

DERBYSHIRE WARE — SOME CASUAL FINDS.

By JOHN LOMAS.

I N the course of walks during the past twelve months I have found sherds of Romano-British pottery of the type known as Derbyshire Ware. (See *D.A.J.*, LXI and LXXII.)

1. In a ploughed field at Hopton near the track sometimes called the Chariot Way. (Map Reference S.K. 258547.)

2. At Alport Height. Here many pieces, including rims of at least five vessels, were found thickly spread over a small area of ground in the corner of a ploughed field. (Map Reference S.K. 306516.) All were found within five yards radius of the Ordnance Survey triangulation station: this stands on a small mound, part of which is now ploughed away.

3. At what is shewn on the new O.S. map as Deepdale. (Reference S.K. 166703.) A small piece was found in the soil of a molehill not far from a site on which some excavation was proceeding.

FRANCIS THOMPSON.

Early Pioneer of Railway Architecture.

By A. L. THORPE.

WHO was Francis Thompson the early Victorian architect who specialised in railway buildings? We know from signed architect's drawings still in existence as well as from contemporary lithographs that he designed the Derby Station, built for the North Midland Railway in 1839, and the Midland Hotel built in 1840. Directories of the period show that he had an office in the Market Place. We know too that he built the station buildings at almost all the intermediate stations

on the North Midland Railway between Derby and Leeds; perhaps the most remarkable and best known of these, still in existence to-day, is Wingfield Station. The Midland Hotel at Derby began an era of railway hotels for which the Midland Railway in particular was to become famous, and this is the first example of a station and hotel being planned and built as a single unit. Thompson was also responsible at Derby for one of the earliest locomotive workshops.

From other documentary evidence he is known to have been employed as architect on the Chester to Holyhead railway and he was the architect, undoubtedly the *magnum opus* of his professional career, with Robert Stephenson as civil engineer for that truly magnificent piece of Victorian engineering architecture the Britannia Tubular Bridge over the Menai Straits.

But in 1850 at a moment which would seem to mark the very peak of a distinguished career, all information about him ceases abruptly and completely. Did he suddenly retire from professional life and if so why? If not, what did he build after 1850 and when and where did he die? It seems certain that he was not in any way related to the family of which our one time member, C. C. Thompson, the architect of Kelham Church, was a distinguished son. And he receives not even a mention in the *Dictionary of National Biography*.

A NOTE ON WILLIAM BIRKIN.

By P. J. WALLIS, M.A. (Cantab.).

IT is not intended here to list the additions and corrections, sent by various kind contributors, to my article in the last *Journal* on "Some Problems in the History of Dronfield Grammar School". Incidentally, readers will be interested to know that the new name, Dronfield Henry Fanshawe School, is a modernised version of that in the 1579 Charter, and commemorates the