

Association for Industrial Archaeology 2018 Conference: Nottingham

Tour Programme

Sunday 2nd September, 13.30 – 18.00

Tour A: Wollaton Hall, and Nottingham Industrial Museum, Wollaton Park



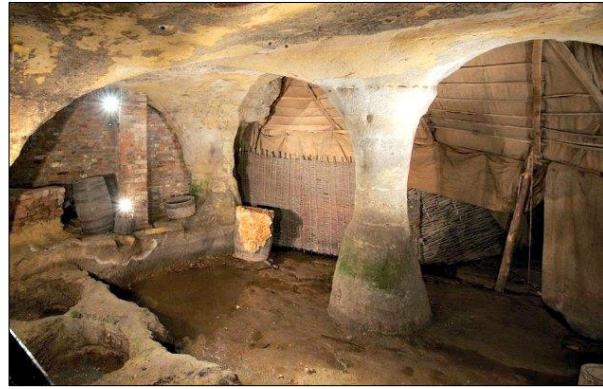
Wollaton Hall was built for Sir Francis Willoughby in the late 16th century by the architect Robert Smythson but was modernised by Sir Jeffrey Wyattville in the early 19th century. It became a natural history museum after being bought by Nottingham City Council in 1925. We will visit the extensive basement, Tudor Kitchen and the so-called Admiral's Bath in the sandstone caves below the Hall. Some steps are involved. <http://www.wollatonhall.org.uk/>. Afterwards we will have a private visit to the newly refurbished **Nottingham Industrial Museum** within Wollaton Park with its five galleries of objects reflecting local industries as well as a large collection of working steam and diesel engines. Refreshments included. <http://www.nottinghamindustrialmuseum.org.uk/>

Tour B: The Nottingham Canal and the buildings of the Lace Market



This walk will begin in Nottingham's historic Lace Market, a conservation area with splendid 19th-century industrial architecture which was the heart of Nottingham's important lace industry. It will be led by a member of Nottingham's Civic Society. Amber Patrick will then continue down to the **The Nottingham Canal**, originally was a 14.7-mile long canal between Langley Mill in Derbyshire and the River Trent south of Nottingham, linking to the Erewash and Cromford Canals and built to carry coal from local coalfields. Dating from 1792, the canal was eventually sold to the Great Northern Railway in 1861. The section through the city, the Nottingham and Beeston Canal, remains in water and some very good buildings and bridges remain. A walk of two miles or so at a steady pace.

Tour C: Green's Windmill – a mill with a difference - and Nottingham Caves



Green's Mill was built shortly after 1807 by the father of 19th-century mathematical physicist, George Green, who himself owned and occasionally operated the mill. The working mill contains a science centre dedicated to Green. <https://www.greensmill.org.uk/>. Nottingham is built on sandstone with many caves below the city where people lived and worked. We will visit the **City of Caves** below the Museum of Justice, some of which were used for industrial purposes such as tanning. Some steps are involved at both sites. <http://www.nationaljusticemuseum.org.uk/venue/city-of-caves/>

Monday 3rd September 9.00 – 18.00

Tour D: Coal mining and water supply



Papplewick Pumping Station was built between 1881-4 to house to pump water from the Bunter sandstone for drinking water for the City of Nottingham. It houses two beam engines but its glory is the ornamental wrought ironwork and stained glass windows. We will tour both the buildings and the underground reservoir (steps). <http://www.papplewickpumpingstation.co.uk/>. **Bestwood winding engine house** contains the only surviving example of a vertical steam winding duplex engine built in 1873 at the Worley Mesnes Ironworks, Wigan. <http://www.fbc.org.uk/winding-engine-house.html>. The nearby miners' housing by the Bestwood Coal and Iron Company bear the Company's plaque. After lunch (included), we will visit **Pleasley Colliery**, built by the Stanton Ironworks in 1871, which used steam winders until closure in 1985 It was the winner of one of the first Angel Awards in 2011. <https://www.pleasleypittrust.org.uk/>

Tour E. Maltings, breweries and a river port with a river cruise: Newark-on-Trent



Newark owes its importance as an early settlement to its strategic position as the lowest crossing point of Shakespeare's 'smug and silver Trent', a distinction it held until 1790. It was also the junction of the Fosse Way and what became the Great North Road. Grain warehouses were established on the banks of the Trent and by the mid-19th century Newark had developed as one of the most active malting centres in the country. This tour will be led by Amber Patrick, one of the UK's foremost experts on the buildings of the malting and brewing industry. Some walking necessary, but after lunch (not included), there will be a two-hour cruise on board our own private boat with a bar, ice-creams etc. The day will conclude with an exterior viewing of the UK's only surviving Koepe winders at the now disused colliery at **New Clipstone**, listed Grade II, and believed to be among the tallest ever built. There are exciting plans for their re-use as a leisure facility.

<https://historicengland.org.uk/listing/the-list/list-entry/1380235>

Tuesday 4th September 9.00 – 18.00

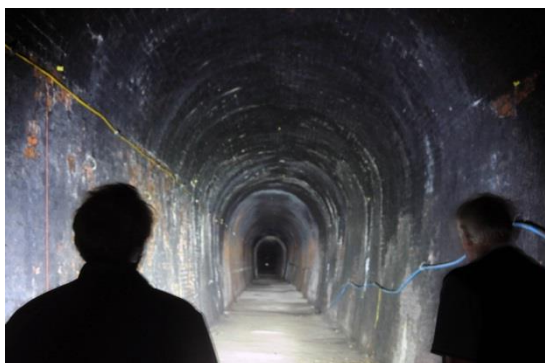
Tour F: The Erewash Valley and the Bennerley Viaduct



The Erewash Valley is a prime example of a post-industrial landscape, as well as the background to the novels of D.H. Lawrence who lived in Eastwood in the Valley. We will begin the day in the Erewash Museum in Ilkeston, a town previously dominated by iron-working, coal mining

and lace manufacture. <http://www.erewashmuseum.co.uk/>. The Collections Manager will give an illustrated talk over coffee on the Stanton and Staveley Ironworks which once dominated the valley and made so much of the domestic ironwork locally as well as sections of the Mersey and Dartford Tunnels. After lunch (included) we will have a guided walk of c. two miles along sections of the Erewash and Nottingham Canals, dominated by the Bennerley Viaduct. This wrought iron structure was built in 1877 and is 440m in length, spanning the county boundary of Nottinghamshire and Derbyshire over river, canal and the Midland Railway line. A visit to this will be conducted by a representative of Sustrans who are actively promoting the viaduct as part of a long-distance walking and cycle path. <https://friendsofbennerleyviaduct.wordpress.com/>

Tour G: Bells, steam engines and a railway tunnel



Taylor's Bell Foundry is now the only working bell foundry in Britain. The firm was founded in 1784 and moved to its present premises in 1839. With modern computer profiling, they can now cast bells to the shape and tuning of the bells of any other bell founder. We will tour the foundry and museum. **Abbey Lane Pumping Station** in Leicester was built in 1891 to deal with Leicester's sewage output and contains four magnificent Woolf compound rotative beam engines cast by Gimson's of Leicester. As Leicester's Museum of Science and Technology, now next to the Space Centre, it has excellent displays on water supply and sewage disposal. After lunch in Glenfield, we will visit the interior of the **Glenfield Tunnel** on the Leicester and Swannington Railway, Britain's third locomotive railway dating from 1830-32, sold by British Rail to Leicester City Council for £5 in the 1960s when the railway closed and now re-opened to the public by Leicestershire Industrial History Society. Time permitting, it may also be possible to visit the Swannington Incline on the same railway, the original winding engine for which is in York Railway Museum.

Wednesday September 5th 9.00 – 14.00

Tour H: Framework knitting, buses, and railways in Ruddington



This visit will commence at the **Framework Museum in Ruddington** just south of Nottingham. The production of hosiery was one of the main industrial activities in the East Midlands until the late 19th century, and surprisingly remained an industry carried out in people's homes and small workshops until then. About 50% of all households in Ruddington were employed this way. The frameshop and adjacent cottages were saved by the community and opened as a museum in 1971. A large number of knitting frames have been saved and are in working order, giving a good idea of the crowded conditions under which the knitters worked. <https://www.frameworkknittersmuseum.org.uk/about-us/>

The rest of the morning will be spent at the northern depot of the preserved **Great Central Railway (Nottingham)** in Ruddington, with its heritage transport depot, historic buses, a model railway and loco sheds, although no trains will be running on the date. This 10 mile stretch of preserved mainline railway does not yet link with the southern section of the Great Central Railway from Loughborough to Leicester although plans are under way to complete the preserved line. There is a cafeteria on site. <http://www.gcrn.co.uk/>