

Littlehill
 Small Penny Sough.
 Cannon wheels
 Grand Hale.
 One Ash Grange.
 Cales Dale Carr.
 Lyma.
 Set Boles.
 One Ash Grange
 Gorman
 Cannon wheels.

Bradford Dale.
 Rock Cottage
 Antiquities
 Middleton Hurds.
 Holland Pedigree
 Odin Caverns or
 Bucklands Foxholes.
 Dream Cave.

Grey Mine
 Pyetaba Chert Mine
 Hines Powder Flank
 Hill Green Mine
 Hawtorn - Hillcarr

Guy Shaft.
 Alport Mine
 Alport Hills
 Pumping Engine
 Alport & the Hellsands.
 Hawley Bridge

Alport Linn
 Long Alport Lead Min.
 Hawtorn Mines Ltd }
 G. D. O'Garra's Key }
 Bateman HSS.
 Sand Shaft - Greenfields
 Alport Mine
 Hillcarr
 West Force Level.

Guy Ven
 Ingham Mine
 Stern 15/16 Feb. 1962.

Conqueror Shaft.
 Danquer Mine
 Ingham Sough.
 Stony Lee Nick.
 Pumping Engine
 Haddam Vetcher.
 Rock Cottage & by it.
 Horn Dock.

of the coats were very useful for wiping their ^{hands} on.

Nov. 18. 1960. Lathkill Dale. Checking on Small Penny Sough. Peak District Mines preservation Society Bulletin. Vol. I. No. 3. p 17.

Approx 1120' W. of Carter's Mill. on north bank of River Lathkill. It is where I had noted the channel some years ago, and noted as almost certainly a sough, but then it was not open. Now one can see it going in for a yard or two under the steep scree bank, it is not arched but seems to have a flat slab roof. It is just to the E. of the wall coming down the hillside, and a small roofless building, probably a coe, is just on the E. of it. There is only a very small hillock. I agree with the bulletin, probably some dressing done outside, signs of dressing on the footpath, but it is curious that the hillock is small even for the waste from driving the sough, very small for dressing as well. Without documentary evidence (in which the P.D.M.H.Soc Bulletin is sadly deficient, hardly giving any references) I wonder if it was driven very far as a sough, might have been driven a short way to tap a vein. (Check re Small Penny, it does not seem as though it can be on Small Penny Vein.)

Started from the top of the Lathkill. Pale blue sky, bluer than it often is in summer. In the shadow of the upper part of the dale, frost on the ground, ice on the puddles. At Ricklow Dale junction, can hear water, sounds underground, but cannot locate it. Here the mossy fallen boulders, and the grass stalks, are white with frost. Warm sunshine where it strikes the dale in the Cales Dale region.

1) 12.50. 29.55 800' O.D. 800' At the 800' contour at the gate at beginning of the path down the Lathkill, at Monyash end. Lathkill Head Cave.

2) 1.25 p.m. 29.69 - 682' O.D 676' The cave flowing water. A good and strong flow, wide, several inches deep, very clear water. Water right across the entrance, but only up to foot of the large boulders. I should say that the bedding cave would be full of water, but one would be able to get into the cave over the top of the boulders. A slight issue of water also from under rock, outside entrance on W. side. (Wet day Wednesday, torrents of rain all day yesterday, Thursday.) A nearly W. to E. vein runs up the hillside on the north of the river.

1200' E. of the above cave, on S. bank of river, just downstream, on same bank as the small sough, two quite powerful springs, 2 or 3 yards apart. probably the dammed up water from the sough, Also a spring approx a couple of hundred feet W. of Cales Dale footbridge over the river, on S. bank, another spring.

Examined the supposed wheel of Parliamentary cannon, called ' Cromwell's cannon' locally.

A wheel is fixed horizontally under the top stones of the bridge at the S. bank on E. side of bridge, only part of the wheel exposed for measuring. The bridge is flat, simply slabs (with a graveled pathway on the top) no arches, simply rough built piers 2-3 ft high. Very suitable for packhorses, leads up to One Ash Grange. (see next sheet for wheel) An artificial channel (dry) on S. bank, a yard or two below bridge. Walls across river, making enclosed pools, above and below bridge. Wonder if large old sheepwashes, older than the smaller one marked on map, slightly to the E.

Extract from - Some Account of Youlgrave, Middleton
and Alport, 1931

P. 36. One of the Youlgrave friends who have contributed bits of information for this record - Mr. Lawrence Birds, writes of the stone footbridge from Lathkill Dale to Oneash that: "Supporting it are two wheels which are thought to be cannon wheels from Cromwell's army. They are iron wheels and one is split in half and the stone rests on it. They are almost entirely out of sight and can only be properly seen by anyone in the water".

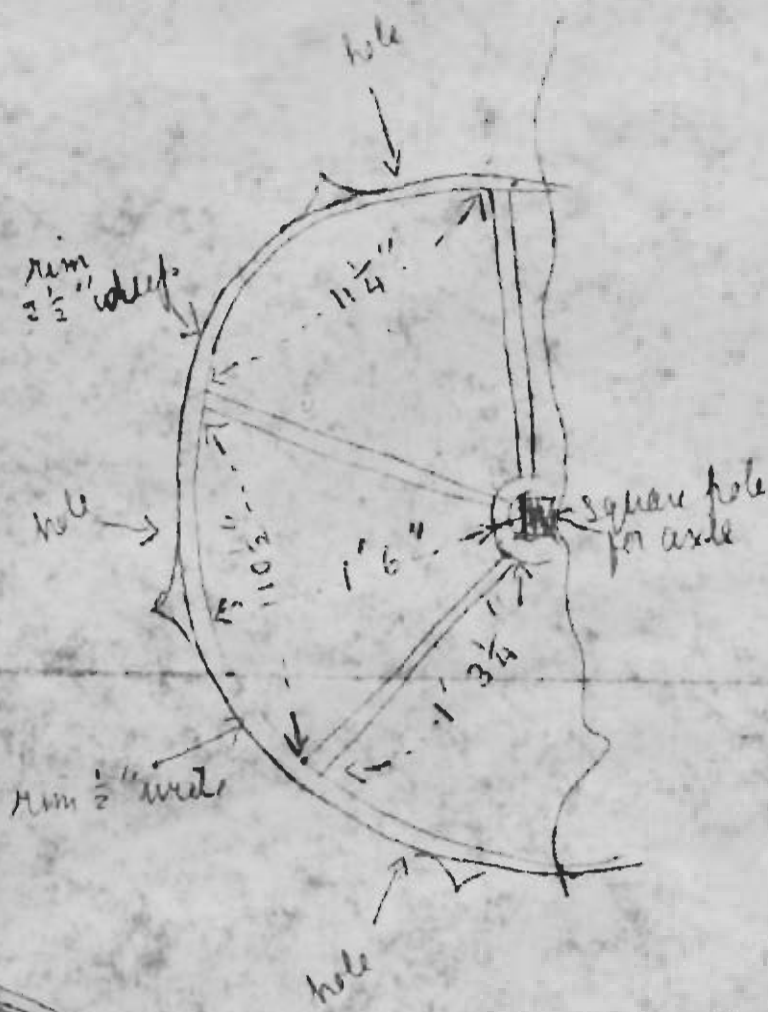
(An account of the Civil War as it affected the Youlgrave District is contained on pp. 34 to 37 of this book)

If you want to borrow this book again, let me know
I have 2 copies, one of which is on loan to the
Needhams in Alport.

B.

Lalt Hill Dale, Derbyshire, junction of Mill Dale. Flat stone bridge, pile arches, park stone size, no parapet. Wheel is placed horizontally under top stone of bridge at S. bank, E. side of bridge. Local tradition that the wheel is from Cromwell's Cannon. (Historical fact that Parliamentarian soldiers came only a mile or two away) x Brit. Grid 43/174.655.

* Source of this information?
B.M.

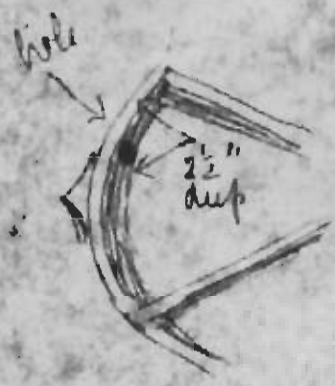


From wheel
not to scale

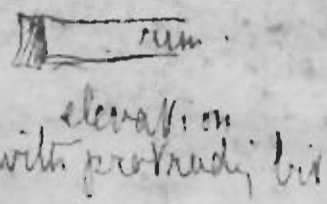
1'6" is from centre
hub to out edge of
rim

Hub 3 1/2" deep

Spokes spaced unevenly,
the two I could measure
11 1/4" apart & 10 1/2" apart



Between each spoke a
small round hole in the
rim, not central between
spokes, but to same side
of the small protruding bit



plan of protruding
bit.

XXIX NW general

Copy

199 b 4

Room 615

41 Tothill Street

London, S.W.1.

4 October 1961

Dear

I wonder if you can help me to find answers to two questions right outside current work. They concern Civil War cannons.

First: In a note on the destructive power of Cromwellian cannon in a recent issue of the Derbyshire Local History Society's bulletin (of which I am a member) the author, after expressing scepticism over the degree of damage inflicted on the stout stone walls of certain buildings which were under Roundhead fire in the County, writes 'it would be interesting to have information as to the effective range of cannon in the Civil War period, for, as I see it, at very close range the cannon ball would have the impetus of the gunpowder charge --- but after a comparatively short distance such impetus would become exhausted, and the ball would travel merely under the momentum of its own weight'. And he asks 'what was the effective range of the field piece in Cromwell's time?'

My second question arises from a feature of an old stone slab footbridge connecting two dales, close to our house in Derbyshire. At one end the bridge is supported by a couple of iron wheels, placed horizontally on the underside of the stone slabs. These wheels are reputed to be from 'Cromwell's Canon' (there is said to have been an engagement in that district) and it would be interesting to get to the bottom of this legend, or fact. Recently a colleague of mine, who is a local historian of considerable standing, inspected the wheels and made a rough sketch giving the dimensions. I enclose a photo-copy of this sketch. Two features of these wheels interest us particularly: the triangular 'bite' protruding from the rim at regular intervals between each spoke; and the small round holes in the rim itself, always on the same side of the protruding bit, as shown in the sketch. Did Civil War cannon wheels have these 'bites' on the rim, what was their purpose (to bite into the ground?), and what was the purpose of the small holes?

(continued overleaf)

I would be most grateful if you could advise me where the answers to these questions can be found. I am sorry to increase the burden of your in tray but I know that you will be able to put me on the right track.

Yours

RM.

Brigadier E.E. Latham
War Office,
London. S.W.1.

XXIX NW general

199(65)

Cannon Wheels in the Footbridge
at the junction of Lathkill Dale and Calesdale

The wheel whose measurements have been recorded by Nellie Kirkham is at the Calesdale end of the bridge. There is also a second wheel, as mentioned by her in her letter of 14 December 1960. It is embedded under the bridge, immediately next to the wheel which juts out (i.e. the wheel measured by N.K.)² it appears to be an exact double. It can be clearly seen by stepping down on to the bed of the stream. These two wheels form, in fact, the main support of the Calesdale end of the bridge.

BM

July 1961

Nov. 25, 1961. Brian & John & I examined the wheels. We are all agreed that they are not cannon wheel. John, the only engineer among us, saying they have never been on a road, they are either driving wheels, or driven. He waded in the river, & looking underneath, says that both wheels have a boss on the hub on what, in their present position, is the top side, but that they are flat on the other side, so he suggests they have been driven in tandem. The Cales Dale bridge is 7 ft wide & 61 ft long.

NK
199(66)

CROMWELLIAN CARriage WHEELS

Robert Norton, one of his Majesty's Gunners in about 1630, gives details as to how these wheels were made in his work "The Gunner". His chapter LX deals with "Of Wheels and Axetree for Carriages of Ordnance". From this it appears that (as to-day) the wheel varied with each piece i.e.

The height of a wheel - $\frac{1}{2}$ the length of the gun in the field
(n.b. different wheels had to be used for firing over a parapet)

The "Felloes" made of wood

- Length was 4 diametres of the bore.
- & six to each wheel
- Breadth 1 Dyametre
- Thickness 1 "

Rim or tyre

- Shod with "yron strakes" grasped and nayled with 2 or 3 Rankes of great head Nayles
(as shown in the picture of what the Artillery wheel of the period looked like - attached.

Spokes or "Rayes"

- Length 3 Dyametres
- 12 spokes in each wheel

& so kon

