

Barton upon Humber Civic Society

NEWSLETTER 2020



*Holydyke, Barton upon Humber 2020
left - April 2020, right May 2020*



1969 - 2020
Registered Charity Number 260105
www.bartoncivicsociety.co.uk

Highlights of Holydyke

In January 2020, Les Archer of 16, Holydyke was awarded a Good Mark by Barton Civic Society for the imaginative and entertaining displays in his front garden. The photograph, taken in May, shows him at his front door, holding his certificate.

Les changes his displays frequently and the fruits of his thoughtfulness, dedication and sheer hard work are appreciated by both passers by as well as those who go out of their way to view his current theme.

Some of the numerous front garden 'looks' are shown in the other photographs, including front cover, courtesy of Les himself.



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Vacant

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Minutes of the Annual General Meeting, Friday 19th July 2019, at Joseph Wright Hall

Andrew Robinson, Secretary

1. Present:

Richard Clarke (Chairman), Andrew Robinson, Matthew Holt, Sarah Holt, Pam Anthony, Gordon Plumb, Di Plumb, Jean Willows, Neil Jacques, David Dukes, Valerie Dukes, Wendy Witter, Paul Vickers (F.O.B.P .), Phil Bradley, Ian Wolseley, Rose Jackson, Chris McCall- Steggle, Janet Stockdale, Darren Stockdale, Jon Campbell-Walker, Tania Campbell-Walker, Frank Kirby, Ro Bryant, Geoff Bryant, John French, Brian Pettifer, Veronica Pettifer, Marion Train, Janet Driver, Anthony Berridge, Alexandra Lambert, Sheila Atkin, Nancy Hornsby, Liz Bennet, Michael Oates, Yuliya Oates, Vera Chapman, Amy DuBois.

2. Apologies:

Roger Johnson, Tony and Vanessa Havercroft, Jo Mulhearn, Ian and Sheila Holt, Monty Martin, Joan Barton, Monica Jacques, Jonathan Evison, Ursula Vickerton, Richard Hatfield, Elizabeth Hopper, Nigel Land, Jean Bradley, Claire Starling, Linda Brown.

3. Minutes of the 2018 AGM:

Approved as a true record.

4. Chairman's Report:

The chairman, Richard Clarke, reported that the Society is now half way through the Golden Jubilee Year, which has been celebrated with relevant public talks and also a special edition of the newsletter. Special thanks were given to Ian Wolseley for his work in organising many of the celebratory events. The chairman then presented two annual awards as follows:

a. To the Friends of Baysgarth Park for the creation of the Chad Varah Memorial Garden – accepted by the chair of the group, Paul Vickers.

b. To Wendy Witter for the completion of 50 years as a local councillor.

The committee has decided not to continue membership of Civic Voice, as it was felt that the subscription fee of £ 1.50 per member was not representing good value for money.

The chairman then proceeded to thank all members of the Executive Committee on an individual basis for their contributions to the society over the past year. Particular thanks were given to Jo Mulhearn who is standing down as Vice Chair as she is leaving the town.

The chairman announced his intention to stand down at the end of 2019, having served a total of 10 years as chairman over two different periods. He will however continue to present public meetings.

5. Environment Sub-Committee report:

The sub-committee chairman, Neil Jacques, referred members to his report in the newsletter, but updated the meeting on several recent activities:

Two meetings have now been held with North Lincolnshire Council on neglected buildings around the town, and it has been agreed that the council will contact the owners of around 15 buildings to request improvements to be carried out.

The Society have commissioned plans for the improvement of the Transport Interchange and these have received a favourable response from all parties.

6. Neighbourhood Plan Sub-Committee:

This sub-committee has been recently formed in an attempt to prepare a Neighbourhood Plan for the town, which is the third tier of official planning strategy behind the local plan prepared by NLC. Liz Bennet explained that this has to be initially designated by Barton Town Council, but can be driven by other local groups such as the Civic Society. It is understood that grant aid is available to cover the costs of preparing the plan, and this would involve minimal work for the Town Council.

7. Heritage Sub-Committee:

The sub-committee chairman, Ian Wolseley, referred members to his report in the newsletter, but commented on the success of Heritage Open Days in 2018, as well as promoting the forthcoming 2019 events. For the second year running, a comprehensive colour brochure has been published giving details of all events planned for September 2019.

8. Treasurer's Report:

The treasurer, Jean Bradley, was unable to attend but details of the accounts were published in the newsletter.

9. Election of Officers:

With the exception of Jo Mulhearn who is standing down, the officers of the society had all stood for re-election. A proposal to re-elect these en bloc was accepted, proposed by Nancy Hornsby and seconded by Neil Jacques.

All existing general committee members also stood for re-election, along with Jane Darwood who wished to return to the committee after several years' absence. A proposal to re-elect these en bloc was accepted, proposed by Brian Pettifer and seconded by David Dukes.

10. Any Other Business:

Monty Martin had sent an update on the activities of the Ted Lewis Group, which was read out by the Chairman.

11. Address by Brian Pettifer:

Brian Pettifer gave a short address on the formation of the Civic Society in 1969. Having witnessed the desecration of Grimsby Town Centre in the late 1960s, Brian was determined that the same fate should not befall Barton, where he had recently established a legal practice. In conjunction with Rex Russell, his neighbour on Priestgate, the Civic Society was formed, with Brian drafting the constitution and obtaining charity status. Once the Society was established, however, Brian was elected to represent Barton on the newly formed Humberside County Council in 1974, and also found himself with increased business commitments and therefore decided to stand down from the committee.

The meeting closed at 8.40 pm, and was then followed by cheese and wine whilst members enjoyed an advance preview of the BCS@50 exhibition.

Chairman's Report, 2019-2020

Neil Jacques Acting Chair, Executive Committee

Well it's been an odd year. I started off as Chair of the Society's Environment Committee, and ended it being Acting Chair when Richard stood down in January. Then of course everything changed with Lockdown, but that is not to say nothing is happening behind the scenes.

The group that comment on Planning Applications have been continuing their work; the Neighbourhood Plan proposals have been grinding their way through the North Lincs Council processes and have finally emerged at the other end with approval to get on with it; Andrew and I have had a couple of video conferencing meetings with NLC Officers and Councillors about the Interchange – again good news in that the proposals are in their “project pipeline”, with design details being worked on before applying for planning permission, and then looking for funding.

Not to be outdone, the Executive Committee have held online meetings and will continue with this format until times change to allow us to meet in person. We even managed to get those without access to a computer involved through the good old fashioned telephone. One thing we have been

particularly keen on is recording the Contemporary History of how these strange times have changed Barton, and Andrew is keeping a list of these with photographs as well.

Inevitably our public meeting and lectures have had to be cancelled, but many speakers have agreed to pencil in dates for next year instead.

Finally, I should like to thank the Executive Committee and sub-committees for continuing their work, albeit in various ways, and Richard Clarke for all he did in his years as Chair of the Society.

Environment Sub-Committee Report *John Womersley (Chair)*

I took over as Chair in January 2020, when Neil became acting Chair of the Executive Committee.

Barton Interchange

Some good progress is being made on our proposed scheme drawn up by 2B Consultants. At the public viewing 92% of the comments received supported the proposals. Neil and Andrew attended a Skype meeting with NLC officers and representatives on 1st May. The scheme is now in NLC's Development Pipeline with another meeting scheduled for 5th June. Subject to land acquisition and funding the scheme could be live later in this year.

The Beck

It was great to see lots of water appear in November when the springs returned after last summer's very dry spell. The maintenance within the Beck has now been taken over by NLC; we will monitor this against the discussion we had with the Water's Edge based team. Bench and seating area is still with BCS and 'Friends of the Beck'. With current restrictions, the maintenance day will probably now be later in the summer.

Buildings of concern

Members of the sub-committee bring to the meeting concerns about buildings in the town in need of repairs and refurbishment which detract from the town's heritage. We contact the owners to encourage them to make improvements or move the building on. One building needing a serious facelift is the Assembly Rooms, home of Barton Town Council. We are told that money is set aside for improvement works; this will be monitored by the committee and reminders given if nothing happens.

Waterside Road

A report has been drafted on areas for improvement following last September's survey. This is awaiting review from Tourism Partnership.

Other issues

We are pushing for a 20mph speed limit in Fleetgate. The Definitive Map is being checked for public rights of way. Open areas are being identified for potential tree planting and community orchards.

Thanks

Thank you to former members, Neil Jacques, previous Chair and Pam Anthony who has moved away from Barton. Also to the current committee - John French, Andrew Robinson, Ian Lawless, Nigel Land and newly recruited Jane Darwood. I hope we'll meet again soon.

Heritage Sub-Committee Report

Ian Wolseley (Chair)

Most of the Heritage sub-committee's work revolved around the fiftieth anniversary of the Civic Society, and our Public Programme reflected our activities over the five decades.

Three contributors to Barton's well-researched past, John Ball, Richard Clarke and Geoff Bryant, started things off in January with reflections on their own favourite Barton publications. Dr. Ball shared his unpublished early history of Barton, while Richard was particularly struck with Ron Newton's book, *My Childhood Playground* and the personal recollections of Waterside. And Geoff began with Brown's two-volume *Earlier History of Barton-on-Humber* before sharing his own scrapbook-newspaper archive of Barton.

In February, Bartonian, Andrew Robinson, shared his reminiscences of 1960s Barton using his personal picture archive and trade directories from the period, revealing how much life has changed in the following decades.

We were honoured to welcome Brian Peeps in March and formally thank him for his much-valued contribution to recording Barton's history over the years. Brian delved into his image archive to present a personal record of the construction and opening of the Humber Bridge in 1981, while Richard Clarke outlined the historical perspective and the earlier schemes to bridge the Humber. Brian's photographs gave an interesting "eye-witness" account of the project from the perspective of a Barton resident watching the development of the major engineering project. Among his rare images was one unique shot taken from the open boot of a car making one of the first crossings of the Bridge (that's real dedication!) and another of the safety boat moored downstream in case of workers falling into the Humber (which they didn't!).

Rail historian Stephen Gay always gives an entertaining talk, and, in April, he took us on a virtual railway ramble along the Kirton Lindsey to Cleethorpes Line, including the branch to Barton. The Society lobbied to maintain the town's rail link when it was threatened with closure, and the ongoing efforts of the Friends of the Barton Line to increase use of the railway were outlined by Anthony Berridge.

A very personal account of five decades of close involvement with saving the town's built heritage was poignantly shared in May by John French - President of the Society. John developed a passion for the built environment from a young age. He recounted the successes and disappointments of a lifetime's work trying to protect and promote the best of Barton.

In June, we turned our attention to Barton's industrial past. Nigel Land focussed on Elswick-Hopper and the Barton cycle manufacturing. Geoff Bryant reminisced on his work researching the brick and tile works on the Humber bank, and Liz Bennet described the efforts to convert the crumbling remnants of Hall's Barton Ropery into The Ropewalk, a thriving regional arts centre.

We are grateful to Richard Clarke for taking on the role of Chair at our monthly talks. In July, Richard chaired the Society's fiftieth Annual General Meeting. It was an opportune moment to present Annual Awards to Wendy Witter for her stalwart support of Barton over many years, and to Paul Vickers, Chair of the Friends of Baysgarth Park. The Society's fiftieth anniversary exhibition was formally opened, and guest speaker Brian Pettifer reflected on the formative years of the Society. We also launched our revamped "pop-up" merchandise stall with the addition of two new Barton tea-towels.

Our anniversary trip was to Grantham in August. Our group were the honoured guests of Grantham Civic Society whose members treated us to a guided walk around the town which included Isaac Newton's school, the Old Kings School, and lunch in the historic coaching inn, the Angel & Royal Hotel, one of the oldest inns in the country and where Richard III held court in 1483.

Much of the Heritage sub-committee's work this year was designing the Society's anniversary exhibition, *Safeguarding Barton's Heritage*. The exhibition chronicles the work of the Society and was displayed at the Joseph Wright Hall as part of Heritage Open Days. The exhibition is available for loan. The Heritage Open Days programme also included a highly informative talk by Richard Clarke about reclamation of the site we now know as Waters' Edge Country Park. Richard told us how the Park was created from the reclaimed industrial land which had become one of the most toxic sites in Europe.

In *Fifty – Not Out*, in October, John French and Geoff Bryant were good enough to be panellists fielding questions from a very friendly audience about their memories of the origins of the Civic Society and the hopes and aspirations of its original members.

This retrospective year was completed in November with two different perspectives of major archaeological projects in the town in recent times. Caroline Atkins spoke about her professional involvement as a consultant archaeologist, and the experiences of the itinerant workforce were vividly recalled by Amy Dubois who was a member of the community archaeology team who endured and enjoyed make-shift latrines and great camaraderie – in that order!

As usual, we are indebted to Chris McCall-Steggles for organising refreshments at the monthly public meetings, and to Janet and Darren Stockdale for staffing the ticket and raffle point.

Behind the scenes, John French, Jo Mulhearn, Pam Anthony and Rose Jackson have been working their way through re-organising the Archive – and safely cataloguing material someone else will use for the next retrospective, in 2069!

*Visit to Grantham, rear of Angel
and Royal Coaching Inn*



*Chained books in the Trigg Library at
St Wilfram's Church*

Treasurer's Report

Jean Bradley (Honorary Treasurer)

Receipts and Payments Accounts for the year ended 31st March 2020

Receipts	£	Payments	£
Subscriptions	1,647.00	Secretarial	156.76
Investments	1,358.04	Subscriptions	25.00
Raffles	246.30	Insurance	405.22
Refreshments	129.31	Printing Newsletter, leaflets, etc	636.00
Merchandise sales	205.86	Plaque	30.00
		Speakers	270.00
Donations		Tree felling	600.00
		Room Hire	680.00
Lectures	115.00	Archive Storage	50.00
		Town Garden Competition	50.00
		Ted Lewis Group	50.00
		Raffle prizes	65.15
		Ordnance Survey map licence	65.70
		Website	500.00
		Wreath	20.00
		Beck Expenses	100.00
		Merchandise	611.50
		Plaque paint	11.95
		Exhibition Panels	900.00
		Gifts	242.38
	3,701.51		
Excess of payments over receipts	1,768.15		
	<u>5,469.66</u>		<u>5,469.66</u>

Reserves as at 1st April 2020

	£
Current A/c	6,118.03
Business Reserve A/c	9,687.54
Investment Capital	30,132.00
	<u>45,937.57</u>

Disclaimer

To the best of our knowledge, the information provided in this publication is believed to be correct and up to date. No responsibility can be taken for any inaccuracies should they be found.

With the death of Maureen Welch in 2020 the Barton Civic Society lost one of its longest serving members. Born in 1934 she was the eldest of three siblings. She was educated at the County School in Castledyke West and Barton Grammar School before enrolling at the



Lincoln Teacher Training College. In her first year at Lincoln she was ‘mothered’ by Shirley Bell (later Codd) who became a life-long friend. She held teaching posts at various schools in Grimsby and Barton. She entertained the author of this piece showing slides and photographs of a 1970 holiday spent in southern Spain with her friend Audrey Cole. They visited places such as Benidorm and Calpi at a time when they were small, sleepy fishing villages which had not been invaded by the jet set ‘Kiss me Quick’ holiday makers. Other much enjoyed holidays – caravanning throughout France - were again undertaken with her friends Audrey Cole and Sheila Atkin. Maureen was a founder member of the Barton Civic Society and at various times served as the Society’s Secretary and as an Executive Committee member. She was a long-time member of the Barton Branch of the Workers’ Educational Association and attended numerous of its classes and summer schools. Her long membership of the County Choir continued her friendship with Shirley Codd.

Maureen was a valued member of the congregation at St Mary’s Church and always provided a jewellery stall at the church’s bazaars.

Articles

My family’s life on the railway

Brian Peeps

My grandfather

My grandfather was the first one of the family to be on the railway. He started as a lighterman bringing the railway lighters across the river from the old harbour on the River Hull to New Holland. He finished his service as a foreman on the L.N.E.R. in 1939, aged 65.

My father

My father started on the railway as a ‘chocolate boy’ on the New Holland ferry and he would have a basket in front of him with the goods on. Then he worked for Whymans on a bookstall on New Holland pier until he was sixteen years

of age. Then he joined the railway proper, working at the goods shed at New Holland as a crane driver until the age of twenty. He then had to transfer to Bolsover in Nottinghamshire as a passenger porter for six months. He then spent six months at Sutton-in-Ashfield before transferring to Skegness in 1930 for another six months. When a vacancy came up at New Holland doing odd jobs he applied and got the job. Then a job down on the Pier came vacant so he applied and got it; this was at a reduced rate of pay and he had to learn to drive a tractor and trailer and a Thornycroft Mechanical Horse, passing the test in 1941. This was when the first little tractors were used down the Pier and he was the first one to pass the test and he worked



1937 Dock gang at New Holland - my Grandfather is 3rd on right, back row

there for 10 years. In 1945 he transferred to Barton as a motor driver and was there for another 10 years. He then had to transfer back to New Holland as a motor driver, staying a further 11 years.

My railway life

I began on the Railway after I came out of the RAF. I had a couple of jobs before this and then asked father if he could get me a job on the Railway as he knew one or two people at Grimsby. On my first job I went to the signalling school at St Marks Station, Lincoln. To be a signalman in those days you had to learn the telegraph. Well, I did not master it, so I was asked if I would like to be a buffet car attendant running out of Cleethorpes to London. That meant being away from home, and as I had a young family I did not take the job. I was offered a job as a platelayer at Ulceby, so I said yes. It meant travelling each day by the first train of the day out of Barton to be on time to start work at Ulceby Junction. We had some good times at Ulceby travelling up the Light Railway as far as Humber Road at Immingham on a Wickham trolley. One winter's day we were up the branch and it started to snow. When we tried to come back we could not get a grip with the small wheels so we had to put a brush on either rail to brush the snow off the track to get back to Ulceby. Our length was from Ulceby up the Light Railway to Humber Road, Immingham one way, and from Ulceby to the other side of Butters Wood, crossing near Goxhill, the other way and from Ulceby to Habrough junction,

and Ulceby to Brocklesby the other way. When a vacancy came up in the New Holland gang I transferred there.

In 1958 the wages for an 80-hour week were £13-9s-1d, take home pay £11-6s-8d. The wages for a 44-hour week were £7-8s-0d, take home pay £6-8s-7d. The length that we worked at New Holland was down the Barton branch one way, to Goxhill the other and down the pier, and all of the goods yards and the siding down to Warren's Ship Yard. While working at New Holland some of the jobs that we had to do were cleaning up the four-foot down the pier, working down the Barton Branch and keeping the track in good order, and up to the boundary fence. I also passed as a fog-signalman, to be at the outer



This photo was taken in Goxhill Goods Yard – Father with his 2-ton Albion lorry, delivering parcels

home signal near to Barrow Haven station. It was a fixed distance so you only had to put a detonator on when the train came from Barton. There were two of us from Barton and the rest of the gang came from New Holland; so if there were any small jobs to do at Barton the two of us did them. About a week before Christmas we used to saw up old sleepers to take round to the station staff – this was their Christmas box from the Permanent Ways Dept.

Then there was oiling the fishplates (that join the rails together), also screwing down the chairs, mowing a part of the grass at the side of track (this was the bit where you used to keep hitting coal and other debris in the long grass). This was supposed to stop the grass catching fire from sparks from steam trains. We also weeded the empty triangle at New Holland, between the two branches to and from New Holland and the through line. There was also the work at weekends to boost the pay packet. On a Saturday night we used to start at 11 o'clock anywhere from Grimsby to Brocklesby to do the re-laying of track; in those days it was all manual work, no cranes etc. Sometimes we did not get finished until Sunday teatime, then had to be back at work on Monday morning.



The gang that I worked with at New Holland, photographed on the Barton branch

There was also the job of being on the crossing gates at Barrow Road (New Holland) signal box when the wind was blowing hard; the signalman could not get the gates to close all the way so you had to assist him by pushing the gates. This job sometimes lasted until the last train; then you had to cycle all the way to Barton (there where no street lights then). When a vacancy occurred for a motor driver at Barton I applied for it and got the job. I had to go to Lincoln each day for a twelve weeks' course to learn to drive, (I already had a licence to drive a motor vehicle up to three tons); that would have included a Scammel Mechanical Horse and a two-ton Bedford. There were about six other people on the course and I think that out of the seven of us only myself and one other person passed the test. The same Inspector that passed my father in about 1940 for his driving test, also passed me. I then came to Barton as a passenger parcel driver with a brand-new Thames Trader diesel; this was the first diesel at Barton as the other one was petrol, being an Albion 5 tonner. I think the wages were about £8-0s-0d per week, and as I had a growing family, I had to start looking for a job that paid a bit more money after about a couple of years being at Barton.

The job at Barton as a railway lorry driver entailed delivering passenger parcels around the town. Also, once a month, I used to go around the town to all the shops to deliver all the boxes of tobacco and cigarettes, all on the back of an open lorry, never losing any of them (people must have been more honest then?). Once a week I went to Ferriby and the low villages. I had to go Horkstow to the Post Office and the then Post Mistress, Kitty Odlie, always used to give me a Kit-Kat. On a Friday morning I had to take the Station Master to the Midland Bank in Holydyke to collect the wages for the staff at Barton and New Holland and Barrow Haven (no Security then).

It was while delivering at Eastwood at South Ferriby that I asked for a job as a lorry driver; the first week's wage were about £16-0s-0.

I left Rugby Cement in the 1970s, as it had changed, to go to Gulf Oil at Killingholme as a tanker driver.

Barton's link to England's first Infant Schools

Ian Wolseley

It would be remiss not to remark on a special anniversary falling early in 2020; two centuries ago, England's first Infant School was opened in Westminster. Samuel Wilderspin was involved in the Westminster project and was asked to run England's second Infant School which opened in 1820 at Spitalfields.

The world's first Infant School was opened in 1816 by Robert Owen as part of his textile mill complex at New Lanark in Scotland. The teacher there was James Buchannan who later moved to London where he was put in charge of the Infant School at Westminster in 1819.

It was here that Wilderspin first became interested in infant education and no doubt heard details about the New Lanark School from Buchannan. By the following year, Wilderspin had proved himself worthy of organising England's second Infant School at Spitalfields in East London.

This was a time of growing interest in infant schooling from, among others, Hull MP William Wilberforce and the Whig spokesman on education, Lord Henry Brougham. Their support led to an Infant School Society being set up in 1824 which appointed Wilderspin "to go into the country, at the request of any lady or gentleman, to open schools according to the method now in practice."

Wilderspin travelled across the British Isles promoting infant schools for the Society until its demise in 1828. He continued this work independently, promoting his system and school layout, and establishing some two thousand schools, finishing in Barton with the opening of his Model School here in 1845.

In 1847, at the end of his career, supporters of Wilderspin commissioned J. R. Herbert, R. A. (1810 -1890) to paint Wilderspin's portrait. His supporters included philanthropists Mary and David Gaskell of Wakefield, and Thomas Terrington, Secretary of the Hull Infant School Society.

The original painting was given to Wilderspin at a special presentation attended by Charles

Dickens, and engraved copies were sold to benefit a National Tribute fund for Wilderspin.

The idea of a "National Tribute" to Wilderspin, in addition to the award of a government pension, was the idea of Mary Gaskell. Most of Wilderspin's activities - travelling the length and breadth of the country setting up schools using his system of infant education - had been undertaken at his own expense. Gaskell knew that Wilderspin would need financial support in his old age.

Herbert was working in Manchester at the time, and was described as "perhaps the first portrait painter in England" by one of the Tribute's organisers, E. P. Lamport, a Manchester Unitarian. The commission fee was £50, half of which Herbert generously returned to the Tribute fund. The original painting was to be presented to Wilderspin and engraved copies sold to benefit the fund.

The appeal was launched in 1846, citing Wilderspin's "chief merit of developing and practically carrying out the System of Infant Education." Dickens was among the subscribers, and attended the presentation ceremony in June 1847 in London when the portrait was prominently displayed. Beside it was a scroll of over one thousand infant autographs reaching from ceiling to floor, and a silver clock made by the prominent Cheapside jeweller, John Bennett, and paid for by the penny gifts collected from infant school teachers and children.

Although the hoped-for income from the sale of the portrait engravings did not, in the end, materialise, the National Tribute fund did reach eighteen hundred pounds.

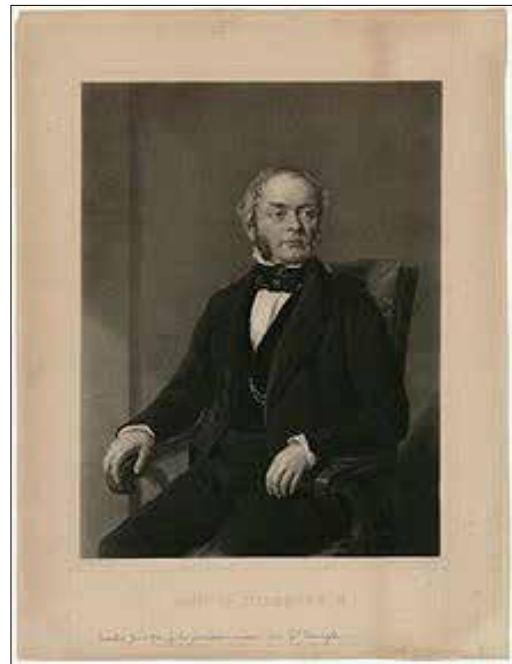
Wilderspin retired to Wakefield in 1848, and was close to his friends and benefactors Mary and Daniel Gaskell. He became involved in adult education through the Mechanics' Institute. The Gaskells were wealthy philanthropists and were instrumental in securing the government pension for Wilderspin while he was still living in Barton. He was awarded a Civil List Pension of £100 per

annum by Queen Victoria in recognition of his contribution to education. The Gaskells were also the driving force of the “National Tribute” to Wilderspin, which involved the commission of Herbert’s portrait, and which raised £1,817.16.11, just short of the target of £2,000. The money was invested in shares of the London and North Western Railway and produced dividends of over £40 per year, not a huge sum, but sufficient, with his pension, to keep Wilderspin in reasonable comfort in his old age.

To commemorate Samuel Wilderspin’s involvement in England’s first Infant Schools two centuries ago the Wilderspin National School Museum invited members of Barton and Brigg art groups run by JD Creative to submit oil paintings based on an original portrait by J. R. Herbert, R.A. Winner of the Museum’s “Infant Schools Bicentenary” portrait competition, was Julia Sweetman.

The original Herbert painting is now in the care of descendants of Wilderspin living in California. Professor Philip McCann, co-author of Wilderspin’s biography, presented a copy of the painting to Barton during his lecture visit for the Civic Society in 1992. The copy is in Baysgarth House Museum.

Source:
Samuel Wilderspin and the Infant School Movement (1982) by Philip McCann and Francis A. Young.



*Portrait of Samuel Wilderspin
 [G.T.Payne after J.R.Herbert]*



Julia Sweetman with her winning portrait of Samuel Wilderspin



A Close Shave

Geoff Bryant

In late-2018 a well-known Barton landmark, the massive chimney stump at the Hoe Hill Tileworks, was beheaded.

Thousands of Bartonians, whilst walking along the Humberbank footpath, will have noticed the tileyard’s two chimneys – one slender (6 feet 3 inches square), and frequently seen belching out smoke when one of the yard’s two kilns is firing, the other a much more massively robust structure (16 feet square) which of late has never smoked. It is the latter chimney stump, one

of Barton’s 187 Listed Buildings, that has been considerably reduced in height and is the only surviving reminder that in the early decades of the 20th century there was a Hoffmann kiln at work in one of the town’s brick and tile yards (See Fig. 1 and Bryant 2007, 22).¹

Barton’s Hoffmann kiln was built on a 19 acre field (OS No 391) allotted to Edward Sanderson at the enclosure of the town’s open-fields in 1796. The two fields to the east of Sanderson’s property were awarded to Messrs Graburn and



Fig. 1 The beheading of the Hoe Hill Hoffmann chimney in progress in 2018. Fortunately, the complete destruction of this Grade II Listed Structure was prevented just in time. To its right can be seen the more slender chimney now used during the firing of the yard's two remaining down-draught kilns. (Geoff Bryant)

Holgate and by 1855 the site appears on Barton's famous 'upside down map' as 'Mr Alcock HOE HILL' with to the west (on field 391) 'Brick Yards'. However, Field 391 was shown as unoccupied on the OS 25 inch 1888 map but by 1908 it is shown as the site of a 'Brick Works' and on the 1932 map it is described as the site of 'Barton Patent Brick & Tile Works'. Kelly's 1905 Directory would indicate that the eastern yard had been sold to William Blyth but was closed at an unknown date and all that remains of it today is the solitary steam-engine boiler chimney (see Bryant 2007, 49 – 51).

The Sanderson field was shown as unoccupied on the 1888 25 inch OS map but by 1908 (see Fig. 2) it was the site of an extensive 'Brick Works' with two updraught kilns between which had been built what would appear to be an elliptical Hoffmann² kiln with a chimney on its western side (centred on TAO38234). The remains of the lower courses of that chimney which survive - far, far wider and thicker than the lower courses of the chimney used today – indicate a structure of that considerable height necessary to draw the fires in a Hoffmann kiln. Almost certainly the two small updraught kilns would have been used to fire tiles whilst it is most likely that the much bigger Hoffmann produced the yard's bricks.

In the southern part of the yard there stood a range of drying sheds and a pug mill from which a narrow gauge railway line lead out to the yard's clay diggings. In 1908 the diggings were of a modest size which would indicate that the yard had not been long in production. A jetty, immediately north of the Hoffmann, led into the Humber Estuary and what appears to be a pair of semi-detached houses in the corner of the working yard would have provided accommodation for those workers needed to watch firing kilns overnight. 'Windpumps' which would have kept the clay diggings dry were also shown. At some stage (probably c. 1900) Blyth seems to have transferred the name Hoe Hill from Alcock's yard to his new yard immediately to the west.

A very similar set-up was shown on the 1932 25 inch OS map though by then the Hoffmann chimney was marked 'Chy' and as could be expected the clay diggings extended much further to the south of the yard. An 'incline' was shown leading up to the pugmill which presumably by that stage had two floors making it possible to load the mill from a first floor, much like the surviving two-storey mill which survives unused at Blyths' Far Ings yard – now the Old Tile Works with also includes shops and a restaurant. By then the Hoe Hill yard was described as the 'Barton Patent Brick & Tile Works'. Another brick and tile yard which formerly lay immediately to its west is now gone and is the site occupied by Barton's Sewage Works.

The evidence here indicates that the Barton Hoffmann was built between 1888 and 1908 at a time when the Barton Brick and Tile industry was at its most prosperous and extensive (see Fig. 1. 10 in Bryant 2007).

The down-draught Hoffmann kiln was first conceived in Prussia and patented in Vienna

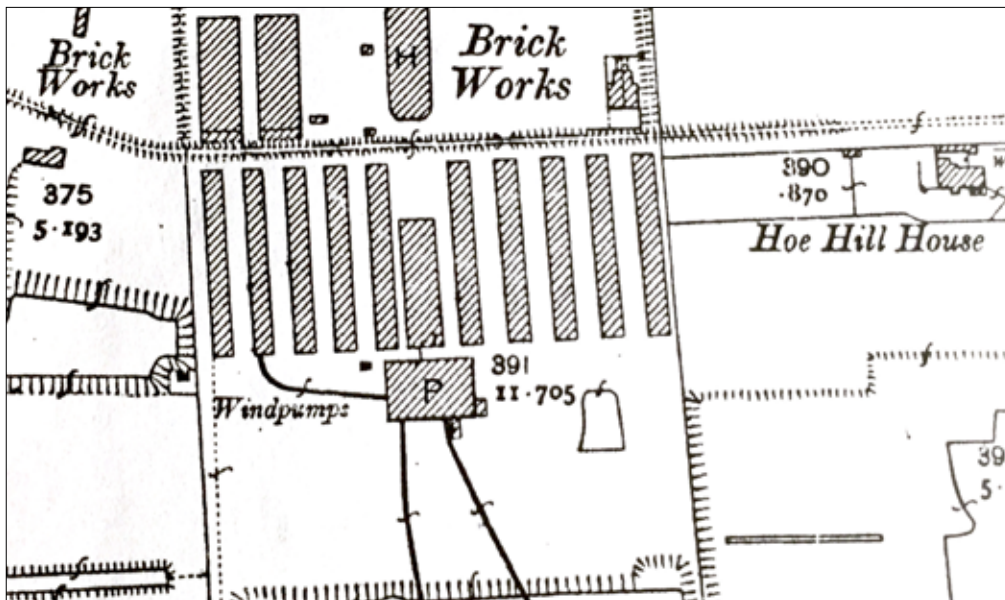


Fig. 2 The Hoffmann kiln (H) at Hoe Hill yard shown on the 1908 25 inch OS map. K marks what were doubtless two updraught kilns and P the pugmill in which the freshly dug clay would have been prepared for extrusion into bricks.

and Berlin by Friedrich Hoffmann and his collaborator, Albert Licht, in the 1850s. A similar patent was awarded to Hoffmann's English agent, Alfred Newton, in 1859. Throughout Europe and eventually the world such kilns were soon seen to be a most fuel-efficient way of firing bricks and burning lime. By 1898 there were said to be more than 5000 Hoffmann kilns working throughout Europe. They came in various shapes and sizes but all included the basic concept of a number of contiguous firing chambers through which hot gases progressed and in doing so produced a significant saving in fuel. The early Hoffmanns were elliptical with either a long centrally open space or with all of the chambers squeezed together. The kiln's outer ring was divided into a number of identically sized, inter-connecting chambers, each in turn connected by a under-floor flue to a tall chimney built at one end or at the side of the kiln. To start a Hoffmann kiln from cold used a considerable amount of fuel, might involve lighting a fire at the bottom of the chimney to get it to draw, and was a procedure to be avoided if at all possible. A metal partition had to be provided at the upside of the firing chamber so that no heat backed up into the chambers behind but exhaust gases from chamber 1 fed into chamber 2 to pre-heat the bricks loaded therein. When the firing of that first chamber was completed the partition (see Fig. 3) had to be moved forward so that firing the chamber 2, already pre-heated chamber, could proceed and the cooling of the fired chamber 1 behind could begin. So, the firing moved forward, chamber after chamber without ceasing.

Fuel was fed at intervals into the firing chambers through numerous holes in the chamber's roof. The fuel had to be hauled onto the kiln roof and some sort of fuel hole cap removed before fuelling could take place. In some Yorkshire kilns iron caps were used but the type of cap used in Barton is unknown. When the firing of the bricks in a particular chamber was completed firing moved along to the adjoining chamber which had been previously loaded and which had already been pre-heated using the surplus hot gases led from the adjacent chamber whilst it was firing. And so the firing proceeded to move continuously from chamber to chamber, circuit after circuit. There was no standard type of Hoffmann kiln and quite quickly Hoffmanns were being built in various shapes (sub-rectangular and elliptical were popular) with varying numbers of different sized chambers, using different fuels and with chimneys of differing heights located in varying places around the kiln.³

During the 1860s a number of Hoffmann kilns, used by both brickmakers and lime burners, were built in Britain. Many, if not all, were originally roofed over to protect the kiln roof and to give cover to the men working to feed the chambers during firing and also operating the dampers separating the various chambers below. It is not known whether the Barton Hoffmann was roofed though it seems likely as the OS map does show the kiln as a solid structure with no sign of an open central corridor.

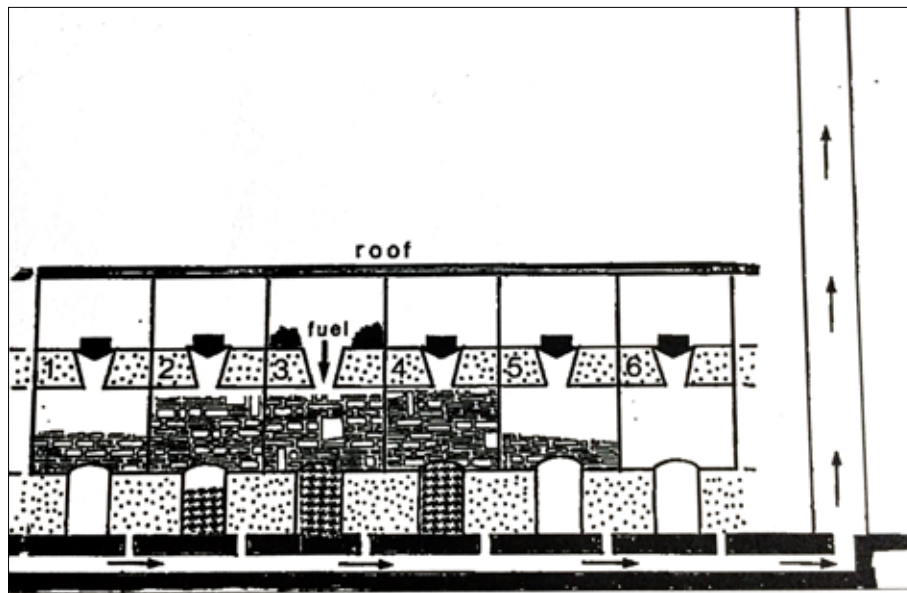


Fig. 3 A foreshortened and simplified view of the side of a Hoffmann kiln.

The firing cycle would move from left to right.

Chamber 1 – the cool bricks are being unloaded

Chamber 2 – is still cooling so the entry doorway is partially open to let cold air circulate amongst the still hot bricks

Chamber 3 – is firing. The vent in the roof of the kiln is open to allow fuel to be fed into the chamber. The entry doorway is closed to retain the heat within the chamber

Chamber 4 – is loaded with bricks which are being dried and pre-heated using excess heat passing from chamber 3. Again the entry doorway is closed

Chamber 5 – the doorway is open to allow the filling of the chamber with unfired bricks

Chamber 6 – stands empty.

Control of the flue dampers between the firing chambers led exhaust gases down into the flue below the kiln and then onward to the bottom of the tall chimney

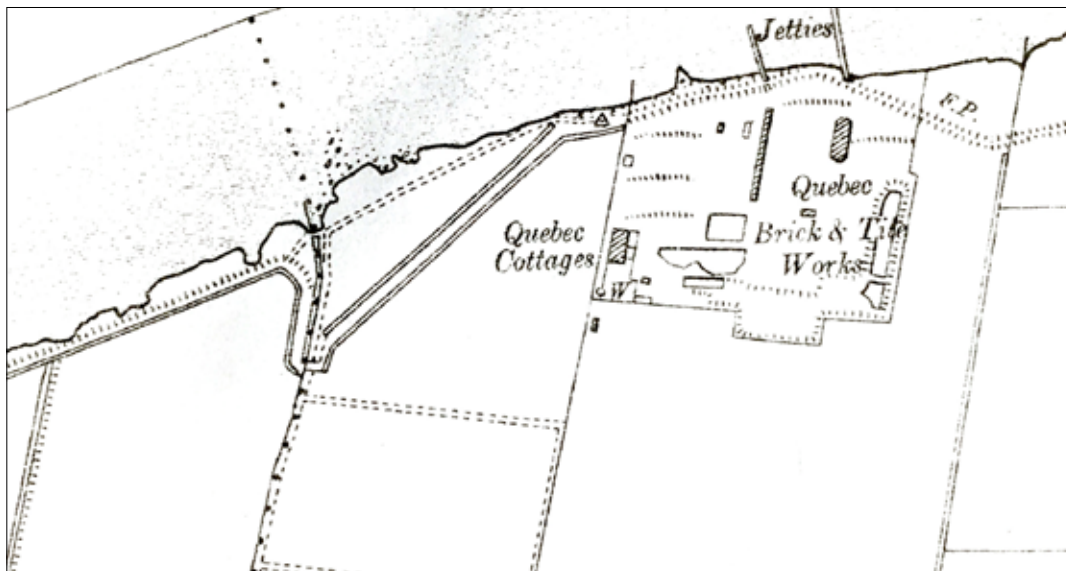


Fig. 4 The Goxhill Hoffmann kiln can clearly be seen above the word 'Quebec' on this 1908 25 inch OS sheet

The Listing Text relating to the Barton Hoffmann states that the chimney, and so presumably the Hoffmann kiln, was built in the late-19th century.

Another Hoffmann kiln was built beside the Humber at the Quebec Brick and Tile Works in the extreme north-west corner of Goxhill parish (TA103251 and see Figs. 4 and 5).

The photograph below shows that it was, like the Barton kiln, elliptical in shape though unlike Barton the chimney was built at one end rather than down the side of the kiln. The kiln was clearly completely roofed. The large opening with its own chimney in the middle of the kiln's side wall is something of a mystery but perhaps it housed a mechanism to raise 'small coal' onto the roof of the kiln prior to it being used during the firing. The workers who fed the kiln and raised and lowered the flue dampers during the firing cycle may also have gained access to the kiln roof here.⁵ This kiln was demolished in April 1986 and the site is now occupied by Sandtoft/Wienerberger Building Material Solutions.

A somewhat strange, long-unused, and very rare relative of the Hoffmann kiln survives alongside the Humber Bank in East Halton parish (see Figs 6 and 7 and Redmore, K., 2019 forthcoming). Like the Barton chimney stump it is a Grade II Listed Building (TA156212) and as at Barton this kiln was presumably used to fire bricks.

The Listing Text describes it as being c. 45 metres long and having 8 adjacent firing chambers in a single straight line NW to SE. It was shown on the 1932 25 inch Ordnance Survey map and must have replaced, on the same site, two open-topped Scotch kiln which are shown on the 1886 and 1908 25 inch maps. Originally the Hoffmann-type kiln had a light-weight roof to protect the kiln's stokers. Each of the kiln's surviving chambers is 7.8 metres wide and 2.6 metres high with an entrance opening on both sides large enough for a man with a barrow to

gain access to the chamber to load and unload the bricks. In the vaulted roof of each chamber there were a number of vertical shafts (c. 11cm in diameter) down which the fuel – pulverised coal or 'slack' – was fed into the chamber below. Running along the centre of the roof there was a duct down which the firing chamber exhausted to the chimney. The kiln's red brick chimney, c. 27 metres tall, lies at the southern end of the kiln and is emblazoned on three sides with white brick letters – **W**[ilkinson] x **H**[oughton] – naming the yard's owners.⁶

The kiln's unusual straight-line form meant that it could not be fired continuously and at the end of each firing cycle – probably lasting some 14 days - its first chamber had to be relit using fire grates built at ground level in the kiln's end wall. I was told some years ago by Mr Blanshard Sen who worked at the site that it was never very efficient and quickly went out of use before the outbreak of WWII though Ken Redmore suggests that a smaller, cheaper to construct kiln would have best suited Wilkinson and Houghtons' more modest business plans. Its chimney must be one of the very few Hoffmann kiln chimneys to survive in the country and the kiln is the only Hoffman-type to survive on the Humber Bank.⁷ The kiln and the chimney are described in the Listing Text (perhaps not surprisingly in view of its poor performance) as 'the only example of this design to be built in the area'.

My thanks to Ken Redmore and Jon Sass for their considerable help in the writing of this piece.



Fig. 5 The Goxhill Hoffmann kiln looking south-east (Geoff Bryant)

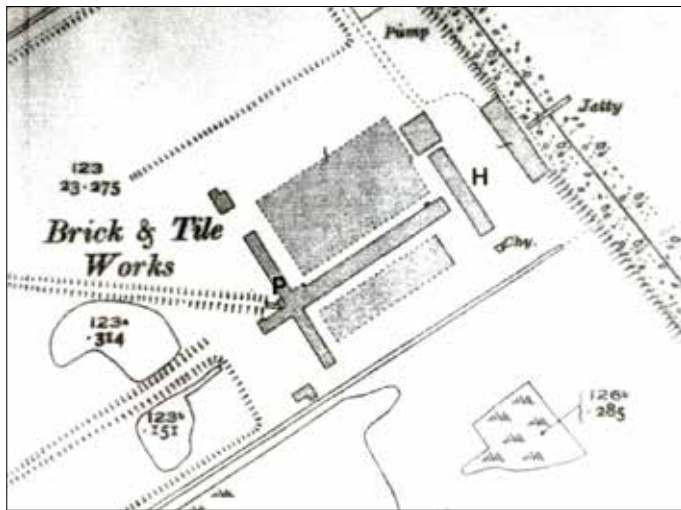


Fig. 6 The East Halton multi-chambered kiln (H) and probably the pug mill (P) shown on the 1932 25 inch Ordnance Survey map – here not to scale.

Fig. 7 The Hoffman-type kiln which survives at East Halton – looking east (Geoff Bryant)



Footnotes

1. In 2017 Barton had 187 Listed Buildings, the remains of the Hoe Hill Hoffman chimney being No. 164. The splendid pamphlet *Living in the Barton Conservation Area* published by Barton-on-Humber Civic Society maps the town's Conservation Area and shows the Listed Buildings in the central area of the town and notes that 'Any works of alterations to listed buildings require listed building consent. It is an offence to alter a listed building without listed building consent'.

2. In Britain the second 'n' in Hoffmann's name is often omitted but is retained throughout this text.

3. Surviving remains of lime-burning Hoffmann kilns can still be seen at Mealbank Quarry, Ingleton and Craven Limeworks at Langcliffe near Settle – both in Yorkshire. At both sites the tall chimney has disappeared. The Langcliffe kiln was built with 22 chambers and a complete firing of the whole kiln took six weeks. It was in production from 1873 until its final closure in 1939. It produced the lime used by farmers, bricklayers, tanners, textile and paper manufacturers. It had a chimney 40 meters tall which, in 1951, collapsed the day before it was due to be demolished.

4. A very good account of Hoffmann kilns is to be found in David Johnson's splendid *Limestone Industries of the Yorkshire Dales* (Stroud 2010) which obviously concentrates on the lime-burning

Hoffmanns rather than those used in the brick and tile industry.

5. The information concerning the Goxhill and East Halton kilns as well as numerous other insights are the work of Ken Redmore (Redmore K., 2019 forthcoming) and Jon Sass for which many thanks.

6. A old photograph which Mr Barrie Newton allowed me to see shows that Barton's long-lost Adament Cement Works (centred on TA 011234) once housed a very tall chimney – was this associated with a Hoffmann-type kiln used to burn lime for the production of cement?

7. Anyone travelling along the M62 can see another redundant Hoffmann brick kiln chimney standing to the north of the road between exits 25 and 26.

Further Reading

Bryant, G. F. and Land., N, *Bricks, Tiles and Bicycles in Barton before 1900* (Barton WEA 2007)

Johnson, D., *Limestone Industries of the Yorkshire Dales* (Stroud 2002)

Redmore, K., 'Brickmaking in East Halton: an uncommon multi-chamber kiln' in *Lincolnshire History and Archaeology* (2019 forthcoming)

Addendum

Since writing the above piece I have found it necessary to search through my many files which are filled with Brick and Tile information collected over many years. It did not take long to realise that I had missed important information contained in Ernie Coulam's *The Barton Area Brick and Tile Industry – a personal view* (Barton 1991) and Coulam and C. H. Watkinsons' *The Barton Area Brick and Tile Industry* (Barton 2002).

West Field Brick works

In the first book a sub-section titled 'Hoffman (sic) Kilns' caught my eye. It begins 'There was a Hoffman at Tomlinson's [yard - it should read Tombleson's]'. The yard referred to was the West Field Brick works and was one of the biggest in Barton. It lay towards the western end of Barton parish just to the east of the Adament Cement Works site and is now the site of Reeds Hotel. At its height the yard was owned by the Tombleson family (and for this see Bryant, G. F. and Land, N. D. *Bricks, Tiles and Bicycles in Barton before 1900* Barton 2007, pp. 31 – 32). The Tomblesons were wealthy, their brick and tile yard was one of Barton's biggest, and was situated immediately to the west of the Adament Cement works which had a Hoffmann-type kiln which was used for burning lime. So, it always seemed to be a yard which might have been able to afford to invest

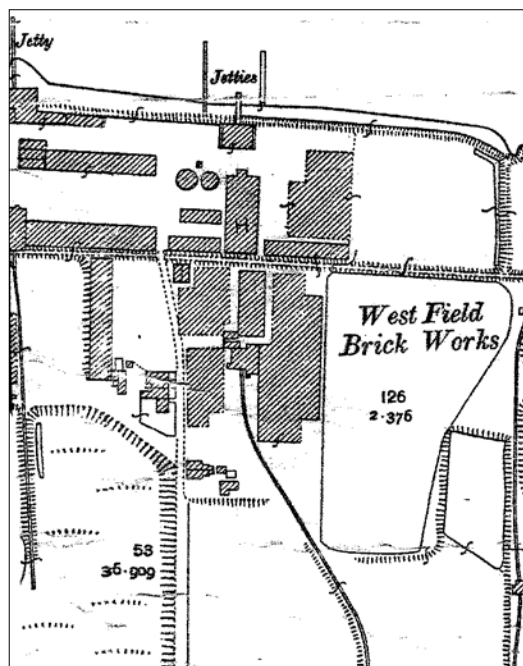


Fig. 8 The West Field Brick Works as shown on the 1908 25 inch OS map. H marks the likely Hoffmann kiln built to the north of the main flood bank with the two round bee-hive kilns to its west. Far left an updraught tile kiln is shown with its own jetty to the north.

in a Hoffmann kiln. The problem was that whilst at Hoe Hill, Barton, at Goxhill and at East Halton the Hoffman kilns were fairly evident on the 25 inch OS maps it seemed impossible to recognise such a kiln at West Field and by 1932 the yard had been abandoned and apparently demolished. It did seem likely that a rectangular Hoffmann kiln had been built laying north-south and unusually located to the north of the main flood bank (see Fig. 7). A small protrusion at its northern end might have shown the position of its chimney. Immediately north of the kiln there was a small rectangular building in which bricks might have been stored prior to being loaded onto boats. Two nearby jetties reached into the estuary. To the west of the Hoffmann, two small, circular bee-hive updraught kilns are shown. Coulam said that they were used to fire flat tiles (Coulam 1991, 25 – 26).

The Hoe Hill yard

Coulam (op cit) also provided further details about the Hoe Hill Hoffmann. He described it as being 'rectangular with rounded corners'. In total he said that its chambers could hold 250,000 bricks – 18 to 20,000 per chamber. Such figures would indicate that the kiln had 12 chambers but when he recorded that 'in each end there was one gap [doorway into a chamber], and four gaps up each side' he seems to describe a kiln with 10 chambers. A solid wall down the centre of the kiln 'separated the two rows of chambers'. Underfloor flues 'like the modern down draughts' took the exhaust gasses to the base of a 120 feet high chimney which was still standing to full height but 'defunct' when Ernie Coulam became Foreman/Burner at the yard in 1950. 'Once they were lit, Hoffman kilns never went out'. They were fired with coal dust which was loaded through rows of 'flutes' (flues) built into the arched roof of each chamber. After the coal was delivered from a boat it was wheeled up a plank incline and heaped on the kiln roof 'as much as the arches would carry'.

Coulam also recorded that after the Hoe Hill Hoffmann became redundant its chimney was retained and put into use alongside the new downdraught kiln which was built. However, one night, when the kiln was at top temperature, the chimney stopped 'drawing' and on investigation it was found that the chimney's lower internal lining had collapsed. As a result a new chimney (that used today) was built and the Hoffmann chimney was 'cropped down to a level below the new one'. And so it remained until 2018 when further 'cropping' was begun (and see above).

Protecting people and places along an ancient street,

Fleetgate

Nigel Land

Background

Although it has been 39 years since the last reported traffic related fatality on Fleetgate, with the ever-increasing traffic flow it is only a matter of time until the next one. That is, unless we do something to control the danger to pedestrians and cyclists when in close proximity to cars travelling, at times, in excess of 30 mph. This report seeks to mitigate the risk to life by taking a close look at the history of Fleetgate traffic and making recommendations for change.

The minimum measure would be to follow the lead of many, many towns and cities with equally narrow streets and impose a 20 mph speed limit along the short length of one-way road. Not only will this make the street far safer for walking and cycling, it will also significantly reduce the damage from buffeting and vibration that has been inflicted on buildings, including, of course, the town's oldest domestic building, 51 Fleetgate. It will also make Fleetgate a better place to live by reducing the noise from traffic.

A brief history

According to the Barton Star, on Saturday, 18 November 1967, 'Mrs Phyllis Collinson, a road safety committee member, was involved in an accident in the narrowest and most dangerous part of the street.' She suffered fractures and cuts and 'Fleetgate is once more up in arms.' A petition to greatly decrease the speed limit was started by Cllr Betty Moffat, who complained that it was the speed at which heavy commercial vehicles 'careered' down the street, 'which in its narrowest part is only 19ft wide, that was the trouble.' She also remarked that 'windows are often smashed with the vibrations of passing lorries.'

No action was taken and the speed limit remained where it is today, at 30 mph. Perhaps if it had been dropped in 1967, the life of Mark Logan, age 13, would have been saved. Mark was cycling to school on 16 October 1981, when he collided with a car that had run out of petrol. He fell off into the path of a lorry and was killed

instantly. This resulted in a major campaign to rid Fleetgate of heavy trucks and with the involvement of many people, including Michael Brown MP, it was successful. However, the issue of a more realistic speed limit was not addressed.

The situation today

Fleetgate, from the White Swan going south to High Street, is a busy one-way street, used regularly by cars, buses, vans, cyclists and pedestrians. The road is very narrow in parts with a pavement of limited width on the east side that leaves people highly vulnerable to car wing mirrors and to serious injury in the event of a misjudgement on the part of a driver or a walker. Children are especially at risk as there are so many blind spots and some drivers just don't pay attention. It is usually heavily parked up on the west side, making free road space even tighter. As noted, there has already been one fatality and the potential for more is ever-present. If, or more likely, when, another fatal accident occurs there will be immediate calls for a lower speed limit.

Severe damage was inflicted on the end wall of a property on Fleetgate during October 2019 when a car drove into it. The car's speed was apparently nowhere near 30 mph – fortunate for both driver and building. A further crash happened around 7th December when a car, presumably entering Fleetgate too fast from Butts Road, hit two parked cars and pushed one of them into the doorway of a house opposite the White Swan.

It has been stated that there is no need to impose a lower speed limit as most drivers already drive at 20 mph or below. Indeed, a traffic survey carried out between 8 and 14 July 2015 did find that 92.8% of the 28,431 vehicles monitored were travelling at 20 mph or less. Yes, most road users drive at a safe limit, but this is surely proof that a 20 mph limit is required? If all road users drove sensibly there would be no need for speed limits anywhere, but life is not like that, sadly. Given that bad

drivers have the attitude that the speed limit is how fast they are 'entitled' to drive, we have a clear reason for a reduction. Indeed, during the 2015 survey there were 32 drivers who exceeded the 30 mph limit, including two travelling at between 45 and 50 mph. The easing of the covid19 lockdown at the end of May has proved that some drivers will exceed the speed limit to extremes - where they can get away with it.

Why reduce from 30 to 20 mph?

The laws of physics tell us that a car travelling at 30 mph packs 2¼ times the punch of one travelling at 20 mph. Cars driven at lower speeds also give pedestrians more time to get out of the way before they get hit; for example, a vehicle takes 75ft to stop at 30 mph and just 40ft at 20 mph. Still a significant distance, but it is clearly a major difference. So safety is a major reason why more and more residential and town streets around the country are being rezoned as 20 mph areas. Fleetgate is a very narrow street and is a prime candidate for rezoning.

The 225% higher energy associated with a 30 mph speed limit also leads to higher air pressure on buildings in narrow areas. This is not difficult to grasp – just stand near a through train at a station to feel the energy transfer. Undoubtedly, there is more damage being done to buildings like 51 Fleetgate with a higher speed limit. Noise levels are also much higher at 30 mph and residents will notice the difference if a 20 mph limit is introduced.

So, three main reasons for a lower speed limit:

- improved safety,
- lower risk of damage to buildings, especially to ancient structures like 51 Fleetgate.
- a quieter environment for residents.

RoSPA's justification for 20 mph limits is included at the end of this report.

Interestingly, many towns and villages in France have a 30 kph limit, or 18.75 mph.

How to enforce a lower speed limit?

The fact that speed limits are difficult to enforce does not mean that they do not work. There have been many studies into the subject and

this comes from a 2018 Government research study that is available on the internet, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf:

To what extent do drivers comply with the limit? – Evidence from the journey speed analysis shows that following implementation, 47% of drivers in residential areas and 65% of drivers in city centre areas (equating to 51% across both categories) complied with the new 20 mph limit, travelling at speeds of less than 20 mph. Whilst a substantial proportion are exceeding the limit, the majority are travelling at less than 24 mph (i.e. at speeds close to 20 mph): 70% in residential areas and 85% in city centre areas.

The nature of the roads where the limits have been introduced means that lower speeds were already 'self-enforced'. Reducing the speed limit to 20 mph has helped reinforce this process. There are now slightly more drivers travelling at speeds of less than 24 mph (+5 percentage points in residential areas, and +7 percentage points in city centre areas), suggesting faster drivers have slowed down.

What are other benefits of lower speed limits?

Although the Government study does not show large increases in people walking and cycling in 20 mph zones, it was found that people were more likely to leave the car at home. Now, just lowering the limit on one street will not make a difference in this respect, but there are many other congested streets in Barton that would benefit from a 20 mph limit. Newport, Queen St and Queens Avenue and King Street/George Street are obvious examples. If more people travel on foot or bicycle there are many advantages, not least, an easing of the parking problems that everyone complains about.

Simply put, lower speed limits would make Barton town centre a much more pleasant and safer place to be.

Weight Restriction

From a recent survey it would appear that the restrictions imposed after the 1981 fatality need a serious review. For example, approaching the Fleetgate junction from Waterside Road, there is a '7.5T Except for Loading' sign on both sides of the road. This seems to refer equally to both Butts Road and Fleetgate but surely there should be a more stringent restriction on HGV access to Fleetgate, given the narrowness of most of its length?

In general, it is recommended that a thorough review is undertaken of HGV access to the town and that high visibility signs are placed to show drivers their nominated route.

Extract from RoSPA Inappropriate Speed Factsheet June 2018

The measures that are most effective in reducing vehicle speeds and thereby reducing road death and injury are area-wide traffic calming schemes and 20 mph zones.

RoSPA strongly supports the use of 20 mph zones, as they are an effective means of reducing road crashes and casualties. They are very effective at protecting our most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of

being injured in a collision. RoSPA encourages their greater use, especially in residential areas.

RoSPA supports and encourages the wider use of 20 mph limits. They have been shown to reduce traffic speed, although not as much as 20 mph zones with traffic calming. However, they are considerably less expensive to implement, which means that wider areas can be covered. They also provide additional benefits, such as encouraging more physical activity, such as walking and cycling. They can also greatly improve the character of a residential area and quality of life of the residents.

Speed management is central to road safety. A number of local authorities have already introduced comprehensive speed management strategies that have been successful in reducing casualties and average speeds. A wide range of good practice guidelines have been published by the Department for Transport, the Institute of Highways and Transportation (IHT) and RoSPA.

Footnote

Since this article was first written in 2019 it is understood that the need for a 20 mph speed limit has been recognised and will be introduced. We look forward to seeing the speed restriction signs erected!



One of two signs on Waterside Road

After the financial crisis of 2008, and the subsequent austerity measures imposed by the UK government, public parks suffered a serious decline in funding, and consequently also in standards.

Whilst Baysgarth Park had not declined as badly as some parks in inner city areas, the effects of the cutbacks had begun to be apparent when North Lincolnshire Council, the owners of the park, sought to establish a 'Friends Group' in early 2016. Invitations were sent out to interested parties, including the Civic Society, and an introductory meeting to gauge interest was held in Baysgarth House on 28th January 2016. The benefits of a Friends group are numerous, but one significant advantage is the ability of such groups to access third party funding which is denied to local authorities. It was felt at this first meeting that there would be sufficient enthusiasm to develop a 'Friends Group', and at a subsequent meeting on 2nd March, Councillor Paul Vickers was elected to chair the group. Initial meetings focused on the most suitable format for the group, until eventually the "Friends of Baysgarth Park" was registered as a "Not for Profit" organisation.

In the meantime a five year plan was drafted by NLC, encompassing various proposals for improvement, principal of which was the construction of a perimeter path around the northern part of the park, as well as the employment of a permanent park keeper. The attainment of Green Flag status was also a stated aim of the group. Some initial minor improvements were carried out, including the provision of new signs at all entrances to the park during 2016.

In the year before the establishment of the 'Friends Group', one significant development had been completed with the establishment of the Redoubt Copse along the southern boundary of the park, thanks to the initiative of Laurie Robinson (see BCS Newsletter 2016). The 17 oaks planted in the copse, along with the planting of several other specimen trees around the park, again with funds raised by Laurie, represented the first new plantings in the park for over a decade. This was followed in Autumn 2016 with

planting of two thousand daffodil bulbs in the copse.

During 2016, with work progressing behind the scenes, the 'Friends Group' were contacted by the Samaritans with a view to establishing a memorial garden somewhere in the park, devoted to their founder, Chad Varah, who of course grew up in Barton (see various articles in BCS newsletters listed below). This idea developed rapidly, with an ideal site being suggested as the old putting green , adjacent to the Bowling Green, which had been unused for many years and was maintained as a rough grass area, but surrounded on all sides by hedging. Plans were drawn up for a rose garden, with access linked in to the proposed new footpath network at the eastern end. A generous donation was received for the garden from a local company which enabled plans to be progressed fairly quickly.

A contract to construct the perimeter footpath was awarded in July 2017, valued at approximately £ 125k and work was duly carried out in September / October 2017, including the path through the Chad Varah Garden. The new pathway was 2m wide around the park, and surfaced for the most part in tarmac, with different surfacing where the path passed through the avenue of trees up to the Leisure Centre. The path was very well received by Barton residents, who were now able to walk around the park in all weathers without getting wet feet. The 'Friends Group' were awarded a Good Mark from Barton Civic Society for the completion of this work.

Once the footpath had been completed through the garden, regrading work together with cultivation and sowing of grass seed was carried out in October 2017, so that the lawn areas would "green over" before the winter. A detailed planting plan had been prepared, to include 20 varieties of roses as well as shrubs and perennials to provide all year-round colour. Planting was carried out in January 2018, in the hope that it would be largely unnoticed at that time of year and would escape the attention of vandals, and all beds were mulched with bark chippings. Four steel benches were installed

in spring 2018 shortly after completion of the planting, and these were subsequently sponsored by various people in memory of lost relatives. All work in the Chad Varah Garden, including fabrication of the benches, was carried out by various local companies.

It had been felt that a permanent park keeper would be a considerable benefit to the park, and Paul Minns was eventually appointed to this position in March 2018, with a base on the Brigg Road car park. His presence facilitated regular maintenance of all areas within the park, and also acted as a visual deterrent to anti-social behaviour. The initial application for Green Flag status in Spring 2017 had proved, as expected, to be unsuccessful, but comprehensive feedback from the judges was used to address certain elements and the next application in spring 2018 resulted in Baysgarth Park being listed as a Green Flag Park, celebrated by the installation of a flagpole.

The Samaritans were keen to hold an official opening of the Chad Varah Garden, and this was arranged for 14th July, 2018, one of the hottest days of a scorching summer. The opening was performed by Chad's daughter, Felicity Varah Harding, who had travelled up specially from Hampshire, and was attended by many local dignitaries. The original idea for the garden in Chad's home town had come from Barton resident Lynne Atkin, a long standing volunteer with the organisation, who was also invited to the opening. The garden was full of flowers for the opening day and was well received by all present as well as attracting many favourable comments on social media.



Felicity Varah Harding and Jean Dawson



Chad Varah garden received a Civic Society Award

The Bowling Green in the park had suffered quite badly with the reduction in funding, and as the Bowls Club were represented on the Friends group, a programme of improvements was drawn up to improve the condition of the green. Members of the Bowls Club expressed a willingness to carry out the work themselves, if funding could be provided to help with the cost of materials and machinery etc. The result has seen a considerable transformation in the condition and appearance of the green.

The toilet block in the park was the regular subject of discussion among the 'Friends Group', as it had suffered considerable damage from vandalism over the past few years. Eventually a compromise solution was reached whereby NLC agreed to pay for repairs to the toilets, but that these would be kept locked up apart from on special event days when their use could be supervised. Fortunately this policy appears to have been reasonably successful to date.

In spring 2019, additional funding was provided by NLC which enabled further works to be carried out to the Chad Varah Garden. These works included the installation of a pergola (included on the original plan but omitted due to funding shortage), new steel gates to both entrances, and also a new length of tarmac footpath to link the western end of the garden to the perimeter footpath near Brigg Road. The 'Friends Group' received a further good mark from the Civic Society in 2019 for the construction of the Chad Varah Garden. Green Flag status was also renewed in Spring 2017.

In late 2018 the park keeper had been clearing out the border between the old tennis courts



Daffodils in the Redoubt Copse

and the boundary wall, and this border was planted in January 2019. The centre of this border includes a small group of roses named after Barton born novelist, Ted Lewis.

Barton Town Council spends a regular sum each year on bulbs around the town and the last two years have been devoted to bulb planting in the park by volunteers. In Autumn 2018, 2500 bulbs in five different varieties were planted in the Chad Varah Garden, whilst Autumn 2019 saw the planting of 2000 Carlton daffodils near the Caistor Road entrance. A tree in memory of Laurie Robinson was planted in the same area in spring 2020, as well as two new rowan trees in the centre of the park.

Ever since the construction of the perimeter path in the northern part of the park, there had been a strong clamour from the public for this to be extended around the southern part of the park, beyond the Leisure Centre. NLC offered to fund 50% of the cost of this path, but funding for the remaining amount proved difficult to obtain, until this was finally secured in September 2019. The route was marked out, and a contract was let for the work, which started in March 2020 and at the time of writing is still being carried out (subject to limitations caused by coronavirus). NLC and the 'Friends Group' had been approached about the possibility of holding a park run in Baysgarth Park, and it is hoped that this will be able to commence once the footpath extension is complete. "Park Runs" are held throughout the country every Saturday morning at 9am, over a length of 5km, and have proved increasingly popular. The nearest runs to us are held at Normanby Park and the Humber Bridge

Country Park, so such an event in Barton would reduce travelling for participants and also the carbon footprint of driving to other venues.

Another recent feature in the park is mountain biking, adjacent to the Redoubt Copse. This was started by some local youngsters and the route they were initially using was causing some damage to the bulbs, but agreement has now been reached to use a more suitable course, using some of the soil from the footpath excavations to create mounding

etc. The policy of the 'Friends Group' is to cater for all types of users in the park and therefore this activity has not been discouraged.

One of the original aims of the 'Friends Group' was to attract volunteers to carry out small tasks within the park, and this has now been organised on a regular basis from spring 2020. The construction of the Southern path is the most significant cost currently being funded, but a rolling programme of further improvements is planned, and it is hoped future developments will include the following:

- drinking fountain / water bottle refill unit
- new planting to Caistor Road entrance
- creation of a wildflower meadow.
- improvements to the play area
- establishment of a proper composting facility

Whilst funding has been obtained from many sources for the improvements to date, the contributions of both North Lincolnshire Council and Barton Town Council have been vital to the success of the work, both financially and from the commitment of NLC officers and resources.

Further reading can be found in past issues of the Civic Society newsletters as follows:

- 2006 – A conversation with Chad Varah – Nigel Land and John French
- 2008 – Chad Varah – John French
- 2016 – The Redoubt Copse – Andrew Robinson
- 2017 – The evolution of Baysgarth Park – Richard Clarke
- 2018 – Robert Wright-Taylor – his family history – Vera Chapman

Some quaint buildings around the Market Place

John French



From a postcard
Courtesy of Nigel
Land

It is not generally known that there were two free-standing buildings in Barton Market Place. The eastern one was demolished about 1879, whilst the other, with which we are more familiar from photographs such as this, stood until at least 1912.

The following extract, from the minutes of a meeting of Barton Local Board and Sanitary Authority on 2nd May 1879, refers to the demise of the eastern building. "It was moved by Mr. Smith and seconded by Mr. Rawson that the House in the Market Place recently purchased by the Board of Mr. Joseph Gibson be taken down under the superintendence of the Surveyor. Carried unanimously."

A newspaper article dated October 1912, recently discovered in the Civic Society's Archive, gives some history of both the eastern and western buildings and applauds the imminent demolition of the remaining one – the western one.

A BIT OF OLD BARTON

"Un-wept, Un-honoured – but not Un-sung"
HISTORY OF AN EYE-SORE

Visitors to the ancient town of Barton, when they have reached the Market Place, have had their attention riveted by the old house in the Market Place which has been often erroneously

called "Moot Hall", and they have wondered why such an eye-sore should be allowed to remain and disfigure one of the finest market places in this or any other county. It was never "a thing of beauty" and the wonder is that it has not been removed years ago. Its origin is still shrouded in mystery, there seem to be no reliable evidence as to the time it was built, and it is quite certain that not one in a hundred of the townspeople knows anything of the history. Formerly, and within our time, indeed, not years ago, there was a similar building at the east end of it. Its demolition was commenced during one very stormy Parliamentary election, when people's passions were roused, and they found a little ease for their excitement by giving vent to mischief. It was then the Council stepped in, bought the house, and had it pulled down.

We are indebted to Alderman Tombleson for the following interesting information about these "unique" buildings given in his own words:-

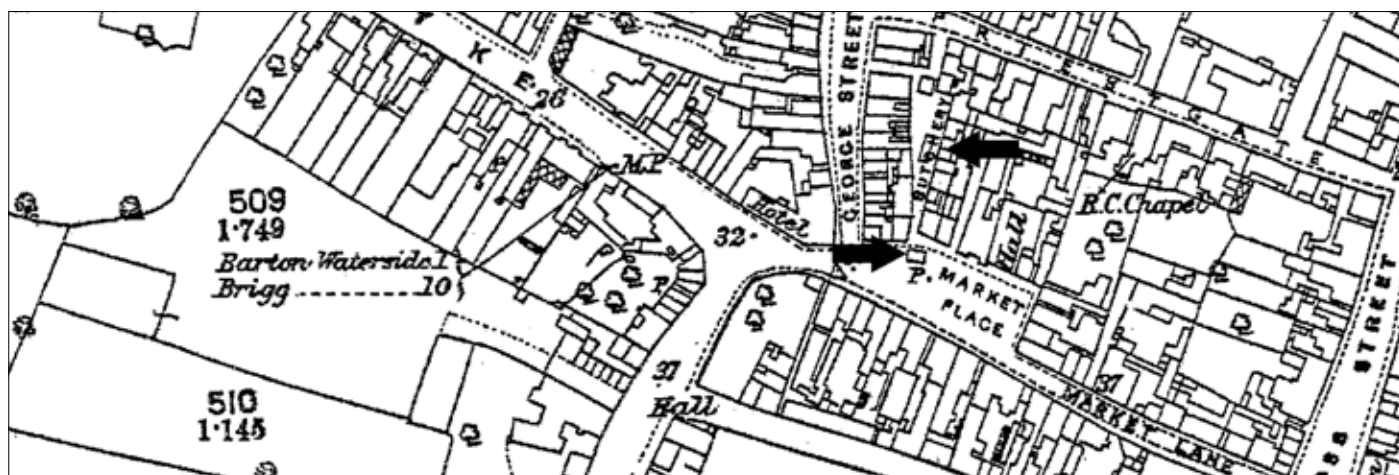
"The old house which has so long disfigured Barton Market Place is going at last, and none will shed a tear over its memory. Possibly a careful search in Mr. Hopper's archives might discover that it was built under a licence from the Lord of the Manor . . . The earliest record I have seen of it is in the year 1698 . . . A

few of the ancients of Barton recollect Sarah Nicholson (usually called Sally), who occupied the place for some years. She was followed by William Western and Hannah, his wife, known as "Fishanna", two of the notable characters of Barton. They were short of stature and round in dimension, the woman's constant companion was a short clay pipe, and her voice is said to have sometimes reached across the water to Yorkshire when the wind was favourable. She died in 1864, aged 70, and I think William left the town.

"Insignificant as the two ends of the island in the Market Place may be, they have always been separate properties so far as is known. As to the east end, now demolished, we find that on April 10th, 1719, Thomas Sawyer became the owner . . . he sold it to David Reed . . . it passed to his daughter Letitia, wife of Thomas Frear, and was afterwards occupied by James Bygott, James Philipson, and John Spright, the last-named buying it about 1793. It was

very useful as a convenient storehouse for goods from one market day to another, and it was sold in 1843 to Mr. Hattersley, owner and occupier of the house and shop now occupied by Mr. Tutill . . . The Barton Urban Authority has not squandered much money in improvements, but the chance of clearing away half the old nuisance could not be resisted, and it was bought and pulled down some years ago. We shall take off our hats to Mr. Anderson, the chairman, when the west end goes too."

The Ordnance Survey of 1887 and 1908 shows the western building in the Market Place. Also shown is another detached building, 'Lincoln House', in the middle of the Butchery. Lincoln House was lastly owned by Mr. Ernest Allison. His granddaughter, Mrs. Janice Martinson explained that he had lived in a house with a shop, no. 10 George Street, the back of which was close to Lincoln House. "Grandma sold second-hand clothing, whilst Grandad was a



from O.S. 1887. Scale 1/2500



from O.S. 1908. Scale 1/2500



Lincoln House, in The Butchery, looking towards Market Place

Photograph, courtesy of Brian Peeps

steam engine driver on the railway and then, towards the end of his working life, worked at the Ropery, driving one of the engines that ran on rails in the ropewalk. His hobby was miniature steam engines which were housed in Lincoln House. On retiring from the Ropery, he made a full model train set and operated it in the old house. When the old house was declared unsafe and demolished, that was really the end of the world for him – his hobby gone, he just sat on the settee in his bungalow on Barrow Road . . .”

A couple of references in the Barton Urban District Council Minutes record the fate of Lincoln House:

“HIGHWAYS, WORKS, HOUSING, LIGHTING AND EMPLOYMENT COMMITTEE.

1st JUNE 1966

. . . *Dangerous Building*

The Surveyor had taken action under Section 25 of the Public Health Act, 1961, to inform the owner of the detached building in ‘The Butchery’ that the building was dangerous and should be demolished without further delay. Work had already commenced and was proceeding quickly ...”

“HIGHWAYS COMMITTEE. 22nd AUGUST, 1967

. . . THE BUTCHERY – SITE OF FORMER LINCOLN HOUSE

The Clerk reported that, following discussions with the Executors of the owner of the former Lincoln House which had now been demolished, the Executors had now agreed that the site should be dedicated to the highway . . .”

The former dwellings, then used for commercial



The Butchery, showing Lincoln House, about to be demolished 1966

Photograph, courtesy of Stanley Smith & Son

purposes, on the eastern side of the Butchery were demolished in 1974, along with the adjoining 3-storey house in Robinson Row (which runs between the present B.G. Solicitors and Lloyds Bank). The site is now a car park.



The eastern side of the Butchery, 25.09.1974

Its disappearance, 01.10.1974

Photographs, courtesy of David Lee Photography

It is rather sad to compare the present general views of Market Place, Butchery & Robinson Row with their former quaint appearance.



*Lincoln House plus occupant
Photograph, courtesy of Brian Peeps*



Fleetgate, June 2020



Chapel Lane, June 2020