

# CONSERVATION IN NOTTS

The Newsletter of the Nottinghamshire Building Preservation Trust Limited

Volume 7 No 1



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February 1984

Winter

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# NOTTINGHAMSHIRE BUILDING PRESERVATION TRUST LIMITED

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## The Work of the Trust

The Trust - as a limited company with charitable status - operates within a legal framework, designed to protect buildings of historical and architectural interest and to maintain the character of towns and villages in Nottinghamshire. The Trust was formed in 1965 and has over the past years built a fine reputation for its assistance both financial and technical in helping preserve the heritage of the County. However in recent years the Trust has lost, because of Government cutbacks, the financial assistance of some of the local councils. The Trust will therefore concentrate on:

- (a) Advising local planning authorities on applications to alter or demolish listed buildings, and on applications affecting conservation areas;
- (b) Presenting evidence on the same issues if and when they come to public inquiry;
- (c) The Trust is anxious to extend its work in two other directions. It is prepared to offer technical advice to owners who, without proposing to alter a building, wish to maintain its essential character and possibly to restore historic features. Such advice calls for professional knowledge and skills. Owners will therefore be expected to pay a modest charge for such advice. This advice is available not only for buildings listed or in conservation areas, but for any building of age;
- (d) The Trust is particularly anxious to resume its policy, carried out successfully in Windles Square, Calverton of acquiring old buildings, restoring them suitably and then selling. The Trust has limited capital funds for this purpose, but hopes to be able to borrow the additional funds from the Civic Trust or from local authorities.

The Trust has accumulated a large collection of photographs and reports, and they are important for reference. Recently the Trust has surveyed a number of farm buildings because they are often now redundant. They differ from one part of the county to another, and it is impossible to advise on, for instance, a proposal to convert a barn into a house unless its historical character is understood. Recently the Trust has extended this by arranging surveying weekends for members. At these members learn the technique of measuring buildings whilst acquiring a valuable record for the Trust of the important buildings in a particular village.

## Finance and Establishment

The Trust depends for its finance on voluntary donations. The largest source of voluntary help is supplied by local authorities. From 1980 and for the foreseeable future, owing to cutbacks in Local Government expenditure, the amount of this help will be much reduced and a greater emphasis on help from private individuals and voluntary organisations will be needed.

The Trust invites subscriptions from those who wish to associate themselves with this work; the rates are as follows:

|                       |        |
|-----------------------|--------|
| Individual membership | £3.00  |
| Corporate membership  | £5.00  |
| Life membership       | £30.00 |

Much of the work is done by volunteers from the Trust's new headquarters at the Bowls Pavilion, West Bridgford, which the Trust is restoring. If you are interested in finding out more about us please contact Marta Phillips at the above telephone number.

## Subscriptions

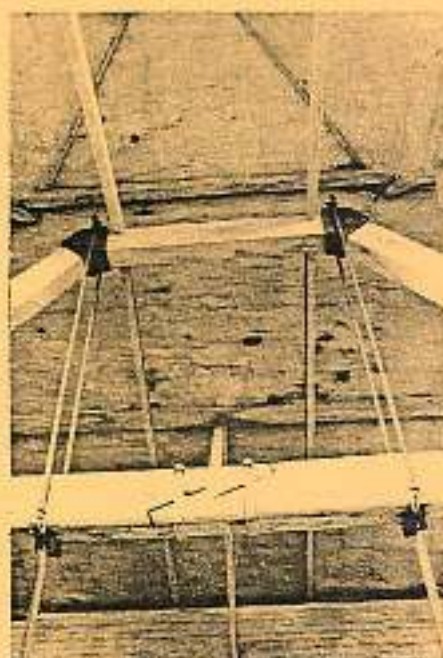
Our subscription level has stayed the same for many years despite a huge increase in administration costs. The annual subscription barely covers the cost of the newsletter and postage. Our income from local authority grants has been drastically reduced and so we must rely on dramatically increasing our membership to survive. So, please try to enlist a new member this year - leaflets advertising our work are available from the Trust's offices - or why not take out a subscription to the newsletter for a friend who has moved away from the area.

## NEWSLETTER

Additional copies of the newsletter can be provided either singly @ 25p p+p, or in bulk:-

|                   |                        |
|-------------------|------------------------|
| 10 copies         | £2.00 post paid        |
| 50 or more copies | £1.75 per 10 post paid |

or sent to any part of the U.K. for £1.50 a year.



Hine's warehouse roof detail - note scarf joint and tie rods (see page 4).

Registered with the Civic Trust

Registered Charity No. 254094  
A company limited by guarantee and registered in England  
Registered No. 897822

## The Heritage of the County is in Your Hands



# COMMENT

A. Blenkinship

## Europa Nostra Awards

Europa Nostra which is the International Federation of Associations for the protection of Europe's Cultural and Natural Heritage has announced its award scheme for 1983. Only six Diplomas of Merit have been given in Great Britain. Nottingham has achieved one of these for the following three projects: (i) The Lace Market (ii) Express Buildings (iii) The Camellia House

The last issue of the Newsletter featured an article on Express Buildings and it is hoped to follow this up with similar articles on the other two award winners. Congratulations go to all those involved in the scheme owners, developers, architects, builders and tenants.

## Next Project

Following the successful restoration of Linby Lane the Trust is again looking for suitable restoration projects. A sub

committee has been set up to carry out detailed appraisals of all suggested properties. Anyone who knows of any building which is available should get in touch with Dick Blenkinship at the Trust giving as much information as possible.

It is hoped in future issues to keep readers up to date with all aspects of conservation work in the county. Any architect, owner, council or amenity society that believes they have a newsworthy item should get in touch with Marta Phillips on the Trusts number. One of the Trusts 'intrepid reporters' will follow up the story.

NB.

It was agreed at the AGM that subscription rates are to go up in April 1984

Ordinary members £3  
Life members £30  
Corporate members £5

Are your subs overdue?

## TIMETABLE OF EVENTS

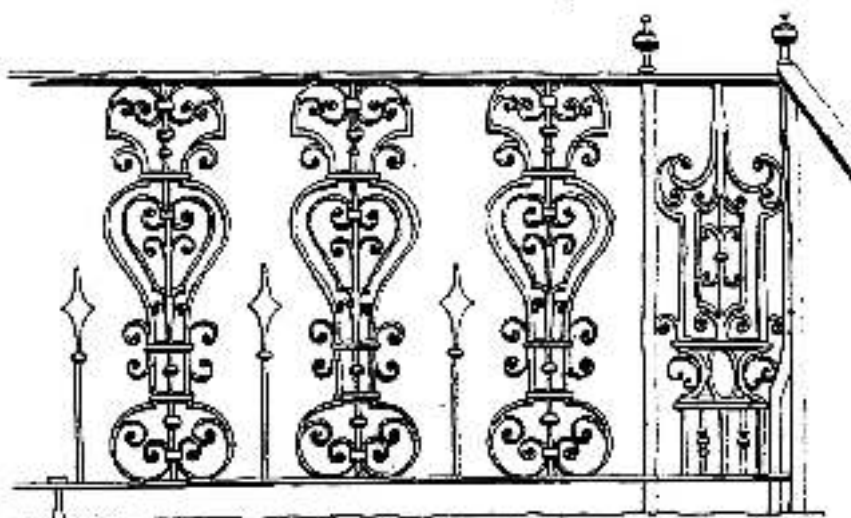
|   |           |   |           |   |           |
|---|-----------|---|-----------|---|-----------|
| 4th February 1984<br>Archaeology of the Air<br>J. Pickering<br>Loughborough & District Archaeological Society, Quest House<br>Loughborough.   | 7.00 p.m. | 17th February 1984<br>Grants for Housing Renovation<br>K. Scurr<br>Beeston & District Civic Society, Beeston Library.<br>Visitors Welcome.  | 7.30 p.m. | Wills - D. Marcombe<br>Notts. Family History Society,<br>Cathedral Hall off Derby Road,<br>Nottingham. Visitors Welcome.  | 7.15 p.m. |
| 7th February 1984<br>History of the Water Closet<br>S. Jackson<br>Newark Archaeological & Local History Society, Newark Museum.<br>Visitors Welcome.                                | 7.30 p.m. | Observing & Interpreting<br>Vernacular Architecture<br>G. Beaumont<br>Bishop Grosseteste College.<br>Fully Booked   | 7.40 p.m. | 15th March 1984<br>Vanished Lincolns. Houses<br>T.R. Lench<br>Lincoln CMC Trust, Edward<br>King House Lincoln.<br>Visitors Welcome, £3.50.                                    | 7.30 p.m. |
| The Dove Beck<br>S. Wright<br>Notts. Environmental Association.<br>Contact Mr. M. Lindley, 1,<br>Corman Court, Arnold, Nottingham.  | 7.30 p.m. | 20th February 1984<br>History of Bands, Bandstands<br>and Musicians<br>G. Weir<br>Warrilby Historical Society,<br>Robin Hood Pub.,<br>Lambley. Visitors Welcome, 50p.                           | *         | Ruddington Rebels - the 17th<br>Century Dissenters<br>E.M. Lawson<br>Ruddington Local History &<br>Amenity Society, The Hermitage,<br>Ruddington. Visitors Welcome, 20p.      | 8.00 p.m. |
| 8th February 1984<br>A Place of Execution<br>T. Lambley<br>Notts. Family History Society,<br>Cathedral Hall, Off Derby Road,<br>Nottingham. Visitors Welcome                        | 7.15 p.m. | 1st March 1984<br>George Green & the Sneinton<br>Windmill<br>Miss D.M. Canner<br>West Bridgford & District<br>Local History Society,<br>West Bridgford Library.<br>Visitors Welcome, 30p.       | 7.45 p.m. | 16th March 1984<br>A Woman's Work in the<br>Home 1860-1910<br>J. Richardson<br>Bishop Grosseteste College.<br>Various Fees - Please enquire.                                  | 7.40 p.m. |
| 9th February 1984<br>Recent Research in Leicestershire<br>Loughborough & District<br>Archaeological Society, Quest<br>House, Loughborough.  | 7.30 p.m. | 10th March 1984<br>Day School: The Medieval<br>Castle - Chris Drage<br>Workers Educational<br>Association/University<br>of Nottingham.  | *         | 17th March 1984<br>Wollaton, and the Wollaton<br>K.S.S. Train<br>Thornton Society of Notts.<br>Cathedral Hall, Nottingham.<br>Visitors Welcome                                | 3.00 p.m. |
| 14th February 1984<br>Local Country Houses<br>G. Beaumont<br>Burton Joyce & Bulcote Local<br>History Society, Burton<br>Joyce Library. Visitors Welcome, 50p.                       | 7.45 p.m. | Day School: Framework Knitting<br>in the East Midlands.<br>(Visit Included) -<br>M. Palmer<br>East Midlands Studies Group,<br>Martin Hall, Loughborough<br>University.                          | *         | 23rd March 1984<br>Lost Villages of Notts.<br>A. Cameron<br>Beeston & District Civic<br>Society, Beeston Library.<br>Visitors Welcome.  | 7.30 p.m. |
| 15th February 1984<br>Rushcliffe Roads and<br>Communications - J. Heath<br>East Leake & District Local<br>History Group, 4, Manor Farm<br>Meadow. Visitors Welcome, 20p.            | 8.00 p.m. | Ordinance Survey Maps<br>H. Vernon-Roduliffe<br>Burton Joyce & Bulcote Local<br>History Society, Burton Joyce<br>Library. Visitors Welcome, 30p.  | 7.45 p.m. | Listing Derbys. Buildings -<br>E. Perkins, M. Antram<br>Derbysire Archaeological<br>Society. Contact Society for<br>Venue. Visitors Welcome.                                  | 7.30 p.m. |
| 16th February 1984<br>History of the Diocese of<br>Southwell -<br>N.S. Poland<br>Ruddington Local History &<br>Amenity Society The Hermitage,<br>Ruddington. Visitors Welcome, 20p. | 8.00 p.m. | 14th March 1984<br>Old Woodwork Tools<br>D. Offey<br>Beeston & District Local<br>History Society, Friends<br>Meeting House, Erewash<br>Borough Museum, Beeston.<br>Visitors Welcome. Collection | 7.30 p.m. | 27th March 1984<br>Thomas North, Local Coalowner<br>T. Leslie<br>Nuthall & District Local<br>History Society, Church<br>Hall, Watnal Road,<br>Nuthall. Visitors Welcome, 30p. | 7.30 p.m. |
| History of the Museum<br>B. Loughborough<br>Friends of Nottingham<br>Museums, Cathedral Hall<br>off Derby Road, Nottingham.<br>Visitors Welcome, 30p.                               | 7.30 p.m. |   |           | The Dove Beck<br>S. Wright<br>Notts. Environmental Association.<br>Contact Mr. M. Lindley, 1, Corman<br>Court, Arnold, Nottingham.  | 7.30 p.m. |

\* For more information, contact the Centre for Local History, Notts. S6101 ext. 2714

## Wrought Iron Balustrade at Bramcote Manor House

These beautiful wrought iron railings at Bramcote Manor House were recently repaired by Chris Topp of Dorothea Restorations for the owner, Mr Little. The railings show signs of several previous restorations, but none of them recent, and the work is nearly all original. The material is entirely wrought iron, there is no mild steel in the balustrade at all. The iron was found to be full of carbon and therefore made by charcoal smelting. The date is uncertain, but perhaps early 18th Century; certainly pre-rolling mill era and pre-puddling process.

The balustrade is not in its original place. Chris found that the joints didn't fit properly and that each panel was slightly curved as though the railings were originally built to form a curve on plan. Five or six of the panels are of different design and once incorporated large pieces of plate work; perhaps to hold a coat of arms which were later removed.



WROUGHT IRON RAILINGS, BRAMCOTE MANOR HOUSE

Graham Beaumont

## The Nottinghamshire Farm Buildings Study Group

### A. The Aims of the Group are as follows:-

1. To study and record the vernacular architecture related to the agriculture of the county and, where applicable, to that of surrounding areas.
2. To carry out research to improve the understanding of the history of farming in the county and its relationship to adjoining counties.
3. To offer help and advice to owners and tenants to encourage the reuse of redundant vernacular buildings in the modern farming environment.
4. To encourage the retention, in the countryside, of our local building heritage, by whatever means are sensible.
5. To co-operate with others to contribute to a national body set up to co-ordinate local research.
6. To establish a museum of farming and country life in the County which will complement such as those in Lincolnshire, Rutland and in other areas.

### B. The Aims are to be achieved by the following means:-

1. By graphic and photographic recording on the ground.
2. By documentary research and recording.
3. By compiling a county archive on farm buildings which can relate to County, Regional and National records.
4. By preparing and publishing papers, booklets and other educational material to encourage a greater interest in farm buildings and their uses or re-uses.
5. By arranging visits, talks, lectures and study courses to promote a better understanding of farming practices and the buildings related to them.
6. By being organised to receive, collect and properly exhibit, buildings features and artifacts related to farming in Nottinghamshire.

A museum of Agriculture is to be opened in the Spring of 1985, subject to a satisfactory planning permission being obtained (an application is already lodged and under consideration) in an area central to most of the county and in a part of Nottinghamshire attractive to tourists.

The museum will be a private venture supported by voluntary helpers and enthusiastic laymen and discussions with the Tourist Board and Museums Service are now well under way.

The Nottinghamshire Farm Buildings Study Group will be housed in the museum and will act as a specialist organisation capable of putting into practice the aims already noted. It will NOT be another separate society but will comprise active members of existing societies who are prepared to put in some effort to achieve the aims by implementing the means already set out.

Many societies will be invited to take part. One local society has already carried out some investigation in its parish and another is seriously contemplating an investigation in the north of the county. We expect it will take about ten years to record the whole of Nottinghamshire with voluntary help so we would like to get a start in 1984.

If any member (individual or society) is interested in becoming involved, please let John Severn know. We shall need all the help we can get whether it be research in your local library, writing up information in your own home, surveying, photography, or cleaning the grease (or more likely rust) off an old implement. All manner of help will be welcome and will be organised to make the best use of any contribution.

John Severn's address is Home:-

11A Villers Road,  
West Bridgford,  
Nottingham.

or Office:-

10 Hamilton Road,  
Sherwood Rise,  
Nottingham.

Please send him a post card or letter rather than phoning, then a record is available of help and this can be passed on to the particular expert organising the subject.

# Low Level Station Restoration Project

(see cover picture - main elevation)

Like many once magnificent railway buildings of the Victorian boom period, the Low Level Station is now a shadow of its former self. Built in 1857 by the well-known local architect, T. C. Hine, it was to be the symbol in Nottingham of the prestige and importance of the Great Northern Railway. The splendidly bold and varied architectural cocktail once bustled with traffic and the magnificent glazed roofed platform area would have seen over 120 train movements a day at its peak. But the glory was short lived as in 1900 G.N. trains were diverted to the newly opened Nottingham Victoria. The Low Level Station was subsequently used only by L.N.W.R. trains and by 1944 was reduced to serve as a parcels depot. It has had little use and less maintenance since.



West wing diapered brickwork and arched windows

With a combination of circumstances have produced a solution for the station's predicament. Not only will the former station be restored and re-used, it will provide interesting and valuable work for the Government job creation agencies. It could also be the key to private investment in the acres of underused and derelict land round the station between London Road and Manvers Street. The scheme will provide a huge public benefit in the preservation of an important Listed Building, re-used derelict land and encouragement for the Council's existing programme of environmental improvement work on the Nottingham Canal which is adjacent.

The scheme brings together in a partnership of five agencies - British Rail, Nottingham City Council, the Department of the Environment, Manpower Services Commission and Nottinghamshire County Council - not only to restore the station building but also to help insert new confidence into the surrounding 55 acres of derelict land, and create training opportunities for unemployed local people.

The proposed scheme works like this: British Rail will take a principle role in the organisation of the scheme. They will act as the sponsoring body and in partnership with the City Council will provide initial finance for the project. Both parties have already confirmed their commitment to the project by each making available £20,000. The County Council are also taking a keen interest in the project and have made £5,000 available for this financial year - to be matched pound for pound by B.R.

By their own calculation, the building needs at least £40,000 spent on it immediately just to prevent further deterioration, as it has been poorly maintained in line with its low priority use in the railway organisation. Full restoration could cost £250,000 by conventional means.

Further funds will be raised from other grants giving sources as the project progresses. As the sponsoring body, B.R. will employ a Community Programme Agency (in this case the Family First Trust, who already have some experience in restoration work) to provide the labour, which will be recruited from Nottingham's unemployed.

A local firm of Architects with substantial conservation expertise - Wm. Saunders and Partners - will be employed to ensure that a sympathetic and good quality restoration job is achieved within the limits of finance available, the possible inexperience of the labour force and the need to provide a commercially attractive building at the end of the project. Extra architectural advice will be available from B.R.'s own in-house architects.

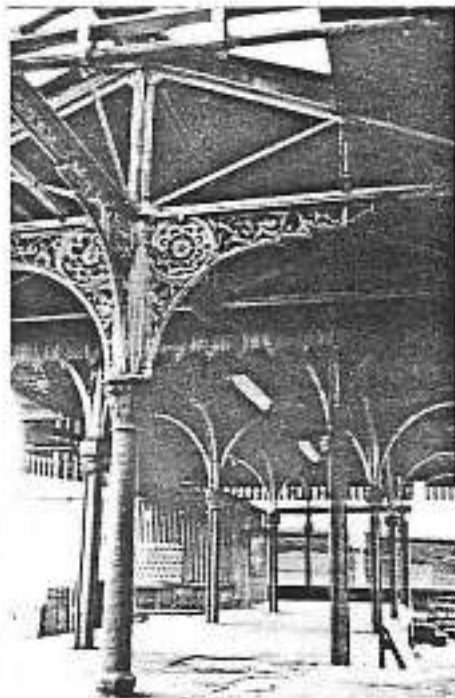
The restoration project is now underway and the building made wind and water tight. British Rail Estates will begin the process of marketing the building to attract a new commercial user with the advice of the City Council. It is not yet clear which use is most likely. In any event, release of the derelict land adjacent will facilitate proper servicing of the building. Any profit from the sale of the restored building will be returned to the MSC if the building is sold within a specified period.

A later part of the scheme is likely to include improvements to the general environment of the building to achieve a comprehensive improvement to this part of the canal side - including the forecourt and adjacent buildings.

The scheme is an experiment. If it is successful, B.R. are likely to repeat the scheme with their other listed railway buildings up and down the country. Although involved with Community Programme schemes before (as they seem to take the responsibility to try and provide jobs for the unemployed very seriously) they have not been involved in a project of this type.

The scheme enables B.R. to fulfill their public responsibilities to preserve our railway heritage, to provide useful work for the unemployed and to run an efficient railway organisation. For the City, the scheme will mean a considerable environmental improvement and community gain. It will help to contribute to the problem of unemployment and provide a stimulus to promote investment in derelict railway land. But the main result is that one of Nottingham's finest railway buildings from the Victorian period will remain to be enjoyed by future generations.

Hugh Goldring



Ironwork detail from platform area



# Hines London Road Warehouse

Stuart J. Warburton

During August 1857 the Great Northern Railway proudly opened its own station and line into the Midland dominated Nottingham. At the time the railwaymania had subsided and the opening of yet another station, albeit prestigious and ornate, caused little sensation outside the town. The station was designed by an eminent Nottingham architect, Thomas Chambers Hine.

The station building was a mixture of these two influences - the impressive grandeur of an industrial building superimposed onto the elevation and plan of a fashionable villa, it has always been argued that the design was initially for a wealthy home.

Included in the design brief was the provision for a two storey corn and general goods warehouse. It was this unlikely building which stole the imagination and attention of the local press. Although only one newspaper, the Nottingham Review (9th August, 1857), saw fit to report the opening day, over a third of the article described the construction of the warehouse.

Externally the building is a simple and yet pleasing design. Built of red/orange bricks, it has an ornamental course of yellow bricks flowing through the heads of the ground floor windows and doors, forming an aesthetic stringline. The windows are semicircular arched on the ground floor, and circular on the first floor, the latter with yellow brick architraves and unusual segmental stone sills. The windows are set into segmented headed recess bays, sixteen on each north/south elevation. Most of the windows have been bricked-in; those remaining have cast-iron frames. The northern elevation also features four large lorry entrances with the bays between each pair containing no first floor windows. The southern elevation on the other hand has two timber lucams (projecting hoist structure).

Despite the strong external appearance it was the internal construction which was the sensation. Hine, in an effort to provide a spacious ground floor area, suspended the first floor by means of wrought iron tie rods. This method was employed because of the provision, on the ground floor, of two wagon loading bays along the northern section and a single track railway along the southern section. Consequently, 965.54 sq. m. or 67% of the total floor area could not be supported by conventional cast iron columns. To support the weight of the floor and its load, Hine was forced to construct a massive roof structure, possibly heavier than was genuinely required.

## Roof

The roof construction is hip with a central pitch which necessitates 45 roof trusses and 8 peculiar longitudinal trusses situated to the left and right of the two roof valleys. The conventional trusses are constructed of timber and have one-piece principal rafters and collar beams with cast iron connections. The tie beams are in two pieces joined at the centre trusses by a scarf joint strengthened with wrought iron stirrup straps and timber wedges connections.

Connected to the principal rafters are extroverted timber struts supporting the purlin and valley, with two additional purlins running along the collar beam. The longitudinal trusses are identical but squatter and elongated, being attached to the two longitudinal tie beams at regular intervals by cast iron shoes. A cast iron connection is also employed to join the principal rafter and collar beam.

Attached to each cast iron connection are two wrought iron 'Queen' rods. These are secured to a wrought iron pin on the underside of the tie beams which also creates an anchor for the suspension tie rod. The tie rods are set in a linear pattern with a random spacing between each rod. Along the north/south axis there are eight rods and fifteen along the east/west axis, with the total number of rods being 105 (today three are missing). They support the floor by passing through the boards and wooden floor girder where they are secured to the underside by a bolt and a plate.

## Columns

Other prominent features of the construction are the use of conventional cast iron columns. On the first floor there are fourteen which are laid out in a symmetrical formation. These are employed simply as a support at the point where the longitudinal tie beams are butt-jointed together. The ground floor, however, has thirty four tall columns supporting the floor along the central section and are positioned in a semi-random pattern.



Roof beams and tie rods

## Lucams

Although the building has seen a series of extensions and alterations, the basic appearance differs little from that in 1857. The most notable change was the development of the buildings lucams. Originally there were two situated on the northern elevation at the position where there is an absence of first floor windows. Those which are present on the south elevation were added between 1861 and 1884. For the next fifty years the building remained structurally the same with three lucams on each north/south elevation.

The only notable period of development during these years was the elongation of the lucam on the northern elevation of the extension and the provision of a new engine and boiler house. After 1945 all but the existing lucams were removed and the ground floor of the extension remains roofed over.

Today the building stands as a monument to the age of railway superiority and the inventiveness of T.C. Hine. Few can argue that the construction is intriguing and if not unique, certainly uncommon. But one is left to question the necessity of such a massive roof structure and quantity of tie rods, which must have impeded movement on the first floor. It is also an interesting diversion to contemplate the appearance of Hine's submitted design for St. Pancras Station - was it a reflection of the Lace Market and did it have any suspended floors? Sadly, we will never know for the drawings are now lost.

Despite the warehouse being a Grade II listed building there is a question mark over its structural condition. In recent years two external buttresses have been added to the northern elevation and the tie rods have had little or no maintenance. However, one can be certain that the utmost will be done by the City to preserve one of the country's outstanding structural buildings.



Two projecting lucams

## Progress on Barton Dovecote

At last we have made a start on the repair of our only octagonal dovecote in the County at Barton-in-Fabis. Built in 1677 by Sir William Sacheverell, this lovely old dovecote is roofed with plain tiles and constructed of a mellow red brick. There are stone features to the doorway, a stone rat ledge running round the outside about two thirds of the way up the vertical walls and a glover at the apex of the octagonal roof structure.

Inside the building are nesting boxes for the pigeons and their young made out of gypsum and put together one tier upon another until the whole inner surface was originally covered with about twelve hundred units. Sadly most have already collapsed and we do not know yet if it will be possible to rebuild those that have disintegrated into a jigsaw puzzle of bits and pieces. Those that are intact are presently shored up in the hope that they can be saved.

It was in 1677 that William Sacheverell, a politician of national acclaim constructed this dovecote. Born in 1638 he came to Barton on the death of his father in 1662. He entered politics in 1670 after reading law and at the time of his death in 1691 he was M.P. for Nottinghamshire. The existing coat of arms which belongs in the dovecote is a helmet with a crest of a goat and these arms and the dovecote are the only remains of the Sacheverell residence now to be found in Barton. The alabaster tombs of the Sacheverells can be seen both at Barton and Radcliffe-on-Soar churches and both buildings are in any case worth a visit in their own right.

Surprisingly the general structure of the building has proved to be sound enough to effect repairs without wholesale reinstatement. My policy is always to repair rather than to renew and with the Builders, Messrs. C.R. Crane and Son of West Bridgford, much thought has gone into ways of maintaining the original structure and building methods without perpetuating the constructional mistakes.

For example: As the roof spread, so pushing out the walls and wall plates, the movement forced open the joints between the tiled surfaces at each hip. This left a nasty gap into which water has poured for years, rotting batten ends, hip rafters and wall plate junctions. The rest of the roof surface appears to be sound and, therefore some means of repair without stripping the whole roof is called for.

### Simplicity

The answer is quite simple and effective. Firstly the wall plate junctions are renewed, only as far as is necessary and the originally rotten-ended hip rafters are re-connected to the renewed wall plate junction with specially made steel plates bolted through the sound timber after all decayed material has been removed.

One cannot push the walls back to where they were originally, neither can one squeeze the roof back into its proper place, but one can ease out the tiling pattern to cover the gaps at the hip junctions and, to stop water ever getting back into the timber fabric again, a small plastic channel has been inserted on the top of the rafter and pinned by its edges to the battens which did not quite meet. A very simple idea but one which, not only cannot be seen, but will not move, deteriorate nor interfere with the original fabric.

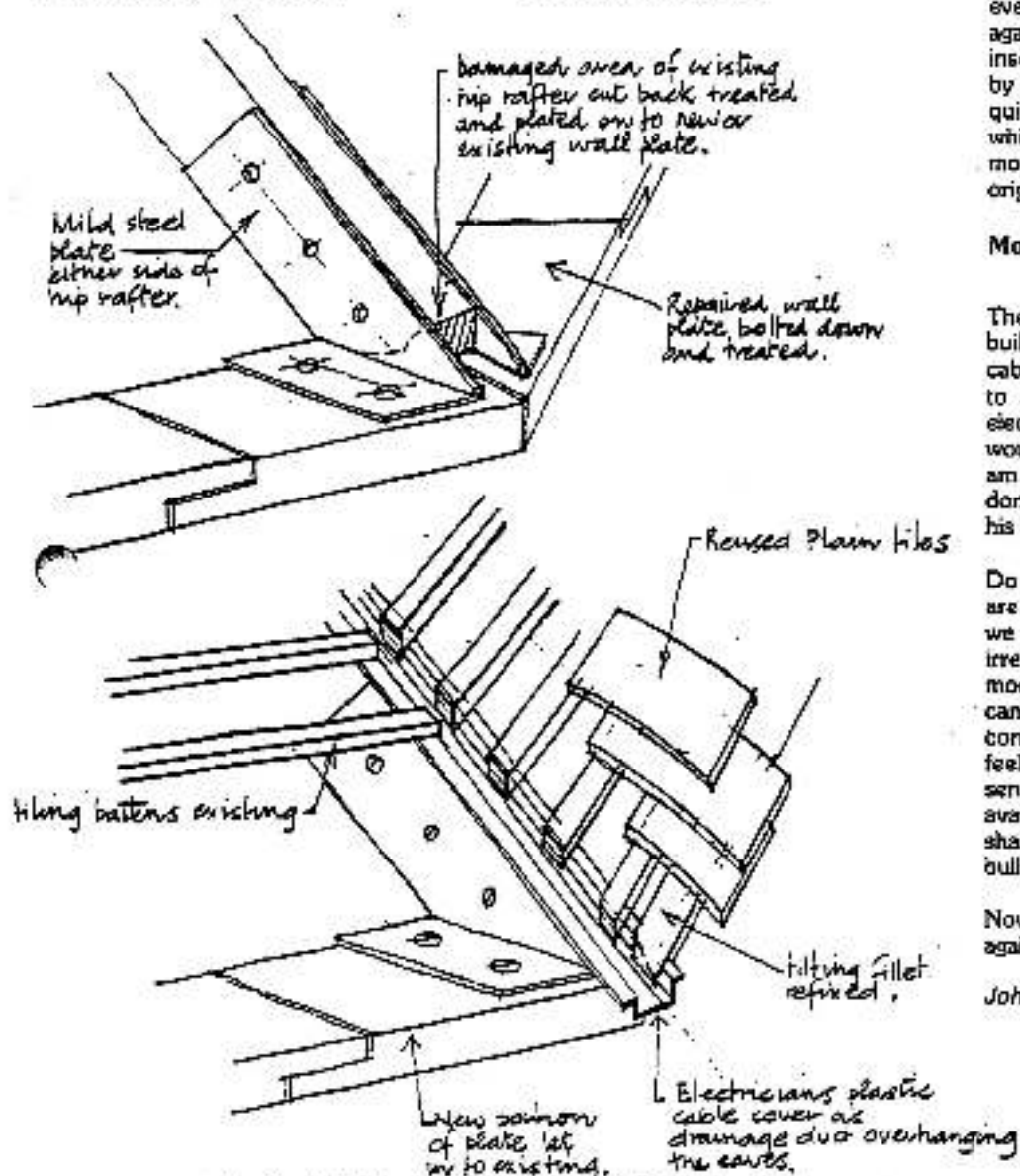
### Modern materials

The plastic channel is an everyday piece of builders material, in fact it is an electrician's cable cover for use in domestic house walls to stop you putting a nail through the electricity wire. Whether or not Sir William would have approved, I do not know, but I am sure Sir Thomas Parkyn would have done a similar thing had he been able to get his hand on a piece of plastic in the 1700s.

Do not think we are bodging, we are not. We are being most sympathetic and whatever we do we ensure that the repair is not irreversible. There is no harm in using modern materials in old buildings if they cannot be seen and if they cannot be confused or misinterpreted in future years. I feel we are justified in using whatever sensible and sound practicable methods are available and if they are economic as well we shall save some money to do the next building.

Now that the roof is weathertight and sound again, we can start on the walls.

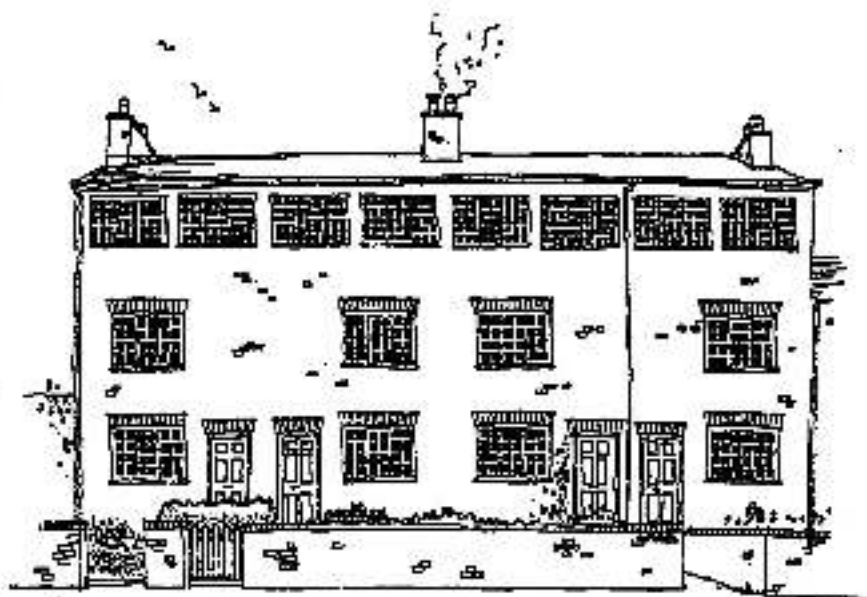
John Severn



These sketches illustrate the principle of the repair and are not to be used as site records.

Repairs to existing roof.  
N.B. roof is probably Victorian

# Nottinghamshire Framework Cottages



Top-Shops

106-112 Nottingham Road Stapleford

Of all the counties which owe their prosperity to the textile industry, it is perhaps Nottinghamshire which has a special tribute; and this can be seen in the existence of many domestic properties which were clearly adapted for home-working, and are now recognised as an important part of our industrial heritage.

The most significant event which created the growth in textile working was the invention of the knitting frame by the Rev. William Lee of Calverton in 1590. However, because of difficulties in obtaining a patent, the frame did not become generally available for another 200 years, long after the inventor died in relative poverty. In appearance, the knitting frame was an assembly of heavy timber sections, typical of medieval joinery, at which the operator sat, and by co-ordinated hand and leg movements the fabric was extended. It was said that an inexperienced operator could produce material up to ten times faster than by hand methods.

Initially, the frame stood in the cottage parlour, and was used to complement a modest income earned from a small holding or other agricultural labour. If space and income permitted, the frame would be located in a rear-outshot work-room built specially for this purpose.

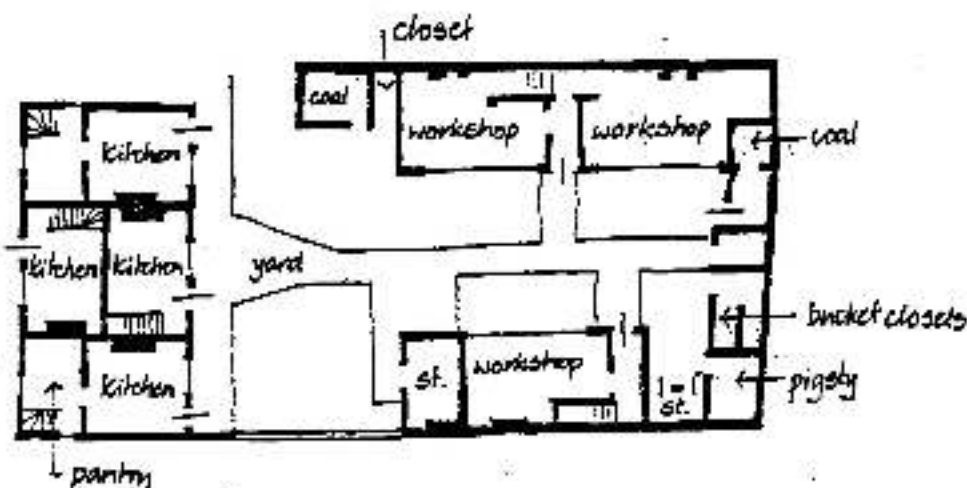
The need for good lighting over the work-space influenced the design of new cottages which had generally larger windows on the ground floor elevation, and many examples of this type still remain. In 1974 the Preservation Trust successfully completed the restoration of a terrace of four cottages dated 1834, at Windes Square, Calverton, these being originally part of a larger group, and were unusual in having large windows, both front and rear.

Calverton became an important textile village, as was neighbouring Woodborough, which remained active right up to the 20th. Century. This was an exception as it was recorded that in 1844 there were 16,392 stocking frames in the County, many lying idle through the developing use of steam power and factory mass-production. Already from 1823 the industry, based on home-working, was experiencing a cyclic decline culminating in the Great War when changing fashions and the loss of man-power made the frame obsolete.

Much nearer the City-centre is an attractive row of cottages at 271-277 Mansfield Road, Arnold; all have similar proportions and window detailing to the group at Calverton.

Even with larger windows on the ground floor, the light in the interior of the cottage was limited, and to substantially increase the window opening further would compromise the stability of the brick structure supporting the upper floors. Lighting was a critical issue, as contemporary reports indicated that many workers had failing eyesight before they reached the age of thirty, seriously affecting the quality of their work and livelihood.

By this time, Welsh slate was becoming universally available, being cheap, durable, light in weight, and requiring much less roof-framing and less perimeter support. It was not coincidental that frame-worker's cottages should change their form so radically as work rooms were now located at roof-level, contained by continuous ribbons of glazing below eaves level. Brickwork at that level was minimal or even non-existent as the weight of the roof was supported entirely by the timber window frames; and day-light penetrated deep into the work-room. Even then, this was refined as cast-iron permitted the fabrication of window frames with much slimmer glazing bars, but more often seen on commercial structures where the cost could be justified. As this space was virtually self-contained, independent access could be readily achieved, and often the work room would be sub-let or be a shared facility with neighbours, continuous above the domestic accommodation below. The finished goods or the initial raw materials were not bulky, and only occasionally would it be necessary to use a floor level access trap for hoisting to ground level.



Ruddington Framework Knitters Shops  
Ground Floor plan



These three-storey buildings are readily identifiable. Although many can be seen in city locations, it would be wrong to assume that the upward development of the building was due to land restrictions. Many have gardens front and rear making them desirable and practical town houses, even today, as the accommodation was especially generous. Perhaps the terraced group at Stapleford, (106-112 Nottingham Road) are a particularly fine example, being well proportioned and illustrate the ultimate form of this building type.

Other variations occurred, especially in rural areas. Two story 'top-shops' (as these buildings were called) can be seen, built as free standing work-rooms remote from the main house.

At Ruddington, another important and thriving textile village, a community workshop, can be seen on Chapel Street. The workers cottages, which accommodated four families, screen two double-storey workrooms which face each other across the small rear yard. The whole group and 1829 is largely intact and is opened to visitors by appointment only. Ruddington Framework Knitters' Shops Museum, Chapel Street, Ruddington. Contact Mrs Shrimpton Nottm. 212116 or Mrs Beardall Nottm. 213297. Admission Adults 20p.

Even by 1800, industrialists were building mills where water-power could be tapped, while the patent for James Watts' rotary engine made possible the forth coming steam age. Yet the factory aesthetic did not become characteristic until after 1850 when new materials permitted taller building and 'fire-proof' structures.

The decline in frame-working can be seen as continuous over a long period of time, complemented by the development of factory buildings in town centres. During this period the independant families found that it was often necessary to work sixteen hours a day for a bare existence and under such circumstances the family traditions ended. The Industrial Revolution had arrived.

B Cather

## Listing Resurvey of Nottinghamshire

Phase I of the national scheme to carry out comprehensive area resurveys and update of the Statutory Lists of Buildings Architectural or Historic Interest is now well under way, and due to end in 1985.

The Newark firm of Guy St. John Taylor Associates has been selected as consultants for Nottinghamshire in Phase II of the resurveying, which is expected to start in February next year. With the exception of those which have already been resurveyed recently, this programme should have been completed by 1987.

In the meantime, before the revised lists are published, a great number of buildings currently recorded as Grade III or 'Local Interest' buildings are unprotected and are therefore threatened by unsympathetic conversion, alteration, or demolition.

A measure of the scale of the problem is that it has recently been estimated by the County Council that the present number of approximately 3000 listed buildings will rise over the three year resurvey period to between six and ten thousand.

During the past eighteen months, approximately thirty buildings have been added to the list by the Department of Environment, that otherwise would have been either lost without any opportunity for recording or discussion of alternative uses, or else very substantially and unsympathetically altered. The Trust itself has been instrumental in the listing of a large proportion of these buildings by obtaining local information, background evidence, maps and photographs for submission to the D. of E. in support of particular buildings.

Buildings which have been added to the list recently are shown below for the interest of members. The one building which will not be easy to locate is the Portland Wharf Warehouse, Mansfield. The building was somewhat unceremoniously, but very carefully demolished, and transported to its new home at the Midland Railway Trust in Derbyshire, where it is hoped it will receive the respect it deserves. (A full report on the building will be included in the Spring Newsletter.)



### GEDLING BOROUGH

Arnold  
Carlton  
Colwick

Linby

Woodborough

34, High Street  
Former Laundry, Marhill Road  
Manor House, Mile End Road  
Barn at Manor House  
Two ranges forming courtyard at Manor House  
Colliery Farm 4  
Gladstone Farm Dovecote 1

### MANSFIELD DISTRICT

Portland Wharf Warehouse

### NOTTINGHAM CITY

The Ragged School, Brook Street.  
Great Northern Warehouse, London Road  
Bagthorpe Cottages

# BASSETLAW DISTRICT

## East Drayton

## East Retford

## Gringley-on-the-Hill

## Hayton

## Mattersey

## Misson

## Misterton

## North Leverton

The Old Vicarage 2

The Old Harrow Inn

84, Carolgate

Gringley Windmill

Hall Farm

Chapel House and Chapel

Dunridge House

The Cedars, Haxey Gate Road

The Toppings 3

Dovecote at rear of 'The Toppings'

Cottage next west of 'The Toppings'

Ivy Cottage

## North Wheatley

## West Drayton

## West Stockwith

## Worksop

Corner Farm

Old Mill Farmhouse

Dovecote and barn at 'Old Mill

Farmhouse'

Mill Farmhouse

Cartshed at 'Old Mill Farm'

Rockley Mill

Walnut Lodge

13-15 Park Street 5

2-14 Newgate Street

