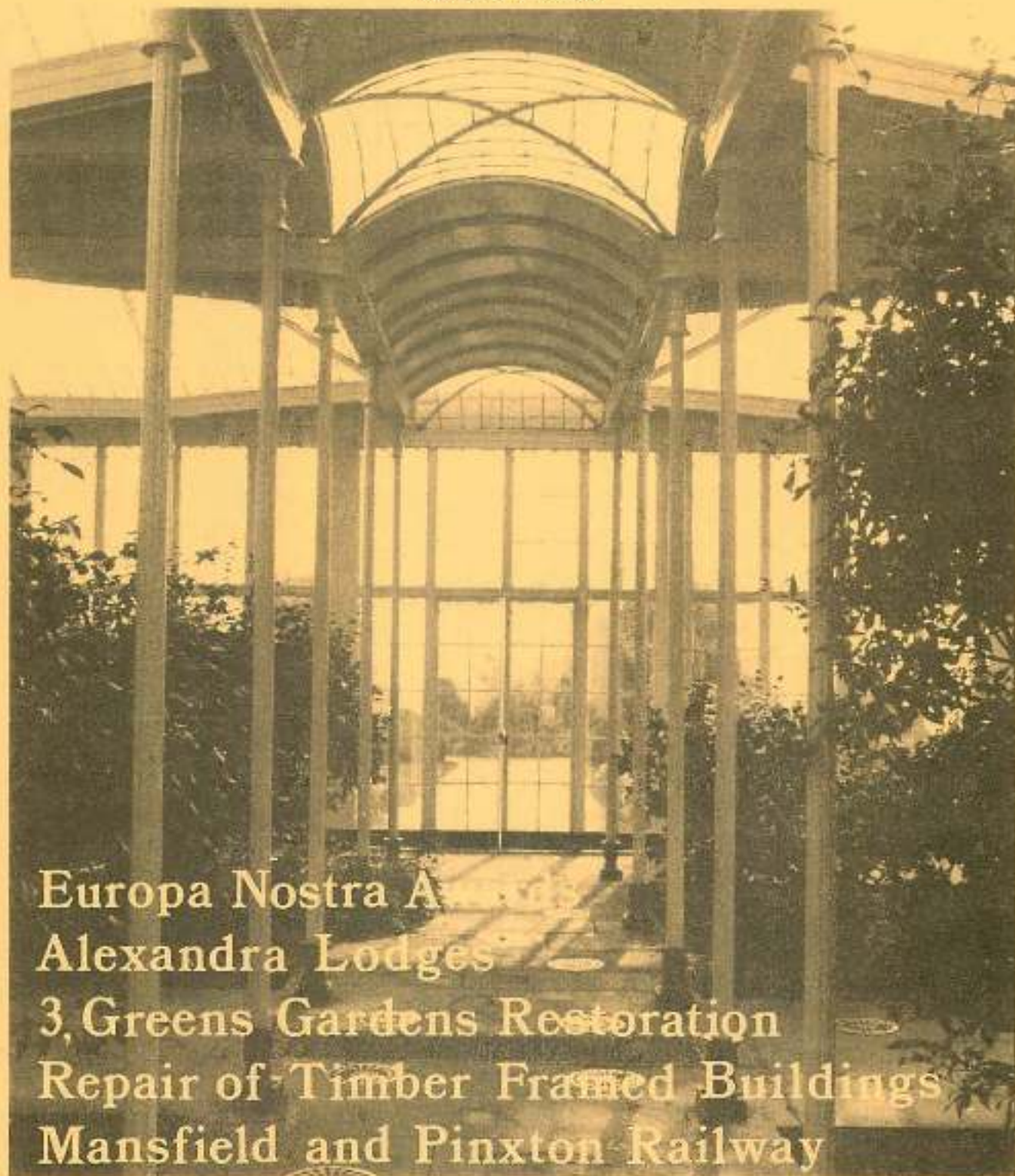


CONSERVATION IN NOTTS

The Newsletter of the Nottinghamshire Building Preservation Trust Limited

Volume 7 No 2



Europa Nostra Awards
Alexandra Lodges
3, Greens Gardens Restoration
Repair of Timber Framed Buildings
Mansfield and Pinxton Railway

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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 Windies 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.

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Resin or not for repair? See page 2.

The Heritage of the County is in Your Hands

COMMENT

Resin?

Whether or not to use modern polyester resins in the repair of timber framed buildings causes much heart searching for the Trust when it has to give architectural advice. In this issue Bryan Cather takes a personal look at the pros and cons and tries to put new techniques into a proper perspective.

This issue arose at a recent Technical Panel meeting. In an attempt to bring such issues to the attention of the wider membership, the contents of the Newsletter will in future be a standing item on the agenda.

Europa Nostra

Following up the article on Express Buildings in the November 1983 Newsletter, the two other projects which helped Nottingham win one of only six diplomas of merit - the Camellia House (illustrated on the front cover) and The

Lace Market - are briefly highlighted.

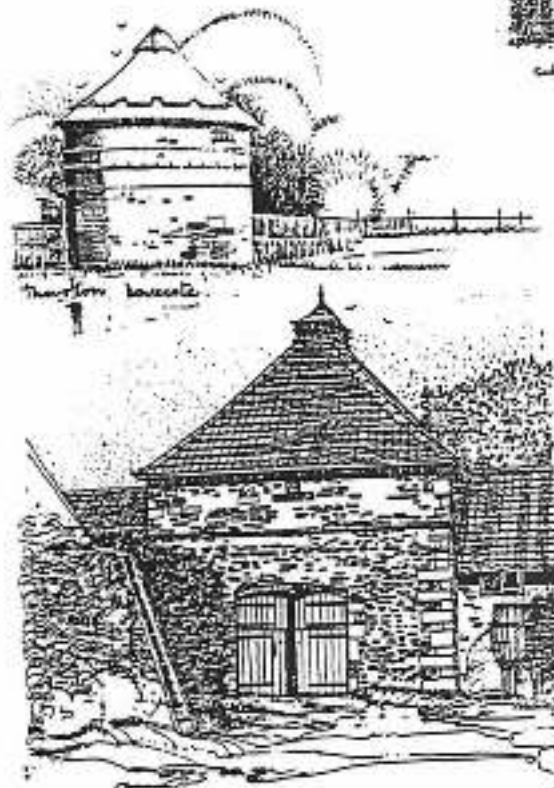
Restoration

Two restoration projects are covered in some detail in this issue; Richard Simpson describes the County's careful restoration of Alexandra Lodge - a grade II listed building - as a H.Q. for Leen Valley Park Countryside Rangers. And John Severn summons the spirit of Old Harry Chapman in the Trust's efforts to restore a little piece of the original part of Greens Gardens Sneinton, that could be given a new lease of life as the Mill Keepers cottage for the Greens Gardens Windmill Museum.

World War Two & Railways

Graham Beaumont looks at an unlikely building of historic interest and for railway lovers we reprint an article on the history of the Mansfield and Pinxton Railway.

Dovecotes in Notts



John Severn has produced an attractive and intricate poster on Dovecotes in Nottinghamshire, showing details of construction, design and materials. It is printed black on white A3 art paper and is available at only 75p each from the Trust's office. The proceeds will go

towards the Dovecote and Farm Buildings funds. Please send cheques or P/Os to:

The Old Bows Pavillion
Bridgford Road
West Bridgford
Nottingham
NG2 6AX

NOTES

Archives

Congratulations to John Severn who is now involved in the National Steering Committee on Archives. The Notts Trust is keen to be involved with the setting up of a Farm Buildings Archive, and to this end John requires willing volunteers to take part in the Nottinghamshire Farm Buildings Study Group. Anyone who can help record the details of Nottinghamshire's farm buildings by photography, drawing or surveying - or any other method - should contact John Severn by POSTCARD at 11a Villiers Road, West Bridgford, Nottingham or through his office at 10 Hamilton Road, Sherwood, Nottingham.

Buildings at Risk

Another call for help comes from Richard Simpson who is anxious that the Trust's list of buildings at risk - recently compiled by Richard - is kept as up to date as possible. People are asked to check the list as it relates to their area and note any buildings at risk of demolition or alteration as soon as possible to the Trust's office at the Old Bows Pavillion, West Bridgford. If in any doubt, report it!

Bus Tour

And don't forget the Annual Bus Tour is to NEWARK this year on 22nd June 1984. Turn to the back page for your booking form and details of the itinerary.

The Repair of Timber Framed Buildings - A Personal View

The method of repairing timber framed buildings is not only an emotive issue owing to the relative scarcity of examples, but also because there are many conflicting views on what is considered an appropriate technique. With the new technology of polyester resins, the choice is ever-widening, yet this method is regarded by many conservationists as unsatisfactory and in some circumstances would mean in all probability that grant-aid would be refused.

This article was prompted by a brief discussion in a recent meeting of the Technical Panel, relating to the repair of one of the County's principal framed buildings, yet it is not intended to show preference for any one method. Perhaps by widening the understanding of the various aspects of repair members of the Trust would appreciate some of the issues which the Technical Panel face when giving advice.

Traditionally, timber framed buildings were constructed in unseasoned oak usually taken from trees within two years of felling, although chestnut or elm have been used on several minor examples. Construction methods were similar, the components were taken from logs avoiding wastage by choosing the unwrought size carefully, and the member was then cut down the centre exposing the heart wood which was generally located to the exterior of the building. Cut in this way, the growth rings would appear as long ribs which assume greater prominence as the softer summer wood weathered, and the timber surface hardened which gave great durability. The joints in the frame were invariably tenoned, that is, with matching male and female assemblies often with exquisite complexity, and the whole joint pegged with through dowels.

To avoid contact with the damp ground, the frame was generally raised on a masonry plinth which permitted the timber to dry out and breathe. However, using young timber, the frame would move through seasonal changes causing shakes, or fissures in the surface of the wood, and sometimes causing the carpenters joints to open. In these positions, the conditions are often ideal to promote decay, and even beetle attack. Alec Clifton-Taylor¹

describes a typical example of a wall-plate set into a masonry parapet where the damp together with still air conditions caused rot, not only to be the plate, but also the rafter-ends. This constant movement, compounded by structural change during the life of the building induced damp penetration. Towards the end of the 16th century, brick nogging replaced wattle and daub as a popular form of panel infill yet water was often drawn into the building by capillary action. Powys² suggests that the joint between brick and timber be caulked with a bituminous caulk and hemp filling as used on ships' decks, in an attempt to resist the moisture.

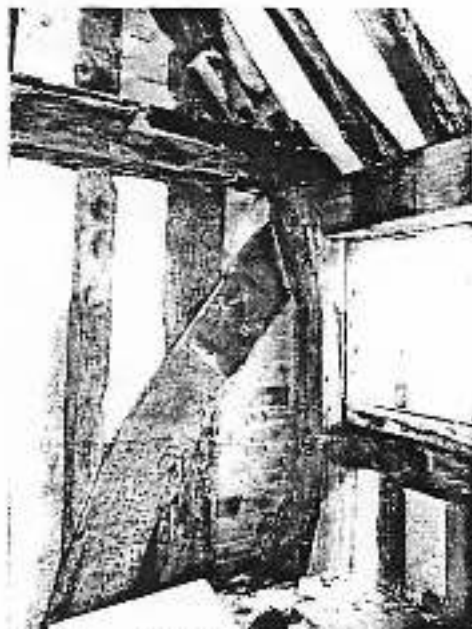
On the foundation of the Society for the Protection of Ancient Buildings in 1877, William Morris declared in his manifestos, "... stave off decay with regular care", yet later, he discusses the integrity and truth of repair methods which do not fake the original structure by direct replacement or mimic historic building techniques. As a first alternative, the replacement of key timbers is to be deplored unless other methods have been explored and discounted.

To demonstrate the problem further, consider an extract from "The Repair of Ancient Buildings", first published in 1929 by SPAB, concerning the repair of rafters with decayed ends.³ "... As a rule, it is possible by renewing a certain number of rafters, to repair the remainder by lengthening them with wood cut from the old rafters that have been rejected ... the joint may be a simple scarf, the two pieces being bolted."

It is believed that a current view would not support this type of repair especially if the timbers are structurally not sound and where a secondary frame can be introduced. The repairs to the south range on the Old White Hart at Newark consider this point by "inserting a light steel structure, this being expressed as an unashamably modern addition".

An interesting method was described in the Technical Press recently where a London warehouse, approximately 200 years old, required repairs to unstable joints on long-span roof-trusses without disturbing or dismantling the structure. After fixing a metal jig, slots were cut through the roof joints using a chain saw which allowed metal reinforcing plates to be fixed discretely and bolted in place.⁴ The use

of metal plates to reinforce timber joints is by no means new, as can be seen at the Keyworth Barn restored most successfully by F. W. Charles. Here, the plates are readily exposed and probably are following the Morris ideal of truth and integrity. Future historians will clearly understand their function, while allowing the timber frame to be substantially retained.



Detail from the White Hart, Newark

Where small repairs to structural members are required, new sections can be introduced by scarf joints or modified tenon joints, using oak pieces cut accurately and placed in position with modern glues. This can be seen also on the White Hart, where a few local repairs on the external frame are evident, and where the new timbers have not yet weathered as the original hue. Architects now have a wide vocabulary of timber joints, mainly developed from traditional joinery techniques and pioneered by Charles on notable conservation projects.

More recently, the use of plastics in the form of polyester resins have introduced yet a further method of repair for timber frames and the writer declares his support where substantial parts of the decayed timber frame are retained. Where only a little decay is present, a clear resin can be used to stabilise the loose fibres while retaining the surface detail and finish.

Where decay is more extensive, a conventional repair removing the rotten timber to a fair-line is often unsightly and requiring a disproportionate cutting back of the infected timber. Alterna-

tively, the wooden member is removed after careful survey of adjacent joints, and loose fibres cut back to sound wood, but leaving the surface rough for a good key. Before preparing the resin-mix, a temporary mould is fixed to the face of the timber to contain the liquid resin; and where possible the inside face of the mould is finished with thick card so that the plastic repair is held back from the flush outer-face. The resin is then prepared using two packs of different components, one a pure resin, the other a hardener, and after mixing to a consistent colour throughout, it is poured into the void and left to cure. When hardened, the resin can be drilled or shaped, and even cut to accept the mating ends of frame joints. In appearance, the resin, can be coloured to a dull tint which is not particularly prominent, and, the smooth finished surface blends abruptly into the sound timber adjacent to the repair, which is of course roughly textured. The timber is then refixed into position.

At present, this method of repair is relatively new, and consequently little used in this country although the manufacturers profess to extensive experience on the Continent where many timber frames survive. In Nottinghamshire, the framed cottages on the Green at East Leake discretely used this repair technique, yet it is not regarded highly by academics. It is suggested however that William Morris might have applauded its use if he were alive today, as in substance the repair can be recognised as such.

Perhaps this article will encourage the reader to regard the repair of timber framed buildings in a different light and even judge the conservation efforts of individuals schemes

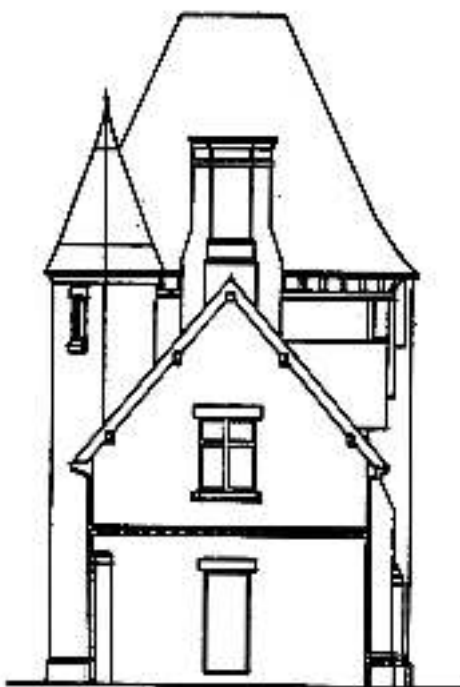
Bryan Cather

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ALEXANDRA LODGES

Alexandra Lodges is sited in the middle of a large wooded area named Bigwood near Nottingham and straddles the track leading from Bestwood Village to Bestwood Lodge. Once known as Alexandra Lodge Gate it acted as the gatehouse for Bestwood Lodge. It was designed in the 1870's by S. S. Teulon and construction was completed in 1876.



North East Elevation, Alexandra Lodges

S. S. Teulon was also the Architect of Bestwood Lodge which was built for the tenth Duke of St. Albans in 1862-5. Bestwood Lodge is a good example of the High Victorian Mansion in Nottinghamshire and according to Pevsner, Teulon was one of the most ruthless, insensitive and original of the High Victorians.

Alexandra Lodges consists of a half timbered stage over a Gothic entrance arch, flanked by two wings of two storey living accommodation mainly constructed of brickwork. The highest roof is of pyramidal shape above the centre gateway, with tapering shaped roofs to the staircase turrets and roofs of double pitch to the flanking wings.

The gateway has a wide pointed chamfered arch with dripstone to the

centre, with the half timbered stage and cantilevered attic storey above. The spiral staircases are encased in polygonal brick turrets which adjoin the gateway. Each staircase has single light cusped headed windows and patera in a square panel just below the eaves cornice. The flanking wings have a billet string at first floor level with window openings to ground and attic floor. The wings each have a timber framed gable to the attic sash window and a large brick chimney stack.

In recent years Alexandra Lodges was privately owned and rented as living accommodation. In August 1974, Nottinghamshire County Council bought 155 acres of land including the Lodges with the intention of extending the Leen Valley Country Park, thus bringing it closer to the centre of the City.

In 1982, the Department of the Environment considered it to be a building of architectural and historic interest and listed it as a grade II building. In the same year the Leisure Services Department of Nottinghamshire County Council decided to restore the building and use it as a Headquarters for the 'Countryside Rangers' of Leen Valley Park and also as a house for the Head Ranger. The County Architects Department supervised the restoration of the building.

Over the years the Lodges had deteriorated to a very poor condition. The roof suffered from leaks which badly affected the roof timbers and the whole of the building fabric.

Because of the extent of the dilapidations the full restoration of the Lodges using similar materials and construction to the original was found to be far too expensive. The Planning Department therefore agreed to the use of re-cycled materials and modern alternatives which were constructionally simpler but which were still in sympathy with the original design. They were, however, keen to reproduce the lead finials to the two turrets and the original number of chimney pots. Under 1962 Local Authorities (Historic Buildings) Act the Planning Department donated a grant of £500 toward the cost of these items.

Early in 1983 competitive tenders were invited and in May 1983 a contract was signed with W. R. Bloodworth &

Sons Ltd., Building Contractors. They set to work and removed a large amount of debris, the remaining plaster finishes and the temporary covering to the roof structure. This revealed the full extent of the damaged and decayed timbers.

A considerable portion of the building timbered stage required replacement as did one of the large hip rafters, numerous rafter ends and ceiling joists. All the timbers were then treated with timber preservative.

On removal of the roof covering it was found that the external walls were constructed with a 50mm. cavity and consisted of a one brick thick outer leaf, cavity and half brick inner leaf. The cavity was closed at the top of the wall with the exception of a ventilation hole in the centre of each section.

The original roof covering had consisted of ornamental clay tiles with ornamental clay ridges. Lead had been used on all junctions including the cladding to the finials which capped the turrets and pyramidal roof. The cost of using new ornamental clay tiles was prohibitive so a decision was made to use second-hand Welsh slate and red clay ridges with leadwork to junctions. This proved to be a successful solution and the workmanship executed by the Contractor is of a very high standard. Two finials were reproduced, one for each turret, and the pyramidal roof was capped with a lead covered ridge.

The two large chimney stacks, which were in poor condition, were partly rebuilt and refurbished. The stacks were sealed and vented at the side and 10 new pots added. The bricks in the lower portion of the external walls were also in poor condition and several hundreds had to be replaced by second-hand $9\frac{1}{4} \times 3\frac{1}{4} \times 4\frac{1}{2}$ inch Nottinghamshire red bricks. The whole of the brickwork was then cleaned with warm water and weak chemical solution to remove graffiti and efflorescence.

The half timbered section required new rendered panels between the exposed timbers. This was done by using a sand/cement render on wire mesh. This section was given a high level of insulation to meet modern standards. All the exposed timber was stained and the rendered panel painted with emulsion. The timber spiral staircases leading to the half timbered stage were rebuilt in their original form.

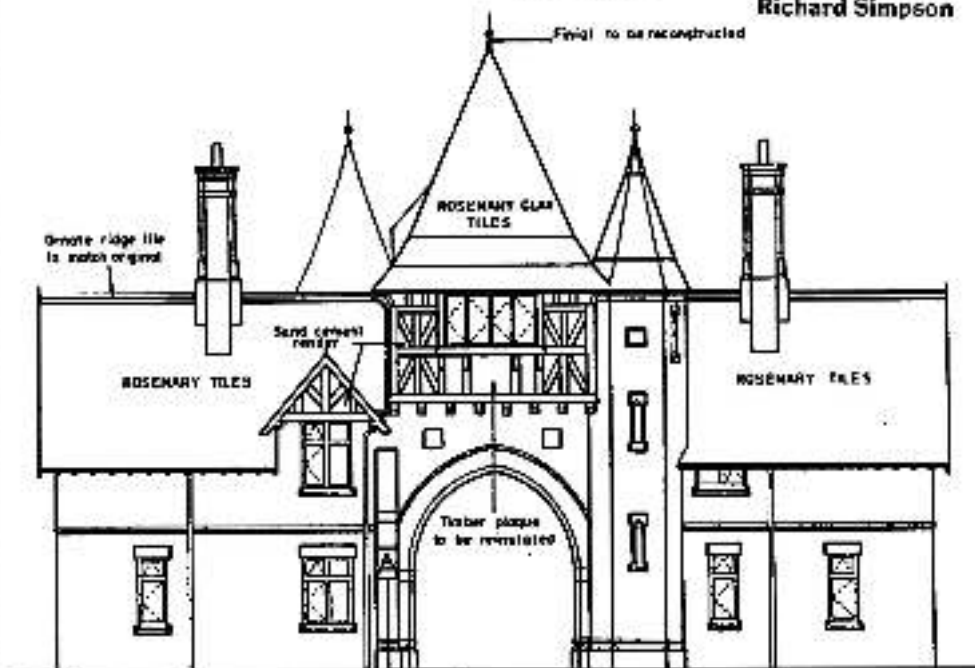
The existing windows, consisting of leaded lights in heavy octagonal section timber frames, were in very poor condition and had to be replaced by frames of a lighter section but of similar configuration.

The interior of the building has been completely refurbished, including rewiring, new plumbing and new surface water and foul drainage connected to a septic tank. Solid fuel central heating has been installed in the house and electric storage radiators have been provided for the office.

The original carved oak timber plaque depicting "Alexandra Lodges 1878" was recovered from a neighbouring cottage, restored and fixed in its original position in the half timbered stage. The iron gates were salvaged from a local farm and restored. They were re-hung in their previous position within the archway.

The Contractor started work on site on 6 June 1983 and completed the contract in 21 weeks. The building was handed over on 31 October 1983. The approximate cost of the contract works was £60,000.

Richard Simpson



South East Elevation, Alexandra Lodges

EUROPA NOSTRA AWARDS 1983

Three Nottingham Schemes together received a Diploma of Merit:

- Express Buildings, Upper Parliament Street, converted for shop units
- Lace Market, inner city renovations and rebuild
- Camellia House, Wollaton restored

Here we look briefly at the Camellia House and the Lace Market through the notes which accompanied the submission.

Camellia House

Built in 1823 the Camellia House, situated in the gardens of Wollaton Park and almost in the shadow of the Elizabethan hall, is one of the oldest cast iron buildings in the country. The importance of the building lies in the fact that it forms a harmony of glass and iron and was probably the first conservatory of its kind. We know that the building, together with the associated heating apparatus, cost the sixth Lord Middleton £10,000 to complete of which £1,400 was spent on camellias.

Unfortunately we do not know the name of the architect who designed the structure and who arranged that the rain water should be channelled down the interior of certain of the hollow cast iron supporting columns to drain to the under floor area and there to feed the roots of the bigger plants.

However elegant the building, it fell victim to the ravages of the elements

and by 1980 the structure had deteriorated so badly that a phased programme of restoration had to be launched. Extensive corrosion had affected the cast iron work to such an extent that it would have quickly become unsafe. Most of the non-ferrous components, mainly in the windows and glazing, were also badly mis-shapen due to old age and neglect.

Much of the glass in the rooflights had been broken, and virtually all of it was badly stained and discoloured. It was extremely difficult to replace these panes without special equipment, which resulted in maintenance going by default.

The object of the exercise was to restore the Camellia House as faithfully as possible. This was achieved with one or two minor technical improvements which are not obvious. The principal one is the glazed roof where polycarbonate sheets have replaced the original glass. This was to simplify maintenance and secondly, because some of the glass was curved, replacement was difficult. Another detailed improvement is that the R.W.P. columns are now lined in plastic and have filters at the top to prevent leaves from being trapped in the pipe.

The original building was not constructed with the meticulous attention to detail that is usually associated with construction of this period. There had been a liberal use of "Beaumont's Egg" and this has been replaced by modern sealants.

All iron work was cleaned with abrasive powder applied under pressure. Components which could be repaired were re-used and those that could not were replaced by identical castings. As a result of a vigorous City Council funding campaign the total cost of the restoration, £135,000, was achieved from a variety of sources. Foremost were the generous contributions from the Historic Buildings Council, Nottingham City Council Lotteries Fund and from Nottinghamshire County Council. Of the target figure a sum of £57,000 was provided by the City Council and from public subscriptions and donations which is an indication of the size of the local response to a building which was very popular with visitors.

The Lace Market

Historical Background

The Lace Market is the site of the first Anglo-Saxon settlement of Nottingham. The site was a strategic one on a high sandstone outcrop commanding the Trent flood plain and in the 9th century the town was one of the main strongholds of the Danelaw. In 1068 a Norman Castle was built on the Castle Rock to the west of the Anglo-Danish town and a separate French "borough" grew up nearby. Eventually the two boroughs merged and the centre of the town moved away from the Lace Market area. In the late middle ages economic decline resulted in much of the area falling into decay. Then in the 16th and 17th centuries many noble families built large mansions in what was to become a very fashionable part of the town.

Little remains of this elegant period, except on High Pavement where many 18th century buildings survive, including the classical Shire Hall. The Industrial Revolution transformed the Lace Market into a densely built up industrial quarter with the first factories being built in the late 18th century, but it was only after Heathcoat's invention of the first real lace machines in 1808 that large scale industrial expansion began.

The Lace Market was first used as a name in the early 19th century. In the 1850's and 60's there was an explosion of factory building. The grand houses were all destroyed and in their place rose vast warehouses, often deliberately grandiose in order to impress lace buyers.





Gothic House

The character of the area today derives almost entirely from this period. Tall warehouses line the narrow, medieval streets, creating a tremendous sense of scale and enclosure. Many of the finest buildings were designed by T. C. Hine and Watson Fothergill, local architects of considerable originality. The quality of the buildings reflects the fact that they were usually built as the headquarters of large lace concerns and it was here that the more skilled work and selling was done. Increasingly lace manufacture itself moved away from the Lace Market to outlying areas.

Decline

After the First World War, the Lace Industry went into a steep decline and the grand warehouses were subdivided and let off to a multiplicity of small textile concerns. Rents were cheap and consequently little was spent on maintenance. By the 1960's the Lace Market was very badly run down and plans for comprehensive redevelopment and the building of a network of new roads blighted the area.

Conservation Strategy

In the wake of the Civic Amenities Act however the Lace Market was designated in 1969 as one of the City's first Conservation Areas. A working party was established to draw up a new

conservation policy for the area and this was published in 1973. It recommended the comprehensive development area and planning lines be abandoned. The buildings essential to the character of the Conservation Area were identified and proposals made for the development and improvement of the very many derelict sites throughout the Lace Market.

The City Council adopted the new conservation strategy and the Land Committee voted a special fund for improvements to derelict sites. The City Planning Officer began a very difficult task of promoting new developments and renovation work in a run down area which many people saw merely as a grim legacy of the past.

Residential Development

Three of the larger derelict sites have been developed as new housing, two by the City Council and one by a Housing Association. A high standard of design was required to match the scale and detailing of the adjoining commercial buildings and to provide a desirable residential environment in a busy commercial area.

Environmental Improvements

31 formerly derelict sites or unmade car parks have been landscaped, improving the quality of the environment and giving confidence in the future of the area. At Garner's Hill a small park has been created on land which remained derelict for over 50 years. CEP labour was used and the only cost to the City was that of materials, most of which was reclaimed from site. This scheme has won Civic Trust and RICS - Times commendation.

Renovation of Buildings

After years of neglect improvements to many of the most important buildings in the Lace Market were imperative. Lack of confidence in the future of the area by many of the owners however was a serious problem. Promotion of renovations through grant aid was the only way of securing investments in the buildings. In 1976 a Town Scheme was established and a number of renovation schemes were quickly instituted and now amounts to £30,000 per year. Such was the initial success of the scheme that the Department of the Environment has made Nottingham a "Priority Town" for Section 10 monies with an annual

allocation of £50,000. In 1979 the Lace Market was declared an Industrial Improvement Area, thereby further extending the range of grants available for improvements to buildings. In all over 100 buildings have been renovated since 1976 with grant aid totalling £500,000. The estimated total investment in the area is £3,000,000 excluding the new housing developments.

Carlton Street, Goosegate and Hockley Facelift

These formerly thriving shopping streets traverse the Lace Market, but by the early 1970's had become very run down. By 1978 over half of the shops were vacant. The City Planning Department organised a major facelift scheme for the street as part of the Inner Area Programme and this has been remarkably successful with nearly 30 buildings being renovated. The Midland Group Gallery, one of the largest art complexes in the country has been established on Carlton Street with grant assistance from the City Council and other bodies.



Bongaloo - after restoration

New Uses for Old Buildings

The success of the conservation policies for the Lace market has meant that despite the recession the level of vacant floorspace is now significantly lower than it was 5 years ago. At the same time a number of new uses have been established in the area including restaurants, clubs and other entertainments, offices, studios and residential conversion schemes. The Planning Department have taken a very flexible view in order to help revitalise the area. The Lace Market, however, remains one of the main reservoirs of light

industrial accommodation in the Inner City Area and care has been taken to ensure that an adequate supply of such floorspace is retained.

Success of the Policy

The success of the conservation policy has been such that the Lace Market has been transformed from a run down and depressing neighbourhood seemingly without a future to an area of great diversity and interest. Buildings which have been largely derelict and unused for many years have been refurbished, the landscaped sites have matured into attractive oases of green, and there are residents back in the heart of the city for the first time in many years. Although much remains to be done a great deal has been achieved as a result of 10 years of effort by the City Planning Department.



49, Stoney Street

No. 3 Greens Gardens, Sneinton by John Severn

Number Three Greens Gardens was the home of old Harry Chapman, one of Sneinton's colourful characters. He died in 1978 and since then his empty cottage has been the subject of much discussion, many appraisals and an untold amount of vandalism.

I did not know Harry Chapman, I met him once though when I was involved in the upgrading of properties in Lord Street and Roberts Street but I have heard a lot about him from the locals. A tribute to him can be found in the Sneinton Magazine volume nine and if you read it you will learn that he was a founder member of Sneinton's Environmental Society.

So I think old Harry would be pleased if he knew now what we are about to do.

I have not been able to trace any documentary evidence of the cottage perhaps because I have not tried hard enough but I have a few theories about it and for what they are worth, I use them to justify the retention of a part of old Sneinton.

The cottage was I think a very modest structure firstly one up and one down with a single storey extension at the gable end forming a wash house or scullery. The two storey portion had a small cellar, a brick paved floor at ground floor level, and a typical plaster and rush floor to the first floor bedroom. The scullery also had a brick paved floor these being the rather pleasant 9" x 9" x 2" red clay paving bricks which

we unfortunately often find making up the hardcore in preparation for a modern damp proofed hard wearing concrete improvement required of the Building Regulations. There are ways of making these paved floors sound and useful again but this is not the time or place to discuss it.

The scullery also had a rain water cistern connected to a pump and whilst it would have been soundly constructed at the start it soon gave trouble for we see evidence of movement in the gable end. So much so that when the time came to make the cottage bigger the scullery wall had moved out of line and out of plumb.

How do we know this for a fact? Well, firstly one can see the wall out of line and out of a plumb at the lower level from the outside. Then one can observe that a tie rod has been inserted parallel with the gable end in order to strengthen everything up before the first floor was built on top.

In order to continue a true and tidy roof line the walls at first floor level had to be parallel and preferably square at the ends so this was done despite the problems below. The result is a rather peculiar detail at the North East Corner of the building but it has stayed there for an awful long time, and will, I think, continue to do so if we can leave it alone.

The other evidence suggesting a building on at first floor level over the scullery is the vertical straight joints front and back, the use of a boarded and joist floor instead of plaster at the first floor level and a separate chimney stack at the gable.



Could this extension have been to enlarge the original cottage or to make one building into two units? If one divides the present plan at mid point, one has two identical plans - not even opposite handed - with two external doors, two windows etc., and one could easily have fitted in a second staircase. One outside lavatory could have been shared by both dwellings but whether there were ever two cottages here perhaps we shall never know. In any case it was long before Old Harry's time.

When in fact was the structure built? My guess is about 1840 or 1850. It was there before Lord Street and Roberts Street and originally its scullery window would have a wonderful view over towards Carlton Road and St. Anns. Did it have anything to do with the mill or with the Old School near the vicarage or was it just a cottage surrounded by early or pre-Victorian Sneinton?

It is a great pity that someone did not talk to Old Harry about his cottage, perhaps they tried. Perhaps they did. He was, I understand, a bit of a crusty old character and he probably told them to mind their own business. Anyway it is too late now, he is gone, but his house is still there, such as it is, and we are going to repair it and put it back to use.

Let us hope that in years to come another 'Old Harry' has taken his place, this time the keeper of the Mill and the Museum and let us hope that once more a little bit of Greens Gardens flourishes again around the old cottage, not only to keep old Harry's memory alive for Sneinton, but to demonstrate that the Trust can, and will, bend its efforts to bring the battered pieces of our past back to life whether these buildings be important or insignificant.

The Mansfield & Pinxton Railway

By V. R. Webster, M.A.

The Midland Railway Trust's recent acquisition of one of the oldest railway buildings in the country, namely the 1819 Mansfield and Pinxton Railway warehouse, perhaps warrants an account of this lesser known line. Although the M&P did not become part of the Midland Railway until 1847 its origin predated both the meeting at the Sun Inn, Eastwood on August 16, 1832, at which it is generally held, albeit inaccurately, that the MR was "born", and the opening of the Leicester and Swannington Railway (often reputed to be "the oldest part" of the system) a month earlier.

The M&P was authorised by Act of Parliament on June 16, 1817 and comprised a double line of railway, $7\frac{3}{4}$ miles long, from the Pinxton basin of the Cromford Canal to Mansfield. The gauge is uncertain, although the formation indicates something like standard gauge, with bullocks (later horses) providing the motive power. Traffic included the transport of stone, lime and general merchandise out of Mansfield and, strange as it may seem, coal into the town because at that time mining was confined to the shallow deposits of the Erewash Valley and the newer deeper pits east of Mansfield lay in the future. Opening took place on April 13, 1819 when, according to the *Nottingham Journal*, the first delivery of coal was unloaded at Mansfield, taken to the market place and ceremoniously set alight.

Originally, the line had been envisaged as a canal, but the 239ft. summit at Kirkby-in-Ashfield was in a particularly waterless area and eventually the idea of a railway appeared preferable. The engineer was Josias Jessop, the second son of William Jessop who built the Cromford Canal, and in due course he was also to engineer another early line, the Cromford and High Peak Railway. The track consisted of cast iron fish-bellied rails 3ft. long, inscribed "Mansfield & Pinxton R. Co." and supported at each end by a stone block.

To a large extent the line followed the contours, going round hills rather than through them, which meant there were minimal earthworks and many sharp curves. This can clearly be seen west of the site of Bentinck Colliery Sidings signal box where the later MR

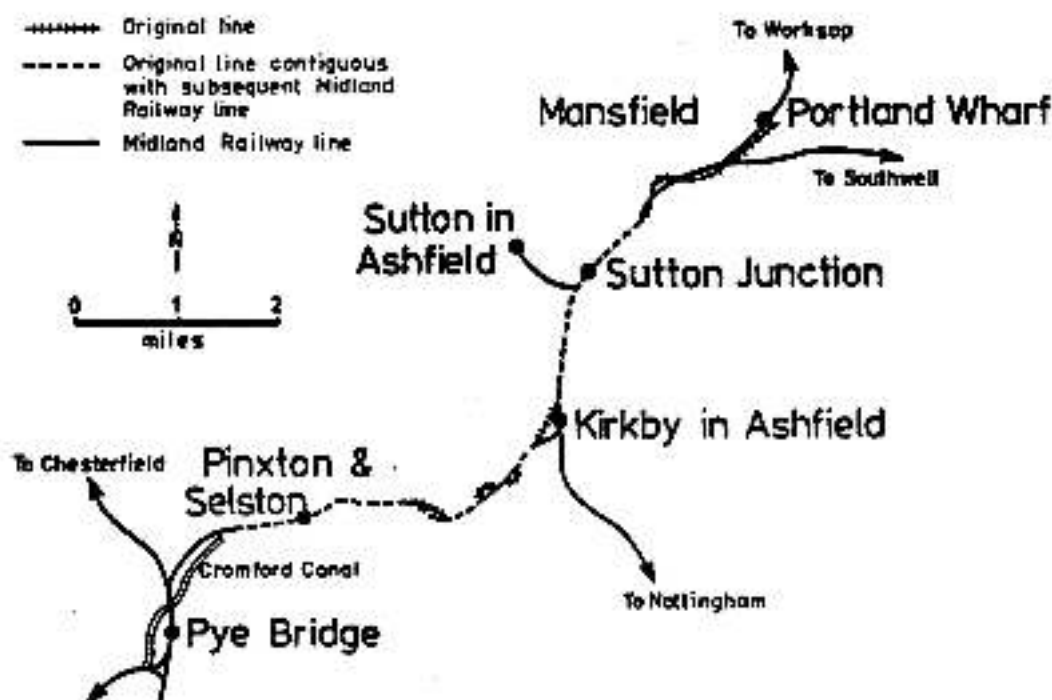
alignment cuts into the side of the hill and the older formation is visible at the edge of an adjoining field. Nearby, where Mill Lane passes under the line, the two coincide and the south face of the stone arched bridge is original, the considerable depth of embankment above bearing striking resemblance to a canal structure.

From Pinxton on the line rose gradually to its highest point at Kirkby where the nearby pit became known as Summit Colliery. At East Kirkby "The Railway Inn" is at the point where the main road was crossed, while a straight path on the south side formerly indicated the trackbed. Recently, however, this has become an access road to industrial premises so its significance is now not so clear. Beyond Kirkby Hardwick the line descended towards Mansfield, crossing the River Maun at Kings Mill by a five arched viaduct (originally called Portland Bridge) which still stands.

In accordance with prevailing canal nomenclature the terminus at Mansfield was known as Portland Wharf, while another wharf is shown on George Sanderson's map *Twenty Miles Round Mansfield* (1834) at Forest Road, Kirkby. There were also branch lines to various collieries, including those at Selston and Codnor Park, together with a rope-worked incline to Kirkby Woodhouse.

Little is known about the early working of the line, but passengers were carried from 1832 in a special carriage which ran to Mansfield every Thursday, this being market day. At this stage it is doubtful whether there was a "station" in the accepted sense here and passengers probably descended there somewhere in the Wharf yard. It is also said that loaded coal wagons were allowed to run downhill into Mansfield from Kirkby Summit by gravity, their speed being regulated by the curvature of the line, although there is no evidence of how the horses made the descent.

Portland Wharf comprised a loading platform, a row of stables and, most prominent of all, the two-storey warehouse which the Trust is seeking to re-erect. The building is about 50ft. long with a large entrance on the left leading in to a sunken loading bay at the level of the outside yard. An elevated platform at the rear, built up to the higher level of



the newer goods shed platform adjoining, has obliterated the original plan of the lower floor, but this may be revealed as the building is dismantled and it will then be possible to say whether M&P track actually entered the building. At the back a lean-to extension housing the goods station track is a later addition. The upper floor of the warehouse is missing, but the ledge for joists can be seen, while a crane for unloading and hoisting goods on to the upper floor is indicated by a robust stone foundation and four diagonal roof beams framed into a tiebeam at a corresponding position above. The roof itself is of queenpost construction and appears to be in good condition. A hoist may have been provided to discharge goods through the double doors at first floor level.

On the other side of the yard is a stone-built platform about 5ft. high reached by a flight of narrow steps. This is believed to be an original structure from which coal was probably discharged into road wagons below, or stone was loaded into railway wagons by a crane.

During the Railway Mania the M&P became a pawn in the ambitions of various schemes, but an Act of July 8, 1847 authorised its purchase by the MR. In order to make it suitable for larger wagons, passenger carriages and steam locomotives several diversions

were necessary. Those near Bantinck Colliery have already been mentioned but, in addition, the approach to Mansfield was considerably modified and a proper terminus for passengers built on part of the Portland Wharf site adjacent to White Bear Lane (later renamed Station Street).

This consisted of a covered train shed abutting the massive stone wall separating it from White Bear Lane. At first there appears to have been a platform beside this wall, together with a second track, presumably for engine release purposes, although a post-1875 map shows the platform on the other side of the layout. The buildings were at the head of the platform and were approached by a double flight of stone steps under which an arch led into a cellar used for storage. Built of brick, the buildings were in the Italianate style with deep overhanging eaves, a form of architecture that was favoured by the MR at this time and also appeared at other locations on the new route from Mansfield to Nottingham and on that from Nottingham to Lincoln.

Also added was a small engine shed of stone, only demolished in 1980 for road widening, and a turntable, while the original warehouse became part of a much larger goods shed which was built on to it.

The MR's new route up the Leen Valley from Nottingham to a junction with the M&P at Kirkby Summit opened in 1848, but the Kirkby to Mansfield section was not relaid until October 1849 and in the interim passengers were once again accommodated in a two-compartment horse-drawn carriage. This contraption is well illustrated in a water colour by the late A. S. Buxton in Mansfield Museum and Art Gallery. At the other end of the M&P, connection with the rest of MR system also came about in October 1849 when an extension of the Erewash Valley route from Codnor Park through Pye Bridge to Pinxton was completed.

Over the years the original sinuous course of M&P was further improved, one diversion doing away with the sharp curve at Kings Mill Viaduct. The new deviation, opened on February 25, 1872, took the line further south, crossing the river on a trestle girder bridge. No trains ran over the original viaduct from this date, although the track was retained as an industrial siding from the Mansfield direction. In the early 1920s the trestle bridge was, in turn, replaced by an embankment and while these works were being carried out the old viaduct was brought back into use to maintain the train service. Once the 1872 deviation reopened the old route reverted to a siding and remained as such until a few years ago when it was lifted.

Nearer to Mansfield another new alignment was similarly substituted when the present bridge over Sheep-bridge Lane replaced a level crossing. Here the original trackbed can still be traced as a footpath on either side of the road, its course towards the town being lost among former sidings and the still extant MR locomotive shed.

At Mansfield itself the 1848 station remained in use until 1872 when a third station, this time a through one, replaced it. The branch through Rainworth and Farnfield to Southwell had opened in 1871, by which time the preparations were in hand to extend northwards from Mansfield through Shirebrook to Worksop. The extension, which strides across the town on a great viaduct, was finished in 1875.

At Kirkby a final and sizeable alteration took place in 1891. A new spur, ¼ mile in length, brought the former M&P to a new junction with the Nottingham route at Kirkby Station Junction. This made the portion of line and level crossing by "The Railway Inn" redundant and also allowed trains to and from the Pinxton direction to call at Kirkby station.

Today, the much re-aligned M&P remains in everyday use as part of the Pye Bridge to Shireoaks freight artery. Passenger, however, are no longer carried, Mansfield closing on withdrawal of the Nottingham-Worksop service in 1964 and Kirkby a year later with the end of workmen's trains from Pye Bridge. Nevertheless, sections of the original M&P trackbed are still in use after more than 160 years, while Kings Mill viaduct is officially preserved. Rebuilding of the historic 1819 warehouse from Mansfield at the Midland Railway Centre will ensure another valuable relic of this pioneer line survives for posterity.

World War II fort at Woodborough

This little hexagonal structure was commented on during our last coach outing. It is one of a large number of minor fortifications hurriedly erected all over the country in 1940, during the threat of invasion.

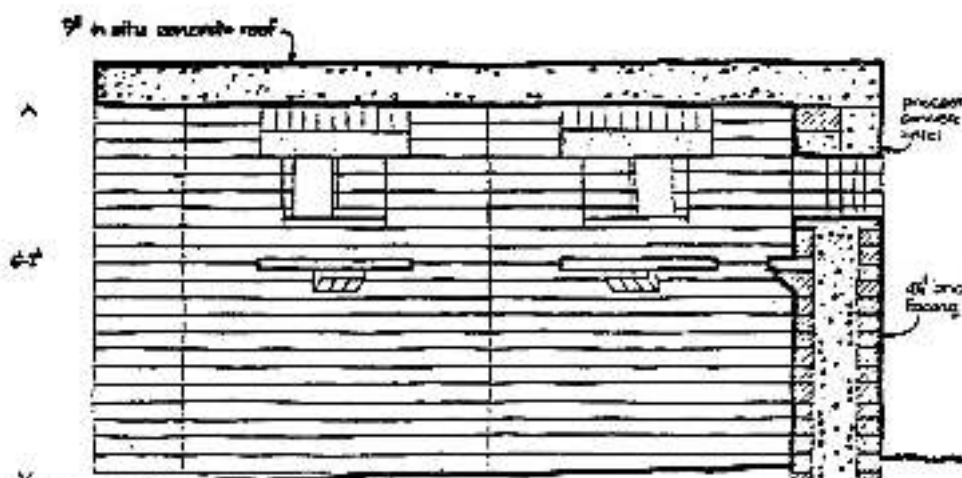
Despite its recent date and small size the National Monuments Record were pleased to accept drawings and photographs of the rather delapidated building which does reflect part of our history.

Other examples of this type of building include one near Sudbury Hall constructed of concrete, and one near the Loughborough Road in the parish of Costock with walls of solid brick. It was something of a surprise to find the Woodborough example had a 'sandwich' construction with a brick facing inside and out and a concrete core.

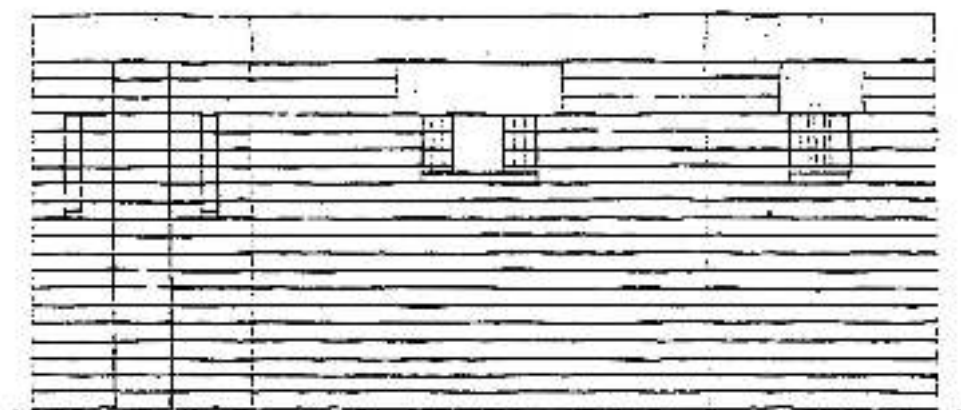
Reference

Popular Archaeology November 1979 pages 16 and 17 "The Pill-Boxes that went to War" by Henry Wills gives an account of the researches carried out into the construction of these structures during 1940.

Graham Beaumont



SECTION A-A

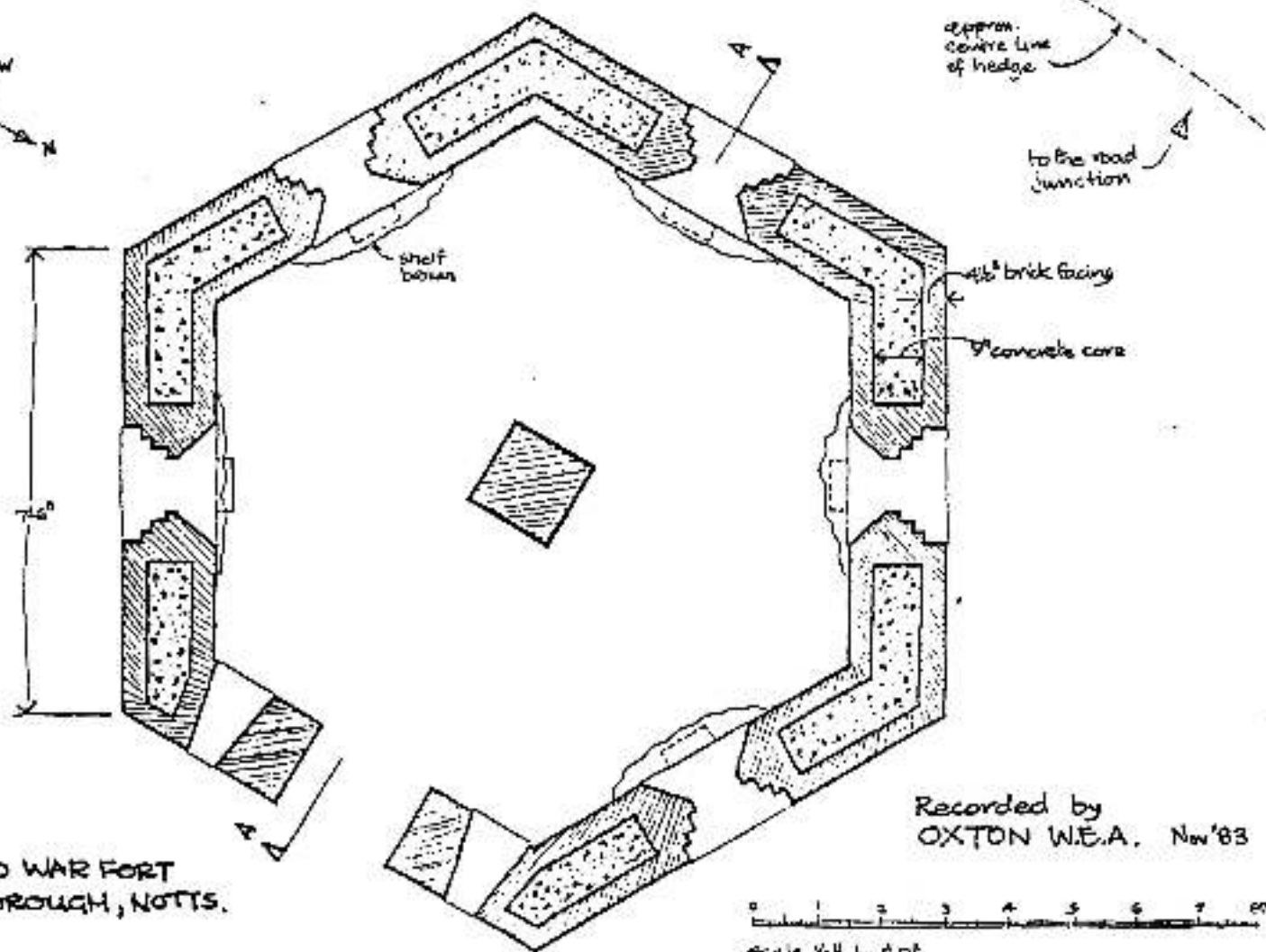
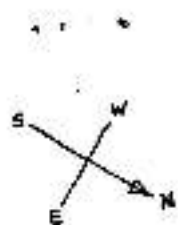


NORTH ELEVATION

Recorded by
OXTON W.E.A. Nov '83

2nd WORLD WAR FORT
WOODBOROUGH, NOTTS.

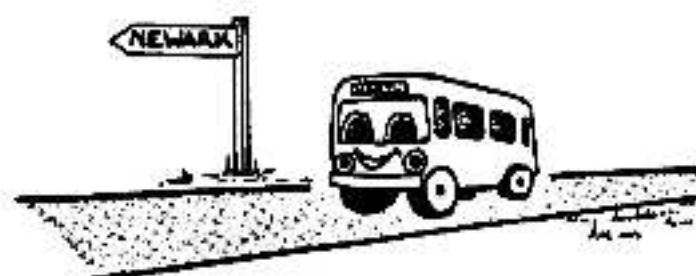
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2nd WORLD WAR FORT
WOODBOROUGH, NOTTS.

NOTTINGHAMSHIRE BUILDING PRESERVATION TRUST LIMITED

ANNUAL COACH TOUR 1984



Friday, 22nd June 1984

It has been many years since the Trust last visited the town of Newark, although some members were able to visit the newly restored Old White Hart last spring. The Coach Tour this year will be visiting the one place only and that is Newark, but there is a richness to see. The Tour will include Newark Castle, where restoration work is well under way, the Governor's House, where early timber framing and medieval wall paintings have been exposed, and the Old White Hart.

Other sites of interest include Wilson Street, in which the Trust has been involved for many years, and Northgate Brewery, which was saved following a Public Local Inquiry largely inspired by the Trust.

There are many other buildings and features to be seen, and the Trust is fortunate in securing the advice and assistance of Mr. Stuart Fell of Newark District Council in drawing up a programme for the afternoon.

The Tour will be limited to one coach only and bookings will be on a first come first served basis.

The coach will leave the County Library at West Bridgford at 2.00pm on Friday, 22nd June. The cost will be £1.50 per person. Those who wish to make their own way to Newark are asked to make a contribution of £1.00 to the Trust Funds.

Please complete the form and return, together with a cheque, made payable to The Nottinghamshire Building Preservation Trust Limited, to the Secretary at the Old Bowls Pavilion, Bridgford Road, West Bridgford, Nottingham, in order to secure a place on the Tour.

Tour to commence at 2.00pm from the County Library, West Bridgford, on Friday, 22nd June

Please reserve me seat(s) on the Coach.

I enclose cheque to the value of (cost per person £1.50).

I/We wish to accompany the Tour, but will not require a place on the coach.

No. of persons

I enclose cheque to the value of (cost per person £1.00)

NAME

ADDRESS

TELEPHONE No.

PLEASE RETURN FORM BY WEDNESDAY 6th JUNE 1984!