Asker Lane

from

Hassuk Kjarr

3rd Edition
2011

Horsecar Tollbooth

George Wigglesworth
g.m.wigg@googlemail.com
http://www.wigglesworth.me.uk/

Contents

"The Duke of Wellingtopn"
From a picture in the possession of Julie Bunting

Hassuc Kjarr

Having moved to Lums Hill Rise I have been curious to know the history of this limited area between the tunrpike and Asker Lane and the derivation of the name. It is interesting the land was once owned by Peter Nightingale (1737-1803), borders a turnpikeand, nearby,lead was tronsported and smelted for those facts were true of our previous house at Lea Bridge, This is very much a draft, the result of a few months' investigation and already the area of interest has grown a bit. It sets out to record in full what I have found is documented and it might serve as a starting point, perhaps for others. It is intended mainly to seek responses from those who know differently or better! Already the text has been altered in response to such feedback.

It has almost entirely involved the use of secondary sources. As necessary I rewrite parts and then reprint updated versions if they are requested but that does mean there will be variations and the only clue will be the print date. This is in fact the second edition with attention now given to the Roman period. Imperial measures are used where reporting people who would use such units.

I have already had much appreciated help from many sources including Lynn Willies, Stuart Band, Gladwyn Turbutt, Julie Bunting and Peter Naylor as well as the staff at Derbyshire Records Office and the Local Studies Library. My wife, Margaret, as throughout our married life, has given me re-assurance when I have ventured into print by has correcting the English usage for which I remain grateful.

.

George Wigglesworth
13 Lums Hill Rise,
MATLOCK DE4 3FX
November 2006

Aerial photograph of Asker Lane taken in the year 2000

Asker Lane

The useful features for placing the location on older maps are the Bentley Brook crossing of the Chesterfield turnpike and the 18th Mile Stone of early days. This turnpike was the road from Chesterfield to Matlock. Some authors associate this turnpike with a continuation to Ashbourne as milestones on early maps imply. In fact the Ashbourne-Wirksworth-Alfreton turnpike was authorised the year before this one. The milestones from Middleton to Ashbourne name Alfreton and are engraved, unlike the Chesterfield-Matlock ones. In 1772 some turnpikes were done away with, more in 1822 and the remainder in 1889. This one was wound up in 1880.

The 1791 map of Burdett only shows the Lumsdale cupola and names East Moor and Would (The Wold) as well as the milestone and Bentley Brook. Sanderson's "Map of Derbyshire" (1834) indicates a Toll Bar on the turnpike immediately NE of the junction with what we know as Asker Lane and three buildings at the bend of Asker Lane where it goes into Lums Dale. One of these might well be Asker Farm, the others old cottages, perhaps those now called "The Cottage" and "Yew Tree Cottage" which are outlined on Gratton's Tithe Map in 1848. A photograph dated 1893 features the Toll Bar cottage opposite the Duke of Wellington. It is believed to have been taken shortly before the demolition of the cottage and certainly was not mentioned by Bryan when he listed five toll bars in Matlock in 1903. Asker Lane was referred to as a "Private" road in the enclosure schedule of 1780. Gratton's larger scale map of 1848 names it as Horsecarlane Toll Bar and shows the buildings with more detail of shape and location.

Turnpike Milestone Number 8

The first edition of the 1" OS map (1840) names Asker Lane as Hasal Lane (it is very difficult to read especially the middle letter) and some milestones have been renumbered and placed differently, the nearest being the one that still exists opposite the golf clubhouse (8). This unelaborate stone matches two which remain on the Darley Dale branch. There is no engraved lettering so mileage and direction was probably painted onto the sides. They have trapezoid ends with four main, rectangular faces, the back 12" across, the sides, inclined to the road, 15" and the front 4", the stone standing 30" out of the ground and with a curved top. Some have been replaced or duplicated by triangular iron ones. There was an Act of Parliament requiring turnpikes to display milestones and these to relate to that particular stretch of road. A penalty (up to 40s) had to be instituted to deter the vandalising of these stones. One just north of Smedley Street (9) has now gone, probably when the road was widened and the eastern wall rebuilt. The original numbering is found on Cary's map of 1787, Burdett's map, 1791, Tuke's in 1798, in 1805 and on the one by Teesdale in 1829.

The earlier history suggests the name derives from *Hassuc Kjarr* where Hassuc is a firm tuft or clump of matted grass or sedge and Kjarr is the word carr, a boggy piece of ground, a combined name which could well be used for land in this area. The names Hasker, Haskar, Haskar Farme are found in documents such as Feet of Fines. In his will (10 Sept 1573) Wm Madder a lead burner (smelter) of Hasker bequeathed his "mansion house" to his wife Elizabeth and other things to his four sons. He is associated with a bole at Brown Edge thought to be in Ashover parish. The Turnpike documents use various names but most often Hascar. The many lanes, pathways and tracks contouring the hillside from Tansley to Darley Dale remain enigmatic. Paved in part, they may be local and/or long distance routes.

One concludes therefore that "Asker" is derived from an ancient name which could be 500 years old. Asker Lane seems to have developed from a private road, such as one to the farm, mainly over the last 200 years.

Lums Dale & Hill

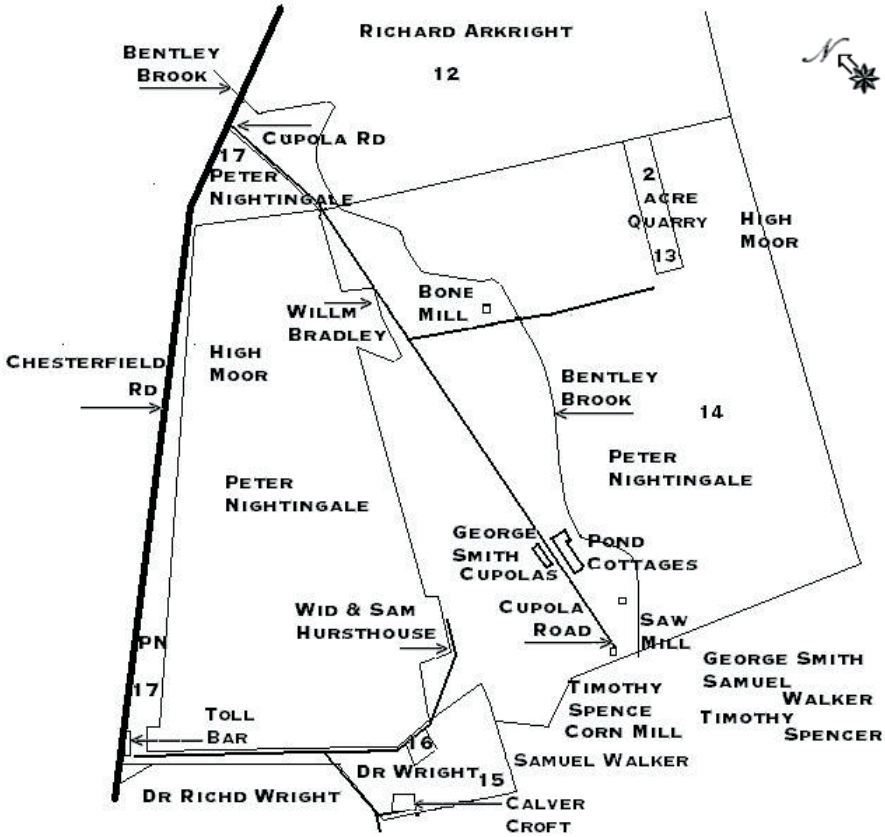
Searches have shown Lumm to be used somewhere in the country as early as 1290 and 1309. It seems to be written in several ways, as Lums, Lumbs or Lummes. Locally the name "Lum" is used to identify a hill although it is far more often used of the dale. Lumshill Quarry is at the northerly end of the Lumsdale/Lumshill Quarry complex, ¼ mile east of Bentley Bridge, and, unnamed, is a part of the Enclosure Act distribution in 1780. In 1840 it was still

the Parish Quarry. Lumsdale Quarry (a source of grindstones) is on the edition of the OS map dated 1876 while Lumshill Quarry is named on the OS 25000 map of 1983. However the derivation of "Lums" is not yet finally established.

The OED gives various meanings of which lumb for a "well for the collection of water in a mine" or "the handle of an oar" seem unlikely. It might more probably be a man's name, be used for a deep pool in a river (possibly a mill pond?) or a word for chimney. It is also used to depict a wooded valley or a small wood. Peter Naylor writes that he believes that Lumsdale is an old British name used for a close sided valley, dark as a result. He has identified it in Lumb Brook and two Lumb Lanes nearby, at Blackbrook Derbyshire as well as Lumbertubs Pass in Cumbria. There are references to Lumbs Mill in Matlock in Court of Chancery papers in 1700 and in the Enclosure Act of 1780 but without locating it more precisely. In the Turnpike minutes Lumbs Mill is mentioned when the road was diverted in 1822, going down Lumsdale between Bentley Bridge and Matlock. The submitted map suggests the mill was in the Lumsdale. (This diversion was seemingly not implemented or if so only for a limited period.) Lumbs Mill is used as the name of Common Land and Waste Grounds possibly to the northeast of the mills in Lumsdale. It is, however, also used to pertain to "buildings, weirs, goyts and appurtenances". This usage could imply one mill with more than one pool.

Mr Wildgoose's Quarry

Corn mills are located at three places on Bentley Brook. One reference is to an upper and lower mill. One mill could be at Hunts Bridge in Matlock Green. This is out of the close valley of Lumsdale as it is now known and maybe referred to in one document as the lower mill and perhaps one referred to in 1254. In Lumsdale both the "Paint Mill" and the "Grinding Mill" are thought to have been corn mills. Mr Lumb's mill might, interestingly, be imagined to be one of these three. A search of registers has yielded no reference to persons using the surname Lum[b] locally although it is common both as a surname and place name in the West Riding. In 1840 on the OS map the only name of a mill is that given to "Whites", a family name known from earlier.



INFORMATION FROM THE SCHEDULE IN WHICH THE COMMISSIONERS DESCRIBE THEIR ACTIONS WHEN ENCLOSING THE COMMON LAND IN 1780

If Lum derives from an actual chimney such would of course have been an obvious feature in a narrow valley like this, with tracks above. A prominent chimney still stands. The industrial development is a feature for which the valley is notable. Its earlier developments relied on water power, not solid fuel, although a flue was also used to condense the fumes from lead smelting which is documented for three locations in Lumsdale and flues are to be found in this valley. Farey refers to a former lead cupola in 1811. In 1780 the road was called "Cupola Road" serving cupolas operated by George Smith and a tentative date for one lead works is placed in the 17th century. The locations of two mills are today associated with previous lead production, "The Bone Mill" and "The Pond Cottages". However "lum" meaning chimney is mainly used in the northernmost parts of England and in Scotland and seems associated with the Saxon word "*leom*" for light, the open chimney in the roof being an important, even the only, source of daylight at one time in houses of the poor.

Glover in 1829 refers to the Cascades and Waterfall in Lumsdale. Lumsdale and Lums Plantation are used on the 1848 map The first edition of the 1" OS map surveyed in the late 1830s named Lums Dale. The name 'Lumsdale' therefore has not yet been found before the nineteenth century and can now conveniently be used of the distinctive, steep walled valley down to its confluence with Tansley Brook .

Provisionally I think most probably the name Lums derives from pools; if from a Mr Lumb there is never an apostrophe or the local use of the surname Lumb. It could describe the steep sided, wooded valley but chimneys as the source of the name remain only a slight possibility. The mystery seems to remain. One imagines Lums Hill and the quarry would, either way, have followed the naming of Lums Dale.

Bentley Brook Quarry

Matlock

In Domesday and other documents reference is made to Meslach and Mestesforde (variously spelt) without clearly defining the areas so named. The former may be Matlock Town and Matlock Green, the south of Bentley Brook where it joins the Derwent, where the church and mill are located. The latter, a crossing of the river, might be near where Matlock Bridge is now which is first written as "pontem de Matelock" in about 1250.. The name Matlock is used and seems to have assimilated both areas. Matlac and Matloc were spellings used in about 1200 but the cognacy of all the words used is problematical, The name Mettesford has been revived to be used as a street name on the Hurst Farm Estate.

Matlock was a manor owned by William the Conqueror, presumably succeeding King Edward. It was part of Henry de Ferrer's estate in the county comprising as many as 150 manors. A "plumbariae" (lead hearth) is recorded at Matlock Bridge and would have been a bole on one of the hills. Reference to it as "partly waste" may be associated with the punitive actions of William, who made stern reprisals in the county, or to failed agricultural ventures in the harsh uplands. It would have had outlying farming settlements, berewicks. King John granted it to William de Ferrers, Earl of Derby. When he rebelled these were confiscated and granted to Edmund "Crouchback", Duke of Lancaster, .who lived in the second half of the 13th century.

Roman residues

The Roman era is many, many years ago. We seem here to be considering the second and third centuries AD. Unless there is written evidence, with which the north of England is blessed, or engravings, for example those that embellish pots or stellae, then deduction, with all its room for misinterpretation, remains the main tool. Lead smelting and transportation are not very decorative or newsworthy.

It is clear lead was obtained from the Derbyshire field by the Romans and almost certainly before then. 35% of the known Romano-British ingots are from Derbyshire. Although the north side of the Matlock area has no lead deposits nevertheless there are tangible Roman links through lead ingots and thereby their transportation or production. Harry C Monet-Lane's 1986 publication *"The Romans in Derbyshire"* and Lynn Willies are used initially as the source of much of the basic information which follows. Lead ingots that have been found are in fact usually associated with transportation rather than production.

Inscription on the Bent Lane ingot (number 1)
(see Victoria County History p 228)

The loss of heavy ingots in their transport over wet or boggy places like rivers or moors and so beyond recovery is easily understood in contrast to leaving valuable ingots on smelting sites.

Three lead ingots have been found on the slopes north of Matlock, together with a fourth that was melted down in the belief that it was modern. Here lead ingots were made into oblong pigs and inscribed but elsewhere have been found bearing the imprint of the bowl in the hearth where they were initially smelted. The silver content in each case is very low, a characteristic of lead from Derbyshire. The Victoria County History p228 *et seq* gives a full reference.

1. A pig weighing 38kg was found in 1783 at Map Reference SK 299 614 which corresponds to the northern end of Bent Lane, a continuation of Cavendish Road. It was inscribed L.ARVCONII. VERECVNDI. METAL. LVTVD. The first part of the inscription could be expanded to be Lucius Aruconius Verecundus, probably the name of a merchant and using names popular in the 1st century AD. (The only Derbyshire ingot which can be firmly dated is one found on Cromford Moor bearing the Emperor Hadrian's name, thus placing it early in the 2nd century.) The last two words indicate mines at Lutudarum whose location is discussed below. It was found a "few inches beneath the surface of the ground, near Matlock Bank, when some recently enclosed common land was being cleared; close by was a 'bole' or ancient smelting hearth of large flat stones." It was first the property of Adam Woolley and given by him to the British Museum in 1797. He was listed as occupier of land enclosed by the Enclosure Act. It was on top 49cm x 8.4cm, its base 55cm x 13cm, overall 9.5cm high

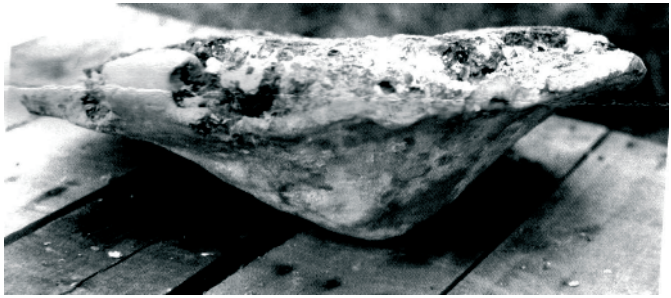
2 An ingot weighing 79kg was found in 1787 (after the Enclosure Act) at 320 620 which is on the line of the Chesterfield Road 50 metres NE of Cuckoostone Lane. It is inscribed TI. CL. TR. LVT. BR.EX.ARG. This inscription, it has been suggested, indicates that it was part of the tribute due to Tiberius

Claudius but, as we are told this is epigraphically impossible, more probably implies ‘mined on behalf of someone with a name such as Tiberius Claudius Tropimus’. BR is an abbreviation for Britannia while Ex Arg indicates its low silver content being of no significance. It was first in the possession of one Mr Molesworth but is now lost..

3 Another ingot was found on 24th March 1894. It was found in the field centred on SK 3186 6177 adjacent to Portland Grange. Walter Kirkland reported in *‘Notts and Derbyshire, notes and queries’* June 1894 that it was found by a person working for Daniel Hurd, (owner of the house) who was breaking up the heathland for tillage. His spade struck something hard about two feet below the surface.

The ingot weighed 80kg with a silver content of only 0.022%. Its dimensions were:- on top 50cm x 9 cm, its base 56cm x 13.5cm, overall 11cm high. It is inscribed P. RVBRI. ABASCANTI. METALLI. LVTVDARES. This may be interpreted to mean “Made by P. Rubri Abascanti and from a mine of Lutudarum.” This inscription suggests a merchant Publius Rubrius Abascantus. It has been suggested there might have been a furnace nearby.

The Portland Grange ingot (number 3)
Copyright trustees of the British Museum
The inscription (number 3)
(see Victoria County History p228)



Pig of lead cast in a bowl shape such as could have come from the Duffield Hearth. Courstesy of Lynn Willies

4. In about 1874 a pig of lead or "Roman shape" and inscribed G.A. was found at SK 3261, namely on Tansley Moor, but was melted down at Lea Lead Works as the letters were believed to be modern.

Here the word "hearth" is used to refer to finds where smelting occurred. They might be from boles or furnaces. The lead seems to have been extracted into a bowl-shaped pig and then several were consolidated into an oblong identifiable pig of a suitable weight for transportation to a market or end user. It is very difficult to date hearths unless some datable artefact is incorporated and has been found A smaller hearth which was also used for making small metallic ornaments for example should be differentiated, remembering also that lead was used in Roman bronze.

A Romano-British hearth at Duffield. Courtesy Lynn Willies

Galena, the ore of lead in the form of Lead Sulphide, was smelted. Boles are hearths sited on a hilltop facing the prevailing west or south west wind in order that it would be possible to foresee that the three day "campaign" required for the smelting could be completed. Such boles could be enhanced by foot bellows and these are easily contrived. We know they had been by the Greeks who the Romans would have been able to copy. The boles at Riber and Dethick have a known 16th century history and there is therefore a long, badly documented period involved. At the bole at Scarcliffe (on the magnesian limestone in East Derbyshire) a furnace has been excavated and a Roman coin was found nearby, providing a possible date. Walter Kirkland reported that there were several places on Tansley Moor where the ground was burnt to a dark colour and that slight traces of lead having been molten have been found where it had burnt the roots and remained in the ground. Nearby pigs of lead are the only evidence for a Roman date and two are adjacent to a supposed Roman route. This of course is circumstantial evidence..

If the ore was rich as much as 55% could be removed. The slag from this first stage extraction was reheated to claim more of the metal (as much as half that which remained) in a "blackwork oven" usually, but not always, nearby. Whereas "white coal" (dried wood chips) was used in later furnaces for the first stage, charcoal was used in slag extractions.

The transportation of lead is ill documented. The weight of one ingot is less than the load small horses could carry, but loading just one heavy ingot on a horse is difficult to imagine. The Romans, of course, had wheeled vehicles but wheels of heavy carts damaged roadways. Sledges have been recorded, but of what date and for what load? Maybe the loads were trailed on poles as we have seen "Indians" do in films.

The Road Network

The road network is more and more difficult to perceive as one goes back in time. We can be confident there were roads corresponding to the Matlock-Chesterfield road and one Matlock-Tansley-Stretton-Rykneld Strete in the eighteenth century (subject to minor re-routings). For times extending back from there, many theories have been propounded but evidence is hard to come by and, even if a function might be devised, the route is obscure. Routes through Matlock will be considered first, "Herewardstrete" later.

It seems various collection and transportation points were used by the Romans. Brough (1km SE of Hope) was one in the north. The use of the quays on the Trent certainly, and possibly the Derwent, points to Great Wilne (and perhaps Cromford) in the case of more southerly places. Bawtry with its "small Roman fort" was a port connecting with the sea used by north east Derbyshire.

Lutudarum is a Roman place name often used but which cannot be located. It may be a name used for the Derbyshire Lead Field as a whole or its administrative centre such as the large, 3 hectare, Roman fort at Chesterfield. It may have been an important settlement such as Matlock, Middleton by Wirksworth or Carsington where there was a villa. It could have been somewhere important in collection and transportation such as Great Wilne at the confluence of the Derwent with the Trent (or may be Cromford). It is 116km from Matlock via Chesterfield, Bawtry, the River Ible to Stockwith and thence to Brough (the second place with that name) on the Humber (where pigs of lead have been found and which might have been a Roman sea port probably.) The route from Cromford via the Trent was 210km. It is argued that the Romans preferred to transport heavy loads, such as pigs of lead, by water. However the river Derwent round Matlock and Cromford at least is very turbulent and shoaled and such circumstances make capsizing a heavy load easy. The navigation of rivers by single-masted, man-hauled barges which feature in one vase illustration and if used here must have been slow.

In 1922 a road perhaps Roman was discovered during pipe work laying in Haw (Hall?) Leys leading from Shiplode (under Pic Tor), slanting towards the road now known as Steep Turnpike and found "100m from the crossing from the bridge into Haw Leys". Shiplode was a name used of fields between Dale Road and the River in a map of 1848 (a name thought to derive from "Sheep Crossing"). The roadway was 8m wide and 4.25m below the existing surface. (One would think that would be very near or even below the river level but the name Causeway Lane shows that, while water level was an issue in that area, it had been solved at least in part.) Reference to laying sewage pipes at this date has been found in the local press, but no reference to this find has been uncovered.

It seems therefore that there are reasons to propose a Roman route from Rocester via Ashbourne, Wirksworth and Matlock to Chesterfield. This route, if through Old Matlock and continuing northwards, seems ill-defined. A river crossing, should it be where Matlock Bridge now is, might link up with Bank Road. A route through Matlock Town or a ford such as Shiplode could link with the present Chesterfield Road route at Matlock Green or with Steep Turnpike or even go through Lumsdale.

Hereward Street

Hereward Street raises issues of relating documentary evidence with artefacts on the ground in both time and place. Adrian Henstock, writing in the Derbyshire Archeaological Journal (1970), discusses the matter. The only early references to it are in four 13th century documents defining grazing rights for Harewood Grange. These refer to Hereward Street at Sirle Forke (a parish boundary mark still used in 1722) which can be confidently placed to the SW and adjacent to Harewood land. Shirle Forke is drawn onto two Ashover Parish Boundary sketch maps (1687 & 1703). A stone called Charles Fork is named in a review (1635) of Beeley parish boundary near Darley Flash in a place where Ashover and Beeley parishes are juxtaposed. It is almost certainly in the neighbourhood of Shirle Forke and may simply be the same landmark

Charles had an early derivation from the Old German "carl" meaning man and Old English "ceorl". The name was introduced by the Normans but only became popular in Stuart times. It was used to denote a lowly rank of freeman and as such could become incorporated in a formal forename. It is a word cognate with "churl" and thus "churlish". Thus an alternative explanation might be the extent to which "ceorl", and from this eventually Charles, might be confused with "Sirle" by the person translating local spoken into written words. Equally Charles may just be the name of a contemporary person with a connection with the locality where the Sirle fork was to be found.

"Serlo's Fork" might refer to a possible fork-shaped piece of land; equally it could refer to the shape made by the junction of the three parishes of Ashover, Beeley, and Darley, even a road or track junction ? It could refer to a mediaeval gallows provided by Serlo de Pleasley, which is perhaps the most plausible. "Sirle" is an Old English name used before the Norman conquest and then becoming much more common being a favourite with the Normans before dying out after the 14th century. It is a derivative of "sarva" meaning armor. Forke is used as an early word meaning gallows that being the shape of gallows as far back as Roman times. The name may derive from such a long lost timber structure associated with the stone which survives today .

The use in the medieval documents of *per Hereward Street* to define the grazing is taken to mean "by way of" therefore suggesting a southerly line. Titus Wheatcroft mentions in 1722 three important roads in the parish but these are E-W. S Wooley places it within one mile of Ashover church. It is a matter of conjecture how accurately "one mile" was used.

It seems more reasonable to pencil in a line for it generally south-east along East Moor therefore rather than using the name for a SE/NW route from Rocester via Matlock to Chesterfield and which much later, it has been suggested, might have been in part the basis of the Matlock/Chesterfield turnpike. We have therefore a route defined in one place. Extending it back in time and to the south east is alas more contentious. Hereward was a name known in the eleventh century. (Hereward the Wake was a *thegn* in Lincolnshire then.) Street is cognate with Germanic/Scandinavian words but also is used to mean "paved" in Latin. Which of the invasions introduced the usage here is not clear.

East Moor has long been a wet, featureless moor and unless paved roads were established and then persisted, routes would be ill defined and changed for perhaps a presumed drier line. The route can perhaps best be defined as being within a corridor rather than along a line and East Moor is narrowing here so the NE and SW scarp edges delineate the higher ground. This area between the Amber (Hodgelane Brook) and Bentley Brook which would have some drainage at the edge and more sparse, smaller trees suggests the corridor.

Boundaries in such featureless areas often coincide with roads, tracks and footpaths. It is now the boundary between four parishes, for instance the parish of Ashover with Matlock. As well it has been one between Wirksworth Wapentake and Scarsdale Hundred. It may be the boundary between Mercia and Northumbria.

Present day roads may suggest some older routes although parts of roads such as Ryber Road are known to have disappeared and we are familiar with the creation of new roads. The alignments of straight lengths of roads draw attention to them. With that in mind Cuckoostone Lane and Knabhall Lane lie just above the SW edge of the moor while Wirestone Lane is on the NE and thus they are in our "corridor". Both join up with The High Street suggested as an early, possibly Roman, road which can be tentatively continued along Shuckstone Lane, Plaistow, Potters Lane, Inns Lane to South Wingfield and crossing the Amber to join Ryknield Street at Four Lane Ends. These can be considered in relation to other ancient artefacts such as the Seven Brethren, Wilcockson's Stone, Shuckstone Cross and the Hasland Post, (of 1709) a guide post (which has, for no good reason, been moved) which was presumably put in a significant place.

Two Roman lead ingots have been found in the area but of course it is not known if they are associated with transport as most roman ingots with a Derbyshire provenance have been or with production, there being some evi-

dence of smelting thereabouts. There are two Roman links which are more ill defined. At "Silver Ridge" an excavation in about 1970 reportedly found a road thought to be Roman. Unfortunately no report can be found and therefore the precise location, orientation and finds are not known. It could be on the line of Hereward Street. Secondly a few Roman coins were found at Shuckstone Cross in 1788. The cross has been thought to post date the Roman period which leaves the find of earlier coins in need of explanation. Further more the base is at present free standing, and in a place thought by some not ideal as a wayfaring cross so it may at some time have been moved. Is this associated with the find or just another conundrum? The shaft of the cross was found in a wall which had been erected at the time of the enclosure (1777) (and now incorporated into a mantlepiece in Crich). The base has been likened (loosely and not convincingly) to a 17th century mortar or creeing trough.

One can only observe Shuckstone may have been a small settlement of an early date. It features in the Cartulary Documents of Wakebridge near Crich, (transcribed by Avrom Saltman) in the 14th century and in the Domesday survey in the 11th. The name is very variable. Shuck was a demon in Anglo-saxon mythology. Scochetorn is a Noman usage, Shuckthorn is cognate with the usage in 1722 of Chuck Thorn Cross. Avrom Saltman gives transcriptions Shukthorn, Shukethorn, Sukthorn, Schokethorn, Scokthorn from the 13th century.

Packhorse Farm has a name suggesting overnight accommodation for carriers although evidence of a building from before the Enclosure Act (1777) has not been found. Cold Harbour is a name found on Sanderson's map of Derbyshire (1836) and the original 1" O.S. map surveyed in 1840. Such names are often found on Roman roads when 'harbour' derives from *'here-beorg'* or 'army camp/shelter'. The place name experts however seem to be saying that there are numerous cases where such names occur on hilltops and simply mean 'shelter' as in the coastal usage . Can this site be considered a "hilltop?"

To summarise a route from Rocester via Ashbourne and Matlock to Chesterfield may be likely but was probably not called Hereward Street, a name more possibly used for a route going NW to SE along the edge of East Moor. It is probably safest to limit ourselves to envisaging pre-nineteenth -century routes across these moors as "sinuous routes and often 'braided' - that is, interlinking ..... on land that was once open waste and common, where a succession of alternative routes could be taken to avoid the worst of the boggy ground" as John Barnatt and Tom Wilkinson write in "Chatsworth, a landscape history" So it is all obscure and conjectural but at least we have the lead ingots!

The Operation of Turnpikes

This was an early example of privatisation intended to improve the quality of roads by making more money become available. In 1760 an Act of Parliament gave Trustees the power to take over the existing route and land of the High Road between Chesterfield and Matlock. Goods traffic was the *raison d' être* for later turnpikes such as this. Thus the local gentry and local merchants were encouraged to sponsor the appropriate Act, provide the necessary venture capital and secure the mortgages. In this case the sum raised was almost £11,000 at 5%/annum, giving £550/annum interest. The Trustees were empowered to charge tolls to balance the capital and ongoing costs, making them commercially attractive as enterprises where the tolls, for example, could provide security for loans. Locally contracts could be agreed for frequent use of turnpikes, for example, to take the lead ore, galena, to be smelted at cupolas.

n the event in one year in the first quarter of the century the tolls taken at the Asker Lane and Amber toll bars were given as a combined figure of as little as £40 (out of an overall total of £420.) In 1874 the takings at Asker Lane were estimated to be £125 but the repairs averaged, over three years for this stretch cost £160/year of which the town contributed £37. Turnpikes proved a very poor investment except in the few cases, unlike this one, where they covered long stretches of road.

This was so poor an investment the interest appears to have been paid as much as 15 years after it was due. However in that turnpike trusts had to apply for the Act of Parliament to be renewed after 21 years in force, outstanding debts were an argument for such a renewal. If it was not renewed there was no chance the debts would ever be repaid. A separate benefit, however, was the way they enhanced the value of property and facilitated businesses such as the operation of mills, mines, smelters and farms for local landowners.

The Trustees and Management Committees responsible for the Matlock/ Chesterfield part often met at the Angel Inn in Chesterfield but sometimes the venue alternated with the Falcon and Commercial Inns. The Angel Inn (near the Market and next to the Post Office) was said to be the best hotel in the town and a coaching house already centuries old. It had three billiard tables, many bedrooms and stabling for 250 (*sic*) horses.

The Trustees' minutes do not demonstrate the extent to which expenses could be a valuable perquisite for those involved and which were given a prior claim on the takings; "jobs for the boys". Lawyers were needed to pursue legal matters, inspections justified expenses, the 21 year renewal necessitated journeys to London and lengthy legal exercises.

Toll gathering could be kept in the hands of the Trustees but in this case they were let out for a designated sum to a person who collected the tolls and stood any loss or pocketed any profit that year. In 1760 Isaac Bowne of Ashover seems to have been awarded the toll contract for the entire route. Often the Walton Tolls were dealt with separately. When , as in 1829, there was no bid, then the overall package of the others was split into two parcels. One can imagine that, when the takings for a previous year had been announced, there would be opportunity for collusion by potential bidders agreeing (for some consideration) to allow an unopposed bid. (Contracts of £400-£550 overall were usually generated.) There were four gates between Matlock and Chesterfield and three on the branch to Darley Dale and one to Rowsley. It seems doubtful that there was ever one at the bottom of Steep Turnpike and the suggested house there is rather elaborate to be one. It is never mentioned in minutes or shown on maps of the turnpike and could have been where extra horses were kept to pull loads up the steep road.

The Angel Hotel, Chesterfield

The transport of lead is specifically mentioned with reference to taking lead ore from Winster to be smelted at Harewood and would be significant in Matlock, for example, with respect to the cupola in Lumsdale. The main inland port at the head of a river system for transport of the lead produced at that time was Bawtry and when the Chesterfield canal was opened in 1777 that became the important intermediary. Prior to that the Alfreton turnpike was an alternative route competing for users. The roads to Winster and beyond via Two Dales (here called Toadhole) Darley Dale and to Rowsley were opened from the turnpike at Stone Edge in the first year ofd the turnpike. There were five turnpikes radiating from Matlock and this one stimulated an Act five years later for a connection from it to Ashover (significantly also an important source of lead ore) and for a network round there which connected with two other toll roads.

The turnpike would have been very significant in the lives of the locals. In Leeds riots were fired on, causing more than thirty to be wounded, some fatally. The complexities of using it must have mystified people as much as the payment for taking wagons or cattle on their local road, which they had used without charge from time immemorial, would anger them. This explained why initial Acts were limited to a 21 year period, but no doubt the chance of this renewal was never discussed.

The fees depended upon the number of horses pulling the vehicle. An ox counted as half a horse! Wheels less than 6" wide increased the fee because narrow wheels cut up the roads even more than wider ones. Organic fertiliser for the fields was free, but lime was not. Corn going to the mill was free, unless you were the miller. The man who used six horses to pull a narrow-wheeled cart was fined. The toll-gate keeper who failed to lock the bar at night was just sacked. Cattle going to the fields were free unless it was more than two miles. Toll houses had to be instituted or resited to catch those going round the back streets to escape the tolls and some country roads were ordered to be closed to prevent them offering an alternative free route. No wonder it was necessary to offer rewards for information about those avoiding tolls. Going to church was free! At least it was initially; this exemption was removed later. The carriage of prisoners or vagrants was free too! There was an exemption for wagons accompanying soldiers and for post horses.

The Buxton/Manchester turnpike tolls referred to a Coach, Chariot, Chaise or Calash and differentiated according to the number of horses drawing it. In 1823 tolls for commercial use on the Matlock-Chesterfield turnpike were as tabulated here.

For every horse, mule or other beast drawing any coach &c	4d
Any wagon using wheels of the breadth of 6 in.	4d
Ditto less breadth than 6 in.	6d
For every horse, mule or other beast laden or unladen and not drawing	1½d
For every drove of oxen, cows or neat cattle *["neat" here means ox-like, an ox, bullock, cow or heifer. Ed.]* (calves excepted) per score	10d
For every drove of calves, hogs, sheep, lambs, per score	5d
For every carriage with wheels of breadth 6in. or upwards loaded with any millstone, blocks of stone, or timber and drawn by 5 horses	2s 6d
For each horse exceeding that number	1s 0d
For every carriage with wheels of less breadth than 6in. and loaded as aforesaid	3s 9d
For each horse exceeding 5	1s 0d

Pedestrians were free and a wicket gate might be there for their use but those driving pack animals could use it to bypass payment at the tollbar. The toll was paid once and could be used that day repeatedly and at other tollbars on that road. As time passed the tolls became more and more complicated as refinements and exceptions were added. Toll bars were required to display the charges (but often failed to do so) and the photograph of the Asker Lane booth seemingly has a long board to the left of the door which could have been intended for this purpose.

There were all sorts of regulations: they applied to the season when roads were to be watered to settle dust, the location of windmills which initially were to be 200 yards away from the road (later 50 and the position of the windmill at Spitewinter reflects this), the use of fireworks on or near roads was prohibited. Both the latter it seemed might frighten horses, You could not bait a bull on the turnpike either. There were fines instituted, for example for unhitching horses at the toll bar, thus reducing the toll due. Others, for the same reason, used pack animals to negotiate the toll bar, operating a shuttle service between two wagons.

Toll Cottages could have enclosed land up to one eighth of an acre for a garden as we know Asker Lane Toll Bar had. It had been leased to the Rev J Higgs, possibly the John Higgs on the tithe map of 1848, the owner of Asker Farm which was occupied by John Yeomans. It was, however, said to have been sold for £30 to Rev W Higgs when the turnpike trust was wound up in 1880.

Maintenance of the Turnpikes

The income from letting the tolls was much less (say £400) than the £850 cost of repairs in 1841, on top of which there was the interest on the mortgage which was £550. Perhaps most significant to the villagers of Matlock would be the statutory duty to maintain the roads in the parish and to contribute as much as two thirds to the cost. A system of *corvée* was used, that is to say there was a duty to perform work for no pay for a limited number of days. This duty was imposed by the "Statute for Mending Highways" in 1555 and was only revoked as late as 1835 by the General Highway Act, thus covering the early years of the turnpike era. The Trustees required the Surveyors of Highways in each parish or residential "quarter" to report the names of those having this duty, in the case of Matlock to provide half a day's work and in other parishes up to three days. Surveyors who "refused or neglected" to report the names were recorded in the minutes and they were penalised. The demand that 'they should mend their ways' required householders to provide free labour or the use of a horse and cart. The problems of the system caused some trustees to "farm out" the task for adjacent farmers to achieve. Brampton "compounded" their work which seems to have involved payment *in lieu*. Other parishes undertook the maintenance for which they received a payment; in 1812 in Matlock for example, of £10.

The heavy use necessitated continuous repair of the hilly section of the turnpike into Matlock. Matlock was highly criticised in 1816 for not "wholly or judiciously" expending the money. The drains were not cleared; there was the use of bad materials, using large, unbroken stone; it was accused of putting good material on the bad surface of the wet and dirty road. The Trustees that year met at the Old Bath, which would have allowed them to see the problem, and they resolved to pay Matlock Parish only £5, half the usual sum. In 1841 the need for repairs, particularly round Matlock Bridge, was acted on by the Trustees (when the town failed to act) invoking a Statute to reclaim the cost from the town.

Repairs to the Matlock toll house at Asker Lane cost 5/9^{d} in 1808; in 1848 roof repairs, which George Derbyshire did, cost 6/3^{d} and in 1814 John Greaves received payment for repairs to the gate there. Later in the decade decisions were made to install windows and, later shutters, in toll houses that didn't have them. In 1817 repairs and a cow house cost £5-6-0. In 1834 Wm Hawley erected a new tollgate and in the following yeara new pair of posts. In 1846 £4 was the cost when Daniel Hurd built a privy. One is tempted to imagine what happened before! The picture of the toll booth shows what might well be the privy or the entrance to the cow house. A new oven was provided in 1857 and a new fireplace in 1864.

In 1868 the Trustees were advised by the Surveyor to install a chain at the Hascar Lane Toll Booth to control the numerous users of the road and presumably thus facilitate collecting tolls. "Asker Lane" was a name used in 1868 but "Hascar Lane" was the one still being used in 1880. The Ordnance Survey in 1876 wrote against this tollbar "Matlock Bank T P").

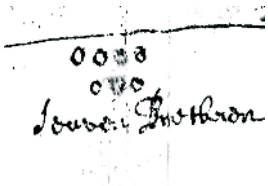
In 1772 Thomas De Quincey's father wrote that on approaching Matlock Vale from the direction of Chesterfield: *There are four miles of road over a very extensive moor, covered in some places with fern, but every wherewith large stones sticking out of the earth, and exhibiting a black, desolate and melancholy appearance; the hills are not comparable in height to the mountains of several northern counties, or even to some in more western parts of this: however they are steep enough to oblige any but a daring traveller to alight and walk down, and at the foot of most a brook or rather small torrent pours impetuously along. Nature seems also to have debarred improvements in this dreary waste, having placed an insurmountable object in the way of cultivation, by fixing upon it those prominent rocks.*

We can see there was a very different picture of Derbyshire in times past!

The Boundaries and Boundary Stones

The parish boundary was initially associated with the Lordship and the Manor thereof. The ecclesiastical parish may have coincided with this in early days and beating the bounds was associated with the church and most early boundary markers were to show these bounds. Most early references are to these boundaries therefore. We often get information from the adjoining parish which in this limited case is Ashover and Matlock. Tansley was in Crich Parish and had a Lordship of Tansley. It is civil parishes which are now shown on O.S. maps.

The earliest reference I know is the sketch map drawn of the perambulation of the bounds in 1687 by 52 inhabitants of Ashover. It names Cardinshawhead Stoop and the Seven Brethren as well as Matlock and Tansley Parish although the latter did not really exist. Cardinshaw Stoop existed (map reference 321



The Seven Brethren from an 1687 sketch map

Hayman Rooke's sketch of the Seven Brethren

618) near Wayside Farm and was then shown to be on Wigleys enclosure. (Cardinshaw Sitch must have run down "Fardale" as it was called in 1840. Sitch, sick and syke are used locally to mean stream). Another stone is labelled 1753 AP & MP (325 620). It still exists and is carved on one side "MP" (Matlock Parish) and on another "1753".

A sketch of Seven Brethren is found in Hayman Rooke's Derbyshire Sketch Book from the last half of the 18th century. His text, when deciphered, seems to say:-*The remains of a Druid Circle at the SE end of Matlock Moor, called the Seven Brideron Stones. They appear to have been erect, the hight of No (1) 7 feet, diameter of the circle 25 feet, several small Barrows are scattered about on this .... circumference about 40 feet, the present hight in the ..... 2 feet.*

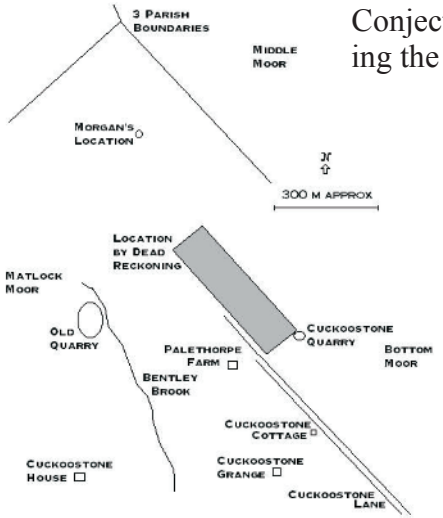
He uses the word 'Brideron'. The Old English letter written as 'ð', called 'eth', would make this the 'th' sound as in brethren as opposed to the ‚Þ' called 'thorn' and sounded as 'th' in thorn. (Simeon Potter [1950] tells us that "for mechanical reasons Elizabethans printed 'the' as 'ye'". It is this usage which explains 'The Olde English Tea Shoppe' being wrongly rendered ' Ye olde...') So we speculate 'brideron' is a local pronunciation of 'brethren', cf. the German 'brüder'.

PJ Naylor in "A History of the Matlocks", 2003 writes
It is recorded that another stone age edifice existed on Matlock Moor called the Seven Brideron, cleared in the 19th century, possibly by quarrymen for the stone. It was recorded in October 1764 as being a seven-stone circle, but another observer recorded it as a nine-stone circle with some stones standing higher than a tall man on a diameter of 7.5m. There is no trace of this circle today; it stood a few hundred metres north of Palethorpe Farm.

Morgan and Morgan write in *(p 88 "Rock around the Peak" , Wilmslow 2001) "The most famous of these lost circles, which had disappeared by the 19th century, is the Seven Brideron. The site was described by Rooke on a visit in 1754 as being located at the South Eastern end of Matlock Moor ..... However in recent years a further account by Samuel Pegg* [a contemporary of Rooke] *has come to light, suggesting that the circle was actually located at the North-eastern corner of Matlock Moor, consisted of nine stones rather than seven and was called the Seven Brethren rather than Brideron. The debate has now ended as a Boundary Award Map dating to 1779 places the circle around GR SK310 635, where Pegg said it was."*

There are two matters to be resolved: where and how many were the "Brethren"? It is interesting that on the 1687 map of the perambulation of Ashover Parish it is called Seven Brethren and depicted as four circles over three as shown by Rooke and justifying 7 rather than 9 stones in the circle. The notebook of Titus Wheatcroft, Parish Clerk of Ashover, contains the following notes made in 1722 and addressed to his successors:

I now come to show you by marks how large the parish is in its outermost bounds; which marks are usually viewed by the inhabitants on the day called Holy Thursday [Ascension Day, Ed.]. On the Sunday before, notice is given in the church that the boundaries will be viewed on Thursday next, prayers usually beginning on the same morning at seven o'clock, where they meet, some come on horseback and others on foot to view these marks following. This is called the yearly perambulation, and is observed in Rogation week." He then lists the marks referring to "*11. Seven Brethren*".



Conjectural map locating the Seven Brethren

The editor of Derbyshire Archaeological Journal, 1892, gives his opinion, when they republished his account, namely, *"Probably as many trees, or perhaps stones (?of some pre-historic circle).*" Nonetheless nine standing stones would make a better closed circle than the seven Rooke drew.

The only way to establish the location of The Seven Brethren with any confidence is by dead reckoning using Nuttall's map. One known point on it is the Harland stone (338 598) which was still to be found where the Ryber Road (a road no longer to be found at this point) met the ancient road from Matlock via Tansley to Mansfield. Other existing boundary markers are at the Crowder Stone (350 595) and one of the two at Cardinshaw (32 61) all being also shown on Jno. Nuttall's map of 1777. This could be from the same dispute as the one identified by the Morgans referred to above (disputes did last). The map was for a boundary dispute between Ashover and Tansley. (The Holymoorside History Society quite wrongly moved the Harland Stone from the place it had been for more than 250 years to a place of their choosing at Five Lane Ends.)

By this means I place the Seven Brethren within a rectangle about ½ km x ¼ km, one corner being 700m north of Cuckoostone House (at 310 631) the opposite one at Cuckoostone Quarry NE of Cuckoostone Lane. (at 315 629), This is within 300m of the map reference the Morgans give. It must be remarked that if boundaries used prominent landmarks then three parishes met 300m NNW of there, supposing the boundaries still follow the same line as the last half of the 18th century. The presence of the quarry so near the location I give fits an explanation of their possible disappearance by quarrying about which Peter Naylor wrote. Whether it is in the NE or SE of Matlock Moor I suppose depends on how they delineated the featureless Matlock Moor of those times. On more recent maps Bottom Moor and Middle Moor appear to join Matlock Moor on the northeast border and if these are regarded as separate then the Seven Brethren are in the NE corner, in which case Rooke could be right. It must be remembered this land was not yet enclosed and the land between Matlock Moor and the Chesterfield turnpike is not named.

Parish Boundaries

The Parish boundary at the time of the Enclosure Act and Gratton's Tithe map was on the further north east side of Lumsdale. The ecclesiastical parish of Matlock was reduced by transferring land to the Chapelry at Tansley through an Order in Council by Queen Victoria on 18th May 1865 (the date is after the tithe map was drawn). This essentially moved the boundary to the middle of the

Chesterfield - Matlock turnpike from the boundary post on Matlock Moor to just beyond Bentley Bridge and then down Lumsdale (road). It was drawn across the fields to include Asker Farm in Tansley and down Bull Lane to Hurst Farm which remained in Matlock. It dropped from there into Lumsdale and on to Matlock Cliff and beyond. The above "Order in Council" is very precise, using named field boundaries and five boundary stones (engraved "TCD 1864", nos 1 to 5. The initials may be of Tansley Chapelry Derbyshire). Such a boundary stone on the left as Bull Lane ends is almost buried but can be visualised in its entirety from one seen on the right as you approach Hearthstone Farm. No others have yet been located and nos. 1 and 2 may well have disappeared when houses and Highfields School were built.

The boundaries of ecclestiastical parishes are less easily determined these days without access to records at the Church Commissioners. The boundary has been changed since then as All Saints was established in the late 19th century and recently when Asker Farm and the new houses were identified with Matlock rather than Tansley.

Carding Shaw Head
Stoop

TCD (Tansley)
Parish Boundary
At Hearthstone Farm

Bailey's Tump

This is on "Pingle" NW of the junction of Bull Lane and Asker Lane. The memories of Peter Attwater are reflected in Peter Naylor's "A History of the Matlocks".

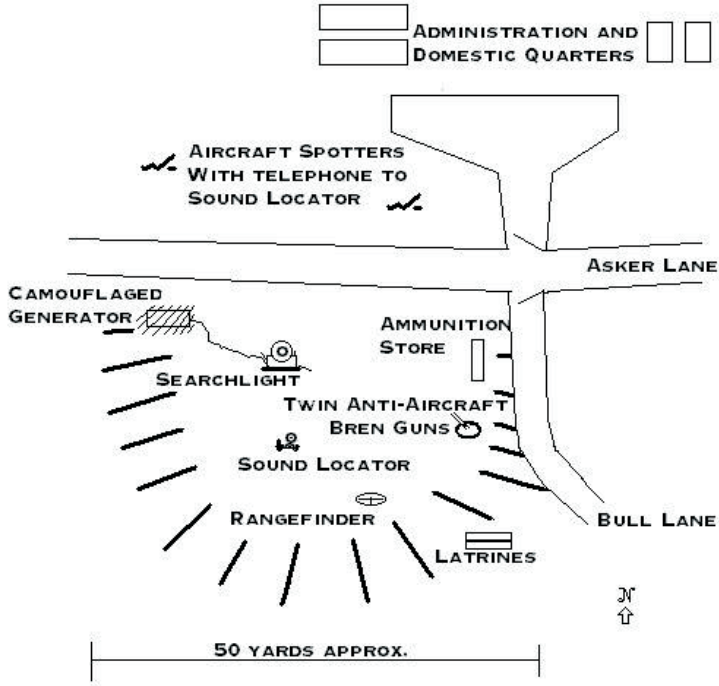
"The regular Army manned an anti-aircraft gun located on Bailey's Tump (this was a spoil heap from mining the aqueduct [i.e. water pipe] for the water main from the Derwent Dams to the south) off Asker Lane established in 1939 and compromised

- *Four huts:- the messing facilities and barracks with separate latrines*
- *Three aircraft spotters with a field telephone to the sound locator*
- *A mobile sound locator*
- *Searchlight, also mobile, which was connected by cables to a petrol generator*
- *A petrol generator*
- *Twin anti-aircraft "Bren" guns*
- *Range finder*
- *Ammunition store (some distance from the above)*
- *Concrete bunker for protection from attack*

Most of the above were protected by sand bags, especially the ammunition store. The establishment had a crew of 10 from which it could be assumed that a total of 30 soldiers were needed. The installation did engage the enemy, the last time was when a lone fighter-bomber flew over in February 1945 and let off a burst of machine-gun fire. This was the eighth engagement. At other times when the searchlight located aircraft, a message was sent to other similar establishments round Manchester and Sheffield. The establishment was in continuous use from mid-1940 to late 1944.

The Matlock Mercury, Nov 2004 writes that an aircraft was hit by anti- aircraft fire from the unit and crashed in Great Longstone.

It is probably incorrect to refer to "a battery" as any guns would only be light guns (such as the Brens mentioned) to deter *strafing* of the prominent search-light, batteries of heavier guns, sited elsewhere, being used to attack incoming planes. Rather this would be a searchlight unit.



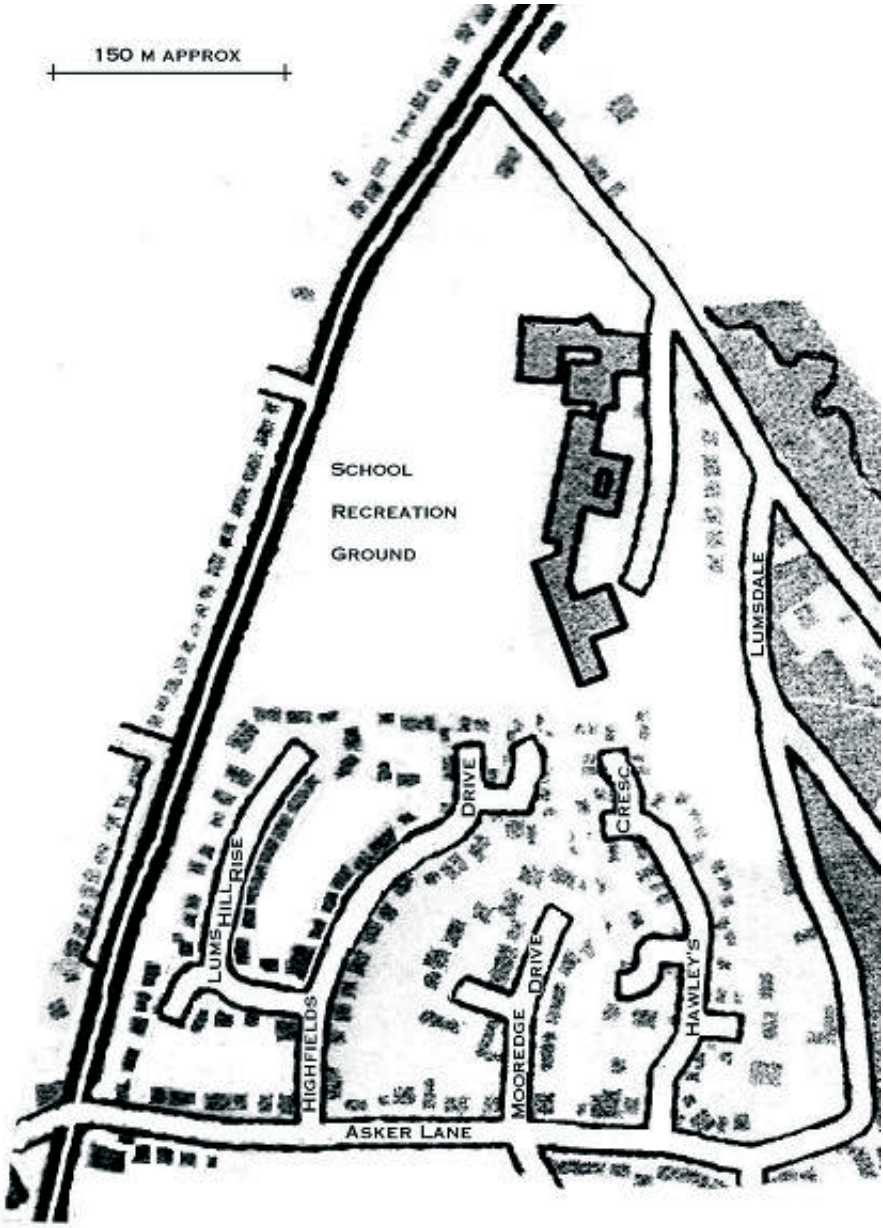
BAILEY'S TUMP SEARCHLIGHT UNIT
AS AT THE FIRST YEAR OF THE WAR
AFTER PETER F ATTWATER'S SKETCH MAP

The Geology

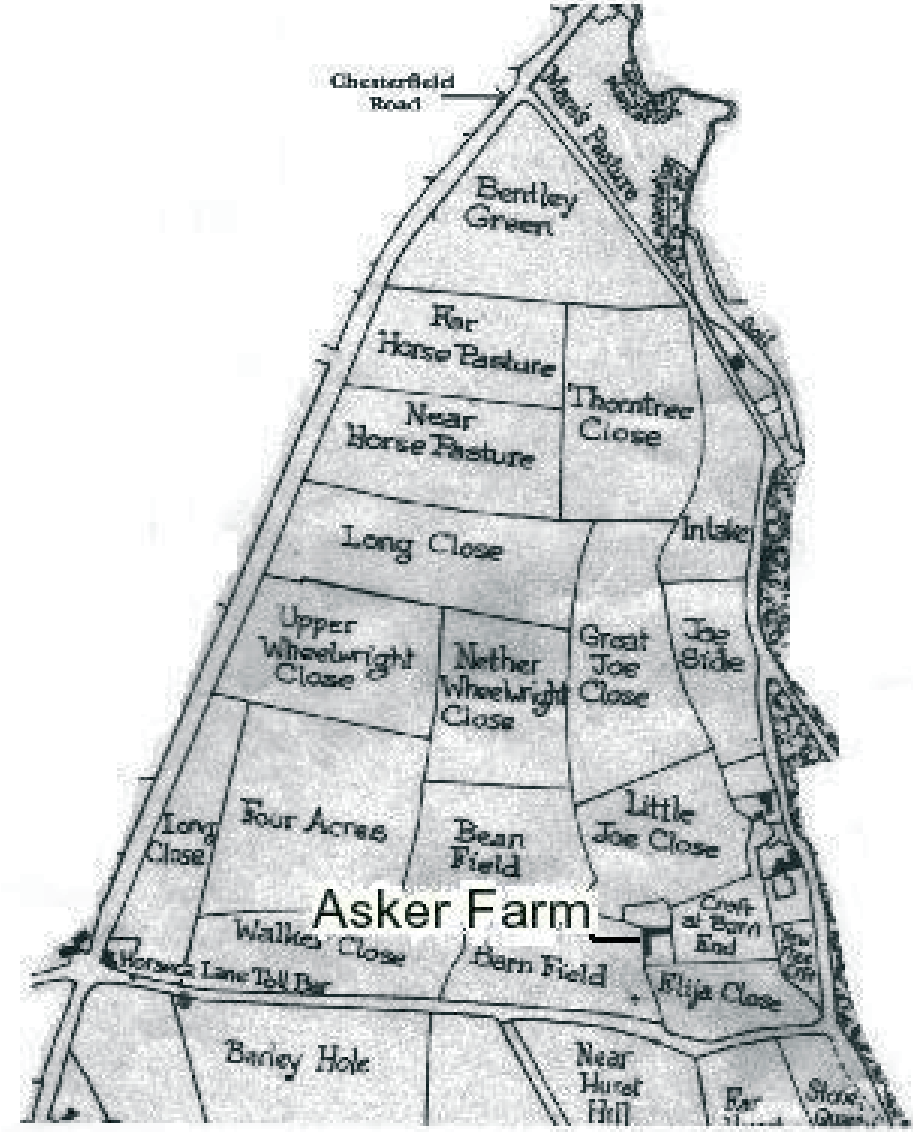
The immediate area is on a low-permeability drift material overlying major and minor aquifers based in potentially fractured gritstone rock. The geological map for Matlock shows 13 Lums Hill Rise to be on a drift of Boulder Clay over Ashover Grit. East Moor, which starts north of Chatsworth, extends to this region and south to Lea, just including some of the Asker Lane housing development. It is the geological history of East Moor which determines the landform of this area. The area around here is drained by four brooks starting from a subterranean reservoir in the Namurian Series: Lea Brook to the South, Sydnope Brook down to Two Dales, the River Amber through Ashover and Bentley Brook through Lumsdale. Each cuts through the same Pleistocene series with the same steep slopes and gradual shelves.

Bentley Brook emerges on Cuckoostone Moor at the edge of the moorland plateau which is slightly inclined towards the South. This hanging valley falls rapidly over the Chatsworth Grit (a "Middle Grit of the Marsdenian Stage") in the clough between Cuckoostone House and the Grange (as does the steep incline of the road at the top of the Golf Course). It is this sandstone which has been quarried at the top of Cuckoostone Dale, and in Bentley Brook and Lumsdale Quarries. The layer is over 30m thick and well exposed in Lumshill Quarry. Cuckoostone Dale finally has a somewhat slower, more meandering, stream bed across the golf course and this is where it crosses the rapidly weathered shale belt between the grits. It is on this zone that the Asker Lane development is found.

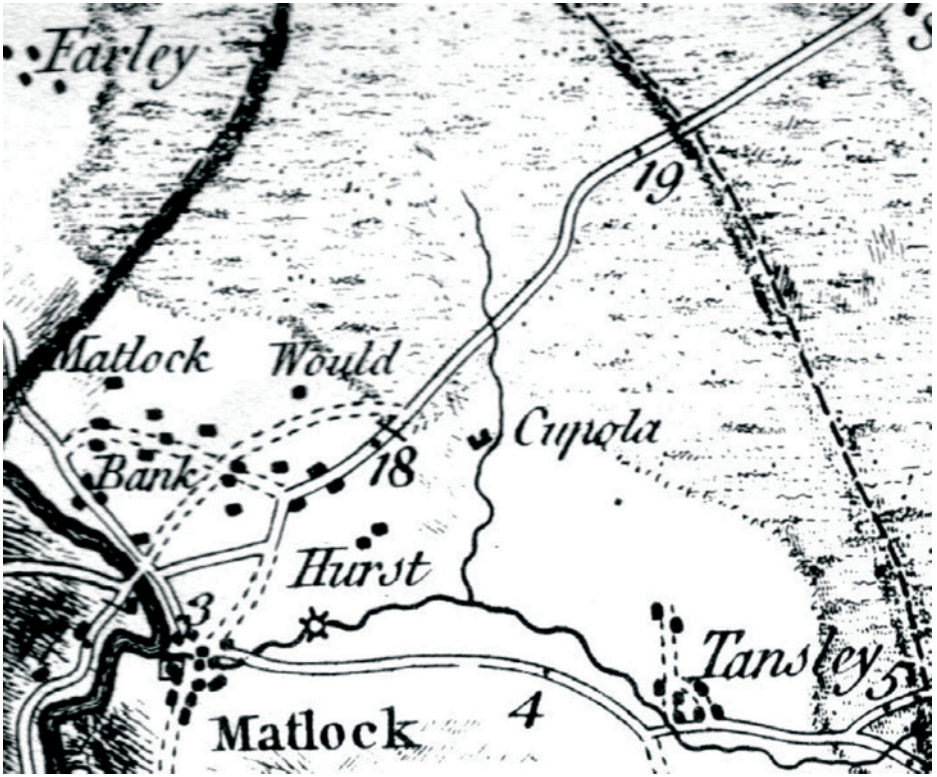
It is from this area that much of North Matlock's water was derived. The "Wold's spring" with its man made reservoir was an early and main source of supply. A plan to "embank" Bentley Brook was contemplated at the end of the 19th century when a water diviner had also been used. Two bore holes and water intercepted by trenches from springs now also contribute to Matlock's supply from this level of geological stratum which also serves communities as disperse as Chatsworth and Dethick. The next layer up to 60m thick is also a Middle Grit, the Ashover Grit of Lumsdale where the course of the brook is influenced by its redirection by man, but the deep, rocky clough is very striking. The exposed rock can be followed as the Broad Stone (Wishingstone), the steep land above Hurst Farm Estate, the rocky edge between Cavendish Road and Smedley Street, especially where it was quarried, and on towards Darley hillside. Below this is a final belt of weathered shale above the limestone (here of the grey Cawdor series, a layer 60m thick) which starts at Matlock Green to extend into the Limestone Peak.



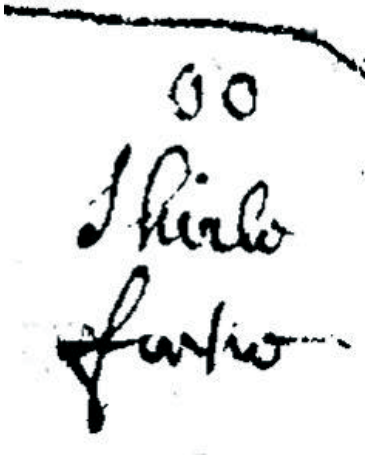
Plan of Estate end of 21st century

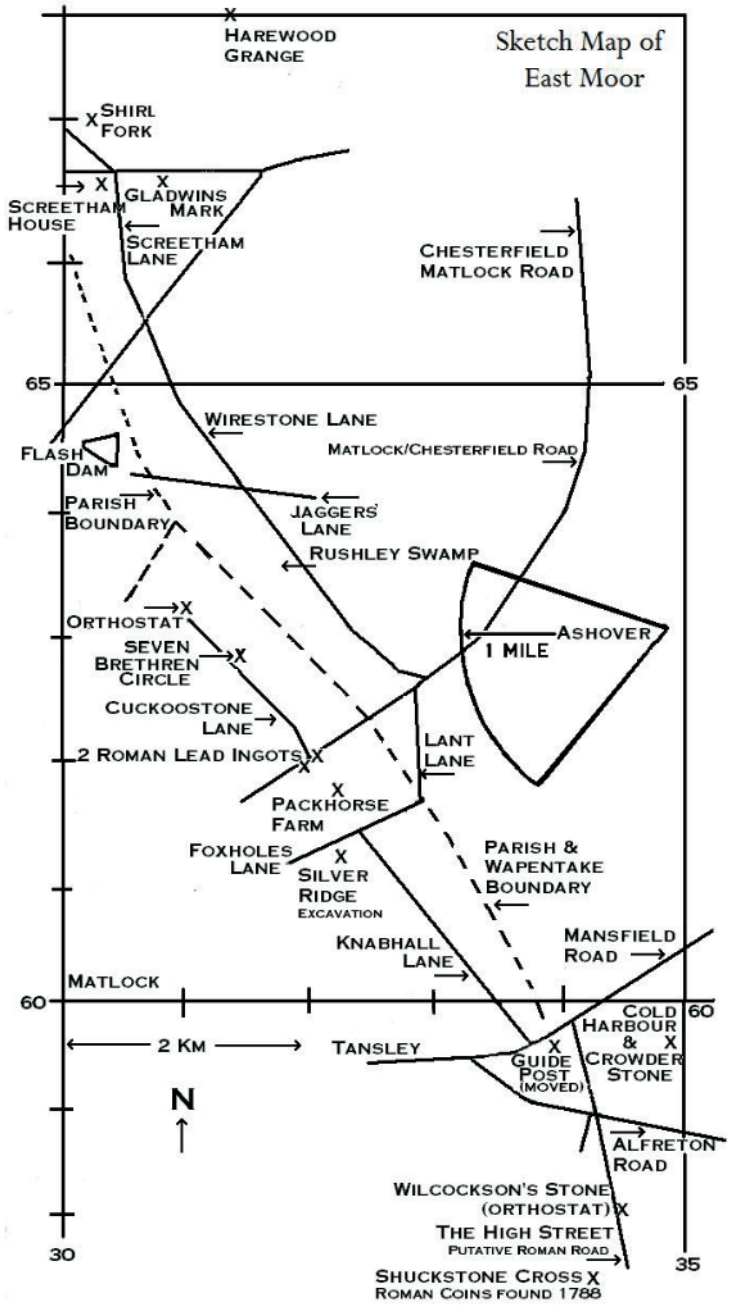


Names of fields on Gratton's tythe map 1840



From Burdett's map of Derbyshire 1791




Sketch Map of
East Moor
HAREWOOD GRANGE
SHIRL FORK
GLADWINS MARK
SCREETHAM HOUSE
SCREETHAM LANE
CHESTERFIELD MATLOCK ROAD
65
65
WIRESTONE LANE
MATLOCK/CHESTERFIELD ROAD
FLASH DAM
PARISH BOUNDARY
JAGGERS' LANE
RUSHLEY SWAMP
ORTHOSTAT
SEVEN BRETHREN CIRCLE
ASHOVER
1 MILE
CUCKOOSTONE LANE
2 ROMAN LEAD INGOTS
LANT LANE
PACKHORSE FARM
FOXHOLES LANE
SILVER RIDGE EXCAVATION
PARISH & WAPENTAKE BOUNDARY
KNABHALL LANE
MANSFIELD ROAD
MATLOCK
60
60
2 KM
TANSLEY
COLD HARBOUR & CROWDER STONE
GUIDE POST (MOVED)
N
ALFRETON ROAD
WILCOCKSON'S STONE (ORTHOSTAT)
THE HIGH STREET
PUTATIVE ROMAN ROAD
30
35
SHUCKSTONE CROSS
ROMAN COINS FOUND 1788

Number 13 in the snow, [with bird's shadow]
Kindly taken by Number 11, The Evans

Number 13

13, Lums Hill Rise is built in "Long Close", a field shown on Joseph Gratton's map of 1848 and referred to when the major water main was built from the upper Derwent Valley to the cities to the south..

It is about 100 metres from Asker Lane and 25 metres from Chesterfield Road at about 670 feet (206 metres) above sea level. Its map reference is SK 4307 3609.

Printed Privately
!3 Lums Hill Rise
MATLOCK
DE4 3FX