

THE THOROTON SOCIETY

Nottinghamshire's History and Archaeology Society



NEWSLETTER

ISSUE 77

Autumn 2014



*The Thoroton Society of Nottinghamshire
The County's Principal Historical Society*

Visit the Thoroton Society Website at: www.thorotonsociety.org.uk

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SUBSCRIPTION RATES

Individual Ordinary membership	£25.00
Associate member (at the same address)	£ 6.00
Student/Under 21	£ 6.00
Individual Record Section membership	£15.00
Combined Ordinary and Record Section	£34.00
Institutional Ordinary membership	£24.00
Institutional Record Section	£20.00

RESEARCH GROUP

Meets twice a year. Contact for details: John Wilson (email: wilsonicus@btinternet.com)

RESPONSE GROUP

The Society seeks to respond to matters of historical and conservation concern which arise in the County.
If members become aware of such matters please contact the Group Co-ordinator, Barbara Cast - contact details above

VICTORIA COUNTY HISTORY

A group of researchers continuing the VCH of Nottinghamshire. For information and to join the group contact the County Editor, Philip Riden at philip.riden@nottingham.ac.uk.

PUBLICATIONS

The Society publishes an annual Transactions volume which is distributed to all members.
The Record Section volumes are published from time to time and are distributed to members paying the extra subscription for this Section and are available for purchase by other members and the general public.
Quarterly newsletters are circulated to every member.

LECTURES

Lectures, unless stated otherwise in the programme booklet, are held at the Nottingham Mechanics, 3, North Sherwood Street, Nottingham, NG1 4EZ, commencing at 2.30 p.m. with the bookstall open from 2 p.m.

Cover Image: Leslie Smith as Mary Queen of Scots who gave a performance to members who took the visit to Tutbury Castle. (See report on page 14) *Photo: Howard Fisher*

DEADLINES for Newsletter items are 1 February, 1 May, 1 August and 1 November of each year.

COPY should be sent to the EDITOR, Howard Fisher, 21 Brockwood Crescent, Keyworth, Nottingham, NG12 5HQ or by email to: editor@thorotonsociety.org.uk

Items can be handwritten or typed in Word format, either suffix .doc or .docx. Pictures, diagrams and maps are all most welcome to illustrate an item. Images can be submitted on CD, DVD, as an email attachment or sent for scanning. Preferred size 300dpi JPEG. Images will be adjusted to suit the publication.

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Acknowledgement of authorship and photographer will be given where this information is known.

All views expressed in the Newsletter are those of the author and not necessarily shared by the Thoroton Society, its officers or Council members.

THE THOROTON SOCIETY IS A REGISTERED CHARITY No. 237755.

Luncheon 2014

The mailing this month includes a booking form for the annual luncheon, to be held this year at the Forest Lodge Hotel, Edwinstowe, on Saturday, 1 November. This hotel comes with high recommendations and is another new venue for the Society Lunch. We are to have a three course lunch served to us for the very good price of £23.00 per person.

As has become the custom, we are planning to invite an appropriate and interesting speaker to give a short talk after the lunch. Our recent speakers have proved very interesting and their talks popular with those attending. Last year it was Noel Osborne of Phillimore's and previous speakers have included the former Lord Lieutenant, the Regional Director of the National Trust and the previous Bishop of Southwell and Nottingham.

The Forest Lodge is not as big as some of our recent venues so can I advise that you book early to ensure a place.

We hope that many of you will take the opportunity to meet with old friends and new on 1st November and once again enjoy a special meal together.

Barbara Cast, Hon. Secretary.

Membership Matters

It is with sadness that we report the death of Professor Sir James Holt, Master of Fitzwilliam College, Cambridge from 1981 to 1988 who died on 9 April 2014 aged 91. Sir James was a subscriber to the Record Section.

We are delighted to welcome the following to membership of the Society and hope for a long and enjoyable association:

Sera Baker
Michael Taylor

David and Carole Barker
Margaret Thorne

Geoff Buxton

Jonathan Pass

Society Programme

- | | |
|--------------|--|
| 11 September | Excursion to Stow Minster and Doddington Hall |
| 11 October | Archaeology lecture: The Hallaton Treasure. Peter Liddle MBE, Freelance Archaeologist |
| 25 October | Joint Day-Conference with the Nottinghamshire Local History Association
Nottinghamshire in World War 1. Several speakers. Charge for this event. |
| 1 November | Annual Luncheon |
| 8 November | Nottinghamshire History Lecture: Gendered Justice: Women, law and community in fourteenth-century Nottingham. Teresa Phipps, University of Nottingham |
| 11 November | The Keith Train Lecture in association with the Nottingham Civic Society.
Britain's Heritage Pubs: The Inside Story. Geoff Brandwood, Architectural Historian.
Venue is Cathedral Hall, Wellington Circus. |
| 13 December | The Neville Hoskins Lecture: Newstead Abbey Celebrated. |

The Autumn Lectures

Saturday, 11 October 2014 - The Archaeology Lecture. Peter Liddle MBE, Freelance Archaeologist talks on *The Hallaton Treasure: An Iron Age Shrine*

In the year 2000 the Hallaton Fieldwork Group, one of a network of local amateur archaeological groups that operate under the umbrella of the Leicestershire Fieldworkers, found an Iron Age and Roman site during their fieldwalking programme. Subsequent metal detecting by one of their members, Ken Wallace, located a considerable number of Corieltavian and Roman Republican coins on the site.

Funding from English Heritage allowed University of Leicester Archaeological Services to undertake a staged programme of work on the site. This revealed the source of the coins to be a series of individual groups of coins buried just inside the gateway of a polygonal enclosure. Outside the gateway was a mass of pig bones, evidence of sacrifice. Other finds included a hoard of metal objects and a high status Roman helmet.

The site is interpreted as an open air shrine dating to the end of the Iron Age but with no evidence of continuation long into the Roman period.

Peter Liddle was Keeper of Archaeology for Leicestershire Museum Service, helped set up the Hallaton Fieldwork Group and was involved in the project from the first reporting of the finds to the completion of the Museum display at Harborough Museum.

Saturday, 8 November 2014 - Nottinghamshire History lecture. Teresa Phipps, University of Nottingham talks about *Gendered Justice: Women, Law & Community in fourteenth century Nottingham*.

Nottingham in the fourteenth century was a medium-sized provincial borough, and one of the key privileges of borough status was the right to hold a court dealing with the civil complaints of the town's residents. It is generally assumed that women, particularly married women, had few legal rights and little capacity to act as litigants in interpersonal and economic disputes.

This lecture will use the voluminous records of Nottingham's Borough Court to explore the actions of women at court in different disputes. It will look at the legal procedures of the court and the main forms of litigation - debt and trespass pleas - which arose from everyday trade and interactions within the local communities. These provide a rare opportunity to uncover the identities and relationships of ordinary

Nottingham residents, including many of its women,.

The court rolls reveal that women were not rare legal actors but were able to pursue wrongdoings at the court, and were equally pursued by others for their own transgressions.

The lecture will highlight the differences between the legal status of single and married women, while suggesting that marriage did not necessarily exclude women from legal action. Women were able to work within the restrictions of patriarchal medieval society to claim a role within the legal, social and economic community of the town. Through fascinating examples of individuals and their specific interpersonal disputes, the lecture will consider the extent to which there existed a gendered system of justice in medieval Nottingham.

Saturday, 13 December 2014 - The Neville Hoskins Lecture. Pete Smith, Independent Architectural Historian and Rosalys Coope, Past President of The Thoroton Society: *Pictures of Newstead*.

Pete Smith, Thoroton Council Member, will talk about how the surviving pictures, plans and other topographical information have assisted Dr. Rosalys Coope and himself in their attempts to understand the architectural development of Newstead Abbey before the major 'restoration' or remodelling carried out for Colonel Wildman by John Shaw between 1818 and 1829.

This work has been encapsulated in a new book which is a compilation of all the published papers by Dr. Rosalys Coope covering her research over many years. It is intended that copies of this book will be available at the lecture for members to view.



A prospect of Newstead

The Newstead Abbey Partnership

The Newstead Abbey Partnership (NAP) - now a formally established friends group of Newstead Abbey supporters, advocates and local partners - announce their commitment to promote the site's significance, encourage tourism and secure new funds for necessary conservation work with the support of a start-up grant of £40,000 from World Monuments Fund Britain via The Paul Mellon Estate.

At the initial meeting of the NAP, held in Newstead's historic Orangery on June 25, Chairman Dr. Patrick Candler praised the work of the Steering Group who had set up the partnership following two public meetings in 2013:

"The passion and enthusiasm for Newstead Abbey remains undiminished. There is a tremendous wealth of experience, skills and knowledge in our new Committee and we now have the challenge of coordinating our idea so that we can confirm Newstead as the jewel in Nottinghamshire's cultural and heritage crown".

The NAP was established with the help of World Monuments Fund Britain following the abbey's inclusion on the 2012 World Monuments Watch, WMF's biennial advocacy programme for threatened cultural heritage worldwide.

The listing called attention to the plight of the Grade 1 listed building, best known today as the ancestral home of the Romantic poet Lord Byron. The abbey's rich history stretches right back to the twelfth century when it was founded as an

Augustinian Priory by Henry II; it was later dismantled in 1539 as part of Henry VIII's Dissolution of the Monasteries before being offered to the Byron family in 1540 and converted into a residence. Set in beautiful formal gardens with medieval origins, an unusually large portion of Newstead's original monastic fabric survives, including the magnificent west front of the original priory church - now a scheduled ancient monument - and medieval cloisters.

World Monuments Fund's decision to include Newstead on the 2012 Watch reflects the vulnerable condition of the abbey and its wider estate, the substantial cost of repair work required and the ongoing challenge of enabling public access. The west front has remained on English Heritage's *Heritage at Risk Register* for some time.

Since 2012, WMF Britain has spurred positive change working in collaboration with the owner of the site, Nottingham City Council, which is investing what it can to keep Newstead maintained, but clearly does not have the resources to do all that is needed. The creation of the NAP will help to raise awareness of the plight of the abbey and to find new ways to bring in the necessary re-investment.

WMF Britain is supporting the NAP in its vision to help conserve, maintain and develop Newstead as a heritage and tourist attraction, with the aim of increasing opening hours, refreshing interpretation, improving the visitor experience and attracting

new users to increase revenue to the site. In an important first step, the NAP is currently supporting the City Council's efforts to prepare an updated Condition Survey of Newstead.

Melissa Marshall, WMF Britain's Project Manager, congratulated the NAP on their success so far: "Local friends groups and trusts play an essential role in helping to look after historic buildings to everyone's enjoyment, and WMF's grant from The Paul Mellon Estate has got the NAP off to a great start ensuring that Newstead gets the support and recognition it deserves."

Nottingham City Council's Portfolio Holder for Leisure and Culture, Councillor Dave Trimble, said: "Newstead is a beautiful site and a real historic local gem, so we welcome the development of the Newstead Abbey Partnership to help support us conserve and develop the estate, ensuring our vision for a sustainable Newstead Abbey can be realised for future generations. This is an exciting time for the Abbey, with investment by Nottingham City Council already improving a number of facilities including the roads and we continue to attract new events and increase the site's annual visitor numbers."

For more information about the Newstead Abbey Partnership please contact Dr. Patrick Candler on 01623-821490 or email patrick.candler@sherwoodforest.trust.org.uk.

First Nottinghamshire Archaeology Day

Report by John Wilson

On 21 June 2014 the Thoroton Society was one of over thirty local history and archaeological societies who took part in the county's first county-wide Archaeology Day, which was held at the University of Nottingham. The day was organised

by the Curator of the University Museum, Dr. Clare Pickersgill. Participants also included museums, regional archaeological units and heritage groups, all of whom showed examples of their current work.

There were two large galleries full

of archaeological material where people attending could see, and in many cases handle, everything from Palaeolithic hand axes to Saxon pottery. Some members of the public took the opportunity to have artefacts identified.

The Historic Environment record and the Portable Antiquities Database were demonstrated so that visitors could find out about archaeological

work being carried out in the county. The Thoroton Society stall received many visitors, a number of whom showed serious interest in our work.

Hopefully we may see some of them at future meetings.

Penny Messenger and Margaret Trueman manning the stand at the Archaeology Day.



A New Sherwood Forest Project

This new project will take place over the course of a year, beginning in November 2014.

Dave Wood will walk the 1609 perambulation route with others joining. At points along the route there will be oral history workshops with Colin Hyde. Oral histories and stories will be recorded along the walk and become part of an online archive with a purpose built website.

Nottinghamshire Wildlife Trust, the RSPB and Woodland Trust will support with expertise and volunteers. Other groups will be involved using photography, drawing and sound recording to document landscape and natural heritage.

Nottinghamshire Wildlife Trust is concerned with the emphasis on circularity in the links between ex-mining areas and the return to heathland through country parks (e.g. Clipstone, Newstead, Ollerton). Focus will be along the lesser known rivers Leen, Meden and Maun. Documentation of pockets of woodland along the route, e.g. wet

woodland as Budby Carr, hidden off-road oases of woodland like Fox Covert, recording sound and birdsong in Dukes and Sellers Woods.

Documentation of hedgerows along the route and of meadow names and wildflowers in ancient woodlands such as Eakring. The images and sound recorded will be placed, fully mapped, on the online archive.

There will be five creative archaeology workshops at points along the route led by the Nottinghamshire Community Archaeology team at:

WELLOW - using the monastic link to Rufford, with activities based on literacy, making a quill pen from a feather and using it to write; illuminations and colouring manuscripts.

KIRKBY HARDWICK - making a model of the house.

MANSFIELD WOODHOUSE - following the footsteps of Major Hayman Rooke. Making notebooks, sketching and describing the buildings he would have seen.

EAST BRIDGFORD - related to the castles of the forest and entertainment. Music and medieval poetry.

CALVERTON/OXTON - functional place names related to specialised production. An activity on medieval cooking with old cookbooks and recipes.

There will be history walks and tours in places along the route using professionals and volunteers. Footpaths and routes are to be mapped and documented visually. Leaflets and literature will be produced. All this with the focus on bringing to light the hidden histories and routes of the city, suburb and countryside. Walking these routes reveals layers of history so the emphasis will be on stepping out of the car and getting off the road onto past trodden routes.

The overall aim is to re-define the ancient Sherwood perambulation route and to involve people in the history of the area.

The Midland Counties Railway *1839-1844*

Some Notes at the 175th Anniversary of Nottingham's First Steam Railway

By Kerry Donlan

The study of history is closer to being a process of research and re-evaluation, of offering a contribution to a developing insight into the topic studied assisting others to make further contributions, rather than an objective achieved, a final sacrosanct definitive conclusion.

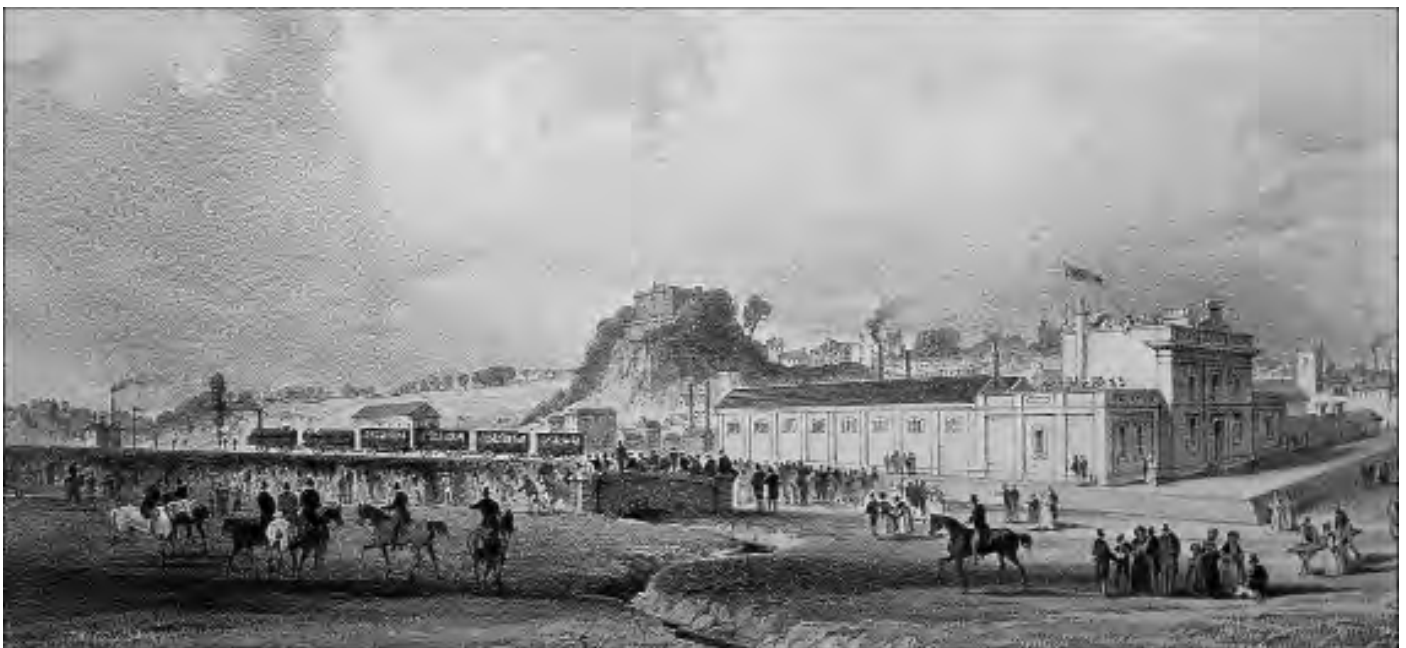
The steam railway, from 1804, did not create the fundamental economic, social and political changes evident in Britain at this time, but was itself created by, and accelerated, these changes.

By the mid 19th century, Britain had become the first industrialised, urban majority society in history. Christine Legarde, manager of the International Monetary Fund, stated (2014) that by 2030, 60% of the world's population will live in big towns. Such a transformation is only possible with the mobilising of capital, greatly increased manufacturing and agricultural efficiency, responsive government ensuring the provision of clean water, hygiene, shelter and education. The effective transport of food, fuel,

raw materials and manufactures is essential to this process.

Origins of the Midland Counties Railway

Coal was the main fuel for manufacturing and for domestic use, it was heavy and a high percentage of its sale price was consumed in road transport costs, restricting both consumption and profits. Water-borne coal traffic was more efficient but limited by accessibility. The canal network reduced transport costs and helped increase demand. The opening of the Leicester and Swannington steam railway in 1832 directly threatened the profits of the Derbyshire coal owners' traffic to Leicester. Unless a more efficient transport method was brought into use the Derbyshire coal owners would be priced out of the Leicester and other markets. Only a steam powered railway could protect their investments and profitability.



The opening of the Midland Counties Railway at Carrington Street Station, Nottingham on 4 June 1839.

The Inauguration of the Midland Counties Railway

Local and Personal, 6 and 7 Gul IV, cap lxxviii, 21 June 1836. An Act for making a railway, with branches, commencing at the London and Birmingham Railway in the parish of Rugby in the County of Warwick, to communicate with the towns of Leicester, Nottingham and Derby to be called 'The Midland Counties Railway'.

The Midland Counties Railway was:

21 June 1836	Inaugurated
30 May 1839	Operated
10 May 1844	Amalgamated with the Birmingham and Derby Junction Railway and the North Midland Railway to form the Midland Railway (1844-1922)

The railway linked:

- Nottingham
- Derby
- Loughborough
- Leicester
- Rugby

Although the life of the railway was brief, it was evidence of rapidly accelerating modernity and drew Nottingham more closely into this process.

Midland Counties Byelaws, Orders and Regulations

Parliament empowered the railways to make such Byelaws as deemed needed for the operation of the railway.

- iv No dogs allowed in carriages, conveyed separately and charged for.
- v Smoking prohibited in carriages and stations, warned, fined, removed from train and premises. In 1868 carriages for smoking were required by legislation.
- vi Intoxicated, nuisance, warned, removed from train at next station.

Contemporary illustrative evidence of the Midland Counties is confined to paintings, engravings and sketches. A number of these feature scenes from Nottingham. Apart from showing the railway these scenes are valuable primary evidence of the physical context in which the railway existed. The railway did not involve the mass scale demolition of buildings in Nottingham as it was inaugurated, built, operated and amalgamated before The Meadows Enclosure Act of 1845.

In any meaningful sense, the railway pre-dates photography. Fox-Talbot published his research into photography in 1839, the year the railway opened between Nottingham and Derby. Had he been able to complete his research earlier, perhaps some photographic record of the Midland Counties could have been compiled before it disappeared in the 1844 amalgamation.



The Midland Counties railway stone coat of arms from the top of the 1839 station on Carrington Street. This is now preserved at the Wollaton Hall Industrial Museum. The arms are those of the counties through which the railway ran; Leicestershire, Nottinghamshire, Derbyshire and Warwickshire



1843. The Midland Counties Railway Station on Carrington Street, Nottingham.

Before the road bridge across the canal was built in 1841, entrance to the station was from Wilford Road. Only the two gate posts of the station now remain.

**Nottingham Market Day Road Traffic Survey, Saturday 11 September 1819, 5am to 5 pm by William Stretton
A Private Survey**

Nottingham had an intensive level of road traffic, from local and more distant locations. The west of the town recorded the highest level of the four ‘stations’ in the survey.

Total people	7,376	51%
Horseback riders	297	31%
Carriers	46	30%
Pack Horses	19	8%
Total number of vehicles	294	30%

Pigott’s Directory of 1819 records that Nottingham had seven inns and 177 public houses with accommodation for nearly 1,000 wheeled vehicles and 2,500 horses. Nottingham’s stage coach services operated from the 1750s to the 1850s.

White’s 1832 Directory lists 35 stage coaches, but only one in 1853, the Sheffield Royal Mail. The entry of the railway from the West was, in part, influenced by this existing level of trade.

The steam railway in Nottingham offered hotels a

greater opportunity to seek business. Adverts were placed in guides, directories and the press, emphasising the convenient location of the hotel to the station and the (horse drawn) bus service from the hotel to the railway station. This assisted the commercial and private traveller, creating employment and profits.

Nottingham - Railways and Canals

The canal network made a fundamental impact on the development of the urban industrial economy, in particular the large inland industrial centres such as the West Midlands and the North West. Canals were effective in transporting heavy cargo including coal, reducing the percentage of the selling price consumed by transport costs, enabling the extension of the market for these goods.

The canals were a stronger example of laissez-faire economics than the steam railway. The canal companies decided the gauge and tolls, but the steam railways were clearly the future. The problems of operating canal traffic were insurmountable when confronted by the steam railways. Traffic moved at walking pace and could not be speeded up because of wash against the banks. There was, on average, one lock every 1^{3/4} miles of canal routes.

Many canal companies’ profits collapsed, encouraging shareholders to co-operate in selling their canals to

railway companies. The railways had a motive in taking over canals, to eliminate competition and acquire possible routes. The Great Northern Railway took over both the Nottingham and Grantham canals. In the three years following the formation of the Midland Railway, 1845-1847, 948 miles of canals, almost 25% of the network, were taken into railway ownership.

Coal was the main fuel of the rapidly expanding manufacturing trading urban society of 19th century Britain. Canals and navigations had greatly influenced these trends, but the steam railway provided a much more efficient and extensive transport network, reducing the cost of coal to the consumer, increasing demand and drawing more investment into the coal industry.

Nottingham benefitted from the more effective provision of coal, assisting economic development but also would suffer from increased coal smoke and industrial pollution. At the time of the Midland Counties Railway 1839-44, Nottingham was, in many areas, an overcrowded and insanitary town.

In the only complete calendar years of the Midland Counties, 1840-1843, in Byron Ward on average, 44.5% of children died before their fourth birthday. The railway did not create this situation, but with the clean air acts far into the future, the increased level of air pollution was not a safeguard to good health.

Investment on Locomotives and Rolling Stock

The company directors must calculate the best return on the investment of limited resources, which areas of traffic development would be most sustainable or grow? Which the most profitable? The railway was a carrier, a provider of a service, it had no control as to who would patronise its service, an economic downturn could result in fewer passengers and a fall in freight conveyed, resulting in a fall in revenue. Nottingham's economic fortunes would, in turn, impact on the railway.

By November 1842, the company had possessed 47 steam locomotives of varying quality, provided by:

The Butterley Company	2
Jones	5
Nasmythe and Co.	7
Fairbaine	2
Stark and Futton	3
Bury	19
Hick and Sons	9

The Midland Counties pre-dates many railway companies building their own locomotives and rolling stock.

20 November 1842 - Rolling Stock - evidence of achieved and anticipated traffic:

First class carriages, including 3 coupes	35
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Second Class carriages, open	39
Third Class carriages	13
Horse Boxes	19
Parcel Vans	4
Goods Wagons	95
Timber Trucks	7
Coke Wagons	16
Second Class carriages, closed	13
Composite carriages	8
Carriage Trucks	25
Mail Vans	3
Luggage Breaks	4
Cattle Wagons	18
Coal Wagons	80
Ballast Wagons	24
Iron Coal Boxes, or Loose Bodies where two go on one wagon	80

(The Coal Boxes and Loose Bodies indicates an early example of efficiency, but would need to return these for re-loading).

The number of passenger carriages providing better than Third Class accommodation far exceeded the Third Class provision (95 - 13). This reflected the relatively expensive ticket price when set against the modest incomes of many potential customers. The balance of passenger provision is also evidence of the prevailing social class origins of many travellers. 25 carriage trucks and 18 horse boxes were provided for those bringing their road coaches with them to facilitate road travel to the station and to their final destination.

Nottingham's patronage of the railway services would be reflected in the differing levels of passenger provision. The 1844 Railways Act, with its '1d a mile' clause did not affect the Midland Counties Railway, post-dating it by 3 months.

Nottingham and the Carrying of Mail by Steam Railway - the Act of 1838

The Post Office was a state monopoly, with powers to obtain the most efficient, secure and impartial provision of the mail service. The duty of the State was, (according to Gladstone), to remove obstacles to self-improvement. Horse-drawn mail coaches were a slower, less secure, expensive transporter of the mail, compared with the steam railway. Britain was experiencing the rapid growth of the mining, manufacturing, trading, capital raising, agriculture enclosed and urbanised economy and society. Population, literacy and foreign trade were increasing. The growth of the volume of mail rapidly increased before Rowland Hill's reforms of the postage stamp rates. Nottingham was both a contributor to, and a beneficiary of, these changes. In an age before the telephone and the telegraph, the mail service was increasingly significant.

In 1837 the London and Birmingham Railway and the Grand Junction Railway opened, linking London with the world's first centre of mass scale mechanised production - Manchester, and with Britain's second port - Liverpool. In 1839 the Midland Counties Railway, with the Birmingham



*1839: The Midland Counties Railway Locomotive Depot.
The County Archives office now occupies the approximate site.*

and Derby Junction Railway, linked Nottingham into this new advantageous transport opportunity, joining the London and Birmingham Railway at Hampton. In 1840 the Midland Counties linked Loughborough and Leicester with London at Rugby.

The 1838 Act - 'An Act to provide for the conveyance of mail by Railways' - empowered the Postmaster General to:

“That in all cases of railway already made or in progress or to be hereafter made within the U.K., by which passengers or goods shall be conveyed in or upon carriages drawn or impelled by the power of steam, or by any locomotive or stationery engine or animal power or other power whatever ...”

Railways must provide mail transport by:

- Ordinary trains of carriages
- Special trains as need may be
- At such hours or times in the day or night as the Postmaster shall direct
- With guards appointed and employed by the Postmaster
- A whole carriage for mail if required
- In November 1842, the Midland Counties Railway had three mail vans
- When required, a carriage fitted out for mail sorting (the Travelling Post Office [TPO])
- Royal Arms to be painted on mail carriages and engines

- Post Office will pay reasonable remuneration
- Rail company wholly responsible for its servants' compliance with Post Office regulations
- Post Office can require a bond deposited by the railway company or a £100 daily fine

The Midland Counties integrated into these improved communications imposed by the State, drew Nottingham more closely into the national and international economy, providing increased opportunities for investments, profits and employment, but also subjected the town to fluctuations in the above that were, in the main, out of Nottingham's control, for example 1842.

The economic downturn of 1842 impacted on the Midland Counties Railway. As a carrier, its revenue was directly affected by the level of passenger patronage and goods requiring shipment.

Five railway companies' shareholders formed committees to investigate, with the company directors, as to how this matter was being dealt with.

Shareholders of the Midland Counties and the North Midland, both constituents of the 1844 amalgamation to form the Midland Railway, formed such committees.

The Inspector General of Railways wrote to the Midland Counties and others, expressing concern at the discussions regarding cutting the wages of their enginemen and the latter leaving the company, impacting on the company's ability to maintain the service. Other staff reductions raised the questions of public safety.

(to be continued)

Bishop Llewellyn Gwynne,

former Vicar of Emmanuel, Nottingham

By Terry Fry

Henry Llewellyn Gwynne was born on June 11th 1863, the fifth child of Richard Gwynne who taught in a little school on the outskirts of Swansea. There were six sons who all went to Swansea Grammar School. After school Llewellyn had what we now call a 'gap year', when he taught at Beverley. Then he entered St. John's Hall theology college in Highbury, London, from where he was ordained in 1886.

His first appointment was as curate at St. Chad's, Derby. He was a keen sportsman and while there he played football for Derby County, as a bustling centre-forward. According to their *Complete Record* book he was the only reverend to play for the club - but in one game only! That was on January 7th 1888 in the 5th round of the FA Cup away to Crewe Alexandra, which Derby lost 1-0. Bishop Ridding was concerned about betting on football matches, but Gwynne re-assured him by saying that some people would bet on anything, including the length of the Chaplain's sermon.

St. Andrew's, Nottingham

After three years at Derby, Rev. Gwynne was sent to St. Andrew's, Nottingham as second curate. He inaugurated a 'top hat' Bible class for boys, so called because some of them turned up in top hats when home from public school. He was appointed Vicar of Emmanuel, Woodborough Road, in 1892 and quickly got to grips with the completion of the chancel, consecrated in March 1893. The parish was in a very poor area and Rev. Gwynne and his flock worked hard to raise funds, particularly by American Fairs and Sales of Work. By the time of Rev. Gwynne's departure they had paid for the Parish Room and the chancel and a small



*Bishop Gwynne as Deputy Chaplain-General in France
(Photo from 'Pastor of the Nile, H.C. Jackson, 1960)*

amount was left for the Mission Room and Men's Institute.

Rev. Gwynne modestly claimed to be young, very inexperienced and not very clever, but his flock *taught me more than I could teach them*. Between them they started a coffee tavern and Boys' Club run by the ladies of the Temperance Society, who were also responsible for the Tea Tent on the Forest. Rev. Gwynne was a teetotaler all his life and fully supported the temperance movement. He also set up open air meetings with choir, clergy and speakers for those parishioners who never came to church.

A fine all-round athlete, Rev. Gwynne led Emmanuel football and cricket teams to great success. He actually played cricket to a high standard for Notts. Amateurs. He was once challenged to a sporting wager - £100 for Emmanuel Church

if he won - in seven sports: golf, cricket, boxing, billiards, tennis, 100 yards dash and 100 yards swimming. The score was 1-1 when his challenger moved to South Africa.

Missionary to the Sudan

He enjoyed his time in Nottingham but always knew he would go overseas. His hero was General Gordon, who was killed in Khartoum the day before Emmanuel's consecration, so an appeal for missionaries to go to the Sudan was a magnet for him. He left Nottingham in 1899 with a monthly salary of £12.10s. However, it was some time before he was allowed to teach Christianity in a Muslim country. In the meantime he involved himself in many ways, including refereeing football matches, in one of which he broke up a howling mob by laying about him with a whip. He impressed the labourers of Port Sudan by winning a cricket match with a score of 83; then they were willing to attend a little church.

Gwynne was a good boxer and sometimes fought in the British barracks, and once had to preach on Sunday sporting a black eye. He was also a good shot, killing ibex and ariel for example, but never on Sundays!

Archdeacon, Bishop and War Service

He worked very hard spreading the word and was made an Archdeacon in 1905. Three years later he became, in spite of his protests, Bishop of Khartoum. A bishop needs a cathedral and he soon began the campaign to collect funds for one, including touring the British Isles. Finally, in 1912, the cathedral in Khartoum was opened for worship. The litany stool was a gift from his

former parishioners at Emmanuel, Nottingham.

When the First World War broke out Bishop Gwynne insisted on joining the Army as a chaplain, although he was now 51. He was eventually accepted and *reluctantly parted with his moustache*. He insisted on going to the front line but was appointed Deputy Chaplain General of the British Army, much against his wishes. However his function supervising hundreds of chaplains was invaluable. (By the end of the war there were 900 Church of England chaplains and 98 died in the conflict). Some were difficult to manage, such as Captain G.A. Studdert-Kennedy (Woodbine Willy) and Captain Theodore Bayley Hardy V.C., D.S.O., M.C. They were unconventional and didn't toe the military line, but General Gwynne supported them, realising how much they inspired the men. Hardy had been a master at Nottingham High School when Gwynne was the Vicar of Emmanuel.

General Gwynne threw his weight behind the Church's National Mission which attempted to persuade soldiers to believe in prayer and the Gospel. During the course of the Mission controversy arose over the use of women speakers. Gwynne, a pioneer in many ways, said *The Church will be forced to employ in every department the ministry of women*.

Field Marshal Haig thought that Gwynne's job was one of the most important in the Army. Haig was a devout Christian, as were many of the generals, who believed that God was on their side. One of them, General Plumer, went so far as to say that Gwynne was the man who did the most to win the war. Modestly he never wore the C.M.G. and C.B.E. awarded to him during the war, although he was proud of the Honorary D.D. bestowed on him by Glasgow University.

Return to Africa

He returned to Africa in the summer of 1919 and began to strengthen the ties between Anglican, Greek, Syrian, Coptic and Armenian Churches. He even introduced a 'Church on Wheels', a railway coach which could be attached to any train and used for services anywhere. It travelled 500,000 miles in 20 years. A church for lepers was established, as were secondary schools for girls. In 1920 he became the Bishop of Egypt and the Sudan. He was determined to have another cathedral built in Cairo (designed by Adrian Gilbert Scott) which was consecrated in 1938.

His sermons in Cairo cathedral were a source of inspiration in the Second World War, but he often leaked information, which worried the 'Top Brass'. He was still fit and active for a man who was 80 in 1843, but occasionally overdid things.

He broke his arm trying to climb a bunker and was told it would be permanently bent. Later, however, he fell between the platform and a train and he was delighted to find that the porters, in pulling him out, had inadvertently straightened his arm! He retired after the war but returned to Cairo cathedral in 1951, aged 88, to dedicate the memorial window to men of the Eighth Army. (he came back to Emmanuel Church in October 1929 to unveil memorial windows for J. Potter Briscoe, churchwarden for many years).

Epping Upland in Essex was the place he chose for his retirement. But he still got up at 5.30 a.m. and just before he died he said *The older I get the harder I work*. Not enough people attended his local church, so he went to the pub to meet others and tell them fascinating stories about his long life, which ended on December 9th 1957. He was 94. There were 1,300 people at his memorial service in Westminster Abbey on January 27th 1957. Bishop F. Barry said *He was a burly man every inch masculine, a man's man. Yet he was patient and gentle as a mother*. His ashes were buried in Khartoum Cathedral near those of his hero General Gordon. A processional cross in his memory was dedicated at Emmanuel Church in Nottingham, which had played a significant part in the career of this remarkable man of the Anglican Church.

Stanford Hall

It was announced in July by the Ministry of Defence, that Stanford Hall is to be developed into the Defence and National Rehabilitation Centre, opening about the end of 2017.

This will establish a long-term, state-of-the-art rehabilitation facility for injured personnel which builds upon the work of Headley Court to ensure patients the very best of care.

The Grade II listed Lido will be demolished and the listed Game House will be relocated and repaired. The Stables, Oak Court, Worker's Cottage and outbuildings north of the walled gardens will also be demolished.

The announcement makes no mention of the theatre; it is hoped that this will be retained and modernised as a facility for the patients and local groups to use for productions.

Society Excursions

Tutbury Castle and Church, and Hoar Cross Church, 22 May 2014.

Report by Leader, Alan Langton.



The West Door of the Priory Church of Saint Mary the Virgin, Tutbury



Tutbury Castle: the South Wing and excavated Chapel



The Altar at the Church of the Holy Angels, Hoar Cross

Photos by Howard Fisher

The journey to Tutbury through Derby gave members some good views of a city which many of us had not seen for a while, leading to a suggestion that at a future date an excursion here could be quite popular.

Tutbury Parish Church

On arriving at Tutbury we went directly to the Priory Church of Saint Mary the Virgin to be met by Mr. Paul Nicholas who, despite protestations that he felt inadequate addressing historical societies, gave us a wealth of information about the church.

As we walked up the pathway to the church we faced the great west end with the splendid Norman carved doorway, dating back to its foundation as a Benedictine Priory about 1089 by Henry de Ferrers in memory of the recently deceased William the Conqueror and his wife Matilda. What survives of the original building are the western six bays of an original eight bay nave, with pillars reminiscent of those in Southwell Minster. This became the parish church after the Reformation, when the rest of the great monastic buildings were destroyed.

Above the walls there used to be a triforium gallery with a clerestory. In the 1860s G. E. Street restored the building, and built a new barrel roof of ingenious craftsmanship. The restored chancel was the gift of Sir Oswald Mosley in 1868. Other interesting features are mostly Victorian or early 20th century and include the 39 Glastonbury Chairs all bought as memorials, the peal of eight bells, the stained glass and the reredos. A modern project only installed four years ago is the enclosure of the north aisle by a fine and tasteful wooden screen and sub-roof to provide a comfortable and warm meeting room, toilets and a kitchen.

Tutbury Castle - lunch and entertainment

Members walked to the nearby ruined castle of Tutbury with its splendid commanding view over the surrounding countryside for many miles. In the Great Hall we enjoyed an excellent lunch.

The Hall was then transformed into the throne room of Mary Queen of Scots who was imprisoned here on four occasions, until she was sent to Fotheringhay where she was executed in 1586.

The Castle Curator and English Reformationist Historian, Lesley Smith, in full authentic costume, then entertained us for about an hour with a dramatic and outstanding presentation of the 'persecuted' queen's critical outbursts about her prison, her treatment by Elizabeth I, her laments about her three marriages, and

her resented rejection as the 'rightful' queen of England.

Hoar Cross

From Tutbury we travelled to Hoar Cross to see the amazing 19th century Bodley church, built in 1872 by Emily Ingram, the daughter of Viscount Halifax, in memory of her husband, Hugo, to whom she had only been married for seven years.

Our guide here was the 96 year-old verger, Derrick Cross.

The extravagant and enormous Church of the Holy Angels was built in Anglo-Catholic design, with no

expense spared in the decoration and fittings. The tomb for Hugo was to be the most elaborate feature, but equally the stone reredos, the fourteen specially commissioned carved Stations of the Cross, and the font are blatantly extravagant.

Since the church's original construction, further additions amazingly have been made, including two side chapels, a black and white marble floor, a narthax, a lengthening of the nave, and the installation of an organ from Bangor Cathedral. In view of the church's isolation from surrounding villages, members were left wondering how the upkeep of such a building is possible today.

A most entertaining and memorable day.

Southwell - Burgage Manor, Sunday 8 June 2014

Report by Alan Langton

Arriving in the town of Southwell on the afternoon of 8th June could easily have led to the conclusion that the strains of music indicated that the Thoroton Society was about to participate in a festive music fair of Morris Dancers and other instrumental groups. The men with bells around their legs, however, soon went their way along Southwell streets other than the Burgage.

Thirty members of the Society were met and warmly greeted by Mr. Geoffrey Bond, a member himself, and his wife Dianora, the proud owners of Burgage Manor, where the young Lord Byron and his mother once lived between 1803 and 1808.

The group divided into two sets, one under the direction of Geoffrey Bond to be taken around the house, and the other under the direction of the gardener, Jonathan Wild, to be taken around the gardens. The memory and knowledge of both guides was awe-inspiring for members.

I am not sure what members had expected, but both in the house and the gardens our eyes

were opened and our amazement was stunned when we viewed the collection of papers, books, prints and documents which Geoffrey has collected over the years, and the beauty and variety of the flowers, trees and shrubs which Jonathan has nurtured over the last few years. The antiquity and unique value of some of the objects, especially those connectd with Byron, and the

immediate profusion of arrangement and colour in the gardens took many member's breath away.

The afternoon was enhanced even further by two additions: first, we had a beautiful sunny afternoon with no hint of rain or cloud, and secondly, we were entertained to an appropriate afternoon tea in the gardens by Dianora and her helpers.

This was without doubt a memorable Thoroton Society event.

Mr. Bond asked for no contribution from members for the visit, but as a thank-you for his generosity we were able to

contribute to his support for the Southwell Care Fund.



Members assembling in front of the house



Plaque on front of the house



The rear of the house from the garden

(Photos: Howard Fisher)

Egmanton, Edwinstowe and Rufford Park - Thursday, 26 June 2014

Report by Leader, Alan

After a delightful run through north Nottinghamshire countryside our first stop was Egmanton church, a site of medieval pilgrimages, either in its own right or because it was a stopping place on the route to Walsingham.

We were met by Jean Wright, who gave us much information about the church building and its noteworthy aspects. Work is currently being completed to repaint and gild the woodwork on the organ screen and doors by a specialist; who has already completed the beautiful rood screen. These screens date from a complete restoration of the church by Ninian Comper in the 1890s at the request of the Duke of Newcastle. As a bonus we were able to see Michelle at work.

The building boasts a Norman doorway and font, some 14th century glass, and tombs of the early benefactors of the church, including Nicholas Powtrel, who occupied Egmanton Hall during the reign of Elizabeth 1.

From Egmanton we travelled to Edwinstowe, and enjoyed a knowledgeable talk, jovially given by Margaret Woodhead, who is a Reader there.

The origins of the building may go back to the evangelisation of the area by Paulinus in 627 AD in the time of King Edwin.

The stone building dates from 1175, and it is possible to see the outline of the original roof on the west wall before the building was enlarged: the stone pillars and arches on either side of the main aisle show a similar development. The south aisle was added as a chantry chapel by Henry and Robert Edenstow in the 1340s. At the back of the north aisle there is a modern community map of the parish delicately worked in embroidery. The broach spire of the church was added to the Norman tower in 1400, although it had to be rebuilt in 1680 after a storm.

From Edwinstowe we moved on to Rufford, for an enjoyable lunch in the

Savile restaurant.

After lunch we had a talk by Sarah Law who gave a lecture to the Society two years ago, and who is currently doing considerable research into the original lay-out of the grounds of the Park, first created by the Savile family in the early eighteenth century when wealthy landowners competed with each other to see who could create the most elaborate garden. After her talk, Sarah took the group on a tour of the grounds to point out aspects of the original terrain, which clearly were the remains of considerable earth moving and water features: the casual observer would not be able to imagine much of what has subsequently happened to the grounds since the 1730s, but Sarah's knowledge and her powerful enthusiasm and exciting presentation were able to bring to life for members a clearer understanding of Rufford Park as it once was.

Nottinghamshire Heritage Awards

Ceremony, 17 July 2014

BEST EVENT 2014: The Flintham Museum for *Meet Flintham's Pre-World War Families*

BEST EXHIBITION 2014: Highly Commended: Cresswell Crags for *Man or Superman: Pin Hole Man*
 Winner: The Galleries of Justice for *Bow Street Dock - Special Exhibition Programme*

INSPIRATION AWARD for BEST SPECIAL PROJECT 2014: Papplewick Pumping Station and Dragon Breath Theatre for *A Crack in Time*

WORK WITH CHILDREN AND YOUNG PEOPLE 2014: The National Centre for Citizenship and the Law and the Galleries of Justice for *I Pledge*

CARE AND DEVELOPMENT OF COLLECTIONS 2014: The Museum of the Horse for the creation of the museum

SPECIAL CONTRIBUTION 2014: Susan Clayton (Flintham Museum)

LIFETIME ACHIEVEMENT AWARD 2014: Geoffrey Bond

HERITAGE SITE of the YEAR 2014: The University of Nottingham Museum

Bookcase

GOING TO THE PICTURES A short history of Cinema in Nottingham. Michael Payne. 2014, Nottingham Civic Society, ISBN 978-1-902443-12-6 £4.99

Ken Brand

This very well illustrated book is obviously a labour of love. Michael has spent a year transforming a passionate idea into reality. There is a brief, nostalgic Foreword by Stephen Frears that really sets the mood for this book; it



triggers off memories and cosy nostalgia.

There are seven chapters followed by a Gazetteer of Nottingham cinemas and a short bibliography. Michael's assemblage of illustrations is first class. The opening chapter is Fairgrounds, Music Halls and Shops, and its first photograph is of Wadbrook's Royal Electograph in front of the old Exchange c.1899

with Watson Fothergill's new Queen's Chambers of 1897 in the background. The last chapter, Modern Times (a nod to Charlie Chaplain 1936?) has photographs of Cine World with its 14 screens under one roof and, of course, Broadway Media Centre on Broad Street.

The illustrations are an intriguing mixture of old and new photographs of cinemas - some as built, some as altered for a change of use, film posters and cinema advertising. In particular the Elite on Parliament Street is deservedly given special treatment with six coloured illustrations from the brochure prepared for its ceremonial opening on 22 August 1921 being reproduced.

Michael points out that of the forty or more cinemas that once existed in Nottingham only the Savoy on Derby Road is still operating. In the 1930s 20 new cinemas were built in Nottingham, 18 of which were in the suburbs. The seating capacity in the city centre cinemas increased from 1,477 in the Elite to 2,426 in the Odeon, Angel Row; even the Carlton (ex ABC etc.), Chapel Bar opened in October 1939 just after the war started could offer 2,077 seats.

For people of a certain age, it does not take long after seeing some of Michael's pictures for the floodgates of memory to open. "I saw that, but where, when and with whom?"

Michael's book is warmly recommended, take a trip down memory lane; recall when Going to the Pictures was a way of life. It was where "... people in the dark dreamed dreams before a magic silver screen."

Ed: Ken's last line refers to a poem by Michael Payne which is printed in the Civic Society Newsletter number 151 (April 2013) and which is reprinted here with permission of the Editor of that publication:

LAMENT FOR THE ANGEL ROW ODEON

The moving beams of light through smoke filled air
Have been suppressed,
The vulgar pleated curtains long since dropped.
The Wurlizer has pounded out its terminal request
Continuous performances have stopped.

No foyer full of queues, no seats remain
At one and nine:
The demolition men are coming soon.
For patrons are not welcome - 'Keep Out' proclaims the sign,
The Odeon has reached its last High Noon.

What joy they gave, those technicolor films,
That here we saw,
When Rhett declared he didn't give a damn.
And sure, we knew that we were not in Kansas any more,
As Ingrid smiled, requesting - 'Play it Sam'.

We laughed when Bing and Bob with funny songs
Took to the road,
Sat up when Movietone gave out the news.
We shadowed Humphrey Bogart down the mean streets
that he strode,
And thrilled at Fred and Ginger's dancing shoes.

"They never cried so much in all their lives"
When Garbo died,
Or blanched when Bette foretold a bumpy night.
Yes, while it lasted every single one enjoyed the ride,
those days when all our Christmasses were white.

The'll build a concrete block, complete with space
For cars to park,
With nothing left to show there once had been
A cinema, where people in the dark
dreamed dreams before a magic silver screen.

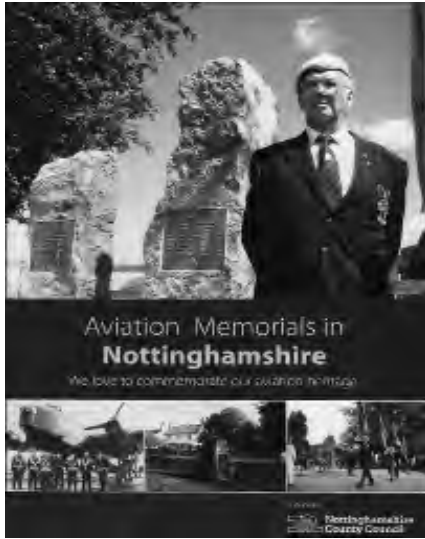
AVIATION MEMORIALS IN NOTTINGHAMSHIRE. Newark Air Museum. 2014

This 34 page fully colour illustrated booklet is published by the Newark Air Museum which is situated on the old Winthorpe Airfield at Newark.

The booklet was funded by Nottinghamshire County Council and contains a description and location of all the

aviation memorials in the county.

The booklet is very well laid out and most pleasingly printed.



The memorials, including some pub signs, are given a grid reference, the history of what the memorial represents and detailed instructions on accessibility. The latter is important because a few memorial are on private property and some in locked churches.

I noted some proof reading errors but these in no way detract from this booklet which may well provoke many of us to visit the memorials and reflect upon the men who are named thereon and what they did and how they died.

Some of the memorials are celebratory such as the Flying Bedstead sculpture depicting the Thrust Measuring Rig, commonly known as the Flying Bedstead which was developed at Rolls-Royce, Hucknall and which led to the VTOL [vertical take-off and landing] experiments and, eventually, to such iconic aircraft as the Harrier jump-jet, now no longer in commission in the RAF but still used by other Air Forces in the world. This memorial is sited on the roundabout at the junction of the A611 Hucknall bypass and the B6011 Wighay Road.

Another unusual memorial is the Totem Pole in Radcliffe-on-Trent which was handed over to the village in 2013 by the Canadian High Commissioner to honor the RCAF personnel who served at Langar airfield and who lived in houses built in Radcliffe on St. Lawrence Boulevard.

In total 40 memorials are listed.

The booklet is free and obtainable from the Newark Air Museum which, as a museum in Nottinghamshire, greatly rewards a visit, and also from some Tourist Information offices. There is much local interest to be found there with a display of the history of Winthorpe airfield as well as other aviation displays and, of course, an extensive set of aircraft shown both outside and within two large hangars. As a bonus there is a café where very cheerful volunteers serve good coffee and hand-made sandwiches!

HF

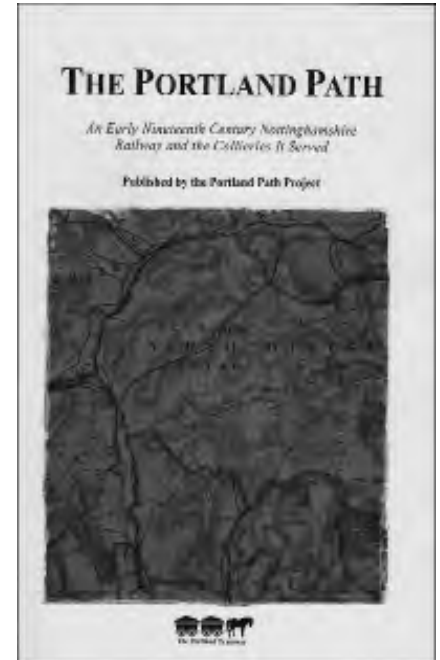
THE PORTLAND WAY, An Early Nineteenth Century Nottinghamshire Railway and the Collieries It Served. Martyn Taylor-Cockayne and Stuart Saint with chapter 11 by Denis Hill. The Portland Path Project, 2012. ISBN: 978-0-9572416-0-2. £4.95

This softback A4, 68 page illustrated booklet has been

sitting on my 'To Read' stack for quite some time, to my regret.

The Portland Path Project's objectives are 'The exploration, preservation and awareness raising of the network of historic railways/tramways and collieries that made up the Portland colliery complex, specifically including the wharf at Jacksdale, the remains of the collieries at Kirkby-in-Ashfield and the connecting railways/tramways.

The Project has produced a leaflet showing a walk that can be followed covering the various sites, an academic standard book which is said to be available at various archives, and this booklet. The booklet is intended to add to the information contained in the path leaflet and certainly adds to the enjoyment and understanding of the various sites.



I will get my niggles out of the way at the start of this review. The layout of the book is not to my taste; the font used is quite large, and the short paragraphs with wide inter-spacing create the impression of a series of notes rather than a coherent text. Some of the colour illustrations are printed very darkly and several of the old map reproductions are so dark as to make following them very difficult: these are matters which could, and in my view, should, have been dealt with at proof stage and they could quite easily have been adjusted to be printed lighter before the final print run.

The pleasure of reading a publication is enhanced by good presentation and, for me, this booklet fails in this regard.

Having said this the book is very useful and the information adds to knowledge of the period it covers and the history of the area.

There is an inextricable link between the collieries, the early railways and the Butterley Company's ironworks in the Codnor Park area. A visit to the sites is greatly enhanced by the information contained in this booklet. There is a great deal of history in this part of the Nottinghamshire/Derbyshire border and the work of the Portland Path Project has greatly increased knowledge of the area's rich history. A visit to the area is highly recommended, but before doing so do obtain the path leaflet and, if possible, a copy of this book - without them you will be the poorer and not understand much of what you will see.

The book contains many illustrations, many in colour which, together with the maps and diagrams, help to explain the area and the technical aspects of the industries dealt with.

The areas covered by the booklet are not, perhaps,

on a regular tourist trail but for any local or industrial historian they are a must place to visit. In 2013 the Society had a full day excursion to Ashfield during which we saw the area and greatly benefitted from Denis Hill's guidance. Denis' post at Ashfield RDC has been lost due to the economic cutbacks in local government which is to be regretted and will not encourage people to visit. Hopefully this booklet can be made more widely available by the Portland Path Project team and this should encourage more of us to learn about and value the heritage of this part of our county.

Do seek out the booklet and buy it.

HF

BRIDGES Heroic Designs that Changed the World. Dan Cruickshank. Harper Collins. ISBN 9780-00-731828-6

This is not a book about local history and certainly not about Nottinghamshire with no bridge in our county being mentioned. It is rather a wide ranging survey of bridges world wide which the well known TV personality author has visited and researched. It is a fascinating story of bridges, their histories and many of the stories behind the construction and, indeed, their designers and builders throughout the world.

The book is reviewed here because it is consider that many members with an interest in Bridges will find it of great interest.

The author has visited many, if not all of those covered. In telling the stories about them he also gives the history of the societies in which they were built and the history of methods of bridge design from earliest times to the

present day. The many illustrations and diagrams help the reader's understanding of the text and the details of construction.

The book has 384 pages including an extensive index and a four page bibliography.

Many of the bridges described will be familiar to the

reader from photographs and, perhaps from personal visits. I have certainly seen several, notably the Roman aqueduct in Segovia, Spain, the Pont du Gard in France, the bridges in Florence, Venice and Strasbourg as well as those over the Tyne in Newcastle. I have learned more about them from this book than from the local guide books I have bought and have therefore appreciated them to a much greater extent.

This book is thoroughly recommended for its scholarship and accesible writing by a man whose TV presentations are always enjoyed. Do borrow it from your local library, you will enjoy the read.

HF

(A further review is on page 31)



Home Front in WW1 - a joint day by the Thoroton Society and the Nottinghamshire Local History Association

SATURDAY, 25 OCTOBER 2014 AT RAVENSHEAD VILLAGE HALL. Cost £7.00 for members of either organisation or £8.00 at the door or by advance ticket purchase.

9.40 am start for Registration and coffee: first talk at 10.00 am by **Emeritus Professor of British History, Chris Wrigley** who will provide an introduction to the theme of the day which looks at life and the wartime experience in Nottinghamshire.

Professor Wrigley will be followed by several other presentations covering a variety of relevant subjects in what will be a most fascinating day of insight into the Home Front during the Great War.

There will be bookstalls to browse and an hour for lunch which is not provided in the cost. Packed lunches are suggested because it is unlikely there will be time for a lunch at the local hostelryes. Tea/coffee making facilities will be available during the lunch hour.

Further information is on the NLHA web site.

George Brough

By Ken Brand

This article originally appeared in Newsletter 154 (April 2014) of the Nottingham Civic Society without the illustrations and is reproduced by very kind permission of the author and editor of that Newsletter.

Illustrations have been provided by the author and some additional ones taken from the internet.



George Brough was born on 21 April 1890 at 10, Mandalay Street, Basford, Nottingham. He was the second son of William Edward Brough. His elder brother, also William Edward, was born on 18 June 1885. His father, who was a colliery electrician/engineer started by tinkering with 'motorised bicycles' at home but he decided to concentrate full time on building motor cycles in the mid 1890s at a factory he had acquired on Vernon Road. The first real *Brough* appeared in 1902.

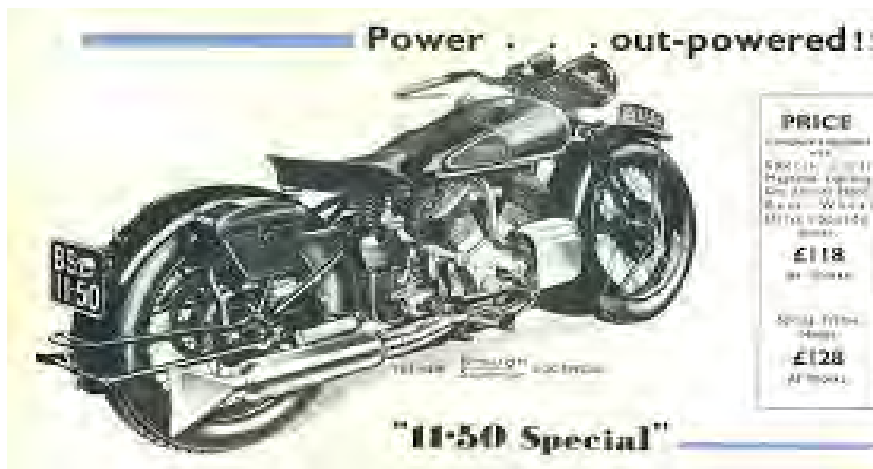
After leaving school both sons entered the family business, William left in 1909 and joined a ship building company, George developed a passion for motor cycles and increasingly took an interest in the firm's future. Riding Brough machines he took part in various competitions of the time, most notably winning the MCC London-Edinburgh-London time trial three years running 1910-1912. In the years leading up to the First World War he started planning high performance motor bikes without really convincing his father of his vision. His father constructed a few motor cars at this time.

Part of his war service was spent in the Air Inspection

department, where as an aside he managed to check out and ride a wide range of motor cycles then available. He found time to marry in 1916.

After the war George spent two years trying to persuade his father that future development of the firm should include making high performance motorcycles.

Unable to change his father's thinking he decide to start up his own company. He found a site on Haydn Road, Sherwood, in late 1920. He moved into his new premises which were mainly pre-fabricated, in January 1921 and was in production by April 1921.



To avoid confusion with his father's *Brough* machines he called his range of motor cycles *Brough Superior*, a name allegedly suggested by a friendly fishmonger. It is said his father responded by saying 'I suppose you consider my motor cycles are inferior'.

George's machines were soon acclaimed for power, performance and quality. In the early 1920s Rolls Royce were noted for their technical excellence, so it was not long before the Brough Superiors were described as the 'Rolls Royce of Motor Cycles' and it became the firm's marketing slogan. A story, apocryphal no doubt, but often related by George concerns a visit to the Haydn Road factory by a representative from Rolls Royce who were worried about the unapproved use of

their respected name. After the visit this man, suitably impressed, emphatically declared Brough Superiors were indeed the Rolls Royce of motor cycles.

Brough Superiors were the first super

the earliest models was the SS80, those who bought the machine received a certificate that the machine had indeed travelled one kilometre at 80 mph.

George Brough testing out a Superior SS80 at Brooklands in 1922 achieved

unofficially a lap at 100 mph (160 km/h). Similarly a later model the SS100 was tested to 100 mph before delivery.

Alongside manufacturing motor cycles George was testing and racing them, at times with great success. In 1928 at Arpajon, south of Paris, he set up, unofficially, the world's fastest speed for a solo motorcycle of 130.6 mph (210.2 km/h).

In the early 1930s George started developing an eight cylinder Brough Superior

car; managing to get it registered as 'GB 1933'. Manufacture of cars continued until 1938 using American engines. A local directory for 1936 listed Brough Superior Cars Ltd. next to George Brough motor cycle maker on Haydn Road.

Just prior to the outbreak of war George and his team developed a four cylinder motor cycle, better it was claimed than that from BMW of Germany, the market leader. However, the outbreak of war ended the Golden Dream, with only four or five built.

The war brought an end to motor cycle production and the factory was turned over to produce Rolls-Royce Merlin aero-engines. The work force increased to around 800 working in three shifts. After hostilities

had ceased there were no suitable engines available so the company switched to general engineering. Brough Superior Engineering carried on as sub-contractors with Bonser Engineering their main contractor. After George died Bonser started to make fork lift trucks and needed a machine shop, so to ease financial constraints the Brough firm was sold to Bonser. A newspaper report reveals the Brough Superior Engineering works was closed down in August 1981.

As a successful businessman and acclaimed racing motor cyclist George had a number of celebrities as friends; including among Hollywood stars Orson Welles and the Head of C20th Fox pictures, as well as George Bernard Shaw!

George died at his home, 'Pendine', Redhill on 12 January 1970, aged 79. The house was named after Pendine Sands, the seven mile stretch of beach in Camarthen Bay which provided 'The finest natural speedway imaginable'. Not only did George test and race here, it was used by Sir Malcolm Campbell for his record attempts in *Bluebird*.

[Ed. For a survey of the Brough Superior motor cycle one could do worse than find a copy of Ronald H. Clark's book 'The Rolls-Royce of Motor Cycles' (1964, Goose & Son, Norwich)



bikes; they were big bikes. George said you sat in them, not on them. They were not cheap, most were custom built to customers' requirements using the best components. T.E. Lawrence of Arabia, who died while riding his seventh Brough machine, was apparently of relatively small stature and so his bikes were fitted with a smaller rear wheel.

Brough was always a small firm; the largest number employed, recalled a former employee, was about 150, who completed not more than 10 machines a week. Nevertheless in 21 years of production 19 different models were designed and an overall total of 3,048 motorcycles produced. Although production finished c1939, it is claimed that around 1,000 Brough Superiors still exist, although any person wishing to buy a Brough Superior in good condition would be looking at an asking price of £286,000; an October 2010 purchase.

This is not the place to run through the features of the various models. One of



The World's Fastest Motor Cycle Speed Brough Superior Official — F.I.C.M.

Colonel T. E. Lawrence, The Wonder-Man of the Great War

Previous to parting with his fifth "Brough Superior" in 1927

"Dear Mr. Brough,

Yesterday I completed 100,000 miles since 1922 on five successive "Brough Superiors," and I am going abroad very soon, so that I think I must make an end, and I thank you for the road pleasure I have got out of them . . . I have not had an involuntary stop, and so have not been able to test your spare service.

Your present machines are as reliable and fast as Express Trains, and the greatest fun in the world to drive—and I say this after twenty years' experience of cycles and cars. . . . The "SS 100" holds the road extraordinarily.

You run a speed-machine, but ride fairly far in the day (occasionally 700 miles, often 500) and at a fair average, for the machine's speed in the open lets one crawl through the towns, and still average 40-42 miles in the hour. The riding position and the fine powerful turn-over of the engine at speeds of 50 still gives one a very rural feeling.

There, it is no good telling you all you know before I die. They are the jolliest things on wheels.

Yours very sincerely,

(Signed) T. E. Lawrence."

and going to 277 m.p.h. across a desert!—Colonel Lawrence wrote:



Hundreds of delightful letters eulogising on the "Brough Superior" Machine and the "Brough Superior" Service may be seen at Haydn Road on request.

■ ■ ■

" . . . The Brough Superior After-Delivery Service is like the Bike, the best in the world. . . ."

C. J. K.,
London.

now owns his **6th** "Brough Superior," having purchased every 1000 m.p.h. Model "Brough Superior" since 1922.

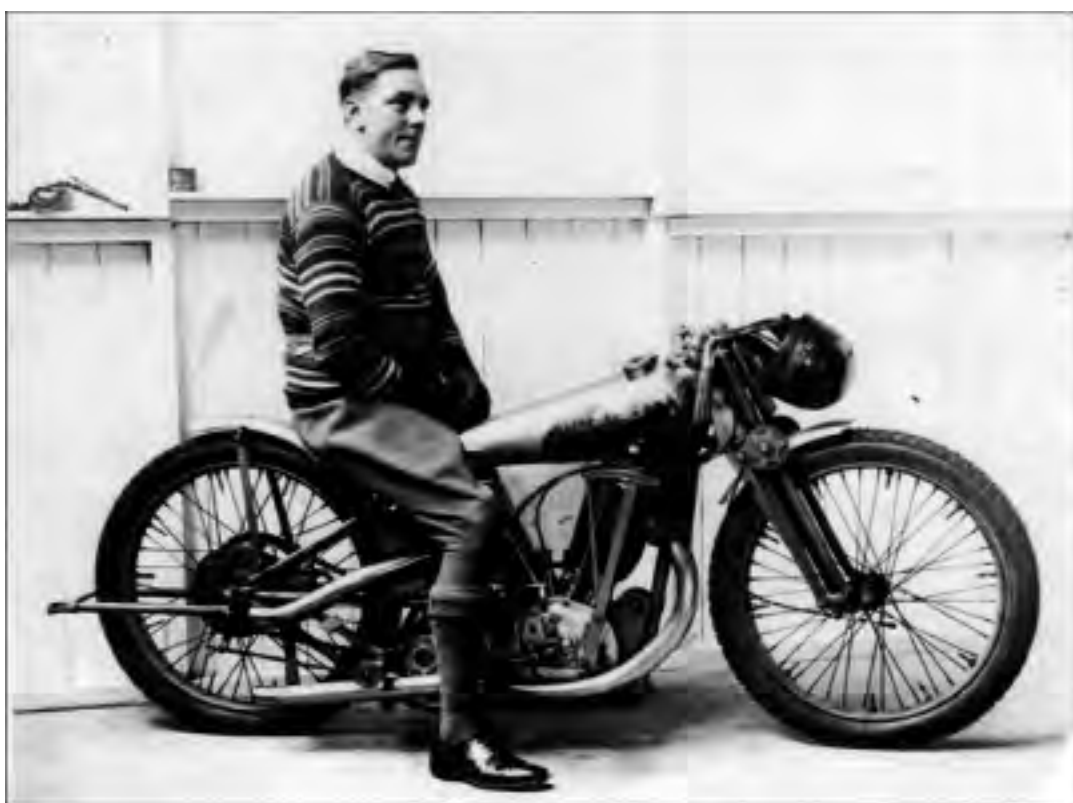
15

T.E. Lawrence (Lawrence of Arabia) was a faithful customer, owning seven in total and was riding an SS100 at the time of his fatal accident in May 1935.

Above: A Brough advert featuring Lawrence.

Below: Lawrence and George Brough outside the factory when Lawrence collected a new machine.





Top: The first Brough Alpine model outside the works. Note the trophies placed on the seat

Bottom: George Brough in 1928 and an SS100 model. The figures after the letters denote the speed in mph at which the machines had been tested!

From the North

Readers know that the editor has often made appeals for members in the northern part of the county to let us know about events to take place or that have happened. Sadly no responses have been received.

The following is reproduced from the Retford Civic Society News, issue 12 - 2014

Retford has experienced considerable new residential development in recent years on sites once occupied by many household names such as Northern Rubber, British Ropes, Jenkins, Clarks of Retford, Waterfields, King Edward VI School, Elizabethan High School, Sir Frederick Milner School and others. This combined with initiatives such as Totally Locally, brings new life to the town, and perhaps we are now experiencing something of a feel-good factor returning.

Civic Societies around the country maintain a keen watch and involvement with property-related matters, looking at how best to maintain and enhance the traditional, whilst actively supporting growth and development where appropriate. Retford is no exception, but we try to go that extra mile in working with our Conservation Officers and facilitating many projects which might otherwise fail through lack of encouragement and support.

It is not appropriate in a newsletter to present more than a brief overview, but hopefully some of the following comments will be of interest.

Former school sites

Since the town's secondary schools moved into new buildings, the Society has been keeping an eye on what's happening on their former sites. Building is now almost complete on the former Elizabethan High School Upper School site. Ben Bailey Homes are to be congratulated on their innovative development, which has received national recognition within the industry. The new houses here are well designed and in keeping with the Victorian buildings in the surrounding area.

Part of the Lower School site is now a play area, and planning permission is being sought for a complex of NCC

Extra Care Housing available to people aged 55 years and over on the remainder. This promises to be an attractive development of mixed tenure including provision in Bassetlaw for older people who need care.

Since the new Sports and Sixth Form centres were erected, the rest of the former Ordsall Hall site has lain undeveloped. In due course, no doubt, more houses will be built here, but we feel the woodland area must be protected and some land retained to extend the Centre's car park, which is already too small.

Heathfield Developments are building within the grounds of the former King Edward VI School. The planning permission requires them, as part of this development, to restore the main school buildings and convert them to flats but there has been little progress with this as yet. The Society looks to Bassetlaw District Council to ensure that the restoration of this important listed building actually occurs.

The old Frederick Milner school site remains vacant and there are currently no proposals for it. There is scope for some new houses here, but the narrow roads in the area are likely to limit what can be built, and we feel that part of the site should be kept as open space.

Listed Buildings

The fire-damaged remains of St. Alban's Church, supported by scaffolding, are a permanent feature of London Road. The Society continues to press the Southwell Diocesan Office to do something about this building, but so far without success. Because of its form and scale, it is hard to see how it can be viably restored and brought back into use, as much of its architectural and historic interest has already been lost. Demolition and the erection of a new building on the site is

likely to be the best solution, but because of its listed status and the involvement of English Heritage there are hurdles still to clear.

The derelict building at the corner of Grove Street and Beardsall's Row continues to deteriorate. Proposals to restore it, involving a large extension along Beardsall's Row, ran into problems with planning and there are no signs of work beginning in the foreseeable future.

There is better news on The Square. Here, planning permission has been granted to restore the former TSB Bank building to provide a wine bar and restaurant, a shop and offices. Work continues on the Old White Hart and the buildings round White Hart Yard, and it is rumoured that it may reopen by Easter. 18 The Square has seen planning consent granted for an extension to the existing building to the rear alongside the driveway to Captain Jack's, for a new glass-fronted A3 or A4 unit with mezzanine.

Bassetlaw's proposals for additional housing and employment in Retford

BDC recently published proposals for where the houses identified in the Core Strategy as needed in Retford, but not already provided for in permissions and allocations, should be located. Most of the sites put forward by landowners two years ago have been rejected. Land will be allocated for about 180 houses at the southern end of Ordsall next to Lansdown Drive and Wollaton Rise, and for about 175 houses on North Road next to Brewsters Way. 15.7 hectares of land for employment will also be allocated on either side of North Road beyond Randall Way.

A formal consultation on these proposals is likely to begin in February. The Society has no objection to them in principle, but is concerned that recent

and proposed large-scale house-building in Ordsall has not been accompanied by any significant expansion of shopping and other facilities there.

Last year the Council introduced a

Community Infrastructure Levy. Anyone building a new house in Retford now has to pay the Council £55 per square metre and for industrial development £15 per square metre. Most commercial building now has to pay this levy. The money

raised will be used to fund infrastructure development in the District such as schools, roads and recreation facilities. Similar schemes are being introduced by Councils elsewhere.

Bruce Barnett and Robert Lamb

On Our Doorstep

An occasional series about sites and places to visit which are perhaps not as well known as they might be.

Pleasley Colliery Heritage Site

The boundary between Nottinghamshire and Derbyshire runs in part along the River Meden and so Pleasley Colliery is just in Derbyshire but it is situated on the Nottinghamshire and Derbyshire coal field and so qualifies as being on our doorstep.

In 1872 the Stanton Iron Company was granted a lease to extract coal from the Top Hard seam at Pleasley by William Edward Nightingale, the father of Florence Nightingale. William was Lord of the Manor at Pleasley and, having been born a Shore in 1794, had changed his name upon inheriting the land from his great uncle. William died in an accident in 1874 but is remembered at the pit by the downshaft being named after him.

By 1873 the two engine-houses had been built and this was followed by the installation of two winders by the Worsley Mesnes Iron Company. The sinking of the shafts struck problems with water and they had to be lined with cast-iron for the first 120m. Coinciding with a depression in the iron and coal industries the coal seam was not reached until February 1877 and production did not start until 1879.

Pleasley's output steadily increased and in October 1881 the monthly output was 9,600 tons, had risen to 13,000 tons by August 1882 and 17,250 tons by 1884 outstripping the Stanton colliery at Teversal which had been operating since 1868.

With output averaging 1,000 tons per 9-hour shift by 1890 the underground

haulage by ponies had become unsustainable. A shareholder, Col. R.E.B. Crompton gained the contract to fit electric powered haulage and a 60 hp, DC motor driven endless-rope haulage system was installed. Pleasley thus became the first pit in the country to use electricity underground, and by 1897 there were five electrically driven rope haulages in operation at the pit; this released 44 ponies and enabled output to rise to 1,700 tons per day.

The wooden headstock of the upcast shaft was replaced by a steel one in 1900 and that of the downcast shaft in 1901 (both encased in concrete in the 1970s). The downcast winder drum shaft fractured and was replaced by a more powerful one from Lilleshall Co., Oakengates, Shropshire. Boilers were replaced and more powerful fans installed with turbine generators operating off the exhaust steam from the winders.

Shaft deepening took place in the early 1920s and to wind the deeper seams a new winder was installed by Markhams of Chesterfield, a firm still in existence and which has recently done work for the Site volunteers. To accommodate this larger winder the South engine house had to be rebuilt.

After nationalisation of the coal industry reorganisation of the pit top and bottoms was undertaken costing £900,000.

By 1951 the Top Hard seam had been exhausted at which time the coalface was 3 miles from the pit bottom. However by

the 1970s the infrastructure at Pleasley was no longer able to handle coal production so all output was switched to Shirebrook with roadways driven to connect the workings. Pleasley continued to be used for man-riding and ventilation but was closed completely in 1983. A preservation order was gained for the site to prevent demolition due in 1986.

Pleasley was the first pit to use electricity underground, was one of the first to have steel headstocks and for a while was the deepest colliery in Derbyshire.

The pit is now owned by The Land Trust but all the renovation work is being done by volunteers of the Friends of Pleasley Colliery.

The site is well worth a visit. Entry is free but donations are requested; a volunteer will provide a conducted tour if available and there is an excellent cafe serving hot and cold foods and drinks which is well used by visitors to the site and to the adjacent Country Park as well as cycling clubs. Very clean toilets are on the site.

The volunteers are very cheerful and most friendly being only too pleased to see visitors and they all have a great enthusiasm for their pit.

The collections of photographs, machinery, equipment and other ephemera is very extensive. It is hoped to have one of the winding engines running later in 2014 and a new gallery museum which leads into the shaft top is being prepared which will enhance

the visitor's experience of the site. At the time of our visit we were shown this section of the site through a locked door, by a volunteer who was a source of great knowledge not only about this particular colliery but the coal industry in general. Many volunteers are ex-colliers and clearly love what they are doing at Pleasley.

This site on our doorstep is well worth a visit and highly recommended. You

will not see a pristine museum site but a place which, in many areas, remains much as it was when the colliery closed. It is an important site in the East Midlands where most of the evidence of coal extraction has been removed - to the extent that young people growing up now may not have even seen a lump of coal or experienced a coal fire. They certainly do not understand the great history of coal mining that existed in Derbyshire,

Leicestershire and Nottinghamshire. We are fortunate that places like Pleasley and the Bestwood Winding Engine still exist to provide some knowledge of the industrial history of our area.

The site is open daily from 10 am to 2 pm. Web site: www.pleasley-colliery.org.uk

Information for this feature was derived from the Pleasley Colliery Visitor Guide and explanatory notices on the site.



Photos: Howard Fisher



Digital Showcase for Local History

A meeting report by Judith Mills

On 16 July 2014 representatives from several Nottinghamshire local history societies attended a meeting at West Bridgford Library to hear more about the digital resources that are provided or sponsored by the Nottinghamshire County Council Libraries and Archive Service. The event began with demonstrations of the websites supported by the Library Service. Tim Warner (Local Studies Librarian) began by showing the *Our Nottinghamshire* community history website (<http://www.ournottinghamshire.org.uk/index.aspx>).

As a community website, the information on this site has all been researched and written by members of history and community groups from across the county. Anyone is free to send in a contribution. There is also the opportunity to comment on the articles and provide new information. If you have not seen it before, it's well worth a look.

Nick Tomlinson then demonstrated *Picture the Past* (<http://www.picturethepast.org.uk>) which many Thoroton members are probably very familiar with. It holds in excess of 100,000 pictures of Nottinghamshire places and people and is growing all the time. There is also the opportunity to buy copies of the pictures and a whole range of items, from fridge magnets to greetings cards, decorated with your favourite picture. Although apparently trivial, such sales help to pay for the maintenance of the site; though the main income comes from providing images to organisations such as TV companies and major publications. Nick is keen to add more pictures to the collection and is happy to visit groups to talk about the site; he will even take along a portable scanner to take copies of old pictures if anyone wanted to take some along. There's more information on the web site and Nick can be contacted by email at admin@picturethepast.org.uk.

Finally, Peter Lester from Nottinghamshire Archives talked

about the *Nottinghamshire Archives World Wide Catalogue*. (<http://nawcat.nottinghamshire.gov.uk/DServe/DServe.exe?dsqServer+AP266-0029&dsqApp=Archive&dsqCmd=Index.tcl>). From this list it is possible to find many of the documents held by the Archive, though it has not been possible to convert the entire catalogue yet and the project is on-going. All new acquisitions are immediately entered into the digital catalogue. This on-line resource makes searching the catalogue much quicker, and also makes it available to people



who are not able to visit the Archive simply to search the paper record.

All these sites are freely available from the comfort of your own home, and free of charge. All three are frequently accessed by people from around the world and therefore are spreading the word about the County and its history.

The demonstrations then moved on to websites for which the County has paid subscriptions which can be used when visiting Libraries, but unfortunately not from home, even if you do own a library card.

First we looked at *Ancestry* which is a website which many Thoroton members are probably very familiar with. When used in connection with *FreeBMD* (<http://freebmd.org.uk>), which is a free website that you can use from home, it is possible to trace much genealogical detail.

A second subscription is the British Newspaper Archive. This comprises

newspapers from the 18th to the 20th centuries, though they are mainly the larger town and city journals, not local publications. Anyone who has tried doing newspaper searches from microfiche will appreciate how much time (and eye strain) can be saved by doing an on-line search. The County subscription to this service replaced its subscription to *19th Century Newspapers* online in May. Both services have similar - but not exactly the same - collections of newspapers, but the new service has the advantage of not being

limited to just the 19th century and is therefore more extensive.

One of the purposes of this first Showcase meeting was to consider ways in which local history groups, library services and archives can work together to promote Nottingham's history, not just across the county but also to a much wider audience. It was decided that the first task was to create a full list of all local history and interest group websites, and sites such as *Picture the Past* and *Our*

Nottinghamshire, where information is available; Nottinghamshire Local History Association has agreed to begin this work. The group will meet again in a few months time to consider what should be done next. If you have any thoughts, suggestions or comments about using the digital resources then please do get in touch with me so that I can pass them on mail@judithmills.eu.

[Ed: the BALH has already compiled a list of such web sites so, hopefully, the NHLA will liaise with them rather than repeat the same work].

Photo: The three speakers from left to right: John Parker, Tim Warner, Nick Tomlinson. Photo: Judith Mills.

Snippets

Forthcoming events and news items

CRESSWELL CRAGS

Expert, Patrick Harding returns to the Craggs with a Hunter Gatherer course FOOD FOR FREE on 27th September, running from 10.30 am to 3.30 pm. The cost is £21.00 and call 01909 720378 to book.

Local Photographer, Lesley Carley has a photographic display until the end of December 2014. Lesley is inspired by dramatic landscapes and British flora and is a frequent visitor to the Craggs.

CAVE, CAKE and COLLECTION events run at 2 pm on the last Wednesday of every month until October. These visit the rarely opened Pin Hole Cave, see behind the scenes at the museum, and include a cake in the Craggs End Cafe. Cost is £15 with tickets available on the above number.

This event is also available as a package for pre-booked groups, enquiries as above.

NOTTINGHAM CITY LIBRARIES

Changes are happening to the Hyson Green Library Service where it is planned to move the Service currently housed on Gregory Boulevard (next to New Art Exchange) to the Mary Potter Centre with improved facilities.

The move means that there is an opportunity for the old Library building to take on a new community or creative function to enhance the cultural offer of Hyson Green.

Artreach (www.artreach.biz) is working with New Art Exchange to explore the future use of the building to better understand the role it could play in the development of the area.

A survey has been created and any Nottingham City Library user is invited to participate and especially those using the Hyson Green library. To complete the survey please visit the artreach web site.

FRIENDS OF BESTWOOD COUNTRY PARK

The Community Cafe at the Dynamo House is open on event days and every Saturday from 10 am to 1 pm. During June, July and August it also opened as a trial on Sunday afternoons from 2 to 4 p.m.

Free tours of the Winding Engine House take place every Saturday morning from 10 am to 12 noon.

Bat Night: Wednesday 3 September from 6.30 pm at the Dynamo House. A talk by Lynn Victor of the Notts. Wildlife Trust followed by bat spotting at the lakes.

Steam Heritage Day: Sunday, 7 September 11 am to 4 pm. Various engines, miniature fairground organ, tours of the Winding Engine House.

Bestwood village Poppy Walk: Saturday 13 September, 2 to 5 pm. A thoughtful walk and a traditional 1914 tea courtesy of Bestwood Village W.I. with a performance by actor Becky Matter who will share hidden stories of Gedling Armed Forces families, village life and loss during the Great War. Small charge for the tea. Booking is essential from Gedling Borough Council on 0115-901-3715.

The Wind Up mining Heritage Bus Tour: Sunday 21 September, 10am to 5 pm. Departs from the DH Lawrence Heritage Centre, Eastwood and visits Brinsley Headstocks, Pleasley Colliery Site, Clipstone Headstocks, Papplewick Pumping Station where the old Linby Colliery Robey winding engine will be in steam, and Bestwood Winding engine. Booking essential on 0115-976-2422 or email david.amos@nottscc.gov.uk.

THE HARLEY GALLERY: new exhibitions.

23 August to 19 October 2014. A Ruthin Craft Centre and Mission Gallery Touring exhibition. CLAIRE CURNEEN - *TO THIS I PUT MY NAME*.

The figures in this exhibition are in turn serene and violent, beautiful and raw. Drawing from religious iconography and Curneen's study of art history at the National Museum of Ireland.

23 August to 19 October 2014. KEVIN COATES - *A BESTIARY OF JEWELS*.

Leading artist-goldsmith and sculptor, Kevin Coates, has created a new 'Bestiary' pairing a human with their significant animal, to celebrate the joy of these spacial relationships which cross the great man/animal divide.

NOTTINGHAMSHIRE ARCHIVES

13 September, 10.30 am to 1 pm, Mansfield Central Library; 20 September 10.30 am to 1 pm, Worksop Library and 27 September, 10.30 am to 1 pm, West Bridgford Library - PEGG's WAR.

Drop by for free family activities inspired by the World War 1 diaries of Nottinghamshire teenager Raymond Pegg. Explore the fascinating real life diaries, create Flag Day badges and make a zeppelin raid indicator.

Heritage Open Day - 13 September 2014 11am to 3 pm.

Visit Nottinghamshire Archives and tour the building; see behind the scenes; see displays of archives and have a go at activities. Free and no booking necessary.

John Beckett advises that following the closure of the Archives from 20 October 2014 until late February 2015 it may be possible for material to be temporarily deposited at the University of Nottingham's Kings Meadow Department of Manuscripts. To see whether this is possible for any particular item it is necessary to contact the Archive Office to make the necessary arrangements.

BASSETLAW MUSEUM

Saturday, 13 September 2014, 10 am to 4 pm - Heritage Open Day: The world before the outbreak of the Great War. Suffragette theme event.

Saturday, 13 December, 10am to 4 pm - Christmas Crank-Up: Festival themed vintage tractors on show, plenty of mince pies and carol singing along the way.

9 August 2014 to January 2015: *OVER BY CHRISTMAS* an exhibition of photographs, documents, military equipment and costume relating to the Great War 1914-1918.

26 July 2014 to January 2015: *The Magic of Advertising. How they get you hooked.* Packaging and advertisements for local and iconic brands and businesses.

KELHAM HALL

In a report at the end of June 2014 it was stated that Newark and Sherwood District Council had accepted an offer for the Grade 1 building of Kelham Hall. No buyer's details or sale price was mentioned but it was stated that a new Council headquarters building would be sited adjacent to the Castle station.

NEWARK MAGNUS BUILDING

The 500 year old Magnus building is being converted into a new National Civil War Centre at a cost of around £5 million.

CINE FILM HERITAGE PROJECT

Past Lives Project is making a new film of Nottingham from old cine film home movies, if you have local cine film please get in touch. They are also running photo, film and oral history events see website for details.

www.PastLivesProject.com

KEYWORTH & DISTRICT LOCAL HISTORY SOCIETY

The News Letter of Keyworth and District LHS has been chosen for the Local History Award for a Society Newsletter 2014 by the British Association for Local History.

Editor Howard Fisher received the certificate of the award at the BALH annual Local History Day in London on 7 June 2014.

Article Noted

In Medio Chori: The Tomb of Thomas of Corbridge, Archbishop of York, in Southwell Minster by Trevor Foulds in the Journal of the British Archaeological Association 167, 2014

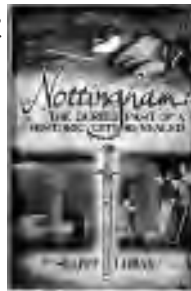
Bookcase *(continued from page 20)*

Nottingham: the buried past of a historic city revealed. Scott Lomax; Pen and Sword; ISBN 978-1781593892. £12.99

This is a newish (October 2013) book on Nottingham's history, a history which is often viewed through a very narrow focus of Robin Hood, lace, bicycles, raising the Standard and, for many non-Notts people, not much more.

Scott Lomax has managed to fit into this smallish book a great deal more of the fascinating history of our city. Its main thrust is the archaeological investigations and excavations carried out by amateur and professional archaeologists over the last century and this one, and also includes antiquarian

accounts of the city. It covers many of the most interesting discoveries in the historic centre of Nottingham, including the Danish connections, the elusive friaries, Civil War graffiti - right up to attempts to reconstruct the castle!



Easy to read and informative, it's certainly something worth having on our bookshelves.

It is unfortunate that the publishers did not inform us of this book nearer the publication time - I only found out about it when it was reviewed, with a good write-up, in *Current Archaeology*. But, of course, it is still available from the usual sources.

Barbara Cast

Centre for Hidden Histories: Community, Commemoration and the First World War

By John Beckett

I am currently heading up a project funded by the Arts and Humanities Research Council (AHRC) which is looking at groups and individuals who are commemorating the hidden histories of the 1914-18 period and who want to explore the roles played by people, not only on the Western Front, but across other theatres of war and on the home front. We are also interested in the stories of different nationalities, notably perhaps those with a substantial presence in Britain today who had no such grouping in 1914: many Afro-Caribbean and southern Asian families living here today will have had grandfathers and great-grandfathers who fought in the Great War.

The project has started in the East Midlands but will be

rolled out nationally, together with the four other Centres being funded by the AHRC, based in Birmingham, Kent, Hertfordshire and Northern Ireland. Here in Nottingham we have partnership links with Nottingham Trent and Derby Universities, and further afield with Manchester Metropolitan, Oxford Brookes, Goldsmiths and University College (both London).

More information can be found on our website at www.hiddenhistorieswwi.ac.uk.

Our community liaison officer, who is the link to the whole project, Mike Noble, can be contacted at: Michael.Noble@nottingham.ac.uk.



Alan Langton playing the organ at Hoar Cross Church on the outing to Tutbury and Hoar Cross on 22 May 2014. (photo: Howard Fisher)



The Nottingham Civic Society plaque on the wall of George Brough's birthplace at 10, Mandalay Street, Basford, Nottingham (Photo permission of Ken Brand)



Members at Burgage Manor, Southwell (Photo: Howard Fisher)