The Thoroton Society
Nottinghamshire's History and Archaeology Society

NEWSLETTER ISSUE 78 Winter 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: The Waterloo Memorial in the churchyard of St. Catherine at Cossall. See article. (Photo Colin Pendleton)

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.

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.

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Vacancy - Editor for the Newsletter

The present editor of the Newsletter will be standing down from the post at the AGM 2015.

A volunteer is therefore sought to take over this position. The role involves the preparation of four Newsletters a year and presenting the finished copy to our printer for the print run. After printing the issues are collected by another member of the Society's Council team for distribution; the editor does not distribute the finished product.

Regular features are available from those responsible for them, such as the programme, reports of meetings, reports of outings and articles are sourced from contributors, many of which are sent without prompting from the editor other than an email reminder sent about a month prior to the publication date.

The role is rewarding and the editor enjoys contact with very many members of the Society as part of the role.

The outgoing editor will be very happy to assist the new person as required. The amount of time involved depends upon the individual and how he or she would wish to undertake the role. The present editor spends the equivalent of around three to four days a quarter working on the Newsletter but this time is spread over the couple of months prior to a deadline.

When the editor has completed the preparation the issue is sent as a PDF to the proof reader and when corrections have been made it is sent by PDF to the printer who submits a proof before the final authority to proceed is given.

Excellent support is enjoyed from the officers of the Society and members of Council in what proves to be a rewarding and important role in the Society.

Please contact the Society's Secretary to volunteer after which a meeting with the present editor will be arranged to discuss hand-over and the routine details.

The Midland Counties Railway 1839 - 1844

(concluding Kerry Donlan's article from the Autumn issue).

By the end of 1839, The Midland Counties Railway despatched and received trains for access from and to Nottingham.

From/Destination	Railway Company tracks used
Derby	Midland Counties Railway
London	Midland Counties Railway to Derby Birmingham and Derby Junction Railway to Hampton London and Birmingham Railway to London
Birmingham	Midland Counties Railway to Derby Birmingham and Derby Junction Railway to Hampton London and Birmingham Railway to Birmingham
Liverpool Manchester Bolton Wigan	Midland Counties Railway to Derby Birmingham and Derby Junction Railway to Hampton London and Birmingham Railway from Hampton Grand Junction Railway from Birmingham, then Liverpool and Manchester Railway
Preston	Midland Counties Railway to Derby Birmingham and Derby Junction Railway to Hampton London and Birmingham Railway to Birmingham Grand Junction Railway from Birmingham

Note: There were no rail links to Bristol, Sheffield, Wales, Eastern Counties, North of York or Scotland at this time.

Livestock

Before railways, livestock was usually moved by 'driving' - i.e. walking the livestock to market, which reduced the weight and value of the animals. Other than for shorter distances, the railways captured almost all of the livestock trade. Farmers had access to more distant markets and had more choice of when to send their stock to market, therefore maximising their profits. Thousands of stations had livestock pens, as urban populations grew and per capita income rose, both the farming community and the railway companies capitalised on this opportunity. In 1831 the Liverpool and Manchester Railway began the first steam railway cattle trains.

The Midland Counties Railway provided cattle trucks for this rapidly increasing trade, these were merely pens on wheels, roofed wagons appeared in 1848, after the formation of the Midland Railway in 1844.

Railway cattle pens still existed until the 1950s at the corner of the locomotive depot at the junction of Wilford Road and Middle Furlong Road in The Meadows, but road transport had by then reduced the railway livestock trade.

Midland Counties Railway Livestock Traffic, Half-yearly returns to the Privy Council for Trade, 1 July 1842 to 31 December 1842.

Cattle	4,422
Pigs/sheep	6,374
Total	10,796

As Nottingham was a main urban centre on the railway, a significant number of the above is likely to have been transported to the town. Livestock trains averaged 14 mph inclusive of all stops, compared to 21 mph for passenger trains.

Nottingham would be required to adhere to the conditions of the 1848 Public Health Act. The rapid increase in railway livestock traffic into already congested urban areas did, in part, increase the pressure on the State to define and enforce higher standards of public health.

The 1848 Public Health Act included:

- Every slaughter house to be registered with the local Board of Health
- The local Board of Health may set up slaughter houses
- A Board of Health inspector empowered to enter any slaughter house or shop selling butcher's meat, poultry or fish

The Acts of 1848 responded to the problem of trade in diseased livestock by:

- Preventing imports from any place
- Power to quarantine

- Power to seize and destroy diseased livestock offered for sale

1849: The State responded to an actual/potential problem arising from, in part, livestock transported by railways, requiring the conveying of animals on or in any vehicle not to cause unnecessary suffering.

Nottingham, The Midland Counties Railway and the Railway Clearing House, 1842

The rapidly increasing number of different railway companies was a product of the State's adherence to a laissez-faire economic policy that demand would call forth supply. The result was a piecemeal, uncoordinated emergence of a national railway network, driven by the competitive maximising of profit for share-holders, a lack of co-operation and in some examples, outright confrontation and hostility.

If, in 1939, passengers wished to travel from Nottingham to London they would travel on several companies lines as noted in the table above.

Only the Midland Counties Railway would have received payment, although it contributed the shortest mileage to the journey.

In the age before telephones and the telegraph, transactions between railway companies was by letter, this was both costly and time-consuming. Some railway companies did not accept 'through tickets'; the passenger or freight owner would have to pay them directly. Some railways would not accept 'through traffic', i.e. only their carriages and wagons would be allowed to onto their railway. Given the laissez-faire origin of the railway network, these attitudes were perhaps understandable. Britain was the first nation in history to construct a national, steam operated railway network, therefore there was no precedent to follow.

Railway companies quickly concluded that these practices were a constraint on traffic growth and on profitability. A group of railway companies set up the Railway Clearing House, operating from 2 January 1842 to settle accounting between the companies, to provide standard mileage rates for passenger and freight through traffic and to check the loading of wagons for through traffic.

The nine founding members of the Railway Clearing House were:

Birmingham and Derby Junction
Great North of England
Hull and Selby
Leeds and Selby
London and Birmingham
Manchester and Leeds
Midland Counties
North Midland
York and North Midland

(Midland Counties and North Midland amalgamated in 1844 to form the Midland Railway which lasted until 1922).

The individual customer, the national economy and international trade benefitted because the Railway Clearing House increased the efficiency and profitability of the participating companies. Membership was always voluntary, most railway companies became members in the 19th century.

Bradshaws and Nottingham 1842 - 1961

The piecemeal emergence of the railway companies did not provide the customer with a ready method of planning their journeys, in particular when involving changing trains and using more than one railway company to complete the journey.

Bradshaws collected the passenger timetables of each railway company into one publication, this appearing half-way through the short life of the Midland Counties Company. Bradshaws was never replaced by a rival publication, evidence of its value in an age of rapidly increasing commercial and private travel. Some details were provided about local hotel accommodation and limited information of shipping services. Goods traffic was not included.

As a developing urban, manufacturing centre, Bradshaws assisted Nottingham in participating more efficiently into, and contrbuting to the economic and social transformation of Britain.

Queen Victoria and Prince Albert's visit to Nottingham: Royalty travelling on the steam railway - Midland Counties, 1843

Queen Victoria became the first British monarch to travel by train on 12 June 1842, travelling by Brunel's broad gauge (7 feet 1/4 inch) Great Western Railway from Windsor to London.

Railway companies paid attention to image, safety, reliability and speed. Several railway companies provided the Monarch with her own special coach built for this purpose. The London and Birmingham Railway built two four-wheeled royal carriages in 1842 and 1843 for the Dowager Queen Adelaide and for Queen Victoria. Possibly the latter carriage was used for Victoria's visit to Nottingham on Monday 4 December 1843. Such a visit would confer status on both the railway and town of Nottingham.

It was important for the Head of State to be widely seen. Rail travel was easier, faster and safer than road travel, in particular with the control of crowds. The Monarch could stand at the carriage window, enabling large numbers of people to see her. In turbulent political times such as Parliamentary reform, Chartism, Ireland and widespread revolution in Europe, the image of the Head of State was employed as a stabilising factor.

The Midland Counties Railway informed the Mayor of the Queen's schedule for the Nottingham visit:

9.00 am	leave Chatsworth by coach
10.00 am on	Leave Chesterfield the North Midland Railway
10.50 am	Leave Derby on the Midland Counties Railway
11.30 am	Arrive at Nottingham station (the site now occupied by the Magistrates Courts and County

Archives buildings)

1.45 pm Arrive at Belvoir by road. There was no rail access to Belvoir until 1850

The Queen was to be received by the Corporation, Sheriff, Under-Sheriff and Surveyor. A general holiday was proclaimed. The cost of the royal visit to Nottingham was £129. 7s. 9d., which included £40. 3s. 9d. to gravel the street named New London Road which was renamed The Queen's Road.

Victoria travelled widely by train, her assertion of, and her right to a private life, resulted in frequent rail travel to her home at Osborne (acquired 1843) and Balmoral (acquired 1848).

Accidents

The Midland Counties Railway operated before the far higher level of rail travel evident later in the 19th century. As Britain was the pioneer of the steam railway there was no precedent to follow, no clear definition of what qualified as an accident. For example, did a goods wagon derailed from a siding with no injury to persons or cargo, come into the same category as a collision resulting in the death of a passenger?

The laissez-faire state required safety at work to be largely outside of its proper jurisdiction and the State did not require national statistics on deaths in coal mines to be compiled until 1952. On the clipper ship "Cutty Sark (1869), a condition of signing on as a crew member required the sailor to accept that safety was a personal matter.

Railway work was overwhelmingly a working class male occupation. The working class did not have the vote and therefore could not directly influence legislation to strengthen safety, in particular the length of time on duty. The repeal of the Combination Acts, 1824-25, confirmed that trade unions were no longer illegal, however they did not achieve full legal status until the 1906 Trade Union Act, and at that time two-thirds of adults did not have the vote.

In 1832 the first of six Acts reforming Parliament was passed, only four years prior to the inauguration of the Midland Counties Railway. Every government in the 19th century was dominated by male Anglican property owners who fulfilled the property qualification required to be an MP. The rapid growth of the railway network, the increased weight and speed of trains, and the decision by the State not to impose standards of effectiveness for locomotive brakes amd signalling resulted in a rapid increase in accidents and casualties. Working class male railway workers were the main casualties involving railway staff.

The Midland Counties Railway, whilst not being free of accidents, recorded relatively few. There were no fatal accidents to passengers. A railway timekeeper was killed on 4 January 1843, whilst attempting to jump onto a moving train. The most serious running accident seems to have been at Ullesthorpe on 6 March 1843, when a locomotive tender axle broke, derailing two carriages, fortunately without any injuries. There were later fatal accidents and other serious accidents on former Midland Counties lines in Nottingham after the amalgamation to form the Midland Railway in 1844.

An 1839 enquiry into railways concluded that there must be a state supervisory role. The first Act to regulate railways (1840) empowered the Board of Trade to authorise any proper person or persons to inspect any railway. The 1842 Railways Act required that the Railway committee of the Board of Trade be informed withing 48 hours of 'serious injury to the public' (railway workers were excluded), and within 14 days of all accidents. The Midland Counties was subject to both of these Acts.

The 1844 Railways Act - a State-owned Railway for Nottingham?

This Act post-dated the amalgamation of the Midland Counties railway into the Midland Railway, but is evidence of pressure building for reforms before the opening, and during the operation of, the Midland Railway.

Laissez-faire economics upheld that demand would call forth supply, resources would be mobilised and the most efficient supplier would capture the trade. This would, in theory, forestall monopoly from acting against this principle by charging the customer higher rates than an open market would allow. This method had some justification with Turnpike Trusts and Canal companies, the owners of these routes were not the carriers, however with public railways, the route owner was also the carrier. The State was confronted by a system it had authorised, potentially acting in a monopolistic way against the public interest.

The 1844 Act empowered the State to impose compulsory purchase of any railway (that is, a new line), after 21 years, following inauguration after this Act, when profits had reached 10% per annum in the last three years, compensation based on profits would be paid. The objective was to protect the public interest against monopoly, by the State acting as the impartial provider, as it did with the Post Office. This Act would, in theory, apply to the lines from Nottingham:

- To Lincoln
- To Kirkby and Mansfield
- To Grantham
- To London via Melton
- To London via the Great Central line

The Act was not implemented, and apart from Ireland, the State remained outside of finance and railway ownership until nationalisation on 1 January 1948.

Perhaps the better known clause of the 1844 Act is the '1d a mile' requirement. The duty of the laisiez-faire state was to remove obstacles to self-improvement. The duty of the directors of the railway companies was to maximise profits, in what was for many routes a monopoly of trade. The pricing policy of some railways was prohibitive to those of modest incomes which, in effect, acted against self-improvement and economic development.

The State intervened and every railway company must provide on each passenger line:

- One train daily in each direction at 1d a mile (Third Class only)

- Children 3 to 12 years half fare, under 3 free
- Each passenger allowed 56lb luggage
- Stop at every station
- 12 mph average speed, including stops
- Seats
- Weather protection

The Privy Council for Trade had the final power to decide the times these trains ran. These times became known as the "Parliamentary trains" and significantly increased the number of passengers carried.

Nottingham and the Electric Telegraph

The 1844 Act required railway companies to allow telegraph lines to be installed along railway routes on railway property. Messages on Her Majesty's Service had priority, the railway company had the use of the telegraph, as did the public, without favour or preference.

For the first time in history, Nottingham residents, business, local government and MPs had access to instant communications in what would become a nationwide facility.

A Broad Gauge Railway for Nottingham? The 1846 Gauge Act

The gauge of the railway is the distance between the vertical faces on the insides of the two rails forming the track. The wheel flanges do not carry the weight of the locomotive, carriage or wagon, but keep the wheels in place between the two vertical faces of the insides of the rails. The wheel rim runs along the top of the rail, carrying the weight of the locomotive, carriage or wagon.

The origins of the railway gauge are open to discussion. Animal drawn wagons on metalled roads wearing grooves in the road surface (Babylonia, Greece, Rome) seems a credible explanation. However, which type of animal? Single? Abreast? Tandem? The gauge of Britain's first recorded railway (Wollaton 1603/4) is unknown. George Stephenson supposedly decided that the gauge of the Stockton and Darlington, the world's first public railway hauled by steam traction in 1825, would be 4'8$^{1/2}$"which was based on the axle length of carts used in the area. However, the Ardrossen Railway, with horse-drawn traffic until 1840, used the 4' gauge.

The State, committed to a policy of laissez-faire economics, did not impose any standard gauge on railways, as it had done with canals. Steam railways originated in industry - iron works, coal mines etc., and did not link up to any national network. Each board of directors approved the gauge of their railway. This was a critical decision when considering costs, i.e. how much land would be needed, width and height of tunnels, width of over-bridges, width between platforms at stations. Once these costly investments had been completed, alterations to a gauge broader than the original would incur prohibitive costs.

The steam railway locomotive was in the infancy of its development. Some railway companies favoured small locomotives, e.g the London and Birmingham Railway (open 1837-46), adding locomotives to trains if needed. There is one example of seven locomotives hauling one train.

The London and Birmingham used the 4' 8$^{1/2}$" gauge. Brunel, on the Great Western Railway, favoured the 7' 0$^{1/4}$" gauge, which enabled the use of larger, more powerful locomotives. The 'Broad Gauge' was always in the minority of route mileage compared to the Stephenson or 'Narrow Gauge', and despite its clear superiority in the power and speed of its locomotives, and the stability of its trains, had been entirely rebuilt to the 'Narrow Gauge' by 1892.

The Act of Parliament of 1836 inaugurating the Midland Counties Railway, referred to it linking with the London and Birmingham Railway (inaugurated 1833) at Rugby, the latter used the 4' 8$^{1/2}$" gauge. The decision to use the same gauge was, in effect imposed onto the Midland Counties if it was to pass traffic onto, and receive traffic from, the London and Birmingham without transhipment.

The Government, increasingly concerned at the lack of gauge uniformity acted to address what it correctly concluded was a built-in economic disadvantage, requiring the unloading and reloading of goods where different gauges met, also the transhipment of passengers. The Gauge Commission of 1845 heard evidence to assist the State in imposing its decision.

Brunel told the Commission that if he was starting again he would have used a gauge broader than 7'0$^{1/4}$". Charles Vignoles, engineer for the Midland Counties Railway, stated he would have preferred to use a 6'0" gauge in Nottingham, but would have faced the requirement of the 1846 Railway Gauge Act that no new railways could be built, other than to the 4' 8$^{1/2}$" gauge, unless specifically authorised by an Act of Parliament. The Irish system was set at 5' 3" gauge. However, the Railway Gauge Act of 18 August 1846, post-dated the Nottingham to Lincoln line, inaugurated 1845, also post-dating the Nottingham to Mansfield Railway of 1846, therefore Nottingham would be in the centre of a 6' gauge network:

- North to Mansfield
- East to Newark and Lincoln
- South to Loughborough, Leicester and Rugby
- West to Derby

If the 1846 Railway Gauge Act had still imposed the 4' 8$^{1/2}$" gauge, Nottingham would have suffered the same long-term disadvantages as did Brunel and the Great Western Railway. Fortunately this was not the case.

Some Main Nottingham Rail Links by 31 December 1844

Barrow Birkenhead Blackburn
Bolton Bradford Brighton
Bristol Carlisle
Cheltenham Chester Chichester
Crewe Darlington Derby
Didcot Dover Ely Exeter
Glossop Gloucester Hartlepool
Holyhead Hull Ipswich
Lancaster Leamington
Leeds Leicester
Liverpool London
Loughborough Macclesfield
Malton Manchester
Margate Maryport

Middlesborough Newcastle
Normanton North Shields
South Shields Oldham
Oxford Peterborough
Plymouth Preston
Ramsgate Rotherham
Rugby Salisbury
Selby Sheffield
Southampton Stafford
Stockport Stockton
Sunderland Swindon
Tamworth Whitby Whitehaven
Wolverhapton Wrexham York

At 31 December 1844 Steam Railway travel to and from Nottingham could involve travelling over the following former and existing Railway Company routes and lines for both Passengers and freight. There was no link to Scotland and only North Wales was connected

Birmingham and Derby Junction
Bolton and Leigh
Brighton and Chichester
Brighton, Lewes and Hastings
Bristol and Exeter
Bristol and Gloucester
Chester and Birkenhead
Chester and Holyhead
Eastern Counties
Eastern Union
Furness
Grand Junction
Great North of England
Great Western
Hull and Selby
Lancaster and Carlisle
Lancaster and Preston Junction
Liverpool and Manchester
London and Birmingham
London and Brighton
London and Greenwich
London South Western
Manchester and Birmingham
Manchester, Bury and Rossendale
Manchester and Leeds
Midland Counties
Newcastle and Darlington Junction
Newcastle and Carlisle
Northern and Eastern
Norwich and Brandon
North Midland
North Union
North Wales Mineral
Preston and Wyre
South Devon
South Eastern
Stockton and Darlington
York and North Midland

MIDLAND COUNTIES' RAILWAY.—NOTTINGHAM AND DERBY.

TABLE OF FARES.

STATIONS.	NOTTINGHAM. CLASS. 1	2	3	BEESTON. CLASS. 1	2	3	LONG EATON. CLASS. 1	2	3	SAWLEY. CLASS. 1	2	3	BOROWASH. CLASS. 1	2	3	SPONDON. CLASS. 1	2	3
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beeston	1 0	0 6	0 6															
Long Eaton	1 6	1 0	0 6	1 0	0 6	0 6												
Sawley	2 0	1 6	0 9	1 6	1 0	0 6	1 0	0 6	0 6									
Borowash	2 6	2 0	1 0	2 0	1 6	0 9	1 6	1 0	0 6	1 0	0 6	0 6						
Spondon	3 0	2 0	1	2 6	1 9	1 0	2 0	1 6	0 9	1 0	0 9	0 6	1 0	0 6	0 6			
Derby	3 6	2 0	1 6	3 0	2 0	1 3	2 0	1 6	1 0	2 0	1 0	0 9	1 0	0 6	0 6	1 0	0 6	0 6

RATES FOR HORSES, CARRIAGES, AND DOGS.

	CARRIAGES.			HORSES.			DOGS.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Not exceeding 12 Miles,	One on Truck, 10 0	Two on Truck, 7 6	One, 7 0	Two, 12 0	Three, 15 0	Each, 1 0
„ 17 „	„ 12 6	„ 10 0	„ 7 0	„ 12 0	„ 15 0	„ 1 0
„ 25 „	„ 20 0	„ 15 0	„ 10 6	„ 18 0	„ 25 0	„ 1 6
„ 35 „	„ 25 0	„ 20 0	„ 12 6	„ 21 0	„ 30 0	„ 1 6
For the whole Distance,	„ 30 0	„ 25 0	„ 15 0	„ 25 0	„ 35 0	„ 2 0

N.B.—Gentlemen's Carriages and Horses must be at the Stations at least a quarter of an hour before the departure of the Trains.

Carriage Trucks and Horse Boxes are kept at the principal Stations on the Line; but to prevent disappointment, it is recommended that one day's notice should be given at the Station where they may be required.

Passengers, whether in or on Gentlemen's Carriages, as well as Grooms in charge of Horses, pay Second Class Fares.

2013. Track relaying at Bobbers Mill, Nottingham. The Nottingham to Mansfield Act predated the 1846 Gauge Act and it would have been built to the 6 foot gauge if that gauge had been accepted by the Midland Counties Railway.

Visit to the Welbeck Abbey State Rooms on 18 September 2014

Outings Organiser ALAN LANGTON reports on the Society's third visit to Welbeck Abbey

Members of the Thoroton Society first visited Welbeck Abbey in 1899, when the Sixth Duke of Portland was the President of the Society. Much history has passed under the bridge since then, including the occupation of the site by the Army for a number of years, until they moved to new premises in Leicestershire a few years ago. The Abbey dates back to 1153, when it was founded as a Premonstratensian monastery. It became a stately home with the ownership by the Cavendish-Bentinck family in 1607, and has remained so ever since.

We were met by our two young and competent guides at the Harley Gallery by the Dukeries Garden Centre, and taken by coach to the main entrance of the Abbey. The journey through the grounds was full of interest: we were surprised particularly by the size of the estate, which is not appreciated by just a visit to the Garden Centre.

We passed through Welbeck village, which included seeing the almshouses erected by the Duke's wife, Winifred, known as the 'Winnings' because they were paid for by money the Duke won in seven horse races.

We also saw the 5th Duke of Portland's Hunting Stables and Riding House, all in good repair.

After the death of the sixth duke in 1943 the Abbey and grounds were occupied by the Army as Welbeck College. Members of the Cavendish-Bentinck family now reside in the Abbey again, and they have made major repairs and restoration of the inside of the Abbey rooms. They created a grand interior fit for Edwardian high society, and enjoyed entertaining guests including royalty.

The Entrance Hall with its fan-vaulted ceiling was a stunning introduction to our tour of the state rooms of the Abbey: the ceiling dates back to the plans of the Countess of Oxford in 1751. As we toured the other rooms we saw some magnificent examples of art and ceramics, a collection which was started by Robert Harley, the first Earl of Oxford, and which has been built up over the generations by successive members of the Cavendish-Bentinck family into what is now described as one of the finest collections of British portraits and miniatures. After the Library we entered the Red Tapestry Drawing Room with its complete set of Gobelins tapestries dated 1783. From here we saw the Swan Drawing room, followed by the State Dining Room.

The walls of the Arts and Crafts Print corridor were covered with portraits and prints of much historic interest. The tour ended with the Titchfield Library and the Chapel, now used three times a year, chiefly for charity carol services.

The whole tour spoke of a lived-in home surrounded by treasures of priceless value and beauty.

We only saw part of the Portland collection on our tour; it is interesting to note however, that a new gallery is under construction, which will house more of the Portland Collection - the promise of more delights to be seen in the future, which are currently in store.

Bags and cameras were not allowed on the tour so no up-to-date photograph could be provided. This highly romantic view of Welbeck Abbey is on a postcard posted on July 26 1907 from Worksop to Scarborough. (Collection Howard Fisher)

The Thoroton Society visited Welbeck Abbey in 2013 as reported in issue 74 (Winter 2013). However, the Society's first visit to Welbeck was in 1899 and this is the report of that visit.

The privilege afforded by the Duke of Portland of inspecting Welbeck Abbey was particularly acceptable from the fact that his Grace is the President of the Society, in the work of which he manifests a keen and generous interest, and the opportunity could not have been exercised under more pleasing conditions. From the moment one enters Welbeck Park objects of interest abound on every side. In addition to the famous racing stables, where a number of the Duke of Portland's most celebrated horses (including "St. Simon") were to be seen, there is a group of substantially built almshouses, known as the "Winnings", which were erected by the Duke at the request of his wife out of the money won in seven races, viz., the Two Thousand Guineas in 1888 by "Ayrshire", the Derby and St. Leger in 1889 by "Donovan", the Oaks and St. Leger in 1890 by "Memoir", and the One Thousand Guineas in 1890 by "Semolina". The houses, which are excellently furnished, are occupied by pensioned servants whom age or illness has compelled to retire from the service of the duke.

After a stroll round the stables and kennels, the visitors were conducted via the famous underground passage to the riding school. This passage, by the way, is one of the many extraordinary features of Welbeck. It was constructed by the late Duke of Portland, whose eccentricities have made him memorable. For one thing he spent between two and three millions in constructing underground apartments and tunnels running in every direction about the estate, the one connecting the riding school with the abbey being nearly a mile in length.

The riding school is a magnificent erection 385 feet long, 104 feet broad, and 51 feet high. The glass roof is supported by lofty columns, and the place is lighted by 8,000 gas jets. A short distance away is the "tan gallop", a glass roofed arcade, 1,266 feet long, built for the excercise of horses in inclement weather. The hothouses are on a similarly gigantic scale, and are unsurpassed for size in England.

To attempt even a suggestion of the interior of Welbeck would occupy too much space. (See "Descriptive Notes on Welbeck Abbey and Park" appended hereto). Everything that is costly and wonderful in stone, glass, tapestry, woodwork, and painting is there. In the Library are priceless manuscripts, and from the Library are reached the famous underground apartments. One of these - and it is, above all else, the greatest marvel of Wonderful Welbeck - is the picture gallery, which is used as a ballroom. It is a splendidly proportioned room, 158 feet by 63 feet, and on the walls are numerous examples - (see "Descriptive Notes", etc.) - of Van Dyke, Reynolds, Holbein, Teniers, and many others of the world's greatest painters.

One drawing-room, which contains a unique collection of jewels, heirlooms, minatures, and cabinets, is entirely hung with Van Dykes.

Every facility was afforded by the Rev. James Butterwick, the chaplain, and by the retainers of the Duke, for a thorough examination of the various features of the house and grounds, and the experience was one which will constitute a happy event in the Society's record.

Newby Hall, Ripon

Outing Leader, ALAN LANGTON, reports of the Society outing of 7 August 2014.

What might have appeared to suggest rather a long journey to our destination in fact in the event proved relaxing and enjoyable on a delightful summer's day.

We were met and welcomed by the administrator for group visits at the Hall, and taken immediately to enjoy coffee and home-made biscuits.

We were then taken to meet the guide who took us round the Hall for an hour's tour full of information and historical interest.

The Hall is still lived in by the Compton family, who have occupied the estate since 1748. Visitors have a feeling of domestic naturalness as they walk around, but at the same time each room has an immaculate appearance, specially since major restoration of the decorations and ceilings in the late 1980s. Robert Adam's neo-classical design dominates the Entrance Hall and displays exquisite plasterwork and Chippendale furniture. All the ceilings are outstanding, and as we passed through the Boudoir and the Red Passage members were impressed by the paintings and the furniture and collections of china.

The Drawing room and the splendid Dining room caused members to look with awe at the beauty around us. Moving to the Victorian wing of the house, we were aware of the previous owners' successful passion for horse racing and collecting old oak furniture and chamber pots! The

various bedrooms, with bathrooms, display a fascinating mixture of antique furniture and modernised facilities. Returning downstairs, we entered the Staircase Hall and the Ante-room, full of family treasures and portraits.

The walls of the Tapestry Room are covered with Gobelins tapestries, originally ordered in Paris in 1763, and the floor is covered with English Axminster carpet: the whole room and its furniture were designed by Adam and Chippendale, and creates a stunning display of wealth and beauty. The Library with its apsidal ends and Corinthian capitals again creates a feast of stunning ceilings and furniture. The Statue Gallery is probably based on Adam's sketches of Roman ruins at Tivoli, and was designed to enable guests to move from the dining room into what appears to be an ancient temple: the room is said to contain perhaps the finest collection of Roman statuary in private hands in Britain.

After a most enjoyable lunch, members were free to enjoy walks in the lovely gardens, visit the Plants' Centre, or even take a ride on the minature railway along the picturesque riverside track.

Unfortunately a serious holdup on the A1 caused us to arrive back an hour later than planned, but otherwise we enjoyed a beautiful day in perhaps one of the most outstanding great Houses that Thoroton members have visited.

Photographs of Newby Hall and church
by
Josephine Burgess
(originals in colour)

Saint Mary's Stow in Lindsey and Doddington Hall

The Society's outing of 11 September 2014 is reported by joint leader Penelope Messenger.

Penelope's co-leader was Margaret Trueman

After a pleasant run into rural Lincolnshire, the coach arrived at Saint Mary's Church, Stow, where we were met by the news that the whole village was suffering a power cut! Fortunately, the Church Warden, Mr. Allan Marshall had filled thermos flasks with boiling water, and so was able to provide us all with coffee and biscuits.

The first impression of Saint Mary's is of a building too large to possibly be a parish church of such a small village; but stepping into the building created a sense of awe: some people simply uttered 'wow' since it gave the impression of being a small medieval cathedral.

We were very lucky to be given a fascinating account of the history by Mr. David Justham, who seemed to know every stone and carving in the building.

The church was founded in 975 by Bishop Aelfrith and intended to be the head Minster for the Lincolnshire part of the large Diocese of Dorchester. The original church was burnt down and then rebuilt by Bishop Eadnoth (1034-1050) and later endowed by Leofric, Earl of Mercia in 1067. Remegius, the first Norman Bishop of Dorchester moved his see to Lincoln, and so Saint Mary's eventually became a (very large) parish church.

The south wall of the south aisle has windows of three different architectural periods - Saxon narrow slit, a later Norman round window, and a two-light Gothic window.

From Stow we travelled to Whisby garden centre for lunch, and then on to Doddington Hall. The House is an impressive Tudor building designed by Robert Smythson in 1595, and still retains its walled garden and gate house. The house has never been sold, and has passed down through generations of the family, sometimes through the male line and frequently through the female line. As a result it remains very much a family home, and its contents reflect the tastes of 400 years of family collectors.

After the tour of the house we enjoyed a generous tea in the modern Garden Wing. Finally we had time to visit the church or the gardens or the farm shop before returning to Nottingham.

Meeting Report
The Hallaton Treasure

Meeting Chair, BARBARA CAST reports on the lecture of 11 October 2015

The lecture on 11 October was excellent. We were really pleased to be able to welcome as the speaker Peter Liddle and to hear about the finding of the shrine near the village of Hallaton in Leicestershire and its famous 'treasure'.

Peter Liddle was a site archaeologist during and for three years after university. He then joined Leicestershire Museums in 1976, and in 1977, became Keeper of Archaeology, responsible for the county's museums and for the planning and recording of archaeology. After early retirement from this post he became Community Archaeologist for the county. In all Peter worked for over forty years in Leicestershire archaeology and this includes his work with local communities, helping them discover their own area's past.

As part of his community archaeology role he was material in setting up the Hallaton Fieldwork group which found the site on which the talk was based. Peter was involved in the Hallaton project all through and was instrumental in ensuring that there was a splendid display of the finds in Harborough Museum.

At the beginning of the well-illustrated talk Peter reminded us that the event which Hallaton was most famous for was the annual Easter Monday custom of Bottle Kicking.

Peter went on to explain that in the 1970s Leicestershire was keen to speed up gaining knowledge of its county's history and so the Leics Fieldworkers was set up. Learning to fieldwork was the first task, for Peter as well as his colleagues and volunteers. With 150 members and twenty local groups on the go at any

one time, it has been a busy period for Peter.

One of the early groups was the Hallaton Fieldwork group and, at its first session of field walking, and in the first field they ventured into, Roman finds came up. But when they came to the area in which the treasure was subsequently found, it didn't look particularly special - some Roman pottery and tile were found but then - Iron Age coins kept being found, and found!

The initial find was made by Ken Wallace on 19 November 2000, when he found about 130 coins in just one area of the field. On examination they were found to be mainly silver and gold Iron Age coins. Luckily at that time English Heritage had enough money to pay for the investigation of treasure sites (the second year of investigation was partly funded by the BBC), and Leicester University Archaeology were commissioned to supervise the dig, which was also a fully community project throughout, with many local people involved.

Early in the excavations, six Iron Age hoard spots were found, just inside what appeared to be the gateway to some kind of sacred place. There was also a palisade trench, further indicating an enclosure of some kind, and ditches with dog burials. These two dogs were large and were therefore assumed to be guard dogs, buried near the gateway they had guarded. Just outside the gateway was the burial place of a mass of immature pigs - were these sacrifices? Other finds included a silver bowl, the earliest silver craft piece found, and a very fragile but beautifully crafted silver-gilt Roman parade helmet with seven cheek pieces! This was carefully conserved over a period of years at the British Museum and can be seen at the Harborough Museum.

In many ways it was the number of Corieltauvi coins found on this site that was staggering - over 5000 altogether at this site alone, more than have been found in the East Midlands in total. The latest was a Claudian coin of 42AD. Coin moulds found in Leicester attest to some of these coins being minted in the city.

Moving on from this sacred site, geophysical surveying was undertaken on the same hilltop, where a chapel was believed to have stood; the chapel of St. Morrell, a site of pilgrimage in use from 12th to 16th centuries. The surveys indicated that there were indeed features commensurate with a building and its precincts. Excavations revealed the chapel foundations, tiled floor and remnants of walls and window lead. There was clear evidence of pilgrimage in the form of a pilgrim badge, many silver coins of the period of use and also burials, which are not usually associated with chapels. Two of the skeletons received coverage similar to that of the Hallaton Treasure, being found, a woman and a man, buried apparently with linked arms.

As Peter explained, this was a place of continuous sacred use, as there were indications of a Roman temple under the chapel, the sacred Iron Age site was nearby and, for an example of truly long-term continuity, the Easter Monday Hallaton Bottle Kicking tradition has had for its starting point, from time unremembered, this same special place.

Hallaton Fieldwork group is still going from strength to strength. Peter himself retired from his Community Archaeology role in 2012 and now spends his time in many archaeology related activities: lecturing, as an honorary visiting fellow of Leicester University, as Chair of Judges for the British Archaeological Award for Community Archaeology and on the editorial board of the Journal of Community Archaeology. He received his MBE for services to community archaeology.

Many thanks to Peter for a fascinating look at this East Midlands site. We certainly found that there is much more to Leicestershire than finding a lost king!

Waterloo: the Cossall Monument

2015 is the 200th annivesary of the battle of Waterloo which was fought on Sunday, 18 June 1815. In this article COLIN PENDLETON explores the connection that Nottinghamshire has with the battle through the story of soldiers named on a memorial in the churchyard of St. Catherine's church at Cossall. It is a fascinating story of brave deeds and posthumous fame.

Surveying the slaughter of Waterloo, the Duke of Wellington commented that 'there is nought so melancholy as a battle lost as a battle won'. As we celebrate the bicentennial of Waterloo on June 18th 2015, this famous quote is sure to be revisited. What may get less attention, but which is perhaps of more interest to Nottinghamshire historians, is the macabre story of local legend Corporal John Shaw, his brave deeds... and the strange desecration of his grave at Waterloo.

Shaw was born on a farm between Cossall and Wollaton in 1789. His baptism is recorded as January 3rd 1790 and Shaw disappears into the mists of history until Truman's *The History of Ilkeston* suggests that his schooling may have been carried out at a Mr Newton's school on Trowell Moor. Whatever Shaw learned, it would be unlikely to have been extensive and at the age of 13, according to Truman, he was apprenticed to a joiner and wheelwright, later becoming a carpenter on Lord Middleton's estate at Wollaton Hall.

Contemporary accounts suggest that Shaw's life would have been a hard one. Trades in the area all reflected the manual labouring that was the main source of income for the working class at the time: mining, farm labouring and framework knitting. It is suggested in Major Knollys' book *Shaw The Life of a Guardsman*, published in 1876, that he joined the 2nd Life Guards at Goose Fair in 1807, aged 18.

According to Bailey's *Annals of Nottinghamshire*, Shaw was a big man and extremely strong. When his skull was later on display it could be seen to have two missing teeth, suggesting that he was both distinctive and singularly fearsome. After enlisting in the Life Guards he continued to improve his boxing skills, becoming extremely popular, and it is not hard to imagine what a daunting opponent he must have been. Knollys suggests that he was one of the regiment's best prize-fighters and would have been popular at all levels of society, in the words of the *Nottingham Date Book* for 1815 'He was a tremendous pugilist, fought several times in the ring and was never beaten'.

It was, however, Shaw's exploits during the battle of Waterloo that were destined to give him posthumous fame. John Keegan's book *The Face of the Battle* provides a reference to Shaw in a letter from Cornet Gape of the Greys to his mother following the battle:
'The men were only too impetuous, nothing could stop them, they all separated, each man fought by himself; and the famous Corporal Shaw of the Life Guards certainly sought out opponents – he was very conspicuous dealing deadly blows all around him.'

Exactly how Shaw fell is unclear. Alessandro Barbero's book *The Battle* states that 'One of the French Cuirassiers withdrew from the fight and shot Shaw from his horse'. Knollys' account states that Shaw became isolated and surrounded by French Cuirassiers and eventually cut down. Bailey's *Annals of Nottinghamshir*e dated 1815, and a similar account in *The Nottingham Date Book*, state that: 'Shaw suffered many small wounds throughout the battle and he eventually died from exhaustion and loss of blood'. It appears that he was able to make his way to La Haye Sainte farmhouse and was still alive when found near a wall and died sometime during the night. Sergeant Major Cotton of the Seventh Hussars was present at Shaw's burial at La Haye Sainte the day after Waterloo.

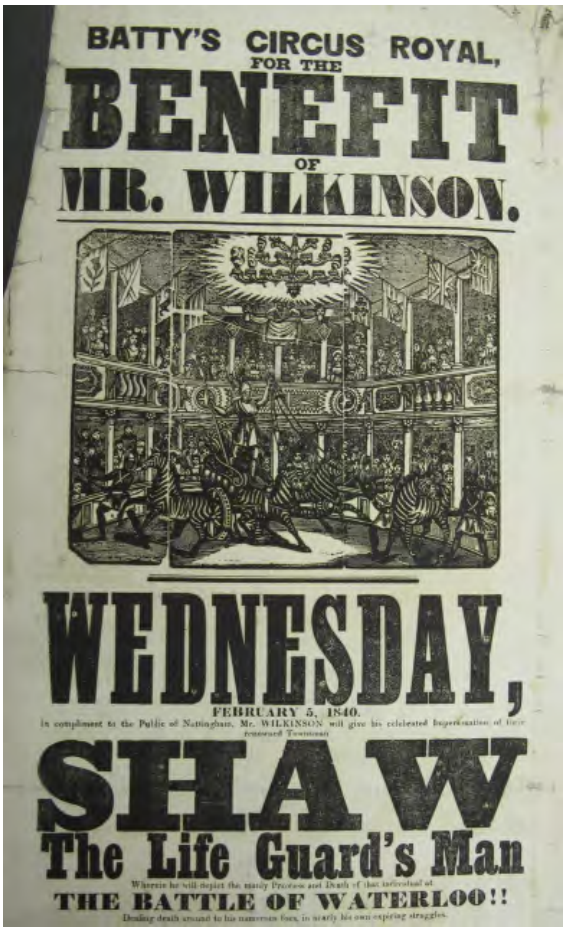
Shaw and French Cuirassiers at Waterloo. (from Knolly's 'Shaw the Life Guardsman)

A measure of the interest and acclaim that Shaw was subject to can be seen by a poster which is in the Nottinghamshire Archives. On Wednesday, February 5, 1840, twenty five years after the last

musket had been fired, and in the excitable description on the poster, Batty's Circus Royal held a performance by a Mr Wilkinson giving his: 'celebrated impersonation of Shaw, The Life Guard's Man. Wherein he will depict the manly Prowess and Death of that individual at the Battle of Waterloo!! Dealing death around to his numerous foes, in nearly his own expiring struggles.' That Shaw should be remembered in Victorian theatricals two and a half decades after he fell is a remarkable testament to his hold over the popular imagination. This was as close to a popular hero as we are ever likely to see.

Where the story becomes interesting, not to say bizarre, is on the matter of what happened to his skull. According to the fourth edition of Knollys' book published in 1885, edited by J. Potter Briscoe, who was the Public Librarian of Nottingham, a human skull was on display at The Royal United Services Institution, Whitehall Yard Museum, London, suggesting that, not only had the grave been opened, but Shaw's skull had been removed.

It had possibly been on display for 60 years. The skull had been recovered from the grave of Shaw, near the wall of La Haye Sainte and had large and very prominent teeth, two of which were missing, one of Shaw's most distinguishing features. The late Sergeant Major Cotton, who was a guide to the battlefield of Waterloo for many years, was also present when the skull was exhumed. The label read 'Skull of Shaw, the famed Life Guardsman who fell at Waterloo, procured by the Late Admiral Ryder'. What 'procured' means in this context is unclear. Did the Admiral have the grave opened with the intent to remove Shaw's skull? Did he mean that it be displayed publicly? The answers may never be known. As an active member of the Church of England's impressively named Purity Society, however, it may be safe to assume that the motive was devout patriotism, rather than any inherent ghoulishness.



Batty's Circus Royal Poster
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A collection of documents in the Nottinghamshire Archives appears to support the information regarding Shaw's skull. A letter to the Reverend H. C. Russell, The Rectory, Wollaton, Nottingham dated May 26th 1898 from General R. Maltby states:

> 'I am writing privately to ask you if it would be possible to place the skull of John Shaw the Life Guards Man who was killed at Waterloo under, or adjacent to the Memorial to him, and Tom Wheatley of the 23rd Light Dragoons created in Cossall Church yard. The reason I am asking for information is, that John Shaw's skull has been in our museum for the last 11 years in our old quarters, the Public were not admitted, but now we have come over to the Banqueting House Whitehall the Council don't think it very seemly to have on view the skull of a British Soldier & would like to find some suitable resting place. It would be very kind if you would let me have your views on the matter, I think it is essential that whatever is done should be done quite privately.'

There does not appear to be any correspondence from the Reverend Russell other than a note dated March 19th 1918 stating that: 'This skull was buried by me June 21st 1898 in Wollaton church close to the pillar near the font – in the presence of W. Harwood and Alfred Meats.' This brings to a close a singularly grisly story. What is not resolved, however, is the unusual story of the memorial.

It could be that W. Jackson's design and sculpting of the Waterloo memorial in the churchyard of St Catherine, Cossall was a result of Shaw's posthumous legend, but the most striking aspect of the memorial is its stark whiteness in the muted tones of a country churchyard. A white marble obelisk with a wreath of ivy leaves near the summit and a carefully sculpted helmet, crossed swords and breast plate of a Life Guardsman at its base, it seems designed to remember the twenty or so men on the Great War memorial that flanks it, rather than the three men who would find their names there. The inscription, with characteristically florid Victorian sentimentality and an eye for martial

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glory, reads:
'Waterloo. This monument is erected to the memory of John Shaw and Richard Waplington, of the Life Guards, and Thomas Wheatley, of the Light Dragoon Guards, who left this their native home in defence of their country, The two former gloriously fell at Waterloo, The latter returned, and lies buried in this churchyard. Valour.'
Of the two other men, Richard Waplington, also fell during the battle, and Thomas Wheatley, unusually for a war memorial, actually survived and returned home to Cossall.

According to Truman, Thomas Wheatley was born in Cossall Marsh in 1795 and attended school in Cossall. He became an apprenticed stocking weaver at the age of nine. He enlisted in the 23rd Light Dragoon Guards and fought at Genappe on June 17th and Waterloo on June 18th. He survived and returned home to Cossall and worked in the blacksmith's forge at the Babbington Colliery Company. He was also part of the Nottinghamshire Yeomanry Cavalry. Wheatley ended his days in Cossall and the Waterloo memorial may have been placed above his grave.

Little is known, however, of Richard Waplington other than what can be found in Truman. The book suggests that he was born in Cossall in 1787 and may have attended school on Trowell Moor with John Shaw. At the age of 12 he seems to have been working in a local colliery and much of the rest is supposition. He enlisted in the Life Guards with Shaw in 1807 and as part of the 2nd Life Guards Waplington may have been involved and fell in the same action. It is mentioned in Knollys' that during a review of the 2nd Life Guards by King George III and the Duke of Wellington, Waplington was called from the ranks. The King reputedly asked Waplington which county he came from. Waplington replied 'from Cossall, Nottinghamshire your majesty'. The King remarked to the Duke of Wellington 'He is a very fine soldier, but he comes from a riotous county'.

Detail from the Cossal memorial (photo Colin Pendleton)

In the quiet seclusion of Cossall churchyard, it is impossible not to look at the memorial, contemplate the names on it and consider a quote from Alessandro Barbero's book, *The Battle*, in which he describes a sabre fight between the Life Guards and French Cuirassiers as 'brief and exceedingly violent'.

What is more certain is the date and time the obelisk was unveiled. On June 3rd 1875 *The Ilkeston Pioneer* reported that a committee had been formed to raise funds for a tribute, which attracted contributions from HRH The Duke of Cambridge and various dignitaries of the district, including Earl Cowper, Earl Manvers and Lord Middleton, as well as Sir Henry Wilmot, a distinguished soldier who had won the VC during the Indian Mutiny, local gentleman Lancelot Rolleston JP, who was also a Captain in the South Nottinghamshire Yeomanry and High Sheriff of the County. The Nottingham Journal of June 23rd 1877 provided a comprehensive account of the unveiling ceremony on Monday 18th June at 4.30 pm, 62 years after the battle had taken place. Lancelot Rolleston reportedly led the proceedings, regaling the crowd with a patriotic description of Shaw's life and deeds. What the families of Richard Waplington and Thomas Wheatley might have thought, if they were present, is not recorded.

There is, possibly, a strange postscript to the story of Shaw's skull. While it was certainly in the possession of Admiral Ryder, it may be that another, more famous name was involved in the exhumation. One of the guides at Waterloo claimed that 'an eminent confidential tourist ' visited the grave of Shaw at La Haye Sainte, and the guide informed the tourist that he saw Shaw's body and was struck by the extraordinary muscular development and appearance of great strength. Alessandro Barbero suggests in his book that it was actually poet and novelist Sir Walter Scott who had Shaw's body transported to England, as he was known as one of the Corporal's most vocal admirers. This is tempting to believe and certainly a more romantic notion than Shaw being exhumed by a member of a church purity society. Again, the exact identity of the person, whether admiral or poet, remains unknown.

Scott certainly had a plaster cast made of Shaw's skull, which is presently on display in the Horse Guards Museum in London. Scott revisited Shaw's story many times in his personal letters as well as his published works. What is certain is that he immortalised Shaw in a poem that, as we approach the two hundred year anniversary of the battle and

consider this strange tale, must stand as his epitaph:

Nor 'mongst her humbler sons shall
Shaw e'er die,
Immortal deeds defy mortality.

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Acknowledgements

Batty's Circus Royal poster DD/M1/196 reproduced by kind permission of The Nottinghamshire Archives

Grateful thanks to The Household Cavalry Museum, London
for information provided.

Wellington saluting his soldiers after the battle of Quatre Bras.

(Postcard original in colour and printed in Brussels. Collection Howard Fisher)

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Arthur Wellesley, First Duke of Wellington.

From a colour postcard in the collection of Howard Fisher

Napoleon in 1814

From a colour postcard collection Howard Fisher

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The County Societies Symposium

JOHN WILSON reports on the meeting held on 13 September 2014 at the Institute of Historical Research, London

The first part of the Symposium was dedicated to looking at publishing in the digital age. Representatives of various societies talked about 'what we are doing'. Dorset Records Society have overcome the problem of occasional requests for back volumes by scanning the paper volumes and making a PDF image file of each page. The images are sent to a 'print on demand' publisher on-line who then prints off a hard-back copy of the volume and mails it to the customer. The hard-back volumes are not sewn but the example I saw seemed fairly robust, at least as robust as our recent volumes such as Archbishop Drummond and The Gedling Town Book, which are soft-back volumes. The books are printed on demand by Lightening Source, an international company whose UK operation is based in Milton Keynes.

The academic publishers Boydell and Brewer are now using this route for some of their older publications. Indexing can be done using OCR (optical character recognition) software.

There was considerable discussion of the problems raised by the new rules on open access publishing. Some of this went over my head, but I gleaned that the situation is not as dire as originally thought. The Royal Historical Society's website has a useful information sheet on Open Access. However, Open Access is now to cover monographs such as scholarly editions in addition to papers in journals.

The final session was on use of social media such as Facebook and blogs.

A Medieval Concrete Floor in Bingham

PETER ALLEN, Chairman of the Bingham Heritage Trails Association discusses an exciting archaeological find at Bingham

During a test pitting project in Bingham a concrete floor was found that could date to the 13th or 14th century. The 1 - metre test pit was dug by Bingham Heritage Trails Association in June 2014, during the celebrations for the 700th anniversary of the granting of the market charter to Bingham. It was sited in a garden on the north side of Bingham Market Place where it is believed that the original manor house was.

The lord of the manor lived in Bingham only for about 100 years. Sir Richard de Bingham, the first occupant, probably built the manor in, or soon after, 1266. He died early in the 14th century leaving his widow, Dame Alice, and their son William. He is believed to have died in the Black Death in 1348-49. Thereafter it is uncertain how long the manor house remained unoccupied, but it is recorded in a manorial survey of 1586 as being a ruin.

A test pit dug in a neighbouring garden in 2012 revealed good evidence of the existence of a manor house at this site during the late 13th and early 14th centuries. Thus, when the test pit was dug in June 2014 about 6 metres to the east of the first pit, it was expected to show further signs of the manor house.

At a depth of 80cm the diggers encountered a concrete floor. Half of it was removed to examine what was beneath it and the pit was then extended to the south to trace the floor. It stopped against a well built, external stone wall, some 20 inches thick. The stone used in the wall is the local Triassic Hollygate Sandstone and it is fixed with a sandy mortar.

The concrete floor is about 15cm thick. The section, from the top down, is:

Gypsum mortar skim
Upper concrete
Gypsum mortar skim
Lower concrete
Layer of stones
Sand

The brown basal layer of sand is about 2.5 cm thick and rests on the contemporary soil. A layer of flat stones, which mostly seem to be skerry, is set in it. Most of them are carefully set flat, but one or two overlap with each other.

The lower concrete appears to have been poured over the stones and fills in spaces between them. It is a grey, very crumbly material containing small pieces of charcoal aggregate. A skim of gypsum plaster was laid over this concrete and the upper concrete laid on this.

The upper concrete consists of an aggregate of charcoal, gypsum, red shale, bits of plaster, some dark sandstone and miscellaneous items including a sherd of green-glazed pottery. Most of the gypsum is white and compares well with examples from local outcrops. A few pieces of finely crystalline orange-brown material have not yet been identified. The size of the aggregate varies from a few mm to 4 cm.

The grey, fine matrix fizzes with

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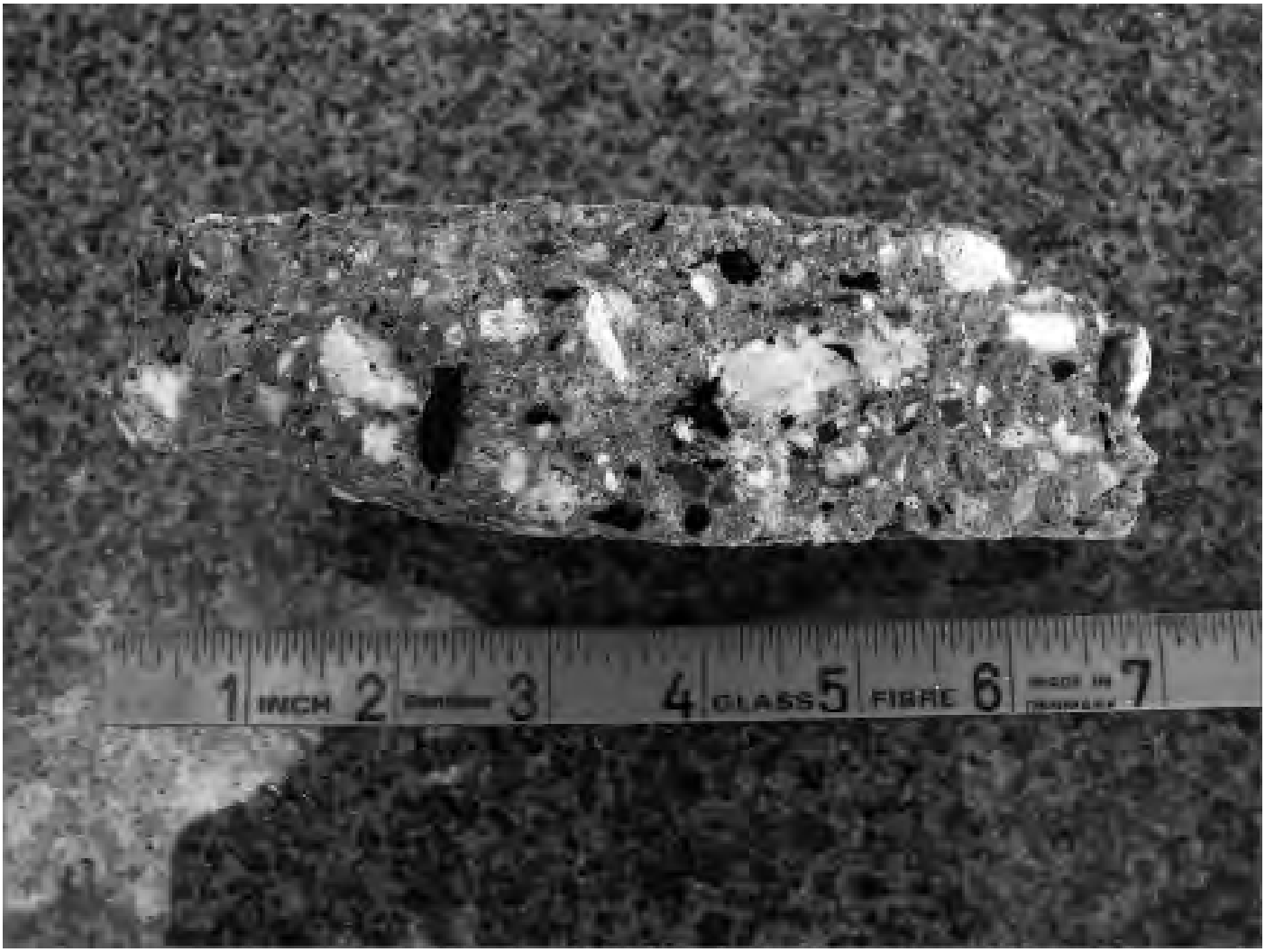
10% hydrocholric acid and appears to be a mixture of lime and gypsum plaster, though the ratio has not been measured yet. A visual assessment of the matrix suggests that it makes up 40-50% of the concrete.

Because the lower concrete was so poorly made, with little load-bearing strength, it is possible that it was covered with a skim of plaster and then the upper concrete was laid on it as a second attempt to get it right.

Shelly Ware and Nottingham Splashed Ware pottery found in the soil beneath the floor suggest an older age in the 13th century. The younger age cannot be dated closer than c1600. Several large pieces of a Midland Yellow Ware bowl were found in a pile resting on the floor. The pieces make up about 40% of the vessel. It is 108 cm external diameter at the rim and only 8 cm of it are missing. The way the pieces were stacked suggests a primary deposit.

Taking all the physical and documentary evidence together it seems that a possible early date for this floor is late 13th or early 14th century. However, so far I have not found any references to concrete having been used for flooring in England in this period. Gypsum plaster was used for flooring in Nottingham Castle as early as the mid 13th century and plaster and lime ash floors are recorded in Elizabethan times. More research is planned including a petrographic examination of the concrete and we are looking into possible ways to date the material. We are also interested to know if the concrete was a mix of dry lime and plaster plus aggregate or whether quicklime was used. It would be useful, however, to hear if there are any similar cases to this in other parts of the country.



A piece of the floor.
Photo supplied by Peter Allen - original in colour.

Articles Noted

The Local Historian July 2014 Volume 44 no. 3

Coppice Management in South-East Hertfordshire 1550-1910	Peter Austin
Records for the Lloyd George survey of land values 1910: comparisons and insights from Gloucestershire	Anthea Jones
Horses for the Great War	Phoebe Merrick

Local History News Number 112 Summer 2014

Researching the Country House, Estate and Community during the Great War	Allen Warren
VCH Shorts: a new publication venture	Jessica Davies
Lacock Unlocked	Ally McConnell
Historical Directories	Simon Dixon
The People Project: a digital window into the past	Cheryl Butler

Nottingham Civic Society Newsletter, September 2014, No. 155

Points of View (views of Nottingham)	Ken Brand
Nottingham Civic Society Annual Report 2013-2014	Hilary Silvester
City and County War Memorials	Ken Brand and John Beckett
Nottingham Midland Station Major Refurbishment	
Richard Charles Sutton (Part 2)	Ken Brand
Remembering The 'Other Duke of Newcastle'	Richard A Gaunt
Nottingham's (Non-Identical) Twin Towers	John Beckett
Southern Gateway	Ken Brand

The Nottinghamshire Historian, Autumn/Winter 2014

Community Archaeology in Nottinghamshire	
Famous Berserker Viking lived in Nottinghamshire	Sarah Seaton
A Spotlight on Richard Gaunt	
The Dakeyne Farm: Oliver Watts Hind's Dream Realised	John Hall
James Upton VC: The Courageous Recruiter	Peter Foster

Richard III

Following the decision of the High Court in May 2014 that the case brought by the Plantagenet Alliance should fail, it was announced in August that the bones of Richard lll will be reburied at Leicester Cathedral on 26 March 2015. A re-internment service will take place at the cathedral following a week of events in Leicestershire to honour the King.

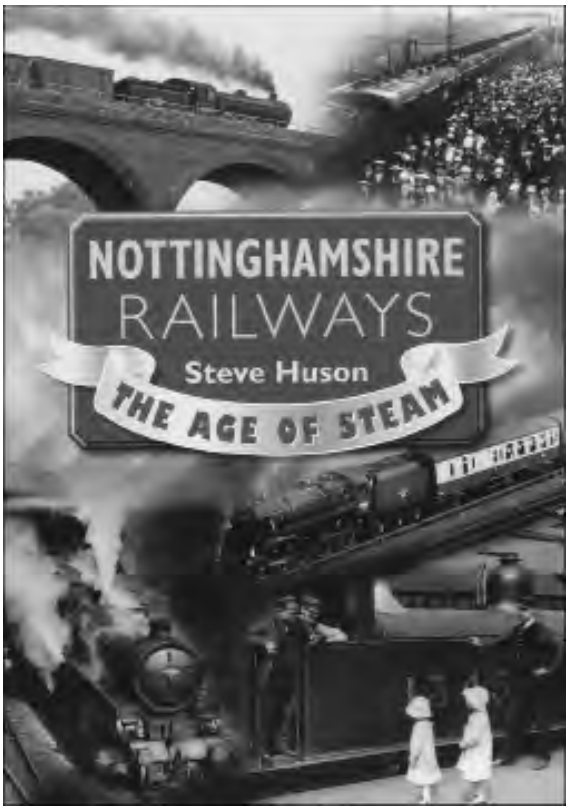
Richard's remains will be placed in a coffin at the University of Leicester and will be taken by hearse to Leicester Cathedral for the service. After the service the remains will lie in state for three days to allow the public to pay their respects.

More details will be announced over the winter period but it is anticipated that attendance at the service will be by invitation only.

Bookcase

Nottinghamshire Railways - the Age of Steam
Steve Hudson, Countryside Books 2010
ISBN 978 1 84674 2149

This well-bound A5 publication of 128 pages is a well produced and presented history of the growth of the Nottinghamshire Railways, It has numerous illustrations and photographs and is a very interesting and enjoyable book.



As a steam train enthusiast of long standing, this book has an obvious appeal to the reviewer as it will to like-minded individuals. Even without that enthusiasm the information contained within its well-designed covers is of interest to old and young alike. It demonstrates clearly the reasons why the rail network developed and grew into such a complex system by the middle of the 20th century and gives meaning to the old saying that 'from little acorns, mighty oak trees grow'.

The research undertaken by the author is impressive and is well documented and, given the complexity of the development of the various Companies involved, is written logically and with great attention to detail.

The opening chapters describe in a clear and concise way the County of Nottinghamshire and its characteristics as well as the characters who played a significant part in the coming of the railways to the county. In addition, there is an interesting description of the growth of the coal industry, an important factor in the impetus of the expansion of the railways, not only in Nottinghamshire but it also indicates some of the reasons for the piecemeal growth of the national railway system.

These chapters are followed by detailed descriptions of the growth of the railway system in the County, though 'system' hardly describes the state of the network. These chapters are very well written and identify the considerable infighting battles that took place between rival companies. These battles portray the desire of the rival companies to monopolise the transport of coal from the growing number of mines to the growing number of customers. In addition, they describe the various take-overs and amalgamations of companies that began to give some sort of form to the railway system which was essential for its steady growth.

Quite obviously, the story of the railways cannot ignore the growth of passenger traffic and the effects that this had on the development of the system from the time of Jesse Boot, who introduced the concept of taking his employees for a day out using the railway as the chosen form of transport. Originally they ventured no further than the River Trent near Bleasby, but then went on to use Skegness as their favourite destination. Other companies followed suit, namely Home Breweries and Daybrook Laundry. The Mining industry, however, was reluctant to follow these examples and it was left to the growing number of Miners' Welfare clubs to introduce these treats for their members.

The final chapters bring the story more or less up-to-date and contain details of more modern expansion due to the opening of more modern mines, only for the network to be decimated by the notorious Dr. Beeching in the 1960s.

Thankfully the book ends on a more optimistic note in describing some of the valuable work being carried out by volunteers in the preservation and re-introduction of some of the more attractive lines for the use of people in their leisure time.

I have no hesitation in recommending this book, not only for rail enthusiasts, but also for those who value more social history information.

Alan Butler

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Nottingham from Old Photographs
Joseph Earp, Amberley
ISBN 978-1-4456-3459-3 £12.99

The latest title in Amberley Publishing's From Old Photographs series, this is a collection of photographs and some other images telling the story of Nottingham as seen over the last couple of centuries.

Several of the images chart the destruction of much of historic Nottingham, with the demise of such treasured remnants as Drury Hill, the Black Boy Hotel and, more recently, Garner's Hill, all being depicted.

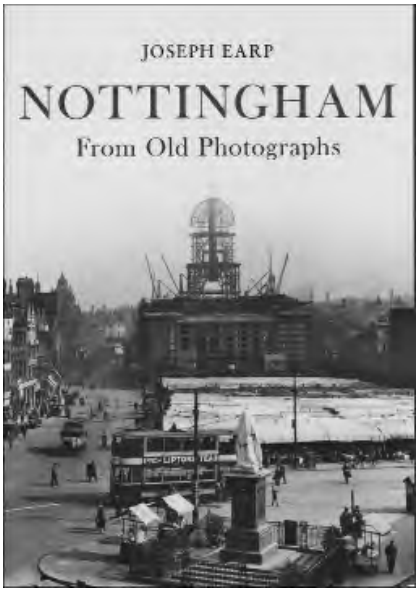
Most of the photographs come from the collection of the late Paul Nix of Nottingham Hidden History, collected

over a period of forty years and, therefore, there are some newly published images.

Joseph Earp is now the Team Leader of the Nottingham Hidden History Team. He also writes on history topics for various local publications.

If photographs of our city's past are for you, this is another book worth considering.

Barbara Cast



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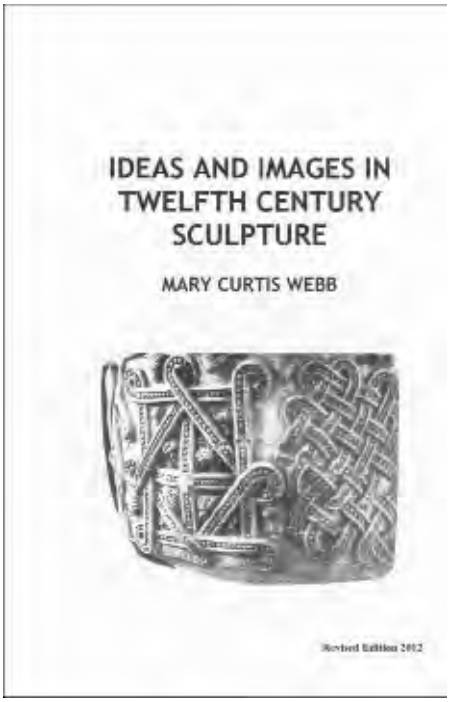
Ideas and Images in Twelfth Century Sculpture
Mary Curtis Webb; re-edited by Gillian Greenwood
CD 2012 from http:buck.ugent.be/fulltxt/RUG01/001/879/684/RUG01-001879684_2012_0001_AC.pdf



This volume, now available on CD but also through the above link, is a work of real dedication. Mary Curtis Webb undertook to visit and study hundreds of churches over a period of many years, mainly in England but some in other countries. Her purpose was to view carvings of the 12th century, a period which saw the end of a particular kind of imagery in which she became an expert.

The focus of the work is in identifying common themes in images found in the 12th century carvings and art. The many carvings for her study were found by Mary Webb around doorways, on tympana and fonts.

She also spent a great deal of time in the British Library and other depositories, considering similar pictorial images in 12th century manuscripts.

Included in the study are some East Midland examples, the Southwell and Hoveringham tympana amongst them, both examples of the winged Christ. Another local example is from Ault Hucknall, just in Derbyshire, where Christ fighting the Leviathan is depicted on a small tympanum sited over a blocked up door.

You could say that Mary's was almost a life-long task - she never finished finding new examples. As a result the book was not completed by her and it remained for her daughter, Gillian Greenwood, to sort through all her papers and edit it so that this fascinating study of the common themes in 12th century church carvings and art can be widely appreciated.

Barbara Cast

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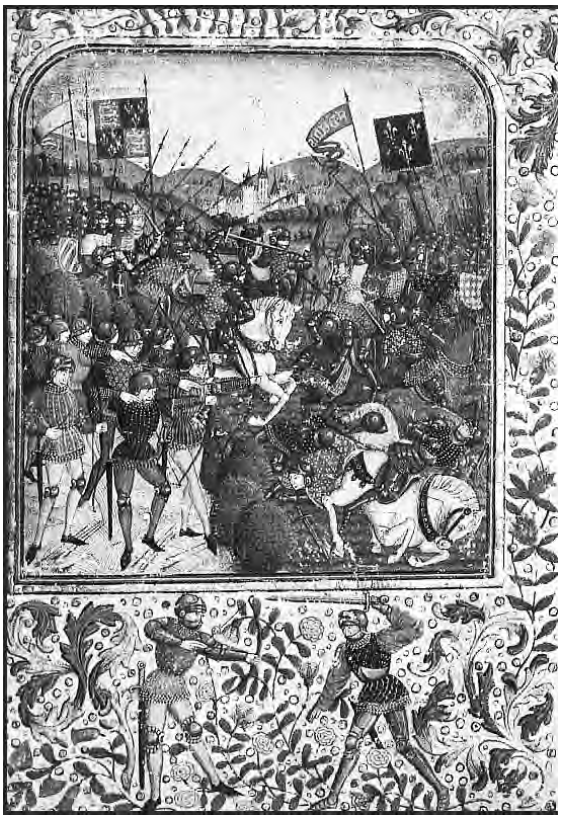
The Lecture Programme

Saturday 10 January 2015 - The Norah Witham Lecture

Agincourt: England's Hollow Victory: Gwilym Dodd, Associate Professor, The University of Nottingham



2015 marks the 600th anniversary of the battle of Agincourt, which took place on 25 October 1415. Thanks in large part to William Shakespeare but with a helping hand from films starring Laurence Olivier (1944) and Kenneth Branagh (1989), the battle, and the hero of the hour - Henry V - is now firmly embedded in the popular mind. Facing overwhelming odds the English inflicted a devastating defeat on the French, relying to a great extent on massed ranks of archers who decimated the advancing French vanguard.

Henry V's reputation as a perfect prince, an exemplary warrior king, in large part rests on his glorious victory of St. Crispin's Day 1415. But how far is his reputation deserved? Do Henry's actions in the battle, and more particularly in the days leading up to the clash of arms, deserve the acclaim they have received in popular imagination and in published historical accounts?

This lecture considers an alternative perspective, one in which Henry recklessly put his men's lives at risk in the pursuit of glory and his own personal martial ambitions, and one in which luck as much as inspired leadership explains why the English won the day. It also looks beyond Agincourt, at the remaining years of Henry V's reign, when the king struggled to convert the victory of 1415 into tangible - and viable - military gains.

A medieval illustration of the Battle of Agincourt: the opposing Royal Standards are displayed with England on the right and Fance on the left. The English Royal Standard incorporates the lillies of France to show the claim of the Kings of England to the French throne.

Saturday 14 February 2015 - The Maurice Barley Lecture

Nottinghamshire's Anglo-Saxon Stone Sculpture: a distinctive antiquarian tradition? Paul Everson (University of Keele) and Professor David Stocker (University of Leeds)

The Nottinghamshire volume of the *Corpus of Anglo-Saxon Stone Sculpture* - a national inventory designed to catalogue all such sculpture in England - has recently been completed.*
Despite modest total numbers of sculptures, much of interest has emerged from this reconsideration of early Nottinghamshire, not least because little work has been done on this category of artefact during the past century. Such relative inactivity stands in notable contrast, however, to the lively interest of the 'golden generation' of Nottinghamshire antiquaries working in the period before the First World War, during which Nottinghamshire benefitted from the efforts of notable individuals using distinctive methods for publicising new discoveries.

The lecture will explore early sculpture highlights from the County, of course, but it will also tell us something of the early Nottinghamshire antiquaries who took an interest in this material and sought to make it better known. As we will see, Nottinghamshire has a notable local antiquarian tradition that is of interest in its own right, such that many consideration of the county's early stone-sculpture is also a study of the county's antiquarian tradition before the First World War.

The topic is therefore an entirely apropriate tribute to Maurice Barley; himself one of Nottinghamshire's most notable antiquarians and one who aso took an interest in early stone sculpture. Both Paul and David cooperated closely with Maurice Barley in earlier parts of their careers; and this adds an especial pleasure to their delivering the Society's annual lecture in his name.

**To be published by Oxford University Press for the British Academy in 2015.*

Collar section of a pre-Viking cross-shaft (late C8/early C9).
Recovered from South Muskham by Maurice Barley.
Published in Transactions of the Thoroton Society, 87, 1983, 84

Saturday 14 March 2015 - The Myles Thoroton Hildyard Lecture

Nottinghamshire and the Great Peace. Reflections on the End of the Napoleonic Wars, 1815: Dr Richard Gaunt, Associate Professor, University of Nottingham.

The Napoleonic Wars, which had been waged between Britain, France and their allies since 1803, came to a conclusion with the Peace of 1814. However, Napoleon Bonaparte's daring escape from Elba, in March 1815, necessitated a final, decisive confrontation with the Duke of Wellington on the outskirts of Brussels on 18 June 1815.

This lecture, timed to coincide with the bicentenary of the Battle of Waterloo in 2015, reflects on Nottinghamshire's experience of the Napoleonic Wars and of its transition in peacetime conditions after 1815. It also explores some of the men who distinguished themselves in battle, the attitude of the people of Nottingham and the expectations raised by the end of hostilities in the summer of 1815.

The lecture offers a foretaste of a major new exhibition, commemorating the Peninsular Wars and Waterloo, being held at the Weston Gallery, Lakeside Arts Centre, University of Nottingham from May to September 2015, being curated by Dr. Gaunt.

Home Front

A large audience enjoyed the joint day-school event held by the Thoroton Society and the Nottinghamshire Local History Association at Ravenshead on 25 October 2014 which considered the impact of the Great War at Home in Nottinghamshire.

A great deal of planning had gone into the day and as well as 10 speakers there were stands and stalls to be visited and money spent on books!

After the initial introduction by John Parker (Chair of NLHA) the keynote adress was given by **Chris Wrigley** (Emeritus Professor of Modern British History, University of Nottingham). Prof. Wrigley talked about Arthur Marwick's 1962 reassessment of the Great War and notion that 'the bigger the war, the bigger the social change it caused'. Marwick's comments caused a reaction against his views whereas J. Winter in 1985 suggested that 'the worse off the sector was pre-1914, the better they became'. The speaker discussed these and other notions and suggested that during the war period cost of living increases outstripped wage rates in a full labour market created by huge demand. Women's role in the workplace shifted from domestic and textiles to war work and lifted the fitter from the workhouse but not children and the infirm. It was an interesting and very thought provoking introduction to the day.

Elizabeth and Michael Jones, (a science teacher and Emeritus Professor of Medieval French History from the University of Nottingham respectively) outlined a project on which they have recently started to work, about Norwell in the First World war.

Sources were listed and the disappointments of no mention of the start of the war in school log books because it was school holidays, nor mention of the end of the war because school had been closed for two weeks due to the outbreak of the flu epidemic.

During the war patriotic fund raising was undertaken and in 1918 National Blackberry Day saw 769 lbs of berries picked by the village.

Ted White talked about the journal produced by Boots for its staff and those from Boots who had volunteered for the forces - *Comrades in Khaki*. The intention was to maintain links between the factory and the soldiers and also used to encourage recruitment, something that Jesse Boot was very keen to see from his staff; to report news from the front to reassure those at home; obituaries of men who had been killed; anti-German propaganda, give the troops news of happenings at Boots and to raise money for the benefit of the sick and wounded.

The magazine closed on 1 May 1916 due to a lack of labour and difficulties in obtaining paper. It lasted for one year and had 12 editions. The journal is now sought after by collectors but copies can be found in some local archives.

Christine Drew overcame her physical difficulties to deliver a fascinating and well illustrated account of the prisoner of war camp at Sutton Bonnington (known to the the authorities as Kegworth Camp) and also the camp at Donnington Hall.

These camps were for officers, many of whom arrived with lots of luggage. Christine had several amusing elements to her talk. She outlined the background to the building of POW camps of which there were 50 in the UK, 13 of which were for officers and some for civilian internees. Of the total of 507.000 prisoners of war taken by the allies, 128,000 were housed in the UK.

Sutton Bonnington camp was set in the buildings and grounds of the Midland Agricultural College, now the campus of the Agricultural Department of the University of Nottingham. It was surrounded by two 9 feet high electrified wire fences and other security elements were a daily roll call but generally security was lax and 22 officers made an escape through a narrow tunnel - all were recaptured within six days.

Christine was followed by **Jill Oakland** who gave a talk about the VAD hospital based at the Cedars in Beeston.

This house had been owned by the Poyser family (Nottingham jewellers) but when put up for sale in 1914 was bought for use as a hospital which opened in February 1915.

Despite records not been greatly available, Jill had traced some of the occupants and nurses involved and also outlined the condition in which the VAD ladies worked.

After lunch **Pauline Marples** enlightened us about the Army training camp at Clipstone.

Pauline's work is the subject of a popular exhibition at Mansfield Museum and a very interesting book. Clipstone was a very large camp which at its height contained 5,000 men being trained for Army service.

The camp closed in 1920 with its huts being sold off; there are still some to be found in Forest Town to this day.

Robert Ilett explained the situation of Worksop in the period immediately before the War started. It was a town which had shifted from depending on maltings, agricultuiral services and woodturning to being a colliery town with three pits in its proximity.

Val Wood discussed the impact the war had on women and children. Val explained the poor situation of mothers and babies; that Nottingham relied upon voluntary organisations to provide essential care for them and that the changes brought about by the war lead to welfare reforms after the war ended.

Faith Blakemore and Neil Bettison talked about the Trent to Trenches exhibition work and the grants available to local organisations doing war related research.

Professor John Becket brought a fascinating day to an end with a succinct and penetrative analysis of the talks and also suggested other aspects which the day had not covered.

(Pictures from the day will be included in the Spring 2015 issue)

The Annual Luncheon, 2014

Barbara Cast reports on the Annual Luncheon held on Saturday 1 Novmber 2014

This year we were in Edwinstowe for our lunch, at the Forest Lodge Hotel to be exact. The sixty-five Society members and guests were accommodated most appropriately in a former barn, now converted to an attractive dining room.

As usual we were welcomed by our Chair, Professor John Beckett, and then led in grace by Alan Langton.

Our lunch kept up the standard to which we have come to expect at this annual Society event with a splendid three course meal, ably served by the friendly staff.

After lunch we raised our glasses for the toasts, John Beckett proposing that to the Queen and Penelopy Messenger that to the Society in which she reminded us of the rich programme and publications we enjoy during the year and thanked those who were responsible for providing them. President Adrian Henstock responded to the toast with his thanks and a resume of the history of our nearly one hundred and eighteen year old Society in the context of similar historic literary and antiquarian bodies in other parts of the country. He particularly focussed on a remote library in Perthshire, founded in 1680, and Bromley House, founded some 130 years later. Adrian also reminded us of the need to keep foundations such as these and ours relevant to the 21st century. He said that the Thoroton Society has moved forward considerably in this regard, with a most useful website, online bibliography and the Heritage Gateway all holding a wealth of information. However, we do not forsake our traditional publications and yearly programmes which are much appreciated and enjoyed by our members.

Our after lunch speaker was Professor Charles Watkins of the University of Nottingham School of Geography who gave us a very appropriate talk, seated as we were in Sherwood Forest country, on the Ancient Oaks of Sherwood Forest. Charles' expertise and special interests lie in rural land management, the history of forestry and the conservation of Sherwood Forest. He is a trustee of the Sherwood Forest Trust.

We were all fascinated by his talk which was accompanied by a useful booklet full of pictures and quotes about the trees of the forest, some dating from the 18th Century. One of the interesting men noted by Charles was reported as a 'first-rate entymologist'; he was John Trueman of Edwinstowe - on his walk to our venue through the churchyard, Charles noticed a grave which read - 'In the apartment below lies John Trueman' - could it have been the insect expert?

Charles went on to say that it was Sir Walter Scott who was responsible for the international view of the Forest with its Robin hood associations, but that landowners and country people had celebrated it and its ancient trees in many other ways over hundreds of years. The widespread knowledge of Sherwood Forest was illustrated by the fact that there is even a map of England in the Pope's library, showing the forest straddling the centre of the country.

It is difficult to date these ancient trees, Charles continued, but some could well be a thousand years old or more - dendrochronolgy had identified an earliest date of 1415 and this was from a tree which had a substantial hollow centre which could not be measured - so this could well be several centuries older than the measured 600 years.

Finally we were encouraged to look out for ancient trees in other parts of the county and some membners were able to point the way to where others are still standing.

Again, everyone enjoyed this friendly time together and we look forward to our lunch next year on 7 November 2015.

(*Pictures from this event will also be included in the Spring 2015 issue)*

John Manley

Recently announced on the BBC web site is the information that a memorial has recently been unveiled in Carlton cemetery to John Manley.

John was a soldier who fought in the famous battle of Rourke's Drift in 1879 during the Zulu Wars. John died on October 1924 and was buried in an unmarked communal plot with no memorial.

He was born in Ireland and served with B Company of the 2/24th Warwickshire Regiment which defended the hospital and stores at Rorke's Drift. John received no medal recognition for his part in the battle.

After the war he became a house painter, married Ellen Carroll and had six children.

Rorke's Drift was made famous by the film starring Michael Caine.

The new memorial was organised by military historian Tony Higton and the unveiling ceremony was attended by Private Manley's great-granddaughter, Jan Jarvis and members of the Diehard Company re-enactment group.

Membership Renewal 2015

The membership subscription for 2015 is due on 1 January 2015.

As agreed at the last AGM, the individual Ordinary membership fee has been increased by £1.00. All other fees remain the same.

The revised fees are:-

Individual Ordinary Membership	£25.00
Individual and Associate	£31.00
Indivdual and Record Series	£35.00
Individual, Asociate and Record Series	£41.00
Institutional Ordinary Membership	£25.00
Institutional Record Series Membership	£20.00 (UK)
	£24.00 (Overseas)

Members who pay by Standing Order must cancel their existing order. A new Mandate is included with this Newsletter. The Mandate must be presented to the bank before the end of 2014 - please do not send it to the Society.

Members who normally pay by cheque are offered the opportunity to set up a Standing Order or pay using on-line banking. Full instructions are included in the reminder letter mailed with this Newsletter.

All subscriptions should be paid on, or around, 1 January 2015.

If you have any queries please contact Dr. Judith Mills, Membership Secretary at membership@thorotonsociety.org.uk

1914 in Nottingham

BARBARA CAST has found events for this year

We have commemorated the Great War in Nottinghamshire in several of our events, especially in the Joint Day school with the NLHA. Here are a few of the other notable dates of that momentous year.

On 24 June 1914 King George V and Queen Mary visited Nottingham. A month later the war started and on 10 August the Robin Hoods left from the Midland Station bound for active service. It was less than two months later that the first casualties arrived at Nottingham's General Hospital.

Malt Cross Caves

A Nottingham filmmaker is collaborating with the Malt Cross Historical Music Hall to produce a short film to run parallel with their heritage funded refurbishment.

Ellie Wake will direct *Under the Music Hall* which she also wrote. It is an historical fantasy-based drama set in the cave under the Malt Cross and within the historical buildings that lay under the cafe bar. The short film tells the story of a local girl who is invited into the cave by a documentary film crew and she discovers the beauty of the cave, its history and is visited by characters from the past.

More information is availble on-line at www.indiegogo.com/projects/under-the-music-hall-2

Snippets

Forthcoming events and news items

SATURDAY LOCAL HISTORY SEMINARS

University of Nottingham, Department of History, Lenton Grove, University Park, Nottingham.
Doors open at 9 am with coffee available and the seminars commence at 10 am and continue until 12.30 pm with a break for coffee.

The seminars commenced in October but information was unavailable when the previous issue of the Newsletter went to press, however, the remaining details follow:

13 December 2014 STEPH MASTORIS - THE WELBECK ATLAS

The Welbeck Atlas comprises over 80 maps based on surveys of the extensive estates of William Cavendish, Earl (and later, Duke) of Newcastle. These were commissioned from the surveyor William Senior between 1629 and 1640 and provide an important source for landscape studies in Nottinghamshire, Derbyshire and four other English Counties.

This seminar will describe the origins and structure of the Atlas and its relationship to Senior's written surveys.

Steph Mastoris curently works for the National Museum of Wales

3 January 2015 DR. STEVE HOLLOWELL - RESEARCHING AND CLAIMING THE LOST WAYS OF THE EAST MIDLANDS

New legislation places a time limit on claiming lost ways and having them placed on the Definitive Map - the legal record of public rights of way.

While Parliamentary inclosure provides strong evidence for the existence of these lost routes, there are many other historical sources which are able to add to the story.

We will be looking at the historical background to the early ways and the legal jungle of proving their existence in order to have them restored.

Steven Hollowell is an historian and Public Rights of Way Consultant.

14 February 2015 PROFESSOR MICHAEL JONES AND TEAM - THE WHITE BOOK OF SOUTHWELL

The White Book is a collection of the privileges, title deeds and other records relating to the Collegiate Church of St. Mary, Southwell, the Chapter which governed it and their estates. Begun around 1335, it was largely completed by 1460. Many relate to lands acquired by the Chapter, especially along the Vale of Trent. The White Book thus furnishes valuable evidence not simply for medieval ecclesiastical history but for social and economic developments, including local impacts during the period of the Black Death

14 March 2015 BRIAN DAVEY - CRIME, COMMUNITIES AND MAGISTRATES 1750-1850

The seminar will survey the debate about law, magistrates and summary justice in the eighteenth century as the context for the study of the notebooks of Thomas Dixon of Riby (1787-1798).

The second part of the seminar examines the unusually full sources available for the study of crime, courts and policing in the wapentake of Bradley Haverstoe (the rural hinterland of Grimsby) between 1839 and 1850.

Brian Davey is a local historian with a special interest in crime and policing. He taught Regional and Local History courses for the University of Hull and the University of Lincoln.

*****

FRIENDS OF BESTWOOD COUNTRY PARK

Tours of the Bestwood Colliery Winding Engine House are free and, for the first time, will continue through the winter months this year every Saturday from 10 am to 12 noon on a drop-in basis.

At the same time the Community Café run by the Friends and Bestwood Village WI is open in the Dynamo House which is adjacent to the Winding Engine.

Events to come: Saturday 6 December 10am to 1 pm at the Dynamo House - Make an illuminated Victorian fireplace to light up the dark afternoons, along with other crafts. £2.00 per child and suitable for age 5+. Contact Adele Williams at email: adele.williams@nottscc.gov.uk or on 0115-976-2422.

Wednesday 10 December, 2 pm to 4 pm - Christmas Past.
Gather round the tree in the Dynamo House for a mince pie and look back at how Christmas used to be. To book a place contact Adele as above or David at email david.amos@nottscc.gov.uk or the same telephone number.

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BASSETLAW MUSEUM - RETFORD

To 31 January 2015 - THE MAGIC OF ADVERTISING

An exhibition of packaging and advertisements for local and iconic brands and businesses.

To 31 January 2015 - OVER BY CHRISTMAS. THE GREAT WAR 1914-1918

An exhibition displaying an overview to World War 1 with artefacts, local photographs, documents, military equipment and uniforms from the museum's collection.

Saturday, 22 November - 10 am to 4 pm (with an hour lunch break) - SOFT CUT LINO PRINTING FOR BEGINNERS with artist CAROL EASON

The day includes help with sketching a design and transferring it to lino, cutting the block and printing with colourful inks onto various papers. Attendees will have original prints to frame or make into cards at the end of the session. Cost £35 and suitable for adults and children over 11 years.
Enquiries to: carol@caroleason.co.uk

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HISTORICAL DIRECTORIES

Many readers will be regular or occasional users of trade directories, as an invaluable source for local historians. In 2003 the University of Leicester launched a directories website with 675 directories from all over the country. This has now been revamped and transferred to a different site so that it can be maintained and updated: http://specialcollections.le.ac.uk/. The site is fully searchable and individual directories can be downloaded as PDFs.

With libraries increasingly prone to removing directories from open shelves, and sometimes reluctant to fetch them from store if they have become dilapidated, this is an invaluable source.

The site includes several directories for both Nottingham and Nottinghamshire.

*****

THE WESTON GALLERY

To 4 January 2015 - GEORGE GREEN. NOTTINGHAM"S MAGNIFICENT MATHEMATICIAN

An exhibition cover the life and times of George Green, possibly best known for his connection to Green's Mill (his father's mill) in Sneinton which is now a Science Centre.

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THE HARLEY GALLERY

To 24 December 2014 - A SYMPHONY OF CURVES Geoffrey Preston: A Tradition in Plaster

Geoffrey Preston is one of the UK's leading architectural sculptors, specialising in sculpture and decorative plasterwork and in particular the art of stucco.

He has been at the helm of many award-winning projects and this exhibition highlights his work and places it in its historical context.

14 February 2015 to 12 April 2015 - THE HARLEY OPEN EXHIBITION

For the Open Exhibition the Gallery invites artists from far and wide, whether professional or amateur, to enter their work in this biennial competition.

14 February to 12 April 2015 - SILENCE SPACE SHADOW

New drawings and mixed media work which reflects an ongoing critical investigation and exploration of how intangible elements can be made tangible through particular materials and forms.

NOTE - the Gallery is closed during early 2015 for refurbishment.

*****

NOTTINGHAMSHIRE ARCHIVES' EXTENSION PROJECT

The Archives building closed on 18 October 2015 and will re-open in Spring 2015.

Work is progressing on the £2.5 million investment project to extend the building to preserve the County's rich documentary heritage for future generations.

When the building re-opens there will be increased storage capacity for historical archives, a new refreshments area, two meeting rooms and exhibition spaces.

There will be volunteering opportunities and a chance to join the Friends Group.

During the closure period the archives can be contacted on 0115-958-1634 or by email archives@nottscc.gov.uk. A reprographics service will be available so it may be possible for reproductions of documents to be available. Contact as above for more information.

*****

THE UNIVERSITY OF NOTTINGHAM MUSEUM

Saturday 22 November 11.15 am to 1.15 pm and 2pm to 4pm - HELP THE MUSEUM CURATE ITS CELTIC COINS

Attend to find out about the Museum's collection of coins from the Iron Age, then help to identify them and add their details to the permanent Museum records.

This event is part of the museum's project to record its coin collections.

Groups of 10 people per session; aged 14 and over.

For details and booking call the Box Office on 0115-846-777.

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CRESSWELL CRAGS

MINING MEMORIES

On Saturday 8 November a new, free, exhibition opened exploring memories of Cresswell's mining past.

The exhibition brings to life oral history recordings of local people which were recorded as part of a Heritage Lottery funded Limestone Journeys project.

The exhibition explores day-to-day life of the miners and their families as well as looking at the tragic disaster of 1950 in which 80 men lost their lives.

*****

ENGLISH HERITAGE

In a recent announcement it has been confirmed that English Heritage will separate into two organisations in Spring 2015.

A new independent charity with the name of English Heritage (with a government grant of £80m) will continue the work of looking after the ancient monuments, castles and abbeys, historic houses and the present unique sites in its direct care.

The second organisation to be called Historic England will conduct the statuary role of giving expert advice to owners, local authorities and the public.

The intention is that the charity will become fully self-funding over an eight year period.

John Shaw in action at Waterloo
(from Knolly's: Shaw the Life Guardsman)

A representation of Shaw in the Life Guards Museum in London
(photo Colin Pendleton)

A postcard printed in Belgium depicting the French attack on Haie Sainte farm during the battle of Waterloo.