

**AN HISTORICAL AND
ARCHITECTURAL STUDY OF
MINERS' HOUSING DATING
FROM *c.*1870 IN THE
DISTRICT OF BOLSOVER,
DERBYSHIRE**

DRAFT COPY



**AN HISTORICAL AND
ARCHITECTURAL STUDY OF
MINERS' HOUSING DATING
FROM *c.*1870 IN THE
DISTRICT OF BOLSOVER,
DERBYSHIRE**

DRAFT COPY

*by
Richard Sheppard*

TPA Project Code: HCD.1
File Name: HCD1-Rept.doc
June 2007

Trent & Peak Archaeology
University Park
Nottingham
NG7 2RD

Tel: 0115 951 4823
Fax: 0115 951 4824
E-mail: TPAU@nottingham.ac.uk

© England's Past for Everyone 2007

ABSTRACT

Although coal had been mined in Derbyshire for centuries it was not until the mid 19th century with the arrival of a national railway network and advances in technology making deep underground mining possible that it became a major industry in the county. Large collieries were built mainly in rural locations and owners had to build terraced housing to attract labour. Such housing was of the through variety, with a front and back, rather than the much-criticised back-to-back variety of the big cities. They were cheaply built in long rows with communal yards and earth closets for toilets. Internally, they were mostly two-up-two down, with a downstairs living room and kitchen / scullery, and two bedrooms above, a format dating back to the 18th century.

Various bye-laws were issued in an attempt to improve the quality of workers' housing and combat health issues arising from cramped conditions. However, set patterns of design and layout of monotonous brick-built terraced housing continued, much of it erected by speculative builders who were able to build quickly in response to employers' needs. Aesthetic and environmental qualities and convenience of use were low priorities. Houses were mainly rented and had to provide a small return on their capital outlay. Progress was slow, despite a few enlightened manufacturers building the first model villages or green villages, such as Saltaire and Akroydon. Coal mining, however, was a competitive and insecure industry and colliery owners remained pragmatically cautious. Long rows of similar-looking colliers' cottages continued to be built close to the workplace.

At Whaley Thorns, east of Bolsover, the first of four phases of housing for the Langwith Colliery was built in the late 1870s. These were plain in appearance, built without proper foundations and set out in parallel streets in a dense concentration. A church, chapel and a school were built close-by. They were of an interlocking L-shaped plan which allowed for 3 bedrooms, and their internal floor space was greater than in contemporary terraced housing for brickyard workers and other rural workers in the district. They were perhaps typical of miners' housing in the region until a new standard was set by the building of the first colliery model village on a greenfield site named New Bolsover by the Bolsover Colliery Company between 1891-95.

The brainchild of mining engineer Emerson Bainbridge, this village was built by a new company to attract a young workforce to a new deep mine. Nearly 200 relatively spacious and attractive terraced houses were built in short rows around three sides of an open grassed area, and 12 semi-detached houses nearby for colliery officials. Well designed community buildings were close-by and open areas and sports grounds separated the village from the workplace. The village was designed for home and leisure alike and maintained as a single entity with no housing added later. An apparent uniformity of the houses belies a variation of seven house plans, with between 2-4 bedrooms made available. They had an average floor space of 970ft² (90m²), a generous figure for the time. The village layout is thought to have been designed by Percy Houfton, and although the designer of the houses is unknown, he may well have been responsible. Within a few years he was designing the well-regarded houses at the model village of Creswell for the same company.

With Creswell being built, the Bolsover company found the new village of Carr Vale, south of New Bolsover, a convenient place for overspill housing. Started up by speculative builders and various individuals next to a new railway in c.1896, this settlement grew organically along existing lanes, with its building plots kept within pre-existing field boundaries. By the outbreak of World War I a compact village had been created with over 400 houses, shops, churches and a hotel. Of these about 150 were built by the Bolsover company, in long rows and to a cheaper standard than the other housing. Although with rear extensions and 3 bedrooms, they were smaller than the tied cottages at New Bolsover and lacking in any decorative effect. Most of the other Carr Vale housing was rented out to miners working in other collieries, factory workers, clerks and rural workers.

Similar colliery housing to that at Carr Vale was built at Stanfree, a hamlet north of Bolsover, when the Oxcroft Colliery opened a new mine in 1901. Shortly afterwards coal mining entered a depression and with collieries reluctant to invest further in housing, speculative builders made up the housing shortfall. Several terraces were built alongside the Clowne Road between Stanfree and nearby Shuttlewood, in a ribbon development. Extra cost would have been incurred when building new streets and drainage on undulating

farmland and this was avoided. A variety of houses were built, mainly in short rows, some with cellars, decorative frontages etc., but mainly to the general standards of size and layout of the time. The unusual later development of houses along a new street (Bentinck Road), laid out across a field near Shuttlewood, appears incomplete and ill-judged by whoever was responsible.

At Whaley Thorns, a second phase of housing appeared in c.1900. This consisted of several wider spaced streets than before, with well proportioned terraced houses of the same interlocking L-shape plan as before. The Langwith company also built some large villas and probably a new institute at this time. Little housing for miners was built after c.1910 in the Bolsover area, with the exception of council housing in the late 1920s. In contrast, two more phases of construction followed at Whaley Thorns, the first between 1911-16 being an unusually tight development of terraced houses with the standard rectangular plan and rear extension.

With Britain's coal mining industry still to reach its peak, the Langwith Colliery built yet more housing in 1920. In the face of a major housing shortage after World War I, the Industrial Housing Association was formed by major collieries to build large-scale estates with government loans and subsidies. One of their first developments was at Whaley Thorns where new style houses were built in blocks of 2 and 4 at low density in a former wood. These came in a variety of plans, were built with cavity-walling and had inside toilets. Although still cheaply built, they represent a new concept in workers' housing and were a forerunner of council housing that followed.

With the end of mining in the Bolsover area in recent years, the industry's housing legacy has fared differently in the villages around Bolsover. The two settlements built almost exclusively by colliery companies, New Bolsover and Whaley Thorns, have suffered the most, with the loss of jobs, facilities and community confidence. Whilst the better built houses at New Bolsover are now listed and protected, at Whaley Thorns, most of the earliest housing has been demolished. The speculative housing at Carr Vale and Stanfree / Shuttlewood has largely been sold on to private buyers, although much of their original features (including original name-plates) and character has since been lost in the modern vogue for 'improvements' and the desire to paint or render their outsides.

LIST OF CONTENTS

	<i>page</i>
Abstract	
List of Contents	
List of Illustrations	
Project background	1
Fig. 1	
1. New Bolsover	2
Figs 2 - 29	
2. Carr Vale	15
Figs 30 - 42	
3. Stanfree and Shuttlewood	21
Figs 43 - 53	
4 Whaley Thorns	25
Figs 54 - 73	
5. Conclusion	32
6. References and Acknowledgements	35

LIST OF ILLUSTRATIONS

Fig.1 Map showing the location of the mining settlements of New Bolsover, Carr Vale, Stanfree and Shuttlewood, and Whaley Thorns in relation to Bolsover. Also shown are the collieries (black circles), other places mentioned in the text, along with major roads, principal railways (dashed) and the River Doe Lea. Scale 1:50,000.

1. NEW BOLSOVER

Fig. 2 The town of Bolsover and its immediate surroundings, including New Bolsover, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1899. To scale.

Fig. 3 A simplified plan of New Bolsover village in relation to Bolsover Colliery and nearby railways. Reproduced from Bulman, H. F. 1920. *Coal Mining and the Coal Miner*. London: Methuen & Co. Ltd. Not to scale.

Fig. 4 Portrait of Emerson Muschamp Bainbridge (1845-1911). Taken from the Bolsover Colliery Company's Jubilee Souvenir booklet of 1939.

Fig.5 Part of a 25 inch (1:2,500) scale Ordnance Survey plan of 1970 showing the model village and villas at New Bolsover, with Bainbridge Hall and the former Methodist Church to the bottom right. The orange lines are pre-existing field boundaries, the blue lines show trackways and the red dotted line a possible right-of-way. (*Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618*).

Fig. 6 The village of New Bolsover as seen from Bolsover Castle.

Fig. 7 Houses at New Bolsover that overlook the central green and have Bolsover Castle as a backdrop.

Fig. 8 An early view of the Co-operative store at New Bolsover, with the tramway in the foreground.

Fig. 9 A: A view of numbers 1-5 New Bolsover, a block of three houses that included the former Post Office, taken in 1985. NMR neg. ref. BB93/13701. © Crown Copyright NMR. B: An early view of nearby houses showing the original casement windows, then painted brown.

Fig. 10 Frontage of one of the houses that faces the green at New Bolsover.

Fig. 11 View of the most easterly rows of houses (Piano Row) at New Bolsover, showing differences in brick colouration at the south-east corner of the rectangle, and an added round arch and brick walling at one of the through passageways between the rows.

Fig. 12 Rear view of one of the houses that faces the green at New Bolsover, showing windows lighting the kitchen and former pantry, and one lighting a bedroom with, alongside, an added window for a bathroom.

Fig. 13 Internal view of one of the houses at New Bolsover, showing a staircase and part of a stripped lath and plaster partition wall at first floor level.

Fig. 14 An attic bedroom in a house at New Bolsover.

Fig. 15 Surviving copy of a National Coal Board plan showing the dimensions of Types 4-7 of the houses at New Bolsover model village. The total of 192 is two short of the full number of houses. *Courtesy of Derbyshire Local Studies Library*.

Fig. 16 Floor plans of a 3-bedroom cottage at New Bolsover. Not to scale.

Fig. 17 Part of a 25 inch (1:2,500) scale Ordnance Survey map of 1970 showing the model village and villas at New Bolsover, with Bainbridge Hall and the former Methodist Church to the bottom right. The blocks of houses are highlighted in colour to show the different plan types. Photograph viewpoints are shown with arrows. (*Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office* © Crown Copyright Licence No. AL 100020618).

Fig. 18 A pair of semi-detached former officials' houses on Villas Road at New Bolsover.

Fig. 19 Decorative brickwork and terracotta plaque on the frontage of one of The Villas at New Bolsover.

Fig. 20 Ground floor plan of one of the semi-detached former officials' houses on Villas Road, New Bolsover. Not to scale.

Fig. 21 The former Co-operative stores at New Bolsover, currently being refurbished for domestic use.

Fig. 22 The former Institute and working men's club at New Bolsover, now used as a public house.

Fig. 23 Detail of the original Victorian staircase remaining in the former stores building at New Bolsover.

Fig. 24 Interior view of the north wing of the former Institute at New Bolsover, now used as a public house function room.

Fig. 25 A published architectural drawing of the Schools building at New Bolsover, designed by the Nottingham-based architect Arthur W. Brewill. Taken from *The Builders' Journal*, October 22nd, 1895.

Fig. 26 An old view of the children playing on The Green at New Bolsover, with the Schools building showing in the background. *Courtesy of Bolsover Civic Society*.

Fig. 27 One of a series of photographs taken by the RCHME (now English Heritage) of the exterior of the former Schools building at New Bolsover before it was demolished in 1987. NMR neg. no. BB93/13687. © Crown Copyright NMR.

Fig. 28 Regular straight rows of terraced housing built in the later part of the 19th century at Seymour Colliery and Poolsbrook near Staveley, north of Bolsover. Here shown on an Ordnance Survey map of 1899. Not to scale.

Fig. 29 An early Ordnance Survey map showing miners' housing at Warsop Vale, east of Bolsover, built not long after the plan of New Bolsover became known. Although set between the colliery and a railway line it bears a passing resemblance to New Bolsover in being set around three sides of an open rectangle. Not to scale.

2. CARR VALE

Fig. 30 The town of Bolsover and its immediate surroundings to the west, including Bolsover Colliery, New Bolsover and a fully-formed Carr Vale, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1938. Original scale.

Fig. 31 The plan of developed Carr Vale as shown on 25 inch (1:2500) scale Ordnance Survey maps of 1962, with the pre-existing field and track pattern overlaid in colour, To scale. *Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office* © Crown Copyright Licence No. AL 100020618.

Fig. 32 Perhaps the oldest building remaining at Carr Vale, the former station master's house of the now lost railway station, Bolsover South.

Fig. 33 A pair of largely still intact original frontages (centre) of Allerton Cottages, North View Street, some of the first houses built at Carr Vale Street.

Fig. 34 The present-day Post Office at the corner of Spencer Street and Main Street, Carr Vale. According to William Spray's memoir this was built for a Mr Ward, a miner, as a boot shop. A coal carting business was based next-door.

Fig. 35 Terraced houses, built mainly in blocks of 6, on the north side of Charlesworth Street, Carr Vale. These may be the houses built by Hill and Dakin in 1902.

Fig. 36 Frontage of one of the miners' houses on Scarsdale Street, Carr Vale.

Fig. 37 View showing Bathurst Road, Carr Vale, with intact outhouses to the former miners' houses on Charlesworth Street.

Fig. 38 Floor plans of a former miner's house on Scarsdale Street., Carr Vale. Not to scale.

Fig. 39 An old view of c.1910 looking eastwards along Charlesworth Street, Carr Vale, showing privately-built houses to the left, and colliery housing to the right. *Copy courtesy of Derbyshire Records Office.*

Fig. 40 A detached house built at the end of Railway Side Street , Carr Vale by Mr Lyme, a colliery deputy at Bolsover Colliery in 1904.

Fig. 41 View of privately-built houses on Sutton Hall Road, Carr Vale, with bay windows and reasonably sized front gardens that date from c.1910.

Fig. 42 Carr Vale as shown on 25 inch (1:2,500) scale Ordnance Survey maps of 1962. The pre-existing field and lane patterns are shown with coloured lines, and the different stages in its development and house types etc. mentioned in text are highlighted in coloured blocks. To scale. Photograph viewpoints (except for Fig. 32) are shown by arrows. (*Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618*).

3. STANFREE AND SHUTTLEWOOD

Fig. 43 The Stanfree and Shuttlewood area, as shown on 6 inch (1:10,560) scale Ordnance Survey maps of 1899, just before large-scale coal-mining arrived in the area. Scale 1:12,500.

Fig. 44 View from Shuttlewood, looking northwards down the Clowne Road towards Stanfree.

Fig. 45 Some of the earliest and narrowest houses in Shuttlewood, the far left ones being called Columbia Cottages and dated 1886. The grey rendered house to the right has been extended.

Fig. 46 The Oxcroft Colliery site, Clowne Road and the colliery cottages (towards the top), as shown on a 25 inch (1:2,500) scale Ordnance Survey map of 1962. To scale. The viewpoint of Figure 47 is shown with an arrow. *Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618.*

Fig. 47 A long row of miners' cottages, set back from Clowne Road and near the entrance to the former Oxcroft Colliery at Stanfree.

Fig. 48 Part of Springfield Terrace on Clowne Road, Stanfree. Ten good-quality and largely unaltered terraced houses with attic dormer windows, central window columns similar to ones used in Carr Vale, and small front gardens. The pair at the south end are built with a different coloured brick.

Fig. 49 Houses built on the south side of Chesterfield Road, Shuttlewood after 1900.

Fig. 50 A pair of small Council-built bungalows in a crescent at Stanfree built c.1930 and first used by retired miners from the nearby colliery.

Fig. 51 The incomplete and isolated terraced housing on Bentinck Road, Shuttlewood, as shown on an Ordnance Survey 25 inch (1:2,500) scale map of 1962. To scale. The viewpoint of the photograph below is shown by an arrow. (*Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618*).

Fig. 52 View along Bentinck Road showing the now pedestrianised central road, the attic dormer windows, added porches and, to far left, part of a single storey extension to the rear of the houses.

Fig. 53 The Stanfree and Shuttlewood area, as shown on 6 inch (1:10,560) scale Ordnance Survey maps of 1947-48, with large-scale coal-mining operating in the area. House groups referred to in the text are shown as overlaid coloured blocks. Photograph viewpoints are shown with arrows. Scale 1:12,500.

4. WHALEY THORNS

Fig. 54 Whaley Thorns, Langwith Colliery and part of Nether Langwith, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1899. Scale 1:10,000.

Fig. 55 Whaley Thorns, Langwith Colliery and part of Nether Langwith, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1921. Scale 1:10,000.

Fig. 56 The older part of Whaley Thorns, as shown on the 25 inch (1:2,500) scale Ordnance Survey map of 1938. To scale. Photograph viewpoints are shown with arrows.

Fig. 57 The later part of Whaley Thorns, as shown on the 25 inch (1:2,500) scale Ordnance Survey maps of 1938 (right) and 1960 (left). To scale. Photograph viewpoints are shown with arrows. (*Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618*).

Fig. 58 View along the frontage of Stone Row, Portland Terrace, Whaley Thorns, built shortly before 1875.

Fig. 59 An original stone-built two-compartment outhouse situated behind Stone Row, dating to before 1875.

Fig. 60 Floor plans of one of the cottages on Stone Row, Portland Terrace, Whaley Thorns. Not to scale.

Fig. 61 An old view looking northwards down the now demolished Church Street, Whaley Thorns. The corner shop still remains. *Courtesy of Whaley Thorns Heritage Centre.*

Fig. 62 View showing the cramped yard space between Bathurst Terrace and Scarcliffe Terrace, Whaley Thorns, now demolished. The houses' internal interlocking plan is indicated by the pattern of windows of differing width. *Courtesy of Whaley Thorns Heritage Centre.*

Fig. 63 Houses with the through-by-light plan built on Chapel Street, Whaley Thorns in c.1900.

Fig. 64 An original panelled cupboard in a house on Chapel Street, Whaley Thorns, that was originally fitted in the middle of the L-shaped join with its neighbour.

Fig. 65 Floor plans of a house on Chapel Street, Whaley Thorns. Not to scale.

Fig. 66 The Methodist Chapel and Sunday School on West Street, Whaley Thorns.
The building is now the home of Whaley Thorns Heritage Centre.

Fig. 67 The large but architecturally uninspiring Miner's Institute building on Main Street, Whaley Thorns, situated close to the centre to the older part of the village.

Fig. 68 One of the two relatively large semi-detached villas built for colliery officials on West Street, Whaley Thorns.

Fig. 69 Distinctive Phase 3 terraced houses on Jellicoe Street, Whaley Thorns.

Fig. 70 A block of four houses built at The Woodlands, Whaley Thorns by the Industrial Housing Association in the early 1920s.

Fig. 71 Rear view of rendered semi-detached houses built at The Woodlands, Whaley Thorns.

Fig. 72 Floor plans of a house at The Woodlands, Whaley Thorns. Not to scale.

Fig. 73 Phases of development of the mining village of Whaley Thorns, between c.1873 and 1930. Colours overlaid on an Ordnance Survey 6 inch (1:10,560) scale map of 1948. Scale 1:5000.

PROJECT BACKGROUND

This report has been commissioned by England's Past for Everyone (EPE), a project promoted under the auspices of the Victoria County History and sponsored by the Heritage Lottery Fund. It is currently involved in fifteen research projects in ten counties in England, one of which is Derbyshire. The first of two Derbyshire projects is focused on Bolsover and will result in a paperback book with the working title: 'Bolsover: Castle, Town and Colliery', an education project and an interactive web treatment. This report is a preliminary contribution towards these aims. The funding partners for the Derbyshire projects are the University of Nottingham, Derbyshire County Council and the Derbyshire Victoria County History Trust.

The purpose of the EPE Bolsover project is to understand the wider history of the town through an analysis of the castle, the development of the coal industry, social, economic and religious factors and the wider landscape. The architecture part of the project examines the physical origin and character of the areas of settlement associated with three of Bolsover's colliery companies between 1870 and 1980. It takes into account the character of the area of study in 1870, including the town of old Bolsover, and highlights the subsequent differences between the employer provided housing and privately built housing in the satellite settlements of Bolsover that formed close to the new colliery sites.

This report falls into four sections or case studies, dealing in turn with the model village of New Bolsover (Bolsover Colliery), the nearby village of Carr Vale (Bolsover Company), the outlying settlements of Stanfree and Shuttlewood to the north of Bolsover (Oxcroft Colliery), and the mining village of Whaley Thorns near Nether Langwith to the east (Langwith Colliery). All fall within the District of Bolsover. They are villages that predominantly housed the men and some women who worked in the local coal industry, and where their children were raised. Each represents differences in the ways and the means by which such settlements started, were built and subsequently expanded or stagnated, in their differing topographical settings.

The report is illustrated with 73 maps, plans and photographs. The latter include several older views but most were taken by the author during fieldwork conducted for the project. There are floor-plans of six houses to illustrate some of the housing that is discussed. Help provided by colleagues at Trent & Peak Archaeology included preliminary documentary research carried out by Eileen Appleton and Alison Wilson and CAD drawings of the floor-plans prepared by David Walker. Repositories visited included the county archive and local studies libraries in Matlock and Nottingham, Chesterfield Library and the Manuscripts and Special Collections at the University of Nottingham. The author was assisted at the outset by historians Philip Riden and Dudley Fowkes and later by local historians Bernard Haigh and Tony Warrener. Full acknowledgements are given at the end of the report.

Although not an exhaustive study this report aims to provide a detailed introduction to a subject that was of no small importance in the lives of the mining communities of Bolsover and its surroundings in comparatively recent historical times.

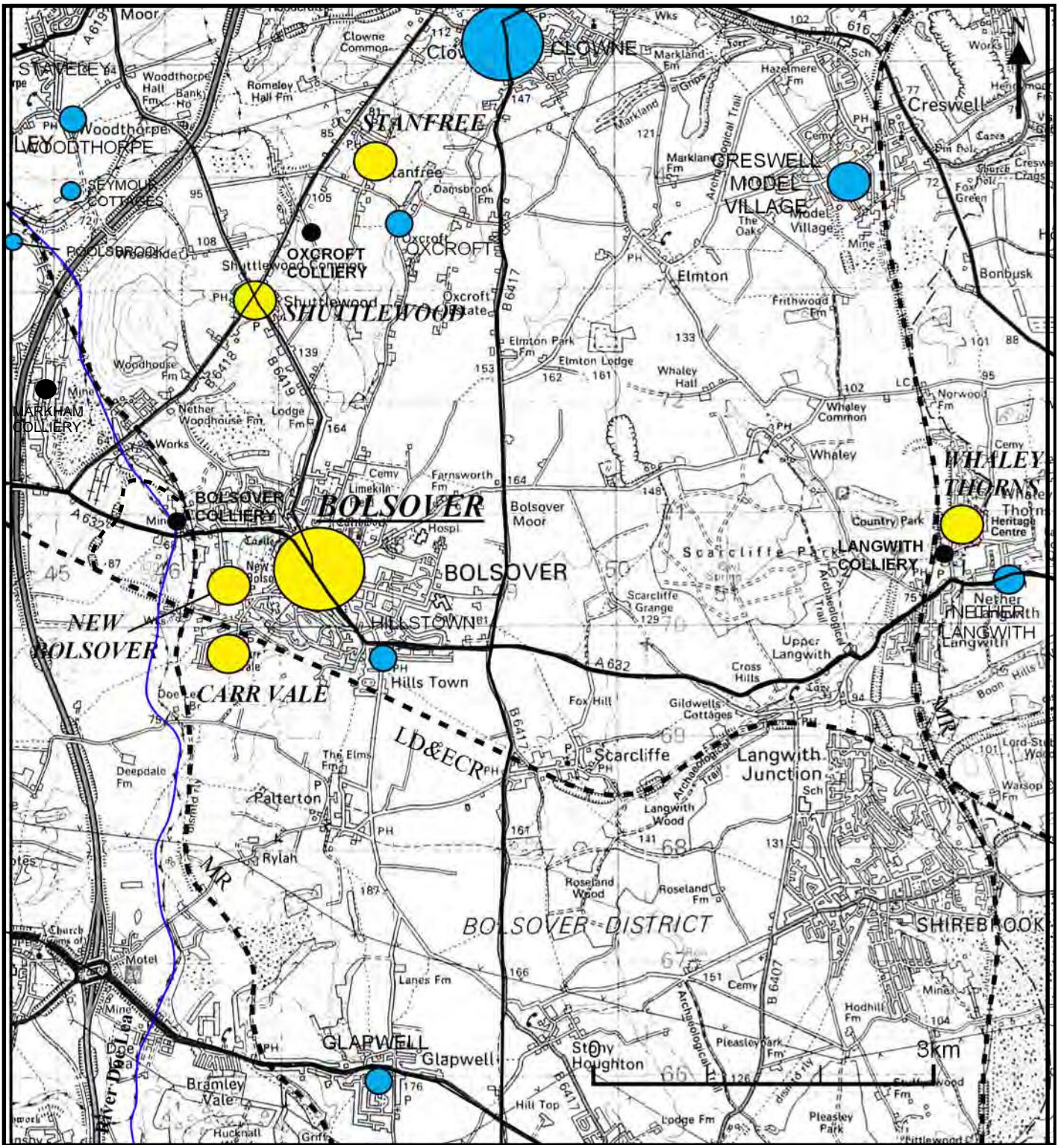


Fig.1 Map showing the location of the mining settlements of New Bolsover, Carr Vale, Stanfree and Shuttlewood, and Whaley Thorns in relation to Bolsover. Also shown are the collieries (black circles), other places mentioned in the text, along with major roads, principal railways (dashed) and the River Doe Lea. Scale 1:50,000.

1. NEW BOLSOVER

1.1 Introduction

A writer in 1920 commented that 'There are few, if any, pleasanter or cleaner or better kept colliery villages than (New) Bolsover in Derbyshire. It is not new, having already been in existence for more than a quarter of a century' (Bulman 1920, 284). Several years earlier the builders of New Bolsover, the Bolsover Colliery Company, had added *Builders of Model Villages* as a sub-title to a full-page advertisement about the Company in *The Times* (1st December 1913). Below this it stated that 'The Company were the first to build colliery villages on garden city lines, with the result that the sordid surroundings generally associated with 'pit villages' are entirely absent at Bolsover, Creswell, Mansfield – wherever, indeed the Company are conducting operations.' A coal industry report of 1945 was able to further add that the housing at Bolsover and Creswell '...both in accommodation and layout compare not unfavourably with others built several decades later' (Griffin 1971, 169, quoting from *North Midlands Coalfield, Regional Survey Report*, HMSO, 1945). In 1989 the houses at New Bolsover were given listing protection despite the objection of Bolsover District Council, which by this time owned most of them.

1.2 Background

The area known as New Bolsover was built in the 1890s as a self-contained settlement on what was then a greenfield site less than a mile to the west of the old town of Bolsover (Fig. 2). It was built to provide rented accommodation for miners at the nearby Bolsover Colliery which was situated alongside the Doe Lea valley branch-line of the Midland Railway. In addition to 194 houses, built in straight terraced blocks around an open square (which came to be called *the Green*), the village had a its own school-cum-village hall, institute or working men's club, village store, church and orphanage, sports grounds and allotment gardens. Several semi-detached villas were also built to the north of the village for managers and head teachers. The former miners' houses are still referred to locally as 'the Model.' Figure 3 is a plan published in Bulman that neatly shows the relative spacing of colliery, railways and buildings.

The decision to start building New Bolsover in 1889 is largely attributed to the mining engineer, manager and businessman Emerson Muschamp Bainbridge, founder of the Bolsover Colliery Company (Fig. 4). Less clear is who was actually responsible for the precise design of its layout and the plans of its houses (referred to at the time as colliers' cottages). The Nottingham-based architectural practice of Brewwill & Baily is accredited with having designed the school, and probably the store and the Institute, and listing descriptions at the National Monuments Record suggest that they may have also designed the houses. However, the alternative view that Percy Bond Houfton, cousin of the Colliery Manager John Plowright Houfton, had a significant hand in the design and that revisions were made by the architect Sir Richard Webster, is a more likely explanation. Percy Houfton is firmly accredited with the design of the houses at Creswell model village, whose construction started almost immediately after New Bolsover was completed.

The ultimate decision to proceed with building the first village was an expression of the confidence of the Bolsover Colliery Company. With most of the reserves of easily accessible coal within the Nottinghamshire-Derbyshire coalfield nearing exhaustion mining engineers sought to locate coal at greater depth in the so-called concealed coalfield. In 1865 Richard Barrow, a partner in the Staveley Coal & Iron Company, took out a 21 year lease to mine the Top Hard seam (known elsewhere as the Barnsley Bed) of coal at Seymour Colliery north of Bolsover. The Sheepbridge Coal and Iron Company found the same seam in 1883 at Glapwell at a depth of 285 yards (Williams 1962, 175). The Staveley company also took out a lease under the Sutton Hall estate north-west of Bolsover and Markham No 1 colliery was in full production by 1885 (Bridgewater 1999, 7). Both these large competing companies expressed interest in

exploiting the coal under the land of the largest landowner in the district, the Duke of Portland, but negotiations failed.

In 1888 Bainbridge obtained a lease from the Duke to mine coal reserves under 7000 acres of land between Bolsover and Elmton (Creswell) in Derbyshire. Bainbridge, who hailed from Newcastle, was involved in colliery companies in several counties and had substantial mining and railway interests in Midlands counties and Yorkshire (Wilmot 2005). The necessary capital was raised by subscription, the new company formed and drilling started in 1890. The nearly two metre thick Top Hard seam was eventually reached in September 1891 at a depth of 355 yards (a figure quoted in 1913 Times advertisement; about 324m).

Plans for the village were submitted to the Duke of Portland and approved by all concerned by August 1891. Preliminary construction work may even have started *before* the drillers had reached the coal seam. Both the new colliery and the settlement were within proximity of the imposing Bolsover Castle that dominates the promontory to the east. Then no longer occupied by either family members or sitting tenants, the Duke evidently had no remaining qualms about the industrial site and its accompanying housing settlement blighting the view from the Castle.

The colliery's position was mainly influenced by the presence of the Midland Railway branch-line and the opportunity it offered of access to the lucrative London market. This had already been built along the valley and was clearly visible below the Castle. Agricultural income was in serious decline at this time and rents and returns derived through the exploitation and transport of minerals resources was its replacement. Nevertheless, whilst the Duke of Portland was about to profit handsomely from the developments, the sudden arrival of extensive industrial workings within sight of the old town must have shocked many of the residents of Bolsover.

1.3 DESCRIPTION

1.3.1 Position of the village

The new village was positioned in open farmland on the lower west slope of the Castle and town escarpment, with a gently sloping prospect to the west where the school was centrally placed. The alignment of the near-square plot was set within an existing field in an area displaying regular enclosure-style boundaries. The north and east boundaries of the plot roughly coincided with those of one of the larger fields (Fig. 5). The village was sited at the end of an existing track from the Chesterfield Road to a nearby farmhouse. The eventual build appears to have been precise enough to maintain a continuation of this track, a possible historic right-of-way, through gaps between several of the blocks and as a north-south path that crossed the middle of The Green, and continued southwards across allotments. On the First Edition 25 inch scale Ordnance Survey map of 1875 it still showed as a line of trees. It also appears to have lined up with a north-south running track to the south that gave access to Carr House Farm (Fig. 2). It may have been part of an old routeway running parallel with the River Doe Lea.

The whole plot was also positioned some distance from the railway line with open space on all four sides, land intended to be used for allotment gardens and sports grounds and useful as a buffer from the noise and smoke from the industrial site. A strict demarcation and distance was maintained between the village and the colliery itself. In the four corners formed where the north-south railway line crossed the east-west Chesterfield Road, the industrial workings (colliery and brickworks) were largely confined and concentrated to the north-west sector and the miners' settlement to the south-east.

The somewhat intrusive regularity of the new settlement and its surrounding grounds in what had been a quiet rural backwater was not to everyone's liking. The writer D. H. Lawrence was alluding to New Bolsover when describing his fictional village of Stacks Gate in *Lady Chatterley's Lover* as 'set down like a game of dominoes that some weird 'masters' were playing on the surprised earth.' (Cambridge Edition 1993, 154). When viewed from the Castle one can perhaps see what Lawrence was imagining (Fig. 6). The view in the other direction shows how the Castle dominated the skyline at the village (Fig. 7).

1.3.2 Miners' houses

The houses or colliers' cottages were built in straight terrace blocks or rows, set around three sides of an open rectangle, in a fashion similar to a square in central London. Some of the houses face directly westwards and these were partly protected from inclement weather by trees and shrubberies planted in the central area, used mainly as a children's playground. A roadway separates these inner rows from an outer set of parallel rows that face outwards in three directions. This was initially used for a tramway that delivered building materials from the colliery brickworks and later delivered the coal allowances and collected the rubbish and night soil from the back yards of every house (Fig 8). It is now the main back street vehicular access through the village. All houses were provided with a 6 foot (approx. 2m) deep garden to the front, and a yard to the rear with a brick-built outhouse for holding the free coal and an earth-closet (not until 1900 did water closets become more widely available). There was also access to an allotment garden for a small extra annual rent.

There are 194 houses in the main part of the village and 12 semi-detached houses to the north. The 194 consist of twenty blocks of 8, four blocks of 7 and two blocks of 3. The block with houses numbered 1-5 included the village post-office and this block was singled-out for early listing in 1981, along with the store (Fig 9A). This view can be compared with early views of the village which, although in nearly every instance were taken long distance, were clear enough to show the original small-pane casement windows (Fig. 9B).

Where set on sloping ground the houses are stepped in pairs. They are brick-built with ashlar stone dressings and blue slated roofs. The brickwork includes a dentilated course below eaves level and an ornamental terracotta band with a rosette pattern at mid-height at the front; there are also decorative ridge tiles (Fig 10). The external coursework is of Flemish garden wall bond and bricks vary in length but average out at 9 inches (227mm). The external walling, front and back, is of one brick thickness to full height. A lack of any evident cracking in the brickwork, together with the necessity of building on sloping ground on clay, would suggest that they were built on platforms with stable foundations; there are no cellars. The brickwork colouring is mainly of orange tone, but the four blocks of 7 houses that form the north-east and south-east corners are built with bricks of a browner hue (Fig 11). With all the houses, openings to the front are flat-arched, whilst those original to the rear are round-arched (Fig 12). No original windows of the standard casement type survive but some possibly original sash windows remain to the rear of several houses. Doors now vary in design but most are the preferred four-panelled variety.

The most obvious distinction amongst them is the presence of an attic dormer window at the front of all those houses that face onto The Green and the houses that face north, 118 of the total. Otherwise, the houses were of similar internal design in that they opened straight into a sitting room, with a straight cross-staircase dividing off a back kitchen or scullery, with a separate pantry; extra storage was used below the staircase. The staircase, round-arched at the bottom, rose to a large front bedroom and to either one or two smaller bedrooms to the rear. Those houses with an attic bedroom at the front had a lath and plaster partition separating off a first floor landing from the rear bedroom(s) (Fig. 13). The attic bedroom was lit by the dormer window but had the disadvantage of a partly sloping ceiling (Fig. 14).

The houses tend to look much alike and present a unity of design and purpose. However, differences in the rear elevations of the houses, the settings of the chimney stacks and the overall site plan indicate other variations. This is especially obvious on the east side of the rectangle where those houses facing The Green are noticeably narrower than those behind that face eastwards towards the Castle. The latter is known locally as Piano Row, presumably on account of being perceived as having more space to accommodate such an item, and a surviving plan refers to them as Parlour Cottages. However, this is mistaken as these rooms are in fact comparable in floor-area to their counterparts, for whilst they are wider they are shallower in depth. Although they lack the attic bedroom of the nearby houses, two similar-sized windows at first floor level indicate that, unlike the other houses, their width allowed for two bedrooms to the rear, along with one to the front. Generally, the vast majority of the houses had three bedrooms and only 32 on the southernmost rows had only two bedrooms.

Confirmation of these differences is provided in a surviving National Coal Board drawing which distinguishes house plan types 4 to 7 (Fig 15; copy at DLSL has no reference number; that showing types 1-3 is missing). The differences portrayed include variations of internal width of up to 1ft 10ins (0.56m) and overall depth of up to 4ft 3ins (1.3m). The smallest houses are those of type 6, (house numbers 191-221), which lacked a heated kitchen and had two bedrooms. The most spacious houses, type 4, were positioned diametrically opposite (house numbers 55-67), and these had both a large kitchen and four bedrooms. These two types varied between about 70.8m² and 105m² (765ft² - 1130ft²) in total floor-space area, whilst the vast majority of houses were of a middle-ranging size, around about 90m² (970ft²) in size with three bedrooms. This includes one surveyed for this report, situated overlooking the north side of The Green (Fig. 16). Figure 17 shows the suggested distribution of the different types.

The spaces made available may have catered for variations in the size of miners' families, although rents charged only varied between 3 shillings and 3 shillings and sixpence per week (Haigh, 1989, 10). Low subsidised rents were intended to help attract miners and to keep them in the village. Thirty years later these had only risen marginally to a range of 4 shillings and threepence to 5 shillings and sixpence (Bulman 1920, 286). Tenancy agreements required that the houses be well maintained and included clauses such as one about broken crockery and bottles being kept on a shelf and not ending up in the ash pit (Rhodes 1983, 408). The company was obliged by its agreement with the Portland estate to maintain the outward appearance of the houses and fences and to enter the properties at least twice a year to inspect the interiors (UoN DMSC ref. PI E12/9/1/21/2. Draft agreement endorsed 28/08/1889).

1.3.3 Officials' housing, The Villas

A line of six semi-detached two-storey houses were built in 1894 on Villas Road to the north of the main village and the original farmhouse, and closer to the colliery. These were intended for the colliery officials and the head teachers at the school. They are well-built on terraced ground with blue-brick damp coursing, ornamental dentilation at the eaves and stone detailing (Fig. 18). The frontages have Flemish-bond brick coursing and each house shows part of a dual date-plaque, the first showing ANNO, the second showing 1894 (Fig. 19).

These houses are noticeably larger than the miners' cottages, each being two bays wide and with a total floor-space of about 117m²(1265ft²). The inside bay projects forward and is fronted with a single-storey bay window behind which there is a front parlour with a separate living room to the rear. The outside bay has a front door opening into a hall (with pantry to side) that leads on to a back-kitchen and a dog-leg staircase to the side. The staircase rises to a first-floor landing off which there are two large bedrooms (mirroring the parlour and sitting-room below) and two smaller rooms. A doorway beneath the stairs gave access to a sizeable cellar. As with the miners' houses, ablutions were carried out in an outside toilet and a separate outhouse was used to store coal and ash. Figure 20 shows the ground-plan of a house that has been extended to the rear in two stages to enlarge the kitchen and move the pantry

from the front of the house. The bathroom is in the room above the front hall. Remaining internal doors, panelling and staircase are of good quality workmanship.

Each house is set back from the road by a long garden, with two trees (a sycamore and a beech) towards the west end to add to their privacy and act as wind-breaks. To the rear they have a yard, service road and separate allotment garden. About half of the houses have since been extended at the back.

1.3.4 Community buildings

In addition to the housing several larger buildings were included in the overall plan, principally a co-operative store (Fig. 21), an institute or clubhouse (Fig. 22), and a sizeable schools building that included a large central hall that could also be used for village meetings. The first two were built within the north-west corner of the rectangle, to either side of the middle road. They are handsome two-storey buildings built of brick coursed in English bond, with stone dressings and tiled roofs. The store has a central hall, off which there are four compartments and a staircase leading up to two larger ones on the first floor. The store dealt in groceries, drapery, footwear etc. and it contained a butchery and a likely bakehouse; storage was to the rear of the building. The store has a storage cellar that was renowned for filling with water, and a later extension on its south side. Internally, it now only retains its original staircase and one section of wall panelling (Fig. 23). Figure 8 shows the stores building in its heyday with the so-called 'tub-railway' that delivered coal to the houses in the foreground.

The Institute was fitted out with a billiard-room, reading-room, smoke-room, games-room, committee-room and a library with 900 books (Bulman 1920, 286). It had a membership by subscription of 400-500 and was run by a committee of ten elected members, with the colliery's general manager as chairman. Now a public house the north wing of the building, currently used as a function room, looks much as it may have done originally (Fig. 24).

The colliery school is known to have been designed by Arthur William Brewill, senior partner of Brewill & Baily architectural practice. A design for the latter was published in 1895, although the finished building had two large front windows whereas the published design shows only one large window lighting the central open hall (Fig. 25). The latter, set below a hammer-beam roof, was bordered on either side by four compartments, one being a nursery for 75 infants and the seven others being classrooms, each capable of accommodating 50 schoolchildren, making a total of 425 inmates in all. Records suggest that up to 520 children were housed though. This may seem a high figure for a settlement of about 200 houses where the boys were expected to start working at the mine at the age of 13, but the mining workforce had both a legendary high fertility rate and high survival rate of its youngsters (Griffin 1977, 280). Rooms for the teachers, clerical staff and cooks were to the front of the building. Figure 26 is an old view that shows the school facing the Green.

It is unclear whether or not Brewill was responsible for designing the other two buildings but it seems more than likely as there were architectural elements common to all three buildings. These include such Tudor-revivalist details such as oriel windows, timber framing showing in the gables and the use of 4-point arches above larger windows.

Against much local opposition and to lasting regret the school building was demolished in 1987. Figure 27 is one of the detailed views taken of the disused building before its demolition. The other two buildings remain and have since undergone changes of function, the store most recently having been used by a commercial concern (and current refurbishment to new domestic use), and the institute as the local public house. Old views of these buildings show that their exteriors have changed only in minor respects. As with the houses, although the internal layouts remain much as before, only a few of the original fittings survive.

Immediately to the south-east of the village an orphanage was opened in 1901 that was intended for the children of miners lost in the mines and built at the instigation of Bainbridge, after whom it is today named. Even before completion, the latter was described as a potential white elephant and it soon came to be used as a home for various village organisations (e.g. the Baby Welfare movement). Next to this a Wesleyan Methodist church was opened in 1905 but this has since been demolished. A nearby Mission Church connected to the Parish Church of Bolsover, opened in 1907, is now used as a garage.

Who actually built the houses and the ancillary buildings is not recorded. The local building trade in Bolsover will have had limited capacity as the town had hardly grown in size since the 17th century. A large firm or consortium of smaller concerns in Chesterfield is a more likely source for the expertise and labour. Although bricks were sourced from the colliery site, items such as slate roofing and timber for the roofs and floorboards had to be brought in. The houses were completed at a rate of about 50 per year, with the architect probably overseeing the work.

1.4 How important is New Bolsover?

The model village at New Bolsover has been described somewhat succinctly by architectural historian Pevsner in his book on Derbyshire buildings as an example of enlightened planning. It is also seen as a milestone in the so-called garden village movement, a forerunner of the English garden city movement. In considering these views it is first necessary to review the wider picture of workers' housing, both nationally and locally, leading up to the last decade of the 19th century.

During the 19th century the prevalent type of workers' housing throughout England and Wales was the terraced house of either the back-to-back type or the through variety, with access or lighting to front and back (Caffyn 1986, 109). The former type was continually criticised from the first half of the 19th century onwards for being cramped and unhygienic for lacking through-ventilation, but they continued to be built in the larger towns and cities as late as 1909, when they were finally outlawed. The nearby large towns of Sheffield and Nottingham had high concentrations of them, as did the Derbyshire mining villages of Clay Cross and Staveley (Williams 1962, 443).

By the last quarter of the 19th century working class housing outside the largest towns and cities, including the railway villages and the coal industry in England and South Wales, consisted mainly of rows of two-storey terraced houses of the through variety, containing four rooms and a staircase, with fireplaces to all rooms. Despite often being located on greenfield sites they were hurriedly built in a regular grid pattern, often in high density to minimise cost (Rhodes 1983, 385). Little had changed since colliery owners had started erecting similar 'cottage-rows' for their workforce from at least the early 18th century, even then of the same two-up-two-down plan with a front living room and rear kitchen and two first-floor bedrooms (Griffin 1977, 276). The earliest ones only differed in floor area and in having a ladder instead of a staircase.

Nevertheless, there was a growing recognition of the desirability of improving the quality of housing. Progress was achieved in raising standards of sanitation both inside and outside the cities and in 1875 a Public Health Act consolidated and repealed into one code thirty previous Acts that had helped create local bye-laws. The 1875 Act dealt with the health issues of water supply and waste disposal and also gave urban and district councils extended powers to regulate building standards and street widths and layouts. However, there were few immediate improvements and the set patterns of design and layout of monotonous terraced housing continued to be built in greater numbers, mainly by speculators and private contractors, and this even came to be known as 'bye-law housing.' The advantage of such

privately-built housing was that it catered for rapid industrial change and movement of labour from the land and for its mobility within industry. Aesthetic qualities and convenience of use were low priorities and large and small families alike had to make do with similar living spaces.

Good quality workers' housing started to be built in rural locations in Derbyshire and Yorkshire from the late 18th century onwards. This was mainly aimed at attracting workers to labour-intensive textile mills where little housing already existed. It was not until the mid-19th century that the first self-contained model villages of Saltaire, Bromsborough Pool and Akroydon were built by enlightened entrepreneurs, the latter designed by architect George Gilbert Scott around a village green with rear yards and back lanes (Burnett 1978, 177). They represent the beginning of the 'garden village' concept, with the recognition of the mutual social and productivity improvements of providing better than average living space, having amenities laid on and for workers to enjoy pleasant surroundings. A second phase of such employer-provided housing appeared from the 1880s onwards with the construction of such places as Port Sunlight, Bourneville, East Hull and New Earswick, with their more ambitious architectural forms and houses aesthetically grouped in less dense concentrations, rather than in tight regimented ones (*ibid.* 178).

Coal mining was a more competitive and insecure industry than those manufactories that could afford to build experimental villages. Colliery owners often had to build on a large scale when opening new mines and take advantage of economies of scale. Low rents (involving a slow return on major capital outlays) were probably seen as a better way of attracting migrant labour in a competitive market rather than investing long-term in better-quality housing. Although most large collieries had at least one official who will have had some experience of design and building construction (Bulman 1920, 248), this still tended to result in near-similar houses and layouts being produced (Fig. 28).

One architect employed on occasion by the Staveley and Sheepbridge companies was Samuel Rollinson of Chesterfield, who wrote about workers' housing for a lecture given 15 years before New Bolsover was conceived (Rollinson 1874). This encapsulated the difficulty of producing houses of sound construction with the greatest amount of space and comfort when the outlay had to be as small as possible. Rollinson thought that a house should be a model of utility and pictorial effect dispensed with. At a time when four-roomed houses were the norm, he recommended the building of six-roomed houses, comprising a living room, parlour, pantry and three bedrooms (and eight-roomed houses for foremen). Because of the cost implications few of his ideas came to fruition in the short-term.

Another designer employed internally by the Staveley company was Raymond Unwin, an engineer who started out by doing site surveys and simple layouts for sites where local builders, after competitive tendering, used standard cottage designs. He progressed to designing the colliery villages of Markham, Arkwright Town and Poolsbrook, north of Bolsover (Rhodes 1983, 396). Unwin clearly became frustrated by continually having to meet the over-riding criterion of minimal cost and eventually left in 1896. He may have been responsible for Warsop Vale (built 1893-94) which possibly shows the influence of New Bolsover in having three sides of houses around an open rectangle (Fig. 29). Unwin went into partnership with Barry Parker and together they became major figures in the 'garden city' movement and designed Letchworth Garden City in 1903. They further helped to transform working class housing in the early 20th century.

The building of New Bolsover in the medium-sized Derbyshire coalfield was certainly a new development for the industry and it should be viewed as one that set standards. Colliery housing was to become often better provided than other workers' housing (Caffyn 1986, 101). Although the New Bolsover houses were still built in the standard straight terrace fashion, they offered above-average floor-space for the time. As has been shown, most had six rooms, with male and female children having separate bedrooms. The most common space of 972ft² compares well with a study made of 500 terrace houses built in Birmingham in 1878-84, where the average was 658ft² (Burnett 1978, 158). It is near-equal to the

sizes at the model village of Port Sunlight, started in 1888. The average house of the time held five people but miners' families may have exceeded this.

The Bolsover houses were well-built, well-lit, heated and exhibit some restrained architectural decoration and symmetry. Outside they had a small garden and a reasonably-sized yard. Their setting is especially important as they were laid out with clear views from the front towards sloping greenery, rather than of neighbouring back-yards or the colliery. This was an intended contrast to the claustrophobic underground coalface that the miners had to endure most days. The miners and their families were not continually reminded by seeing the pit-heads as there was distance between the village and the workplace. With leisure facilities, places of worship, a general store, allotments, classes and working men's clubs all provided, the village was self-sufficient. The 1913 advertisement in *The Times* expressed the view that the design had ensured that the workforce had everything they needed at hand and did not need to travel afar for their leisure. The colliery village was thus a separate entity from the old town of Bolsover in more ways than one.

Whether New Bolsover can truly be called a model village has been doubted, but only in the strictest sense that it was not created by a paternalistic landowner (Rhodes 1983, 397). It was conceived and built by pragmatic businessmen who needed to attract young workers from existing deep-mine areas who would be co-operative and loyal to the colliery. Workers were vetted, strict conditions were laid down in the rental agreement and controls imposed at the club-house to prevent excessive drinking. Even swearing in the workplace was a sackable offence. This may be viewed as intended to ensure a compliant and moderate workforce but Bolsover miners were as much involved in the so-called Great Lock-out dispute in 1893 over proposals to reduce wages at a time of declining demand for coal as miners elsewhere (Williams 1962, 330).

In the context of late Victorian society, a close-knit society such as New Bolsover would have been largely self-disciplined and God-fearing. Church and chapel attendance was high at 90% (Haigh 1989, 10). Although the colliery employed a village 'policeman' this was only after some violence occurred during the 1893 dispute and his role was seen primarily as a 'peacemaker.'

Emerson Bainbridge is believed to have been planning both the colliery and the village as early as 1888. It would allow a 3-year preparation period. With his wide-ranging interests and connections he would have been well aware of the new movement in housing generally and the growing emphasis on amenities and social wellbeing. Regarding motive, it has been argued that he may have been influenced by his father who, on buying the Eshott Estate in Northumberland in 1889, set about improving housing and communal facilities there (Wilmot 2005, 251). However, this was not unique as estate owners throughout the countryside sought to ride out the depressed state of agriculture by building and improving their existing housing stock to prevent a decline in rentable values. Such decisions were to the mutual advantage of all parties. Whatever the ultimate motives, it was still a bold move on the part of Bainbridge and his colleagues to build the first thoughtfully planned colliery settlement at the site of a new mine with unproven potential.

A company Board Meeting in November 1893 reported that 104 of the houses at New Bolsover were inhabited and the rest were being built (Rhodes 1983, 408). The mine proved its worth and soon it was exceeding records by being the first colliery to raise 3000 tons of coal to the surface in one day. Bolsover coal was exported via railway to London and to the east coast where it was exported to Russia. Still uncertain about the long-term future of coal stocks at Bolsover though, the same Board Meeting gave the go-ahead for the sinking of a shaft at Creswell and to start planning the cottage accommodation there. Yet later developments were to occur further eastwards in Nottinghamshire.

This early date, allowing another three years before houses started being erected at Creswell, gives further credence to the view that Percy Houfton is likely to have designed the New Bolsover houses, as he was certainly responsible from the outset for the even more ambitious Creswell designs, both for its

houses and village layout. There he managed to build innovative and comfortable houses with a 5% annual return on the investment. Although he started out as a mining engineer, he went on to become a consulting architect and an early designer of double-fronted houses (with rooms set either side of a central front entrance). His award-winning design of Woodlands at Brodsworth Colliery, with its tree-lined avenues, curving crescents and over 20 types of house, impressed Ebenezer Howard, the figurehead of the garden city movement. His importance has perhaps been overshadowed by his contemporary Unwin, whose political leanings and advocacy of government intervention were more in tune with the times (Elliott 1998, 43).

1.5 Impact on the town

The arrival of the railways, deep-pit coal mining and the attendant workforce saw the population of Bolsover increase dramatically from 2,281 in 1881 to 3662 in 1891, 6844 in 1901 (Clayton 1995, 7) and 11,225 by 1913 (Haigh 1989, 2). Most of those employed in mining lived outside the old town in the satellite villages of New Bolsover, Carr Vale, Hillstown and Shuttlewood. When New Bolsover was being built the Vicar of Bolsover wanted the children to attend the Church of England School at Castle Street, which would have required its extension onto the Castle grounds and a tedious trek for the children up the hill to the main town. The colliery company was run by non-conformists who refused this request and despite opposition they got permission to build their own schools building. The positioning of the school in its prominent position at the head of the central green reflects the importance they attached to educating the next generation. It also reinforced the exclusivity of the New Bolsover community away from the influence of the old town and its values.

Both New Bolsover and Carr Vale had their own shops and railway stations nearby that allowed people to commute or to visit other towns. The economic benefit of having such large numbers of people nearby took a time to filter through to the old town and it remained largely unaffected by the arrival of the colliery. In the course of time, the two settlements were to start growing closer together as members of the management tier had houses built privately on Castle Road (pers. comm. B. Haigh), and with the construction of Station Road the two areas were more directly and conveniently connected by road.

1.6 Recent developments

The integrity of the village was maintained by the Bolsover Colliery Company with any 'overspill' being directed to nearby Carr Vale. The houses were also strictly maintained. One householder commented that 'you had to adhere to the rules, otherwise out!' (Alf Bentley, quoted in Haigh 1998, 27). Early views of the village show ivy clinging to the houses and healthy trees and shrubberies that were maintained by a groundsman. There were a few alterations though, such as a curious archway added to through-passage on Piano Row (Fig. 10).

Following nationalisation of the coal industry responsibility for New Bolsover passed to the National Coal Board (N.C.B.) in 1950 when the Bolsover Colliery Company was wound-up. The lease was relinquished by the Portland Estate in 1981 and ownership was transferred to Bolsover District Council (Elliott 1998, 46). Alterations and 'improvements' were started by the N.C.B. This may have included the installing of upstairs bathrooms as most of the narrower houses with one rear bedroom window had smaller arched ones added alongside them. Straight arched ones on the south range suggest a second phase of such changes. When the B.B.C. were filming an adaptation of D.H. Lawrence's *Sons and Lovers* in about 1981, only one original kitchen range could still be found in the village (pers. comm. Mrs Doreen Bills) as most had been thoroughly modernised inside.

About 15% of the houses were sold following legislation granting the right to buy council-owned property in the 1980s. The District Council undertook a major programme of altering the remaining

stock with windows changed to PVC versions of the origin casements and numerous doors changed. It was probably then that the houses on the southernmost rows underwent the second phase of upstairs bathrooms installation and many had their lower windows and brickwork altered too when the pantries were removed and kitchens enlarged. Those properties already sold to their tenants stand out as they escaped these changes, and some of these retain sash windows in the back elevations. This work was prior to listing in 1989, since when controls have been strictly enforced.

With the loss of employment in the coal industry since the 1980s, the closing of local amenities and a greater turnaround of both tenants and owners, the community at New Bolsover now lacks the social cohesion it once had. Together with some elderly ex-miners, the village now has people with a wider range of backgrounds and occupations but they still represent a fairly narrow social group of predominantly council tenants and the model village remains a bit of a backwater.

Abbreviations used in references:

DLSL: Derbyshire Local Studies Library, Matlock.

NMR: National Monuments Record, Swindon.

UoN DMSC: University of Nottingham Department of Manuscripts and Special Collections, King's Meadow Campus.

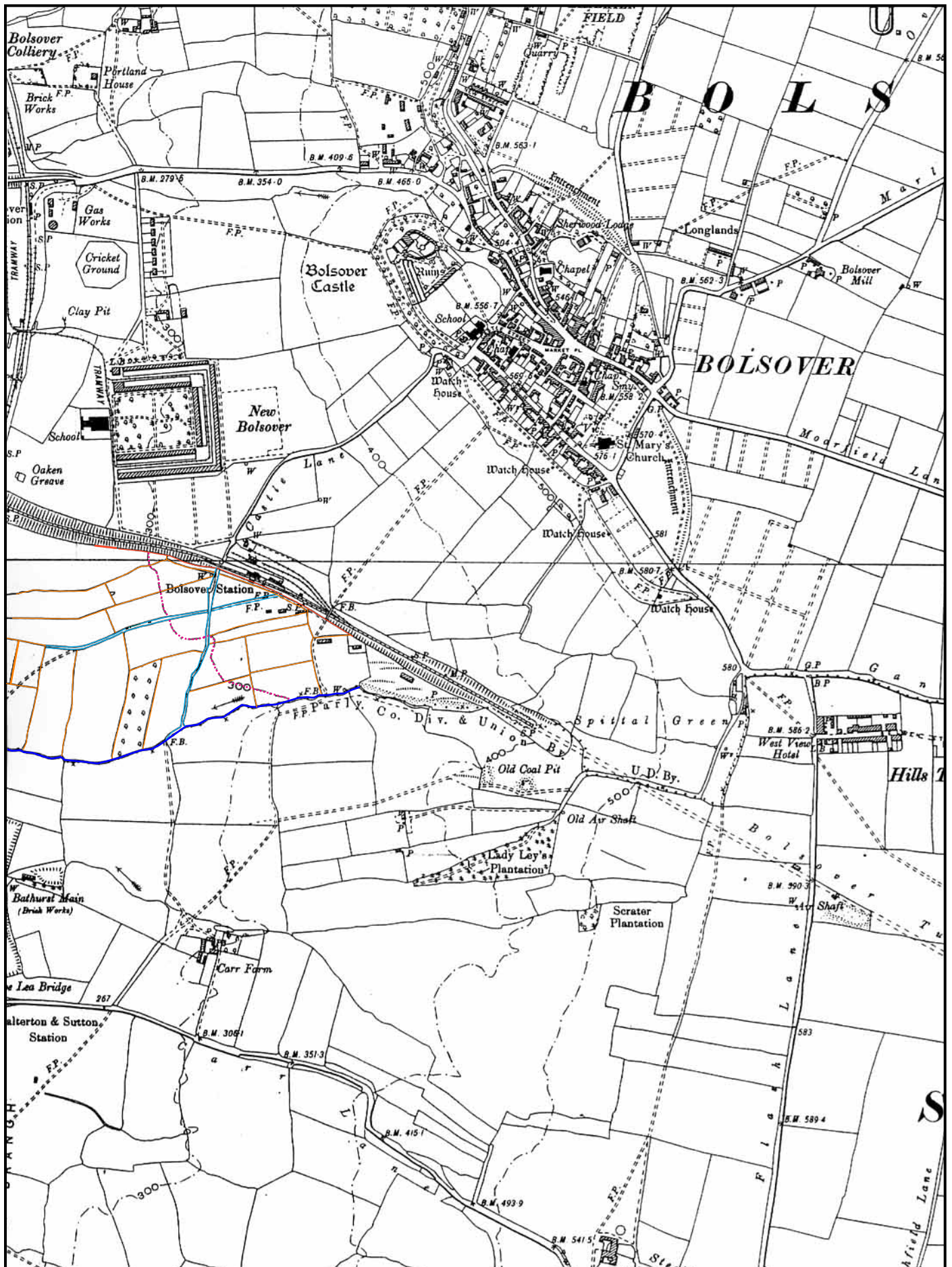


Fig. 2 The town of Bolsover and its immediate surroundings, including New Bolsover, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1899. To scale.

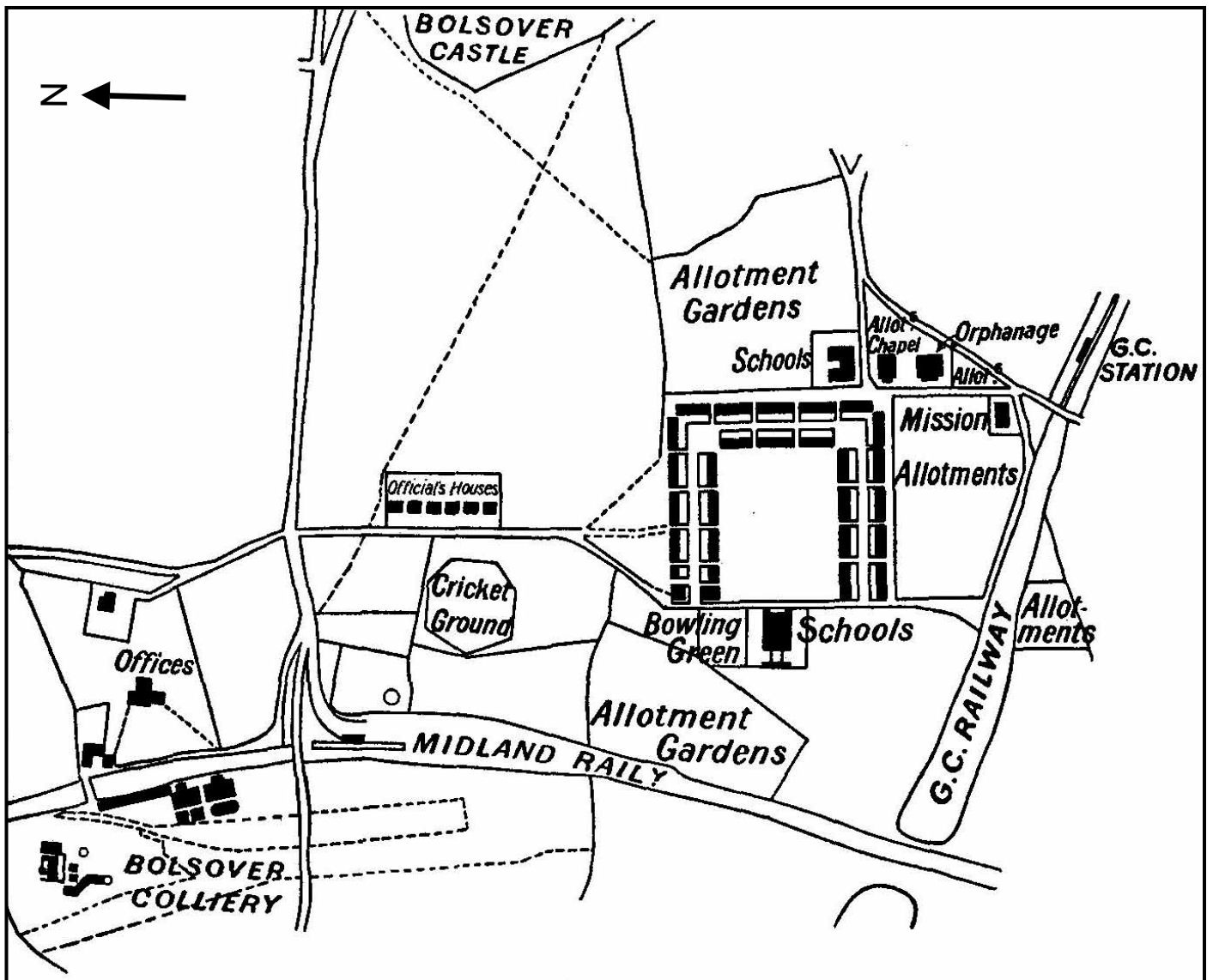


Fig. 3 A simplified plan of New Bolsover village in relation to Bolsover Colliery and nearby railways. Reproduced from Bulman, H. F. 1920. *Coal Mining and the Coal Miner*. London: Methuen & Co. Ltd. Not to scale.

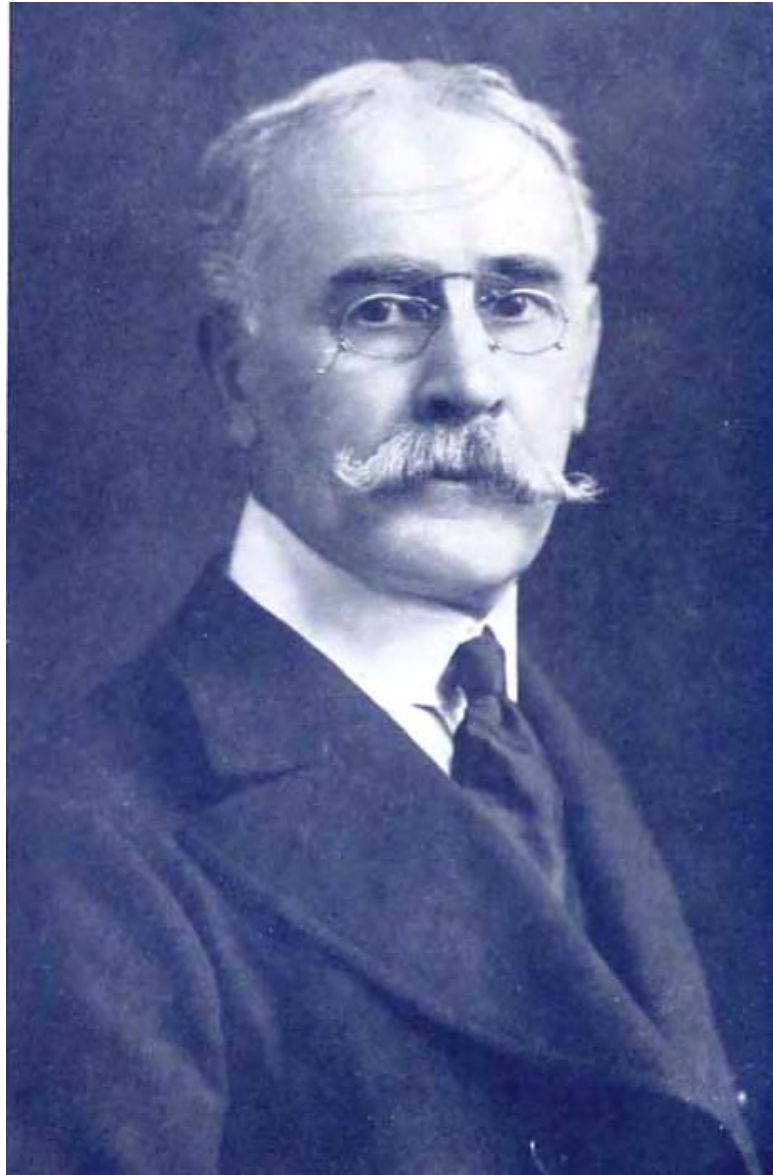


Fig. 4 Portrait of Emerson Muschamp Bainbridge (1845-1911). Taken from the Bolsover Colliery Company's Jubilee Souvenir booklet of 1939.

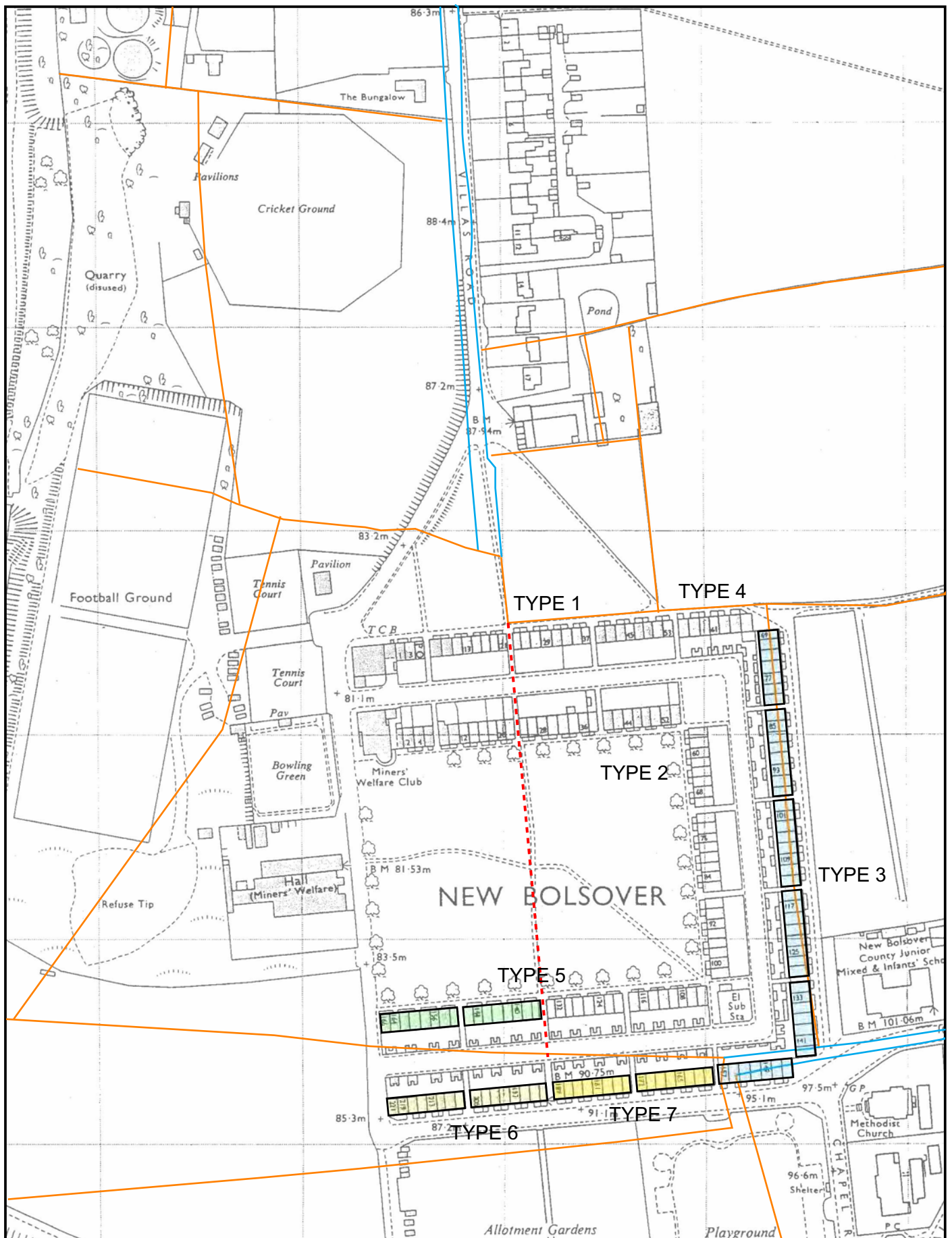


Fig. 5 Part of a 25 inch (1:2,500) scale Ordnance Survey plan of 1970 showing the model village and villas at New Bolsover, with Bainbridge Hall and the former Methodist Church to the bottom right. The orange lines are pre-existing field boundaries, the blue lines show trackways and the red dotted line a possible right-of-way. Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618).



Fig. 6 The village of New Bolsover as seen from Bolsover Castle.



Fig. 7 Houses at New Bolsover that overlook the central green and have Bolsover Castle as a backdrop.



Fig. 8 An early view of the Co-operative store at New Bolsover, with the tramway in the foreground.



A



B

Fig. 9 A: A view of numbers 1-5 New Bolsover, a block of three houses that included the former Post Office, taken in 1985. NMR neg. ref. BB93/13701. © Crown Copyright NMR.
B: An early view of nearby houses showing the original casement windows, then painted brown.



Fig. 10 Frontage of one of the houses that faces the green at New Bolsover.



Fig. 11 View of the most easterly rows of houses (Piano Row) at New Bolsover, showing differences in brick colouration at the south-east corner of the rectangle, and an added round arch and brick walling at one of the through passageways between the rows.



Fig. 12 Rear view of one of the houses that faces the green at New Bolsover, showing windows lighting the kitchen and former pantry, and one lighting a bedroom with, alongside, an added window for a bathroom.



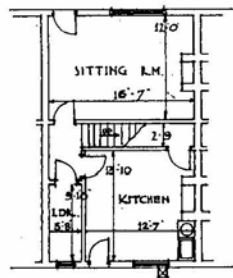
Fig. 13 Internal view of one of the houses at New Bolsover, showing a staircase and part of a stripped lath and plaster partition wall at first floor level.



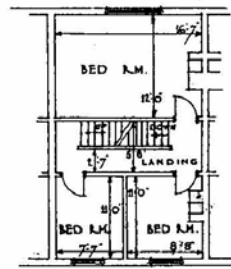
Fig. 14 An attic bedroom in a house at New Bolsover.

CENTRAL RECORDS OFFICE
 National Coal Board
 North Derbyshire Area
 Bolsover
 Chesterfield
 Derbyshire

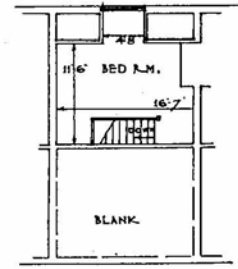
TYPE NO. 4 B
 6 HOUSES



GROUND FLOOR

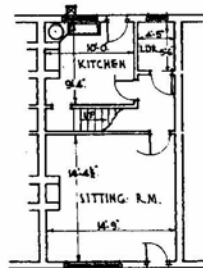


FIRST FLOOR

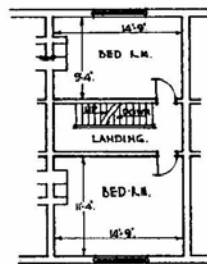


ATTIC

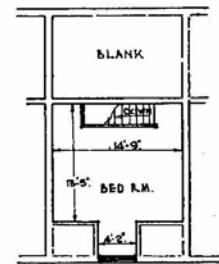
TYPE NO. 5 B
 32 HOUSES



GROUND FLOOR

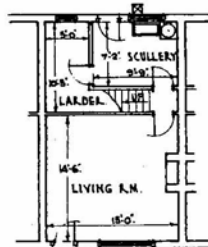


FIRST FLOOR

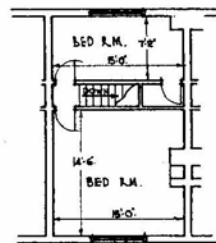


ATTIC

TYPE NO. 6 B
 16 HOUSES

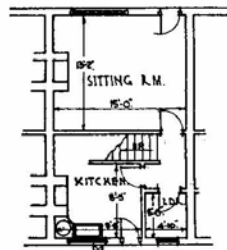


GROUND FLOOR

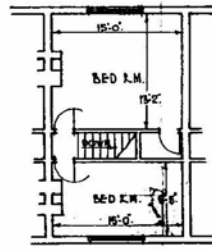


FIRST FLOOR

TYPE NO. 7 B
 16 HOUSES



GROUND FLOOR



FIRST FLOOR

TOTAL: 192 HOUSES

490

REF. B 162

Fig. 15 Surviving copy of a National Coal Board plan showing the dimensions of Types 4-7 of the houses at New Bolsover model village. The total of 192 is two short of the full number of houses. Courtesy of Derbyshire Local Studies Library.

Cottage at New Bolsover
(facing green, west side)

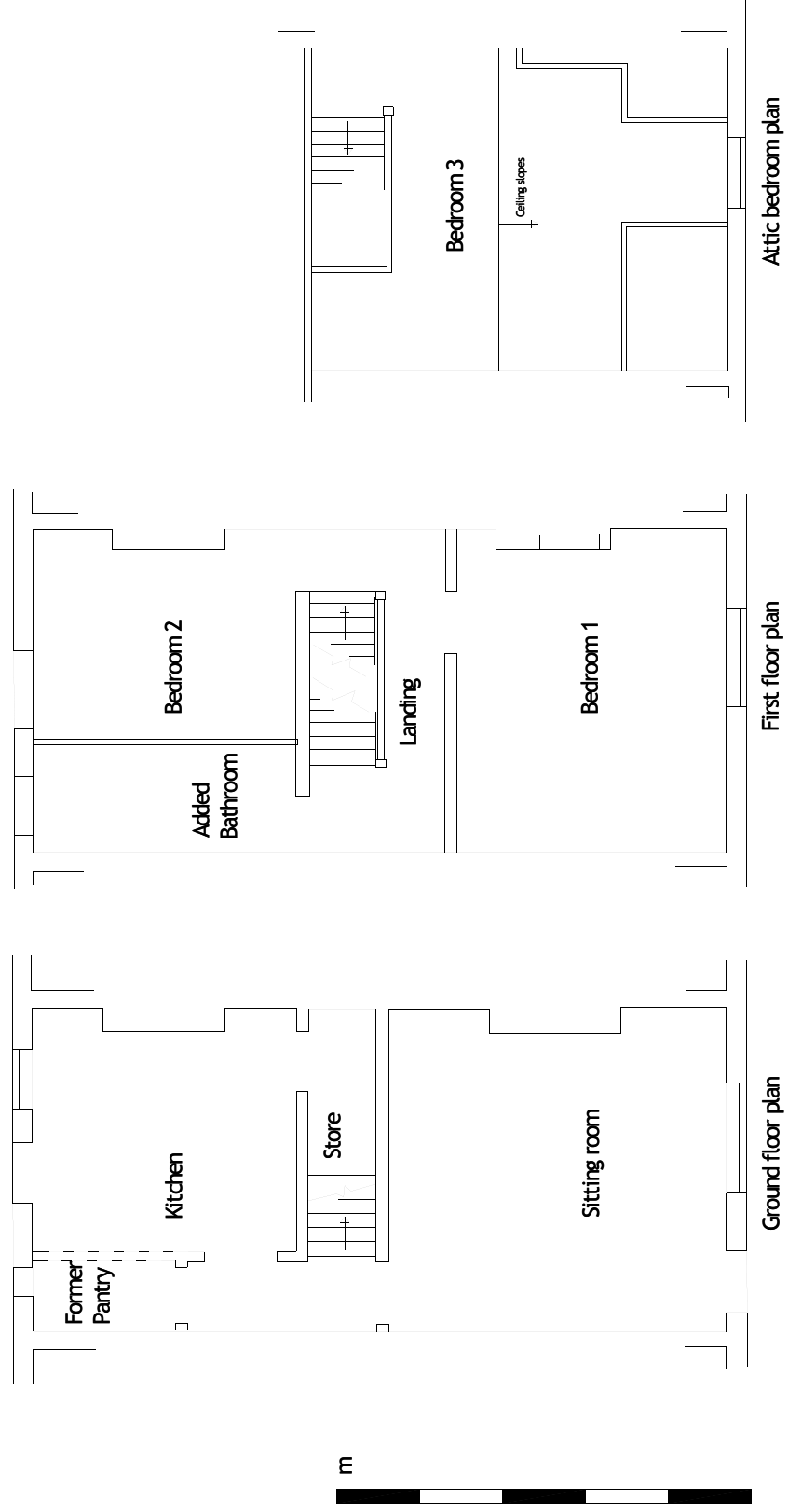


Fig. 16 Floor plans of a 3-bedroom cottage at New Bolsover. Not to scale.

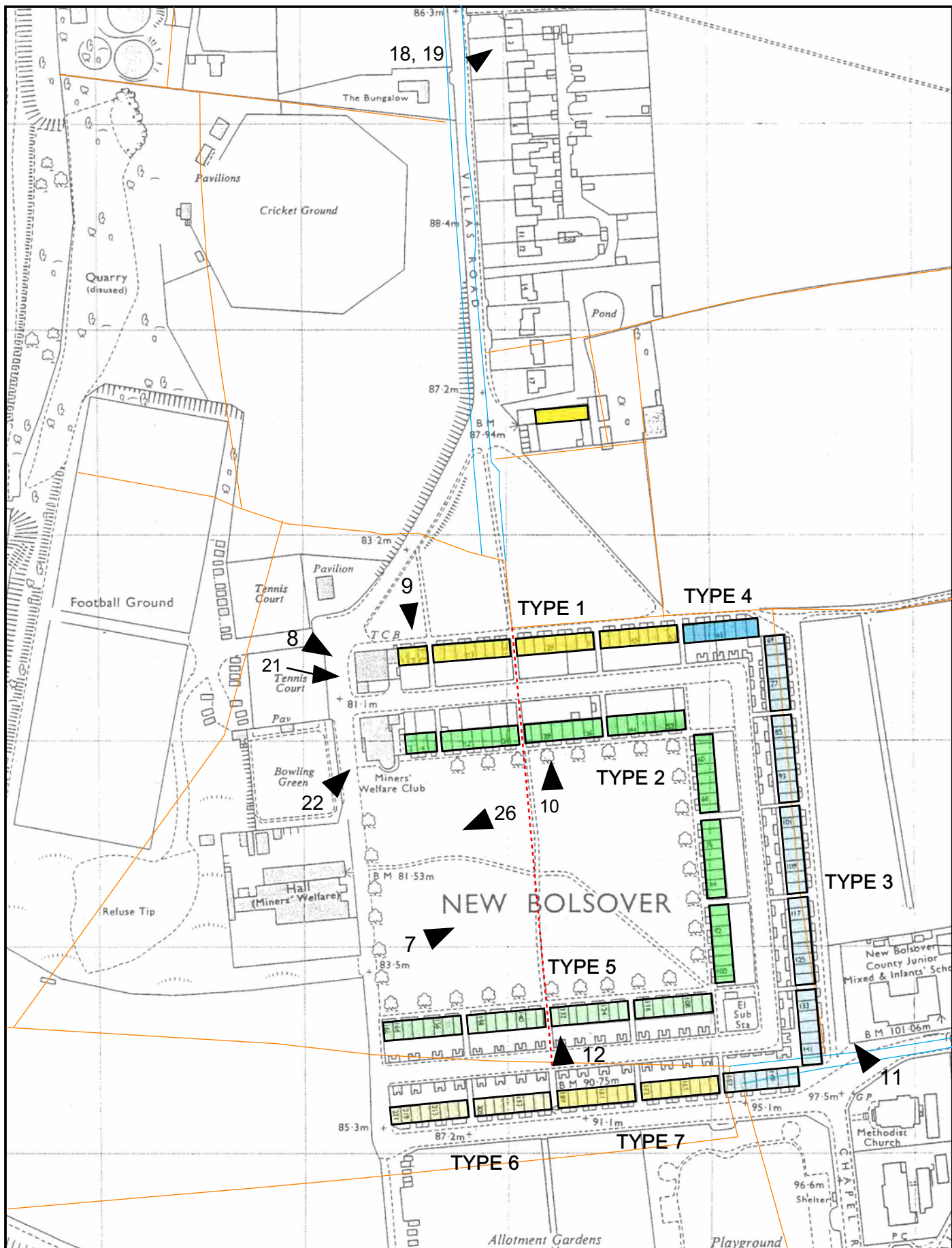


Fig. 17 Part of a 25 inch (1:2,500) scale Ordnance Survey map of 1970 showing the model village and villas at New Bolsover, with Bainbridge Hall and the former Methodist Church to the bottom right. The blocks of houses are highlighted in colour to show the different plan types. Photograph viewpoints are shown with arrows. (Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618).



Fig. 18 A pair of semi-detached former officials' houses on Villas Road at New Bolsover.



Fig. 19 Decorative brickwork and terracotta plaque on the frontage of one of The Villas at New Bolsover.

**Semi-detached house
on Villas Road**

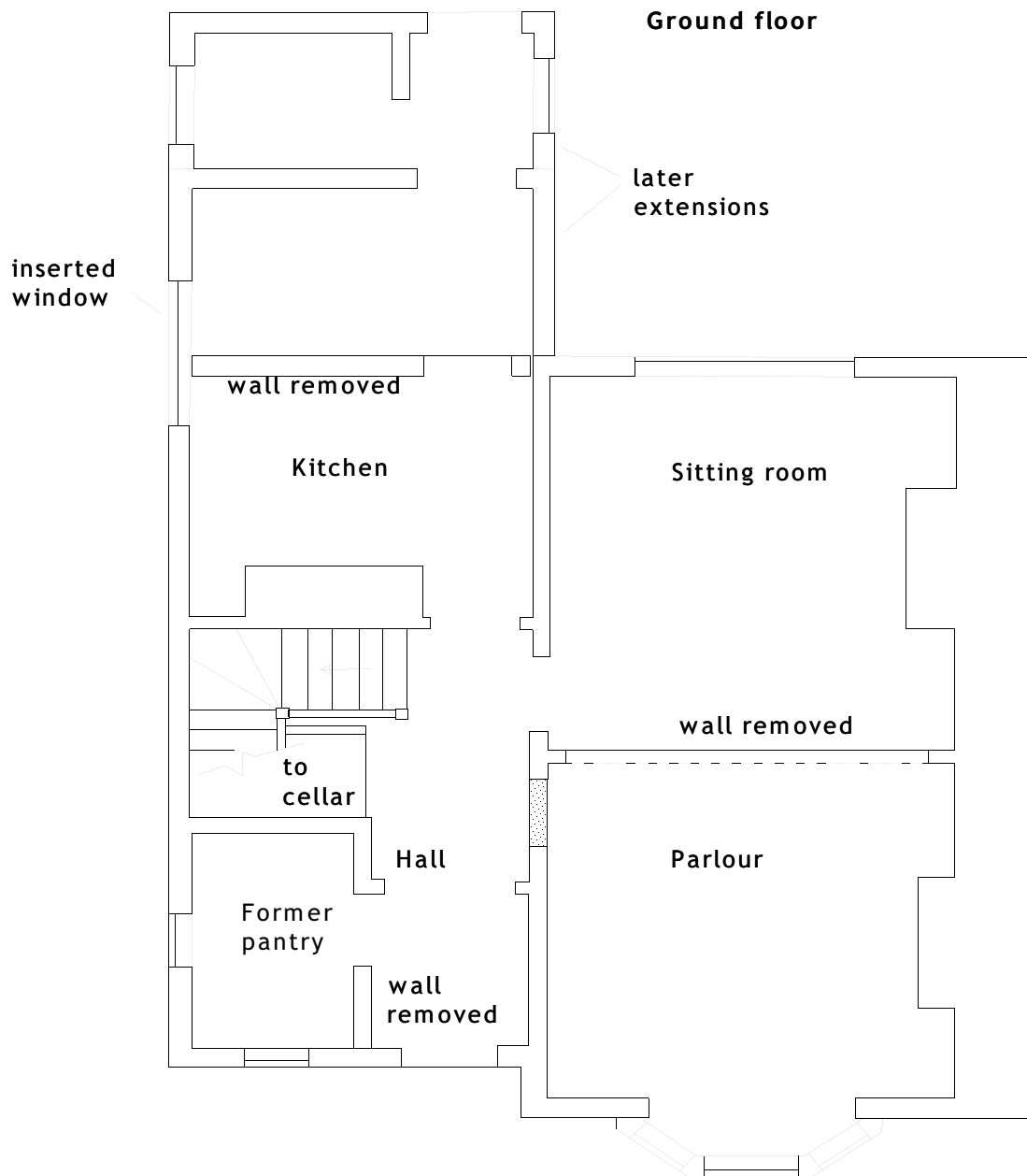


Fig. 20 Ground floor plan of one of the semi-detached former officials' houses on Villas Road, New Bolsover. Not to scale.



Fig. 21 The former Co-operative stores at New Bolsover, currently being refurbished for domestic use.



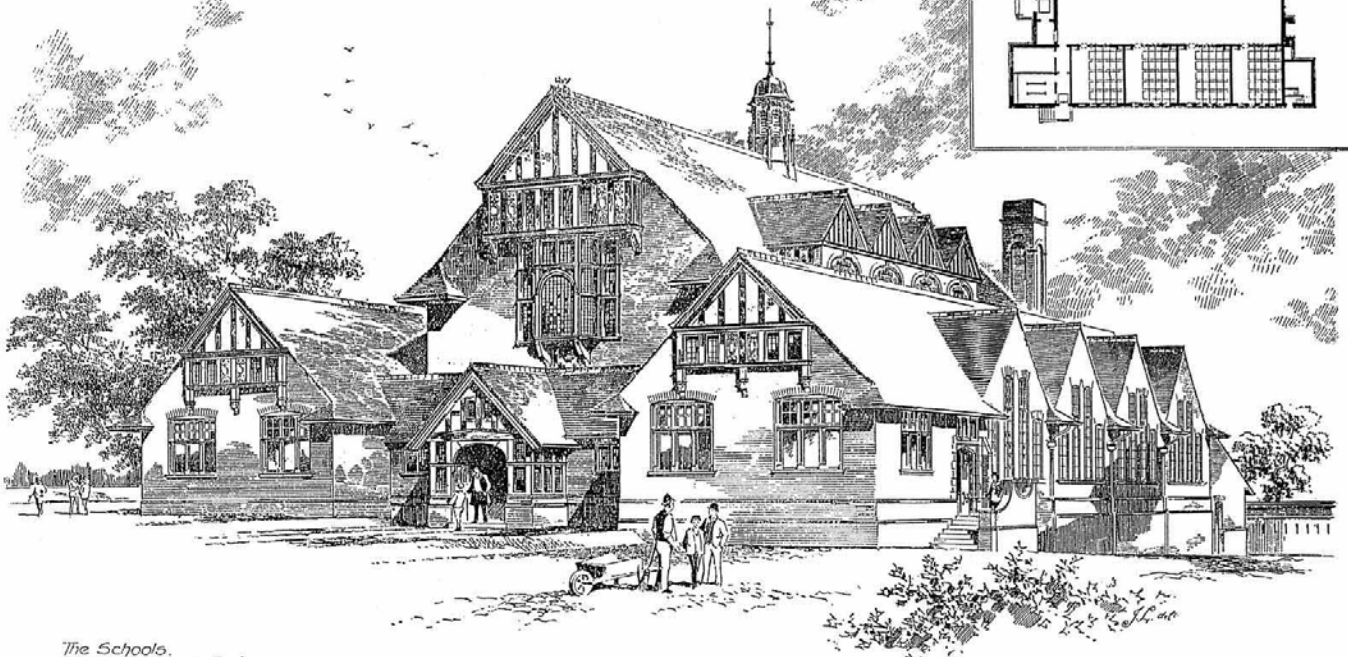
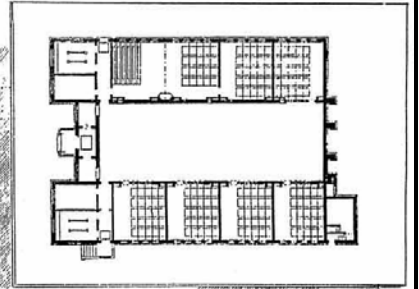
Fig. 22 The former Institute and working men's club at New Bolsover, now used as a public house.



Fig. 23 Detail of the original Victorian staircase remaining in the former stores building at New Bolsover.

Fig. 24 Interior view of the north wing of the former Institute at New Bolsover, now used as a public house function room.





*The Schools,
at the new village of Bolsover.
Arthur W. Brewill, F.R.I.B.A. Architect.*

THE SCHOOLS AT BOLSOVER.

ARTHUR W. BREWILL, ARCHITECT.

Fig. 25 A published architectural drawing of the Schools building at New Bolsover, designed by the Nottingham-based architect Arthur W. Brewill. Taken from *The Builders' Journal*, October 22nd, 1895.



Fig. 26 An old view of the children playing on The Green at New Bolsover, with the Schools building showing in the background. *Courtesy of Bolsover Civic Society.*



Fig. 27 One of a series of photographs taken by the RCHME (now English Heritage) of the exterior of the former Schools building at New Bolsover before it was demolished in 1987. NMR neg no. BB93/13687. © Crown Copyright NMR.

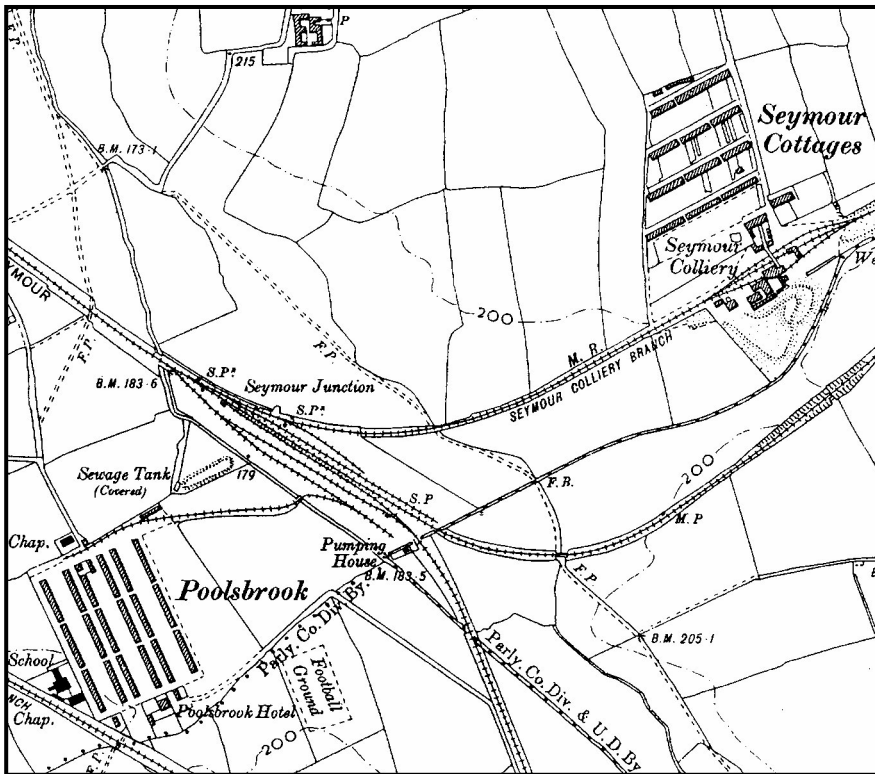


Fig. 28 Regular straight rows of terraced housing built in the later part of the 19th century at Seymour Colliery and Poolsbrook near Staveley, north of Bolsover. Here shown on an Ordnance Survey map of 1899. Not to scale.

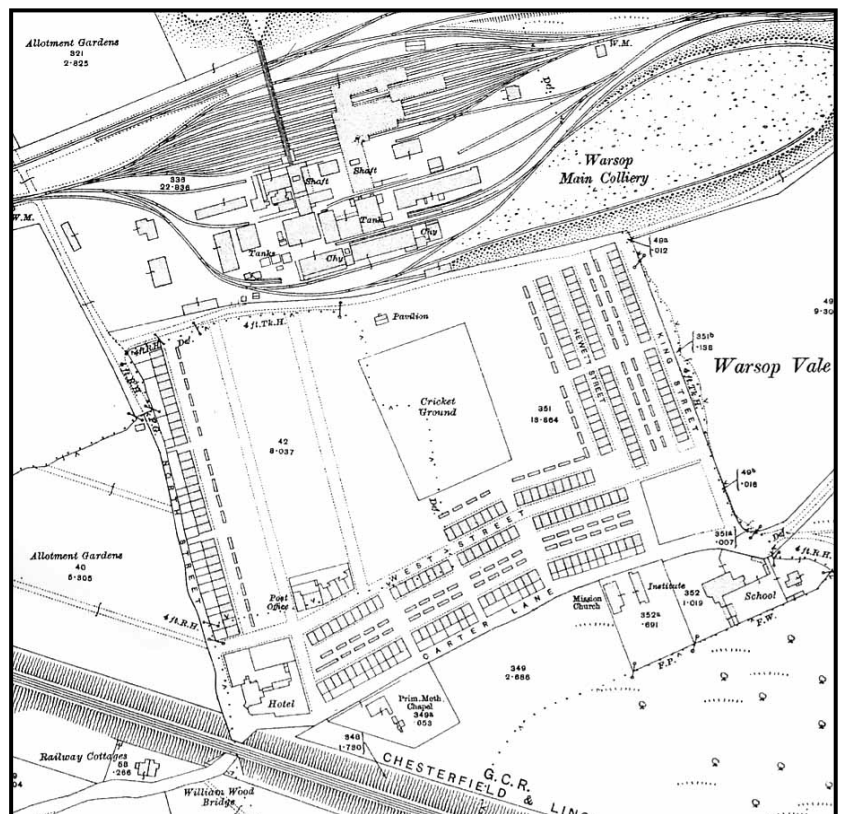


Fig. 29 An early Ordnance Survey map showing miners' housing at Warsop Vale, east of Bolsover, built not long after the plans of New Bolsover became known. Although set between the colliery and a railway line it bears a passing resemblance to New Bolsover in being set around three sides of an open rectangle. Not to scale.

2. CARR VALE

2.1 Introduction

The compact satellite settlement of Carr Vale to the south of New Bolsover began with the completion of another railway line in the vicinity of Bolsover, namely the Lancashire, Derbyshire and East Coast Railway. This railway was built and supported by a number of landowners in Derbyshire and Lincolnshire and colliery managers to link the west and east coasts of England and further the export of inland coal (Williams 1962, 186). It was also intended to provide a cheaper outlet for coal as existing railway companies were charging more for moving freight when the industry was entering a slight depression. William Arkwright of Sutton Hall near Bolsover and Emerson Bainbridge of the Bolsover Colliery Company were two major players in the scheme. Although only the Chesterfield to Lincoln section was actually built due to engineering difficulties further to the west, it still provided an important easterly outlet for the major collieries in Derbyshire and allowed Bainbridge to export Bolsover coal to Russia.

Construction work began in 1891, the line crossing east-west below New Bolsover. A temporary railway workers' settlement was built close to where the railway line crossed Castle Lane, an existing trackway running south-west from Bolsover in the direction of Carr Farm. A station was built (initially without name but later called Bolsover South), and a hotel followed soon after. The only other buildings south of the railway at this time were those at the isolated Carr Farm and a small colliery known as the Bathurst Main Colliery. This was also the site of a brickworks opened in c.1850 that specialized in fireclay products. Another small colliery to the east, known by locals as 'Batties Main,' appears to have had no associated housing and had probably gone out of production. Both industrial sites show on Figure 30.

To the south of the railway, the first housing built in the area consisted of two rows of houses known as Orchard Cottages, after the previous use of the field on which they stood. These were built in 1898, presumably to provide some housing for the nearby brickworks at the Bathurst Main Colliery site. The brickworks had been sold for a third time within a period of only five years and being then capable of producing up to 120,000 bricks per week it must have been employing a reasonably-sized workforce. It went on to become the Byron Brickworks, renowned for its hard bricks that were widely used in collieries and elsewhere (Bridgewater 1999, 4). After the works closed in 1968, partly due to flooding and subsidence, the large extraction pits were used for tipping before becoming a pond for anglers and centrepiece of a local nature reserve.

The cottages were also demolished in the 1960s and plans show that they were smaller in size than houses built not that much later in Carr Vale. Permission from the local council will have been needed to build them, even though at the time access to them was only possible along the farm track that was the lower end of Castle Lane. A certain Mr Schofield, the builder of the cottages, wrote to the council to object to 'the deplorable condition' of the road at the time (Clayton 1995, 11). These cottages (of which no photographs could be found) can be compared to surviving small brickwork cottages at Mapperley in Nottingham that were built sometime before 1883.

Carr Farm was called Palterton Carr House or simply Carr House on maps before 1883, and it may have been a building of some age; it too was demolished in the 1960s. On maps it appears as something of a focal point for several lanes and fields boundaries, and finds of slag and ironstone might indicate iron smelting had taken place in the vicinity (Bridgewater 1999, 2).

2.2 Village setting

The new settlement of Carr Vale was gradually developed from the railway station southwards alongside existing tracks and into fields that ran roughly east-west and parallel to a tributary stream of the River Doe Lea to the west. If the area had been crossed by the historic right-of-way suggested above, then the new railway dissected it and the village developed without regard to its previous path. The railway line from Chesterfield was finished in 1896, having been held up locally by the need to build both a tunnel and a viaduct.

The village consists of only eight streets with one, Bathurst Street, being just a back access road between adjacent streets. Three of these streets were already existing as lanes and, apart from some minor straightening, they were to become Main Street, Charlesworth Street and Spencer Street. These and the property boundaries, starting with Orchard Cottages, follow the pre-existing track and field patterns, and even replicate the gentle curvature of many of the hedge-lines (Fig. 31). The correlation is fairly precise.

Carr Vale was certainly no planned village, its limits decided beforehand and laid down with minimal regard to existing boundaries. Here it appears that the settlement spread out organically from its early focal point by the railway station into separate plots within existing fields, each possibly acquired in turn from one or more landowners by speculative builders, self-build miners and the Bolsover Colliery Company. The Duke of Portland may have only had mineral rights in this particular area as there is no single acquisition of land that survives in the documentary records. The present street pattern was complete by 1910 when Sutton Hall Road was finished after some delay (Clayton 1995, 13).

By the time Carr Vale was growing the Bolsover Colliery Company was concentrating its attention further to the east in developing the Creswell area and Carr Vale was only of interest for its potential for housing the overspill from the completed New Bolsover. The latter was given as the address for inhabitants of the yet unnamed fledgling Carr Vale, such as that for an assurance agent and photographer named William Sharman, who was living in the area in 1901.

2.3 Beginning of the village

An insight into the early history of Carr Vale is provided by a remarkable personal memoir written in 1974, at the age of 90, by William Spray, who grew up in Carr Vale as a boy before leaving to become a seaman. There are also records of applications to the council to build houses, many of which are referred to in Clayton's university thesis on Carr Vale, submitted in 1995 (see references). Plans for new buildings and streets had to be passed by Bolsover Urban District Council and meet existing bye-laws standards, including those for drainage. These sources, together with fieldwork, help to piece together a picture of how the place developed.

The railway station was opened in c.1896-97 and of its buildings only the station master's house now remains, standing isolated and unused (Fig. 32). The railway company also opened a commercial hotel next to the line, but this was short-lived as a hotel and the lease was taken over by Mr William Hill, a farmer from Bolsover, who probably used it as a refreshment room and dwelling house (Bridgewater 1999, 10). It is now a social club. Hill went on to complete another hotel by 1904 on that part of Castle Lane now named Main Street. This hotel, and a similar one recently demolished at Hillstown near Bolsover may have been more like temporary lodging houses used by miners than hotels in the current sense. The Carr Vale one was eventually taken over by the Chesterfield Brewery, was boarded up in 1993 but is now a grocery store.

Not long after the railway station opened plans were submitted to build properties close-by. In 1901 William Hill, who obviously saw great potential at Carr Vale, had plans passed for the hotel on Main

Street and at least 21 houses. The houses are likely to be those running from the north-west corner of Main Street along a lane that already existed along the south side of the railway, referred to by William Spray as Lineside. This was later officially named Railway Side Street but since the removal of the railway it has been renamed North View Street. On the corner there stands a former baker's shop, then two similar houses, one called Castle View, dated 1901. Beyond there are three similar rows of 6 terraced houses with collective names, only one of which (Allerton Cottages) is still discernable. These appear to be have been well built, attractive buildings with dentiled brick banding and decorative stone columns in the lower windows. As at New Bolsover, they are built in stepped pairs, but are unusual in the area for having cellars. Figure 33 shows a pair whose front exterior is still largely unaltered.

Other private individuals gained permission to build both houses and shops down Main Street. According to Spray these included a retired collier called Mr Cooper and a Mr Smedley. Many shops, their entrances set at an angle, were built privately at the corners of streets, such as the junction of Spencer Street with Main Street (Fig. 34). William Hill and a Mr Dakin gained further permission to build a street, 29 houses and a stables (Clayton 1995, 12). The street concerned was probably what is now the east end of Charlesworth Street, and the houses are those on the north side of the street extending west of the hotel site (which probably required the stables to the rear). There are 29 of these houses and, although not as decorative as the houses already built on Railway Side Street, they also occur mainly in stepped rows of 6, are of similar dimensions and have similar rear extensions with catslide roofs (Fig. 35). Collectively, the properties built by Hill and Dakin occupied most of what had been two small fields.

A more varied group of terraced housing was added to either side of Spencer Street and more houses were added on Railway Side Street, all suggestive of other small speculative builders being attracted to the development. The new properties found ready tenants who were mainly working in the collieries, not only at Bolsover but at other mines at Glapwell, Markham and smaller ones such as Ramcroft (Clayton 1995, 14). The local railway stations allowed for commuting on so-called 'Paddy Mail' trains that used old carriages specifically for miners in their working clothes. There were also people working at the local brickworks, in agriculture and at a newly opened fruit preserving factory north of the railway line. The workforce included a relatively high proportion of women for this time, many working in shops, at the factory and as clerks, cooks and nurses at the colliery. The new houses also attracted teachers and businessmen and the place soon had a more cosmopolitan population than nearby New Bolsover.

2.4 Miners' houses

It was probably at this stage in c.1903-04, with the settlement suddenly expanding, that the Bolsover Colliery Company decided to have their own tied houses built at Carr Vale. They acquired two fields, one to the south of Charlesworth Street where they built terraced rows of mainly 8 houses facing in opposite directions, with Bathurst Street set out between them. Those on Charlesworth faced speculative housing on the other side of the road (Fig. 39). Bathurst Street (not dissimilar in width to the back-street at New Bolsover; Fig. 37) acted as both a back street and sole access to a new street, Scarsdale Street, laid out in the second field. In total, 68 houses were built between Charlesworth Street and Sherwood Street and another 86 on Scarsdale Street. The latter were built facing each other and without front gardens to allow space for reasonably sized allotments in the west part of the plot. This tight constraint within these plots suggests that the price of land, now with competing speculative builders on the scene, may have deterred the company from taking on a third field. A single row of 8 cottages was built at the bottom of Railway Side Street for colliery deputies (Clayton 1995, 34), and a single house, named Myrtle Villa, was privately built by Mr Lyme, a colliery official, at the very end in 1904 (Spray 1974; Fig. 40).

Although the colliery-built cottages appear to be of a single design this may be deceptive as the interiors may differ slightly. On the frontage they are all characterized by a half-brick round-arched window at

ground floor level, a flat-arched upper window and a shallow hood (part built with tiles) over the front door (Fig. 36). Similar windows openings are replicated at the back and on the rear extension. Like the houses at New Bolsover their bricks are coursed in Flemish garden bond.

Internally they were built with a front lobby (with pantry behind), a narrow front sitting room, cross-staircase and wider rear kitchen / living room, with a scullery in an extension (Fig. 38). Upstairs they had three bedrooms, the end one in the extension reached by a passageway. This was a common design in terraced houses built between 1900-10 as the now common availability of gas lighting compensated for the loss of light to the larger rear rooms caused by the rear extension. With the exception of Orchard Cottages and several of the larger villas, all the Carr Vale houses were built with rear extensions. The colliery houses on Scarsdale Street are unusual in having an entrance lobby for privacy at the front door and a narrow front room. Most houses appear to have had the wall forming this lobby and pantry behind it removed to widen the front room. Despite extending out at the back, as most post-1900 terraced houses do, their total floor dimensions, estimated at about 895ft² (83m²), is smaller than the average-sized houses at New Bolsover and they were not as well built. The size is comparable to the privately-built houses though.

2.5 Other houses

After the colliery houses were built further speculative building progressed up the north side of Charlesworth Street, as semi-detached villas bearing dates of 1908 and 1910 confirm. In 1910 a certain Mr Johnson built 85 terraced houses on the new Sutton Hall Road, on condition that Charlesworth Street was widened where the two streets meet (Clayton 1995, 13); this remains a useful turning circle for vehicles. These houses are noticeably different to all the other terraced housing, with reasonably-sized front gardens and decorative bay windows and front walls, and hipped slated roofs (Fig. 41). They were also built with two first-floor windows at the front, but for some curious reason many of the narrower ones over the front door have been filled-in. To the rear, the water closet and store were attached to the end of the house and rear gardens provided, rather than being in outbuildings in yards, as before. Other houses with similar plans and unusually long thin back gardens were built on the north side of Charlesworth Street. Most of these have dogtooth brickwork below eaves level. This, in preference to dentilation, together with longer rear extensions, are distinguishing features of the latest houses built in Carr Vale before the Great War.

The village acquired a number of facilities such as the Central Hall which became the local cinema, and a Methodist Church built in 1915 (both now lost). The village was later served with two coach services providing regular transport out of the village, and was well served with shops and several small businesses. When the village effectively stopped growing just before the onset of the First World War, the place had about 425 houses, of which 156 (about 37%) had been built by the local colliery. The others were built in stages by speculative builders and most of these were of at least comparable, if not better quality than the tied cottages. These builders included local people, some incomers and miners themselves who wanted a degree of freedom from the strict rental conditions laid down by the colliery management. Indeed, it was such people who started the settlement in the first place and the colliery followed in their wake.

2.6 Recent changes

The growth of Carr Vale as suggested above is shown graphic form in Figure 41. Why the village failed to grow after a spurt of building between 1900-10 is a mystery. The settlement should naturally have grown further to the west and to the south-east. However, the Great War put a stop to building nationwide and with Government-financed municipal housing taking the initiative after 1919, speculative building appears to have largely dried-up in places such as Carr Vale. Land itself may have been

difficult to acquire, as up to 1910 the development had been kept tightly within the existing field pattern with little land wasted. A little new housing and infill has occurred in recent years but the form of the village is essentially fossilised to what it was in 1910. Although the railway was removed some time ago, the land it occupied remains open and it still acts as a boundary between Carr Vale and the land to the north which has been developed as part of the spread of Bolsover down Station Road.

Many of the existing houses at Carr Vale have changed in appearance since first built, and, aesthetically, not necessarily for the better. A check of the houses on Scarsdale Street found that about half of the former miners' houses have lost the distinctive arches to characterless plain ones with the altering of their windows. They are now mostly privately owned and the majority have either been painted, rendered or cladded, and no original front doors appear to survive. This loss of a unified appearance in this and other streets, reflecting the modern desire to 'improve' one's home and to somehow mark out one's property from the 'sameness' of terraced rows, contrasts starkly with the rigidly protected yet authentic look of New Bolsover. However, many of the other miners' cottages have similar pebble-dashing, suggesting that they may still remain under a common ownership. In a way this variation in the appearance of the properties may reflect its wider and healthier social mix of people. This, together with the still active facilities and shops in the village, helps maintain a character to the place that is distinctive to that of New Bolsover.



Fig. 30 The town of Bolsover and its immediate surroundings to the west, including Bolsover Colliery, New Bolsover and a fully-formed Carr Vale, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1938. Original scale.



Fig. 32 Perhaps the oldest building remaining at Carr Vale, the former station master's house of the now lost railway station, Bolsover South.



Fig. 33 A pair of largely still intact original frontages (centre) of Allerton Cottages, North View Street, some of the first houses built at Carr Vale Street.



Fig. 34 The present-day Post Office at the corner of Spencer Street and Main Street, Carr Vale. According to William Spray's memoir this was built for a Mr Ward, a miner, as a boot shop. A coal carting business was based next-door.



Fig. 35 Terraced houses, built mainly in blocks of 6, on the north side of Charlesworth Street, Carr Vale. These may be the houses built by Hill and Dakin in 1902.



Fig. 36 Frontage of one of the miners' houses on Scarsdale Street, Carr Vale.



Fig. 37 View showing Bathurst Road, Carr Vale, with intact outhouses to the former miners' houses on Charlesworth Street.

House on Scarsdale Street

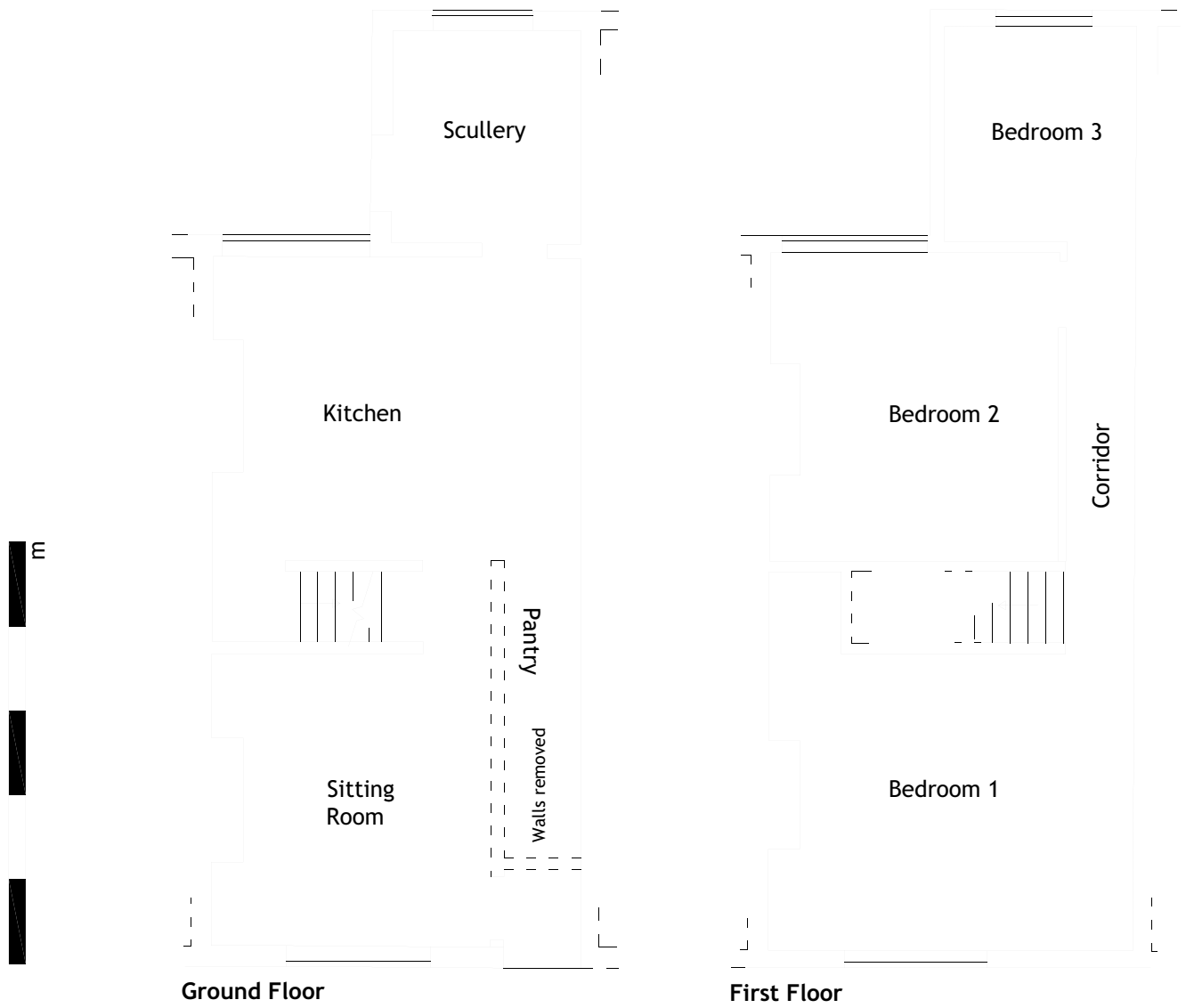


Fig. 38 Floor plans of a former miner's house on Scarsdale Street, Carr Vale. Not to scale.



Fig. 39 An old view of c.1910 looking eastwards up Charlesworth Street, Carr Vale, showing privately-built terraced housing to the left, and colliery housing to the right. *Copy courtesy of Derbyshire Record Office.*



Fig. 40 A detached house built at the end of Railway Side Street, Carr Vale, by Mr Lyme, a colliery deputy at Bolsover Colliery in 1904.



Fig. 41 View of privately-built houses on Sutton Hall Road, Carr Vale, with bay windows and reasonably sized front gardens that date from c.1910.

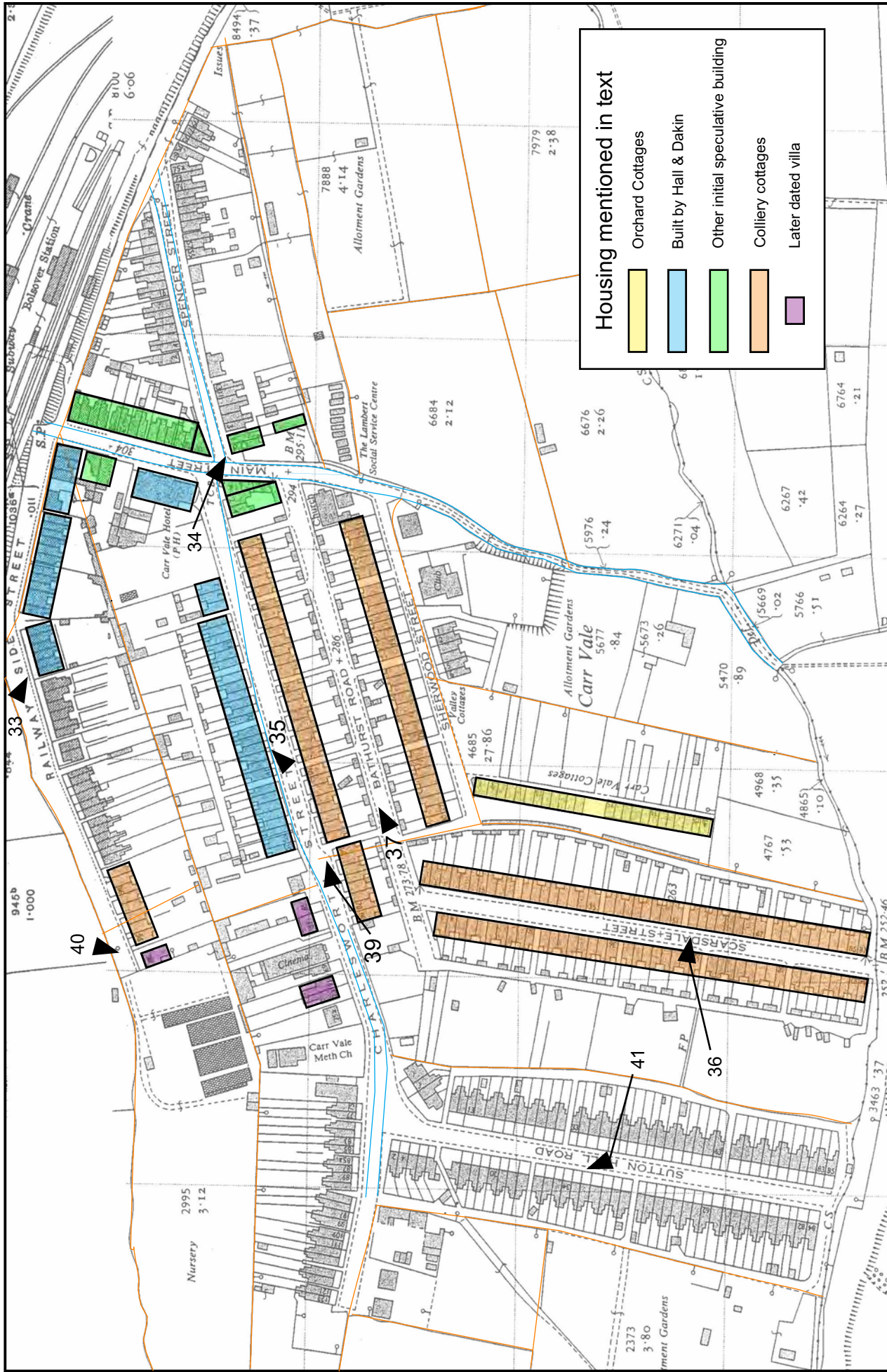


Fig. 42 Carr Vale as shown on 25 inch (1:2,500) scale Ordnance Survey maps of 1962. The pre-existing field and lane patterns are shown with coloured lines, and different house types etc. mentioned in text are highlighted in coloured blocks. To scale. Photograph viewpoints (except for Fig. 32) are shown by arrows. (Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618).

3. SHUTTLEWOOD AND STANFREE

3.1 Introduction

In contrast to the planned village of New Bolsover and the organic growth of the densely-packed village of Carr Vale, the building of miners' housing at Shuttlewood and Stanfree, north of the town of Bolsover took the form of ribbon development along existing roads and lanes. The two places were minor hamlets before large-scale coal mining started in about 1901 and most of the housing in the general area was built between then and the First World War. Some council housing was built between the First and Second World Wars. The different areas of housing identified below is shown in Figure 53.

In 1880 Shuttlewood consisted of only a farm at a hilltop cross-roads and a nearby brick and tile yard. To the north, below Shuttlewood Common, there had been a mineral spa and remains of small-scale coal mining that had taken place in the area since at least the early 18th century. To the south, on the Clowne Road, there were some buildings in an area called The Nunnery (with possible historical connotations) and a farm opposite named Nunnery Farm. Stanfree, to the north, consisted of several farms and cottages dispersed around another cross-roads, this one midway between the Clowne Road and Oxcroft, a larger hamlet and manor situated on the original route between Bolsover and Clowne. The Shuttlewood area slopes gently from its hill-top, whilst Stanfree is situated in lower and more undulating countryside (Fig. 44).

After 1880 two hostleries were built on the Clowne Road, one at the Shuttlewood cross-roads called the Traveller's Rest, the other at Stanfree, the New Appleton Inn. A mission church was built at Stanfree in 1884 and another at Shuttlewood in 1893 (on the site of the later Banister Memorial Chapel), in what was the beginnings of a new development (Fig. 43). Here, two rows of terraced cottages were built, Columbia Cottages in 1886 and Broad Cottages in 1888 (Fig. 45). A school and several other cottages were added before 1901.

3.2 Oxcroft Colliery and miners' housing in Stanfree

In 1900 Arthur B. Markham, a figure similar to Emerson Bainbridge with wide-ranging mining and later political interests, obtained permission from the Duke of Devonshire to sink two shafts to the Top Hard coal seam at what was to become a colliery site situated between two hamlets. Once coal was reached in 1901 at a depth of nearly 500 metres the Oxcroft Colliery Company was formed by Markham and his brother. Earlier, the Staveley Coal and Iron Company, with whom Markham was also involved, had suggested splitting the site between themselves and the Bolsover Colliery Company. Although the site was named the Oxcroft Colliery another site in Clowne worked by the Staveley company bore the same name. Miners there were housed at Seymour Cottages after the adjacent colliery ran out of coal (Fig. 28).

Although the Oxcroft Company was not a large company compared to the Bolsover company it still managed to afford to build some of its own houses close to the site entrance on Clowne Road. A row of about 12 cottages was built, each cottage having a long front garden (with a tree at the end as a wind-break). At the back there was a long public yard and communal outbuildings (Fig. 46). These terraced houses have windows with rounded arches similar to those on those cottages built specifically for miners in Carr Vale, and they probably all date to within a year or two (Fig. 47). On plan they are of comparable size and they may have been erected by the same building company. However, the communal facilities at the rear of the properties were a bit backward for this time. The south end of the row has been rebuilt and a workmen's Institute that stood next to this has been demolished. A pair of cottages, probably for deputies remains. Site offices to the south of these have also been lost. Although built close to the workplace they were separated from the colliery itself by a number of sports fields.

The only other possible early colliery-built housing is a terraced row of 10 small cottages situated on the south side of Appletree Road, some distance from the workplace (Fig. 53). There is also the possible Bentinck Road development – see below. Most other terraced housing in the area was built by speculative builders along existing roads and lanes in five dispersed locations, two being close to the New Appleton Inn. Two individual cottages here bear dates of 1901 and 1903. This, and variations of structural detail on the house frontages and the numbers of houses in each block, suggests that the terraced housing was built over a period of several years and by different individuals. Private building flourished where a colliery was reluctant or unable for financial reasons to build its own housing and there were miners needing houses to rent. The early years of the Oxcroft Colliery did coincide with another down-turn in the coal industry generally which will have engendered financial caution where structural expenditure was concerned.

A similar picture emerges to that at Carr Vale of five main variations of workers' houses built before the First World War:

1. Pre-main colliery terraced houses, built before 1900. Small and without extensions to rear.
2. Those built by the colliery company concerned. Long terraces built of brick with minimal use of stone or decoration. Basic and cheaply built. Short backyards or communal facilities.
3. Speculatively-built terraces of similar sizes but in smaller groupings, between 2-8. Use of stone lintels and some use of brick dentilation below eaves level. Private outhouses.
4. Slightly up-market versions of same in groups, usually of no more than 6, often with collective names. Use of decorative stonework, terracotta etc. May have cellars. Later ones at Carr Vale have bay windows and attached water closets.
5. Individual or semi-detached cottages standing on own, usually with a name and date. Of varying size and decoration. Probably self-built by occupant.

Whilst the colliery may have built, at most, about 20-22 cottages of their own, speculative builders accounted for about another 90 terraced and paired houses in Stanfree, including the above-average quality houses at Springfield Terrace (Fig. 48). The latter may have been aimed at better-paid miners and ancillary staff. Of the ten of these houses, only two have since been seriously altered at the front, and none have had their brickwork disfigured by the addition of paint. Other speculatively built housing, both here and elsewhere, has tended to suffer from indiscriminate alterations of their outward appearance with the application of paint, render or cladding, and with widespread window and door replacement. In some instances this has involved a disregard for and obscuring of original name-plates and decorative schemes in the brickwork.

3.3 Setting of Stanfree

The housing at Stanfree is curious in that it is dispersed away from the original hamlet and set mainly at a distance from the colliery. The two short terraces to the east on Church Lane may have been for agricultural workers at the nearby farms rather than for miners. All the other housing was either on or a short distance from Clowne Road, the obvious access route to the colliery. The land in this area is undulating and any new building off the roads would have incurred extra costs for the builders, who would have been responsible for creating new roads and drainage, before the Council took over their upkeep. The pattern of the housing and allotments also suggests that only specific fields were available to the builders. An infants' school built in 1907 at another cross-roads was in as near a central position for the Stanfree settlement as it could be.

3.4 Miners' housing in Shuttlewood

At about the same time speculative builders were active on the Clowne Road in Stanfree they were also building new houses around the cross-roads at Shuttlewood. In a gap between the Traveller's Rest and the existing housing, six rows of 6 houses each were built on one side of the road. The names given to these, including 'Catherine Mermot' were those of roses popular at the time. Although of the same standard size and design as other speculative houses of this time, they differ in having plinths, cellars, blue-brick decorative banding and bracketed overhangs to partly protect their frontages from rain (Fig. 49). They have rear extensions and their internal floor space is about 78.5m² (850ft²), which was a major advance on the cottages to the south built before 1890 which only had about 55m² (590ft²). Other groups of houses set around two new short cul-de-sacs were far plainer in appearance. One of these named Pretoria Street provides a date of c.1902 when the 2nd Boer War was came to end in South Africa.

Again, building houses here, in an established position on a main routeway, would have saved unnecessary expenses of any 'greenfield' site. The distance from here to the colliery was about as equal a walk for the miners as for those living men in the houses by the inn at Stanfree. However, an exception to this general rule was made when land was acquired near Hollow Farm and a completely new street, Bentinck Road, was laid out on farmland on Shuttlewood Common (Fig. 51). Eleven blocks, each of 8 small terraced houses were built facing each other at the west end of the road. The presence of dog-tooth brickwork on these houses, together with a post-box with Edward VII insignia suggests a date somewhere between 1905-10 for their construction. At the front they had small gardens and to the rear long flat-roofed single-storey extensions. Dormer windows light attic bedrooms (Fig. 52). Small first-floor windows at the back indicate a later insertion of bathrooms. Because this implies a common ownership they were most likely built by the colliery itself or built privately and sold to the colliery at a later date.

These houses give the appearance of a development that was never completed and may have been ill-judged. The houses were situated away from the main Clowne Road and, unlike the other houses, were ill-served by shops and access to leisure facilities. The road also runs east-west and being on a downward slope could have been susceptible to a wind-tunnel effect. Perhaps because of this nearly every house appears to have used the front garden and had porches built-on; one house has even been extended the same distance to full height.

3.5 Later housing

The spread of this pre-1914 and the most significant latest housing in both Stanfree and Shuttlewood is shown in Figure 43. In the late 1920s - early 1930s both places acquired a small addition of council housing. At Shuttlewood 46 semi-detached 3-bedroom houses were built both down and adjacent to a new street, Adin Avenue. At Stanfree 12 similar sized houses and 12 small semi-detached bungalows were built around a cul-de-sac (Fig. 50). Many of these semi-detached bungalows (not that dissimilar to some built at Whaley Thorns) were occupied by retired miners, and the houses by the families of working miners. They were obviously intended to provide housing in a situation where speculative builders were no longer operating.

Since 1945 some housing infill has occurred, such as on the site of the former brick yard at Shuttlewood, and new housing has spread alongside the Bolsover Road. As a departure from ribbon development, the most recent private building at Stanfree has been on fields next to existing houses of so-called executive homes aimed at commuters.

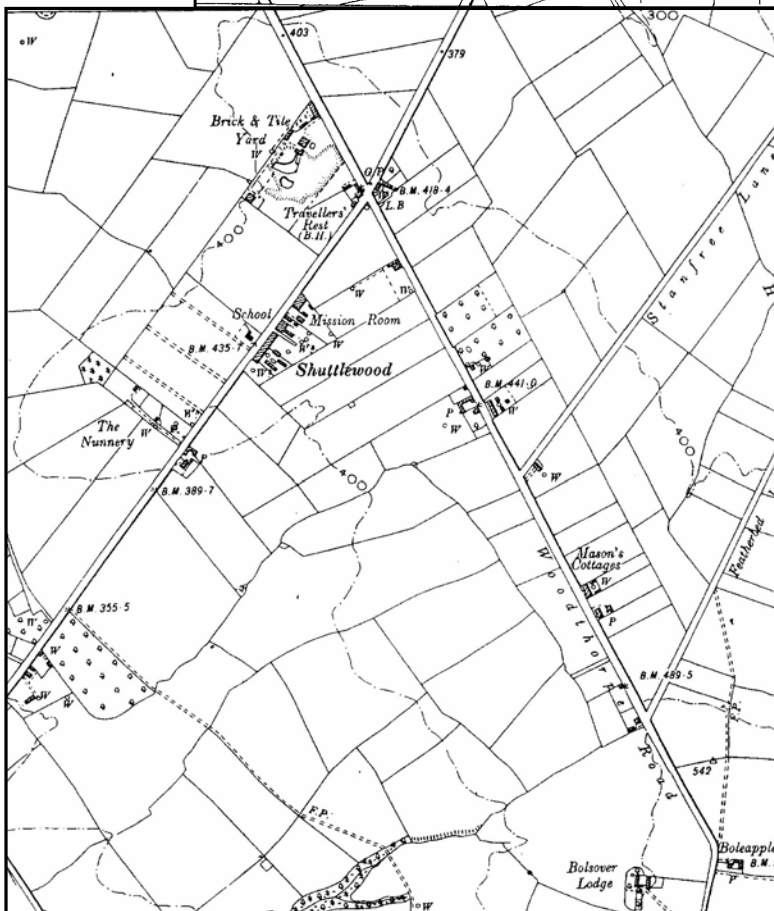
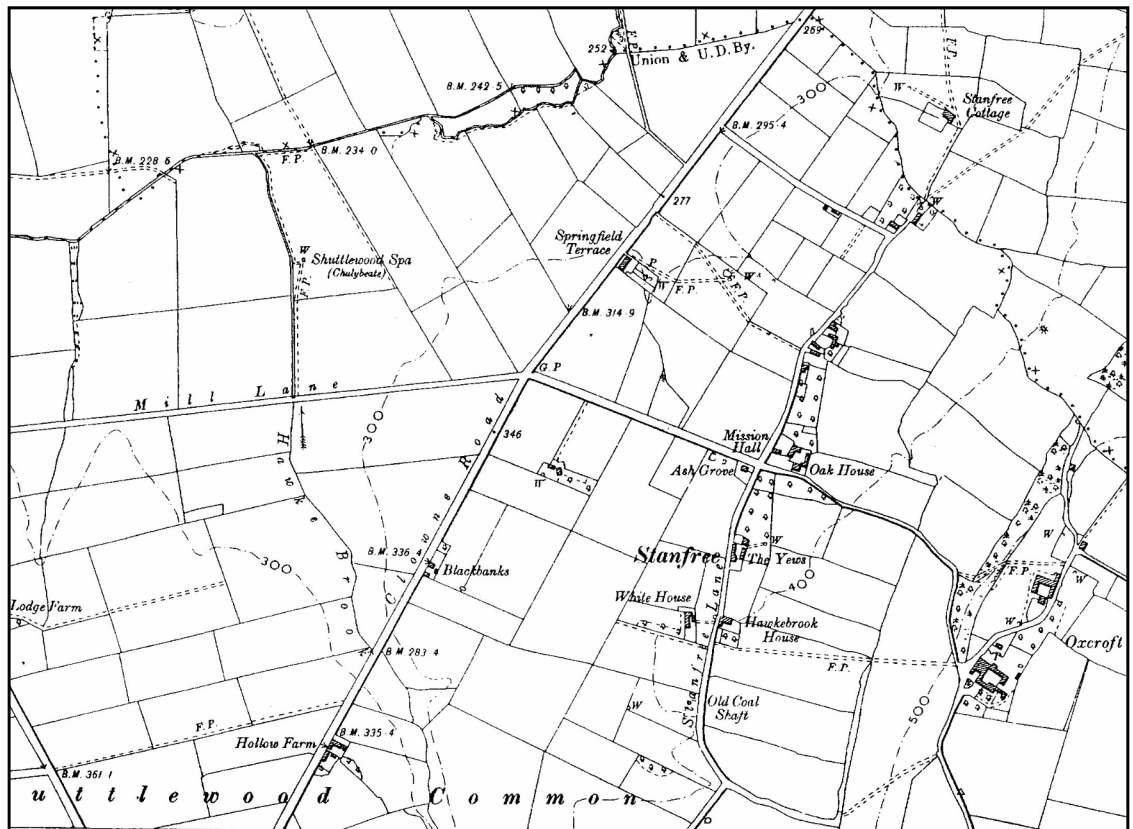


Fig. 43 The Stanfree and Shuttlewood area, as shown on 6 inch (1:10,560) scale Ordnance Survey maps of 1899, just before large-scale coal-mining arrived in the area. Scale 1:12,500.



Fig. 44 View from Shuttlewood, looking northwards down the Clowne Road towards Stanfree.



Fig. 45 Some of the earliest and narrowest houses in Shuttlewood, the far left ones being called Columbia Cottages and dated 1886. The grey rendered house to the right has been extended.

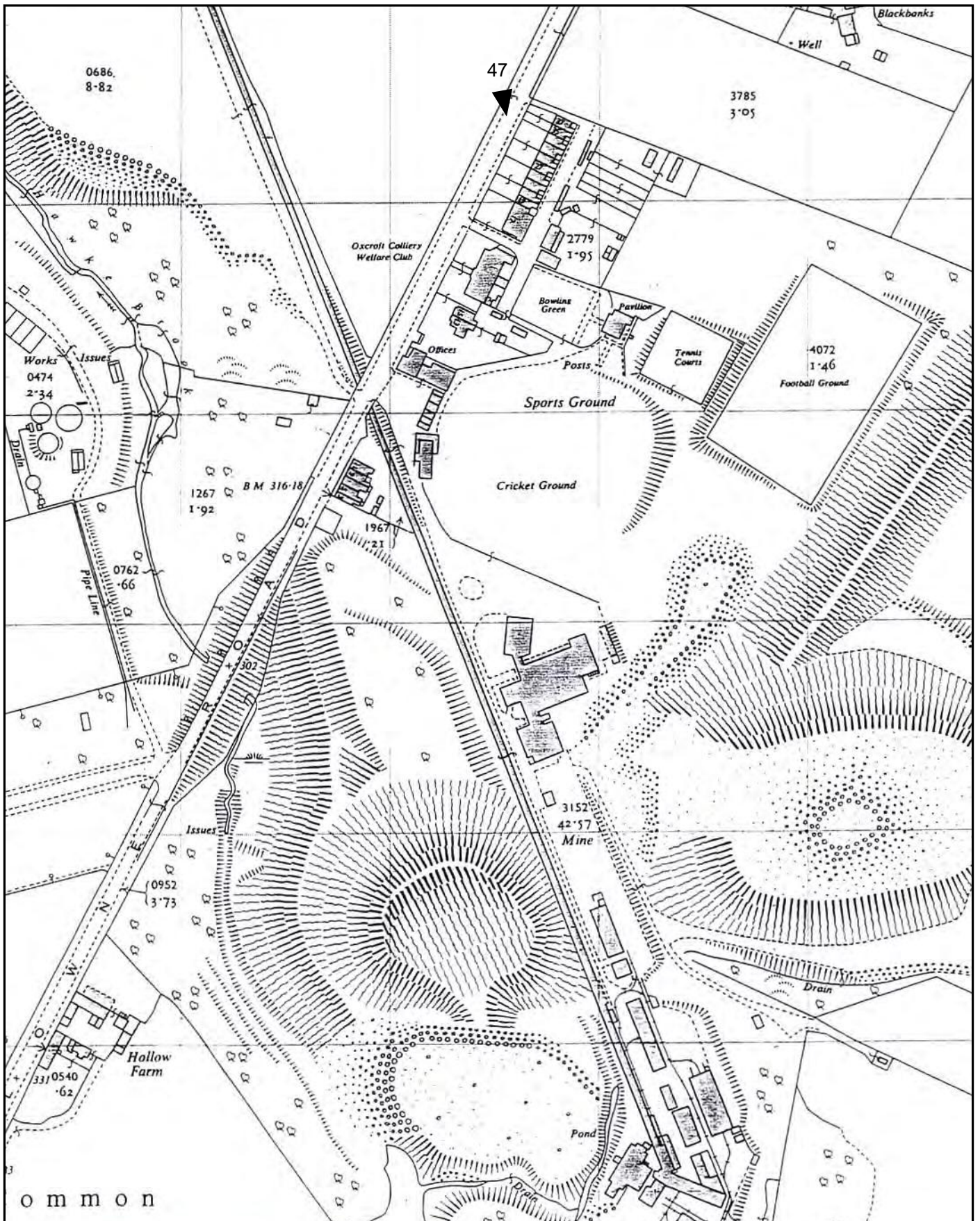


Fig. 46 The Oxcroft Colliery site, Clowne Road and the colliery cottages (towards the top), as shown on a 25 inch (1:2,500) scale Ordnance Survey map of 1962. To scale. The viewpoint of Figure 47 is shown with an arrow. *Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 10020618.*



Fig. 47 A long row of miners' cottages, set back from Clowne Road and near the entrance to the former Oxcroft Colliery at Stanfree.



Fig. 48 Part of Springfield Terrace on Clowne Road, Stanfree. Ten good-quality and largely unaltered terraced houses with attic dormer windows, central window columns similar to ones used in Carr Vale, and small front gardens. The pair at the south end are built with a different coloured brick.



Fig. 49 Houses built on the south side of Chesterfield Road, Shuttlewood after 1900.



Fig. 50 A pair of small Council-built bungalows in a crescent at Stanfree built c.1930 and first used by retired miners from the nearby colliery.

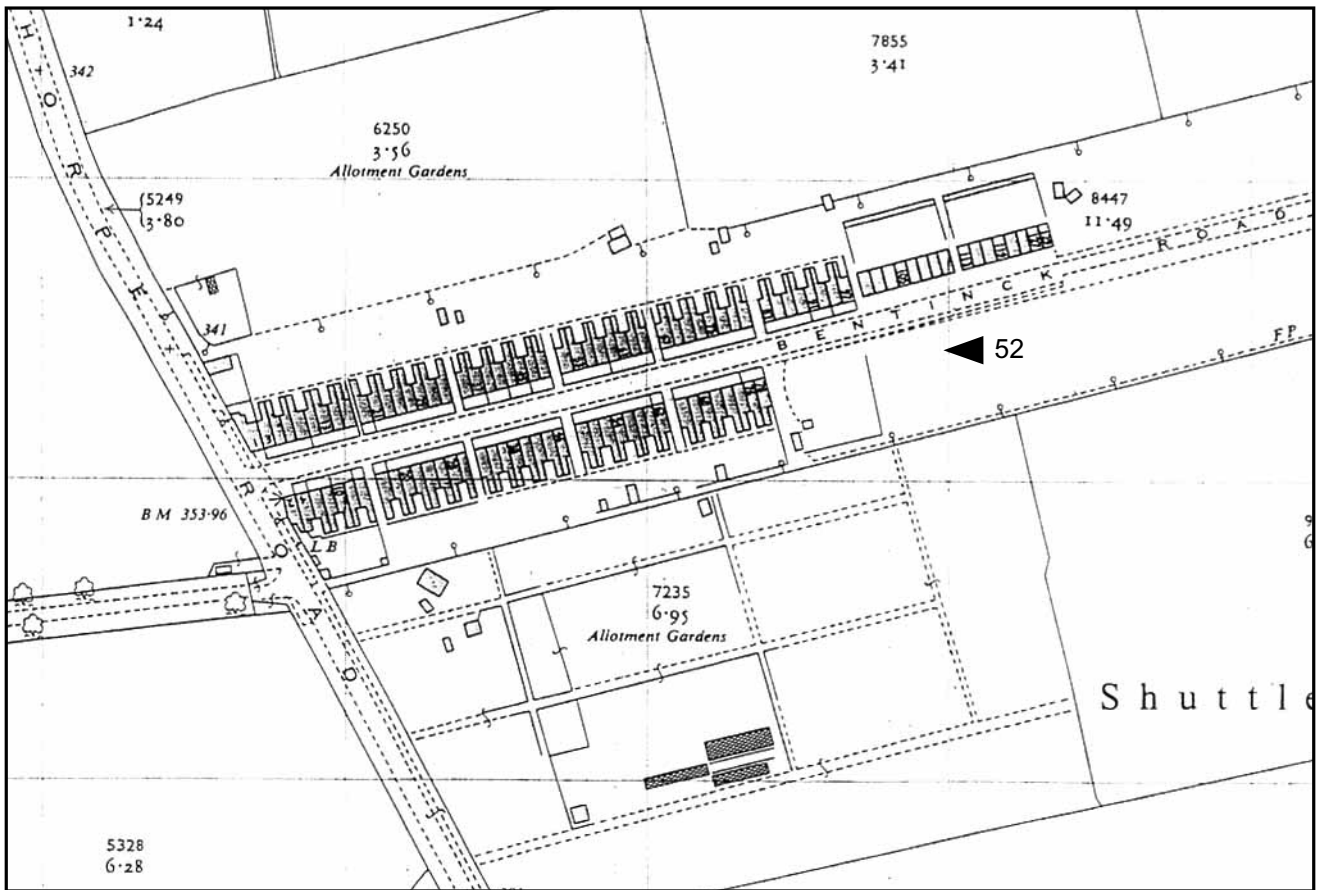
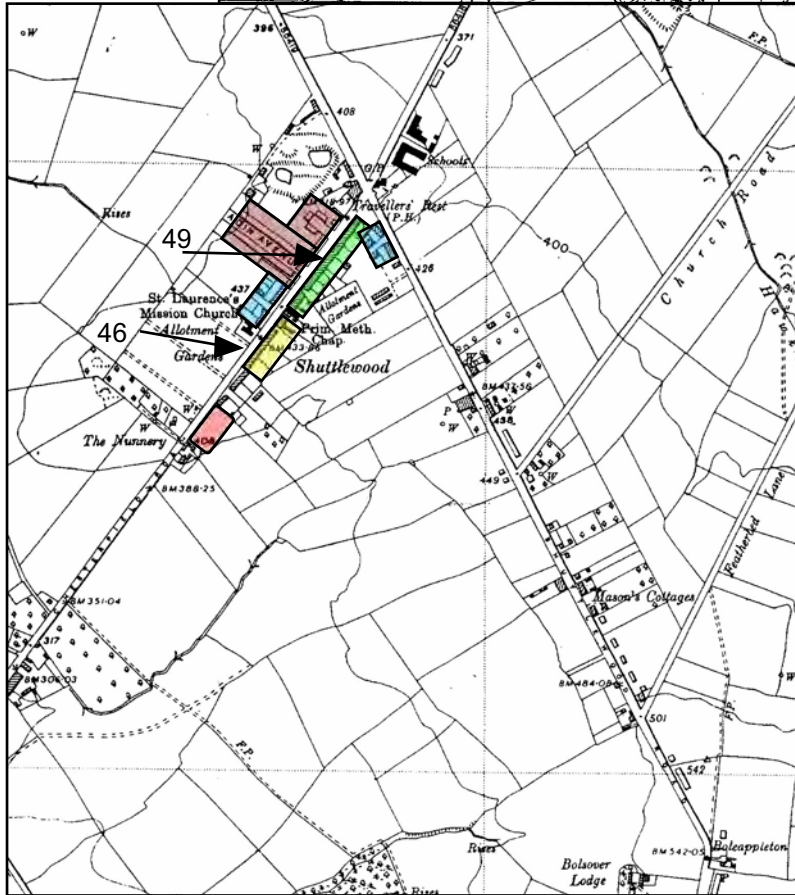
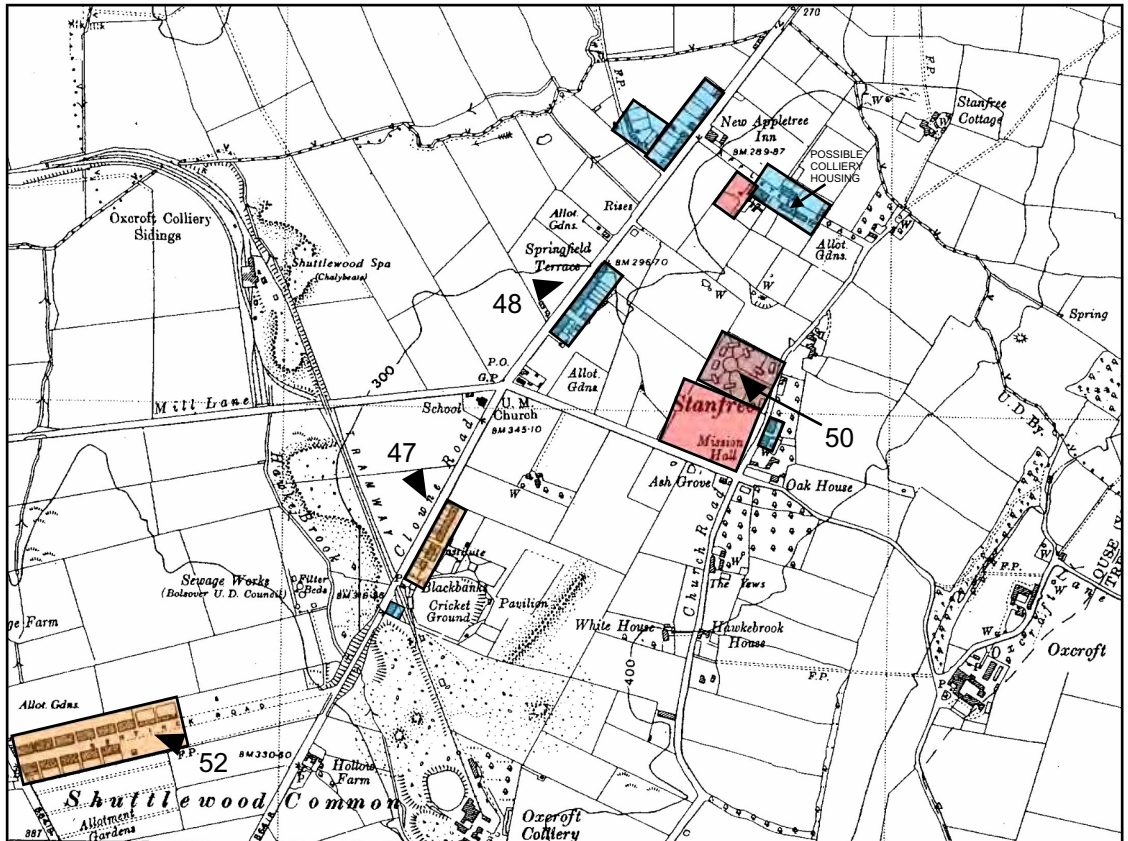


Fig. 51 The incomplete and isolated terraced housing on Bentinck Road, Shuttlewood, as shown on an Ordnance Survey 25 inch (1:2,500) scale map of 1962. To scale. The viewpoint of the photograph below is shown by an arrow. (*Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618*).



Fig. 52 View along Bentinck Road showing the now pedestrianised central road, the attic dormer windows, added porches and, to far left, part of a single storey extension to the rear of the houses.



- BLOCKS OF HOUSING HIGHLIGHTED**
- Cottages dating from at least 1886
 - Similar named terraced cottages
 - Colliery-built housing
 - Speculative housing
 - Council-built housing
 - Modern developments

Fig. 53 The Stanfree and Shuttlewood area, as shown on 6 inch (1:10,560) scale Ordnance Survey maps of 1947-48, with large-scale coal-mining operating in the area. House groups referred to in the text are shown as overlaid coloured blocks. Photograph viewpoints are shown with arrows. Scale 1:12,500.

4. WHALEY THORNS

4.1 Introduction

The former mining village of Whaley Thorns is situated north of Nether Langwith and several miles to the east of Bolsover. A minor road, Cockshut Lane, marks both its eastern boundary and the border between the counties of Derbyshire and Nottinghamshire, with some houses situated in the latter. The village was formed close to Langwith Colliery which was built by the Sheepbridge Coal and Iron Company Ltd in 1876 on land leased from the estates of Earl Bathurst. The colliery closed in 1978. The historical development of the village has been traced by local historian Tony Warrener, and much of what follows is based on his researches (Warrener 1999). Two views shown were kindly provided by the Whaley Thorns Heritage Centre.

The growth of the village occurred in about four distinct phases over a period of just over 50 years, each stage reflecting both the fortunes of the Langwith Company and the national situation of the coal industry. These phases are described below and shown graphically in Figure 73. The colliery successfully operated for over a century and exported a lot of its coal through the port of Hull.

4.2.1 PHASE 1

The First Edition Ordnance Survey 25 inch scale map of 1875 shows the area of Whaley Thorns traversed by a line of the Midland Railway and having only a single row of cottages on the west side of Cockshut Lane. This row, known as Stone Row, on what later became Portland Terrace, consisted of a line of 12 stone-built cottages with brick internal walls (Figs 58). They were substantially-built with outer walls 19–20 inches (about 0.5m) thick, coursed with cut blocks and with dressed lintels and sills. They appear to have had a small front sitting room, a side pantry, a rear kitchen / scullery and a side staircase (Fig. 60). Upstairs there were three bedrooms. The total floor-space is about 69m² (745ft²). The 1875 map shows only two outbuildings at the south end and one front garden laid out, indicating that they were not fully finished at the time. One of these outbuildings remains (Fig. 59). A new access road to the future colliery, later to be called Main Street, was also being laid out.

Because these cottages pre-date the colliery it has been suggested that they were originally for railway workers. Railway accommodation was usually in the form of temporary wooden structures and these well-built cottages were placed some distance from the track. They were more likely built by the Sheepbridge company for engineers and others involved in preparatory works in the area, on a lane that was to be diverted to form the main access route to the colliery. If so, they suggest that the company was preparing to use all the land between the railway, the obvious position for the colliery, and the county boundary (at which point land ownership changed to the Duke of Portland), and that these cottages perhaps served as a territorial marker.

Two larger stone buildings were built below the cottages, facing south, at the corner of Main Street. These were called Dallas Villas and may have been the first houses reserved for officials. Stone for these early buildings could have been acquired locally. Once the colliery started, two more rows of cottages, this time in brick, were built alongside Stone Row. Once the colliery had its own sidings bricks could be brought in from outside the area. There is no evidence for a brickworks having been set up at the colliery site. From here the settlement quickly spread westwards and within only a few years there was terraced housing built in blocks of 8, 10 or 12 cottages on Church Street and Scott Street, together with the church of St. Luke's, a Methodist chapel and a school for 350 children. There were also allotments to the west on the land later used as a sports ground.

The houses on the new streets were built in facing rows, with small front gardens and even smaller back yards, with a rear public walkway and communal toilets facilities. The houses' brickwork was coursed in English garden bond, there was minimal use of stone, the roofs were covered with blue slate and they originally had sash windows. They were small in size (total floor space size estimated at c.56m² or 605ft²) and internally most were of an irregular interlocking rather than rectangular plan, a form which was widely used in subsequent housing in the village (Fig. 56). Figure 61 is an old view looking down Church Street.

The 1881 census records 74 houses and a population of 465, with a number of houses having lodgers (Warrener 1999, 44). At this point the housing in this area was only half-complete. The presence of lodgers shows that having lured miners to the area the colliery was having difficulty in accommodating them all. In 1887 yet more houses were built closer to the colliery on Bathurst and Scarcliffe Terraces (commonly called Pit Rows or New Rows). The earlier houses had been built by the colliery itself, but these were built privately, with the option that the colliery could buy them in due course (*ibid.* 46). As before, they had the same L-shaped interlocking plan, known as through-by-lights.

With only limited communal yard space the L-shaped houses built so far had the advantage of being as economical on land as the much criticized back-to-back plan, but with through ventilation (Caffyn 1986, 114). Although this was the predominant plan used in Whaley Thorns, the through-by-light was not, however, adopted widely elsewhere, and not at all in the immediate Bolsover area. By building tightly and without gardens of any size, the alternative provision of allotments was a way of holding land in reserve for potential future housing (as would be proved necessary). Of these early houses only those on Portland Terrace now remain, the rest having been cleared after 1998 for new housing. During demolition they were found to have been built without foundations and to have stood on a layer of colliery waste (pers. comm. T. Warrener).

4.2.2 Religious buildings

Of the other buildings, the church, chapel and school remain. The church of St. Luke's was built of stone in Early English style in 1878 with seating for 320 people. It was founded by Earl Bathurst for the new community. Even before this there was a mission hut and day school for the very first workers in the cottages (Warrener 1999, 48). For the high proportion of non-conformists amongst the miners a Wesleyan Methodist chapel and a separate Sunday School were also built nearby. The chapel (now the home of Whaley Thorns Heritage Centre) was later extended to the west and the school incorporated (Fig. 66).

4.3.1 PHASE 2

Not long after the Phase 1 housing had been completed the mining industry entered a period of depression between 1891-96. It then recovered and there was full-time working again by 1899 (Williams 1962, 191). Correspondingly, Langwith Colliery started a new development to the north of the established village in Horse Wood, where North Street and Chapel Street were laid out shortly after 1898. All the land between the wood to the north, the colliery's sidings to the west and the continuation of Cockshut Lane to the south-west was by now fully used for housing or allotments (Fig. 54). The church and some other buildings had already encroached into the woodland and here new houses were built in blocks of 6, 8 or 10, and with rear gardens providing more space between the rows. No accompanying allotments were provided.

The new houses were better built, with blue-brick plinths for damp-proofing. The brickwork was coursed in the same English garden bond as before and there were stone lintels and sills used on the front façade (Fig. 63). The window openings, as before, were narrower than in comparable houses nearer to Bolsover. These too were built interlocked on one side with the neighbouring property, which, as Figure 65 shows, was not a simple L-shape. The plan allowed for a pantry at either the front or the back of the house (with many now used as downstairs bathrooms), a sizeable kitchen and cupboard space

built into the stepped middle join with the adjoining house (Fig. 64). Two large and one smaller bedroom were available upstairs. These houses were built when houses with rear extensions were also starting to be built elsewhere and they retained the advantage of not suffering loss of light from shadows caused by these. They also had a generous total floor area of about 92m² (990ft²), which is at least 50% more than the earlier brick houses had. It compares well with the New Bolsover houses but they were built a decade earlier.

In 1904 similar houses were built in shorter rows on the Nottinghamshire side of Cockshut Lane. Two large and attractive semi-detached villas were also built at about this time on West Street, with full use made of the attics for additional rooms (Fig. 68). These had sizeable gardens to front to rear and were clearly intended for management staff. The naming of the streets here, West Street and North Street, is curious as logically they should be West Street and South Street respectively (Fig. 56).

4.3.2 Secular communal buildings

The miner's Institute was the focal point for leisure time activities and this was probably first situated on Main Street, next to the south end of Scott Street, a point mid-way between the two areas of Phase 1 housing. This was superseded by a larger Institute building erected after 1900 further up Main Street, with a bowling green attached. This large rambling building is fairly uninspired architecturally, comparing unfavourably with the one built earlier at New Bolsover (Fig. 67). Its size reflects the much larger mining community by Langwith Colliery at the time. Probably at the same time the central allotments were turned into a cricket ground as sport was increasingly replacing the allure of tending the allotment as a leisure-time activity.

Also on Main Street, the secular focus of the village, the original corner-shop and post office at the bottom end of Church Street (Fig. 61) was joined by a new branch store of Langwith Co-operative Society, opposite the old institute building on Main Street. This building had the shop and office on the ground floor and a cinema operated on the first floor. This building has since been demolished.

4.4 PHASE 3

Whaley Thorns, unlike the other colliery settlements described above, had two more main phases of miners' housing construction, one overlapping with the First World War (Phase 3), the other in the 1920s (Phase 4).

Again reflecting national trends, recovery from another depression in the coal industry was reflected at Langwith Colliery with the building of yet more housing. Between 1911-16 new houses were erected between French Terrace and Jellicoe Street (their later names, after military leaders), in a cross-shape on the north half of an allotment (Warrener 1999, 47). The First World War then delayed further infill building to the west where Mary and George Street were laid out in a similar fashion.

All these houses were of a regular rectangular plan with a rear extension that was either single storey or two-storey. Whilst their rear faces are bland, the street frontages were made distinctive with large arched window openings, decorative brick banding and gables above the upper windows (Fig. 69). The brickwork is coursed in Flemish garden bond. These houses show how design had moved on under the influence of the Arts and Crafts movement and they bear more of a resemblance to later suburban houses than the traditional Victorian terrace. They will also have come with indoor water closets. Although they had rear extensions they were smaller in floor-space than the Phase 2 houses, at c.78m² (840ft²) in total. With their short gardens they were both smaller and more densely concentrated than houses built a decade earlier, perhaps due to a shortage of suitable building land close to the colliery.

4.5 PHASE 4

Like many other economic activities the building industry stagnated during the First World War as Britain's manpower was otherwise engaged. The coal industry had been protected and by 1918 it was recognised that it faced a serious housing shortage, especially in Yorkshire, Derbyshire, Nottinghamshire and Wales (Walters 1927, 1). The Housing and Town Planning Act of 1919 promoted house building on the rates as one solution to this. There was a growing acceptance that central government should intervene and provide resources. One scheme shown to heads of the major collieries was to make use of government loans and subsidies to build housing on a large scale, with the companies concerned guaranteeing the capital and interest and having ownership of the properties built. This would be conducted on a non-profit basis. Thus was born the Industrial Housing Association (I.H.A.), an independent national body formed by 24 colliery companies and managed by its principal promoter Sir J. Tudor Walters. It went on to build 12,000 houses.

The Industrial Housing Association embraced new thinking on raising housing standards and contemporary ideas in construction, design, facilities to be provided and environmental planning. Architects and reformers were wanting as standard houses with 3 bedrooms, a living-room, scullery, larder, fuel store, and an internal privy or water-closet (Caffyn 1986, 120). As important were ideals of a lesser density of houses per acre, houses that did not all look the same and were in a pleasant and varied environmental setting. These factors were a continuation of trends ongoing since the model garden villages first appeared in the mid-19th century.

Under the aegis of the I.H.A. work started at Whaley Thorns in 1920-21 on a major new development extending north of the now densely packed village, with the building of the so-called 'New Houses' on Whaley Thorns Wood. By January 1924 the planned 156 houses for the Sheepbridge company had been completed (Warrener 1999, 20). The development was officially named The Woodlands. It was extended northwards in 1927 with the building of 42 more semi-detached houses and bungalows around Moorfield Lane (Fig. 56). A similar development took place at Duckmanton, west of Bolsover.

These houses represent a major departure in design and setting from those built earlier in the village. Blocks of 2 and 4 houses were set out around a staggered crescent that led into a wide central avenue with short cul-de-sacs to either side, facing each other in a mirrored pattern. Each property had a deeper front garden than earlier houses and a rear garden of variable size. Back streets were unnecessary as the back of each property was accessible, either from the side or via a centrally-placed through-passage (Fig. 70). The space allowance for each property is about double the Phase 2 and 3 houses and possibly as much as four times the Phase 1 cottages. Although there is regularity to their placement, their outward appearance was intentionally varied, some being of plain brickwork, others half-rendered or fully rendered (Fig. 71).

The house sizes and their internal layouts also vary but they all fit the required criteria mentioned above. One house surveyed for the report, an end house to a block of four, is double-fronted, with rooms to either side of a central hall leading to a dog-leg staircase and with an internal toilet (Fig. 72). A door by the stairs opens into a sunken pantry with a cold slab set beneath the staircase. There is a sitting room to one side and a kitchen and a downstairs bathroom to the other. Bathrooms were not generally provided until the 1930s so these houses were advanced for their time. The stairs lead up to three bedrooms on the first floor, one for parents, two of equal size for children. A nearby house was of a different internal layout that included an internal coal-store; the surveyed house had its coal-store outside the side entrance. The general configuration of entrances, hall, stairway, kitchen, scullery and water closet could vary in these houses whilst the sitting room occupied one end of the house and the pantry made use of space beneath the stairs. The overall floor-space of the surveyed house is 93.5m² (1008ft²), which is only slightly bigger than that of the house built on Chapel Street at the turn of the 19th century.

The Woodlands houses were built with cavity walling at ground level and single brick at first floor level. The lower walling, with a thickness of 12 inches (0,3m) contains a wide open internal cavity. Some non-structural internal walls were built with a form of breeze-block and although they did come with fitted cupboards (and even mahogany door-knobs), there is no escaping the impression that they were built on a budget. Some have since suffered from subsidence. Nevertheless, they proved attractive when built and many occupants moved to them from the existing terraced houses. They came with electricity, bathrooms, good-sized gardens, greater privacy and were cheap to rent.

The slightly later houses on Moorfield Lane consist of semi-detached houses and bungalows. The houses differ in appearance, here with projecting porch surrounds or with bay windows. The cottages are dual and were presumably intended for single retired people. As in the past, land was also bought for allotments. With nearly 200 new houses and a potential population increase of up to 1000 people, a new large school was also built in what remained of Whaley Thorns Wood by the district council in the late 1920s. The original stone-built school close to the church had expanded to full capacity during earlier growth of the village.

By 1930 the availability of land in Whaley Thorns for the colliery had been exhausted as the Woodlands development and the new school had been built up to the irregular line of the county boundary. Some later houses for both miners and workers at a munitions factory were built south of the colliery at the west end of Nether Langwith.

4.6 Whaley Thorns since 1945

In 1976 the decision was taken by the National Coal Board (N.C.B.) to dispose of all the workmens' housing it had inherited with nationalisation, retaining only those needed for essential roles such as rescue workers. An attempt to sell the miners' houses to the sitting tenants received a disappointing response of less than 30%. Locally, there followed protracted negotiations with Bolsover District Council which eventually agreed to buy the remaining properties for a lower price than the N.C.B. had hoped for. The council made a number of modernisations to houses that had suffered neglect, such as installing aluminium windows. Many houses were eventually bought by their occupants but others remain to this day the property of the council.

Whaley Thorns was badly affected by the closure of the colliery in 1978 as it was essentially a single-employment village and 800 jobs were lost. In recent years there have been several small-scale initiatives to address the problems arising from this. One self-help project has been the setting up of the Whaley Thorns and Langwith Village Company to start various small projects aimed at improving the local environment and to create jobs in the process. This was the result of a partnership between Leicester Housing Association and Bolsover District Council and the idea has spread to other colliery villages in the area.

One company member, Sheena Cooper has commented: "We used to be a tight-knit community when the Langwith pit was operating. When it closed, people started moving away to find work, businesses shut down and we lost our community spirit. For years, we just sat there complaining about how bad things were, but, to be honest, we felt powerless to do anything. When the village company idea was suggested, I felt that this was a vehicle we could use to help rebuild our community." (Guardian Unlimited Archive March 20, 2002). One of the company's main aims has been to improve the housing in the area and it has been instrumental in seeing the removal of most of the run-down Phase 1 houses in the village and their replacement, on the same streets (though partly renamed), by modern houses. These include a mixture of one, three and four bedroomed semi-detached and detached properties, for sale and rent, with a scheduled completion in March 2008.

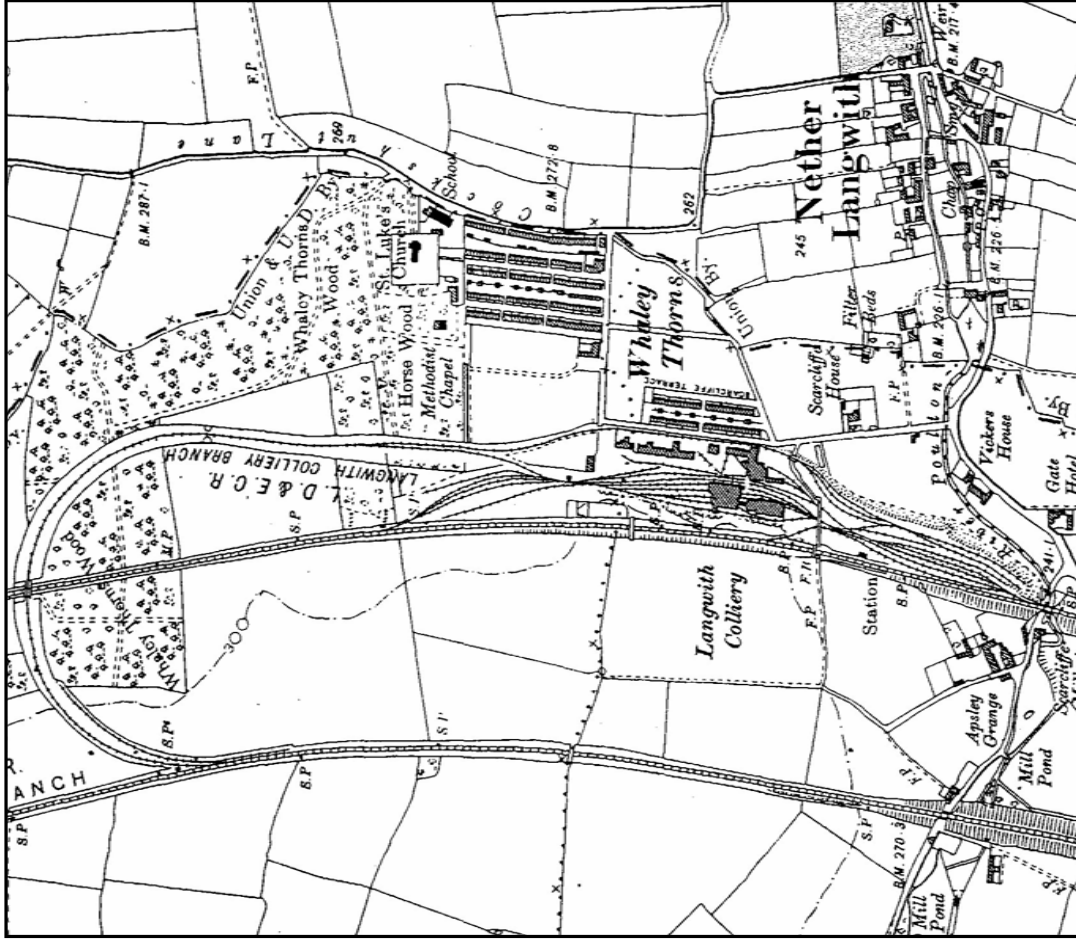


Fig. 54 Whaley Thorns, Langwith Colliery and part of Nether Langwith, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1899. Scale 1:10,000.

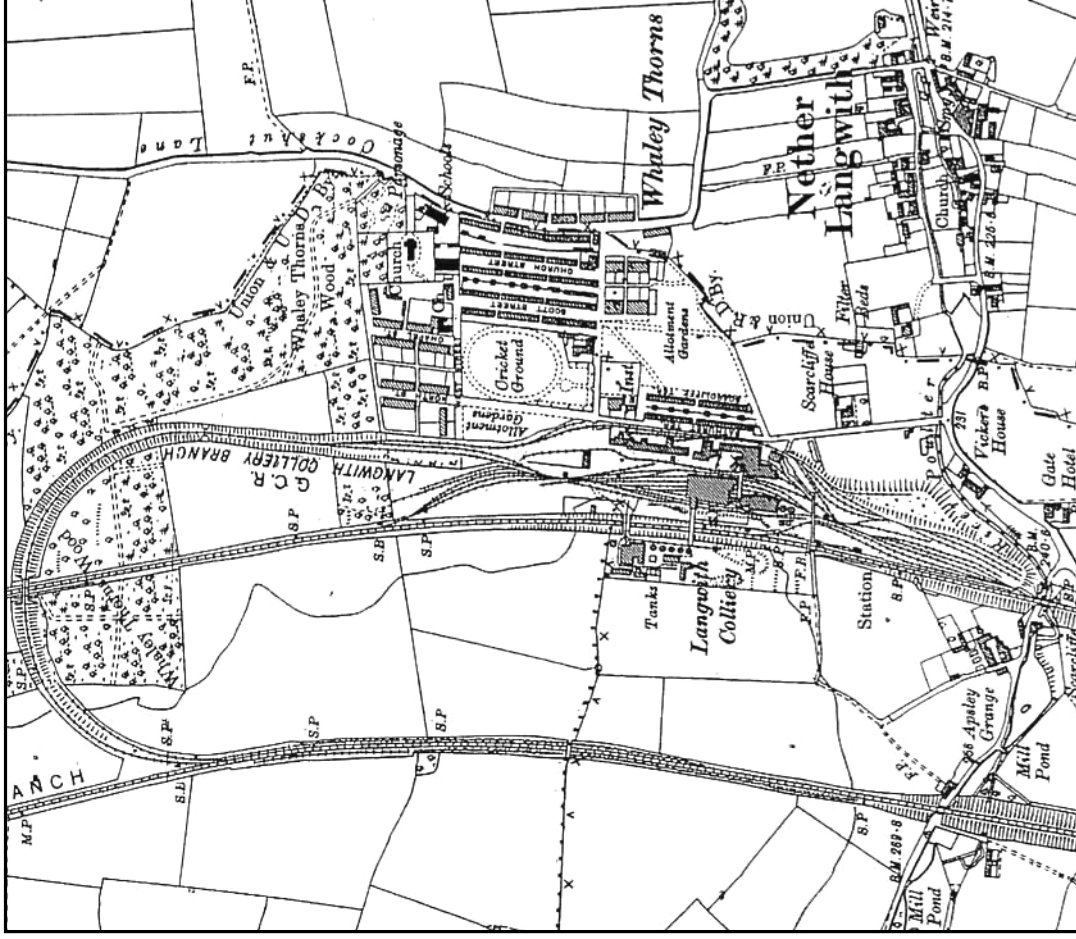


Fig. 55 Whaley Thorns, Langwith Colliery and part of Nether Langwith, as shown on the 6 inch (1:10,560) scale Ordnance Survey map of 1921. Scale 1:10,000.

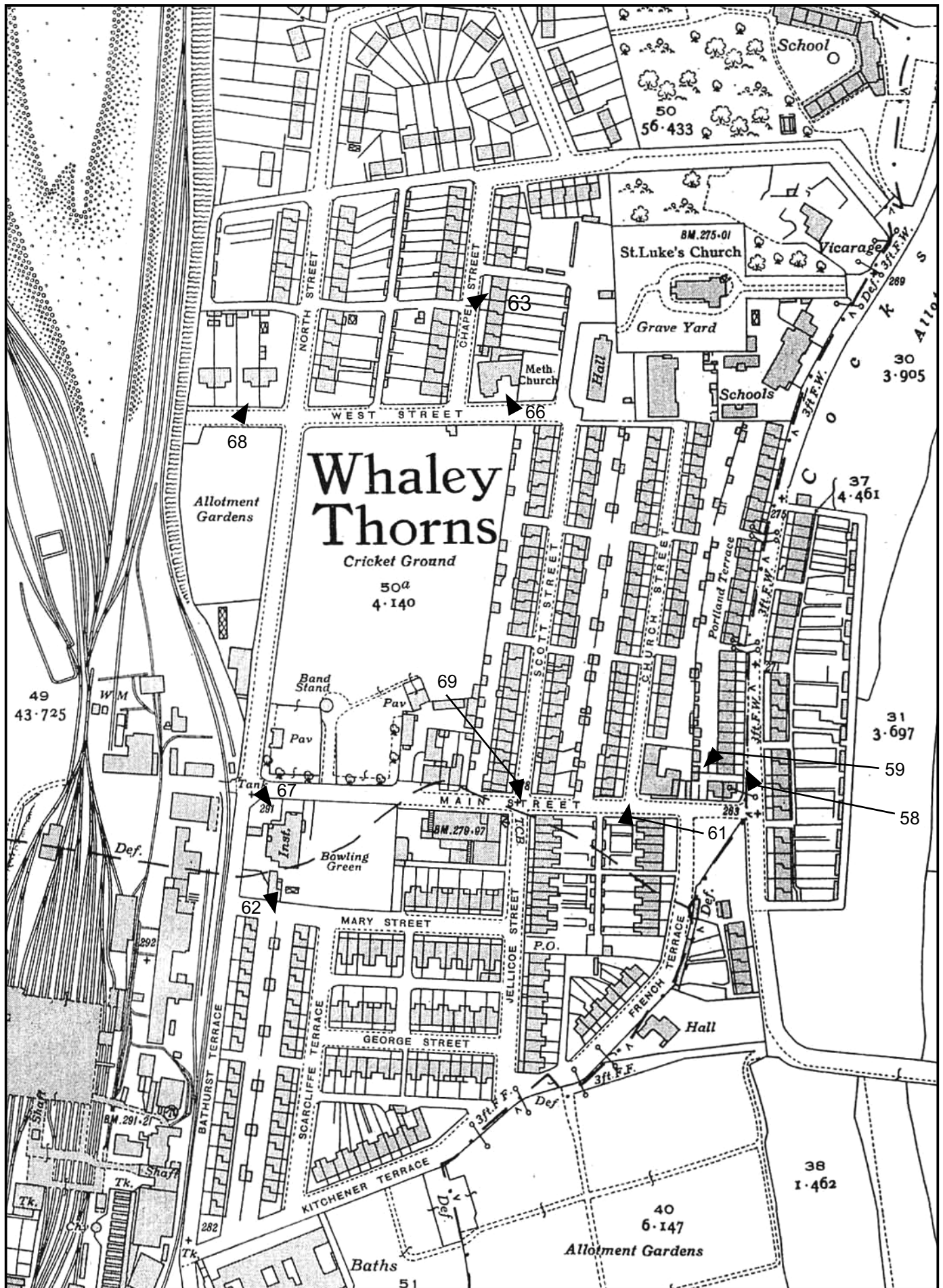


Fig. 56 The older part of Whaley Thorns, as shown on the 25 inch (1:2,500) scale Ordnance Survey map of 1938. To scale. Photograph viewpoints are shown with arrows.

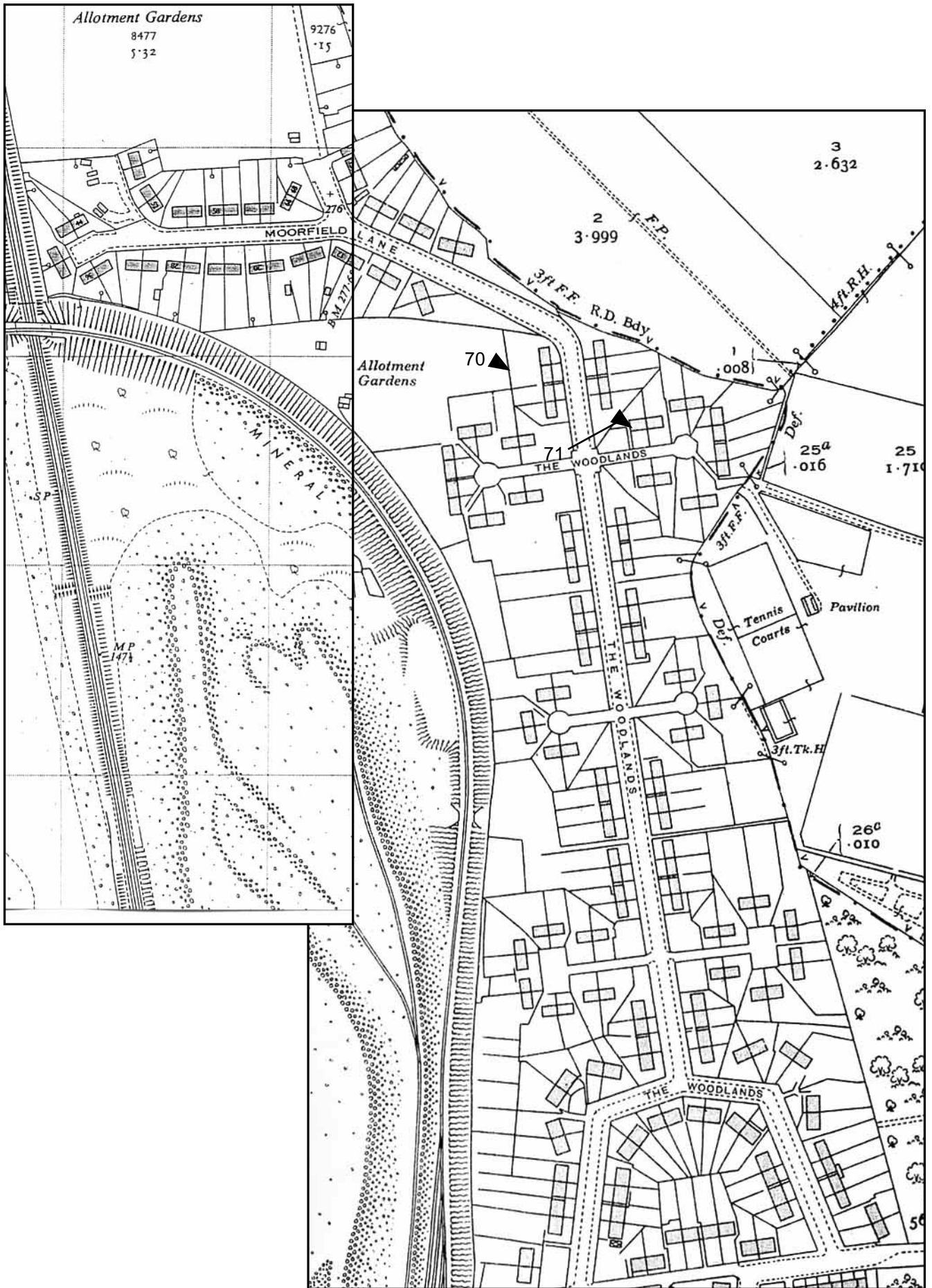


Fig. 57 The later part of Whaley Thorns, as shown on the 25 inch (1:2,500) scale Ordnance Survey maps of 1938 (right) and 1960 (left). To scale. Photograph viewpoints are shown with arrows. *Ordnance Survey map reproduced with the permission of Her Majesty's Stationery Office © Crown Copyright Licence No. AL 100020618).*



Fig. 58 View along the frontage of Stone Row, Portland Terrace, Whaley Thorns, built shortly before 1875.



Fig. 59 An original stone-built two-compartment outhouse situated behind Stone Row, dating to before 1875.

Cottage on Portland Terrace,
Whaley Thorns, Langwith, Derbyshire

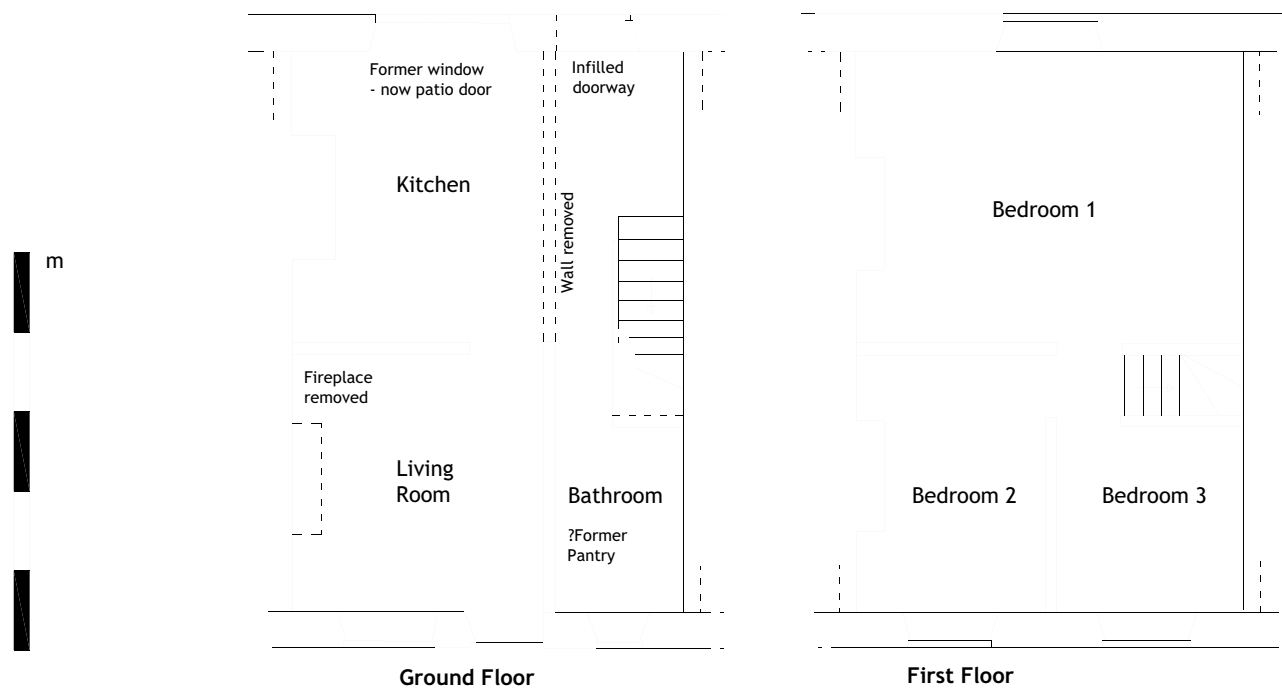


Fig. 60 Floor plans of one of the cottages on Stone Row, Portland Terrace, Whaley Thorns. Not to scale.



Fig. 61 An old view looking northwards down the now demolished Church Street, Whaley Thorns. The corner shop still remains. *Courtesy of Whaley Thorns Heritage Centre.*



Fig. 62 View showing part of the cramped yard space between Bathurst Terrace and Scarcliffe Terrace, Whaley Thorns, now demolished. The houses' internal interlocking plan is indicated by the pattern of windows of differing width. *Courtesy of Whaley Thorns Heritage Centre.*



Fig. 63 Houses with the through-by-light plan built on Chapel Street, Whaley Thorns in c.1900.



Fig. 64 An original panelled cupboard in a house on Chapel Street, Whaley Thorns that was originally fitted in the middle of the L-shaped join with its neighbour.

House on Chapel Street,
Whaley Thorns, Langwith,
Derbyshire



Fig. 65 Floor plans of a house on Chapel Street, Whaley Thorns. Not to scale.



Fig. 66 The Methodist Chapel and Sunday School on West Street, Whaley Thorns. The building is now the home of Whaley Thorns Heritage Centre.



Fig. 67 The large but architecturally uninspiring Miner's Institute building on Main Street, Whaley Thorns, situated close to the centre to the older part of the village.



Fig. 68 One of the two relatively large semi-detached villas built for colliery officials on West Street, Whaley Thorns.



Fig. 69 Distinctive Phase 3 terraced houses on Jellicoe Street, Whaley Thorns.



Fig. 70 A block of four houses built at The Woodlands, Whaley Thorns by the Industrial Housing Association in the early 1920s.



Fig. 71 Rear view of rendered semi-detached houses built at The Woodlands, Whaley Thorns.

House at The Woodlands,
Whaley Thorne, Langwith, Derbyshire

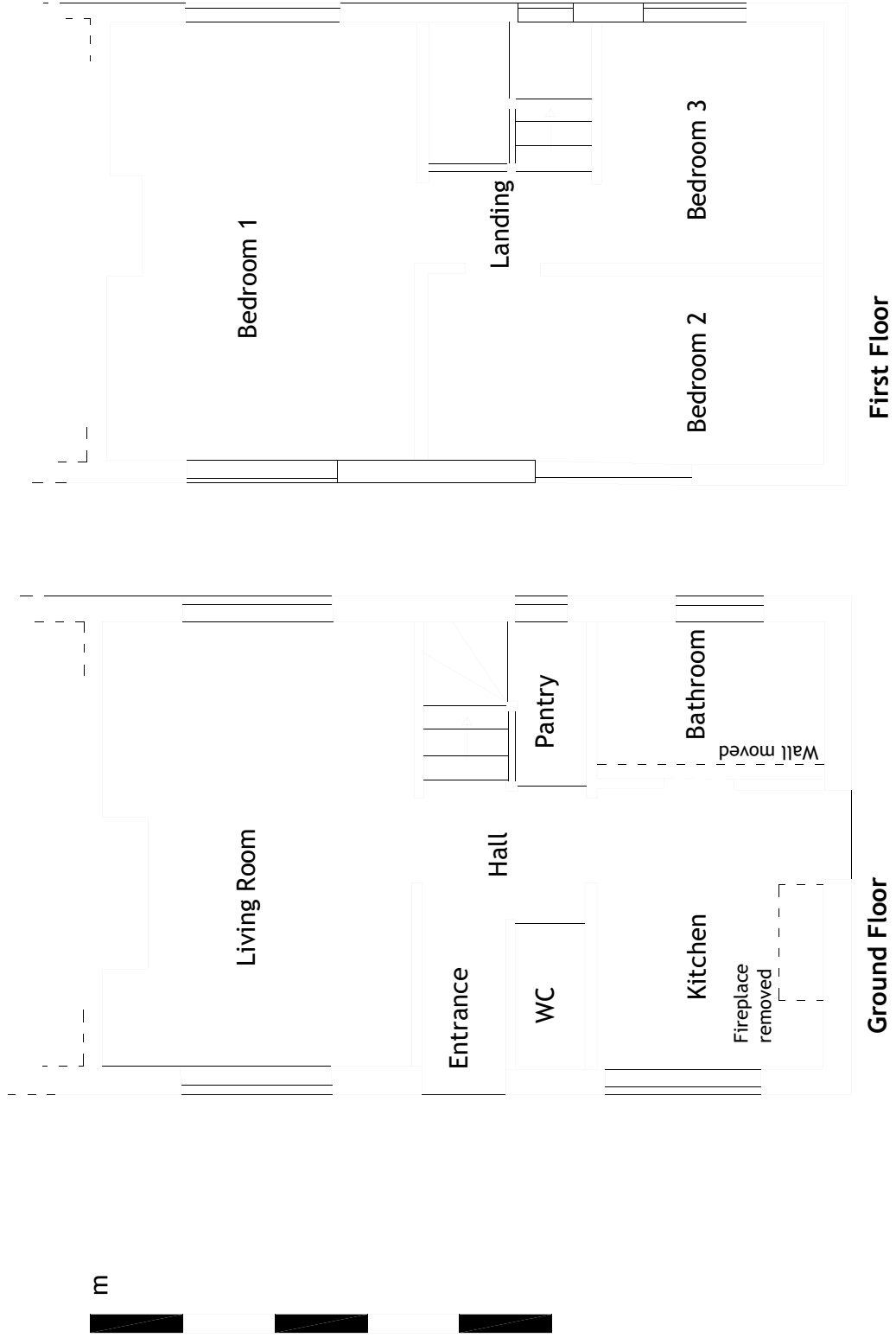


Fig. 72 Floor plans of a house at The Woodlands, Whaley Thorns. Not to scale.

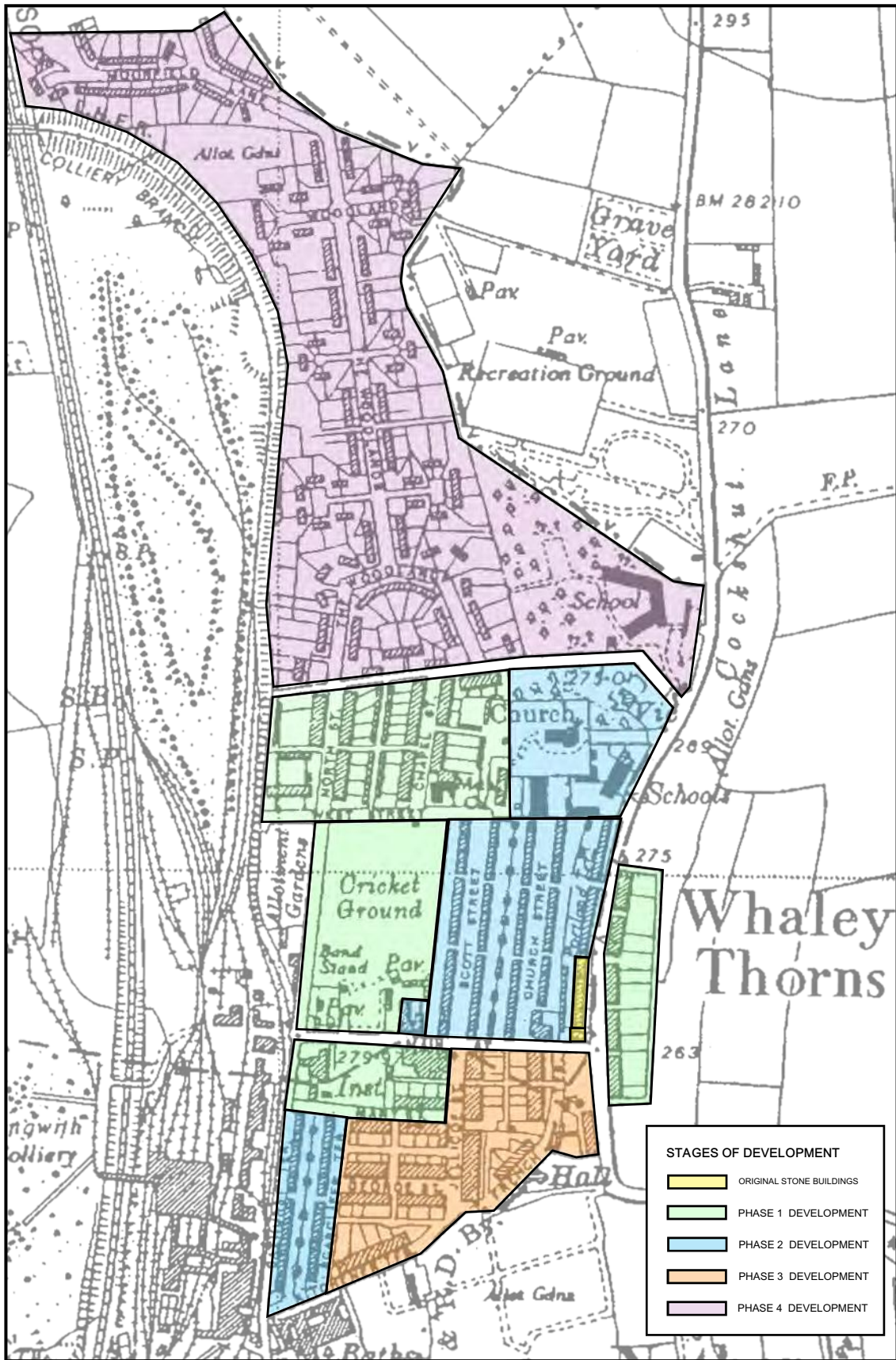


Fig. 73 Phases of development of the mining village of Whaley Thorns, between c.1873 and 1930. Overlaid on an Ordnance Survey 6 inch (1:10,560) scale map of 1948. Scale 1:5000.

5. CONCLUSION

A number of research issues were raised in the Project brief, and these can be summed up as concerning the following major points:

- The influence of the landscape and the different settlement layouts
- Quality of housing, its construction, internal layout, access etc
- Differences between colliery-built housing and that of speculative builders
- Changes to the house designs showing at different phases
- Was New Bolsover markedly different ?
- How housing for officials differed from that for miners
- The quality and intentions of public and religious buildings
- The character of the Industrial Housing Association houses
- Post-1945 changes and the influence of the District Council

The landscape topography of the Bolsover district was only a minor constraint on the development of the mining villages looked at during the study. Bolsover and Langwith Collieries were placed next to railways to take advantage of freight haulage and Oxcroft Colliery built its own tramway link to the Midland Railway. Terraced housing could be built up gentle slopes in stages (as at New Bolsover and Bentinck Road, Shuttlewood), and water could be supplied by pipes. Close proximity of the housing to the colliery site was a major factor early on but this lessened with time.

The main constraint was probably the availability of land. Whilst the Duke of Portland could afford to release a sizeable plot of land to the Bolsover Colliery Company, the development that followed at New Bolsover took account of the existing field pattern, following its general alignment and economically fitted into those fields made available. This was even more pronounced at Carr Vale, where the same company increased the density of its housing to make maximum use of two fields. Most speculative builders had similar problems and the village eventually reached a point where growth ceased. The more undulating landscape probably played a greater role at Stanfree and Shuttlewood and the housing here was deliberately kept to the road system. There may also have been problems acquiring more land from local farmers and the Duke of Portland.

The nature of the housing and its quality was found to vary in the four areas looked at. Building economically and without frills was a major consideration for both the colliery companies, who might need to build up to 150 houses at a time, and for speculative builders who varied from building the odd pair of cottages to a development, such as at Shuttlewood, of 36 terraced houses. There was a noticeably greater variation of quality of construction and total internal floor-space of the houses with the colliery-built housing than with the speculative housing. This tended to reflect the economic health of the colliery concerned and the national industry at the time. The speculative builders had a more conservative approach, keeping to established plans and methods; their houses tended to be of similar layout with cross-stairs, rear extension, and total floor space averaging about 75m² - 80m² (800ft² - 865ft²). Within a period of 50 years the colliery-built housing seen varied between 56m² - 105m² (605ft² - 1132ft²) in total floor area, with the villas even larger. This was also reflected in quality of construction, from small houses with no foundations at Whaley Thorns, to the relatively well-built colliers' cottages on the slopes at New Bolsover.

House designs varied too, from the plain rectangular to the interlocking L-plan and the later houses with extensions, gradually getting longer as the water closet was brought up from the bottom of the yard. Whilst most houses had three bedrooms, the size of individual rooms could vary and the third

room might only be suitable for a baby. The lengths of rows or terraces gradually shortened too, from up to 14 houses in a row to the new standard of about 4 after 1920.

New Bolsover did set a new standard for the mining industry generally at a time when key figures in other industries were engaged in a second phase of model village building. The other colliery companies though were not quick to follow, and it was left to the Bolsover Colliery Company to improve on its original initiative by building Creswell and Forest Town, after which it reverted back to more traditional village patterns. A similar attitude prevailed at Langwith Colliery where, after building houses with a greater floor-space and lesser density than before in Phase 2, the colliery returned to smaller houses in a denser standard street pattern not long after. A major change occurred with the watershed of World War I. With new ideas in architecture, improving facilities in the home and government sponsorship, bodies such as the Industrial Housing Association took the garden village idea a stage further in many colliery villages and contributed to the end of the traditional English terraced house.

Even within a study of what appear to be similar houses in a given area, differences can be discerned. On first sight the main distinction at New Bolsover is that some houses have attic rooms and others do not. There are in fact seven plan types. These may have catered for different family sizes and grades of staff such as colliery deputies. The latter were also assigned their own houses at Carr Vale on North View Street. Slightly larger houses set at a right angle at the south end of West Street and Chapel Street in Whaley Thorns may have been similarly apportioned. A relatively small number of larger semi-detached villas were built for middle class management and school staff. The gap between the two forms of housing was wide and some independently-minded miners and officials had their own houses built.

Good quality community buildings, designed by architects, were built at New Bolsover. The schools building was exceptional in that it could hold over 500 pupils or cater for village meetings with up to 800 people attending. It took a symbolic position overlooking the Green and its absence has robbed the village of its unity. As the centerpiece of the village it was instrumental in keeping New Bolsover self-contained and distinct from the old town. The Church was a different matter as the mining community was split along different denominational lines and each was catered for with their own meeting places.

At Whaley Thorns the local landowner largely paid for the church that was built, but this was only partly attended as many miners were non-conformist Methodists and they had their own chapel and meeting place. These facilities, along with the school, here assigned to the north-east extreme of the village, intentionally distant from the colliery. Only the workers' institute had a central position. That was a large functional building with little architectural pretension.

The mining industry peaked at 1.2m workers in 1924 and thereafter the supply of new housing was no longer a major problem. In due course maintenance of what had been built became an issue as houses had been built to different standards and life-expectancies. After nationalisation in the late 1940s the new owner the National Coal Board faced problems with having to spend money on updating and modernising its vast housing stock. Houses needed bathrooms, roofs needed replacing and wooden windows and doors had deteriorated. With the industry in decline it sought to unload much of its housing onto local councils in the 1970s. Since then the N.C.B housing has either been taken over by district councils, sold off to sitting tenants or removed in wholesale clearance. All three things have happened in the villages looked at. Major alterations to the houses at New Bolsover carried out by both the N.C.B. and then the district council in the 1980s, and its failure to save the schools building, may have raised concerns at national level that led to full listing protection being applied. Since then changes have been more sympathetically carried out.

6. REFERENCES

- Bolsover Colliery Company, 1939. *The Bolsover Colliery Company Ltd Jubilee Souvenir 1889-1939*. Bolsover Colliery Company.
- Bridgewater, A. N., 1999. *A History of Carr Vale*. Private.
- Bulman, H. F., 1920. *Coal Mining and the Coal Miner*. London: Methuen & Co. Ltd.
- Burnett, J., 1978. *A Social History of Housing 1815-1970*. Newton Abbot: David & Charles.
- Caffyn, L., 1986. *Workers' Housing in West Yorkshire, 1750-1920*. London: HMSO.
- Clayton, R. 1995. 'Work and Community in a Mining Village: Carr Vale in North-east Derbyshire c.1897-1995.' MA dissertation, Royal Holloway, University of London.
- Elliott, P., 1998. 'Pioneering examples of industrial housing, Derbyshire 1832-1925.' MA thesis, University of Nottingham.
- Griffin, A. R., 1971. *Mining in the East Midlands, 1550-1947*. London: Frank Cass & Co. Ltd.
- Griffin, C. P., 1977. 'Three Generations of Miners' Housing at Moira, Leicestershire, 1811-1934.' *Industrial Archaeology Review* 1:3, Summer 1977.
- Haigh, B., 1989. *A centenary history. One hundred years of mining, Bolsover Colliery 1889-1989*. Cole Orton: British Coal.
- Haigh, B., 1998. *Bolsover Voices*. Stroud: Tempus Publishing.
- Lawrence, D. H., 1993 (first published 1929). *Lady Chatterley's Lover*. Cambridge University Press.
- Rhodes, E., 1983. 'The development and design of miners' housing 1750-1939, with special reference to coal production'. Thesis, University of Nottingham.
- Rollinson, S., 1874. 'Workmen's Houses.' *Transactions of Chesterfield and Derbyshire Institute of Civil and Mechanical Engineers*, 2: 142-149.
- Spray, W., 1974. 'Bolsover from the year 1890, over 80 years ago to the present year 1974. Bolsover as I saw it 81 years ago when I was 9 years old.' Handwritten memoir at Derbyshire Record Office, reference D1527 M/Z1.
- Walters, Sir J. T., 1927. *The Building of Twelve Thousand Houses*. London: E. Benn Ltd.
- Warrener, T., 1999. *A History of Nether Langwith, Langwith and Whaley Thorns*. Private.
- Williams, J. E., 1962. *The Derbyshire miners: A study in industrial and social history*. London: Allen and Unwin.

Wilmot, D., 2005. 'Emerson Bainbridge of Newcastle and Sheffield, an overlooked entrepreneur.'
Yorkshire Archaeological Journal 77: 241-252.

Acknowledgements

The author would like to thank the following people for their help and encouragement during the research and fieldwork carried out for this report:

Eileen Appleton of Trent & Peak Archaeology (TPA)
Mrs Doreen Bills
Mrs C. Bowmer
Matthew Bristow
Mr and Mrs D. Coupe
Dudley Fowkes
Mr and Mrs P. Gilding
Jane Goddard
Bernard Haigh of Bolsover Civic Society
Mrs J. Henshaw
Graham and Kate Lee
Chris McKinney of Bolsover District Council
Philip Riden
Mr and Mrs B. V. Storey
David Walker of TPA
Tony Warrener of Whaley Thorns Heritage Centre
Alison Wilson of TPA

And finally, Gwen V. Sheppard for her forbearance.