

**A GUIDE TO THE
INDUSTRIAL
ARCHAEOLOGY OF**

DERBYSHIRE



**Edited by Dudley Fowkes, Mark Sissons
and Ian Mitchell**

Association for Industrial Archaeology

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Each gazetteer has a letter and number that relates to the location map at the beginning of each district and the index. Each record also gives a site's name followed by a location. This is often quite general for reasons of space, but a National Grid Reference is given to aid accurate location.

The abbreviation **LI**, **LII*** and **LII** refers to a site's listed building status, and **SAM** indicates a Scheduled Ancient Monument.

NOTE: The inclusion of sites in the gazetteer should not imply automatic public access. When ever in doubt it is always courteous to ask permission to enter the site.

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ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

This book is being published to mark the AIA's 2005 Conference at the University of Nottingham. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the Industrial Archaeology Review which is sent twice yearly to all members, who also receive the quarterly Industrial Archaeology News. Further details may be obtained from the AIA Liaison Officer, AIA Office, c/o School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.

DERBYSHIRE ARCHAEOLOGICAL SOCIETY

The society was founded in 1879 and is still the principal voluntary body within the county concerned with the study of history and archaeology of all periods. Specialist interests in archaeology, architecture, local history and industrial archaeology are catered for by sections within the society. Each section organises a varied programme of meetings, visits and fieldwork. The society publishes the Derbyshire Archaeological Journal, Derbyshire Miscellany (local history journal) and a newsletter. The Industrial Archaeology Section has also published a series of gazetteers and reprints of historical maps. Up to date details of membership, activities and publications are available on the web site www.DerbyshireAS.org.uk.

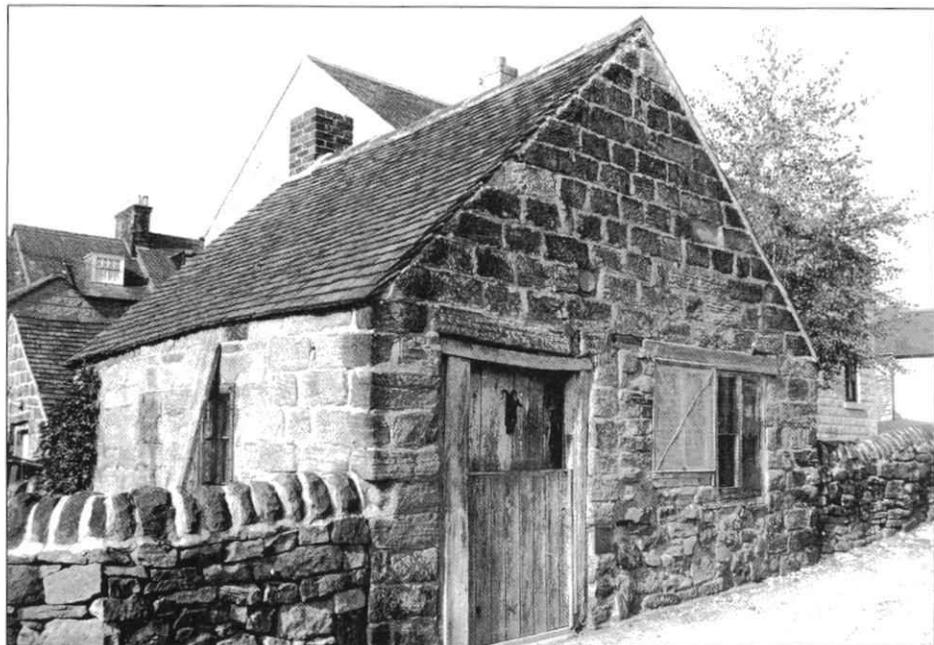
AUTHORS AND ACKNOWLEDGEMENTS

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COVER ILLUSTRATIONS: front cover: AV35: Morley Park Ironworks *see page 8*.
back cover: E45: Springfield Mills, Sandiacre *see page 45*.

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A GUIDE TO THE INDUSTRIAL ARCHAEOLOGY OF DERBYSHIRE



AV06 Nailer's Shop, Belper (see page 4)

INTRODUCTION

Dudley Fowkes

Historically Derbyshire has enjoyed an enormously varied range of industry, arguably at some stage involving almost everything apart from the maritime industries, so it is not surprising that, even after decades of rapid change, it continues to possess a rich heritage of industrial archaeological sites. This composite gazetteer attempts to put into concise form the contents of a set of seven local gazetteers for the county produced by the Industrial Archaeological Section of the Derbyshire Archaeological Society over several years which together cover well over a thousand sites and provide a more detailed picture. The Gazetteer is ordered alphabetically by local government area and then by parish within each of the areas. Sites are numbered within each local government area.

Over the years the county has seen everything from basic agricultural processing activities such as corn milling right through to high-tech aerospace industries but one field in which the county's significance in technological innovation has recently been recognised by the highest seal of approval is the textile industry, with the designation of the section of the Derwent Valley from the site of Lombe's Silk Mill in Derby to Arkwright's Masson Mill at Matlock Bath as a World Heritage Site. This includes what is arguably the site of the world's first factory and at Cromford the place where water power was first applied successfully to cotton spinning machinery. In addition, other mills in the Site notably Belper North Mill and the Darley Abbey complex mark significant stages in the evolution of the textile factory.

Agricultural processing industries

Water corn milling sites abounded at Domesday and although few remain in commercial production, no part of the county is without an example of early corn milling sites and many, of course, were transmuted for use by other industries such as iron working forges and textile mills. Surviving windmills are less abundant but in Heage and Dale Abbey the county has significant examples of two different types of the genre. The advent of rural railways saw the development of cheese factories and examples remain, albeit in other uses, at relatively remote locations such as Longford and Grange Mill. A once significant local brewing industry has all but disappeared however except in the form of small specialist pub-based brewers, and only in Derby are there any substantial reminders of the industry.

Minerals

With much of the county located on the Carboniferous Series and with bonuses such as igneous intrusions and alluvial sands and gravels, few parts of the county are without some form of mineral wealth and transient mineral-based industries with their resultant effect on the landscape a provide diminishing but still extensive legacy of residual structures.

The exploitation of the lead of the carboniferous limestone was first on the scene and the sites and structures of that industry have long had an almost romantic attraction for many people. Commercial production had largely ceased by the mid 19th century so significant structures are limited to a small number of sites such as Magpie Mine at Sheldon and Mandale Mine in Lathkill Dale.

The impact of the coal industry in the 19th century in particular is difficult to envisage nowadays as vast swathes of countryside were altered out of all recognition and new communities grew up in previously largely rural areas. The demise of the industry has been equally swift however – swifter than anyone living in the 1950s could conceivably have imagined – and major structures surviving from former collieries are almost rarer than lead mining remains. Only the spot-listing of Pleasley Colliery in the north east of the county ensured that there would be at least one example of colliery headstocks and engine house surviving for posterity. Virtually all other colliery remains are chance survivals caused by a mixture of inertia and re-use with few having an assured future. What do survive of the coal mining era, are many of the purpose-built settlements that were developed with the collieries, especially with the newer collieries on the concealed coalfield in the later decades of the 19th century. New Bolsover and Creswell Colliery Village are particularly significant in this context. Quarrying of limestone and gritstone has left its mark over much of the county and even the full version of the gazetteer contains only the most significant sites.

Clay is also an integral element of the Carboniferous Series and consequently pottery and related industries were important mineral-based activities in the county, still represented by well known names such as Derby and Crown Derby. Historically the industry was much more widespread and in the south of the county Victorian public health legislation prompted the exploitation of the coal measures clays of the Swadlincote area for an extremely locally concentrated earthenware and sanitary ware industry which produced a landscape so hideous that it is now difficult to imagine. Fortunately a handful of bottle kilns survive but the 'moonscape' of the clay pits has now mercifully largely been restored.

Textiles

Derbyshire has a very long textile tradition from domestic spinning of wool in the uplands, domestic framework knitting of hosiery on the coalfield and its environs, urbanised silk spinning in Chesterfield and Derby in particular, and, for a short-lived era following Arkwright's successful application of water power to his spinning frame, the county was the centre of the English cotton spinning industry in terms of the number of sites. Despite the fact that the textile industry is now more or less non-existent, and despite massive inroads into the legacy of mills and factories in the recent past, the casual observer may still think that Derbyshire consists of mills, mills and more mills. There are a lot of mills in Lancashire and Yorkshire, but Derbyshire, overall, cannot be far behind in mills per square foot. They are not limited to the Peak District: the county town had a vast range of silk and lace mills and factories and the area around Long Eaton and Ilkeston was a major beneficiary of the curious Victorian passion for lace. Everyone knows about the vast cotton mills of Glossop, New Mills, Cromford, Belper and Darley Abbey but stunning Victorian piles such as Springfield Mill at Sandiacre and Victoria Mills at Draycott dominate the scene in Erewash.

Engineering

Along with the coal industry came the attendant iron and engineering industries, in many ways epito-

mised in Derbyshire by the Butterley Company of Ripley which was established in 1790 and continues – albeit in a much reduced state – as an engineering concern on its original site. There were many ‘Butterley equivalents’ on the coalfield – Renishaw, Clay Cross, Staveley, Stanton and Sheepbridge – of which relatively few historic structures remain although all are recognisable as former iron-working sites.

Out of the basic 19th century iron and engineering industry a much more specialised engineering industry developed, especially in Chesterfield and Derby, with firms such as Markhams, Bryan Donkin, Aitons, Haslams, Leys and so on. In turn these have been superseded by more modern high-tech industries led by Rolls Royce and culminating with the arrival of Toyota, currently one of the county’s biggest employers.

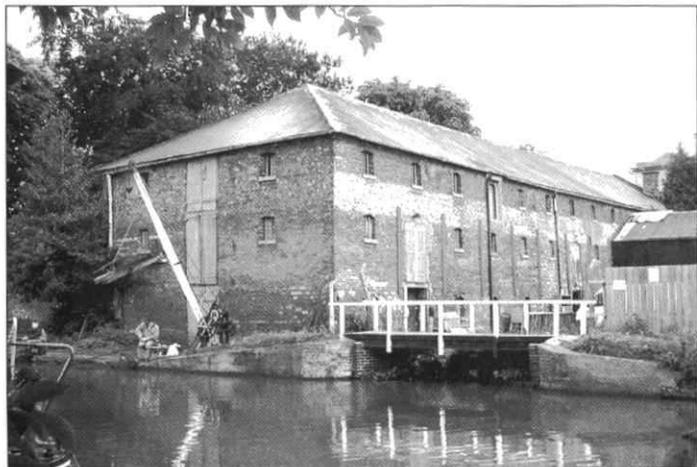
Transport

The 18th and 19th century industrial development was fostered by the parallel development of improved communications, first by canal and associated horse drawn tramways and to a lesser degree by turnpike roads, and subsequently by the advent of the locomotive hauled railway era. Of Derbyshire’s canals, the Peak Forest and Erewash plus the Trent & Mersey’s route through the county remain intact: the others all consist of fragmented sections or even lesser vestiges, although optimistic plans exist for the restoration of the Ashby, Chesterfield, Cromford and Derby Canals.

Derby was an early centre of the railway industry with the three companies that amalgamated to form the Midland Railway focusing on the town. The railway heritage remains particularly significant in Derby itself with the sadly-neglected roundhouse and workshop complex and the splendid North Midland Railway village. The railway-centre tradition lives on in the city with many specialist railway firms located there initially spawned by the long-standing presence there of major railway laboratories. Historic railway structures abound throughout the county – Dinting Viaduct, Monsal Dale Viaduct, Bennerley Viaduct, Cowburn Tunnel, the early Midland Counties and Birmingham & Derby Junction bridges for example – and there are excellent examples of railway housing and ancillary structures for all the local pre-grouping companies.

Public utilities

Having within its boundaries a wet, upland area, the county has emerged as a major supplier of water to the north west and to the midlands, and the impressive array of reservoirs in High Peak is undoubtedly a major feature of the county’s service industries. Structures of the early days of the gas and electricity supply industry have been a rapidly-diminishing species and apart from a handful of converted retort houses and the like there is little of special note. Somewhat less ancient are the forlorn cooling towers of the former Willington Power Station which currently form one of our more recent industrial archaeological sites: perhaps an appropriate point on which to end.



SD17 Canal Warehouse, Shardlow, see page 56

BELPER

AV 01 MILL WEIR AND SLUICES

SK 345483

Built in 1796/7 to provide power for Belper Mills though much modified since. The present water power drives two turbine generators housed in a low building south of the mill complex.

AV 02 EAST MILL

SK 346481

Red brick mill built by English Sewing Cotton Company in 1912 and now largely in use as a warehouse. Its chimney, dating from 1854, had to be demolished in 1990 having suffered gale damage.

AV 03 NORTH MILL

SK 346481

LI

Fire-proof cotton mill of five storeys built by William Strutt 1803/4. The attic was originally used as a schoolroom. The floors are supported on cast iron columns with brick arches and are constructed of hollow earthenware pots. The mill was originally water powered and replaced a mill of 1786 destroyed by fire. Connected to North Mill at SK 346481 is a covered archway built in c.1790 by Jedediah Strutt to link the North Mill site to the West Mill site, now occupied by a single storey modern mill. The gun embrasures were incorporated as a precaution against civil unrest, but they were never used.

AV 04 GEORGE BRETTLER'S WAREHOUSE

SK 347473

LII

Hosiery/framework knitting warehouse built in 1834 – the gritstone building next to the road – with later brick-built factory buildings of 1850-70 with elegant cast iron window frames. The warehouse closed in 1987 and is now partly used as a restaurant.

AV 05 STRUTT HOUSING

There are several groups of housing in Belper built by Strutt, notably:-

SHORT ROW, SK 347477 Three rows of industrial housing probably dating from 1788, **LONG ROW**,

4 SK 347479-349479. The stone houses on the north side date from 1792/3, the brick-built ones on the south side from the early 19th century, and **THE CLUSTERS**, SK 348476 Groups of four houses



AV03 Belper North and East Mills

built by Jedediah Strutt in about 1803 for senior workers at the mill complex.

AV 06 NAILERS' SHOP, JOSEPH STREET

SK 348478

for photograph see page 1

One of the many nailers shops once in operation in the town. There were over 600 people employed in the nail-making industry in the 1840s in the locality.

AV 07 PARK FOUNDRY

SK 349463

Entrance archway and offices of 1899. This was originally an offshoot of Smedley Brothers.

MILFORD

AV 08 MILFORD MILL COMPLEX

SK 351452

Two storey gritstone mill building with later brick chimney being the remnants of Jedediah Strutt's Milford Mill complex, being in operation from c. 1782 onwards. The former works bell dated 1791 set in a wall adjacent to the A6 above the mill fleet, is a reminder of the origins of the complex.

Much more impressive now is the housing that went with the mill complex, especially the three storey blocks of gritstone cottages on Derby Road and Hopping Hill (SK 348456-352455). Also worthy of note is similar three storey housing on Chevin Alley, physically attached to the south west corner of the remaining mill school on the north western side of the mill.

CRICH

AV 09 CLAY CROSS COMPANY RAILWAY

SK 346548 - 355520

The line of the railway built by George Stephenson in 1841 is visible at several locations. It ran from Cliff Quarry (SK 346548) to limekilns (now demolished) at SK 355520 at Ambergate and was not closed until 1957. Some original buildings remain within the Tramway Museum complex and the bridge under the road outside the museum is visible from below. Also clearly visible is the bridge over the footpath over Coast Hill (SK 348543).

AV 10 BUTTERLEY GANG ROAD

SK 353543 - 359523

This horse-drawn tramway was built originally as a 3 feet 10 inch gauge plate way in about 1800. It was later steam-worked and closed in 1933. It ran from Hilt's Quarry (SK 353543) and Warner Quarry (SK 357542) to limekilns at Bull Bridge (SK 359523) on the Cromford Canal.

AV 11 WAKEBRIDGE MINE

SK 339557

Remains of mid 19th century engine house to lead mine. It had two shafts: a drawing shaft of 660 feet and a climbing shaft. Recent fluorspar working has taken place on the hillside above.

AV 12 FRAMEWORK KNITTER'S COTTAGE

SK350540

Originally mid 18th century with quoins of a much smaller cottage showing in front. It was enlarged later and has been recently restored.

DETHICK, LEA AND HOLLOWAY

AV 13 CROMFORD CANAL

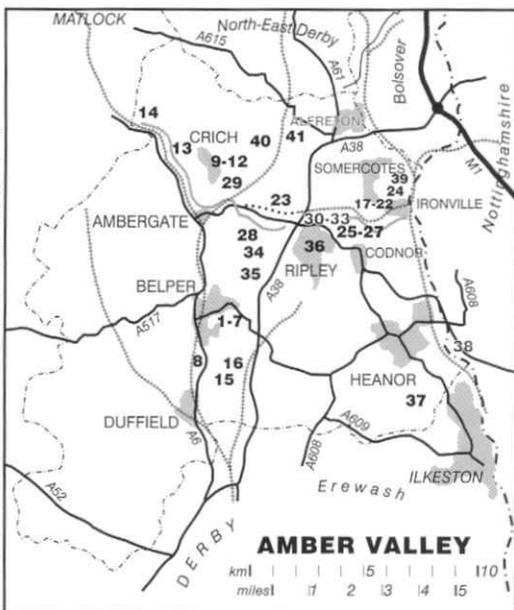
SK 316556 - 347555

Opened in 1793, this section of the canal is walkable from Ambergate to Cromford. The Wigwell Aqueduct over the Derwent (SK 316556) is 200 yards long, 30 feet high and has an 80 feet central span. The Nightingale arm ran from south of the aqueduct to Lea Mills (1802), and is now derelict. At SK 320556 is a cast iron aqueduct over the railway and at SK 347555 the Gregory tunnel with towpath.

AV 14 LEA MILLS, LEA BRIDGE

SK 318564

Historic water power site still very much in use by John Smedley & Co., manufacturers of hosiery



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and knitwear. The original buildings were built for Peter Nightingale in 1761 for lead processing.

HOLBROOK

AV 15 TOLL BAR COTTAGE

SK 358445

Built for the Derby-Chesterfield Turnpike in 1756. Much renovated, but still showing something of its original outline.

AV 16 FRAMEWORK KNITTER'S SHOP, THE NOOK

SK 363454

Brick-built but much altered with new windows and doors. There are also several other framework knitters' shops in the village.



AV15 Toll Bar Cottage, Holbrook

IRONVILLE

GENERAL NOTE:- Ironville was the Butterley Company's model village built between 1834 and 1858. The original axial street of King William Street has been destroyed, but the majority of the other 'rows', together with the school and church, survive, these include:

AV 17 BUTTERLEY COMPANY HOUSING

VICTORIA STREET
SK 437520

The second 'row' of the model village built in 1837 (date stone) now de-chimneyed as part of the 1970s improvement plan.

Forge Row SK 439513

1860s 'row' of slag-faced houses built originally in 1809 by the Butterley Company to house workers from the ironworks.

Albert Street, SK 439520 and **Meadow Street**, SK 439520: each street was severed in 1875 by the Ambergate to Selston branch of the Midland Railway.

AV 18 CODNOR PARK RESERVOIR

SK 427515 - 434516

Canal reservoir, built at summit level, to water the Cromford Canal. Recently lowered in level to comply with the provisions of the Reservoir Act.

AV 19 JESSOP MEMORIAL AND MEMORIAL HALL

SK 432510

Gritstone tower built as a memorial to William Jessop II, son of the co-founder of Benjamin Outram & Co., by public subscription and accompanied by a memorial hall and ornamental gardens.

AV 20 CROMFORD CANAL

SK 430516 - 445505

Truncated section of Cromford Canal, built in 1792-3. The deepening of the bed to form an overflow channel for the reservoir has destroyed many of its features in Codnor Park and Ironville, notably the locks. The section alongside the reservoir has been infilled completely. The line of the short branch at summit level to serve Codnor Park limekilns is clearly visible at the eastern end of the reservoir.

AV 21 FORMER CANAL STABLES

SK 438517

6 Single storey local sandstone stables originally used to accommodate horses working on the canal and later to stable horses belonging to the Codnor Park and Ironville Co-op. These pre-date the model village by some forty years

AV 22 STONE BOTTLE FACTORY

SK 437517

Small single storey sandstone building, still in industrial use, originally a stone bottle factory run by Joseph Bourne of Denby in the opening decades of the 19th century.

PENTRICH

AV 23 PENTRICH MILL

SK 378522

Three storey local sandstone corn mill with date stone **HAMLIN MILL 1878**, on an ancient corn milling site on the River Amber. Much of the contemporary machinery remains intact.

RIDDINGS

AV 24 RIDDINGS VILLAGE

SK 431526

GENERAL NOTE:- Riddings old village was the estate village of the Oakes Company. It lacks the symmetry of nearby Ironville but most of it remains with many properties carefully restored and renovated by the Guinness Trust. Despite its proximity to Riddings Ironworks and local collieries its position relative to the Oakes' Riddings Park gives it very much the feel of a country estate village.

Golden Valley

AV 25 BUTTERLEY CANAL TUNNEL

SK 421513

Eastern end of the collapsed Butterley Tunnel on the short stretch of restored Cromford Canal at Golden Valley. There were continual problems with the tunnel from the mid 19th century onwards and it finally became impassable to boats in 1908.

AV 26 BRICK ROWS, GOLDEN VALLEY

SK 424513

Butterley Company houses of the 1840s renovated and sold as 'shells' in the 1980s as part of the Derbyshire Historic Buildings Trust's scheme to regenerate Golden Valley.

AV 27 STONE ROW, GOLDEN VALLEY

SK 426513

Row of late 18th century local sandstone cottages being the earliest surviving Butterley Company housing for workers at their local enterprise. They were condemned in the 1970s but after a vigorous campaign by local historical and conservation societies, became the flagship of Derbyshire Historic Buildings Trust's rescue plan for Golden

Valley. They have been conserved in essentially their original form with the only concession to commercialism the conversion of two original cottages into one current property.

RIPLEY

Ambergate and Sawmills

AV 28 CROMFORD CANAL

SK 361521 - 364520

The bed of the Cromford Canal, although de-watered, is intact over this section with most of the original coping stones intact. At Buckland Hollow, SK 375518 is a massive gritstone canal bridge carrying the Buckland Hollow-Heage road over a short tunnel on the line of the filled-in Cromford Canal.

At SK 357524 a typical humped-back sandstone canal bridge carries the Bullbridge-Crich road over the partly filled-in Cromford Canal.

From SK 357524-359523 there is a section of the Cromford Canal and towpath: in water. At SK 359523 Row of four stone canal cottages to the west of the filled-in aqueduct. At SK 359523 is the residual western end of the substantial gritstone Bullbridge aqueduct that formerly took the Canal across the Ripley-Ambergate road and The Midland Railway. The main aqueduct was demolished in the late 1960s as part of a road improvement scheme.

At Hammersmith from SK 392517 to 394517 a residual stretch of Cromford Canal immediately to the west of the site of the former western portal of the Butterley canal tunnel. The end of the tunnel was buried under the A38 embankment and the canal culverted under the slip road to the A610. At Lower Hartshay, SK 386514 the partly filled-in bed of the Cromford Canal is discernible at several

points, particularly between the former canal wharf (SK 378515) and the bridge across Sandy Lane (SK 380513). The much-altered former wharf cottage marks the site of the wharf.

A series of tramways from the collieries at Upper Hartshay and Heage joined the canal in this area.

AV 29 LIMEKILNS

SK 360524

Remains of the extensive Butterley Company Bullbridge limekilns which were linked with the Company's Hilt's Quarry at Crich by a tramway the line of which can be traced at several points along the route (cf Crich). The present arched kilns built into the bank are not the original early 19th century ones. They are lined with firebrick, have brick arches and gritstone facings.

Butterley

AV 30 BUTTERLEY COMPANY HOUSING, BUTTERLEY HILL

SK 400517

Much altered short rows of mid 19th century Butterley Company housing.

Also, in Hammersmith SK 396516 is a further group of Butterley Houses. With the modernisation of the Butterley Company housing at Ironville, the housing at Hammersmith, although less characteristic of the 12 to 14 house rows, is now the best surviving example of Butterley Company housing of the 1830s and 1840s. They were built by local builders at a cost of £40 to £60 each. Note the original cast iron street signs.



AV27 Golden Valley
Butterley Company
housing

AV 31 BUTTERLEY RESERVOIR

SK 400520

One of three canal reservoirs built at summit level to provide water for the Cromford Canal. Crossed by causeway of the former Duffield-Selston branch, which replaced an earlier wooden structure.

AV 32 BUTTERLEY IRONWORKS

SK 401517

Most of the structures remaining from the early days of the pioneer Butterley Ironworks - founded in 1790 as Benjamin Outram and Co. are in the North West section of the site bounded by the Alfreton-Ripley road and the former private road to Golden Valley.

The most visible remains from outside the site are the octagonal sandstone gatehouse (SK 401517) and the adjoining workshop, both date from the early years of the Company as witnessed by the rough coal measures sandstone in the lower courses of the buildings.

Inside the works the most impressive structure is the massive sandstone embankment in front of which the various generations of blast furnaces were built (SK 402516). Date stones of 1791 and 1838 incorporated into the embankment record the dates of the first two sets of blast furnaces.

AV 33 HEADSTOCKS AND WINDING ENGINE HOUSE, WESTERN PIT

SK 416518

The small preserved brick headstocks and winding engine house of the former Western Pit are



AV33 Western Pit headstocks, Butterley

all that remains of the three Butterley Company Collieries (Brittain, Brands and Western) that lay in close proximity to Butterley Park. Much of the site of the collieries is now the main site of the Midland Railway Trust. The buildings at SK 414516 are part of the former Brittain Colliery workshops and office.

Heage and Morley Park

AV 34 HEAGE WINDMILL

SK 367507

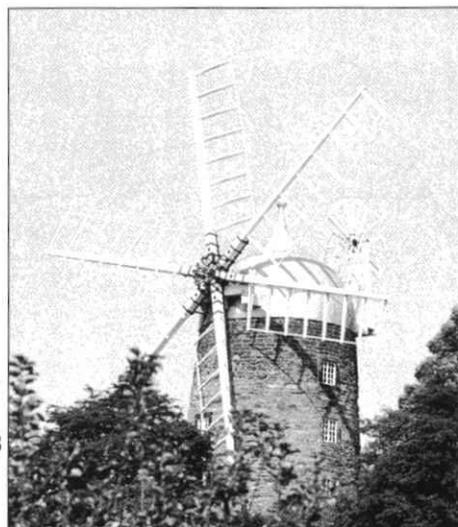
A large sandstone tower mill, restored in the 2002 with a new metal cap and renovated sails. It is the only intact stone tower mill in the county. It has four floors including a basement, with an inside diameter at ground level of 19 feet. The cut coal measures sandstone block walls are 2 feet 9 inches thick. The present structure dates from the 1870s and was last used on a commercial basis in about 1920.

AV 35 MORLEY PARK FURNACES

SK 350492

Two early 19th century coal measures sandstone blast furnaces with gritstone quoins, voussoirs and copings, most of which are still on site but not in position. These are substantially the oldest surviving blast furnaces in the county. They are a Scheduled Ancient Monument in the guardianship of the Derbyshire Archaeological Society and were conserved in the late 1980s.

The first furnace was built originally in the 1780s on land belonging to the Hurt family of Alderwasley and vies with the long-demolished Butler's ironworks at Wingerworth as the first coke-fired blast furnace in the county. The northerly furnace has a date stone 1818 but this is a rebuilding of the 1780s furnace. The date stone on the southerly furnace has long been illegible.



AV34 Heage windmill

Ripley

AV 36 FACTORY BUILDINGS, WELLINGTON STREET

SK 401504

Two storey brick factory building with slate roof, ornamental eaves and gritstone lintels and sills. The later building at the apex of Park Road and Wellington Street is a three storey brick factory building with ornamental arched windows and slate roof, probably late 19th century.

SHIPLEY

AV 37 NUTBROOK CANAL

SK 445438

Various remains of the Nutbrook Canal, a 4½ mile canal from Shipley Lake to Stanton designed principally to carry high quality Shipley coal to the Erewash Canal and beyond. It always suffered problems from water loss and competition from the railways and the sale of the Shipley estate in 1922 hastened its decline. In 1949 all traffic ceased.

Paul's Arm Bridge, Shipley Lake, (SK 445438) is a two arched brick bridge faced with dressed stone and with curving wing walls built in 1795 to carry the coach road from Cotmanhay Lodge to Shipley Hall.

AV 38 EREWASH CANAL AQUEDUCT

SK 462455

Impressive aqueduct of dressed stone, three low arches of which carry the Erewash Canal over the River Erewash. Adjacent is at SK 463454 is a large red-brick building of single storey with circular windows in end gable, originally used as a slaughter house for injured pit ponies.



AV35 Morley Park blast furnaces

SOMERCOTES

AV 39 SITE OF RIDDINGS IRONWORKS

SK 435528

Residual buildings of Saxelby and Co.'s 1805 Riddings Ironworks, also known as Alfreton Ironworks. Now in multiple use as an industrial estate.

SOUTH WINGFIELD

AV 40 CORN MILL

SK 380556

Three storey gritstone corn mill, probably late 18th century in date, on an ancient water-power site on the River Amber. One and two storey later brick extensions to the side and to the rear. The mill fleam is still extant and the complex remains in use as Taylor's Corn Mill.

AV 41 SOUTH WINGFIELD STATION

SK 385557

Sadly semi derelict remains of the original North Midland Railway South Wingfield Station of 1840. It is the only remaining example of Francis Thompson's stations along the Derby-Leeds route.



AV40 South Wingfield corn mill

AULT HUCKNALL

B 01 STAINSBY MILL

SK 456653

Two storey former corn mill just west of Stainsby village. An attractive stone building with a stone slab roof and mullioned window frames. 18th century in date and part of the Hardwick estate.

BARLBOROUGH

B 02 SPINKHILL STATION

SK 457792

Former Spinkhill Station on the line of the LDECR Langwith-Beighton branch opened in 1898. Two storey station house and single storey station, typical of the stations along the LDECR line.

LII

BLACKWELL

B 03 RAILWAY COTTAGES, WESTHOUSES

SK 424584

Four brick terraces of Midland Railway origin, named Midland, Allport, Pettifor and Bolden Terraces.

Midland Terrace was in the course of erection in 1891 and these terraces formed the basis of the railway settlement in this western extremity of Blackwell parish which was developed on the building of the railway depot to serve the collieries on the Blackwell branch.

B 04 BLACKWELL 'A' WINNING COLLIERY, FORDBRIDGE LANE

SK 437578

Residual buildings of the Blackwell Colliery Company's 'A' Winning Colliery, principally the ornate brick power house. Now incorporated into the premises of the Martin Group.

BOLSOVER

B 05 THE VILLAS, VILLAS ROAD

SK 464707

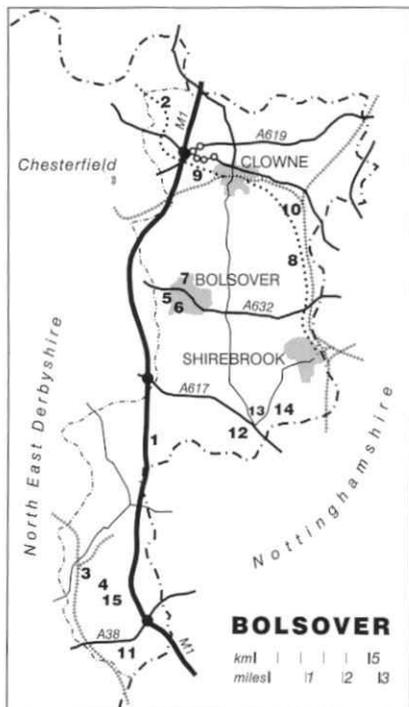
Six blocks of pairs of two-storey houses; brick with slate roofs; ornate terracotta date-stones, 1893 and 1894. Probably colliery houses associated with nearby New Bolsover

B 06 NEW BOLSOVER COLLIERY VILLAGE

SK 465704

LII

Colliery village built by the Bolsover Colliery Company in 1891-1894, possibly designed by Brewill and Baily. Two storey houses with ornate



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B06 New Bolsover Colliery Village

features including dormer windows. The original layout is intact being notable for the period for its short terraces and spacious layout around a large central green.

B 07 WINDMILL, MILL LANE

SK 472712

LII

Tower windmill in local stone with brick capping. The cap, sails and shaft are missing. Small detached brick chimney on a local stone base to the side. The mill was built about 1793 but probably little used after 1895.

B 08 WHALEY THORNS COLLIERY VILLAGE

SK 534708

Extensive colliery housing and related amenities associated with the former Langwith Colliery. There are various styles of terraces dating from the 1870s onwards.

CLOWNE

B 09 COLLIERY HOUSING, WEST LEA

SK 485758

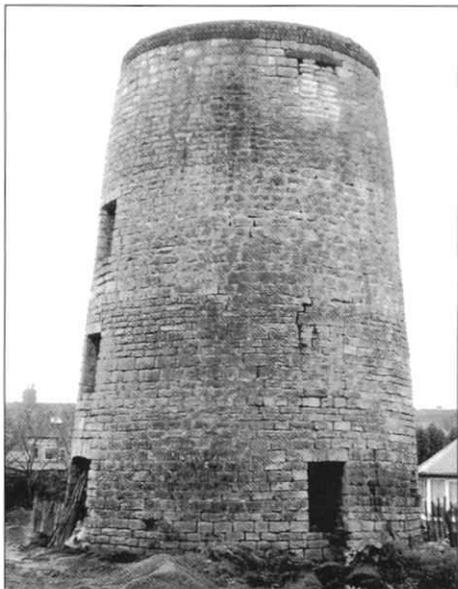
Four rows of 19th century brick terraces associated with the former Barlborough Colliery: now rendered and modernized and re-roofed in tiles, but intact

ELMTON

B 10 CRESWELL COLLIERY MODEL VILLAGE

SK 521739

Colliery model village, like New Bolsover begun in the 1890s. Oval in plan with a large central green



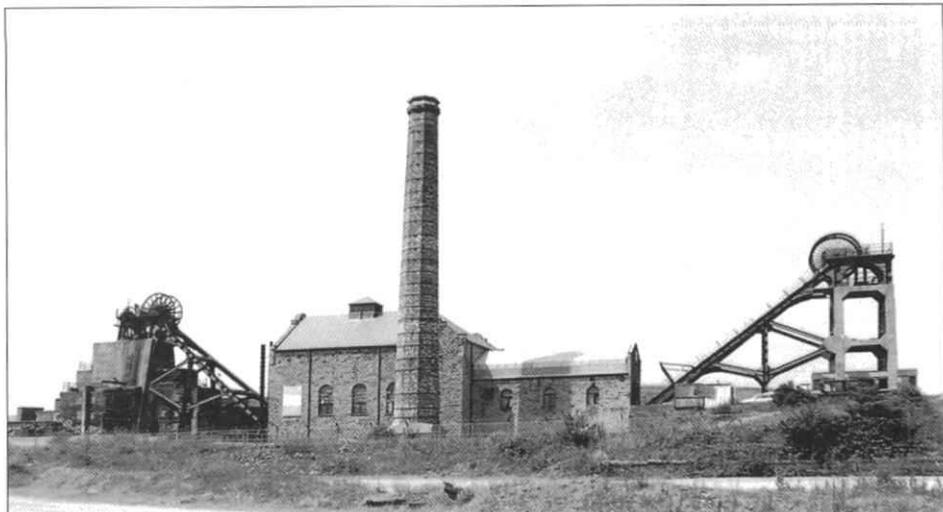
B07 Bolsover windmill

and intact community centre. Built by the Bolsover Colliery Company.

There is a variety of house designs but most are brick with slate roofs and in terraces of 4-8. A minority of the houses have shaped gables, adding a most unusual variation.



B10 Creswell Colliery Model Village



above: B12 Pleasley Colliery Enginehouses

PINXTON

B 11 CANAL WHARF

SK 453543

The restored canal basin and small restored stretch of canal are now the only reminder of Pinxton's role as a major early focus of the local coal industry. The Pinxton arm of the Cromford Canal was completed in 1794.

PLEASLEY

B 12 PLEASLEY COLLIERY

SK 498644

Winding gears, headstocks and engine houses of Pleasley Colliery, opened in 1873 by the Stanton Iron & Coal Company and rebuilt in 1922. The winding engines by the Lilleshall Company and Markhams of Chesterfield remain in situ. The engine houses are built of local magnesian limestone with ornate features and date-stone. The adjacent brick chimney is 125ft (38m) high.

B 13 NEW HOUGHTON COLLIERY VILLAGE

SK 501652

Early 20th century colliery village associated with a period of expansion at Pleasley Colliery. Long terraces running eastwards from the Pleasley to Clowne road, featuring large windows of the type more usually associated with inter war semi-detached houses.

B 14 PLEASLEY VALE WORKS

SK 518649

Impressive former textile mills of William Hollins &

Co. on the River Meden and thus straddling the county boundary with Nottinghamshire. Now in multiple occupation.

Four and five storey buildings in local magnesian limestone dating from the 1840s with the site dominated by a massive detached chimney.

SOUTH NORMANTON

B 15 WINDMILL

SK 441569

LII

Windmill tower in local stone close to the top of Fordbridge Lane now converted to a dwelling with tile capping: modern extension added.



CHESTERFIELD

C 01 SHEEPBRIDGE WORKS OFFICES

SK 372746

LII

The original offices of the Sheepbridge Coal and Iron Co. on Dunston Lane. Georgian style brick structure with central portico, with turret with clock and weather vane above incorporating the date 1857. The extensive former Sheepbridge Works complex remains largely in use but in multiple occupation.

C 02 CANNON MILL

SK 375708

LII

At Furnacehill are the restored remains of the 1816 Cannon Mill, a casting shop used by Ebenezer Smith & Co. The building is of brick with a pantiled roof. The adjacent Wheatbridge Mill complex of Robinsons incorporates parts of other former Smith buildings including fireproof mill buildings of the Strutt pattern with cast-iron window frames.

C 03 WHITTINGTON MILL

SK 383743

Three storey 18th century former water corn mill built in local freestone with a slate roof: now incorporated into a garden centre. The mill pond is now filled in.

C 04 RAILWAY BUILDING

SK 387713.

LII

The only surviving building of Francis Thompson's original North Midland station of 1840: probably the former goods office ('machine shop' in title award). Ornate gritstone structure with tiled roof: single storey to front; two storey to the rear. North Midland Company crest above the central front door. Now in commercial use.

C 05 PEARSONS' POTTERY

SK 387734

Extensive remains of the former Pearsons' Pottery, Pottery Lane East. Ranges of two storey brick buildings with slate roofs from the mid 19th century onwards; derelict remains of drying sheds and stump of brick chimney. The main office block is in unaltered 1930s style with an ornate leaded glass design featuring the letter **P** above the main door. Now in multiple occupation.



C04 North Midland Railway building, Chesterfield

C 06 JOSEPH CLAYTONS & SONS TANNERY

SK 388707

A traditional pit tannery still producing a wide range of specialist leathers in 2005. Founded in 1840. The present site on the edge of town adjacent to the Midland Railway dates from 1875 with rebuilding after a disastrous fire in 1913.

C 07 BROAD OAK FOUNDRY

SK 388709

LII

The impressive 1906 brick frontage with decorative stone facings of the former Charles Markham works, for many years a major manufacturer of coal-mining equipment in particular. Now converted to residential accommodation.

C 08 CHESTERFIELD CANAL

SK 388723—394738

The initial section of restored Chesterfield Canal (1990) from the point at which it joined the Rother to the culverted bridge under Station Road, Brimington. This section includes a restored brick, humpbacked bridge at SK 388724 and Tapton Lock. The purpose of the Chesterfield Canal was to provide an outlet to the Trent and Humber for north Derbyshire minerals and manufactured goods. The canal was navigable from Shireoaks to Worksop by 1774 but was not opened throughout until 1777. James Brindley had initially been appointed engineer but he died in 1772 and was eventually replaced by Hugh Henshall. By 1905 the Chesterfield-Staveley section was already un navigable due to subsidence and the collapse

of the roof of the Norwood Tunnel in 1908 brought about the end of commercial traffic on the Derbyshire section of the canal.

The overall route of the canal is protected by a footpath known as the Cuckoo Way.

C 09 SPITAL MILLS

SK 389707

Three storey 19th century mill buildings; brick with slate roof; now (1999) incorporated into 'Spital Tile'. On both the 1882 and 1898 OS maps it is shown as a tobacco mill and at one stage was 'Mason's Cigarette Works'.

STAVELEY

C 10 BARROW HILL ENGINE SHED

SK 413756

LII

A 24 road roundhouse dating from 1869 and radiating from a central turntable, located off the Midland Railway's Springwell branch. After abandonment in the early 1990s it was spot listed as a rare surviving example of a roundhouse and a voluntary society has subsequently been formed dedicated to its restoration and use.

C 11 STAVELEY WORKS, TROUGHBROOK ROAD

SK 417750

The former main office block of Staveley Works now in multiple occupation, on the east side of Troughbrook Road. Two storey brick structure with clock tower and turret.

C 12 BARROW HILL MEMORIAL CLUB

SK 417754

Ornate two storey gritstone building with crenellated roof; presumably the 'Reading and News-room and Library' of 1863.

C 13 BARROW HILL INDUSTRIAL HOUSING

SK 417756

The extensive remaining housing of Richard Barrow's model village of 1855 now interspersed with modern council housing. The houses are of unusual design being a large number of two storey blocks of only two houses, in contrast to the more conventional terraces of the day. They are constructed of local sandstone with tiled roofs. Many have now been part rendered; all have been re-windowed and unfortunately lost their chimney stacks

C 14 RAILWAY TERRACES, BARROW HILL

SK 419755

Barrow's unusual housing for ironworks workers was accompanied by more conventional terraces, Allport Terrace and Traffic Terrace, built for Midland Railway workers presumably dating from the 1860s onwards when the loco depot was built.

C 15 RAILWAY HOUSING

SK 437747

Seven rows of railway cottages presumably associated with the MSLR Beighton to Annesley line of the early 1890s. Brick with slate roofs but now rendered and much altered. The line of the railway is still evident in places (finally closed in the 1980s after a brief resurrection to serve Arkwright Colliery).



C07 Broad Oak Foundry,
Chesterfield

City Centre, within the Inner Ring Road

D 01 OLD SILK MILL, FULL STREET

SK 353366

LII

All that remains of Thomas and John Lombe's pioneer factory of 1717-21 is the stone foundation arches of the main mill and the repositioned wrought iron entrance gates by Robert Bakewell of 1725.

The present form of the mill dates largely from 1910 when a destructive fire necessitated its rebuilding from off the original foundations. Now part of Derby Industrial Museum.

D 02 SOWTER'S MILL, SOWTER ROAD

SK 353366

Two to five storey brick corn mill building with slate roofs and square chimney on the river side, first built on the site of Cotchett's silk mill by Unwin Sowter after the former was burnt down in 1896. It is now part of the Derby Industrial Museum.

D 03 JOHN SMITH & CO., LTD., QUEEN STREET

SK 351366

Ornate two storey clock workshop in brick with slate roof on Queen Street, established in 1856 by an apprentice of John Whitehurst III, with workshops behind. Site currently under redevelopment.

D 04 TRAMWAY OFFICES, VICTORIA STREET

SK 352362

Brick, French Renaissance style offices built in 1903 to designs by J. Ward to coincide with the opening of the electric tramcar system in Derby. Domed with copper cupola. Now the main city post office.

D 05 GAS OFFICES, FRIAR GATE

SK 349363

LII

Two storey red brick gas works offices of 1889. Brick frieze with words **DERBY GAS LIGHT AND COKE CO.** 1889 in raised block letters.

D 06 BOOT AND SHOE FACTORY, BURTON ROAD

SK 349354

Three storey block of c.1870 with ornate brick detailing and a slate pitched roof. Two further ranges continue down Spa Lane.

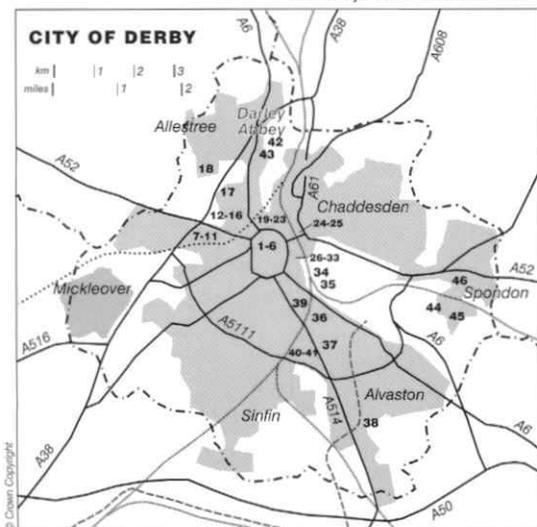
WEST - Uttoxeter Road/Ashbourne Road/Kedleston Road

D 07 FRIAR GATE RAILWAY BRIDGE

SK 346364

LII

Ornate bridge by Andrew Handyside & Co. of Derby taking the Great Northern Railway's Derbyshire Extension railway over Friar Gate into the adjacent station. The bridge is now isolated





D05 Derby Gas Light and Coke Company offices following the demolition of most of the high level viaduct to the east.

**D 08 RAILWAY WAREHOUSE,
GREAT NORTHERN ROAD**

SK 346362

LII

Imposing two and three storey railway warehouse built by Kirk and Randall of Sleaford in 1877-8 to serve the Great Northern Railway's Friar Gate Station goods yard. The windows are mainly segmental headed with iron casements. In a much neglected state having suffered fire damage and repeated vandalism since its last commercial use.

**D 09 HYDRAULIC ENGINE HOUSE,
GREAT NORTHERN ROAD**

SK 345351

LII

Red and blue brick engine house with slate roof and corbelled eaves of Italianate style. Built by Kirk and Randall of Sleaford in 1877-8 to house machinery and provide power for the hydraulic cranes and hoists in the nearby Great Northern Railway warehouse.



D09 Great Northern Hydraulic Enginehouse, Derby

**D 10 TRANSFORMER BOX,
FRIAR GATE**

SK 346364

Square vertical box-shaped electrical transformer unit of 1893. Side panels bear interlaced monogram and borough Buck in the Park emblem.

**D 11 ASHBOURNE ROAD BREWERY
AND MALTINGS, SURREY ST. AND
MANCHESTER ST.**

SK 338367

All that remains of this substantial complex is the three storey finely-detailed brick Manchester Street Maltings, with a separate squarish kiln house at the south west side. There is a fine large timber sack hoist enclosure on the south end of the malt house.

**D 12 BRITANNIA MILL, MARKEATON
STREET/MACKWORTH ROAD**

SK 341369

Four storey brick hosiery mill of 1913 with an attic floor in the roof-lighted Mansard roof. On the street's junction is a two storey drum-shaped



D10 Transformer Box, Friargate, Derby



D11 Manchester Street Maltings, Derby

entrance section with a domed roof and imposing entrance portico. The long-disused mill pond fed from a branch of Markeaton Brook survives nearby.

It is now used as the Fine Art Department of the University of Derby.

D 13 BANK'S MILL, BRIDGE STREET
SK 346367

Five storey silk mill of eleven bays dating from 1860 fronting Brook Street and four bays on the Bridge Street return, with slate roof, hipped at the corner above the recessed splay. It has now been converted to studio units for postgraduate art students.

**D 14 RYKNELD MILLS, BRIDGE ST.,
BROOK ST. AND LODGE LANE**

SK 347367

LII*

Impressive complex of three, five and seven storey mill buildings originating as a throwing and doubling mill established by Thomas Bridgett in the early 19th century. The first building on the site was Bridgett's three storey Middle Mill of c.1810-2 which has brick walls, slate roof, cast-iron windows and stone lintels and sills. The five storey North Mill was added in c.1817 which was of traditional timber construction like the Middle Mill. The seven storey South Mill was built in 1825 for ribbon manufacture and is of fire-resistant construction with cast-iron columns and cross beams carrying brick arched vaults in between and floors of clay tiles, all following the precedent of Strutt's cotton mills at Belper. It is possibly the earliest fireproof silk mill in England. The fourth mill on the site, the Washing Mill, dates from the 1840s and is also fireproof but without columns because of its narrowness. In the yard there are the former boiler and engine house with the stump of the brick hexagonal chimney stack, and the former Mill Manager's House and Counting House fronting Bridge St. The mill was in use for the manufacture of narrow fabrics and tapes until 1999 but is now being converted to residential units.

D 15 BROWN'S MILL, LODGE LANE

SK 349368

Impressive four storey brick corn mill with distinguished bold detailing built for W & G Brown in the late 1880s.

**D 16 MARBLE AND SPAR WORKS,
2,8,10, ST.HELENS STREET,
71, KING STREET**

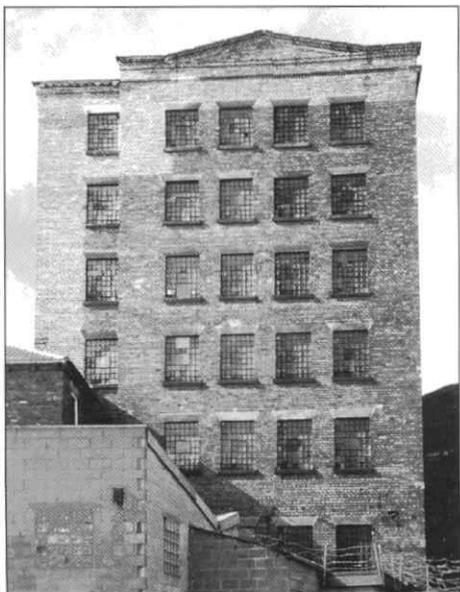
SK 350367

Extensive range of two storey brick buildings with stone dressings with workshop buildings in the rear yard which were originally a spar manufactory built by Richard Brown in 1802. A range of small businesses now occupies the site.

**D 17 MALTHOUSE, BREWERY AND
VINEGAR WORKS, SHERWIN ST./
KEDLESTON ROAD**

SK 340375

Three storey malt house built in the late 1870s by Henry Sherwin. The premises were acquired in 1906 by William Stretton who added the five storey tower block with the still extant timber sack hoist cover together with the three and four storey buildings up to Kedleston Road, to convert it to a brewery. In 1922 it was all sold and converted to a vinegar works becoming Derby Malt Vinegar Company, continuing until 1985. Now converted to a residential nursing home for the elderly.



D14 Rykneld Mills, Derby

D 18 TOLL HOUSE, KEDLESTON ROAD

SK335379

LII*

Two storey brick toll house with projecting single storey wing on the south side, with fish-tail tiled gabled roof and iron-framed windows with lozenge-shaped panes.

NORTH - Duffield Road/Alfreton Road/ Nottingham Road

D 19 BATH STREET MILLS

SK 352371

Three storey brick silk mill of c. 1848 to 1868 with slate roof and cast-iron windows with single storey weaving shed to the rear specifically for the production of woolen serges and lastings. A branch line of the GNR was run down to serve the mills and the adjacent Handyside Foundry. Now in multiple occupancy.

D 20 RIVER DERWENT RAILWAY BRIDGE

SK 353372

LII

Unusual design of wrought iron bridge by Andrew Handyside & Co. taking the Great Northern Railway's Derbyshire Extension Railway over the River Derwent. Now a pedestrian footway.

D 21 UNION FOUNDRY, CITY ROAD

SK 353372

Impressive brick frontage of 34 bays with ornamental details to façade and cornice and tall, round-headed cast-iron window frames. The

present building is Haslam's 1890 factory which was the successor to two earlier versions of the Union Foundry. Haslam's were renowned for their pioneer role in the development of refrigeration techniques. Adjacent to the factory is Haslam's former canteen and institute of 1891, a distinctive building in orange red brickwork with characteristic brick and stone details and slate roof. Site currently undergoing redevelopment.

D 22 AITON & CO. ENGINEERS, STORES ROAD Offices

SK 359370

LII

Range of offices fronting Stores Road built in 1931 to designs by Norah Aiton and Betty Scott. They are steel-framed with rendered brick facing and the ranges of continuous steel-framed windows are considered to be an early example of the Modern or International style of architecture.

D 23 ST MARY'S GOODS YARD COMPLEX

A group of building which formed the Midland Railway's goods yard survive. These were mainly built in the 1860s and now converted to business use..

Hydraulic Accumulator House SK 355368 LII

One and two storey structure in red brick with cream brick wrap around corners, round headed windows with stone voussoirs and key stone.

Grain Warehouse, Mansfield Road SK 355369

LII

Four storey red brick with ashlar dressings with



slate gabled roof with distinctive dentilled eaves and end-gables.

Town Goods Shed, Mansfield Road,

SK 355370

LII

Single storey brick structure with ashlar dressings with a slate roof projecting as a canopy along the two long sides supported on large ornamental cast-iron brackets.

Stables, Caesar Street, SK 357372

Range of eight brick stables St.Mary's Goods Yard, built between 1900 and 1910.

Bonded Store, Clarke Street, SK 358369

Two storey brick structure with slate roof with roadway fully raised up to first floor level for vehicle access to doorways, built in 1882.

**D 24 NOTTINGHAM ROAD
TRAM DEPOT**

SK 360366

Brick former tramcar – subsequently trolley bus –shed of two bays built in 1908. The doors have been bricked up and the sheds survive as a council works department depot.

**D 25 RAIL OVER CANAL BRIDGE
– NOTTINGHAM ROAD**

SK 359366

The bridge carrying the North Midland Railway is one of the few remains of the Derby-Sandiacre section of the Derby Canal within the City boundary.

SOUTH - London Road/Osmaston Road

**D 26 CASTLEFIELDS MILL, CANAL
STREET**

SK 360357

Four storey brick former silk mill with slate roof with stone windows and sills, dating from the 1830s. The mill is of fire-resistant construction with cast-iron columns, iron beams and segmental brick arches above. Close by on the western side stands the original two storey Counting House with the integral Mill Manager's House at the rear.

**D 27 ENGINEMEN'S LODGING
HOUSE, SIDDALS ROAD**

SK 361358

Three storey brick building with low-pitched slate roof built in 1872 to design by J.H. Sanders, Company Architect. Currently unoccupied.

**D 28 CANAL TOWPATH –
RAILWAY TERRACE**

SK 362359

A wide tow path edged with stonework survives

where the canal (now a footpath) passes under the railway at the north end of Derby Midland station. At the north east corner of the pillar can be seen a number of grooves cut by years of tow ropes being pulled round the corner.

**D 29 BRUNSWICK INN, RAILWAY
TERRACE**

SK 361358

LII

Built in 1841-2 by Thomas Jackson to design by Francis Thompson as an integral part of the NMR 'railway village' scheme. Plain brick walls, vertical sliding sash windows and slated roof concealed by low parapet.

**D 30 MIDLAND RAILWAY COTTAGES,
RAILWAY TERRACE**

SK 361357

LII

Railway housing built in 1841-2 opposite the tri-junct station by the North Midland Railway. The architect was Francis Thompson and the contractor Thomas Jackson of Pimlico. Of the original 92 houses, 57 remain and are two storey brick with Welsh slate roofs and the larger frontage houses having stone features such as door hoods.

**D 31 RAILWAY INSTITUTE,
RAILWAY TERRACE**

SK 361356

Ornate two storey purpose built railway institute built in 1892-4 to the design of Charles Trubshaw, MR architect, providing library, educational and recreational facilities. Now the Waterfall bar.

D 32 MIDLAND HOTEL

SK 362356

Three storey brick with stone dressings, window surrounds, corner quoins and string course, with slate roof. Built in 1841 as a speculative venture by Thomas Jackson, the principal contractor for the railway buildings and tri-junct station. It is the oldest surviving purpose-built railway hotel.

D 33 MIDLAND RAILWAY STATION

SK 362356

All that remain of Francis Thompson's original tri-junct station (Midland Counties, North Midland and Derby & Birmingham Junction Railways) opened officially on 30 June 1840 is Platform 1 and some 250 ft. of the screen wall. One of the many stone carved trophy embellishments created by John Thomas of Birmingham that originally ornamented the length of the screen wall survives on the parapet of the adjacent disused office block. All that remains of the later 1893 station frontage by Charles Trubshaw is the ensemble of three Wyverns and a clock now re-erected at ground level against the wall of Wyvern

House at the northern end of the North Car Park. On platform 1 of the station there are several war memorials to railway staff, relocated from former Midland Railway buildings elsewhere in Derby.

D 34 MIDLAND COUNTIES RAILWAY WORKSHOPS

SK 363357

LII*

Two storey brick workshops to the East of the railway, originally intended for building and repairing carriages, with smith's shop, pattern shop and beam engine house, built in 1839 for the Midland Counties Railway. Currently awaiting reuse.

D 35 NORTH MIDLAND RAILWAY WORKSHOPS & ENGINE ROUNDHOUSE

SK 364356

LII*

Original workshops of the North Midland Railway lying immediately south of the Midland Counties workshops consisting basically of two wings arranged at right angles from a clock tower at mid-point. These were designed by Francis Thompson and built at a cost of £62,000 by Thomas Jackson of Pimlico. Behind the clock tower in the angle of the wings is the engine roundhouse also of 1839. The offices were raised in height by the Midland Railway in two stages in 1859 and 1893. The railway works complex is the earliest surviving railway works in the country and the roundhouse is the earliest built anywhere. The site still awaits reuse.

D 36 LMS RAILWAY RESEARCH DEPARTMENT, LONDON ROAD

SK 364348

Three storey building opened by the London Midland & Scottish Railway in 1935: brick with long rows of windows carrying the initials **LMS** in bold elongated letters over the entrance. This is the pioneer building for the extensive railway research complex built by British Rail on the other side of London Road in the 1960s. All are now in the hands of private companies following the privatisation of BR in 1994.

D 37 MIDLAND RAILWAY CARRIAGE AND WAGON WORKS, LONDON ROAD / LITCHURCH LANE

SK 365345

Despite privatisation and some rationalization and the eventual sale to Bombardier Transportation, the bulk of the Midland Railway's Carriage and Wagon Works dating from 1878 onwards, survives.

D 38 DERBY CANAL ROUTE

SK374342 - SK372300

There are few physical remains of The Derby

Canal—opened in 1795—within the city. It became derelict in the 1940s and was formally abandoned in 1964. The route of the Derby-Swarkestone arm survives as a cycle way from the London Road crossing to the City boundary.

D 39 W & T FLETCHER, OSMASTON ROAD

SK 361347

Large three storey brick former lace factory of 1881 with slate roof and large cast-iron windows, central pedimented section of four bays flanked unevenly by nine bays on the south side and eight bays on the north. Currently in multiple occupancy.

D 40 EASTWOOD SWINGLER & CO., OSMASTON ROAD

SK 362344

Three bays of Thomas Swingler's Victoria Foundry of c.1850 survive adjacent to Osmaston Road, with their distinctive tall round-headed fine cast-iron windows. At the north end of this works, James Eastwood established a foundry on Cotton Lane about the same time and eventually the two works combined.

D 41 ROLLS ROYCE AERO ENGINE FACTORY, NIGHTINGALE ROAD

SK 363335

The original 1908 building constructed by Handysides remains behind the office block which has a portico entrance. The company transferred car production here from its original home in Manchester. Aircraft engine manufacture came with the First World War, and in 1945 car production moved to Crewe. In the entrance lobby there is an impressive stained glass window that commemorates the role of the company's products in the Second World War. Later expansion was on a new site at Sinfin to the south of Derby where the Rolls Royce Heritage Trust maintains a substantial collection of historic material at the company's Learning and Development Centre.

Darley Abbey (former village North of City)

D 42 BOAR'S HEAD COTTON MILL COMPLEX

SK 354386

By the mid 1770s, Thomas Evans had acquired paper, corn, flint and other mills operating on the west bank of the R.Derwent at Darley Abbey. He was reputedly encouraged by Richard Arkwright—one of the customers of his Derby bank—to em-

bark on cotton manufacture and in 1782 he constructed a weir to divert water to power the mills.

Long Mill (First North Mill), Old Lane LI

The first of the Evans mills being a 17 bay building of brick of five stories with attic, aligned north-south, built originally in 1782-3 but rebuilt and modified after a fire in 1788. Wooden windows and interior wooden floors supported on cross beams in turn supported by cruciform section cast-iron columns. All undersides of exposed timber are covered with thin iron sheets to aid fire protection.

Middle Mill, Old Lane LI

This is a six bay, five storey eastward addition to the Long Mill c.1796-1800. Floors and roof rebuilt in mid 20th century following a fire.

East Mill, Old Lane LI

Five storey, six bay eastward extension of the Middle Mill although slightly wider, built in c.1818-9. This mill is of fire-resistant construction with cylindrical cast-iron columns supporting cast-iron cross beams and brick segmental arches between.

West Mill, Old Lane LI

This is a westward extension from the original Long Mill of four stories and seven bays, with western end turning southward for an extension of a further seven bays, making an L-shaped building. Of similar fire-resistant construction to East Mill and probably built in c.1819-21 immediately after the former.

North Mill, Engine And Boiler House, Old Lane LII*

Three storey brick 13 bay L-shaped range with attic aligned east-west, with six bay north-south return at east, all with slate roof, built in c.1825 and enlarged in the late 19th century. Multi-paned windows with stone lintels and again of fire-resistant construction. The three bay single storey engine house and four bay boiler house were added some time before 1881.

Engine House And Chimney, Old Lane LII

Single storey four bay southward addition to the Middle Mill of c.1896. It was built to house a 250 hp horizontal steam engine: detached circular chimney.

Drying Shed, Old Lane LI

Tall, single storey feature formerly with slatted sides and roof. Filled in to make an enclosed building for modern usage.

Preparation Building, Workshop And Cart Sheds, Old Lane LII*

Two storey, seven bay brick range with Welsh slate roofs, all dating from the 1790s. The interior is an early example of a degree of fire resistant construction with the timber floors supported on cast-iron columns and the timber covered in plaster to provide protection.

Bobbin Shop LI

Four bay single storey building south of East Mill with a cast and wrought iron roof structure built about 1840.

D 43 DARLEY ABBEY WORKER'S HOUSING

SK 352385

In order to attract an adequate labour force to this new enterprise, the Evans' created a new village complete with school and other amenities. There was no cohesive plan for the housing: they were simply built in random groups at various dates making them very difficult to summarise.

The earliest housing is 1-12, Flat Square (LII), two storey terraced ranges facing each other across the Square, and 1-8, West Row (LII), three storey houses forming the third side of the Square, both built in 1792. Immediately across the street is a single row of six contemporary privies. Also of this era are Nos. 31 and 33, Mile Ash Lane, which were individual cluster blocks of four back-to-back houses but converted into two only in the 1970s.

Built in 1795 are nos.5-27 (odd) Mile Ash Lane (LII), a three storey terraced range of twelve houses in brick with slate roofs built in mirror image pairs in plan sharing chimney stacks. The three storey brick terrace, Brick Row (LII*) was built in 1797-1800 and incorporates the first schoolroom for the village on the third floor. Nos. 1-3, Old Lane (LII) form a terrace by the eastern



D43 Evans' Industrial Housing, Darley Abbey

gateway to the cotton mills; no.4 is square in plan and may date from 1792.

Nos.3-9, New Road, are two early 19th century blocks of Regency style cottages arranged in clusters of four houses. Nos.1-14, Lavender Row (LII) were built about 1820, and represent the last major provision of housing for the Evans workers during a period of expansion at the mill. The last of the Evans terraces (nos.35-57, Mile Ash Lane) were not completed until the 1870s however.

Spondon (former village East of City)

D 44 BRITISH CELANESE CELLULOSE ACETATE FACTORY, SPONDON

SK 398348

A plant was established on the site between the railway and the River Derwent in 1916 by the Swiss Chemists Henri and Camille Dreyfus, to produce cellulose acetate for the "acetone dope" used to stiffen aircraft fabric. From the 1920s artificial fibres were produced, and the plant expanded to include knitting, dyeing and finishing of fabrics and garments. The company became part of Courtaulds in 1957, but the Celanese name

continued in use until 1981. The plant was sold by Courtaulds in 1998 and now trades under the name of "Acordis", still producing cellulose acetate, now mainly for cigarette filters.

D 45 DERWENT POWER STATION, SPONDON

SK 403345

The only remaining large electricity generating station in the county is an unusual combined heat and power plant. Waste heat from a modern gas turbine installation (1995) is used to raise steam which is passed through older steam turbines retained from the previous generation of plant on the site (1955), and then finally provides process heat for the adjacent cellulose acetate factory.

D 46 INDUSTRIAL HOUSING, BRITISH CELANESE, DERBY ROAD AND DERWENT ROAD, SPONDON

SK 396355

Two irregular shaped terraces, each of six houses, on Derby Road, with another block of four returning down Derwent Road. These were built in the 1920s for British Celanese workers.



DD05 Corn mill, Ashford-in-the-water

ASHBOURNE

**DD 01 RAILWAY GOODS SHED,
CLIFTON ROAD**

SK 176462

LII

Single storey building of light coloured local limestone, walls built in ashlar, with slate roof and cast iron windows. Two canopied loading/unloading bay doorways to roadside with fretted valances. Built by the North Staffordshire Railway c.1852 for its original terminus station. Currently (1997) used by 'Peak Textiles'.

**DD 02 CLOCKMAKER'S WORKSHOP,
NORTH LEYS LANE**

SK 178462

Brick workshop with cast iron windows and slate roof of the mid nineteenth century. Currently (1997) used by a signwriter/designer.



DD01 North Staffordshire Railway goods shed, Ashbourne

Road at SK 216686 is thought to have been associated with the mill.

DD 07 VICTORIA MILL

SK 217685

Three storey eighteenth century gritstone corn mill with cast iron windows and disintegrated water wheel in situ on mill leat. The south end has been modernized and is in use as a picture gallery.

DD 08 BLACK MARBLE WORKS

SK 221686

Single storey sandstone building with slate roof adjoined by a wooden shed with corrugated iron roof, formerly a black marble works. The two storey gritstone building to the left of the gateway is also probably a part of the former works. The stone-cutting machinery was removed in 1996.

ASHFORD IN THE WATER

DD 03/4 BLACK MARBLE WORKS

SK 190695

ROOKERY MINE

SK 190697

Residual single storey limestone building with gritstone facings together with the preparation yard of the former Ashford black marble works. The marble was mined locally especially at Rookery mine.

DD 05 WATER CORN MILL

SK 199696

LII

Two storey former corn mill on mill leat from the R.Wye, with wheelpit. Limestone with gritstone facings and lintels and ornamental features. Stone slate roof.

BAKEWELL

DD 06 LUMFORD MILL

SK 213690

LII

Much truncated remains of former Arkwright cotton mill, originally of 1777, on the River Wye, largely destroyed by fire in 1868. The principal remaining structure is a three storey gritstone building with slate roof to the left of the entrance. Only part of one storey remains of the eighteenth century mill and, most conspicuously, an original gritstone chimney. Some of the housing off Buxton

BALLIDON

**DD 09 MINNINGLOW EMBANKMENT
AND BRIDGE**

SK 196582

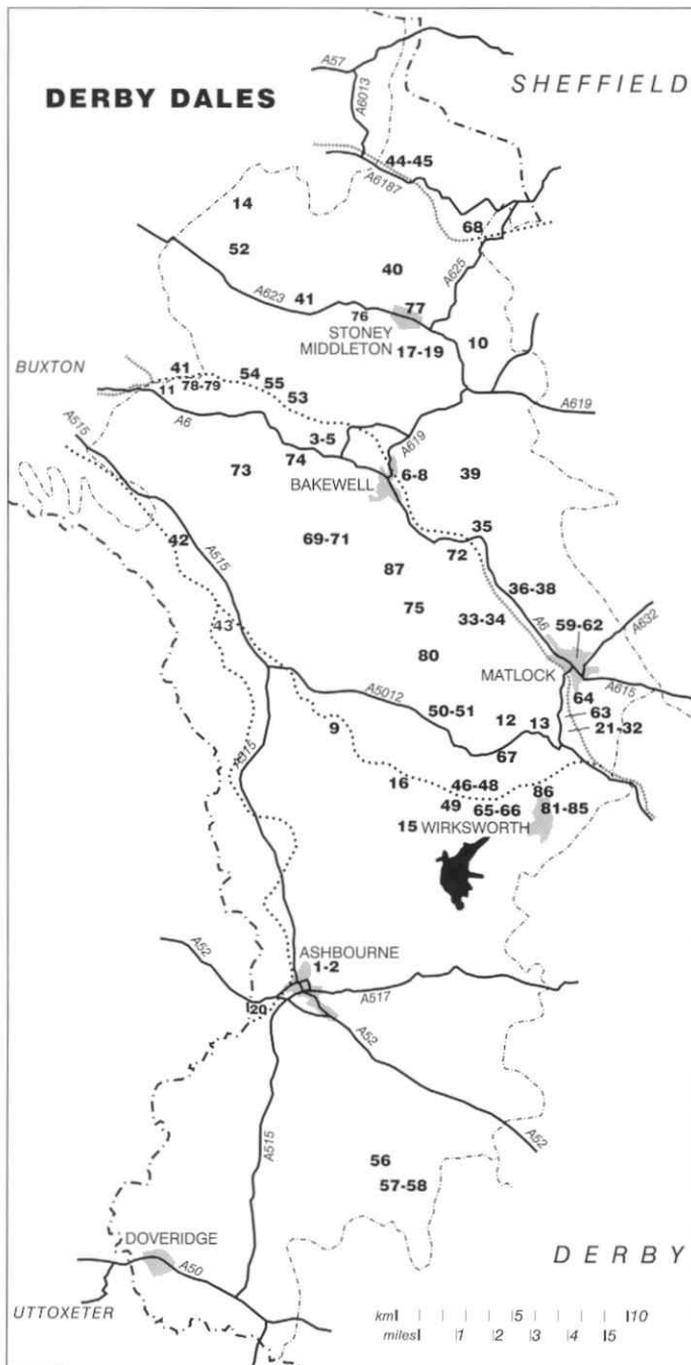
LII

Very impressive limestone rubble embankment on a section of the former Cromford and High Peak Railway which contoured around a hillside with resultant very sharp curves.

BASLOW

DD 10 THE GRIT STONE EDGES

The gritstone edges in this area are famous for **23** the manufacture of millstones. Many old type of millstones in evidence at most of these quarries. The major areas are - .



CURBAR EDGE

SK 250763-256754

BASLOW EDGE

SK 260741-261737

BASLOW EDGE

SK 261738

DOBB EDGE

SK 267716

GARDOMS EDGE

SK 271727-272737

BLACKWELL

DD 11 CHEE TOR TUNNEL

SK 126731

North portal of Chee Tor Railway Tunnel of 1861.

BONSALL

DD 12 LEAD MINING, BONSALL MOOR

The area of Bonsall Moor has one of the greatest concentrations of the remains of former lead mining activity in this part of the county. There are literally hundreds of shafts, with accompanying areas of disturbed ground and spoil heaps, and many collapsed limekilns and it would be quite impractical to itemise all the sites.

At SK 266573 is the site of the former Bonsall Mines, and nearby at SK 267572 are the typical remains of many crude limekilns built on the moor.

DD 13 VIA GELLIA MILL

SK 285575

Three storey gritstone mill building with slate roof and gritstone tower, formerly a stone-crushing mill and now in multiple use. There are modern additions and the original early nineteenth century

mill has been considerably altered by the insertion of modern windows and roof lights. The mill pond with leat and wheel pit is clearly visible from the public footpath through the site.

BRADWELL

DD 14 LEAD MINING REMAINS

SK165815, 158812

Bradwell is an important former lead mining parish with many areas of former mining activity especially on Bradwell Moor around SK 165815 and Moss Rake SK 158812.

BRASSINGTON

DD 15 LEAD MINING REMAINS

Brassington is a parish typical of the lead field with a large number of shafts, collapsed limekilns and small quarries. There was a particular concentration of lead mines on the edge of Carsington Pasture in the south east part of the parish.

DD 16 CROMFORD & HIGH PEAK RAILWAY

SK 225557

Cast iron bridge of 1865, replacing the 1825 original, taking the line of the CHPR over the Bakewell to Ashbourne road at Longcliffe, also at Longcliffe is the platform for goods wharf with gritstone coping and a small limestone goods shed with gritstone facings and slate roof.

CALVER

DD 17 NEWBURGH LEVEL

SK 239741

Lead mining drainage sough known as the Newburgh Level emerging through a stone arch inscribed **N.L. OCTOBER 1851**.

DD 18 BRIGHTSIDE SOUGH

SK 243745

A lead mining sough flowing out through an arch into a water trough on the south side of the village street.

DD 19 CALVER MILL

SK 246745

Imposing six storey stone block, now converted to housing, pediment to the front and small east and west projections, central wing at the rear. The mill has cast-iron pillars and wooden flooring. It also has its original 36 pane cast-iron windows. The wheelhouse formerly contained two 22ft. waterwheels, each generating 80 hp. At the rear are later additions and associated housing accom-

modation and an early gritstone chimney.

The main block was built in 1803-4 replacing the original mill of 1785: the wheelhouse dates from 1834.

CLIFTON AND COMPTON

DD 20 HANGING BRIDGE MILL, MAYFIELD ROAD

SK 158456

Former cotton-spinning mill established by Richard Arkwright in 1781. The original factory was pulled down and completely rebuilt in 1866, this structure being a three storey brick mill with slate roof and bell tower on a corner. The former manager's house is now used as offices. Now owned by Bowmer Bond Narrow Fabrics Ltd.

CROMFORD

DD 21 SLINTER WOOD SAWMILL

SK 286572

LII

Two storey cottage with a disused undershot waterwheel in an attached wheelhouse. Believed to date from c.1760 and may have produced bobbins for the Arkwright mills.

DD 22 CROMFORD CORN MILL

SK 293569

Built around 1780 as a corn mill, the site may have been used in earlier years for a water-powered lead smelting mill. It has been disused since the 1930s.

DD 23 CROMFORD WATERWHEEL

SK 293569

LII

An overshot waterwheel supplied by two iron pipes. The wheel dates from around 1860 and was used for paint grinding.

DD 24 GREYHOUND POND

SK 294569

The lowest of a series of dams and reservoirs built along the Bonsall Brook to store water to power Cromford Mills.

DD 25 NORTH STREET

SK 295567

LII

The finest example of 18th century housing of the mill village is North Street with two rows of three storey houses with attic rooms where hand weaving was carried out by the families of mill-workers.

DD 26 CROMFORD SOUGH

SK 295568

Down an alleyway behind shops in Cromford village is a complex sluice arrangement constructed



DD25 Arkwright workers' housing, North Street, Cromford

to regulate the flow of water from Cromford Sough towards Arkwright's mill. The sough was constructed between 1673 and 1682 to drain lead mines, particularly those on the Gang Vein, but it was largely superseded when the Meerbrook Sough was driven at a lower level in the early nineteenth century.

DD 27 CROMFORD MILL

SK 298569

LI

The three storey building at right angles to the road to the west of the mill yard is Richard Arkwright's original water-powered cotton mill of 1771. The other buildings on the site were added over the following twenty years, making use of the combined water resources of the Bonsall Brook and Cromford Sough.

Cotton manufacture ceased in 1891 and the site was subsequently used as a brewery, laundry, colour works and, finally, a fish farm, before being acquired by the Arkwright Society in 1979.

DD 28 SHEEP PASTURE INCLINE

SK 300562-SK 313560

The first of the rope-worked inclines on the Cromford and High Peak Railway. The underground return pulley and tensioning gear are visible at the bottom, behind the High Peak Wharf workshops. East of the bridge under the A6 the tracks divided to run either side of a 'catch pit' into which runaway wagons could be diverted; one of them is still there.

26 At the top of the incline only the shell of the engine house remains. The London and North Western Railway replaced the original 1829 Butterley beam engine with a two-cylinder horizontal engine in 1883. An electric winder was installed in 1965.

DD 29 HIGH PEAK WHARF

SK 313560

LII

The eastern extremity of the Cromford and High Peak Railway opened in 1831. Several of the buildings associated with railway/canal transshipment survive, including the workshops which contain track laid with the original cast-iron fish-bellied rail, and a water tank which was used to fill railway tank wagons which transported water supplies to remote sites along the route of the railway

DD 30 CROMFORD CANAL BASIN

SK 300570

The northern extremity of the Cromford Canal, opened in 1793. There are two small warehouses and the canal is fed with water from Cromford Sough and Cromford Mill.

DD 31 LEA WOOD PUMPING STATION

SK 315557

LII

The pumping station was built to raise water into the Cromford Canal from the River Derwent to alleviate the water shortage brought about by the opening of the Meerbrook Sough. It contains a beam engine built in 1849 by the Milton Ironworks, Elsecar, Yorkshire.

The engine is open to the public at weekends and is steamed a number of times a year.

DD 32 CROMFORD STATION

SK 303574

LII

The two platform buildings, footbridge and station house form most attractive group. The railway line from Ambergate to Rowsley opened in 1849, but the present buildings date from around 1860. The architect may have been G.H. Stokes, Sir Joseph Paxton's son-in-law.

DARLEY DALE

DD 33 WATTS SHAFT ENGINE HOUSE

SK 257618

Massive gritstone remains of the engine house for Watts Shaft Engine which worked one of the shafts of Mill Close Mine (see below), this formerly housing a 50 inch Cornish engine installed at a cost of £1610.

DD 34 MILL CLOSE MINE

SK 258624

The remains of the former Mill Close lead mine, which dates back to at least 1684 now subsumed within the lead-smelting complex of H.J. Enthoven & Sons (who recover lead chiefly from car batteries).

The most substantial remains are the base of the engine house (for 'Jumbo' the engine named after the elephants at London Zoo) and the gritstone ancillary buildings. The Mill Close mine dates back at least to 1684, and by 1720 the London Lead Company were taking an interest, actually acquiring the mine from John Wall of Cowley Hall (now used as offices by Enthovens) in 1742. Dewatering the mine was always a problem and this phase of production ended in 1764. E.M. Wass revived mining in the last century deepening the Watts Shaft (see above) and sinking Warren Carr Shaft (1874) and Lees Shaft (1881). The shafts drained into a branch of the Yatestoop Sough. Mining continued under a variety of ownerships until 1940 when the cost of pumping was no longer covered by the proceeds of the ore gained.

The smelter was sold to H.J. Enthoven of London in 1941.

DD 35 FORMER ROWSLEY RAILWAY STATION

SK 259660

LII

Single storey gritstone building with slate roof, three ornate chimneys and decorative woodwork. It remained in use as a goods station after the opening of the new Rowsley Station with the Manchester extension of 1863 but is now subsumed into 'peak village'.

DD 36 OUTLET OF HILL CARR SOUGH

SK 260636

Stone-arched outlet at the Derwent end of Hill Carr Sough (see also Stanton-in-the-Peak)

DD 37 STANCLIFFE QUARRIES, STONE WORKS AND OFFICES

SK 268635

Two storey gritstone buildings, probably dating from the 1870s, which were formerly the offices

and stone works of the nearby Stancliffe Quarries. Slate roofs and prominent central chimney.

DD 38 TWO DALES MILL

SK 286629

A large three storey gritstone building probably erected by the Dakeyne family in 1826 on the site of a small cotton spinning mill of around 1785. This site had the prototype Dakeyne Hydraulic engine installed: this was an experimental rotary swash plate device.

EDENSOR

DD 39 FORMER CORN MILL

SK 259688

Derelict ornate two/three storey former estate corn mill with neo-classical elevation, built of dressed gritstone.

EYAM

Eyam is a former lead-mining parish surrounded by the sites of former lead mines but with few significant remains. The site of Ladywash Mine (SK 219776) is marked by a prominent modern chimney.

DD 40 NEW ENGINE MINE

SK 224774

LII

Engine house of former New Engine Mine: coursed gritstone rubble. Base of chimney to south west.

FOOLOW

DD 41 WATERGROVE LEAD MINE

SK 189758

LII

Coursed limestone outbuilding of c.1830, a reservoir and several shafts covered with cairns of stone.

HARTINGTON MIDDLE QUARTER CROMFORD & HIGH PEAK RAILWAY

DD 42 HURDLOW INCLINE

SK 127661.

Foot of one of the inclines on the original route of the CHPR. This section of line was abandoned in 1869 when the deviation route used by the northern end of the High Peak Trail was opened.

DD 43 NEWHAVEN TUNNEL

SK 151629.

Tunnel carrying the CHPR under the Buxton-Ashbourne road. 51 yards long; opened in 1830. Two different stone plaques dated 1825 on portals.

HATHERSAGE

DD 44 BARNFIELD WORKS

SK 229815

LII

Two storey, mid-19th century, gritstone factory building with imposing stone frontage to the street, with clock over entrance arch. Formerly a needle manufactory. The now run-down buildings behind the frontage also have ornate features and a squat detached gritstone chimney to the rear.

DD 45 DALE MILL

SK 235818

LII

Three storey gritstone mill building with slate roof, originally a button factory, now converted into dwellings. Detached gritstone chimney of square section to the side. The row of three storey gritstone cottages opposite could well be associated with the mill.

HOPTON

CROMFORD & HIGH PEAK RAILWAY

DD 46 TRACK BED

SK 251547—SK 267546

The trackbed of the CHPR in Hopton parish includes Hopton Incline which in latter years was worked by adhesion despite its 1 in 14 gradient. At the foot of the incline at SK 263546 is the Grade 2 railway bridge of 1826.

DD 47 HOPTON WOOD QUARRY BRANCH

diverges at SK 264547.

DD 48 TUNNEL ENTRANCE

at SK 267546 is the western entrance to Hopton Tunnel.

DD 49 REMAINS OF WINDMILL

SK 252545

Stump of windmill at Carsington Pastures: limestone with gritstone lintels to windows, and coping.

IVONBROOK GRANGE

DD 50 FORMER CHEESE FACTORY

SK 244576

Two storey limestone building with gritstone quoins. Its foundation stone was laid by Teresa C. Chandos Pole Gell and H. Chandos Pole Gell of Hopton Hall, 20 March 1875.

28 DD 51 GRANGE MILL

SK 244577

Restored three storey former corn mill; gritstone with gothic windows (elliptical on third floor)

and decorative ashlar quoins and slate roof. The nearby mill pond has also been restored in recent years.

This is a complex site with the remains of earlier versions of the mill in freestone and the remains of at least one wheel pit. In use by a furniture restorer (1997).

LITTLE HUCKLOW

DD 52 HIGH RAKE MINES

SK164778

Nineteenth century lead mine site with substantial foundations of two Cornish engine houses, ore crushing circle and gin circle.

LITTLE LONGSTONE

DD 53 MONSAL DALE VIADUCT

SK 182716

LII

Impressive arched stone viaduct at a well known beauty spot on the former Rowsley to Buxton line now the 'Monsal Trail'.

LITTON

DD 54 LITTON MILL

SK 160730

Two storey limestone former cotton mill built originally in c.1780 for Needham, Frith and Co. The present structure, including the conspicuous clock tower, was built in 1874, a fire having destroyed the first mill, with further extensions in the 1950s. Now converted to housing. The row of three storey houses at the top end of the mill yard pre-dates the 1874 mill. At the west end of the mill are sluice controls and other equipment.

DD 55 CRESSBROOK MILL

SK 173728

LI

Impressive four storey former cotton mill of 12 bays with a four bay pediment, and a hipped roof with central lantern. The original mill on the site was built by Richard Arkwright in 1779 but was replaced by the present structure in 1815. The internal structure is of timber beams supported by narrow cast-iron columns. Now converted to housing.

To the north of the mill buildings is Dale Terrace, a row of three storey stone houses dating from the 1780s and the Apprentice House of similar date with a 'Gothic' end facing the river.

DD57 Cheese factory,
Longford



LONGFORD

DD 56 SITE OF GASWORKS, LONGFORD HALL FARM

SK 215385

Former gasworks now a storage shed: brick with Staffs blue brick dressing and slate roof: no surviving interior features.

DD 57 FORMER CHEESE FACTORY

SK 222374

Single storey slatted timber factory building with slate roof and brick sections to sides and rear: loading bay to road. A plaque on the boarding at the right hand end declares: **OPENED MAY 4th 1870 UNDER THE MANAGEMENT OF CORNELIUS SCHEMERHORN.**

DD 58 LONGFORD MILL

SK 222375

Ornate brick mill building with date-stone **FG 1837** now in domestic use. Slate roof, former hoist, leaded windows and iron water wheel in situ to the right of the building.

MATLOCK

DD 59 ENGINE HOUSE AND CAR SHEDS

SK 302608

Former engine house which housed the engine which powered the cable tramway which ran from Crown Square up Bank Road. The truncated remains of its chimney are still evident. It operated from 1893 to 1927. The passenger shelter from Crown Square has been relocated to Hall Leys Park at SK 298602.

DD 60 LOWER MILL, MATLOCK GREEN

SK 304597

Three storey mid 19th century stone mill building. The Bentley Brook runs immediately behind the mill and the mill pond is to the south of the stream. The pond is fed by a covered goit about 300 yards long from Bentley Brook at SK 307598.

DD 61 MATLOCK MILL

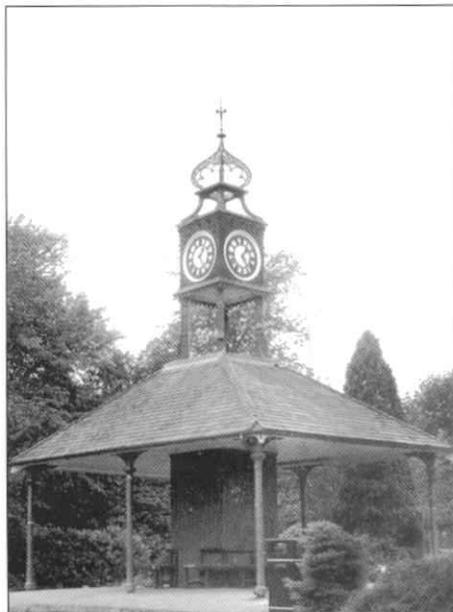
SK 309599

A large four storey corn mill formerly E.H. Bailey's Upper Mill, with a large dwelling house and a malt

LII

LII

LII



DD59 Cable tramway shelter, Matlock

house. The mill is built on an old water power site on the Bentley Brook. Now housing.

DD 62 LUMSDALE MILLS COMPLEX

A series of sites situated in this a densely-wooded valley which narrows to a dramatic gorge in places. The water power of the small stream was harnessed for a variety of industries in the eighteenth and nineteenth centuries. A considerable amount of consolidation work has been carried out under the aegis of the Arkwright Society. Access to Lumsdale is via footpaths from Asker Lane off Chesterfield Road. The more significant remains are:-

RUINS OF DYE AND BLEACH WORKS at SK 312606, **RUINS OF PAINT MILL** at SK 313607 and the **SITE OF BONE MILL** at SK 313610

The Lumsdale valley runs into Tansley Parish where there are three former mill sites,

TANSLEY WOOD MILLS, at SK 313601, a complicated series of two and three storey stone buildings of various dates, the earliest being 1799, partly converted to residential use.

FORMER SPINNING MILL, SK 318599. A three storey 16 bay gritstone mill with a later house at the west end and a brick chimney at the east, and a three storey, eight bay stone building with an almost horizontal single-pitch roof at SK 320599.

MATLOCK BATH

DD 63 MASSON MILL

SK 294573

LII

Sir Richard Arkwright's Palladian style mill of 1784 located—unlike its earlier predecessor at nearby Cromford—on the River Derwent, originally using the river as its source of power. The original part of the mill is a five storey brick building with slate roof, Venetian windows in the central section and a decorative turret with weather vane, restored in 1975. At the north end of the original mill is a

water tower, and beyond that an engine house and chimney, presumably added when the mill was converted to steam. The extreme northern wall is built of gritstone. The later section of the mill at the southern end was added in 1911, again in brick, with a tower bearing the legend **MASSON MILL 1911**. The extreme southern end, referred to as Glen Mill, was a second twentieth century addition.

The most modern mill has been converted into a multi-storey car park, and the earlier mills into multiple retail use and a textile heritage museum.

DD 64 MATLOCK BATH STATION

SK 296585

LII

Ornate Swiss-style station buildings no longer used for operational purposes.

MIDDLETON-BY-WIRKSWORTH CROMFORD & HIGH PEAK RAILWAY SITES

DD 65 HOPTON TUNNEL

SK 266548

The eastern portal of Hopton Tunnel on CHPR: 113 yards long; opened in 1830.

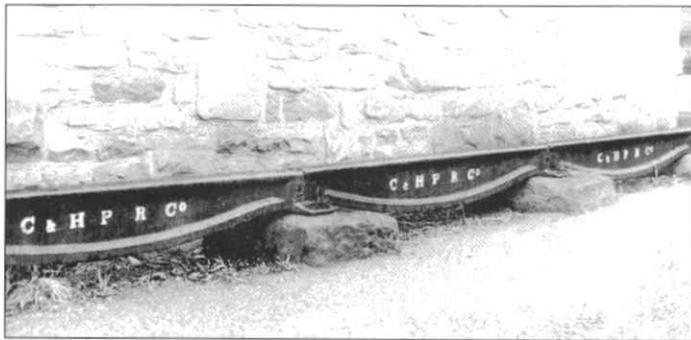
DD 66 MIDDLETON TOP ENGINE HOUSE AND INCLINE

SK 275553

SAM

Hexagonal gritstone engine house built at the summit of Middleton Incline on the CHPR. Two storeys, cast iron windows, slate roof and brick chimney. It houses the original beam engine which provided the power to haul wagons up the incline. The engine was manufactured by the Butterley Company in 1829.

Many items of interest have been preserved on the site including a line of original stone sleepers in situ, a line of original CHPR Butterley-manufactured fish-bellied rails, the pit containing the



DD66 Cromford & High Peak cast iron rails, Middleton Top

winding drum and part of the cable to which the wagons were attached. The pit containing the companion winding drum at the foot of the incline has also been preserved.

DD 67 GOODLUCK MINE

SK 270565

A prominent waste heap on the south side of the Via Gellia marks the site of the Goodluck lead mine which has been developed as a museum since 1972. It was one of a group of lead mines including Silvereye and Gells Mine on the slopes above the Via Gellia.

NETHER PADLEY

DD 68 DORE AND TOTLEY TUNNEL

SK 251788

Ornate western portal of the Midland Railway's Dore and Totley tunnel of 1893 bearing the motif **TOTLEY TUNNEL 1893**, with initials MR on the keystone above the apex of the arch.

OVER HADDON

DD 69 MANDALE SOUGH

SK 196662

Mandale Sough discharges into the Lathkill at the point where the path to the Engine House joins the main path along Lathkill Dale. The sough tail is stone-lined and runs alongside the path for much of the route westwards to Lathkill Lodge.

DD 70 MANDALE MINE ENGINE HOUSE

SK 196663

Of the many traces of lead mining in the vicinity of Lathkill Dale, the most impressive are the remains of the Mandale Mine Engine House of c.1840-50 which housed Cornish beam engine which replaced a water-driven pump to dewater

the Mandale Mines: the engine house was built of limestone with gritstone coping.

DD 71 BATEMANS HOUSE

SK194658

Foundations of a mine agent's house located directly over a mine shaft in Lathkill Dale. The site was consolidated by the Peak Park 2001-4 with interpretation and access to view the site.

ROWSLEY

DD 72 CAUDWELL'S MILL

SK 256657

Four storey gritstone roller flour mill built by John Caudwell in 1874. It was converted to roller milling by Thorntons of Retford in 1885 and the water wheel was replaced by a water turbine in 1887, having proved difficult to adapt to the roller-milling system. The mill was abandoned as a commercial enterprise in about 1974 but is now run by a charitable trust.

SHELDON

DD 73 MAGPIE MINE

SK 173682

SAM

The most extensive surface remains, all in local limestone and slate, of any lead mine on the lead field, restored and administered by the Peak District Mines Historical Society. The principal features are the ruined Cornish-style engine house of 1869, the winding house and drum of the same date, the 1840 chimney of circular section, the steel headgear of 1953, the house and workshops, and the reconstructed horse gin and crushing circle. The mine dates back to the 1740s and is the best example of what a substantial Derbyshire lead mine of the later period would have looked like.



DD73 Magpie Mine,
Sheldon



DD77 Tollhouse,
Stoney Middleton

**DD 74 SAW MILL
(‘ASHFORD BOBBIN MILL’)**

SK 183697

LII

Ornate two storey mid nineteenth century limestone mill buildings with gritstone lintels and facings. Two derelict iron water wheels in situ together with watercourses. Local tradition is that the mill was first used to produce bobbins for the Wye valley cotton industry but there is no evidence to support this. The Arkwright Society carried out extensive restoration work in 1979.

STANTON-IN-THE-PEAK

DD 75 HILL CARR SOUGH TAIL

SK 231640

Arched gritstone outlet to the Hill Carr Sough where it runs into Ivy Bar Brook. The sough which dewatered lead mines in the Darley Dale area and which was driven some 700 feet under Stanton Moor was started in 1766 and took some 21 years to complete.

STONEY MIDDLETON

DD 76 LIMEKILN

SK 213757

LII

Nineteenth century limekiln at the western entrance to Darlton Quarry—a beehive-shaped kiln some 25ft (7.6m) high—is one of the few reminders of the Middleton Dale of Chantrey’s well-known 1817 scene of lead-smelting and lime-burning.

DD 77 TOLL HOUSE

SK 230755

LII

Single storey octagonal stone building, gritstone

with slate roof, being a former toll house on the Chesterfield - Hernstone Lane Head turnpike.

It was built in 1840 at a cost of £87 15s 0d. and is now used as a fish and chip shop.

TADDINGTON

**DD 78 LIMEKILNS
AND LIMESTONE QUARRIES**

SK 139731

LII

Millers Dale old limestone quarries to the south of the former railway line including the well-preserved remains of limekilns of 1878 (rebuilt 1923) built into the hillside.

DD 79 MILLERS DALE VIADUCTS

SK139732 (S. Viaduct Grade **LII*** and N. Viaduct **LII**)

Two steel lattice girder viaducts side by side, of 1866 and 1905, each of three spans supported by two limestone pillars and buttresses, dominating the dale.

WINSTER

DD 80 LEAD MINING REMAINS

SK 237610

As with neighbouring Elton, the village is surrounded by former lead-mining sites but with little significant impact in terms of structures despite the former existence of well known mines such as the Portway (SK 232611) and Placket (SK 238611) Mines.

WIRKSWORTH

DD 81 SPEEDWELL MILL

SK 283539

Three storey former mill building with iron windows at the south end at Millers Green off Kirk Ireton Lane about 50 yards to the west of the road; originally the site of a corn mill. A successor cotton mill was built in three stages, the earliest section at the south end around 1790. From 1844 it was a tape mill established by Joseph Wheatcroft. A row of gritstone cottages on the access road seem to be associated.

DD 82 HAARLEM MILL

SK 284526

LII

A four storey block, the lowest of millstone grit, the upper three floors of brick. Behind this at right angles is a longer three storey brick building.

The mill is built on the site of a fulling mill, the cotton mill being established by Richard Arkwright in c.1780. It was converted to tape weaving by Maddley, Hackett and Riley c.1820. Now used by Memcor.

DD 83 WILLOWBATH MILL

SK 288534

Four storey former tape mill of c.1816 with the lower floor of gritstone and the upper floors of brick.

DD 84 PROVIDENCE MILL

SK 290531

Six bay former tape mill established c.1880 by George Gamble with three storeys and an attic.

DD 85 WIRKSWORTH STATION

SK 290541

The terminus of the Duffield Wirksworth branch, now being revived by 'Wyvern Rail'

DD 86 LEAD MINING REMAINS, BLACK ROCKS

SK 292557

Group of gritstone ruins of former steam whimsey of Cromford Moor Mine adjacent to the Visitor Centre of the Black Rocks picnic area.

Wirksworth was an important centre of the southern section of the lead field with the local mining being controlled from the Barmoot Court, traditionally held in the Court House, just off North End at SK 287541.

YOULGREAVE

DD 87 WATER MILL AND WEIR, ALPORT

SK 223646

LII

Three storey gritstone and limestone water mill, with weir, on the River Bradford, marked as a flour mill in 1902. Water wheel and wheel pit on the south side; small engine house with chimney to the north.



DD81 Speedwell Mill, Wirksworth

DALE ABBEY**E 01 STANLEY COLLIERY**

SK 426410

Residual brick buildings of the former Stanley Colliery. The name of the former owner, the Mapperley Colliery Company, with dates of 1891 and 1894, is to be found on two of them. The former pithead baths of c.1960 also remain in what is now a small industrial estate.

E 02 SAND QUARRY

SK 434389

The site of abandoned sand quarries of the Stanton Ironworks Company, now mainly woodland. When in operation they were connected by a narrow gauge tramway feeding into the railway system connecting the Dale Collieries with the ironworks. Quarrying took place from c.1885 until the 1940s.

E 03 TRAMWAY

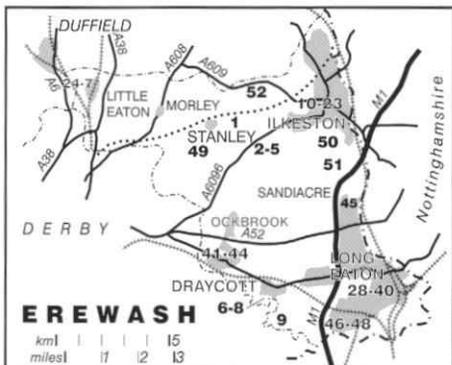
SK 434390 to SK 445394

The trackbed of the 16½ inch gauge tramway which originally ran only from the sand quarry to the No.2 Colliery. At the western end a road



34

E04 Cat & Fiddle windmill, Dale Abbey



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underpass (now blocked) and a tunnel hewn through a ridge of Arbour Hill marks the entrance to the site of the second phase of quarrying, the site of the first phase lying northwards on the west side of the road. In its later years the western end of the tramway was diverted to reach the southern end of the quarry along the cartway lying west of the Carpenter's Arms and over a level crossing in the main street of the village. The tramway, which had a lifespan similar to that of the sand quarry, was presumably extended along the trackbed of the once separate system from No.2 Colliery to the end of the standard gauge line midway between the two collieries. Here, where the extensive brick and stone loading ramp, extended and raised on at least two separate occasions, still survives, the trams were discharged on either side into railway trucks at the lower level. To the south of this ramp are the wooded remains of a claypit.

E 04 WINDMILL

SK 438398

LII*

The Cat & Fiddle post mill with the date 1788 on timbering. In private ownership: visiting by appointment only and payment of a fee. This is now the only post mill in Derbyshire.

E 05 COLLIERY REMAINS

SK 439392

The remains of the Stanton Ironworks Company's Dale Abbey No.2 Colliery are indicated by a generally disturbed area in the woods. The sand tramway at first terminated alongside a structure still marked by three large stone blocks which appear to have been machinery bedstones, the colliery having its own separate tramway system to

the standard gauge interchange described above. At SK 451396, and 454388 the substantial spoil heap and disturbed ground in this area indicates the site of the Stanton Ironworks Company's No.1 Colliery. Much tipping took place into open workings here after the colliery closed. Nearby, at the junction between the railways which served this and the No.2 collieries, stand some very large stone blocks. (SK 450394)

DRAYCOTT & CHURCH WILNE

E 06 DRAYCOTT MILLS

SK 442331

A complex of two storey brick buildings constructed in successive stages in 1800, 1814, 1818, 1842 and 1850. The latter factory fronts on to Market Street and has a central pediment, an ornate gritstone coping and cast iron windows. Immediately behind are the earlier buildings: the 1800 building is a two storey brick-built cotton doubling mill with cast iron windows built for Benjamin Towle. At the rear of the complex are some typical early 20th century single storey north light lace factory buildings. The earlier sections have some interesting features including fire-resistant construction and cast iron lighting brackets. The 1850 factory fronting Market Street has now been converted sensitively to dwelling units. The buildings to the rear are in multiple industrial (mainly furniture) occupation.

E 07 VICTORIA MILLS

SK 446333

This very impressive four storey brick-built and slate-roofed former tenement lace factory was built over the period 1888 to 1907 and has an ornamental clock tower capped by a cupola. The building is divided into five sections by four semi-circular ended staircase turrets on the west side. This large factory is now (2005) being converted into residential units.

E 08 GAS WORKS

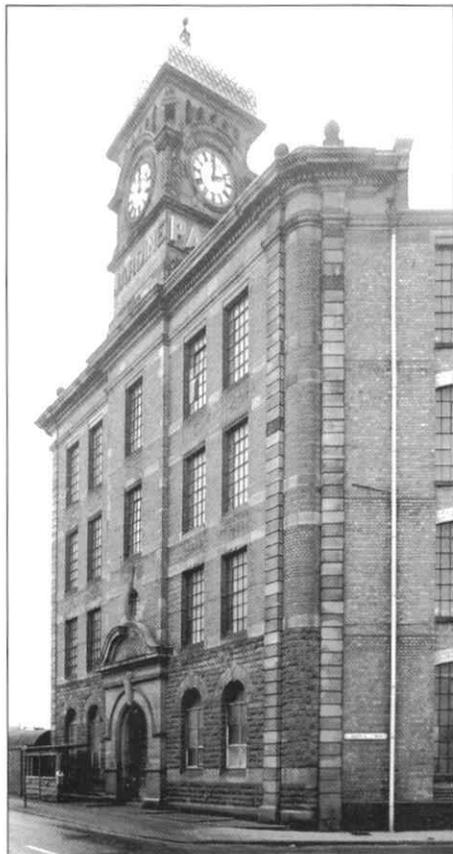
SK 446335

The remains of the former gas works buildings comprising manager's house and workshops. Originally built by Draycott Gas Company in 1895 in conjunction with the development of Victoria Mills.

E 09 WILNE MILLS

SK 447315

A two storey cotton mill with slate roof and north lights which was built in 1924 on the site of the 18th century cotton mill which was destroyed in the fire



E07 Victoria Mills, Draycott

of 1917. This ancient water-power site was used at various times before the cotton mills were built for lead-rolling, fulling and corn grinding. The cotton which was spun and doubled in this mill was much used by the local lace and hosiery trades. The spinners were Tallard & Co. in 1857 and from at least 1895 Marcus Astle who continued until after 1945. The premises have more recently been occupied by manufacturers of pyrotechnics, now called PW Defence.

ILKESTON

E 10 ELECTRIC POWER STATION

SK 455423

Built by 1902 by the Derbyshire and Nottinghamshire Electric Power Company to supply electricity for lighting the town and to power the street tramways. Only the base now remains.



E11 Hoffman brick kiln, Ilkeston

E 11 BRICK KILNS

SK 460412

A Hoffman brick kiln is the most substantial remains of the former Oakwell Brickworks. Although the kiln is listed, it has collapsed in places. The results of a detailed survey are published and a copy is to be found in the local reference library. The other existing kiln is a rectangular Scotch type which survives nearly intact to the east of the Hoffman.

E 12 LACE FACTORY, HEANOR ROAD

SK 464427

A four storey brick building on the east side of Heanor Road and at right angles to it. It has a central pediment and ornamental gritstone courses. It was built in 1855 for Bailey, Sons & Co., lace and hosiery manufacturers. In 1865 the works was occupied by Hill, Swanwick & Co. and was later known as 'Hewitt's' after its manager. The smaller three storey brick block, much less ornamented, parallel to and abutting Heanor Road, now Norton Plastics Ltd., was built between 1865 and 1879.

E 13 FORMER LACE FACTORY BUILDINGS

SK 464428

Submerged in the middle of 1960s factory buildings are the remains of a lace factory formerly belonging to George Beardsley, lace manufacturer, of c.1910. The visible remains are of a two storey brick building with slate roof and cast iron windows which may have been the original 'Manvers Buildings'. The name Beardsley is still visible on the Heanor Road side of the roof.

E 14 LACE FACTORY, STATION ROAD

36 SK 465423

A small three storey brick-built factory with slate roof of c.1888, constructed for Henry Carrier & Co.. Now occupied by a funeral director.

LII

E 15 LACE FACTORY, BELPER STREET

SK 466413

A three storey, mid 19th century brick-built lace factory with cast iron window frames in ornate arched windows on the east side of Belper Street. Probably occupied by Amos Tatham & Co. in 1895. Either this or the building opposite was a needle works (again Tatham) but it is difficult to tell which one. In 2005, Cluny Lace Company.

E 16 LACE FACTORY, BELPER STREET

SK 466413

This small three storey mid 19th century brick-built lace factory on the west side of Belper Street is now occupied by Charnos.

E 17 WHEELWRIGHT'S FURNACE, GLADSTONE STREET

SK 466415

Furnace, complete with chimney, formerly used by wheelwrights to heat iron tyres before fitting to wheels.

E 18 LACE/HOSIERY FACTORY, MARKET STREET

SK 466415

A substantial late 19th century three storey brick-built hosiery factory on the east side of Market Street, erected for C & F Sudbury. The building has an ornate porticoed central doorway, an ornamental off-centre pediment and cast iron window frames. Possibly in multiple occupation during hosiery/lace-making days. The two storey brick building at the rear which is at right angles to Market Street may be earlier. Now restored and in a variety of uses.

E 19 ALBION WORKS, BURR LANE

SK 466422

A four storey brick-built hosiery/lace/glove factory

with central pediment and clock, built in 1845 for Francis Ball & Sons. It also has rectangular cast iron windows. It is the earliest substantial factory in the town. The two storey brick annexe is a bit later in date and in 2005 is out of use and for sale.

**E 20 FLETCHER'S MILL,
WOOD STREET (EAST SIDE)**

SK 467423

A two storey brick-built lace factory with flat roof, some ornamental tiling and cast iron window frames. This is the original factory of Samuel Fletcher's Wood Street group, built in 1886. On the West side is a three storey brick-built lace factory of 1907 on the corner of Critchley Street, having slate roof and cast iron window frames. Fletchers are variously listed as making lace, silk and glove fabric. The building is now in various light industrial uses.

**E 21 GAS WORKS BUILDING,
RUTLAND STREET**

SK 467425

An ornate three storey brick building with much decorative brickwork, on the north side of Rutland Street: believed to be the retort house of c.1909-1910.

E 22 BENNERLEY VIADUCT

SK 470437

LII

Impressive latticework wrought iron viaduct of 1878-9, almost 500 yards long, which carried the GNR Derbyshire Extension Railway across the Nottingham Canal, the River Erewash, the MR Erewash Valley main line and the Erewash Canal. It has 14 latticework piers and 3 brick piers.

**E 23 CHARNOS FACTORY,
CORPORATION ROAD**

SK 474401

The original 1936 hosiery factory of Charnos Ltd.

A two and three storey brick and concrete building with flat roofs, built very much as an entity.

LITTLE EATON

E 24 PECKWASH MILL

SK 355424.

Impressive, three storey late 18th century gritstone mill building has cast iron windows, a slate roof and a substantial brick chimney of 1895. The wheel pits are clearly visible, showing the positions of five waterwheels. Also evident are the remains of a broken weir and the embankment of a branch railway line which crossed the Derwent to the mill by a wooden bridge. Now converted to residential accommodation.

This is an ancient mill site being that of a 13th century corn mill. In the 17th century the mill changed to paper making and in the latter half of the 18th century (c.1780) it was acquired by Thomas Tempest, by the 19th century it was one of the biggest paper mills in the country. It went out of use as a paper mill in 1906.

E 25 MALTHOUSE

SK 362412

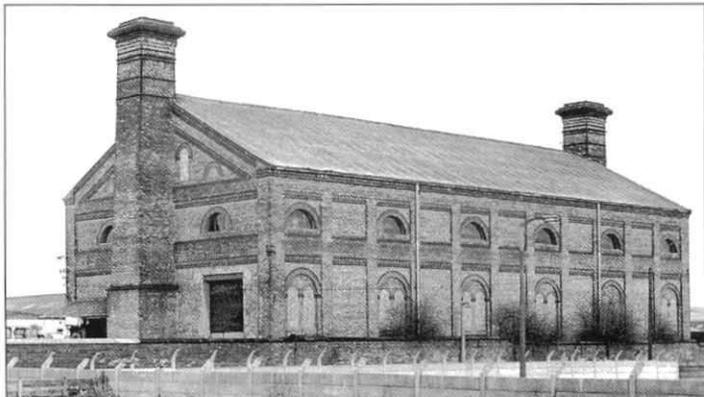
LII

Impressive two storey gritstone building with 1780 date stone. Now a light engineering works but it was a malthouse in the 19th century. During the early 20th century it was the Little Eaton Brewery Company.

E 26 LITTLE EATON TRAMWAY

SK 363411- 364421

The Little Eaton Tramway of 1795-1908 carried goods, chiefly coal, from Denby and Kilburn pits to the Derby Canal wharf. There is still considerable evidence of the line of the tramway, notably under Jack O'Darley Bridge and the section which runs parallel with Main Street behind the Post Office



E21 Gas Works, Ilkeston



E26 Clock House, former Derby Canal basin, Little Eaton

and the Queen's Head to the vicinity of the Clock House. The line terminated at the filled-in basin of the Little Eaton branch of the Derby canal at SK 363411. Adjacent to this is the late c18th Clock House (LII), a former canal building.

E 27 WATERWORKS BUILDING

SK 364405

Original pumping engine house (1848) of Derby Waterworks, now Severn Trent. Of red brick with stone dressings in gothic style. Evidence remains of former filter beds.

LONG EATON

E 28 EREWASH CANAL, DERBY CANAL JUNCTION

SK 482358

This point marks the junction of the now filled-in Derby Canal and the Erewash Canal. An original brick-arch bridge crosses the Erewash Canal below the locks, alongside which is the two storey, brick-built blue tile roofed lock cottage with its pentagonal single storey hipped-roof toll booth. The first few yards of the Derby Canal are in water as far as the stone built arch bridge, only one parapet of which remains. The lock cottage is now

preserved and has been renovated for use as their headquarters by the Erewash Canal Preservation and Development Association.

E 29 EREWASH MILLS, CANAL STREET & BENNETT STREET

SK 484344

A tenement lace factory of 1906 on a corner site. Brick-built with hipped slate roof: a 50 ft brick chimney still stands which served the heating plant. Originally the factory was electrically powered from Cavendish (Portland) Mills. Now occupied by Sunspel, underwear manufacturers, Wade Furniture and JDP Frames.

E 30 HIGHFIELD MILLS, CANAL STREET

SK 484344

A single storey shed type lace factory of 1903 with later additions to the east and west. Built by the Crewe family of lace manufacturers who continued in occupation until after the Second World War. Originally powered by a 50 hp gas engine. Now occupied by Wade Furniture.

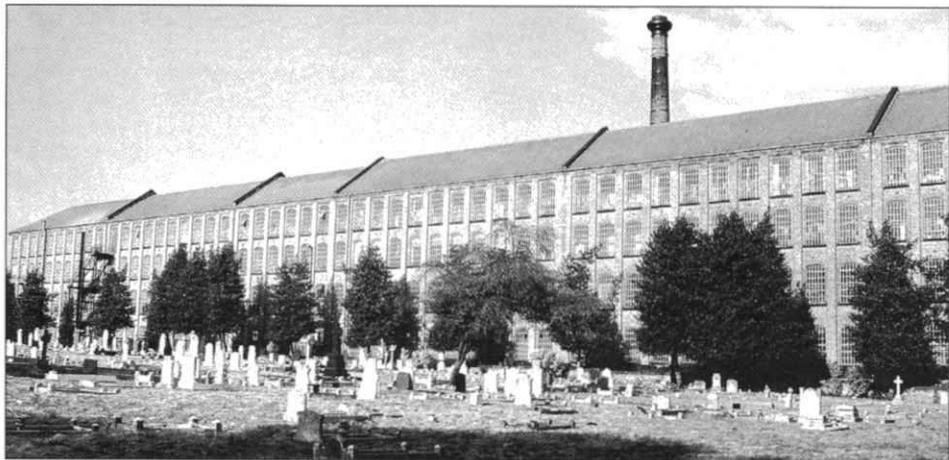
E 31 PORTLAND MILLS, BENNETT STREET

SK 486346

A brick-built single storey lace factory of 1907, built for Cavendish Mills Ltd. A 250 hp steam engine drove both shafting and a dynamo. A conspicuous, fine octagonal brick chimney remains alongside the Erewash Canal, sadly now disfigured by a plethora of mobile phone aerials. There are four brick gables to Bennett Street decorated with blue and red chevron verge courses. The cast iron window frames have stone sills and lintels. Name changed from Cavendish Mills to Portland Mills by the Portland Hosiery Co. during the 1920s. Now, with attractive 1930s additions, occupied by Wade Spring. A smaller section to the north by the canal side is in multiple occupation.



E28 Erewash Canal and Derby Canal Junction, Long Eaton



E33 Harrington Mills, Long Eaton

E 32 RAILWAY SHEET STORES AND CANAL BASIN

SK 488321

Built in 1840 as a canal/railway interchange and coke store for the Midland Counties Railway. Subsequently expanded as a manufactory for railway goods-covering sheets and sacks by the Midland Railway. The basin, coke store and manager's house of 1840 survive as do most of the later large warehouses and dressing shops which date from between 1848 and 1899. Railway use ceased in 1965 and the complex is now an industrial estate and marina.

E 33 HARRINGTON MILLS, LEOPOLD STREET

SK 488337

A large four storey brick-built tenement lace factory built in two stages in 1885-7 for the Harrington Factory Co. Ltd. It originally had a pitched slate roof, now concrete tiles. Most of the cast iron window frames remain—224 on one side. On the east side are four semicircular staircase turrets and across the yard is a detached boiler house with a fine circular brick-built chimney having a bulbous cast iron head. The factory is 550 ft long and at one time had 26 lacemaking tenants. Now in multiple light industrial occupation. Adjacent at SK 488338 are **WEST END MILLS**, a brick-built four storey tenement lace factory, 350 ft long, built by the side of the Erewash Canal in 1882 by West End Mill Co.Ltd. Two lace manufacturers, Robert Fletcher and Terah Hooley with Titus Astle, cotton spinner, promoted the company. There were 24 lace manufacturers in occupation by 1885. Four staircase turrets on the canal side of

the factory are cant cornered with hipped roofs. The main roof is now of concrete tiles and the rectangular window frames are cast iron. Now in multiple use. Also in Leopold Street at SK 488338 is **WHITELEY'S FACTORY**. This is a three storey tenement lace factory having semicircular headed cast iron window frames and some decorated polychrome brickwork. Some 150 ft long it was built for Henry Whiteley, lace manufacturer in 1883. Now part of the Harrington Mill complex. The three storey extension to the south was erected in 1903 with an engine house of 1902 sandwiched between.

E 34 ELECTRICITY GENERATING STATION, MILNER ROAD

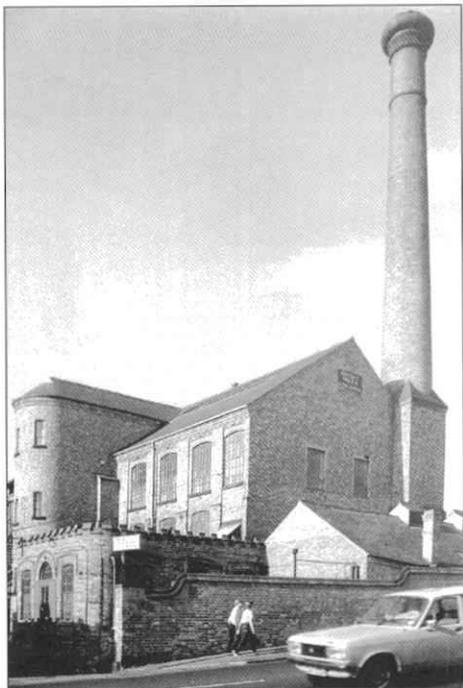
SK 489336

The several surviving brick buildings are the generating halls of the former Long Eaton UDC generating station which was built in stages from 1903. There are interesting elliptical windows on the north elevation. Now part of the Milner Road industrial units.

E 35 BRIDGE MILLS, DERBY ROAD

SK 489339

This prominent three storey brick-built tenement lace factory on the west bank of the Erewash Canal was built in 1902 by F. Perks & Son for Long Eaton Bridge Mills Co. Ltd. At the south end is an engine and boiler house with a 110ft (33.5m) high circular brick chimney having a bulbous cast iron cap. Semicircular ended staircase turrets project into the factory yard and the centre one is extended upwards to carry a large cast iron water cistern for the sprinkler system. To the west, over the yard, is a single storey building with north light



E35 Bridge Mills, Long Eaton

roof and an office block of the same date. The factory was originally steam powered by a 170 hp engine driving line shafting to both buildings. Now in multiple occupation including several furniture manufacturers.

E 36 EREWASH CANAL, TRENT LOCK

SK 491332

From the Trent at Trent Lock north to Langley Mill: opened 1779. Lock, toll house, warehouse, boat building yard, dry dock (there was originally a weigh lock) at Trent Lock. Other locks at Long Eaton (SK 488336) and Dockholm (SK 483351), where an original brick arch bridge survives.

E 37 HIGH STREET MILLS

SK 493335

A three storey brick-built lace factory constructed in 1857 for the Smith Bros, lace manufacturers (date stone on south gable). Original pitched slated roof now replaced with concrete tiles. The original chimney is reduced to a plinth at eaves level on the south west corner. Many original cast iron semicircular headed window frames survive on what is now the oldest lace factory in Long Eaton. The factory now forms part of a 1989 retail development on High Street.

40

E 38 GAS WORKS, CHAPEL STREET

SK 494332

This brick building was probably the retort house of the original Long Eaton gas works built by William Bush in 1853. Now occupied by Arkwell Fasteners Ltd. The adjacent two storey office is associated and probably contemporary. Now converted and used by an upholstery frame maker.

E 39 TRENT COTTAGES, TRENT LANE

SK 498325

A row of typical Midland Railway houses built at the time of the construction of Trent Station (1862). The row consists of five pairs, all now in private hands and much altered. At SK 497324 is the Station Master House a largely unspoilt two storey Midland Railway house.

E 40 CRANFLEET CUT

SK 502316

Opened in 1797 on the Trent Navigation. The original lock house is now a boat club and a new lock house has been built nearby. Half a mile to the west at SK 496313 is an original brick-built, segmental arch occupation bridge.

OCKBROOK & BORROWASH

E 41 CANAL BRIDGE

SK 412347

One of the few surviving Derby Canal bridges. This is an arch bridge in red brick with stone dressings.

E 42 BORROWASH BRIDGE

SK 415340

This bridge is built in blue bricks and carries the B5010 road over the River Derwent. There are three arches over the river and two land arches on each bank. There is a stone plaque on the west parapet. It was opened in 1899, together with its approach roads and bridges over the Borrowash Mill watercourses. It replaced an earlier bridge to the west. Traces of the road to the old bridge are visible in the grounds of 'Riverside House'. The new bridge was financed from the profits of the Cavendish Toll Bridge over the Trent at Shardlow.

E 43 SHACKLECROSS LOCK, DERBY CANAL

SK 421340

A red brick lock chamber with blue brick repairs. Stonework around the sills and gate pivots. The ground paddle apertures are clearly visible.

LII

The Sandiacre line of the Derby Canal was opened in 1796. Commercial traffic ceased in 1945 and the canal was officially abandoned in 1964. A voluntary society has been formed with the aim of restoring the canal to full navigation and small sections are being restored on a piecemeal basis as resources permit.

E 44 WASHINGTON MILLS HOUSES

SK 426341

Distinctive terrace of red brick two storey houses with yellow brick door and window arches associated with the now-demolished nearby mill.

SANDIACRE

E 45 SPRINGFIELD MILLS, BRIDGE STREET

SK 480365

LII

A large four storey tenement lace factory on the east bank of the Erewash Canal. This is a classic of the genre, built in red brick with a slate roof (part asbestos after a fire) and four semicircular ended staircase turrets on the west side, each having semi-conical ended slate roofs. The building has a central section on both east and west elevations in buff brickwork surmounted by a large pediment embellished with ball finials and stone dressings. Each pediment has a central clock face, internally illuminated, the west face in a decorative brick roundel, the east in a stone surround. Below the east pediment is the date 1888. Between the factory and the canal is the attractive engine and boiler house as well as the most prominent feature, a tall octagonal red brick chimney on a square base, having a decorated head in intricately detailed blue brickwork. There is a two storey office block at the south end, again in highly decorative brickwork with stone dressings and the name T. Hooley on a frieze over the front

door. There are cast iron tie rod wall plates with the impression **T H Ltd** along the factory walls.

The factory was built by Terah Hooley Ltd, lace manufacturers, and has had lace manufacturing occupiers until recently. The building is about to be converted to residential use.

SAWLEY

E 46 HARRINGTON BRIDGE

SK 471311

Opened in 1790 to replace the ferry and ford crossing of the River Trent at Sawley. It was designed by T. Harrison of Lancaster and had three main semi-elliptical sandstone arches over the river as well as smaller flood arches. The main arches were replaced in 1906 with steel girder arches. The original twin toll houses at the northern end were demolished in the 1930s but the broken line of the parapet and brick infill show their former position.

E 47 SAWLEY CUT

SK 477308

Part of the Trent Navigation of 1792. A flood lock near Harrington Bridge and tandem locks (one is later) into the River Trent at the eastern end where there is also a lock-keeper's cottage, now vacant.

E 48 RAILWAY BRIDGE, TAMWORTH ROAD

SK 481322

A stone-built skew-arch bridge which carries the Midland Counties Railway line over Tamworth Road. The dip in the road under the bridge has been liable to flooding ever since the bridge was constructed in 1838. The additional small bridge to the east, with a higher level roadway to provide a dry route through in wet weather, was added before the line opened in 1839, at the insistence



E48 Midland Counties Railway bridge, Sawley

of the turnpike road proprietors. The original cast iron beams of this part of the bridge were replaced by a concrete box structure in 2005. The adjacent Sawley Junction station was not opened until 1888. It was renamed Long Eaton in 1968.

STANLEY

E 49 FORMER COLLIERY BUILDINGS

SK 410395

Brick buildings marking the site of the former Derby Kilburn Colliery Company's Stanley Foot-rill Colliery. The house adjoining the road has a weathered date stone **DKCC AD 1890**. In the field behind is a much smaller colliery building with slate roof, arched windows and with a few cast iron frames remaining: now used as a barn. A surface haulage tramway from this colliery led by way of earlier shafts at **SK 407404** to a coal wharf near Nottingham Road, Derby. The spoil heap can be seen at **420399**.

STANTON-BY-DALE

E 50 NUTBROOK CANAL

SK 466395

Short stretches of the Nutbrook Canal of 1795 are still in water with some stone remains of former locks. The short Stanhope arm is easily discernible at **SK 462394**.

E 51 STANTON IRONWORKS

SK 469385

The site of the now much-reduced Stanton Ironworks. There had been iron working on the site since the 1840s but much of the site is now semi-derelict and little of any antiquity remains. There



E51 Stanton Ironworks Offices

are a few 19th century shops remaining but no trace of the blast furnaces of any era. Still intact are the ornate company offices of 1914 adjacent to Ilkeston Road and the later laboratories and exhibition area. Parts of the private railway network are still in use but it is only a fraction of the once extensive network which linked the company's enterprises at Stanton and Dale.

WEST HALLAM

E 52 BOTTLE KILN, HIGH LANE WEST

SK 434420

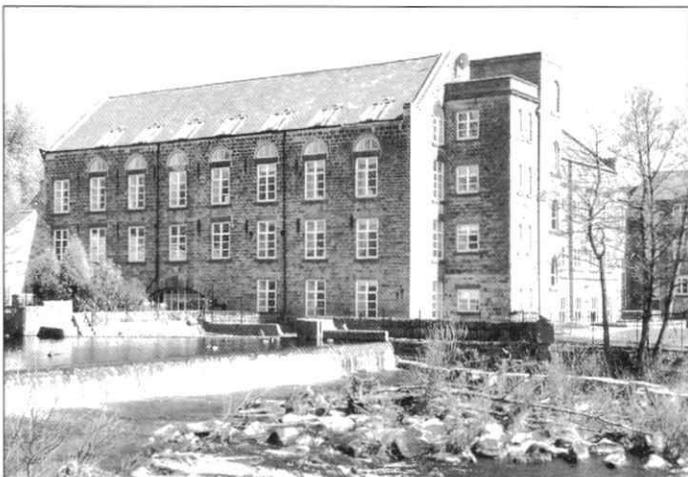
LII

On the site of an earlier coal pit the Newdigate estate developed a timber store, nursery and brickyard which was let out to tenants until 1913. Nine years later this was sold by John Derbyshire to become the Peak Pottery of the West Hallam Art & Earthenware Company Ltd. Teapots, vases, dishes and ash-trays were produced in two kilns until the 1940s. The surviving kiln has been restored and is now incorporated into an arts and crafts centre.

below: E52 Pottery Kiln, West Hallam



HP01 Bamford Mill



BAMFORD

HP 01 BAMFORD MILL

SK 205834

A large complex of three and four storey gritstone mill buildings now converted into residential use. The original offices, in the middle of the yard, have a square clock tower with pyramid roof and ball finial.

The site was originally occupied by a corn mill but was converted to a cotton mill by 1782. The mill was destroyed by a fire in 1791 and in its subsequent rebuilding power spinning was introduced, the present huge weir across the river being constructed with rocks from Bamford Edge. In 1907 a magnificent horizontal tandem steam engine made by John Musgrave and Sons of Bolton was installed. This was in use until 1965 and it is beautifully preserved in its engine house just inside the yard.

BROUGH AND SHATTON

HP 02 LEAD SMELTING WORKS

SK 183825

Two and three storey stone mill building by the side of the stream adjoined by a single storey building which has a clock in the motif of the Festival of Britain (1951) with figures spelling out (although not in the right order), ANAVIO, the Roman name for the fort at Brough (SK 182827). The

clock hands represent a Roman eagle and Roman fasces. A tail race, a remnant of the water power engineering, can be seen leaving the northern end of the mill.

BUXTON

HP 03 BURBAGE TUNNEL, SOUTH PORTAL

SK 032737

Burbage Tunnel was the longest tunnel on the Cromford & High Peak Railway (subsequently abbreviated to CHPR) being some 580 yards long. It was opened in 1831 and closed for rail traffic in 1892 when the Ladmanlow-Whaley Bridge section of the line was closed.

HP 04 RAILWAY STATIONS

SK 059737

LII

The deroofed former LNWR station building, containing the booking hall and offices, has a magnificent giant iron and glass fan window as a notable feature. All that remains of the former Midland station, positioned on the other side of the common forecourt, is a low wall, but on the path in front are iron bollards with the date 1864 (**LII**).

Each station was designed by Sir Joseph Paxton and they were opened within a fortnight of each other in June 1863. The Midland Station closed in 1967.

HP 05 HOGSHAW LANE VIADUCT

SK 066730

16 arch viaduct across the Wye Valley, 353 yards long, carrying the Midland Railway from Chinley.

HP 06 DUKE'S DRIVE VIADUCT

SK 066725

13 arch gritstone viaduct of 176 yards (161m), 94ft 6in (28.8m) high, built in 1892 for the LNWR line to Ashbourne. It is still in use for limestone traffic from Dow Low.

CASTLETON

HP 07 CRUSHING CIRCLE, ODIN LEAD MINE

SK 135835

Cast-iron circular track and gritstone crushing wheel with a detached iron rim dating from the 1820s. Adjacent are the tailings resulting from the separation of the lead ore from the limestone rock. The entrance to Odin Mine is marked by a steeply inclined gash in the hillside on the opposite side of the road.

This is the best-preserved former horse-operated crushing circle in the Peak District—from here the ore was taken to Bradwell for smelting.

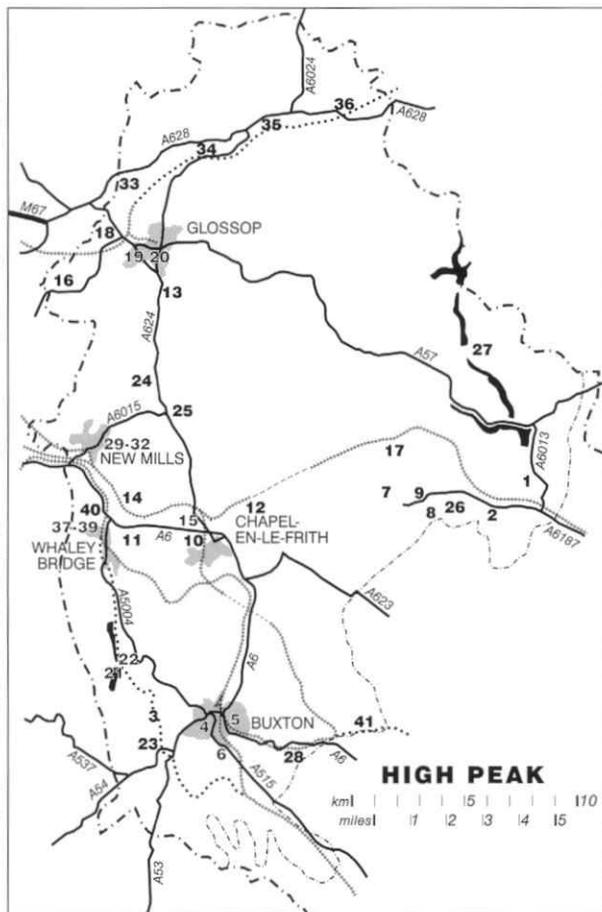
HP 08 DIRTLOW RAKE AND HOWGROVE

SK155820

Deep, open cut lead workings with pick work marks. Dressing floor with ore-crushing circle, coe, circular and D shaped buddles, leats and a dam.



HP07 Crushing circle at Odin lead mine, Castleton



HP 09 ODIN MINE SOUGH TAIL

SK 150833

To the west, just over Tricket Bridge, is the tail of Odin Mine Sough, driven in 1816.

CHAPEL-EN-LE-FRITH

HP 10 PEAK FOREST TRAMWAY

SK 022821 – SK 080782

From 1799 to 1927 the horse-drawn tramway – 6½ miles long, 4 ft 2½ ins gauge, built of flanged iron plate rails on stone blocks—brought the stone down from the Dove Holes area to Bugsworth (renamed Buxworth in the 1930s) where it was transferred to narrow boats for shipment to the north west.

TUNNEL OF PEAK FOREST TRAMWAY

SK 059815

LII

Just inside the grounds of Stoddart House can be seen the southern entrance to the tunnel of 1795 which carried the Peak Forest tramway under the main road.

PEAK FOREST CANAL TRAMWAY INCLINE

SK 068804

Top o'the Plane Farm stands at the top of the incline of the Peak Forest tramway. Here there was a marshalling yard for wagons bringing limestone from Dove Holes and a former smithy building is in the farmyard.

HP11 BUGSWORTH CANAL BASIN, BUXWORTH

SK 022821

This comprises three separate linked basins, built from the mid 1790s to serve as a transshipment point for limestone from the Peak Forest tramway on to the Peak Forest Canal. At the height of the trade, over 80,000 tons of limestone per year were shipped out from the basins where there were warehouses, three sets of lime kilns and a stone crusher. Stone was partly transferred from the tramway wagons by the use of tipper wheels. The iron rails of the tramway sidings have been removed but lines of stone blocks show the line of the railway. The stables and wharfinger's house are **LII**

HP 12 COWBURN TUNNEL, WEST PORTAL

SK 073830

Tunnel on the MR Hope Valley line built in 1894: 3702 yards (3387m) long: 800 feet (244m) deep. Spoil heap is at SK 058820.

CHARLESWORTH

HP 13 GNAT HOLE WOOLLEN MILL, CHUNAL

SK 039923

Small three storey gritstone former woollen mill built in 1790 by John Robinson in a valley called Bray Clough. The mill was well known for producing a high quality fine broadcloth, closing in the late 19th century. Higher up the valley is a mill pond, with stone walls, which provided water for the mill wheel. Now converted to residential use.

CHINLEY

HP 14 DOLLY PIT COLLIERY

SK 022831

This spectacular gritstone structure on Dolly Lane is the former steam-powered beam wind-

ing engine house for Dolly Pit. It was built around the 1850s and worked until the late 1880s and it is the only remaining engine house on the local coalfield.

HP 15 CHAPEL MILTON RAILWAY VIADUCTS

SK 056817

LII

Two impressive curving gritstone viaducts, towering over the hamlet of Chapel Milton, built by the Midland Railway in 1867 (on the Chapel-Buxton line) and 1894 (on the spur to the Sheffield line).

CHISWORTH

HP 16 KINDERLEE MILL

SJ 995923

Four storey gritstone early 19th century cotton mill with blue slate roofs and round brick chimney, which straddles and completely fills a narrow deep valley formed by a tributary of the Etherow which comes down from Cown edge. There is a mill pond on the north side with a sluice gate and headrace leading towards the centre of the mill.

EDALE

HP 17 EDALE MILL

SK 134854

Three storey gritstone former cotton mill set on a magnificent site in the Edale valley. Originally the building was four storeys and today the car parking space on the ground floor retains the cast-iron pillars with the beams boxed in. At the rear are the remains of the mill pond with part of the retaining wall. The wheelhouse was at the eastern end of the building as evidenced by the filled-in sluice. The tailrace leading to the river can be seen in the garden. The isolated square chimney, with its iron straps, from the steam era stands as a fine conserved feature. Just west of the mill is the former manager's house (Edale House).

Powered by the River Noe, this mill originated as a corn mill and tannery before being enlarged by Nicholas Cresswell and was used from the late 1790s for cotton carding, spinning and doubling. Cotton manufacturing ceased in 1934 and it was used for storage until 1946 when it was bought by the Derwent Valley Water Board. It has now been converted into apartments by the Landmark Trust.

GLOSSOP

HP 18 DINTING VIADUCT

SK 019945

This impressive viaduct, 120 ft high and 1452 ft in length, crossing the River Etherow, opened in 1844 on the MSLR Sheffield to Manchester line. Originally it was a rather graceful structure with four stone columns and arches in laminated timber. The latter were replaced twenty years later by iron girders and ever-heavier freight use necessitated the addition in 1918-20 of seven brick columns, destroying the symmetry. With the closure of the line from Hadfield to the outskirts of Sheffield, the line now carries only the Hadfield and Glossop commuter traffic.

HP 19 WREN NEST MILLS

SK 028942

LII

Over half of these once impressive five storey gritstone mills built alongside Glossop Brook was destroyed by fire in 1996 and the site and the remaining buildings are now derelict. A round brick chimney survives.

The great complex of Wren Nest Mills was begun in 1815 by Matthew Ellison, estate agent to Lord Howard, but it was his son Thomas who took over the running of the enterprise. Francis James Sumner, the nephew of Matthew Ellison, took over in 1827 and a vast expansion continued until his death in 1884.

HP 20 HOWARDTOWN MILLS

SK 035939-039939

These mills consist principally of two large separate five storey gritstone buildings, mainly spinning blocks, but there are also some low weaving sheds surviving along the north side of Glossop Brook. There is a round brick chimney at the eastern end.

Despite a great deal of demolition, this huge complex covering nine acres continues to dominate the centre of the town. The first mill on the site was a fulling mill of 1783 and this was changed to a spinning mill by 1811. John Wood purchased the mill in 1819 and developed a vast vertical cotton firm on the site which finally shut down in the 1960s. The remaining buildings are now in multiple occupancy.

HARTINGTON UPPER QUARTER

HP 21 FERNILEE AND ERRWOOD RESERVOIRS

SK 015758

Built by Stockport and District Water Board for the town's water supply in 1933 and 1968 respectively. There is an excellent view of both reservoirs from the dam where a plaque commemorates its opening.

HP 22 CHPR TUNNEL

SK 017759

Hidden away below the western end of the car park at this point is the portal of the former railway tunnel. Opposite the toilets is a commemorative plaque recording the opening of the road in 1967.

HP 23 GOYT COLLIERY

SK 033722

Walking westward along the 1759 road from the direction of Burbage, soon after crossing the CHPR bridge, an earlier hollow way can be seen climbing up to the right. From here a spur from the CHPR to Goyt Colliery can be seen below in a clough. Slightly further along the turnpike, a road runs off to the left which led directly to the mouth of a coal tunnel. On the slopes below are



HP19 Wren Nest Mills, Glossop

the remains of coke ovens. The track towards the tunnel has some paved stone which carried a narrow gauge platform. The colliery was drained by a sough (The Duke's Level) which was also used as a canal for the transport of the coal.

The locations can be conveniently reached from the car park at Goyt's Moss (SK 019715)

HAYFIELD

HP 24 CLOUGH MILL, LITTLE HAYFIELD

SK 032882

A very impressive 4/5 storey renovated gritstone building, originally a cotton mill dating in part from the 1830s and later, when steam power was introduced. Substantial rebuilding took place in the 1870s, however, following a fire. After a period of use for storage, it was purchased in 1989 for conversion into apartments.

The original small water-powered mill built in the 1790s was at the western end and this section of the building is today labelled 'The Wheel House'.

HP 25 WEAVERS' COTTAGES

SK 038871

Hayfield retained a strong domestic weaving industry—originally wool—well into the 19th century and these late 18th century three storey weavers' cottages retain some of their original character, and one group has a date stone 1780. Loom workshops were on the upper floors.

HOPE

HP 26 PINDALE MINE CHIMNEY AND ENGINE HOUSE

SK 164827

LII

Early 19th century limestone chimney, square on plan with string course with accompanying low building. Restored by Peak District Mines Historical Society.

HOPE WOODLANDS

HP 27 DERWENT DAM AND RESERVOIR

SK 175897

LII

The magnificent gritstone Derwent Dam with its two splendid castellated towers was completed in 1916, a monument to the water engineering of the time. Views of reservoir and dam can be obtained from paths which climb up on either side, and there is also a memorial plaque to the 617

(Dam Busters) Squadron which used this locality to train for their famous raids on the Mohne and Eder dams in Germany in May 1943.

KINGSTERDALE

HP 28 STADEN QUARRY

SK 079725

A set of four very large stone-built lime kilns standing about 50 ft high above the track bed of railway sidings on the south side of Ashwood Dale on the hillside above the A6. Enormous reinforced flying buttresses. Also other concrete buildings including one marked **BLF 1909**.

This was known as the Cowdale Works of the New Buxton Lime Company, taken over by the Buxton Lime Firms Co.Ltd. in the early 1900s. They are thought to be the last open fired shaft kilns used in Derbyshire.

NEW MILLS

HP 29 ALBION MILLS, NEWTOWN

SJ 996848

Typical 3 and 4 storey gritstone mill building of 1859 (date stone on chimney) now in light industrial use.

This was the first of a group of 19th century cotton mills erected around the Peak Forest Canal at Newtown. In complete contrast to the mills in the Torrs, this is not a water power site, the mills dating from the steam-powered era, using the canal for cheap supplies of coal.

HP 30 TORR VALE MILL

SJ 999854

LII*

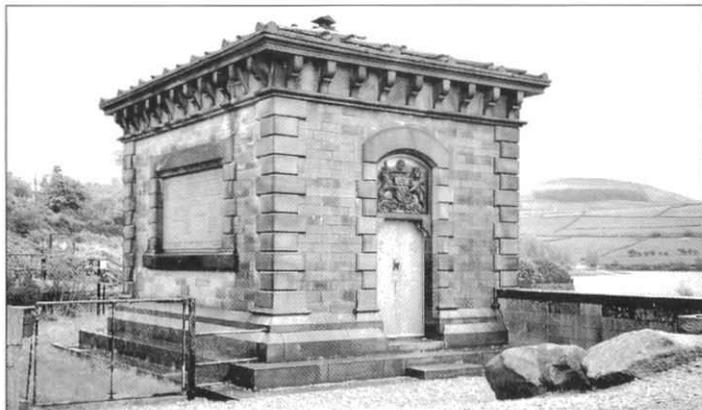
This gritstone mill, within a bend of the Goyt, consists of a four storey spinning mill, a three storey 'old mill' (original from 1788-90), a link block, the shell of a former four storey weaving block, a mill chimney and offices.

In 1788-90, there was a weir, a watercourse cutting through the promontory on which the mill was built, a footbridge over the river and two other buildings. All are still to be seen. The mill was weaving towelling products when it close at the end of 2000. The weaving shed was destroyed by fire in August 2000 and at present (2004) the future of the site is uncertain.

HP 31 HYDE BANK (BEARD) MILL

SK 001856

Four storey gritstone former cotton mill on Hyde Bank Road standing astride the River Sett: rebuilt after a fire in the early 19th century on the site of



HP33 Valve House at Bottoms Reservoir

an early woollen mill. There are two arches under the mill, visible from the road, one spanning the river and the other the former head race. Now in multiple occupation.

HP 32 SALEM MILL

SK 002859

Two storey gritstone buildings formerly a cotton mill of the 1780s and later a chemical works. It was built adjacent to the Duchy of Lancaster's medieval manorial corn mill, the site of which is now marked by the flat-topped building. Now used as a garage.

TINTWISTLE

HP 33 BOTTOMS RESERVOIR AND DAM

SK 023972

There is a convenient parking space on Goddard Lane at the south end of Tintwistle Bridge which spans the R.Etherow by a massive single stone arch. A disused stone drinking fountain here has a plaque saying **MANCHESTER CORPORATION WATERWORKS 1879**. The Trans Pennine Trail provides an excellent viewing point to study the water engineering here. Outstanding is the mill owners' gauging basin by which they could check that the flow of the water into the river was correct. At the foot of the waste water weir is the imposing power house which provided hydro-electricity for the works electric railway until 1950.

At the western end of the embankment just over the bridge is the valve house described by Bateman—the engineer of the site—as an 'ornamental temple'. At the front is the Manchester Corporation coat of arms. The wall on the north side has a red granite plaque commemorating the completion of the waterworks.

The construction of a string of reservoirs in the Longdendale valley for supplying water to Manchester was under the guidance for 40 years of the renowned water engineer, John Frederick Bateman. The scheme commenced with Acts of 1847 and 1848 which authorised the construction of dams on the Etherow to form the reservoirs—Arnfield (1854), Hollingworth (1854), Rhodeswood (1855), Torside (1864), Vale House (1869), Bottoms (1877) and Woodhead (1877) with a total capacity of over 4000 million gallons.

HP 34 TORSIDE RESERVOIR AND DAM

SK 056983

There is no convenient car park here and it is probably best to walk from the Torside Car Park and Visitor Centre (SK 067983) along the Longdendale Trail. There are some impressive weirs on the north side of the dam and steps (on the Pennine Trail) lead up to a bypass channel bringing water to a weir, from where it is conducted to another weir below the dam.

A separate track by the side of the bypass channel marks the line of the Longdendale Waterworks Railway, a 3 ft. gauge line which opened in 1871 and ceased working in 1968 having operated in steam, electricity and diesel in turn.

HP 35 WOODHEAD RESERVOIR AND DAM

SK 082995

There is a useful car park for inspecting the water engineering of the area at this point. There is a fine view over the dam to the reservoir keeper's house and the valve house, built of stone in the characteristic waterworks style.

HP37 Coal mine air shaft,
Whaley Bridge



HP 36 WOODHEAD TUNNEL

SK 115000

A track leading from the A 628 enables cars to park at this site. There are three tunnels here the first of which was built by the Sheffield, Ashton-under-Lyne and Manchester Railway (later MSLR) to provide the first rail link between Manchester and Sheffield. It opened in 1845 after six years dangerous work which cost the lives of 32 labourers. The second tunnel was opened in 1852, providing separate tunnels for the up and down lines. In 1954, a third tunnel, with a much more imposing façade, was constructed south of the other two when the line was electrified using the 1500 volt DC overhead system which, unfortunately for the future of the line, was not adopted elsewhere on BR. The line closed in 1981 but the two platforms of Woodhead station remain straddling the Longdendale Trail. The adjoining station house is in red brick.

The abandoned two earlier tunnels were disused until the 1960s when an unprecedented civil and electrical engineering scheme routed electricity lines through the second tunnel to avoid overhead lines on the skyline of the Peak District National Park.

WHALEY BRIDGE

HP 37 DISUSED COLLIERY AIR SHAFT

SK 012812

This tower, built of red sandstone, marks the site of an air shaft for the colliery which was located on the site of the present car park below Old Road. The windows mark its use as storage premises.

HP 38 CHPR INCLINE

SK 012814

This incline, now a public footpath, was double-tracked. The flat area at the top, where there is a seat, marks the site of the horse capstan which was used to regulate the movement of wagons on the incline. It replaced an earlier stationary steam engine.

This part of the CHPR was in use, horse worked, up to the early 1950s when wagons carrying coal were moved into Goyt Mills, the canal basin, and the print works.

At the foot of the incline is a bow iron girder bridge at SK 012815. This carried the line over the River Goyt. A siding ran down the side of the river into Goyt Mills, a cotton mill, which stood on the site of the present Woodbrook housing estate.

HP 39 PEAK FOREST CANAL BASIN AND TRANSIT SHED

SK 012816

LII

In 1797 the main line of the Peak Forest Canal was completed to Bugsworth but a branch was soon built to Whaley Bridge from where coal was taken to Bugsworth to fire the lime kilns. In 1831 it also became the terminus of the CHPR bringing Buxton area limestone, especially from Grin Hill quarries, to the canal.

The large gritstone transit shed or warehouse standing astride the canal has a date stone 1832 on its southern gable. Two large wooden doors mark the entrance for wagons and inside there is a 2 cwt hand jib crane for moving goods between the barges and wagons. In 1910 the warehouse was extended at its northern end – note the



HP40 Horse tunnel under the Peak Forest Canal
near-illegible date stone—marked by a change in building stone and windows.

HP 40 PEAK FOREST CANAL JUNCTION

SK 014823

At this point the canal divides into the Bugsworth and Whaley Bridge branches. The important fea-

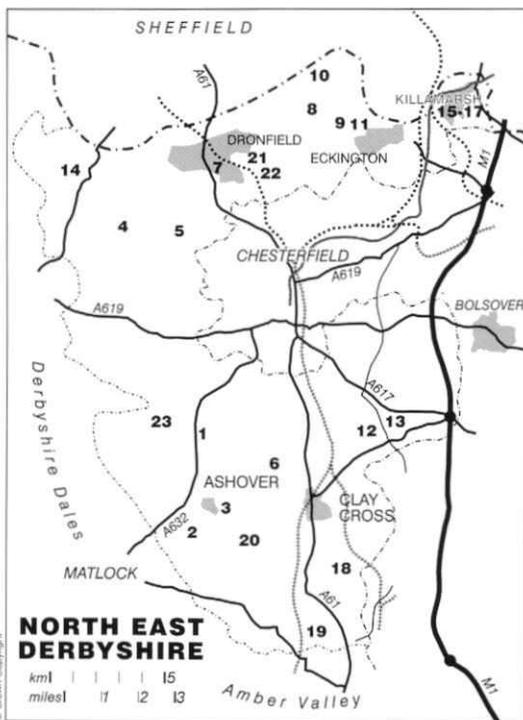
ture here is the horse tunnel used for re-directing the horses from one towpath to the other. Note the setted paths leading down to the tunnel on each side. On the Bugsworth arm at SK 015823. is an impressive single-arch gritstone aqueduct carrying the canal over the River Goyt (LII).

WORMHILL

HP 41 BRINDLEY PLAQUE

SK 124740

Plaque erected by the Derbyshire Archaeological Society to commemorate the birthplace of James Brindley, the pioneer canal engineer, 1716-1772.



ASHOVER**NE 01 WINDMILL, SPANCARR**

SK 342661

Beside the Chesterfield-Matlock road, about half a mile north of Kelstedge, at Windmill Farm is a stone tower mill of 1806 of four storeys, walls 2 to 3 ft. thick, with many windows. Now capped with a modern slate capping and converted into a dwelling.

NE 02 LEAD MINING REMAINS, GREGORY MINE

SK 345618

A square gritstone chimney and waste heaps mark the site of Gregory Mine. These are by far the most significant lead-mining remains in Ashover.

NE 03 STRETTON AND ASHOVER LIGHT RAILWAY

SK 348628—354624

The Stretton and Ashover Light Railway was a seven mile railway of 2ft gauge, built by the Clay Cross Company, linking its main works at Clay Cross with quarries at Milltown and Ashover. For much of its course it followed a contour route along the river Amber and its tributaries, thus avoiding the need for expensive earthworks. It was opened in 1925 and closed in 1950. A passenger service was provided until 1936.

The most visible trace of the line today is the section of raised trackbed to the south west of Hockley Lane where it runs close to the Amber between Fallgate and Ashover. The quarries at Fallgate and Milltown (around SK 355621) where there were sidings, continue to be worked.

BARLOW**NE 04 WHITECOAL PITS, HAG WOOD**

SK 315754

Site of white coal pits. The area around Hag Wood and Moorhall in the northern part of Barlow is just one example of a ubiquitous feature in wooded areas of Barlow and Dronfield, namely shallow depressions which mark the site of pits for the making of white coal, dried wood used in the lead smelting industry.

NE 05 RUTLAND TERRACE

SK 342751

Three brick terraces, ten houses in each, presumably built to serve the Sheepbridge Coal &

Iron Co's Barlow collieries. Now all rendered and re-windowed.

CLAY CROSS**NE 06 WOODTHORPE MILL**

SK 378641

Three storey gritstone building, with slate roof, converted to residential use: early 19th century. Outbuildings and associated mill cottages all in gritstone: mill leet in situ. Now 'The Old Steam Mill'.

DRONFIELD**NE 07 EDWARD LUCAS'S FOUNDRY**

SK 354784

Grit stone entrance arch with plaque to Edward Lucas's 1790 foundry preserved in situ as a feature in what is now an ornamental garden at the junction of Lea Road and Chesterfield Road north of Dronfield station.

ECKINGTON**NE 08 BIRLEY HAY****SCYTHE MANUFACTORY**

SK 397804 (building LII).

Easily the most impressive of the Moss Valley wheel sites (see below) is the two storey local sandstone former scythe manufactory at Birley Hay. The structure has a slate roof and gritstone copings. The mill ponds, dams and watercourses are all intact. The site is private property but is visible from a public footpath.

NE 09 MOSS VALLEY GRINDING WHEEL SITES

SK 402804—429799

Between the site of Eckington Mill (SK 429799) and Ford (SK 402804) is a whole succession of dams, mill pools, leets and associated works connected with the former scythe and sickle industry. The works associated with Field Wheel (SK 416803), Neverfear Wheel (mill pond and leet, SK 410804) and Ford Wheel (mill pond and leet, SK 402804) can be readily discerned, as well as a major weir at SK 421801 below the Plumbley Colliery engine house.

NE 10 PHOENIX WORKS, HIGH LANE 51

SK 404821

Triangle of two storey cottages in local sandstone with slate roofs converted from a small factory



where sickles were manufactured. A modern date plate **T J HUTTON 1822** has been added.

NE 11 PLUMBLY COLLIERY

SK 421800

Brick colliery winding engine house, 41ft x 24ft (12.5m x 7.3m) outside, walls 1ft 7in (.48m) thick, with two almost full length brick engine beds inside. The winding shaft was in front of this building. After years of decay the structure was consolidated in 1998.

HEATH

NE 12 COLLIERY HOUSING, HOLMEWOOD

SK 434662

Colliery housing associated with the Wingerworth Colliery Company's Holmewood Colliery. Long late 19th century terraces with some ornate features. A public house Holmewood Hotel—is incorporated in the centre of the main terrace.

NE 13 GREAT CENTRAL RAILWAY HOUSING

SK 436663

Four blocks of two former GCR houses adjacent to the site of the former Heath GCR station. Brick with tile roofs; ornate woodwork and porches.

HOLMESFIELD

NE 14 TOLL HOUSE, OWLER BAR

SK 294780

LII

Two storey gritstone toll house with slate roof: ornate porches with two windows to west and south.

KILLAMARSH

NE 15 KILLAMARSH GCR STATION

SK 448810

Former 1892 GCR station buildings on Station Road, Ornate, single storey wooden station building with slate roof and brick chimneys. The platforms are still in situ complete with original gritstone copings. This is the only one of the three Killamarsh stations to survive.

NE 16 CHESTERFIELD CANAL IN KILLAMARSH

SK 449808—468818

The Chesterfield Canal in Killamarsh followed a contour route above the Rother Valley and its line was consequently somewhat circuitous. The section between Bridge Street and Belkane Lock has largely been built over and is extremely difficult to follow. From Belkane Lock eastwards to the Rotherham Road a substantial section is in water and the area immediately to west of Rotherham Road is a former wharf (SK 467718) serving Norwood Colliery (now an industrial estate) where the copings have been restored. The section to the east of Rotherham Road adjacent to the Angel Inn is in water up to the base of the Norwood flight of locks.

NE 17 RAILWAY BRIDGE

SK 450812

Impressive steel girder bridge on four lattice piers which took the LDECR Langwith Junction-Beighton line (opened in October 1898) over the main road into Killamarsh from the west.

MORTON

NE 18 MORTON COLLIERY

SK 414602

Spoil-heap and former pit head baths of Morton Colliery. The baths are brick with elements of art deco styling (1930s) and are now incorporated into an industrial estate.

SHIRLAND AND HIGHAM

NE 19 SHIRLAND MILL

SK 387569

LII

Three storey former corn mill on the River Amber, with two storey outbuilding. Local sandstone with corrugated asbestos-cement roof and largely original cast-iron windows and gritstone quoins. The watercourses are in situ.

STRETTON

NE 20 TOLL HOUSE, WOOLLEY MOOR

SK 367615

LII

Single storey late 18th century gritstone toll house at the junction of Badger Lane and the main road to Stretton. Slate roof and a notably ornate western elevation.

UNSTONE

NE 21 SUMMERLEY COKE OVENS

SK 369781

SAM

Range of 48 coke ovens to the east of the line of the former Midland Railway Unstone loop, much of which is followed by a public footpath. The main structure of the range is of stone, with the

ovens, arches, steps and chimneys of brick. All space surrounding the ovens within the structure is filled with stone and brick rubble. The ovens are arranged in groups of twelve, six to each side of a chimney. They were serviced directly by sidings from the loop line. Like the railway, they date from the early 1870s and continued in use until 1921. In 2004 English Heritage conducted basic consolidation on the ovens

NE 22 COKE OVENS, RAMSHAW LODGE

SK 378770

Remains of further beehive coke ovens now incorporated into the ornamental grounds of Ramshawe Lodge which was originally the Unstone Colliery Manager's house. All the ovens originally belonged to Rangeley & Co. and again date from the coming of the railway.

WINGERWORTH

NE 23 LEAD MILL, STONEDGE

SK 334669

Off the B5057 at Stonedge is the site of a lead slag mill. The remains consist of a small dam, a squat masonry chimney with a small brick addition at the top, an adjacent cottage now heavily rebuilt, and a disturbed area of undulations and ruins.



NE17 Lancashire, Derbyshire & East Coast Railway bridge, Killamarsh

BRETBY

SD 01 BRETBY BRICK AND TILE WORKS

SK 281217

LII

Small late 19th century brick and tile works complex partly in multiple occupation, partly derelict. A range of brick, mainly two-storey workshops and sheds with tile roofs and an integral bottle kiln at the west end of the building.

SD 02 BRETBY COLLIERY NO.1

SK 287222

Residual building of former Bretby Colliery No.1. Two storey brick building with ornate courses inset and slate roof. Now in light industrial use.

SD 03 BRETBY MILL

SK 310233

LII

Three storey brick-built water corn mill with slate roof and attic converted into a dwelling. The adjoining house is dated 1814.

EGGINTON

SD 04 CANAL AQUEDUCT

SK 268269

LII

Brindley's impressive 12 arch brick aqueduct taking the Trent & Mersey Canal over the River Dove with dated keystone in the most westerly arch.

SD 05 MONKS BRIDGE

SK 268270

Alongside the canal aqueduct is the now-superse-eded medieval road bridge taking the line of the former main Derby-Burton road over the river.

HILTON

SD 06 HILTON MILL

SK 243305

Two and three storey brick former water powered corn mill on an ancient mill site. The prominent brick chimney is of later date than the rest of the buildings. Now in residential use but many of the mill features, the loading bay, hoist etc., are still apparent. T.C. Greensmith in 1895.

SD 07 EGGINTON DAIRY

SK 260296

Prominent brick chimney and residual brick factory building of the former Egginton Dairy, opened in about 1883. The site is now used by 'FAS'.

LINTON

SD 08 COLLIERY HOUSING

SK 271175

Highly distinctive 1920s colliery housing associated with nearby Coton Park Colliery. An ornate symbol, presumably in terracotta, in the gable ends facing the road forms the main distinguishing feature.

MELBOURNE

SD 09 THE MOUNT BOOT FACTORY, COMMERCE STREET

SK 380254

Originally built by Loake Bros. in 1894. The original (front) section of the factory, two storeys with cast iron windows, was rebuilt in single storey form after



SD04 Trent & Mersey Canal aqueduct, Egginton



a fire in 1939. The factory closed recently, and is now divided into industrial units.

**SD 10 FACTORY BUILDING,
DERBY ROAD**

SK 384256

Three storey former shoe factory of c. 1895 on the west side of Derby Road. Brick, with slate roof and original windows. Now a health and fitness centre.

**SD 11 HOUSE & TEXTILE FACTORY,
11 BLANCH CROFT**

SK 385252

LII

Three storey stone building perhaps of c.1810 with handsome dressed stone front, that is actually a cottage with a factory on the whole of the

top storey and an additional frame shop facing the rear on the first floor, its long window partially walled up.

**SD 12 FACTORY BUILDING,
DERBY ROAD**

SK 386254

Small two storey factory building: brick with slate roof and integral brick chimney: new windows. Originally Joseph Bullock's joinery works of c. 1869, before becoming another boot manufactory in 1899. Now 'Doncasters'.



SD08 Coton Park Colliery housing. Linton



SD12 Joseph Bullock's joinery works, Melbourne

SD 13 HUNT BROS FACTORY, CASTLE STREET

SK388251

House and hosiery/lace factory owned in 1790 by William Haimes. Surviving buildings are an L-shaped range (part residential, part factory) of the mid 19th century, with an extension on the west side of c. 1900, when the factory made boots and shoes.

SD 14 RAILWAY BRIDGE, OFF TRENT LANE, KINGS NEWTON

SK 389275

LII

Impressive five span iron lattice railway bridge taking the trackbed of the former Midland Railway Derby-Melbourne branch of 1867 across the Trent between Weston-on-Trent and Kings Newton.

SD 15 FORMER CORN MILL

SK 391249

LII

Stone-built water-powered corn mill, 3 stories with mullioned windows and tile roof, probably c. 1632 on ancient site. Formerly 2 independent wheels and machinery. Closed 1968 and later converted to a dwelling.

NETHERSEAL

SD 16 NETHERSEAL MILL

SK 291127

LII

Small two storey mid-eighteenth century former water corn mill on the River Mease: brick with tile roof: under renovation/conversion in April 2001.

SHARDLOW AND GREAT WILNE

SD 17 SHARDLOW INLAND PORT

The inland port at Shardlow developed close to the point where the Trent and Mersey canal joined the River Trent. The port area contains canal features and warehouses. These are briefly summarised below.

Lock Cottage SK 441302.

Clock Warehouse (LII) SK 441303. Ornate brick warehouse with slate roof: clock in central bay above elliptical arch in turn above a short arm of the canal serving the warehouse. Date stone 1780.

Salt Warehouse (LII) SK 442303. Two storey brick warehouse, slate roof and rectangular wooden windows, original loading bays in situ. Reputed to date from 1778.

56 Former Canal Warehouse (LII) SK 442304. On N side of the canal. Ornate brick three storey warehouse building with central pediment with 1816 date stone above the former loading bays.

Warehouse (LII) SK 443303. S. of canal adjacent

to A6 road bridge. Brick, two storey, part rendered; semi-circular windows on south elevation and a combination of semi-circular and rectangular to the north. In poor condition.

Canal Warehouse (LII) SK 443303 Three storey brick warehouse of about 1780 with coated slate roof and small rectangular windows. Loading bay and part of hoist mechanism on canal elevation. On the canal towpath in front of it is a crane by Youngs of Birmingham dated 1870, which was re-erected in this position in 1990.

Canal Warehouse (LII) SK443304. Date stone 1792, of 3 storeys having two large segmental arched openings which originally gave access to an arm of the canal for transshipment of goods under cover from boats directly into the warehouse. The largest of the Shardlow warehouses, it is now converted to residential use.

Iron Warehouse (LII) Range of brick warehouse buildings on the north side of the canal with wooden hoist at canal elevation. Of the five blocks, two are single storey, three two storey: slate roofs and original doors.

Rope Walk SK445303. Two storey brick building with semi circular windows at right angles to Wilne Lane.

Warehouse and Boat Building Yard (LII) SK 445304. Converted canal warehouse: brick, slate roof on north side of canal. Windows inserted at three levels. .

Old Malthouse (LII) SK 445305. Ornate brick two-storey former malthouse adjoining the 'Malt Shovel' public house: date stone, 1799.

SMISBY

SD 18 STEAM MILL

SK350190

Small corn mill on the Harpur Crewe estate, with two pairs of stones and other machinery still in situ.

SD 19 ENGINE HOUSE

SK 354202

A tall stone building with bricked-up slots on the east face, attached to the rear of the farm house at the old Pisternhills Farm, seems likely to have been the engine house of the former nearby Pistern Hills Colliery.

SUTTON-ON-THE-HILL

SD 20 SUTTON MILL

SK 233337

LII

Two and three storey late 18th century brick water corn mill and outbuildings with slate roof. Leet and

mill pond in situ. Converted to residential accommodation c.1980.

SWADLINCOTE

SD 21 FORMER SHARPE'S POTTERY, ALEXANDRA ROAD

SK 298196

LII

Surviving 19th century bottle kiln and range of brick workshops and offices of the former Sharpe's Pottery. The pottery was founded in 1821 and it eventually produced high class sanitary ware for world-wide markets. By the end of the 19th century there were seven bottle kilns on the site as well as the offices and workshops. The pottery closed in 1968 and is now a heritage centre.

SD 22 AULT'S POTTERY, MIDLAND ROAD

SK 299200

Two storey brick building with several brick sheds to the rear formerly William Ault's art pottery, founded 1887. In the gables at the front elevation are three identical pieces of ornate terracotta work incorporating the name **AULT**.

SD 23 CHIMNEY AND FORMER ENGINE HOUSE, BELMONT ST.

SK 302198

LII

Two storey former factory buildings on the south east side of Belmont Street originally part of the gas works. Ornate chimney incorporating decorative terracotta work.

SD 24 GRANVILLE MILL, NEWHALL ROAD

SK 304202

LII

Much altered and renovated two and three storey former mill building at the junction of Newhall Road and Church Street: brick with slate roof; remains of loading bays and small projection housing the hoist still intact.

SD 25 T.G.GREEN'S POTTERY WORKS, CHURCH GRESLEY

SK 305187

LII*

Incorporated into the works of T.G. Green's 1864 pottery, which are still functioning as a pottery, are four fossilised bottle kilns which have survived as they form an integral part of the structure. This site has been occupied by a pottery since 1790.

SD 26 HILL TOP WORKS, WOODHOUSE STREET

SK 306190

LII

Range of two storey, brick, mid 19th century sheds and workshops with slate/tile roofs, incorporating a single brick bottle kiln. Partly derelict, partly used for storage.

SWARKESTONE

SD 27 SWARKESTONE BRIDGE AND CAUSEWAY

SK 369286-372276

Impressive medieval causeway 1304 yards long crossing the floodplain of the Trent with seven arch bridge dating from 1801. A bridge is first mentioned in 1204.

SD 28 CANAL BRIDGE, RESIDUAL ARM OF CANAL AND COTTAGE

SK 371292 (Bridge **LII**)

Brick, hump-backed canal bridge over the line of the former Derby Canal (1796) which joined the Trent & Mersey at this point. To the west of the bridge is the small remaining watered section of the Derby Canal and a much-altered lock cottage.

TICKNALL

SD 29 TICKNALL TRAMWAY AND LIMWORKS

The tramway was built between 1799-1802 and connected with the Ashby Canal at Willesley. The tramway enabled Ticknall lime and limestone to be transported to the canal.

SK 356237. To the east of the main drive to Calke Abbey is the entrance to the tunnel of 1800-1805 which took the Ticknall tramway under the drive.

Tramway Bridge (SAM) SK 356240, local magnesian limestone bridge taking the trackbed of the tramway over the main village street, principally serving the main limestone quarries to the east.

Ticknall Lime works SK 358237, impressive double 'horse-shoe' of well-preserved predominantly oval-shaped limekilns built of local magnesian limestone. They were in operation between late eighteenth and early twentieth centuries and were linked to the tramway.

Tramway Bridge SK 362211, brick-built arch bridge over Dimminsdale branch of Ticknall tramway.

SD 30 BRICKWORKS

SK 359242 **LII**

Mid-19th century brick kiln in a good state of preservation on a footpath just to the north of

Ticknall main street. To the north of it is a drying shed and in the scrub to the east the remains of a horse gin which was used to drive rollers for crushing the clay.

WILLINGTON

SD 31 RAILWAY BRIDGES

SK 294284, SK 294285

Notable skew, gritstone railway bridges taking the Birmingham and Derby Junction Railway of 1839 over the Repton and Barrow roads respectively.

SD 32 FORMER WHARF BUILDING, WILLINGTON GRANGE

SK 299281

River wharf, with warehouse of c.1740 of two storeys and six bays. Brick with tile roof. Both ends of the building converted to cottages, the whole now in poor repair and used little used. An interesting transport relic from the period between the Trent Navigation Act of 1699 which made the Trent navigable to Burton on Trent.

SD 33 FORMER POWER STATION

SK 310290

The five cooling towers of the former Willington coal fired power station (closed 1999).

WOODVILLE

SD 34 BOTTLE KILN, THE CLOCK GARAGE

SK 314192

Mid 19th century bottle kiln being all that remains

LII

of the Rawdon Pottery of c1820 after the enclosure of Ashby Woulds.

SD 35 SHOWROOM OF BRETBY ART POTTERY

SK 314193

LII

for photograph see page 60

Single storey brick former showroom with suitably ornate enamel panel containing the firm's name on the south side of Swadlincote Road. Disused since September 1996 but currently being evaluated for adaptive reuse.

SD 36 FORMER BREWERY BUILDINGS

SK 316191

Ornate former bottling building of Brunt, Bucknall & Co., brewers (1904), single storey brick with terracotta work.

SD 37 FORMER POTTERY

SK 318188

The former Escolme Pottery buildings on the south west side of High Street at the junction with Foster Road. Two storey brick of mid 19th century date. The section at right angles to the road is largely unaltered and incorporates a slightly truncated but otherwise intact brick bottle kiln. Now S.G. Leese, furnishes.

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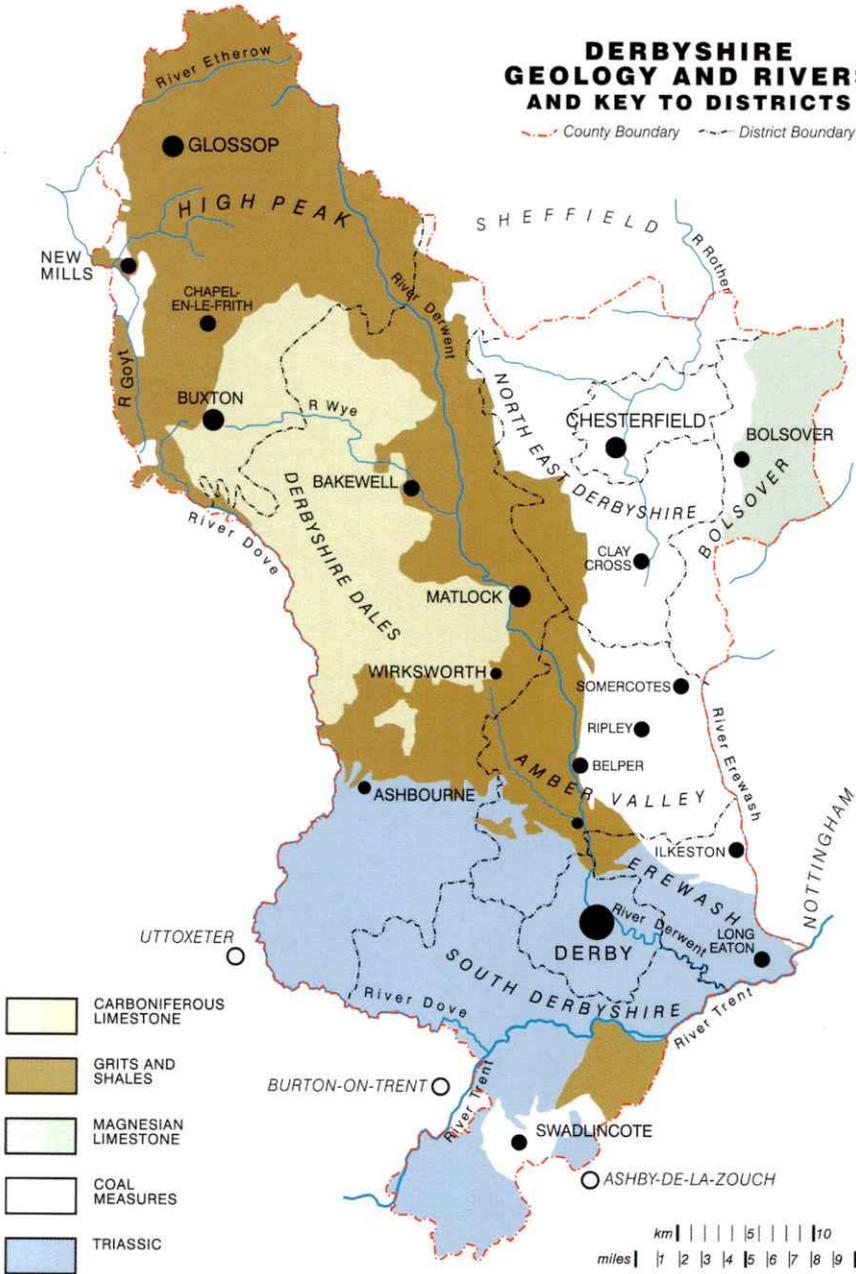


above: SD29 Tramway bridge, Ticknall
 right: SD35 Bretby Art Pottery showroom

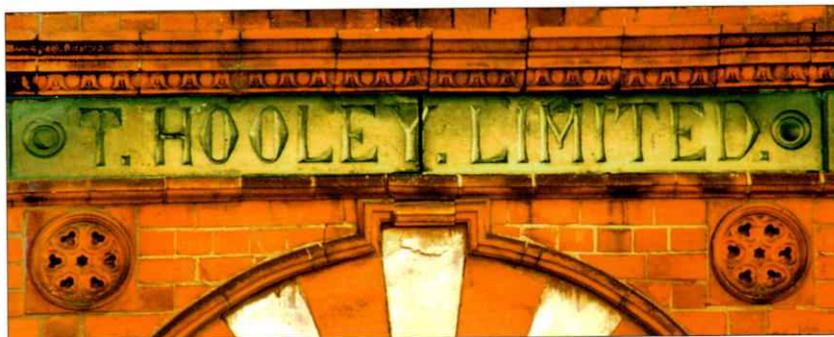
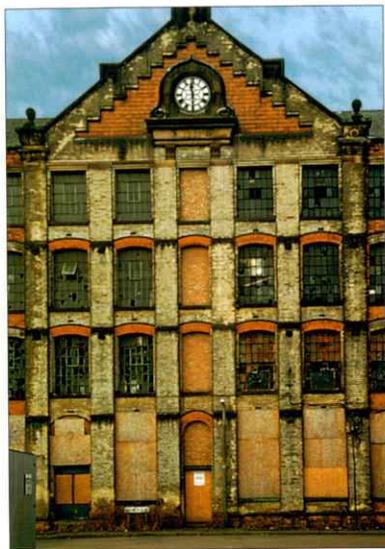


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