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Summer 2006

Where is Lincolnshire? That is a recurring theme, isn’t it? But aren’t you sceptical about nobody knowing where Lincolnshire is? At least not just Lincolnshire. Can everybody point to Cheshire on a map, or Northamptonshire, or even Yorkshire with any degree of accuracy? Richard Voss, from Swindon, was asked the question before taking a long weekend break in the Spilsby area and the result of his visit was a pleasant article about his family history quest in ‘Hidden England’ ending in his assertion that he was glad he had found it. Some of Mr Voss’s fellow townsmen will discover England’s best kept secret when they travel with Swindon Town FC to play Grimsby Town, Lincoln City and Boston United FC’s in League 2 this coming football season.

Variety is the keynote to this issue—family history, archaeology and industrial archaeology are all included, as well as Notes and Queries on an interesting variety of topics, and reviews on the latest local books. In the last issue we recorded the sad death of Garland Grylls, the founder of Grantham Archaeology Group. In this edition we are fortunate to have David Hibbitt’s illustrated history of GAG. Michael Turland gives us a railway story with Kirk and Parry, the Sleaford architects and builders, whilst Gainsborough’s Trent Bridge and a Lincoln mayor’s amusing visit to the USA also feature.

A short walk round the corner to the local Co-op recently has given me an idea. I had just acquired a new camera phone and was trying it out. Now that many phones give the option of printing the pictures, readers could take photos in the vicinity of home—within say 100 metres—and a selection could be published in this magazine. It need not be a phone of course, just any camera, and the most unpromising neighbourhoods can produce something special, believe me.

The article about the Mayor of Lincoln reminded me that Lincoln has made at least one unsuccessful bid for Lord Mayor status in recent years. In 2002 we lost out to Exeter but I understand that Lincoln’s is the oldest mayorality in the country. Should Lincoln have a Lord Mayor next time the status is awarded? What do you think? Write to LP&P Letters at Jews’ Court, Lincoln LN2 1LS or email to lindumeolonia@hotmail.com

Ros Beevers, Joint Editor, July 2006
Grantheam Archaeology Group (GAG) was formed in 1985 by Garland Grylls, when several interested students who had taken "A" level archaeology at Grantham College, got together to do some field walking at Ancaster and at Barrowby. These early field walks produced evidence of mainly Mesolithic activity from the Barrowby sites, and substantial amounts of RB pottery from the Ancaster sites. Records were made by Garland, who also produced excellent drawings of the finds found (he was an architect by profession). The field walks were followed by a monthly plenary meeting at the "Blue Bull" in Grantham in order to inspect and identify the material collected.

Interest and publicity of the group increased, and the membership numbers started to grow. It was decided at this point to put the meetings on a more formal footing, with subscriptions now requested to cover basic expenses. Further field walking projects in the Grantham area were undertaken and also some survey work. Research was also started into the history of the Stamford and Welland Canal, which runs from Stamford to Market Deeping. It is arguably the earliest canal in England with pioneering locks and engineering techniques. A book on this canal has recently been published.

The field walking projects continued for several years, producing a Charles I coin of 1644 found with others at Hough-on-the-Hill—in a position suggesting they dropped through floor boards into a cellar. There was reasonable physical evidence from around the coins of supports, which may have supported floorboards. (Actual size: 25mm).
considerable amount of data and finds. This information has been collated together over the years and will be published, together with illustrations of some of the finds.

In the spring of 1992 GAG was introduced to a site in a village just north of Grantham by the then Community Archaeologist for South Kesteven, Tony Hurley. Tony had seen and reported interesting ‘humps, bumps and hollows’, possibly associated with an Augustinian priory, as shown on early maps of the area. Tony encouraged the idea that the group should survey the site, as it appeared that no previous such work had been carried out on the site.

An earthwork survey was carried out, under Garland’s supervision, between 1992 and 1995. This survey produced a comprehensive record of the site with its many shallow earthworks and morphological features. A desk-based study of the various maps and archives was also undertaken. This showed that there was also the possibility that the site could also be the location of a Tudor manor house.

The group began a small-scale research excavation of the site in 1996 in the hope of establishing the whereabouts of the Augustinian priory and the manor house. The early trenches targeted exposed stonework caused by animal activity. These proved to be cobbled paths and courtyards, with associated building foundations and much 17th-18th century material, such as pottery and clay pipes.

Membership continued to grow and between 1998 and 2003 it was not unusual to have 20+ excavators working in several excavations over the site at any one time, even when it rained and snowed. Around this time the group was ‘overhauled’ with a new image and a new director, David Charles Hibbitt PIFA, replacing the original founder and director.

With such a strong, keen team it was now possible to re-evaluate some of the earlier excavations by limited re-excavation and also take the later excavations deeper, which paid dividends as it revealed an unexpected earlier phase of buildings. It soon became clear that we had several clear phases of activity on the site, with each phase laid out in almost textbook fashion as far as stratigraphy and dating went.

The archaeology, for the best part...
Excavation at Hough

of 10 years, behaved itself in all aspects. Each phase was clear in the ground, with associated datable finds in situ, and each later phase nicely overlying one another without mysterious features which could only be described as "ritual in origin". The archaeology was truly a joy to excavate, record and interpret. We were gifted with clear wall foundations, stone built drains, two wells and much more besides.

To date, all the structural remains, features and general occupation debris can be dated from the 18th century through to the 18th century. There has only been one find that could be dated to the period of the Augustinian priory, and that is a single piece of deep blue stained glass. The priory still eluded us.

The excavations were starting to be wound-up in 2004, with only one or two more season's work planned, when we had to stop all intrusive investigations due to new DEFRA rulings. Just as we got this news we had uncovered another significant and substantial wall (isn't that always the case?), probably belonging to another part of the manor house. It was hoped that this wall would tie in the footprint and complete the picture, but, alas, it appears that we may never get to finish off the excavation now.

What is annoying is that we were so close to answering the questions we had back in 1995 when we started. And still we found no hard evidence for the priory.

Much communication is currently going on between GAG and DEFRA in an attempt to get permission to finish off the excavation so it can be written up. Unfortunately, the situation does not look too hopeful and a report of an incomplete project will have to be written.

Despite the setback with our long-term excavation, the group is still very active, all year round. In 2002 we acquired a resistance meter from a new manufacturer which has been put to good use since. Many geophysical surveys have been carried out in the county and an increasing amount further afield. These surveys have been on sites from many periods from the Bronze Age to post medieval. In 2002 GAG got its first opportunity to work on a Scheduled Ancient Monument. This was Honington Camp hill fort. Several other Scheduled Ancient Monuments have since been surveyed, such as the Bronze Age barrow at Little Ponton and the leper hospital at Burton Lazars. Reports from the surveys are deposited with the relevant local departments, such as The Heritage Trust for Lincolnshire (lovely people and much underrated in my opinion) and also with English
Dr Neil Faulkner and David Hibbitt with a film crew in Norfolk

Heritage.

The group has been involved in part with a number of TV projects over the years. Several years ago the long-term excavation featured on 'Adam Hart-Davies on History'. We recently were involved in filming for Channel 5 in Norfolk with the Sedgeford Historical And Research Project (SHARP), run by Dr Neil Faulkner. This documentary was broadcast in November as part of Channel 5’s ‘Revealed’ series. There has also been the odd appearance on Channel 4’s series ‘Time Team’ by several members. There was involvement with ‘The Big Dig’ (Time Team) in 2003, and with ‘The Big Roman Dig’ (Time Team again) at Winthorpe Primary School, just across the border in Nottinghamshire in July 2005. We recently helped out Archaeological Project Services (APS) with geophysical support as part of a community based project at Fishtoft.

Outside the group, several members actively participate in other archaeological excavations and projects not connected with GAG, throughout the county and beyond. Some are studying for a degree, some are excavating and one is building a round house! I am able to carry out geophysical surveys (magnetic and resistance). Some trawl through various archives while others carry out desk-based research, and more besides.

With the ever-increasing pressures involved with an excavation, especially the environmental issues, it is quite clear that the group is currently undergoing some changes and we are rethinking our research strategy carefully. We are heading towards more geophysical surveys and other forms of non-intrusive archaeology. Full-scale intensive excavation has always, and should always, be fully justified, have a good direction and research base, and should always be the last option to understanding a site.

We, as a group, do not have the same constraints as some organisations, such as limited time. In a way this allows us to research archaeological sites that may oth-
erwise not be investigated for various reasons (mainly time and money). This must be good for everyone’s understanding of our heritage.

If you would like to discuss arranging a talk for your group or society about the activities of GAG, or maybe are thinking about planning a geophysical survey or the study of a site, or have any general queries regarding GAG, please contact me, David on 01476 410622 or 07976 981027 or email at davidchibbit@yahoo.com.

GAG, or one of its members, may be able to help you.

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Local Diversion
Post & Present Quizword

—LP&P No 63— Solution

Across:
1 Bishop 1126 and football manager 2006
4 Seat of county government at Lincoln
6 One of the Five Boroughs
7 A cart-wagon!

Down:
2 ‘Hits and memories—from the Humber to the Wash’
3 Mavis—
5 Market town on the road to the coast
8 Familiar landscape

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Left: A Lincolnshire moffrey: a cross between a cart and a wagon.
'Where is Lincolnshire?'

I was surprised to be asked this question by several friends before my departure to the county for a long weekend. However, I remembered that a number of stately homes in the area had marketed themselves in a leaflet called ‘Hidden England’. But hidden or not I wasn’t about to miss an opportunity to visit Lincolnshire and embark on a family history pilgrimage that my partner, Annabelle, was only partly aware of.

I had mentioned to her that I had been conducting research on my great-great-great-uncle Major General John Booth Richardson (1838-1923). In 1899 on his retirement Richardson had moved to a village called Halton Holegate, near Spilsby. During his busy retirement he had carved a unique oak screen in Halton church that listed the names of all previous rectors, churchwardens and parish clerks. It had taken him three years to do!

We stayed at Digby Manor, which was about 30 minutes from our intended target, Halton Holegate. Digby Manor bed and breakfast was run by a lovely couple who, just by chance, had looked into buying the Old Rectory at Halton Holegate before electing to buy the manor house instead. Digby itself is known for its church and for a small lock-up that is nearly in the middle of the road. You almost drive into it!

The next day we visited the Saturday market at Louth to sample some gastronomic delights before arriving at Halton Holegate. Our arranged rendezvous was with one
of the churchwardens, who would unlock the church and show us the interior and the eagerly anticipated screen. On arrival I noticed the green limestone of the massively proportioned church. This had been so expertly depicted in a 1904 watercolour by the Major General.

The oak screen was impressive—literally hundreds of names had been carved in the screen including Richardson's own, since he had been a churchwarden. No wonder it took him three years to fashion. It must have been a labour of love, perhaps bordering on obsession.

The current churchwarden proudly showed where her own name would eventually stand. However, doubt was expressed as to whether the craftsmanship could still be found locally to execute the work, which I found sad. I particularly liked the base of the screen, which depicted various pike-like fish in a net. This apparently symbolised the world of the church.

After Halton Holegate we proceeded to the nearby market town of Spilsby, which has another link to my family history, being the home town of another great-uncle, the Arctic explorer Sir John Franklin. Annabelle knew my middle name was Franklin. Nonetheless she was impressed when I pointed to the imposing statue in the market square commemorating the life of the reputed 'discoverer of the North West Passage'.

Franklin was born at the Franklin House bakery in 1786, which is just a stone's throw away from the statue. The house still functions as a bakery and would have been cosy as home for nine Franklin children.

Young John Franklin's first voyage of discovery was to Australia in 1801. The expedition was commanded by the distinguished navigator Matthew Flinders, who was a relative by marriage from Donington, south-west of Boston.

We managed to obtain access into the Spilsby parish church of St James just before a wedding was about to start. I sneaked in past the early arrivals and ushers and managed to photograph another smaller oak commemorative screen by Major General Richardson.

Here Richardson had carved a roll of honour of those locals who had lost their lives in the Boer War (1900-02). We also noticed some plaques for two illustrious elder brothers of Sir John Franklin. The first was Sir Willingham Franklin (1779-1824), who was a judge of the Supreme Court in Madras. Sir Willingham, along with his wife, unfortunately died of cholera there. The other plaque was for Major Thomas Franklin FRS (1783-1834), who was the first to conduct a military survey of India. Annabelle ushered me hurriedly out of the church as further members of the wedding party arrived.

In addition to the Franklin memorabilia, Spilsby boasts a Greek Doric Theatre, which was built in
It is hard to imagine Spilsby without the Franklins. Sir John’s birthplace still functions as a bakery, and would have been easy as a home for nine Franklin children.

1824 as a Court and Police Station. It is hard to imagine Spilsby without the Franklins though. Sir John became a great Victorian hero. He perished along with his crew on his last voyage to discover the North West Passage. The Arctic searches to find Franklin were numerous; some of these were financed by his wife, Lady Jane Franklin, who never gave up hope of finding him alive or dead. His epitaph in Westminster Abbey was penned by his relative by marriage, Alfred Lord Tennyson, who also hailed from the county. Spilsby celebrates John Franklin’s life still with its town signage, billing itself as the ‘Birthplace of Sir John Franklin’.

The following day we returned to Halton Holegate for a country walk, downstream along by the Steeping river. The river was previously used to ferry goods up from the sea at Gibraltar Point. It was an idyllic spot: tranquil meadow and swaying trees. We reached the small church at Little Steeping, which was built in the same green limestone as Halton Holegate church. Major General Richardson had been active in the restoration of the church in 1911. Walking back from the church I could not help thinking that Anna-belle and I had found something special. Although one can combine a trip to these parts with a visit to Lincoln Cathedral or Burleigh House, there is something rewarding about the normality of Spilsby and Halton Holegate.

It is people that make a place as much as buildings and landscape. A visit to Lincolnshire is enriched by the lives and legacies of the Franklins, Flinders, Tennysons—and even a retired major general. ‘Hidden England’ is there to be discovered and I am very glad I found it.
64.1 Brick and Tile Industry in Barton on Humber
Can anyone out there help?

I am at present writing a piece on the Brick and Tile Industry in Barton on Humber before 1900, which will be included in a future part of Our Later History of Barton on Humber: 1086-1900 series. Two problems have arisen and any relevant information would be greatly appreciated:

1. I have been able to find few details of the various transfers of land on the Humber bank from those men awarded parcels at Enclosure (1793-1796) to those men who subsequently built Barton’s various brick and tile yards;

2. Does anyone know whether up-draught brick and tile kilns were in use in Lincolnshire before 1900; and does anyone have a photograph of such a kiln that I could borrow and publish with due acknowledgement? I have photographs of Barton’s open-topped and down-draught kilns, but so far no photograph of an up-draught kiln has been found in the town.

Information to Geoff Bryant, 8 Queen Street, Barton on Humber, DN18 5QP or care of this magazine.

64.2 What do we know?

The office at Jews’ Court regularly fields local history queries from the public. Here are some recent comments from Mr Dennis Paddon of Southend-on-Sea, who is interested in John Porter’s accounts of Scredington history. He also asks whether Marcham Lane was a significant boundary, as all the ‘ing’ names like Scredington lie to the east of it. Actually this is not correct, as some names eg Quarrington and Threkingham, lie to the west. But Marcham Lane, partly known as King Street, was a Roman road and is a boundary for several parishes along its length. Mr Paddon also expresses doubt about the date of Hambleton Moat, Scredington, evacuated many years ago. Pottery there was suggested as 14th century, and this date probably remains about right. Much of the pottery was from medieval kilns at Boume, which were not then known. As to the significance of the other four moats in the parish, we really do not know. Thorny Close has been planted up with trees, Millfield and the Pitfold have been more or less filled in, and the other surviving moat in Hall Close is part of a Scheduled Ancient Monument, so none are now available for study.

Hilary Healey

64.3 Symbols—or cymbals?

In the Church of St Hibald at Ashby de la Launde is a bronze memorial to the 17th century Col. King, put up by his descendant in 1873. At the end of the third line instead of an ampersand there is a treble clef! Can anyone explain this or give any other example?

Elys Varney
Engine No 839 was supplied by Aveling & Porter to J. Wilby Preston of Dalby Park in 1872. Thirty years later it was sold on by Harrison Brothers of Fulstow. The photograph shows the same engine at a later date in part dismantled condition. What is the location of the photograph? Is that a railway building? What had the engine been used for?

Derek Rayner, Acomb, York

64.5 Belleau wild man

In *Lincolnshire Past & Present* Spring 2005 (N&Q 59.8) Kate Witney of Lissington asked for information regarding the wild man carving in the manor house at Belleau. Mrs Witney is mistaken in thinking that the manor house at Belleau was demolished in the 1970s. I can assure her that the house still stands. I drove past it only a few months ago.

I have enclosed a photocopy of a painting by Thomas Espin showing the gatehouse at Belleau Manor and the wild man supportor of the Willoughby family. The gatehouse was demolished in 1904, but I believe the wild man carving is still to be found incorporated into some other portion of the house. I saw a photograph in a magazine some time ago but unfortunately I cannot remember the name of the publication.

However, next time I am passing the house I will endeavour to obtain permission from the current owners to photograph the wild man carving and I will of course send a copy to Mrs Witney care of this magazine.

Sean Macneaney, Lincoln
64.6 Farm building features, Waddington

The photograph shows a series of apertures in a small agricultural building, recently demolished, in the centre of Waddington. The holes are approximately 40cm x 40cm and of a similar depth; they are 60cm above ground level. The building, attached to a small barn, is about 5m x 3m. What was the building designed for?

Jean Towers, Waddington

LP&P LETTERS

Is there something you would like to say about any of the issues raised in this magazine or elsewhere? If there is a local issue that you would like to talk about, write to LP&P Letters, SLHA, Jews’ Court, Steep Hill, Lincoln LN2 1LS or by email at lindumcolonia@hotmail.com
If it’s something other than a ‘Note’ or a ‘Query’ such as those above, it would be printed on the LP&P Letters page of the magazine.
RIVER TRENT BRIDGE, GAINSBOROUGH

The bridge at Gainsborough across the River Trent is a rare survival and has provided a gateway into Lincolnshire for some 215 years...

writes Stewart Squires

Gainsborough: Trent Bridge opening celebrations

From the late 18th century, in response to the growing demand for the movement of goods and people around the country together with the parlous state of the roads, Turnpike Roads began to be built. Commissioners were appointed to improve and maintain roads to a higher standard and they raised the money they needed by charging tolls on those who passed by.

In 1787 an Act of Parliament was passed authorising a company to be formed to raise £11,666-13s-4d to build a bridge. There were 54 subscribers and the money was quickly raised. The first stone was laid in October 1787 and the bridge was open by the end of 1790. The engineer was William Weston. This was his only bridge in England and shortly afterwards he emigrated, to be a canal engineer in the USA.

There was a ferry at Gainsborough, and on 23 December 1760 A new bridge was a convenient point to establish a toll point and this was a toll bridge. The tolls were set out in the original Act, too long and detailed to repeat here but back in 1790 the charges included:

- every person on foot, one old halfpenny
- horses, provided they were not pulling a vehicle, a penny or twopence if they were laden
- cattle were a penny each unless in droves of more than 100, when the cost was one shilling and threepence for every 20 beasts
- coaches paid two shillings and sixpence
Toll houses were provided at the Gainsborough end of the bridge. The pair of small buildings are still there today. They were built as part of an architectural set piece, symmetrical with the bridge. They look single-storey but they have two storeys and a tunnel through one of the piers once connected them under the bridge. They were not only an office for the toll collector but also home for him and his family. Such an arrangement was not uncommon at the gates to country estates but it was unusual for a bridge.

By the early years of the 20th century the tolls were proving a nuisance. Traffic was increasing and the townspeople felt that business was suffering because of the costs to travellers. There was pressure to act and the local authorities were persuaded to take over the bridge from the private company.

There was a ceremony to mark this on 31 October 1927 when the then Minister of Transport, Sir Henry Maybury, accompanied by the leaders of the Lincolnshire and Nottinghamshire County Councils and Gainsborough Town Council, made speeches on the bridge. The Britannia Works Prize Band accompanied 'Land of Hope and Glory', 'Jerusalem' and the National Anthem. The Minister then processed across the bridge followed by the band and the town's schoolchildren and declared the bridge free to pedestrians.

The Minister cuts the tape
Other travellers still had to pay until on 31 March 1932, in another ceremony, accompanied by the band, the Minister of Transport, now Mr P. J. Pybus, declared the bridge free of all tolls. The Minister in his car was the last to pay a toll, which he did with a George III halfpenny minted in the year the bridge opened.

Since then there has been a slight alteration to the appearance of the bridge. In 1964 the stone balustrade was removed and replaced with walkways on both sides of the road, cantilevered out with the present railings. The toll houses themselves have no economic use and their levels of maintenance have suffered from time to time.

More recently they have become part of the Turning Tides public art project to celebrate the regeneration of the riverside in Grimsby. An orange glow moving through different shades suggests an open fire on the inside whilst shades of blue light to the exterior are inspired by the rhythm of the river.

THE MAYOR’S VISIT

A booklet that tells the whole story of Councillor Nowell’s visit to the USA has been deposited in Jews’ Court library. There was also a series in the Lincolnshire Echo relating to the trip. The following extract is from the booklet:

In the summer of 1930 the Mayor of Lincoln, Councillor T. Nowell, and the City Surveyor, Mr S. G. Baggott, visited the USA and Canada at the expense of Mr A. Appleyard of Minneapolis.

The excursion was later reported in the Lincolnshire Chronicle and Lincoln, wished to donate £10,000 to the city and invited the mayor to his home to discuss projects. The city party was besieged by pressmen everywhere with the usual exaggerations. The £10,000 rapidly became £30,000, much to the consternation of the mayor who hoped Mr Appleyard did not get which includes the city party’s views and comparison with the activities at home and laced with humour. Visiting the barber is a case in point.

“We had our first experience of American ‘barber-ism’ the next morning, and it proved an interesting and enlightening but nevertheless revivifying one. The Mayor was placed in a chair, the like of which he became acquainted with on his first visit to a dentist. His first request was for a shave, and he was promptly ‘laid out’ for the operation.

No lather brush was used, the soap being applied by the operator’s four fingers.

A steaming hot towel was then produced and placed about the face until only two small peep holes were left for the eyes. This Mr Baggott suggested was to make the whiskers grow to which the Mayor promptly retorted that if that were the case the barber might have made good use of it a little higher up. The next operation was with a razor wielded with amazing skill and rapidity. Face massage followed another application of a hot towel, closely resembling a poultice in temperature. Then came more face massage, an application of lotion and face cream, and almost before the

US barber shop c1930

Leader and then reprinted as a booklet of 20 pages in small print. Mr Appleyard, a native of Lincoln, wind of the rise before their meeting.

The report is a day-by-day account.
operation was completed the mayor was hoisted back into a sitting position—a new man—at a cost of 25 cents. Incidentally it should be mentioned that while the shave was in progress another assistant was busy cleaning his Worship's shoes and brushing his suit.

Mr Baggott had a similar experience, and when we met again at the entrance we could hardly recognise each other. The mayor's wrinkles had disappeared, and both agreed that in some miraculous fashion they had succeeded in putting his nose back a little.

We had a shock on receiving our bill for 14 dollars at the hotel in New York, and we had visions of including the American bankruptcy court in our itinerary before we had gone far.'

Meeting Mr Appleyard proved what a small world we live in. Both the mayor and his host were pupils at Rosemary Lane School in Lincoln and the mayor's brother was in the same class as Mr Appleyard.

It appears the £10,000 was meant to provide a swimming pool in the city, plus other sporting facilities. The tour arranged for the mayor included visits to parks and recreation areas, but also extended to the west coast—Seattle, San Francisco, Los Angeles, Grand Canyon, with contacts arranged everywhere. The mayor was considered a VIP everywhere, including the visit to Victoria on Vancouver Island. The paragraph 'In the Speaker's Chair' illustrates this:

'The following morning we were able to gain access to the State or Parliament buildings, and on signing the visitor's book the officer in charge requested us to meet the Deputy Attorney-General, Mr Oscar C. Bass, K.C., he being the chief Government representative in attendance.

We found him a particularly genial man and an interesting conversationalist. He recalled many reminiscences of school and college life in England.

During our tour of the building we visited the Council Chamber and he requested each of us should sit in the Speaker's chair.

We noticed with no little pride the large number of oil paintings of many men and women pioneers who had left the Homeland and secured good positions in the colony. Thanks to the courtesy of our guide we had a very profitable experience, lasting two-and-a-half hours, in this handsome building.

A visit to Beacon Hill Park, which covers about 800 acres, provided us with a profitable afternoon's experience. As the boat for Seattle left early we had only sufficient time to see the main features of this great natural park, such as sports and recreation grounds, winter gardens, etc.'

The Civic Party completed the trip going to Toronto, seeing Niagara Falls, and sailing home down the St Lawrence River.

A more recent article in the local press listed other possible uses for the £10,000 suggested at the time like refurbishing St Peter at Arches, removing traffic from the Stonebow, and buying the Jew's House. The last was, and still is, owned by the City Council, and the other ideas are history now.

The article concludes by questioning whether Mr Appleyard really did ever donate £10,000 to the city and if he did, how was it spent?

A mystery still.
Railway building in 1881

Very little, if any, information about builders and architects Kirk & Parry passes Michael Turland by. In 1880 the Sleaford company was awarded the contract to build a railway from Spalding to Ruskington...

worked on at the time of the 1881 census, of 3/4 April. Investigating that census in the Sleaford area for other reasons, I came across reference to temporary railway workers, and looked into the matter a little further.

In due course I hope to analyse the birthplaces, which may give some clues as to how the workforce came together. Kirk & Parry came to this contract from work in Liverpool, where they had been engaged since 1870; and they went from it to contracts for the London Tilbury & Southend Railway, until 1888.

The general point should be made that there is scant evidence in this workforce of the traditional ‘Irish navvy’. Initial findings are that there is only one workman born in Ireland—the rest in all parts of England but not Ireland!

The Sleaford Registration District includes that part of the railway line from Helpringham to Ruskington, ie not the initial area north of Spalding. The census shows a total of 270 railway construction workers and 63 (presumably) wives. There are a few in Kirky La Thorpe, Little Hale and Burton Pedwardine; but the main works must have been in Sleaford (119 males and 32 females) and Helpringham (111 + 26), in April 1881.

Having come across references elsewhere to ‘railway encampments’ of notorious reputation (see for example, Grantham in 1851 when troops were called out), I was interested to discover how the workforce at Helpringham was housed.

It turns out the men (and women) were dispersed through the village. In some cases they appear to have been local to start with. Of the 111 + 26

The railway line near Helpringham

On 26 February 1880, Kirk & Parry of Sleaford were awarded the contract to build the new railway from Spalding to Ruskington—20 miles 40 chains for £147, 760. This was for the line only. Pattinson’s of Ruskington built the stations, as well as the stations from Ruskington to Lincoln, making 11 altogether, for £62,852. Baker & Fairbank were to build that section of the line for £230,233.1

At its peak, the Kirk & Parry contract involved 2000 men and 14 contractor’s locomotives (this is according to Ellis (Ed) Mid Victorian Sleaford. So far the figures are uncorroborated; and are reckoned to be unlikely!).

Their part of the works opened on 6 March 1882 (to Lincoln 1 August 1882). The contract therefore was being
listed in the census summary, some 91 + 16 have been identified, the bulk being ‘railway labourers’. I suspect others have been listed as ‘labourers’. It is as well to remember that this is still in the era of manual construction work—no steam shovels etc yet!

There are also a ‘railway contractor’ (who was presumably managing the job—at the age of 23!); a ‘railway contractor’s cashier’; and two ‘railway engine drivers’ (of contractor’s locomotives). No fewer than 79 ‘lodgers’ were spread across 28 households, the largest number being in the Nag’s Head Inn Yard (9); but generally they were in twos and threes.

A final point of interest (for which I am grateful to Wendy Atkin): the contractor’s agent (I assume for the whole contract) was based at Little Hale—a chap called Benjamin Kirk, born at Sleaford! He was in fact the grandson of the Benjamin Kirk (brother of Charles) who came to Sleaford in the early 1830s.

In 1861 he was an architect’s pupil, almost certainly of his great-uncle Charles Kirk II, living with his relative William Henry Knight in Jermy Street, Sleaford. In 1880 W. H. Knight was the Senior Partner of Kirk & Parry.

It is believed that Benjamin and his brother Alfred were responsible for the building of 49/51 Boston Road, Sleaford, where their mother and Alfred were resident in 1881. And perhaps New Street west side also.

NOTE

This section aims to include as many short reviews of recently published books as possible; unsigned reviews have been provided by the Reviews Editor. At the end will be found a list of titles newly notified and which, it is hoped, reviews will be provided later. Many of these titles will be found in the Society’s Bookshop, Steep Hill, Lincoln.

The subject of this book was born at Waddington in 1802 into a very poor household. She gravitated to Nottingham in search of work but ‘fell in with a bad lot’. She was tried at Nottingham assizes in 1822 for stealing and selling stolen goods and was transported to Australia. The bulk of the book tells of her life firstly in Tasmania and later in Victoria following the gold rush. She brought up a large family and her story is that of an early (but originally unwilling) pioneer and the hardships the settlers endured.

BARTON, June. Queen of the saltmarshes. James Wright, 2005. 16pp. No ISBN. £2 pbk (or £2.50 by post from the publisher, 33 Parker Street, Cleethorpes DN35 8TH).
The author was born at Kirton Marsh, very near to her beloved marshes around the Wash. In this short book she tells of her upbringing on a farm and her love affair with the local rural scene. It is very readable, well illustrated and produced. Good value.

This well written account of a long life mostly spent in the Home Counties and London includes her wartime experiences. As a relief from the London bombs she spent time at Bratton, near to an uncle who was a railway-crossing keeper. The privations of life in a cottage with no inside water supply, what passed for a loo down the garden, no electricity and two younger siblings to care for as well as rationing are described. For those looking for a readable biography and a Lincolnshire accent.

This is the second part of the life of John Smith of Willoughby, his life in the new colony at Jamestown in Virginia and the efforts he had to make to obtain financial and other support in London for the American venture. (The first part was favourably reviewed in LP&P no 61, Autumn 2005). This new contribution maintains the quality of the earlier piece – it is readable, nicely illustrated with photographs (including contemporary documents) and pictures drawn by the pupils, with a chronology and a useful reading list. All involved deserve praise.

HALI, Sandra and HALI, Tom. Quadring, old & new photographs. Ravenhall, 2005. 32pp. No ISBN. £2.50 pbk (or £3 by post from the authors, 21 Barehams Lane, Quadring, Spalding PE11 4PX – all profits go to Quadring parish church).
Mr Hall as a newcomer to the village soon found that there is no village history and has made a start to a larger project by finding a number of old photographs and some references in old directories. He has performed a useful service in discovering and reproducing them. Those living there now will hardly recognise the place as it was 100 years or more ago. A little more work perhaps on the captions (and a map) would have greatly increased the booklet’s value.

Mr Creggs’ Threepington history (1912) has been long out of print and the author provides a useful service in briefly updating the account of the church’s history and providing a readable synopsis of the village’s history from Danish invaders to the present time. Well illustrated and good value.

An earlier book of Mr Hooton’s poems, including some in the county dialect was reviewed recently. There is no dialect material this time but many pieces invoke the county scene. Unfortunately the author died since this volume reached me and this enjoyable book now has to be his fitting memorial.

HOWARD, Chris and GOODRUM, Alastair. ‘The Frieston Aviators’. Boston, Chris Howard, 2006. 10pp. ISBN 0 9526507 1 1. £2.95 pbk (or £3.35 by post from Mr Howard, 40 Fishtoft Road, Boston PE21 0AJ – all profits go to charity).
Chris Howard saw four military
graves whilst passing Freiston churchyard one day and this booklet, after a brief history of Freiston village and the holiday activities at Freiston shore, tells the story of the four young men (three Canadian and one British) who lie in them. They were all killed in accidents whilst flying from the small aerodrome at Freiston shore, near what is now HMP Freiston. From 1916 to 1919 RNAS and RAF pilots came to the aerodrome from their advanced training at Cranwell to practise gunnery and bomb-dropping on targets on the nearby mud flats; the nature of this sort of flying, the pilots’ inexperience and the fragile and unreliable aeroplanes used, combined to cause many accidents of which quite a few were fatal, there being no parachutes in those early days. The high percentage of Canadian graves reflects the fact that nearly all British victims would have been buried in their home towns but, of course, this option was not available for Dominion airmen. A lot of research has gone into this nicely produced and illustrated work and it well covers a little known aspect of WW1 aviation in our county.

Terry Hancock. C. Willingham

An attention-grabbing account of a murder that horrified the people of Lincoln and district well over two hundred years ago. The author has delved into the local records to put together a readable account of the early lives of the chief protagonists and the events that led up to Thomas Otter killing the wife he had married only earlier in the day at South Hykeham church. The whole book is well illustrated with modern photographs of the scenes; nice use of Bewick engravings add a period touch.

READHEAD, Winn. Stather tales: reminiscences of a wartime childhood in the Lincolnshire village of Burton upon Stather. Burton upon Stather Local History Association, 2005. 81pp. No ISBN. £6 pbk (or £6.60 by post from the author, 1 Wiltshire Avenue, Burton upon Stather, Lines DN15 9EH). This is a pleasant walk down Memory Lane. The author has not only told any more a remarkable life than most of us ever do but he has provided a detailed account of what life was like in a Trentside village during the 1930s and the wartime period. There are pen portraits of many individuals and it all adds up to a worthwhile illustrated record of the village - school life; finding jobs and surviving rationing and the other exigencies of war. Recommended.

ROYLE, Freda and PEARSON, Richard. Around and about the A52: a brief history and photographic journey around Boston, Freiston, Butterwick, Benington, Leverton, Old Leake, Wrangle, Friskney, Wintnftleet, Skegness and Chapel St Leonards. The authors, 2005. 64pp. No ISBN. £7.99 pbk (£9 by post from Mrs Royle, 4 Roman Bank, Chapel St Leonards, PE24 0QX).

Once more Mrs Royle has been delving into her collection of photographs and produced an interesting selection relating to the villages mentioned above. What impressed me most was that, in spite of already having written separate booklets on several of these places (and Leverton was the subject of a separate large volume a few years ago by its local history group) I have failed to find any duplication. The pictures have come out well and the book as a whole will be a happy reminder for many of how these villages looked in earlier days.

TAYLOR, John. Chasing John Byng: a tour into Lincolnshire: (Illustrations by Diane Brookes). Bradford on Avon. Authority Publishing, 2005. 84pp. ISBN 0 9551288 1 1 £6.99 pbk (available at Ottakar’s Bookshops or by post for £7.99 from Victoria Taylor, 3 bis, Boulevard Princesse Charlotte, MC 98000, Monaco - all proceeds go to charity). In the 1780s and early 1790s Hon. John Byng rode around much of England and kept an entertaining diary, full of interesting details of the places he visited and in which he ate, drank and bedded down for the night. He was opinionated and confided in his diary his views about much of his social surroundings. The original diaries came to light seventy years ago and were collated into a four-volume edition issued between 1934 and 1938 under the title The Torrington diaries (Byng became Lord Torrington 23 days before he died). The original manuscripts were later passed to various public libraries and the Lincolnshire portion is housed in the Lincoln Central Library still. One volume selections have appeared since, the best being that edited by C. Bruyn Andrews (London, 1954).

The present book has been conceived as a modern day traverse of Byng’s routes. The author, born and educated in Grimsby and later a journalist there, follows Byng’s routes and as far as possible stays at the same inns and hotels. Just like Byng he comments freely on the quality (or lack of it) of the food and service he encountered, the changed places and the general scene. The section on his visit to the Bull in Horncastle is especially memorable but the George at Stamford gets its share of brickbats also. Relevant passages from the diary are quoted, some of Byng’s original hills are illustrated and pleasant modern
watercolour illustrations add to the book's appeal. I thoroughly enjoyed making the acquaintance of both Byng and Mr. Taylor (not to mention Mrs. Taylor's conversational additions). Highly recommended.


This little study is based on work required for a degree course. The book sets out to combat some of the fallacies we may have grown up with about workhouses, especially those derived from reading Charles Dickens. It makes clear the social problems in the 1830s when the Poor Law Act was passed and workhouses were being set up. These establishments did offer food, clothing and warmth for those incarcerated in them, even if it allowed the local providers to view the inmates as their own worst enemies. Even in a short format more precise details could have been expected and not all the sources quoted in the bibliography have been fully explored as one might have expected; I could not find the Eden reference (p. 6) although it seems an important source. The English usage is often wayward—apostrophes are misused throughout. Tighter editorial control would have improved this book, which fails to live up to the title's promise.


This little book was reviewed when it first appeared (LP & P, no. 54 Winter, 2003/4). His original hypotheses that the Templars were involved in John's death and where the king's baggage train was lost have not changed although he has taken the opportunity to add extra pages to the first edition. Errors relating to some of his map sources have been corrected (though some remain) but his views on salt making and the creeks of Holland remain sketchy. Creeks become wider and deeper the nearer they get to the sea (not the opposite way round) - his 1771 Guy's Hospital map shows how wide and deep they were; the map also shows that no road existed at Avenue Farm. The whole subject of the king's jewels remains a mystery; John crossed from Norfolk at Wisbech and it is likely that his baggage would have followed his route, but possibly saved six miles by crossing near West Walton. There are so many imponderables in this area but this study still has to be read with a good deal of caution.

Beryl Jackson, Long Sutton

WILD, Anne. If stones could speak. stories from the stone heads of St. Andrew's, Kirton-in-Lindsey. Kirton in Lindsey Society, 2005. 154pp. ISBN 0 9520956 7 X. £6.50 pbk (postage extra from Martin Hollingsworth, 20 Grove Street, Kirton in Lindsey, DN21 4BY).

The stones in question are 21 heads that appear on the inside and outside of the Kirton in Lindsey parish church. Since they have distinctive appearances of people from different ages the author has used them as a type of peg on which to hang stories that tell the story of the church and town through the ages. They are written in a colloquial style and start with a Romano-Brit called Nennius, stationed at Kirton but about to flee from Saxon invaders in 450 AD. The following sections take places during the next 1500 years and the invented character for each era outlines the contemporary life-style. It all adds up to a lively and rather clever historical reconstruction. A 25-page time line provides a detailed linkage between the book's sub-divisions and there is a list of sources used. It is well produced with maps and pictures of all the heads and can be wholeheartedly recommended.


This little book encompasses much on this little studied aspect of ancient history. Rabbits were a feature of castles, monasteries and smaller manor houses from the twelfth century. The author has made a long study of the evidence of their existence and history. There are only two passing references to sites on the Lincolnshire Wolds but members in the southern part of our county are near a large number of places just over the border in Breckland and in Northamptonshire, where the houses of the warreners have survived. A first class, well illustrated and modestly priced study.

Books received or notified since the last issue of LP&P...

Readers may note that some of the ISBNs quoted in these lists are different or in two forms. Since machine-readable ISBNs began to be shown on books the number of digits has been 10. Now, in line with European Article Numbering systems, the digits will number 13 by adding the international book 'flag' 978. Use of 13-digit ISBNs becomes mandatory on 1 January, 2007 and publishers are already anticipating their introduction. By using the 'flag' the so-called check digit at the end of the ISBN is also recalculated and will differ between the 10-digit figure and the new configuration.


HALL, Tom. Quadrant characters and photographs. Ravenhall, 2006. 32pp. No ISBN. (Quadrant booklet, no. 2). £2.50 pbk (or £3 by post from Ravenhall, 21 Banchams Lane, Quadrant, Spalding PE11 4PX).


ROWCROFT, Janet and ROWCROFT, Peter. Lincolnshire moods. Tiverton, Haselgrove.


The book recently published with the title The Lincoln lawyer by Michael Connolly has nothing to do with our city. It’s a detective story set in America, based on a lawyer who doesn’t have an office—he uses the back seat of his car for business and the car is an old Lincoln!

In Lincolnshire Past and Present, no 61 we carried a review of a book on the ‘Dunholme Lodgers’ published by Jofie Publications, 4 Cottage Close, Heage, Belper DE56 2BS. The same publishers have reissued a collection of sketches drawn by 2 airmen who carried them from POW camp to camp in Germany. They provide a humorous slant on life in such places and provide decent value.