that led the wire ropes which bore the load.

The conversion from hydraulic to electric power took place within two years, 1906-08, and operated efficiently until the 1970s, despite increasing doubts about the effect of atmospheric pollution on the integrity of the structure. A 1983 inspection revealed such severe corrosion that the Lift was closed immediately.

Fortunately, it had been listed as a Scheduled Monument in 1976, so there was no likelihood it would be dismantled, but it stood idle until an admirable £7,000,000 restoration programme brought it back to life in 2000-02.

The Lift is now once more hydraulic-powered using oil, and the redundant A-frames and pulleys remain to show how the structure looked for most of its working life. The heavy counterweights were not replaced, and now form a maze in the grounds of the two-storey visitor centre.

Now the traffic is no longer salt but people – leisure boaters and day visitors.

I'm glad to think that Leslie Bradley lived long enough to know of the restoration. It was industrial-archaeology pioneers like him who helped to save for future generations a priceless legacy of mementos of British industrial genius.

© Mike Higginbottom <https://www.mikehigginbottominterestingtimes.co.uk>.

Bradshaw's Guide and an Early Railway Tour

Robert Mee

Robert Mee is a local historian who concentrates on the Heanor and Langley Mill areas. Not surprisingly, then, much of what he has looked at in the past is industrial in its nature, with the area being renowned for its mining and hosiery industries - Robert gave a talk to NEDIAS in 2020 (just weeks before the Covid lockdown) on the industrial heritage of Langley Mill.

In May he returns to us, with a very different type of talk, though there is still a link to industry and its off-shoots.

In "Bradshaw's Guide and an Early Railway Tour" he will first look at Bradshaw himself, at the man and the development of the railway timetable that came to dominate in the 19th and 20th centuries. But then Robert will take us on an armchair mystery tour, using Bradshaw's from 1922, during which a variety of history topics will come up. Although the destinations are a secret, we are confident that you will know most of the places visited well.



Derbyshire Historic Buildings at Risk

Last year NEDIAS had a guided tour of the recently rescued and restored Wingfield Station by Derbyshire Historic Building Trust. The DHBT seem to be getting more and more pro-active as the years move on - they have recently embarked on an ambitious project to record digitally the condition of particularly HE Grade II listed sites in the County. Maybe you'd like to get involved?

Following a £207,000 grant from the lottery they have now started their "Buildings at Risk" project where all listed buildings will be identified on an app termed Mergin Maps. This allows for real-time data to be input by volunteers completing a basic condition survey of each vulnerable Grade II listed buildings. All assessed buildings will be colour coded by their condition. An on-going recording system is then created, prioritising buildings that are at risk. So there is a unique opportunity to volunteer with DHBT and help to monitor and protect vulnerable historic structures within our own areas

DHBT are starting with the Amber Valley, and the intention is to move to each part of the County in turn. Even though the survey isn't yet live in the Chesterfield and NED area, folk can still register their interest, and register for a training session. Contact DHBT at volunteer@derbyshirehistoricbuildingtrust.org.uk

This is a really worthwhile project for NEDIAS members to get involved.

Derbyshire Archaeology Day 2025

Cliff Lea

The county archaeology day was once again extremely well attended this year, hosted at The Winding Wheel, and with the usual format - 8 talks running throughout the day from 9.15 until 4.15pm.

For those of us from the north Derbyshire area there was more interest than usual, and quite a smattering of NEDIAS faces. Talks on commercial digs from the Markham Vale to Killamarsh area threw up surprising new indications, domestic structures/enclosures/settlements from the Romano British adding new knowledge to the history of the area.

Continued overleaf

Alan Piper whom NEDIAS members will remember gave us a great talk and tour through the industrial Lumsdale area some years ago (should we do this again?) presented details of a dig on the Brickyard Farm area backing on to Lumsdale. And revealing signs of a hack shed and the development of three brick kilns of two different designs - pointing to large scale production and expansion to meet growing demand for bricks locally. A shame those brick kilns aren't working now to feed the demand for bricks for all that new housing in and around Matlock golf course and Bentley Brook/Lumsdale area!

Another interesting presentation was from Trevor Griffin (who also gave us a talk some years ago on the Cromford Canal) spoke about the research he'd done to find the line of a long forgotten horse drawn railway from coal pits at Morley to the mills and other industry at Belper. The Belper and Morley Park Railway was only in operation for a few years before the coming of the North Midland Railway which was now able to service the town.

You can read details of many of the talks, and much more in the greatly appreciated latest edition of "ACID - Archaeology and Conservation in Derbyshire", there will be a number of copies of this great publication available at NEDIAS meetings. You can also collect (free) from Derbyshire libraries, museums and info centres, see photo.



These annual archaeology days run in a number of counties - I have already booked for Staffordshire Archaeology Day, Sat 29 March, a rather smaller slimmer event than our own. I will also book for the CBA East Midlands "Recent Archaeological Work in the east Midlands" at Ashby-de-la-Zouch, Saturday 5 April (see cbaem.archaeologyuk.org)

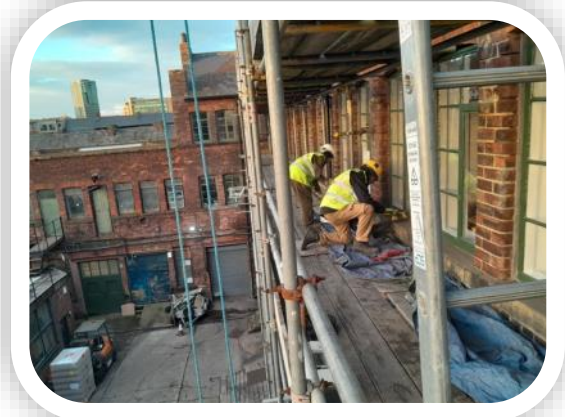
IA News and Notes

Portland Works

The Portland Works (Randall Street, nr Bramall Lane) was of course famous for its role as the first place in the world where stainless steel cutlery was manufactured, and you can read more about Harry Brearley's 'discovery' of stainless steel alloys in earlier NEDIAS Newsletters. Since its rescue from dereliction and the keen work of the Friends of Portland Works restoration continues.

The rambling complex of Victorian workshops, which opened in 1879, was once home to some of Sheffield's famous "Little Mesters". The Friends of the Portland Works in the last 10 years have supported many craft tenants – and you might have seen some of their work at the recent Heritage Fair in January at the Millennium Galleries where the Friends had a stand.

There are regular open days at the Works – keep an eye on their web site – but they offer pre-bookable tours by appointment on first Tuesday of each month at 2pm. There are also heritage talks on third Mondays from March.



Restoration in progress at the Portland Works – see their website at <https://www.portlandworks.co.uk/visiting-portland-works/>

Successful Appeal Saves Worsborough Mill

Worsborough Mill, near Barnsley, is one of the few working corn mills remaining in Yorkshire. It is capable of grinding around 16 tonnes of grain a year, thanks to waterpower from the nearby River Dove, which also provides a fantastic natural setting for nature lovers, birdwatchers, and anglers. The mill has been in use since 1625 and will celebrate its 400th anniversary with a more secure future, following a successful appeal, in

which members of the public, local businesses and Barnsley Council contributed over £40,000 to repair the main upright oak shaft that drives the mill's mechanism. Find out more about the mill on <https://www.worsbrough-mill.com/>

Worsborough Mill
(photo courtesy Barnsley Museums)



'History in the Making' Grants for Industrial Sites

Historic England's 'History in the Making' grant scheme, launched in 2024, enables under-represented young people to discover, engage, and connect with local stories, and ensure the history that matters to them is not forgotten. Using different art forms, from artworks and murals to immersive walking trails and theatre productions, young people decide who and what to celebrate and how best to do it. In the first round of 21 grants, announced last November, three will fund projects with industrial themes: 'Summat Creative', in Bradford, focusses on the overlooked history of people with Learning Disabilities who worked in Bradford's mills in the 1800s and 1900s. The Shipley Glen Tramway 'Moor Time' project will allow young people with additional needs from across the Bradford district to explore the social history around the oldest cable tramway in Britain. The 'Canal to Garden' will engage young people in Greater Manchester to uncover and celebrate the hidden history of local canals a through hands-on gardening, historical research, and creative expression.



History in the Making in Shipley
(photo credit Historic England)

Read more about History in the Making at <https://historicengland.org.uk/campaigns/help-write-history/history-in-the-making/new-projects/>

Industrial Sites on Heritage at Risk Register 2025

The latest Historic England Heritage at Risk Register sadly includes eight new entries for industrial sites. These include two of the remaining pumping stations for the atmospheric steam railway designed by Isambard Kingdom Brunel in 1845: the Grade I-listed Starcross Pumping House, near Teignbridge which is suffering from water ingress as well as other problems, and the Grade II* pumping house at Newton Road, Torbay, where the original chimney is suffering from decay.

The 1880 six-sail Waltham Windmill (listed II*) in NE Lincolnshire is in need of extensive restoration work. The windmill's Trust and Preservation Society are actively seeking funding and means of generating income for the site.

Chatterley Whitfield Colliery, in Staffordshire, which closed in 1977, was the first mine in Britain to produce more than 1m tonnes of coal a year. Some structures on this massive site have been on the Register for several years, and the Hesketh Heapstead constructed in 1915-17, and the mine car circuit dating from 1952, both listed Grade II*, have been added this year. The whole colliery site is now vacant and Stoke-on Trent City Council are continuing to explore longer term options for reuse of the site.

Other industrial sites added to the Register this year are the Beam and Store Buildings at Hampton Waterworks, Richmond upon Thames and the Water Treatment Works at Ruston, Richmond on Thames.



The Pumping House at Torbay
(image © Geof Sheppard, Creative Commons)

Cannock Chase Museum Under Threat

Cannock Chase Council is proposing to close the Museum of Cannock Chase by April 2025, as part of proposed budgets cuts. The museum first opened in 1989 on the site of the former Valley Pit, a training pit for young coal miners, and tells the story of Cannock Chase across four galleries, with a particular emphasis on the area's mining heritage. It hosts regular temporary exhibitions and provides access to over 12 hectares of the Chase and the Hednesford Hills, one of the last heathland areas in the UK. Although council-owned, the site is operated by the charity Inspiring Healthy Lifestyles. Local supporters have started a petition to persuade the Council to change its mind.



*Cannock Chase Museum
(photo credit visitbirmingham.com)*

Online petition to save the Museum of Cannock Chase can be found at: <https://www.change.org/p/save-the-museum-of-cannock-chase-protect-our-mining-heritage>

Collapse of Bridgewater Canal embankment

A section of embankment on the Bridgewater Canal has collapsed during heavy rain, causing severe flooding to nearby farmland. The collapse happened on New Year's Eve near to the village of Little Bollington and Dunham Massey Park in Cheshire. It has been reported that the same section of the canal breached previously in 1971 and was closed for 2 years whilst repairs were carried out at a cost of £250,000. Other historic waterways were also impacted by storms during December and early January, with many canals in the Northwest and North West Midlands closed to navigation. A footpath on the Huddersfield Canal in Saddleworth also collapsed during heavy rain in early January.



*Bridgewater Canal collapse
(photo courtesy Inlands Waterway Association)*

Read more about the Bridgewater Canal collapse at:

<https://www.theguardian.com/uk-news/2025/jan/02/bridgewater-canal-embankment-cheshire-collapse-flooding>

AIA Conference 2025, Bradford

AIA's annual conference returns to its traditional format in 2025, running from 6th to 10th September, in Bradford, West Yorkshire. It combines a weekend conference with some days of visits in and around Bradford. This was once the wool capital of the world, which led to the development of a solid engineering and manufacturing base, later becoming a key financial centre. Booking is planned to open in early Spring. Watch for announcements in your mailbox and on our Facebook Group. More information on the conference page of the AIA website at <https://industrial-archaeology.org/conferences/service001/>



Manningham Mills

Woman buys chimney for husband's birthday

A woman who bought a 42m-tall chimney stack for her husband's birthday said she was surprised she did not end up in a bidding battle.

The Grade II-listed building in Milford, near Belper in Derbyshire, has sold for £3,000 at auction on Wednesday 8 January 2025.

Its new owners, Lee and Laura Gregory, from Chellaston in Derby, said they wanted to turn the chimney into a "quirky studio space".

"Even if we don't get any conversion out of it, we are still really excited to own it," Mrs Gregory said.

Mrs Gregory, 35, said she bought the chimney as a birthday surprise for her husband, who only found out about it after the successful purchase.

She said Mr Gregory always wanted to convert either a water tower or chimney into a space to live.

"Subject to planning permission, we want to turn it into a quirky studio and make sure it is enjoyed for years to come and stay a part of history," Mrs Gregory added.

She said she was "gobsmacked" that she bought the chimney for less than its £5,000 guide price.

"It was unbelievable and I was surprised because I thought I would be in a bidding battle for it," she added.

The "unique" structure off the A6 forms part of some of the world's first mechanised industrial cotton factories along the River Derwent.

The industrial village was built between 1780 and 1850 by the Strutt family to house workers for their water-powered textile mills.

The chimney for sale has a diameter of four metres and was built in 1901 to replace an earlier structure.

Andrew Parker, auctioneer and partner at SDL Property Auctions, said: "This has to be one of the most extraordinary properties we have ever auctioned.

"The chimney has become surplus to requirements now that the surrounding mill buildings have been redeveloped.

"I'm delighted to see it transferred to new ownership and I'm intrigued to see what they will do with it."



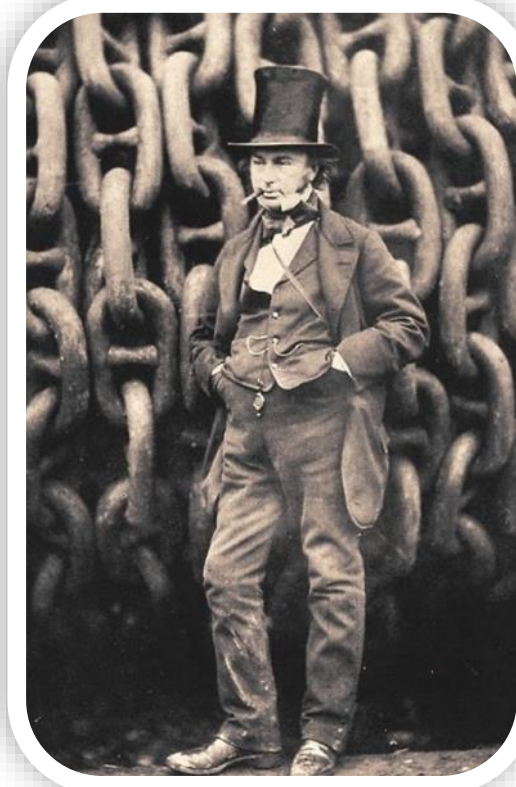
And finally

**.... What Brunel wrote about Cricket and on his staff skiving
Cliff Lea**

Brunel lived to work, and his diaries show him engaged in meetings from 6 or 7 in the morning until late at night - he expected his team to do the same! In the great biography *Brunel the man who built the world*, author Steven Brindle quotes a rather blunt letter which Brunel sent to one of his assistant engineers:

“... the apparent want of energy and activity on your part in attending to the Company’s works ... contrasted with an alleged devotion to amusement **and amongst other things to cricket** ... I don’t know why you should be less a slave to work than I am, or Mr Brereton, or any of my assistants in town. It would rather astonish anybody if Mr Bennett should be a frequenter of Lord’s cricket ground or practice billiards in the day time, and I don’t know why a man with the advantages of country air and very light work should indulge themYou should endeavour to remove such grounds of observation!”

RIGHT: By Robert Howlett - en.wikipedia, Public Domain,
<https://commons.wikimedia.org/w/index.php?curid=937183>



REMINDER

**Membership Renewal for 2025 is now due, we run from January to December each year.
Form enclosed.**

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: 10 April 2025

NEDIAS Committee:

Chairman – Cliff Lea; **Secretary** – Patricia Pick; **Treasurer** – Pamela Alton; **Membership Secretary** – Jean Heathcote; **Committee Members** – Brian Dick, Diana Allen, David Hart, David Palmer, Christine Thomason, Darrell Clark.

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