



NEWSLETTER July/August 2019

The History of the Old House Museum at Bakewell

Mandy Coates

Tuesday July 16th 2019

This collection of local life and artefacts is housed in a typical 16th century yeoman's house.



Butterley Works – one of the places on the march

The Pentrich Rebellion

Mike Parkin

Tuesday August 20th 2019

The Pentrich Rebellion was an armed uprising on the night of the 9th/10th July 1817. Did the punishment fit the crime?

Meetings are held at the United Reformed Church on Rose Hill commencing at 7:30pm. Members free, Visitors £2

Bellhouse Basin Archaeological Dig 2019

Christine Thomason

Chesterfield Canal Trust / Elmet Archaeological have over two days undertaken a new excavation at the Bellhouse Basin to uncover the remains of a boat which was partly excavated in a dig in 2017. This dig was to find out what type of boat it was and how much of it remained.

It was known that parts of the three boats that were sunk in the basin had been partly destroyed when the site was bulldozed and filled in.

This particular boat has been found to be an approximately 45 foot maintenance boat, which has been excavated and fully recorded.



When I saw the boat on Sunday morning 7 April, all I could say was 'wow'! It was very striking!

One side, the bottom and both the fore and aft ends remain of the boat. Andy Robinson kindly showed me round the excavation, explaining the repairs which had been undertaken to the boat in the past, and that the pieces of metalwork at the aft end were probably parts of the fender. Originally the bottom of the boat would have been covered in a boarded surface.

Andy considers that the boat would have been built in the 1880s or earlier as it would have not been built after the collapse of the Norwood Tunnel.



On another part of the site the 'narrows' were being uncovered; these took a short canal link to the old gas house works on Bellhouse Lane. The work is being undertaken to ascertain a level for a link from the newly restored part of the canal towards the Staveley basin. One of the canal restoration volunteers told me that a sewer pipe crosses the route of the proposed route of the canal towards Bellhouse Basin and knowing the levels will ascertain what problems may be encountered.

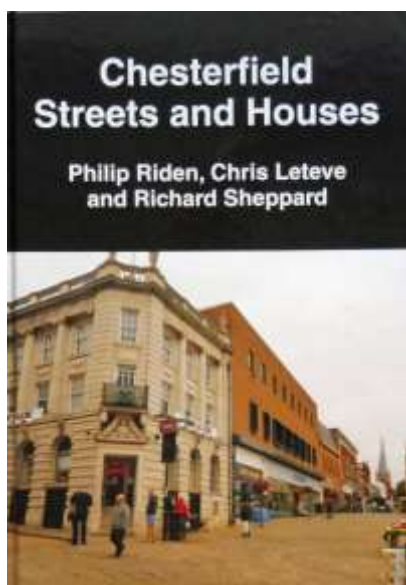
The work on the excavations was undertaken by Elmet Archaeology on the weekend of the 6 / 7 April and then the excavations were backfilled.

The excitement over the narrows was because it was such a rare find and much of it is still there. Planning permission is now being sought to restore the Bellhouse Basin and the canal towards the Staveley Basin.

The Canal Trust are hoping that, when they restore the basin, the narrows can be used and a dry dock created.

For more information see [/www.chesterfield-canal-trust.org.uk/archaeological-dig-part-3/](http://www.chesterfield-canal-trust.org.uk/archaeological-dig-part-3/)

New Book



Chesterfield evolved in the twelfth century from a village into a market town, as it remains today. Until the Industrial Revolution, the built-up area was confined to a compact grid of streets centred on a large market place. Today, these streets retain a variety of buildings dating from about 1500 to recent times. This new study looks at how the town centre has developed and at the history of each individual house within the area. The book, published by the Derbyshire Victoria County History Trust, runs to 212 pages (A4 format), with 16 maps and 12 pages of colour plates. It is available from Chesterfield Museum and the Visitor Centre price £20.

Chesterfield Railway Station

This article is based on an article first contributed by Les Garlic to the *Society Newsletter* in September 1996.

The first station on the North Midland Railway was designed by Francis Thompson, 'Railway Thompson' architect to the company 1835-41. It was opened on 30 June 1840. The canopy over the platform was added about 1860. The building was demolished about 1875 after the building of a new station some hundred yards north of the first station. On 1 February 1870 the direct line from Sheffield to Chesterfield was opened (described by the *Derbyshire Times* as a branch to the main line!!). The same article described the new station planned for Chesterfield.

The site proposed is a little north of the present station, the building is to be set back to allow a platform 25ft wide. The building will be of Gothic style of architecture, constructed of red pressed brick with white brick pilasters and cornices of Ransome stone on the approach side.

The cornice on the platform side will be of coloured brick and encaustic tiles, the arches and windows of the doors will be of coloured brick. The building will consist of three wings, the centre being the booking hall two storeys high, the wings being each one storey, the booking hall being open to the roof.

The south wing to contain the waiting rooms and the north wing the station master's office, parcels and telegraph office and the porters' room. The upside to have waiting rooms. The platforms to have an ornamental trim roof and an underground passage will be provided under the line for access to the up platform. The plans are by Mr W.G. Tees, architect to the North Midland Railway and the work is to be carried out by A. Neil of Bradford.

The new station opened for the first time in the evening of 13th November 1870. The *Derbyshire Courier* of the 19 November reported that the following morning passengers were a little puzzled at finding themselves landed in the centre of a somewhat gorgeous edifice, which had almost a palatial appearance when compared to the dingy old structure which formerly did duty for a station. The up platform were not yet finished, and up trains still continue to run to the old platform.

This station was modernised in 1968 and nothing remains of the 1870 station except the ornamental pillars, canopies and the underground passage between the platforms.

