



**Nottinghamshire
County Council**
Environment

**NOTTINGHAMSHIRE EXTENSIVE URBAN SURVEY
ARCHAEOLOGICAL ASSESSMENT**

TUXFORD

**Prepared
for**



ENGLISH HERITAGE
Extensive Urban Survey Programme

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ARCHAEOLOGICAL ASSESSMENT**

TUXFORD

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1. INTRODUCTION

1.1 The Assessment

This assessment has been produced through the Extensive Urban Survey Programme, an English Heritage funded initiative to assist local planning authorities with the conservation of their urban archaeological resource. Tuxford is one of 18 small towns in Nottinghamshire selected for such assessment.

The assessment is a desk-based survey, the scope of which includes both above and below ground archaeological remains of all periods, using information from the County Sites and Monuments Record, local histories, early maps and plan form analysis, with the results presented as a series of maps generated by GIS. It provides a foundation for the development of an archaeological management strategy that could be adopted by the local planning authority as supplementary planning guidance.

1.2 Overview of the town

Tuxford is situated in north-east Nottinghamshire, in an area originally known as the South Clay division of Bassetlaw wapentake. The town is bisected by the A1, with Newark about 18 km to the south and Retford some 10 km to the north. It also lies on the route connecting Lincoln and Mansfield.

Fieldwalking has indicated both prehistoric and Roman activity in the area, particularly to the west of Tuxford where considerable numbers of artefacts have been recovered. There has been no evidence of early remains from the site of Tuxford itself, but it is clear from Domesday Book that a thriving settlement was present by the time of the Norman Conquest. In 1086 there were at least 32 villagers and 2 smallholders, which suggests a community of more than 150 people. The granting of charters for a market and an annual fair at the beginning of the 13th century indicates the continued success of the settlement, and by the end of the century the population was probably more than twice that of the 11th century.

Tuxford developed little industrial activity beyond a small amount of malting but acquired an element of prosperity thanks to the increasing importance of the Great North Road, which ran through its centre. Consequently, various dignitaries stopped there, albeit on their way to somewhere else. These included Princess Margaret Tudor, who spent the night at Tuxford in 1503 on her way to Edinburgh to marry King James IV of Scotland, Charles I who reportedly stopped for refreshments in 1645 on his way from Newark to Welbeck, and Gladstone, who used to pick up the coach at Tuxford on his way to and from visiting the Duke of Newcastle at Clumber (Swift 1979).

Tuxford's status declined rapidly with the loss to the railways of the passenger and mail traffic which had previously used the Great North Road. Even the development of an important railway junction, with large marshalling yards and locomotive repair works, near the town at the end of the 19th century did not bring as much renewed growth and prosperity as had been hoped.

During the 20th century, increased use of the A1 by heavy traffic led to the town centre being by-passed in 1967, while at the same time opportunities for employment locally, particularly in High Marnham Power Station and Bevercotes Colliery, resulted in considerable growth in housing and population.

2. GEOLOGY AND TOPOGRAPHY

The local geology is Mercian Mudstone containing bands of skerry and gypsum, with deposits of alluvium in valley bottoms. Tuxford lies at 50-60 m OD on a ridge of higher ground between two streams which run approximately parallel from south-west to north-east at this point, before turning in different directions and ultimately joining the Trent.

3. ADMINISTRATIVE UNIT

Tuxford was in Bassetlaw wapentake in 1086. It is now within the administrative area of Bassetlaw District Council.

4. SOURCES

4.1 Primary sources

Much of the primary documentation which is available for Tuxford relates to the post-medieval period, with Nottinghamshire Archives holding Tuxford parish records from the 17th century. There appears to be little available documentation from the medieval period beyond the numerous post-mortem inquisitions which have been published by the Thoroton Society in their *Record Series*. This may be at least partly because the manor had been divided into five unequal parts by the early 14th century, each descending through numerous family lines until the late 16th century, when much of it was purchased by the White family. Documents relating to post-medieval Tuxford may still be held by members of that family, as is suggested by a few notes given by Captain R White to Nottinghamshire Archives in 1968 which refer to a survey made by Taylor White in 1779. Similarly it is possible that Trinity College Cambridge hold documents relating to their estate at Tuxford in addition to the map known to be held by them (see below).

4.2 Secondary sources

Other than the town's entry in various descriptions of Nottinghamshire, such as Thoroton's *Antiquities of Nottinghamshire* (1677), the closest Tuxford has to a written historical account is a collection of material about the town which was collated for the Reverend Swift in 1979 (Swift 1979). This, by its own admission, had involved no new research but simply pulled together information published elsewhere, such as in directories and newspaper articles. It also included the text of a lecture which had been given on Tuxford's history.

4.3 Cartographic evidence

Three 18th century maps of Tuxford parish have survived. The two earliest were both carried out by the same surveyor, Jonathon Teal of Leeds. The first, dated 1776, was made by order of Trinity College Cambridge, who still hold the original, with only a rather poorly reconstructed black and white photocopy being available in Nottingham. Field and property boundaries are clearly marked, but buildings are difficult to identify on the photocopy. The other, dated 1776 and 1784, shows in particular the land held both as freehold and under lease by Samuel Twentyman Esq. The original, which is coloured, is held by Nottinghamshire Archives. On this version, buildings are easily identified, but boundaries and roads are barely visible. Both maps appear to be somewhat stylised and inaccurate in their representation of field and property boundaries, while the first appears to have later information relating to the Parliamentary Enclosure Award added to it; the accuracy of the depiction of buildings which, with the exception of the church, are shown in plan, is not known. The Enclosure Map of 1799 seems to be more accurately drawn and can be combined with the earlier maps to provide a good picture of the layout of both the town and its surrounding landscape at the end of the 18th century. Since tithes were commuted as part of the Parliamentary Enclosure Award, there is no tithe map of the parish, and consequently the only other pre-

Ordnance Survey map which shows buildings and plot boundaries is Sanderson's map of 20 Miles around Mansfield 1835, which is at a considerably smaller scale than the 18th century maps.

4.4 Archaeological evidence

There are 22 entries on the county Sites and Monuments Record (SMR) within the area encompassed by this assessment. Most of these derive from fieldwalking and the collection of stray finds. In addition, an archaeological watching brief was carried out between September 1994 and February 1995, monitoring the mechanical excavation of trenches for a replacement water main (Lindsey Archaeological Services 1995).

5. HISTORICAL AND ARCHAEOLOGICAL SUMMARY

5.1 Prehistoric (Figure 1)

Although there is no archaeological evidence dating from the prehistoric period from Tuxford itself, there is evidence locally, particularly from the area to the west and south-west of the town (). This all comes from surface finds, since the clay soils tend not to produce cropmarks.

5.2 Roman (Figure 1)

According to *White's Directory* of 1885-6, Roman coins of Nero, Verus and Domitian were found 'in the vicinity' of Tuxford, while during the construction of the railway a jar containing a large number of coins, chiefly Roman denarii of the later emperors, was supposedly found by the workmen and 'quickly dispersed by them in the neighbourhood' (*White's Directory* 1885-6). A coin of Iron Age or Roman date was found in a garden at Tuxford in c 1955 (SMR 5750), although since the exact findspot is not known, it cannot be shown on Figure 1

5.3 Early Medieval

The reference to Tuxford in Domesday Book makes it clear that there was a settlement in existence before the conquest. However, nothing is known about this early settlement. Place-name evidence sheds little light on its origins. The earliest written form is in Domesday Book, as *Tuxfarne*. Twelfth century forms include *Tusfort* and *Tuffort*, while 13th century references include *Tuxforne*, *Tukesford*, *Tuggesford* and *Tockisforth*. The first element may be derived from an Old English or Old Danish personal name, such as *Tuki*, but none of the known names quite fit the early forms of Tuxford, while the Domesday Book version means that even the second element cannot be interpreted with any certainty (Gover *et al* 1940).

The only archaeological evidence is a 6th century Anglo-Saxon brooch, said to have been found in 1865 in a garden at Tuxford, and exhibited at a meeting of the Society of Antiquaries in 1905 by Sir John Evans (SMR 4647). It was a large square-headed brooch, about 16 cm long, with the outer surface being highly decorated and heavily gilt. Such finds are often associated with pagan burials but there was no record of anything else having been found with it, and no more accurate location than 'a garden' recorded.

5.4 Medieval

5.4.1 Domesday Book, 1086

In 1086 Tuxford formed part of the estates of Roger de Busli, and is recorded in Domesday Book as follows:

M. In Tuxfarne Alfwy and Wulfmer had 12 bovates of land taxable. Land for 10 ploughs. Roger has 4 ploughs and 32 villagers and 2 smallholders who have 14 ploughs. 1 mill, 10s 8d. Value before 1066 £10; now £8. Domesday Book (Phillimore edition)

5.4.2 *The manor*

As noted above, post-conquest Tuxford formed part of the extensive northern possessions of Roger de Busli. The manor was later in the hands of Alan, son of Jordan, then descending to Oliva, who was either his daughter or his great grand-daughter. Although married twice, she had no children and the manor was sold to Robert de Lexington, with a confirmation from the king in 1235. The following year Robert made it over to his brother John de Lexington, who held it until his death in 1256. He too was childless, so the manor passed first to his brother, Henry, bishop of Lincoln, who only survived him by 18 months, and then to his nephew, Richard de Marcham (Thoroton 1677).

In 1288 Robert de Marcham, who had inherited the manor from his brother Richard, left the manor and advowson of the church of Tuxford to his three married daughters. On the death of one of these, her portion of the manor was further divided between her three married daughters, so that by the end of the medieval period the original Tuxford manor had been split into five parts descending through separate family lines.

5.4.3 *Communications*

The Great North Road was one of the principal north-south routes through England during the Middle Ages and later. West (n.d.) suggested that it was 'drovers coaxing their sheep from the Yorkshire moorlands and packhorse men heading towards the East Anglian ports' who first brought it into prominence as a highway. One indication of the frequency of its use is the occurrence of a number of 'morrow mass' chantries along its route, at Grantham, Newark, Tuxford and Doncaster (Thompson 1913), with the Tuxford chantry of 1334 specifying that the mass was to be said 'for travalinge men by the waye' (see below). Another early reference to this road in the Tuxford area is dated August 1328, when a bridge requiring repairs, 'Mirioldbrigg', is alluded to as being on the 'King's highroad Tuxford to Blyth' (White 1904, 380).

Another route also ran through Tuxford. This linked Lincoln to Mansfield and Derby, crossing the Trent at Dunham. This was referred to in the description of the royal wood at Kingshaugh c.1231:

'The markes and boundes that goeth abowte the demayne wood of our Lord the Kinge and the ground of Kingshaghe begynnyng at the north syde at a dike betwixt Darlington and Kingshaghe and unto the way that is betwixt Dunham and Tuxforde

5.4.4 *The settlement and its environs*

If one extrapolates back from the 18th century maps of the parish, it is possible to gain some idea of the medieval landscape surrounding Tuxford. There were three open fields, known as North Field, South Field and West Field, with the land to the east of the town being included in either the North or the South Field. Tuxford Common lay to the north-west, on either side of what is now Back Lane, while on the westernmost side of the parish was an area of woodland which, by the 18th century at least, was known as Westwood. Land within the parish was clearly being taken in for agricultural use of some sort from an early date, since a survey of the manor of Tuxford in 1291/2 (see below) noted that bondsmen and cottars held 330½ acres of assart land at that time.

The *Inquisitiones Post Mortem* (IPM), published in the *Record Series* of the Thoroton Society, provide further information about Tuxford. So, for example, at the time of his death in 1288 Robert de Marcham was found to have held 'in Tukesford a certain park, the profit whereof in underwood, meadow and pasture is worth yearly 10s'. The location of the park in relation to the settlement is not known; one possibility is that it lay near the boundary with Kirton, another that it lay on the eastern side of the parish, where 'Park Furlong' is shown on the 18th century maps to have been part of South Field.

In an IPM of 1291/2 there is a summary of the extent of the manor of Tuxford which provides the names of the tenants of fifty tofts and ten half-tofts (Standish 1914). An inquisition held on the death of John de

Longvillers in 1297 shows he had for his third of the manor c. 150 acres of land and 7 tofts in demesne, with 1/3 of a mill and 1/3 of a dovecote, and that among his tenants were 19 cottars holding 9 cottages and 13 acres 'by divers parcels of assart land'. The third of the manor inherited by Agnes de Sancta Cruce is described in an inquisition of 1301. She held 1 toft in demesne as well as her third of the dovecote and water-mill. Of her 10 free tenants, 4 had tofts recorded; similarly there were 4 tofts recorded for customary tenants and 15½ tofts and 1 messuage for cottars. Assuming that the manor had been fairly equally divided, this would suggest a settlement comprising at least 60 dwellings.

Later inquisitions provide evidence of a decline. In 1425 for example, Thomas Bekeryng's part of the manor is described as '20 ruined messuages there, worth nothing a year clear ...'. Similarly in 1446, the lands of William Lassels of Soureby are described as including '11 ruinous messuages in Tuxford each worth 18d a year ... 1 close there called le Parkfeld worth 12d a year, 1 wood there containing by estimation 9 acres worth nothing yearly ...' (Train 1952).

The post-mortem inquisitions give some idea of the number of households in the settlement, but provide little specific information. With the exception of the church, only two buildings are specifically named from this period, one being a chantry house and the other the rectory, the latter mentioned in 1227 when the Archbishop of York gave permission for the rector of Tuxford to have a private chapel in his house since it was so far from the church (Moorman 1945).

5.4.5 Markets and fairs

A charter for a weekly market and annual fair was obtained by John de Lexington in 1218, with the market to be on a Monday and the fair to last for two days, on the eve and day of the Finding of the Holy Cross. This is taken to be May 2 and 3 by Swift (1979); however, a post-mortem inquisition of 1361 states that 'there is a weekly market on Monday and a yearly fair on the feast of the Exaltation of the Holy Cross, 14 September' (Train 1952).

5.4.6 Church of St Nicholas (SMR 4680)

A chapel is known to have been constructed at Tuxford by 1179. At that date a 'composition' was made between it and the church at West Markham to the effect that the latter should have one thrave of corn from each of 73 bovates of land in Tuxford while the chapel should have the rest of the tithe corn and the small tithes of those living on that land. In addition all those people living on the specified 73 bovates were to go to West Markham church for certain occasions, including Easter communion and Lent confession, as well as having to be buried there. The chapel of Tuxford was to have the small tithes, confessions, communions, offerings and bodies of everyone else living in the town (Thoroton 1677). This demonstrates that West Markham church was originally the mother church, with Tuxford as a chapel of ease.

Two chantries were founded in the middle years of the 14th century. The first of these was founded in 1334 by Sir Thomas Longvillers, a descendant of the second of Robert de Marcham's three daughters, Bertha. The licence was for a priest to say mass every day before sunrise for travellers, as well as for the founder's soul and all Christian souls. In addition to the chantry itself, the endowment included the site of a chantry house, described as being a 'place of land' 100 ft long by 55 ft wide in the western part of the manor (Thompson 1913).

The second chantry was founded by Sir Thomas's son, Sir John Longvillers. He had originally intended to found a college of a warden and four chaplains in the manse of the rectory, and to grant them the glebe and the advowson of the church, and had acquired a licence for this in 1351. They were to pray for himself and his father. However, for some reason this was never completed, and in 1357 he procured the appropriation of the church to Newstead Priory, obliging the priory to find and maintain three chaplains in the church at Tuxford and a further two canons at Newstead (Thompson 1919).

In 1427 the prior of Newstead petitioned archbishop Kempe to sanction an alteration of the terms on which they held the appropriation of Tuxford church as they were finding that their revenues were inadequate.

They argued that various pestilences had reduced the population, with a consequent decline in agricultural profits. The archbishop therefore decreed that they need only maintain two secular chaplains (Thompson 1919).

5.4.7 Trade and industry

Quarrying

According to Cox (1912, 5), churches on the west bank of the Trent had to be content with ‘inferior sandstone, usually termed Tuxford stone’. The earliest spires in the county tend to be found on the skerry, wherever this could be found of good quality, with Tuxford being one of the principal quarries (although few churches in Bassetlaw have medieval spires, only two existing to the north of Tuxford (Gill 1912). The exact location of the medieval quarries is not known.

5.5 Post-medieval (16th - 18th century)

5.5.1 The manor

From the early 14th century onwards, the manor had been divided into five unequal parts, as described above. One of the smaller portions, the ‘third part of the third part’, was claimed in 1527 by the master, fellows and scholars of St John’s College in Cambridge, and this was granted to them in c. 1528 (Thoroton 1677). One of the thirds came via marriage into the hands of the Stanhope family who, sometime around 1545-7, sold it to John White of Collingham. Much of the rest of the manor was purchased first by his son in 1560, and then by his grandson (White 1907).

5.5.2 Communications

Great North Road

During the 16th century the Great North Road became increasingly important as a major north-south highway. The accounts of the Master of the Royal Posts for the period 1566-1571 show that Newark, Tuxford and Scrooby had all been established as posts on the main road to the north. Communications between Scotland and England increased still further during the 17th century, and in 1635 the first regular postal service was established between London and Edinburgh, with the aim of having ‘a running post or two, to run night and day ... to go thither and come back again in six days’ (Harper 1922), the letters being conveyed by ‘post boys’ on horseback. A warrant of 1638 required some 30 surrounding villages to stand ready to provide the post-master at Tuxford with post-horses for the King’s services (Swift 1979). Towards the end of the 18th century, plans to start the Royal Mail Coach service were developed, and by September 1786 the Royal Mail was running from London to York along the Great North Road, covering the distance in 28 hours (Hemingway 1977).

Despite its importance, the actual state of the Great North Road left much to be desired, particularly where it crossed the claylands. This is apparent from a report of the time taken to travel between certain towns, as quoted in State Papers of 1569 (Brown 1891):

Scrooby to Tuxford	7 miles	2 hours
Tuxford - Newark	10 miles	3 hours
Newark - Grantham	10 miles	1½ hours

This highlights the problems faced by those travelling in the Tuxford area in particular and the situation would have worsened as use of the road increased; for example, in 1640 Sir William Uvedale, Treasurer at War, wrote ‘... About Tuxford is the most absolutely ill road in the world’ (Brown 1891). As a result, part of the Great North Road was the first of the Nottinghamshire roads to be turnpiked, an act of 1725-6 being passed for the section from Grantham to Little Drayton, passing through Tuxford (Cossons 1934). The road was further improved at the end of the century, when its route into Tuxford from the south was

straightened as part of the Parliamentary Enclosure of the parish. The Award records that the London Road was to be staked out to a width of 60 feet, as opposed to the 40 feet width of all the other roads.

Other roads

The turnpiking of the road between Markham Moor and Dunham Ferry (now the A57), which led eastwards to Lincoln, took place forty years after the Great North Road was turnpiked, following an act of 1765, although it appears that the road which connected it with Tuxford, and which ran from Tuxford to Mansfield (the present-day A6075) was never turnpiked (Cossons 1934), and problems with the local roads continued to be recorded to the end of the 18th century. Throsby, for example, wrote in 1790:

‘My day’s journey from Bilsthorp to this place [Tuxford], with respect to roads, was exceedingly unpleasant. It was in the month of October I visited these parts, and the recent rains had made the clays intolerable to travel over ... now miry paths and clayey grounds every where present themselves’

while the Parliamentary Enclosure Map of Tuxford, drawn in 1799, shows two ponds in the road to Egmonton and two in the road to Lincoln which, as it passes through the town to the east, is marked as ‘Sludge Gate’.

5.5.3 The settlement and its environs

During virtually all of this period, common field agriculture remained dominant in Tuxford, as it had done during the medieval period, although some enclosure had taken place over the centuries. A survey was made in 1779 by Taylor White (DD 364/2), stating that the commoners of Tuxford had the right to stock part of Westwood with beasts or horses from May Day to Lammas according to the number of gates they had, and from Lammas to Lady Day they had right of common for cattle without stint. They could also stock that part of Westwood called the Sheep Common with sheep or other stock all year without stint. The document makes it clear that West Markham and Milton also held beastgates on Westwood. The map of the parish made in 1776 shows that a considerable amount of enclosure had occurred, particularly in the areas closest to the town and at the furthest margins of the parish, perhaps unsurprisingly in view of several references to assarting already taking place in the 13th and 14th centuries (see section 5.4). There is evidence of encroachments near the town also. The Enclosure Map shows a number of small irregular closes (also shown in 1776, but less accurately), some containing buildings, just to the south of the newly laid out West Markham Road (now Bevercotes Road). A small lane is shown to the south of the plots, described in the Award as Poor Houses Road, branching out of the London Road near the bridge called Fromp Bridge. It led to a garden belonging to the overseers of the poor which had been taken in from the common ‘for use by those having erected tenements on the said common..’

The map of Tuxford surveyed in 1776 and 1784 records the total acreages of various parts of the parish, although whether at the earlier or later date is not clear. There were 438 acres in the North Field, 356 acres in the West Field and 373 acres in the South Field. In addition there was as follows:

Enclosures		Common	
Arable	116a.	Westwood, a stinted pasture	305a.
Meadow	467a.	Common	166a.
Pasture	436a.	Open Foxhead	9a.
Meadow & hop ground in the Carr	84a.	Goose Green	4a.
		Outgang	14a.

An Act of Parliament to enclose the open fields and the commons was passed in 1799, with the Award following in 1804.

Prior to the 18th century, buildings would have been of timber and mud with thatched roofs. It is unsurprising, therefore, that the town suffered considerable destruction by fire at the beginning of the 18th century. According to the records, on September 8 1702 (or 1701, sources are divided as to the date):

‘betwixt the hours of five and six at night a dreadful fire broake out by casualty in Tuxford in this County which in less than three hours Burnt down and Consumed the dwelling houses, Barnes, Stables, Cow houses and out-houses of the inhabitants of Tuxford together with their Corn and Hay and most of their several household goods and household Stuff ...’ (Notts. Quarter Sessions Rolls, 1703, quoted in Beckwith 1967)

The fire apparently destroyed property belonging to poor people amounting to almost £2700 and to those ‘capable of rebuilding’ amounting to just over £917. It is traditionally said to have started in Egmanon Street (now Newcastle Street), and reports of the extent of the destruction range from a half of one side of that street to a total of 120 houses (Swift 1979). As a result of the fire, royal authorisation was obtained for a collection of alms to be made throughout the kingdom. So, for example, there is a church entry in Reading made in November 1703: ‘Fire at Tuxford, Notts. Loss £2666 3s 4d. Collection £1 6s 7d’ and a similar appeal at a church in Clent, Staffordshire resulted in the collection of 3s 0d (Swift 1979). Just three or four years after the fire, in 1705, a traveller described Tuxford as

‘a small market town which was ruin’d a few years since by a dreadful fire, but is now almost rebuilt. It’s but an indifferent place for entertainment and has nothing remarkable but a school for 20 poor boys. So we only din’d here and rode on ...’ (quoted in Doubleday Index - no source given).

5.5.4 *Population*

Few sources give any indication of population before the 1801 census. Wood (1937) used burial registers to look at the population of six Nottinghamshire towns, and came up with the following figures for Tuxford (assuming a ‘fairly stable’ death rate of about 32 per 1000, or 1 in 31 and taking 10-year periods to lessen the influence of any single abnormal year):

Period	Burials	Av. Ann. Rate	Estim. Pop.
1624-1633 inclusive	179	18	558
1650-1659 “	178	18	558
1690-1710 “ (1703 missing)	279	14	434
1736-1745 “	169	17	527

Wood notes that five of the six registers examined in this way showed a drop in population at the end of the 17th century and that even by 1745 the same five towns, of which Tuxford was one, had failed to regain the population figures they had attained in the mid 17th century. In 1748 the number of families in Tuxford was said to be about 100 (Beckwith 1967) which similarly would give a estimated population figure of between 500 and 550. However, Lowe records the population of Tuxford in 1798 as being 800, which he says was ‘taken from house to house’ (Lowe 1798, 177), a figure which is quite believable in view of the fact that the 1801 census figure was 785. This suggests either that there was a dramatic increase in Tuxford’s population over the second half of the 18th century, or that earlier figures underestimate actual population numbers, although the trends noted for the 17th and early 18th centuries may still hold true.

5.5.5 *Markets and Fairs*

Tuxford’s status as a market town in the post-medieval period appears to have been somewhat marginal, for while some towns are consistently recorded in documents as markets, Tuxford is not. Speed, who indicated market towns in capitals on his map of 1610, did not consider Tuxford worthy of inclusion;

however, the Rampton tapestry map of 1632, which indicates market towns with large red crosses, did include it. It is excluded from William Smith's list in his description of England in 1588, but given as a market town in Cox's *Magna Britannia* of 1727 (Clayton 1934).

Both Throsby (1790) and Lowe (1798) give the market day as Monday, as it had always been, but while the former mentions two fairs, the chief one on May-day and the other in September, 'a large market, or fair, for hops', the latter only records the fair for hops, said to take place on September 25. Lowe (1798) also notes that in the clay district of Nottinghamshire more pigeons were kept than 'probably in any part of England', recording that a few years previously, seven hundred dozen were sold on one market day at Tuxford to a higer from Huntingdonshire, at the price of £63.

There is no definite record of a market cross at Tuxford, although remains of what was reported to be a market cross, together with some 'curious clay weights' were found during the course of excavations for the laying of gas mains in 1899. The cross remains were re-erected in the grounds of Tuxford Church (*Kelly's Directory*, 1900). However, it seems that they were subsequently sold, for Stapleton (1911) thought they might be one of the two unidentified items listed in a sale catalogue of c. 1905 as follows: 'No. 859, in Fossil Room. An old carved stone cross, with canopy niche, on octagonal base. No. 915 (Garden). Carved stone monumental column'.

5.5.6 Education

In 1669 a certain Charles Read of Darlton, Nottinghamshire left provision in his will to found and maintain two grammar schools, one of which was at Tuxford. The reason for his choice of Tuxford for one of his charitable bequests is not known (Serjeant 1969).

Although Read left adequate provision for the building of the school, he was unable to leave a site, and therefore requested that the lord of the manor should 'please to sett forth some place, scite, or plott of wast ground convenient'. It is assumed that this request was granted by the then lord of the manor, John White, who provided the site close to the church and the family seat (Serjeant 1969). The boys of the village were to be educated free, and in addition £5 was provided to be paid to maintain and educate four additional boys who were either the sons of poor widows of ministers, or of 'decayed gentlemen', probably with a view to their achieving university entrance.

The earliest record of a schoolmaster is 1673, which is presumably the date when the school-house was completed and the school started. Three of the first four schoolmasters were also vicars of Tuxford, and probably because of this there was originally an entrance from the vicarage onto the school premises. However, this was ordered to be walled up in 1757. Throsby (1790) refers to the school in his brief description of Tuxford as 'a grammar school in repute, well built'.

5.5.7 Trade and industry

It is clear from references to Tuxford in the post-medieval period that it was overwhelmingly an agricultural community, and that such trade and industry as existed was no more than local and was itself based in agriculture. For example Throsby, in his record of Tuxford, notes: 'No trade here of any consequence. Farming is the chief employment of the inhabitants.' (Throsby 1790). Analysis of 18th century wills and probate inventories indicated that animal husbandry was less important in Tuxford's agrarian economy than arable farming (Beckwith 1967). The wills and inventories also provide more specific examples of the occupations of Tuxford inhabitants, showing that in addition to farmers, yeomen and cottage-holders, there was also a weaver in 1723, and a woolstapler in 1756 as well as a mercer, a baker and a tailor. Innkeepers were among those with the largest personal estates, reflecting the advantages available to some as a result of Tuxford's position on the Great North Road (Beckwith 1967).

Hop-growing

Lowe (1798) records hops as being ‘a considerable article of produce’ on the clays north of the Trent, principally around Retford and Southwell. He considered that they had been grown in greater quantities some 30 years previously, but that their cultivation was beginning to increase again. They were known by the name of North Clay Hops, and were said to be much stronger than Kentish hops, although with a ranker flavour. Hops were certainly already being grown in Tuxford in the first half of the 18th century, since the inventory of William Day, innkeeper (d. 1746), included a ‘Moiety or half part of 18 bags of Hop’, a seven-acre hopground in partnership, and a moiety of 2,000 new hop-poles which, together with two acres of hopground of his own, came to £243, or nearly half the value of his personal estate. An even greater investment had been made by Robert Lowther (d. 1719), whose inventory included £95 worth of hop-poles which, considering that William Day’s 2000 poles were worth £10, represented an extensive plantation. Hops were clearly by far the most valuable single crop to be grown in the parish, when compared with all other crops mentioned in the inventories (Beckwith 1967).

Corn Mill

The map of Tuxford dated 1776 has a sketch of a post mill standing in the North Field, although it is impossible to determine its exact position. However, it can probably be assumed to be the same site as one of the mills shown on Sanderson’s map of 1835 and also on the 1887 OS map, when it was still in use. It was no longer marked on the 1900 OS map, so presumably had been dismantled by then, although the track leading to it was still present in 1920.

Brick Kilns

Many buildings in this area were rebuilt in brick during the 18th and 19th centuries, rather than the earlier timber, mud and thatch, and many villages and small towns had their own local brickworks. One was clearly present in Tuxford by 1776, as it is marked on the map of that date, situated close to the Great North Road to the north of the town.

5.5.8 Archaeology

Between September 1994 and February 1995 an archaeological watching brief was carried out in Tuxford, monitoring trenches being dug along the major roads for a replacement water main (Lindsey Archaeological Services 1995). Various metallurgical deposits and culverts were identified during the course of the watching brief, dating from the post-medieval period to the present day.

The make up of the Lincoln road was examined westwards from Pump Farm. Deposits containing brick fragments, representing road metallurgical and unlikely to pre-date the 18th century, were found up to 0.9m deep. The road was found to dip naturally at the point where the A1 flyover crosses it, possibly indicating an earlier stream bed. This could tie in with a markedly irregular boundary shown on the southern side of the road on the Enclosure Map, although no actual stream is indicated. Further west, opposite Tuxford Hall, a thick band of crushed brick rubble containing black material thought to be ash was noted between c. 0.57m and 0.82m, and it was tentatively suggested that it may have been spread as hardcore after demolition of buildings damaged in a fire (see below), although at the time of the fire, 1701 or 1702, it might be doubted that many buildings would have been of brick.

From approximately the point of the old junction between the London and Lincoln roads and continuing westwards, a thick layer of grey stone lumps was noted below a gravel layer and above a thick dark brown loam layer, which in turn overlay the ash-like material and brick rubble. In places, post-medieval disturbances were in excess of 1m thick. Opposite the church, a brick foundation aligned north-south was interpreted as a collapsed walled drain, while further west two stone features were interpreted as a walled roadside culvert beside the southern edge of the post-medieval road.

A large gypsum boulder was recorded immediately west of the front door steps of Black Horse House, which could have been either a natural feature or the roof of a cellar extending beneath the street, while slightly further west a small brick foundation was seen and interpreted as part of a cess pit in front of the building. Another culvert was noted running south-west/north-east in the centre of the road.

At the corner of Lincoln Street and the Great North Road a 0.17 thick deposit of broken bricks was recorded extending 2m along the base of the trench; it was also seen at the centre of the junction. This could well represent the remains of an 18th century wall demolished when the road was driven through at the end of the 18th century. On the western side of the Great North Road a west-east aligned brick wall was sealed by the road surfaces, and interpreted as probably representing a boundary wall for the Sun Inn before realignment of the road. Other features recorded in the area of the market place included the edge of a possible well pit 10m east of the front entrance to the Newcastle Arms and a wall foundation of large blocks of grey stone and orange sandstone in the centre of the road junction which may have been the base of a market cross of medieval or later date. At the southern end of Eldon Street a thick deposit (0.4m) of black ashy material with charcoal was seen, sealed by three distinct road layers: modern tarmac (0.3m thick), mixed gravel and stone (0.2m thick) and brick fragments mixed with mortar and yellow clay (0.2m thick). It was suggested that this represented the product of the early 18th century fire.

To the north of this point it was noted that the trench stratigraphy was considerably different. This could be because this represents the original line of the road, unaffected by any alterations to the market place area at the end of the 18th century. The foundation of a probable culvert was seen, and it was noted that the underlying road surface, at least in front of Chantry Walk, had had a marked camber which the later tarmac road had removed.

Three small areas just off Eldon Street were examined. On the western side, in Chandos Close, a thin skin of tarmac overlay a cobbled yard surface, while just to the south, in Blue Bell Yard, further cobbles were seen, although the ground was considerable disturbed. On the eastern side, isolated flagstones were recorded below the tarmac in Chantry Walk, below which lay redeposited crushed grey stone and a possible buried culvert.

5.6 19th century

5.6.1 The Manor

The White family, lords of the manor since the 16th century, sold their Tuxford estates to the Duke of Newcastle in about 1820, although Tuxford Church continued to be the family burial place (White 1907).

5.6.2 Communications

Roads

The roads laid out at the end of the 18th century continued in use throughout this period, although there was a change in the amount of traffic using the Great North Road. At the beginning of the 19th century, four coaches are listed as stopping daily at the Newcastle Arms in Tuxford. Two were on route for London, one for Leeds and one for Newcastle. In addition, there were several coaches passing daily through the town on the Great North Road but which do not appear to have stopped there, including the Glasgow to London Royal Mail and a further three coaches to London, two to Leeds and one to York (*Pigot's Directory 1819*). However, the impact of the railway seems to have been immediate, since within one year of the opening of the Great Northern Railway (see below) it was noted that 'little or no posting is now done' (*White's Directory 1853*).

Railways

Two railway lines were laid through the parish of Tuxford in the 19th century, both of which served the town although neither went directly through it. The first to be built was part of the Great Northern

Railway. It had originally been proposed that its route north of Peterborough should run across the fens. However, an alternative route was suggested in 1844 which would bring it further to the west to serve the towns of Grantham, Newark, Retford and Doncaster, and this was the route which was taken forward. The GNR Bill was passed in June 1846, and work commenced on what became known as the 'towns' line. It crossed the parish in a north-south direction, passing just to the east of Tuxford, where a station was built. The sixty miles of the 'towns' line was opened on August 1 1852 (Grinling 1966).

Towards the end of the century a second line was built running approximately east-west through the parish. This was part of the Lancashire, Derbyshire and East Coast Railway. The line had been planned by William Arkwright, who wanted to sink collieries on his estates east of Chesterfield but also wanted to ensure a wider market for the coal than that which was already available. Royal assent was received for the LD & ECR in 1891 and work commenced on the central section. As a result of various financial crises, the final line was considerably less ambitious than had originally been planned. However, the line between Chesterfield and Lincoln was opened at the end of 1896, although apparently 'only Tuxford seemed to have greeted the first train with any great enthusiasm' (Cupit & Taylor 1984). The line ran to the south of the town, with a station being built on Egmanton Road.

Tuxford's enthusiasm for the new line was almost certainly because at the crossing of the two lines a large interchange junction, locomotive depot and repair works had been built. Extensive sidings were erected to enable the exchange of freight between the two routes, while for the interchange of passengers a two-level station was constructed, since the railway company had hopes of 'the attractive district of the Dukeries creating a large excursion and tourist traffic' (Cupit & Taylor 1984).

5.6.3 The settlement and its environs

Tuxford was described by Laird in 1813 as consisting 'principally of inns, for the great resort to it as a thoroughfare'. He added that as a result of the fire, the town was more modern in appearance than many others in the county, but that much of what had been rebuilt consisted of farm residences. Tuxford's dual nature is also indicated in the description given by *White's Directory* of 1844:

'being a great thoroughfare and the centre of a very productive agricultural district, its markets and fairs are well supported and its inns and taverns derive much of their prosperity from the numerous travellers constantly passing to the north and south'.

In 1801 Sir Thomas White erected baths connected with what was known as the 'Holy Well' although they were later pulled down. The well itself was described in 1844 as 'a spring of cold water, noted for curing rheumatism and scurvy' (White's Directory, 1844). Later a complete suite of baths was erected behind Station Terrace, but these were converted into an aerated water manufactory (White's Directory 1885-6).

A lock up was constructed in Tuxford in 1823. Five years later a parish workhouse was built.

A Joint Stock Company was formed in 1852 to provide the town with gas. The gasometer, with its associated buildings, was situated in Lincoln Street and was ready to begin production at the end of 1853 (White's Directory 1853).

5.6.4 Population

The 10-yearly census, which commenced in 1801, provides the following figures for Tuxford:

Census year	Population
1801	785
1811	841
1821	979
1831	1113
1841	1079
1851	1211
1861	1034
1871	1016
1881	962
1891	938
1901	1283

The figures for Tuxford show a rise during the middle years of the 19th century, although the 1851 figure is abnormally inflated as the result of a number of labourers who were present temporarily, being employed on the construction of the railway. By 1891, figures had dropped to below those of 1821, probably linked with the decline of the Great North Road in the face of competition from the railway. Nevertheless, numbers had risen again by the very end of the century, again almost certainly linked with the railway, this time relating to the construction of the Lancashire, Derbyshire and East Coast Railway and the presence of the locomotive works and marshalling yards, as described above.

5.6.5 Markets and fair

Market day continued to be on a Monday throughout this period. The date of the May fair is given in 19th century directories as May 12, for cattle, sheep, millinery etc. The hop fair is still given as September in Pigot's Directory of 1828 but as the Monday before October 12 in Whites Directory of 1844. However, for a time towards the middle of the 19th century, only the May 12 fair appears to have continued in existence. In 1858, the inhabitants of Tuxford attempted to re-establish the old September fair. While there was plenty of stock for that first year, at least, there were very few purchases made. Similarly in 1883, the May Fair was struggling, since it was reported that there was 'not much stock nor any great amount of business transacted' (DD 786/1-43).

Following the 'increased railway accommodation now being given to the town', the inhabitants of Tuxford were very hopeful that it would lead to the town becoming 'once again a place of considerable importance in the county' (DD 786/1-43). As part of this hope, it was resolved in 1895 to establish a cattle market and to revive the market for butter, eggs, fruit and grain. The cattle market was located on the south-eastern side of the town next to the Great North Road.

5.6.6 Religious buildings

Two nonconformist congregations, the Wesleyan Methodists and the Independents, were established in Tuxford in the 19th century. The Methodists were the first, building their chapel in 1809, with the Independents erecting a chapel in 1841.

5.6.7 Education

By the early 19th century it appears that the income provided for the grammar school was insufficient to meet its needs. In 1818, for example, there were 20 fee-paying boys in addition to those taught for free, and the 19th century schoolmasters appear often to have been unqualified. By 1896 the school had deteriorated considerably, needing constant repairs and with declining numbers of students, to the extent that closure was recommended, although this was not carried out until 1915.

The Grammar School only provided education for boys; consequently in 1830 a girls' National School and an infants' school were built on vicarage land. The schools were constructed as one building, with two dwellings in the centre for the teachers. The school continued until 1878 when a Board School opened, following the Elementary Education Act of 1870 (Kemp 1978).

5.6.8 Trade and industry

Early 19th century directories show the usual range of small traders in Tuxford which one might expect in a rural market town, although there appears to be a surprising number of boot and shoe makers. Five are listed in 1819 (*Pigot's Directory*), together with a currier and a leather dresser. By 1844 this number had risen to eleven (*White's Directory*).

The railway interchange just to the south-east of Tuxford would have provided employment opportunities. Although no locomotives were ever built there, the works could undertake any necessary repairs. They included brass and iron foundries, a boiler shop, a wheel shop, a carpenters' department, and erecting and paint shops (Cupit & Taylor 1984).

Agriculture

Hops were already being grown in the area during the 18th century, as noted above. In 1799, at least some of the hop yards were located along the northern side of Goosemoor Dyke to the west of Egmanton Road and south of Hopyard Lane. The Parliamentary Enclosure Award of 1804 consolidated these, as they previously appear to have been dispersed to some extent, in the manner of open strips. There was a total area along Goosemoor Dyke of just over 16 acres, with 6 proprietors named. Sanderson's map of 1835 shows that by that time, there were hops being grown in the west of the parish also. In a document detailing the holdings of the manor in 1827 (DD.T 123/68), several houses are described as having hopkilns, while *Pigot's Directory* of 1828 lists four hop growers in Tuxford and the 1838 edition lists 11. However in an 1853 directory there are none recorded, and by 1864 it is explicitly stated that 'the parish and neighbourhood was formerly much noted for the growth of hops, but the hop grounds are now nearly all laid down' (*White's Directories*, 1853 & 1864). Much of the area immediately surrounding the town was used for orchards by the second half of the 19th century, with large quantities of plums and other fruit being grown and sent to markets in the large towns (*White's Directory* 1885-6). During September and October 1886, for example, 288 tons of plums alone were sent from Tuxford by rail to the markets of Newark, Mansfield, Lincoln, Worksop and Retford (Swift 1979).

Malting

In common with many Nottinghamshire villages and towns, the malting of barley was carried out at a small scale in the town, there being at least four malthouses by the later 19th century. While it was essentially a local industry to serve local needs, the position of one of the malthouses at the eastern end of the town by the railway suggests that it could have been producing malt for a wider market than Tuxford alone.

Corn Mills

In addition to the post-medieval post mill mentioned above, two further windmills were erected to the north of Tuxford during the 19th century.

Brick-making

When the Tuxford Board School was built in c. 1876 it apparently used 150,000 bricks from Tuxford brickyard (Swift 1979). It is not clear whether these came from the brickworks known to have existed in the 18th century, however, since they are not marked on Sanderson's map of 1835, which does usually record brickworks.

Quarrying

As mentioned above, so-called 'Tuxford stone' was used for some building purposes in the area from the medieval period. Although brick was ubiquitous by the 19th century, stone was still quarried, since a description of the geology of the area in 1888 noted that 'around Tuxford are numerous old stone pits and one or two are still open (quoted in the Doubleday Index). The exact location of these is not known, although the road which continued eastward from Clarke's Lane Road on the Parliamentary Enclosure Map was called Stonepit Road (later Clinton Garden Lane).

5.7 20th century

Tuxford's markets did not survive into the 20th century. By 1902 the market hall was no longer in use, although the cattle market established at the end of the 19th century, was taking place fortnightly. It was disbanded during World War I, and subsequently revived, but was never successful, going into voluntary liquidation in 1926. Finally both the market hall and the cattle market property were sold in 1929, with the market hall being demolished soon afterwards to make way for new shops (Macfadyen 1983). Tuxford's fairs appear to have continued, at least up to the Second World War, with newspaper reports surviving which describe the September Fair in 1919, the May Fair in 1930 when good trade was reported, and the September fair in 1934 (DD 786/1-43).

With the expansion of Tuxford in the 20th century, new facilities were required. Some reorganisation of education provision took place, with the construction of a new school, Tuxford County Secondary School, in 1958, and the designation of the old Board School as a primary school.

Road traffic on the A1 increased to such an extent that it was decided to bypass the centre of Tuxford. The new road was constructed in the late 1960's and passed through the eastern side of the town, leaving the original route of the Great North Road slightly further west.

Outside the town to the west, on Ollerton Road, an industrial estate has been established on the site of what in 1955 was a Regimental Training Centre.

6. THE DEVELOPMENT OF TUXFORD

The town has been divided into plan elements, or components, based on map evidence and documentary sources. These plan elements have been subdivided below according to the earliest date of their assumed occurrence in that form, although some of the area of the medieval settlement was almost certainly occupied in the early medieval period. At present, however, no early medieval components can be defined. Medieval subdivisions in particular need to be confirmed by further work. Subsequent major changes are briefly summarised, together with the degree of survival of early features to the present day.

6.1 Medieval components

Thirteen components have been tentatively identified as belonging to the medieval period and are shown on figure 3. Their identification is based mainly on documentary references and on plan form analysis of historic maps. A copy of part of the Enclosure Map of 1799 is reproduced as figure 2.

Component 1 *Church of St Nicholas* (SMR 4680)

With no mention of a church in Tuxford in Domesday Book, the earliest evidence dates from 1179, when a chapel is known to have existed. West Markham church was the mother church, with Tuxford as a chapel of ease. The earliest work is to be found in the north wall of the south aisle, where there is some 12th century herringbone masonry. The tower is of the early 14th century, with a mid-14th century spire. The chancel was rebuilt in 1495 (Standish 1907). Inside, the north-arcade is 13th century, the south arcade may be c.1300 and the clerestory is of 1473. Monuments include a 14th century cross-legged knight, and a 14th

century alabaster female figure, both badly preserved (Pevsner 1979). There is also a 14th century floor slab with a shallow carved figure of a knight and heraldic shields, possibly representing William Longvillers who died in the early 14th century (Lawrance & Routh 1924).

Two chantries were founded in the middle years of the 14th century. The first of these was founded in 1334 by Sir Thomas Longvillers. The altar is believed to have been on the north side of the church. The second chantry was founded by Sir Thomas's son, Sir John Longvillers and is believed to have been located in the south aisle (Standish 1907).

The church was repaired and its pews renewed in 1811 (White's Directory 1844). In 1879 the church spire was struck by lightning and suffered considerable damage. The building underwent a programme of restoration between 1965 and 1970, which included the digging of sumps to direct rainwater away from the foundations, roof repairs, the replacement of some masonry, the virtual rebuilding of the north porch, and the enlargement of the vestry by removal of the fireplace and chimney breast (Swift 1979).

The extent of the churchyard in the medieval period is not known, consequently that shown on Figure 3 is its extent around the end of the 18th century.

Component 2 *Chantry house* (SMR 6737)

The chantry house is mentioned in medieval documents and stood on the north side of the church. The present building is believed to be late 18th or early 19th century in origin.

Component 3 *Market place*

The location and extent of the medieval market place is not known but it is suggested that the dog leg in the original course of the Great North Road, running along the southern side of the church, may have functioned as the market place. The western end of the area became the 19th century market place, following the re-routing of the Great North Road.

According to the Tuxford Heritage Society (1997) 'The old stone cross in the market place was originally sited in the centre of the square, opposite the Newcastle Arms Hotel ...'. A new lamp was unveiled in the Market Place by the Duchess of Newcastle in 1897.

Component 4 *Manor house and grounds*

Tuxford's medieval manor house is believed to have stood on the same site as the present-day Tuxford Hall, next to the church. In 1291/2 there is a reference to the 'capital messuage ... with dovecot and fruit garden' (Standish 1914). It is not known what happened to the building when the manor was divided towards the end of the 13th century. The manor house was the main seat of the White family from their acquisition of the manor in the 16th century until the end of the 17th century. However, from 1698 Wallingwells became their main seat, with the old Tuxford manor house being used as a dower house until it fell into decay (White 1907). It had presumably been demolished by 1776, as it is not shown on the map of that date. At the beginning of the 19th century a new building, now known as Tuxford Hall (SMR 5741), was erected, supposedly on the site of the old house (White 1907).

The extent of the grounds of the medieval hall is not known. Historic maps show a strong boundary on the northern side of Lincoln Street adjoining the western end of component 5 but which extends beyond those plot boundaries, crossing the stream before turning west to join the London Road. The Enclosure Map in particular hints at there having been a road or track along the northern edge of this block, with a couple of buildings depicted. The suggestion that this area formed the grounds of the hall can only be very tentative, as it is a large area and is based on a boundary shown on 18th century maps, long after the manor had been split into five and then reunited. The area had been divided into several fields by the end of the 18th century and has remained relatively open, although some land has been developed along its southern and south-eastern sides, including a plot of land taken for an extension to the churchyard in the early 20th

century. Lady White's Well is shown on OS maps from 1900 (SMR 5748), although it is not clear whether it survived the construction of the A1.

Component 5 *Settlement along the northern side of Lincoln Street*

A block of plots along the northern frontage of the road, bounded to the north by a stream which had meandered along the valley before being straightened at the end of the 18th century. Map evidence suggests there has been amalgamation of plots in this area since 1776; there is also some indication on the ground of building platforms on plots which are currently open. A gas works was established to the rear of one of the plots in 1853, at least one of the buildings of which appears to survive.

Component 6 *Settlement along the southern side of Lincoln Street*

Plots along the southern frontage of Lincoln Street were somewhat shorter than those along the northern side, particularly at their eastern end, and the map of 1776 depicts two parallel boundaries separating them from the open strips of South Field, presumably representing either a back lane or a headland. Since no trace of a back lane is shown on the Enclosure Map of 1799, interpretation as a headland or strip of uncultivated ground seems more likely.

Buildings along the street frontage included a malthouse (SMR 6740). Exactly when it started to function as such is not known, since although the building is clearly shown on the OS 6" editions of 1887 and 1900, it is not actually marked as being a malthouse until 1920. It was taken over in 1946 and converted into the 'Central Hall', or village hall. However, it was sold in 1957 and demolished in 1965 as part of the by-pass works. There has been considerable redevelopment of the area, including the construction of three roads, one a slip road leading to the A1, the other two leading to extensive housing developments.

Component 7 *Settlement along the south-western side of Lincoln Street and Market Place*

A block of plots bounded at their eastern end by the original course of the Great North Road and possibly fronting the medieval market area. Buildings include the grammar school, endowed in 1669 and completed by 1673. There was originally an entrance from the neighbouring vicarage onto the school premises but this was ordered to be walled up in 1757. By 1896 the school had deteriorated considerably, needing constant repairs. It finally closed in 1915. Since 1959 the building has housed Tuxford County Branch Library. The old school building is now a Grade II listed building, and is the second oldest vernacular brick building in the county. It is described by Pevsner as being typical of the period, a five-bay, two-storey brick house with hipped roof and dormer windows. Inside, the school room would have been on one side, the master's house on the other, and between them an enormous chimney and formerly a bell-turret (Pevsner 1979).

Component 8 *Settlement along the north-western side of Eldon Street*

A block of regulated plots sharing a common rear boundary. There had been some amalgamation of plots by the end of the 18th century.

Component 9 *Settlement along the eastern side of Eldon Street and the northern side of Market Place*

A block of regulated plots sharing a common rear boundary. Plots in the southern half of this area became increasingly developed, with the construction of buildings in yards at right angles to the main frontage, including a smithy in the late 19th century. A market hall was built on the northern side of the market place in 1852 by the Duke of Newcastle. It was originally described in 1853 as 'a neat Corn Exchange' (White's Directory 1953) but became known as the Butter Market, and old photographs show it to have had an arcaded front. By 1902 the market hall was no longer in use. It was sold in 1929 and demolished soon afterwards to make way for new shops (Macfadyen 1983).

Component 10 *Settlement along the northern side of Ollerton Road*

A block of properties sharing a common rear boundary.

Component 11 *Settlement along the south-western side of Eldon Street and the western end of Market Place*

A block of properties sharing a common rear boundary. The Enclosure Map shows a narrow strip of land running along this rear boundary which was being allotted at that time, although whether this represents a back lane being taken out of use is uncertain.

Owing to its proximity to the market place in the centre of the settlement, plots in this area became increasingly built up, with development in yards to the rear of the street frontage. The Crown Inn is believed to have stood on the site of the Newcastle Arms in the 16th century when it was said to have been 'chiefly bylded of tymbber' with five bays and a thatched roof. It was supposedly largely destroyed by a storm in 1587, rebuilt and then destroyed again in the fire at the beginning of the 18th century. On rebuilding, it was called the Red Lion, its name being changed to the Newcastle Arms in 1828 (Swift 1979).

A Methodist chapel built on Eldon Street in 1809 is believed to have stood in this area. The building was in use as a corn warehouse in 1938 (DD 1702/3/198).

Component 12 *Settlement along the northern side of Long Lane and the north-western side of Newcastle Street*

A small group of properties sharing a common rear boundary.

Component 13 *Settlement along the north-eastern side of Newcastle Street*

A block of properties bounded to the south by modern-day Orchard Crescent. The Enclosure Map shows a narrow strip of land being allotted which looks as though it could have been a back lane running behind these properties, although it appears suspiciously straight and there is no indication of any remnants of a lane on later maps. The component includes Tuxford Methodist church to the rear of one of the plots. It was erected by the Independents in 1841, purchased by the Wesleyan Methodists in 1863 and opened in the same year. There was a smithy along the main road by 1920 (SMR 6757). New housing development has taken place at the southern end of this area, with access provided by a new crescent.

6.2 Post-medieval components

Seven components have been tentatively as belonging to the post-medieval period and are shown on figure 4. Their identification is based mainly on plan form analysis of historic maps.

Component 14 *Settlement along the south-eastern side of Newcastle Street*

A block of somewhat irregular plots, properties in most cases appearing to have originally formed part of much longer, somewhat meandering strips. Some of the land to the rear of the plots has been developed for housing, with access provided by a new road, Lexington Gardens.

Component 15 *Settlement along the western side of Newcastle Street*

A block of properties which may originally have had a common rear boundary, possibly with a footpath running along it, as indicated on the Enclosure Map. Plots appear to have been taken out of the open strips, some of which were being allotted in 1799. A new course for the Egmonton Road was laid out through the southern part of this area, partly following the line of a footpath shown on the Enclosure Map.

Component 16 *Building on Clark Lane*

A building in a small enclosure is shown in this area on the Enclosure Map of 1799.

Component 17 *Encroachments along Bevercotes Road*

Some limited settlement in the form of encroachments on the common had taken place by 1776 to the north of Tuxford, just beyond the bridge. A small lane, Poor Houses Road, ran along their southern side, replaced upon enclosure by the new straight road towards Bevercotes. In the 19th century a building at the easternmost end of this area was a malthouse. This building still stands today although its use has changed. It is built of red brick, and is 3 storeys high, including the loft floor, and 10 bays long (SMR 4643).

Component 18 *Brick kilns*

Brick kilns are shown in this area on the 1776 map, together with what are assumed to be associated buildings.

Component 19 *Windmill*

A post mill is shown in this area on the 1776 map and on Sanderson's map of 1835. It had gone by 1887.

Component 20 *Building*

A building of unknown function is shown in this approximate area on the Enclosure Map of 1799.

6.3 19th century components

Seventeen components have been identified for the 19th century and are shown on figure 5. Their identification is based on a comparison of the Enclosure Map of 1799 and the Ordnance Survey map of 1900.

Component 21 *Great Northern Railway*

The GNR Bill was passed in June 1846, and work commenced on what became known as the 'towns' line. It crossed the parish in a north-south direction, passing just to the east of Tuxford, where a station was built (SMR 6742). The sixty miles of the 'towns' line was opened on August 1 1852 (Grinling 1966). The station was renamed Tuxford North in 1923. It was closed to passengers in 1955 and to goods traffic in 1964 (Best 1978), although the line itself remained open. In 1975 the level crossing on Lincoln Road was replaced by a road bridge, with some 20,000 cubic metres of waste from Thoresby Colliery being used to build the approach road embankments (*Newark Advertiser* 18/10/1975).

Component 22 *Lancashire, Derbyshire and East Coast Railway*

Royal assent was received for the LD & ECR in 1891 and work commenced on the central section. The section between Chesterfield and Lincoln was opened at the end of 1896, running to the south of Tuxford, with Tuxford Station being built on Egmanton Road (SMR 6761). The station was renamed Tuxford Central in 1923, although it may have been called Tuxford Town prior to that. It was closed to all traffic in 1955 (Best 1978). The line is now (1998) shown as a mineral railway and runs only as far east as the Trent.

Component 23 *Dukeries Junction*

At the crossing of the two railway lines a large interchange junction, locomotive depot and repair works was built. Extensive sidings were erected to enable the exchange of freight between the two routes, while for the interchange of passengers a two-level station was constructed (SMR 6768), since the railway

company had hopes of ‘the attractive district of the Dukeries creating a large excursion and tourist traffic’ (Cupit & Taylor 1984). Indeed, the interchange became known as ‘Dukeries Junction’. Tuxford hoped that this would bring a return of at least some of the prosperity lost when the railways killed off the coaching business, and while it may not have brought many tourists it almost certainly will have provided employment opportunities. Although no locomotives were ever built at Tuxford, the works there could undertake any necessary repairs. They included brass and iron foundries, a boiler shop, a wheel shop, a carpenters’ department, and erecting and paint shops (Cupit & Taylor 1984). The locomotive sheds and marshalling yards were still part of the railway system in 1955, when the works are marked on the Ordnance Survey map as ‘The Plant’ (SMR 6758), but by 1979 the railway buildings had been converted to a site for the drying and storing of grain (Swift 1979). In 1998 the site belongs to TTC Motor Spares, with at least two old railway buildings still standing (D Hutt, pers. comm.).

Component 24 *Baths*

Baths were constructed here at some point in the 19th century, probably after 1835 as they are not shown on Sanderson’s map. They had gone out of use by the 1880s, as they are marked ‘disused’ on the 1887 and later OS maps. SMR 4663 gives the grid reference of these baths but the information probably relates to baths constructed at the Holy Well, a little to the north of the boundary of this assessment.

Component 25 *Development near the railway line*

Development including an inn and malthouse (SMR 6743) had been constructed here by 1887. The Fountain Hotel survives, although the malthouse had been demolished by 1955.

Component 26 *Windmills*

Two windmills were erected in this area in the 19th century. One was a post mill which was moved from Grassthorpe to Tuxford in 1874. Photographs and paintings exist showing its bulbous roundhouse and double fantail (Neville 1926; Shaw 1995). It had gone out of use by 1926 and was demolished in 1950. The other was a tower mill built c.1820 (SMR 4655). It was struck by lightning and seriously damaged in 1885, and was put out of operation completely by another storm in the late 1920’s. In 1982 work commenced on restoring the mill to working order, a project which was completed in 1993 (Shaw 1995). It is now a Grade II listed building.

Components 27-30 *Development to the north of Tuxford*

A mixture of scattered development took place to the north of Tuxford over the course of the 19th century, following enclosure. It included a malthouse in component 28, present in 1887 but apparently demolished by 1900, and a cluster of small enclosures called ‘America Gardens’ in component 30, some of which survive. A bank was surveyed in this area in the 1970s although it has since been destroyed (SMR 5745).

Component 31 *Development along Ollerton Road*

Dwellings were constructed along both sides of Ollerton Road in the 19th century.

Component 32 *Extension to the vicarage garden*

The vicarage gardens was extended into this area in the 19th century. The area was developed in the 20th century.

Component 33 *Schools*

In 1830 a Girls’ National School and an Infants’ School were built on vicarage land on the eastern side of the Great North Road. The schools were constructed as one building, with two dwellings in the centre for

the teachers. The school continued until the Board School opened in 1878, after which the building was used as a Sunday School. It was disused in 1998.

The Tuxford Board School was opened on the west side of the road in September 1878. In 1958 it was reorganised into a primary school, with older pupils transferring to the new Tuxford County Secondary School. New buildings were erected in 1964, with subsequent additions since then (Kemp 1978).

Component 34 *Cattle market*

A cattle market was constructed to the south-east of the town at the end of the 19th century. Cattle markets were disbanded during World War I, and subsequently revived. It was unsuccessful, however, and the site was sold in 1929 (Macfadyen 1983).

Component 35 *Development along Clark Lane*

By the 1880s further buildings had been added to that already present in 1799.

Component 36 *Lock-up and pinfold*

Tuxford lock-up, a Grade II listed building, is one of only two known buildings of this type in the county. It is built of brick with a pantiled hipped roof and has a datestone of 1823. The iron entrance door opens into a hall and, close to the front of the building there are iron-bound doors leading to a cell at each side. Light and air enter each cell through a circular hole, barred with iron, high up in the wall at the front and back of the building. Each cell was equipped with a bucket lavatory which projected into the hall (Train 1974). There was a pinfold next to it, now no longer present.

Component 37 *Development along Egmonton Road*

A pair of semi-detached houses were built here after 1887 and before 1900.

6.4 20th century development

Twentieth century development is represented by a single un-numbered component.

6.5 Discussion

On present knowledge the site of Tuxford was settled at some time in the early medieval period and by 1086 it consisted of a flourishing village of perhaps some 150 or so inhabitants. Yet despite this, virtually nothing is known about the pre-conquest settlement and the only physical evidence of the period comes from an Anglo-Saxon brooch found in a Tuxford garden in 1865.

Tuxford is fortunate in having three late 18th century maps which show the streets and plot boundaries within the town at that time. The layout of streets is often one of the most durable features of a settlement plan, and at Tuxford the layout shown on the earliest of the maps can probably be projected back from the 18th century to the medieval period. Roads entered the town from a number of different directions – the road from Lincoln to the east, called Sludge Gate in 1799, from Ollerton and Mansfield to the west, from Egmonton and Southwell to the south, and the Great North Road from Newark to the south-east and from Retford to the north-west. That section of the latter extending from the market place northwards to the bridge was called Fromp Bridge Street in 1799, although whether ‘Fromp’ was the name of the stream being crossed is not known. By 1838 its name had been changed to Eldon Street.

It is suggested from plan form analysis based on the 18th century maps that medieval settlement took the form of ribbon development along the main roads in three directions, to the east, the north and the south. There was virtually no development to the south-west, along the road to Newark and London, and only a small amount westwards along the road to Ollerton and Mansfield. Complicating factors in assessing the medieval form of Tuxford are firstly the indications in the documentary record that the town had suffered

population loss by the early 15th century (see section 5.4.5), which may have been accompanied by contraction of the settlement area, and secondly the fire of 1702 (see section 5.5.3), the full extent of which is not known and which may have resulted not only in rebuilding but possibly also in reorganisation of town plots.

The marked linearity of the settlement in an easterly direction could suggest that this was once an important route at an early period. Settlement along the northern side of the Lincoln road (component 5) may represent an early regulated single row layout extending eastwards from the manor hall grounds (component 4). It is uncertain whether component 6, along the southern side of the road, was contemporary with component 5; if so, this part of the settlement may have formed an original double row village, possibly with component 7, having the manor house and the church at its western end. However, the close correspondence between fossilised strip boundaries and toft boundaries in the western half of component 6, as shown on the Parliamentary Enclosure Map of 1799, may suggest that development along the southern side of Lincoln Street was not as early, and that the plots were taken out of the open strips of South Field at a later date.

Along the Retford road on the northern side of the town, components 8 and 9 are strikingly similar in their layout. This suggests that they were deliberately planned and laid out at the same time, presumably during a period of expansion.

The extent of development running south along the road towards Egmonton, together with the formation of hollow ways between the two settlements (SMR 6756), suggest this was a well used and early local route, likely to have had medieval settlement developing along it (components 11-13). Exactly how far south this extended is not known, but it is suggested on the basis of plot boundaries that Clark Lane formed the southern boundary on the eastern side. Plots further south (components 14 and 15), provide the same difficulty of interpretation as component 6, in that there are indications that they were taken out of the open fields, as plot boundaries and fossilised strip boundaries run together. It is possible that there was late medieval contraction of the settlement in this area and that land could have been taken back into cultivation for a while. Until there is evidence to the contrary, however, this area is assumed to be post-medieval in origin. Further post-medieval settlement took the form of encroachments on the common to the north of Tuxford, just beyond the bridge (component 16), served by a small lane, Poor Houses Road. This road was replaced upon enclosure by the new straight road towards Bevercotes.

If the area of settlement along the Lincoln road has been correctly identified as representing relatively early regular town plots, then the late 18th century maps suggest that the post-medieval period saw a decline in the settlement of this particular area. Many of the plots appear to be empty, while others have been amalgamated into larger plots. The development of the town had probably been concentrated during this period along the Egmonton road and along the London Road as it passed through the northern side of Tuxford although, as noted above, no development had taken place along its southern approach to the town.

An important change to the layout of Tuxford took place at the very end of the 18th century, when the course of the Great North Road was altered so that it entered the town slightly further west, passing through the centre in a straight line instead of the earlier dog-leg. The earlier three-way junction at the market place became a crossroads, creating a more concentrated focus for the town. Other roads were also modified as part of the Parliamentary Enclosure Award. At the northern end of Tuxford the road to East Markham was set slightly further north than its original course, and led in a straight line to the parish boundary; similarly Back Lane, which led westwards towards Milton, and which had previously left the Great North Road by the bridge on the north side of the town before curving across Tuxford Common, also moved its junction further north, beyond the bridge, with a new straight course being staked out across the common, heading due west. To the south of the town, the route of the Egmonton Road (now Newcastle Street) was altered, moving a stretch of the road slightly further west. Several additional shorter roads are shown on the 18th century maps which had probably developed following the piecemeal enclosure of land close to the town, and which were therefore required to provide access to the open fields beyond. These include Long Lane to the south-west, significantly called New Closes Road on the Enclosure Map, Clinton

Garden Lane to the south-east, called Stonepit Road in 1799, and Green Lane to the north, previously called Merling Moor Road. A lane running south-east from Clarke's Lane was allotted, and subsequently disappeared.

The most striking alteration to the Tuxford landscape in the 19th century was the building of the railways, with the town being served directly by two stations and indirectly by an interchange. However, Tuxford as shown on the Ordnance Survey map of 1900 appears virtually identical to its depiction on the Enclosure Map of 1799, both in terms of its settlement pattern and the extent of the town. Any increase in population could easily be accommodated within the existing bounds of the town, with infilling of plots around the market place in particular, accompanied by development of yards and courts at right-angles to the main roads. This process was probably associated with the importance of the Great North Road as a major post and coach road, and at least some of the development would have consisted of a number of inns, with their stables and other outbuildings, which flourished in the late 18th and early 19th centuries, before the impact of the railways began to be felt.

The decline in use of the Great North Road led to the stagnation of Tuxford and, although still a local agricultural centre, its markets and fairs were struggling. In 1922, a visitor noted that

‘Tuxford itself, on the crest of the hill, seems unchanged since coaching days, except that the traffic which then enlivened it has gone. It is a gaunt lifeless place ... and the private houses and shops of the decayed town face a wide open street, and all shiver in company’ (Harper 1922).

Tuxford saw something of a revival in the middle decades of the 20th century, perhaps at least in part with the ever increasing road traffic bringing the Great North Road back to life again. Much of the present population came to Tuxford in the 1960's, when High Marnham Power Station came on stream and Bevercotes Colliery became productive. Work was also provided by Thoresby and Ollerton collieries (Retford, Gainsborough & Worksop Times, 28/7/1988). By 1979, Pevsner was able to describe Tuxford as ‘an attractive centre with an urban feel’. More recently, however, the town has seen a further period of decline following the demise of the coal industry.

7. ARCHAEOLOGICAL ISSUES

7.1 Research questions

- 1) The location and extent of the pre-Conquest settlement is completely unknown.
- 2) The extent of the medieval town is similarly unknown. Little is known of its development, growth and there is the distinct possibility that it underwent some contraction in the late medieval period, as indicated by references to ‘ruinous messuages’ in the early 15th century. Understanding the chronological relationship between the three ‘arms’ of the town, one lying along the Lincoln road, one towards Egmanon and one towards Retford, could also shed light on the relative importance of the east-west *versus* north-south routes passing through Tuxford.
- 3) The exact site of the medieval manor house is not known with certainty, although it is assumed to have been to the east of the church. Did the division of the manor into five parts lead to the abandonment of the original hall? If so, it is possible that the site interpreted to be that of the medieval manor house is actually that of the post-medieval building, erected when the White family re-united much of the manorial holdings and made Tuxford their place of residence.
- 4) The location of the watermill, referred to in Domesday Book and in inquisitions until the mid-14th century, is not known. Similarly, the site of the medieval rectory, entitled in 1227 to have its own private chapel because of its distance from the church, is unknown.
- 5) Quarrying is known to have taken place around Tuxford in the medieval period, although sites are likely to be difficult to identify if quarries continued in use.

- 6) It would be useful to identify the extent of the fire of 1702, and to assess whether rebuilding had any impact on plot boundaries and settlement location.
- 7) It is not clear whether the brickworks known to have been present just to the north of Tuxford in 1776 actually continued in use into the 19th century.
- 8) The nature of the strong boundary shown on the Enclosure Map on 1799 running eastwards from the Great North Road near the brickworks, should be determined if possible, together with the possible track along its northern edge, as well as the nature and function of the two buildings shown on the map lying just beyond the north-eastern side of the boundary.
- 9) Nothing is known of the origins of the Holy Well just to the north-east of the town.

7.2 Archaeological potential

7.2.1 Existing protection

Conservation areas

The *Planning (Listed Buildings and Conservation Areas) Act* 1990 required all Local Planning Authorities to determine which parts of their areas were of special architectural or historic interest and to designate them as conservation areas, in order to preserve or enhance the character and appearance of the area. It is also their duty to review them from time to time, and to determine whether any further parts of their areas should also be designated as conservation areas.

Tuxford Conservation Area was designated by Bassetlaw District Council in 1980 and includes virtually all of the areas of settlement along Newcastle Street and Eldon Street that are shown on the early maps, but excludes most of the Lincoln Road settlement area. Two areas of somewhat different character are contained within the Conservation Area, namely the decayed small market town of the centre/north, and the rather more rural farming section to the south.

Listed buildings

A listed building is one recognised by the government as being of special architectural or historic interest, as specified by the *Planning (Listed Buildings and Conservation Areas) Act* 1990. Listing is made at three levels of importance, Grade II, Grade II* and the most important, Grade I, and listed building consent is required, in addition to normal planning consent, before any alterations, extensions or demolitions can be made to a listed structure which might affect its character.

There are 23 listed buildings within the area under consideration in this assessment, the majority of which are shown on Figure 7, exceptions being structures such as walls, gates and a sign post. Of the listed buildings, the parish church is Grade I and the Old Grammar School is Grade II*, with the remainder being Grade II. All can be broken down according to their earliest structural phase as follows (NB if a building is recorded as late 18th/early 19th century, it has been included as 18th century):

Earliest structural phase	C16 or earlier	C17	C18	C19	C20
Number of structures	1	1	13	8	-

7.2.2 Above ground remains

As noted in the discussion, the street layout is often the most durable part of a settlement plan and this is true to some extent for Tuxford, although the re-routing of the Great North Road at the end of the 18th

century resulted in a degree of change. Road traffic increased to such an extent that the centre of Tuxford was by-passed in the late 1960's. While the main roads in use during the 19th century continue to be used to the present day, some of the smaller roads have disappeared since 1955. Green Lane, to the north of the town, which led eastwards from the East Markham road towards Holywell Farm, is no longer in existence (nor, indeed, is the farm). Clinton Garden Lane, to the south-east, now has its route followed by the boundary of a housing estate, while Long Lane, to the south-west, although still named, appears to be no more than a track.

There has been some survival of the line of medieval plot boundaries, for example along the northern side of Lincoln Road and along either side of Eldon Street.

The buildings within the town are generally of the brick and pantile tradition found in the rural settlements of East Nottinghamshire, with several buildings including tumbled brickwork. Prior to the 18th century, many buildings would have been timber-framed with thatched roofs and it is possible that timber-framed structures may lie as yet unidentified behind later brick facades, College Farm being one such candidate (G Beaumont pers. comm.). Evidence from standing buildings points to a considerable degree of rebuilding or refronting in the 18th century.

7.2.3 Below ground remains

The courses of the main roads entering Tuxford are believed to have remained relatively unchanged, possibly since at least the medieval period, with the exception of the Great North Road which, at the end of the 18th century at least, entered the town from the south at a point further west than it does today, forming a junction with the Lincoln road approximately opposite the site of Tuxford Hall. However, any possibility of examining the origins and make-up of this earlier course has almost certainly gone following the construction of the by-pass, with the possible exception of the area of the junction itself. As far as the other main roads are concerned, comparison of the Enclosure Map of 1799 and the modern map suggests that relatively little road widening has occurred in the last 200 years, apart from the southern side of Ollerton Road, although earlier widening may have caused damage to medieval and early post-medieval deposits along road frontages, as well as removing any encroachments extending into the line of the road, such as appear to have existed at the north-eastern end of Fromp Bridge Street (as marked on the Enclosure Map) just to the south of the bridge. Further damage may have been caused by the rounding of corners to accommodate 20th century traffic, as has occurred at the junction of Ollerton Road and the Great North Road, the inserting of completely new access roads, several of which cut through what was once the continuous southern frontage of the Lincoln Road, and the remodelling of the market place when the new route of the London Road was cut through.

Numerous references to the state of the roads in the Tuxford area, the earlier name of Sludge Gate for the Lincoln Road, and the several ponds in the roads within the town on the 1799 map all indicate that constant repair and resurfacing is likely to have been necessary to maintain them. This was also shown by the thick metalling deposits identified in the sections of water mains trenches in the town (Lindsey Archaeological Services 1995). While this repair and resurfacing may have caused some damage to archaeological deposits, it is also possible that it may preserve them in places, by causing ground levels to be raised. However, the raising of a street level is not automatically accompanied by the raising of surrounding levels; for example the road surface leading northwards from Tuxford to the brick has been raised comparatively recently, leaving the buildings on the western side of the road at a noticeably lower level.

The occurrence of a fire in the town at the beginning of the 18th century offers the potential that in some places a securely dated burnt deposit could seal earlier remains. Some evidence that such a layer might exist was identified in road metalling deposits in the town, particularly in the market place (Lindsey Archaeological Services 1995).

The market place might be expected to be one of the more intensively occupied areas of the town. Although the location of the medieval market is not known, at least part of it may have been in the area of the current market place. Plots could contain extensive sequences of residential and/or commercial

buildings along their frontages, with outhouses, workshops and rubbish pits to the rear. Comparison of early and modern maps suggest that in many places there has been relatively little later 19th and 20th century development and that there may be the potential for survival of archaeological deposits. This is particularly true of plots and frontages along Newcastle Street and Lincoln Road. Even today there are relatively few buildings along the latter, especially along its northern frontage, while several of those recently built along its southern frontage are set back from the road, whereas the early maps tend to suggest that the buildings fronted it. This area in particular appears to have suffered abandonment and amalgamation of plots, with some eleven plots occupied along the northern frontage of the road on the 1776/1784 map (although the accuracy of this must be in some doubt), seven in 1799 and six in 1887. The relative lack of development along the south-western, and to some extent the south-eastern side of Newcastle Street, with the continued presence of what appear to be several fossilised strip boundaries, offers the possibility of understanding the development of the town in this direction and the relationship of the tofts with the open fields.

The area around Tuxford Hall represents a large undeveloped space in what may have been an important part of the town, possibly the site of the medieval hall and its associated buildings, although archaeological information may well have been destroyed during the building of the by-pass. The churchyard next to it also represents an area of relatively undisturbed ground, potentially preserving the population of Tuxford from at least the late 13th century, at which time it is known that the church had some burial rights, onwards,

The stream running to the north of the town formed the northern boundary of a block of possible early regulated town plots along the Lincoln road. At the end of the 18th century, it was diverted into a new straight channel slightly to the north of its original meandering course, as shown on the Enclosure Map. The old channel was presumably either allowed to silt up naturally or was deliberately filled in. It could, therefore, potentially contain waterlogged deposits relating to the use of the crofts in this area, or possibly to rubbish disposal. Further west, the valley could contain the remains of the medieval water mill, although that could also have been sited elsewhere, possibly even on a tributary running into the stream. One such tributary is shown on the Enclosure Map running southwards and another which may have run northwards down the slope somewhere between the present day Pump Farm and Tuxford Hall (Lindsey Archaeological Services 1995).

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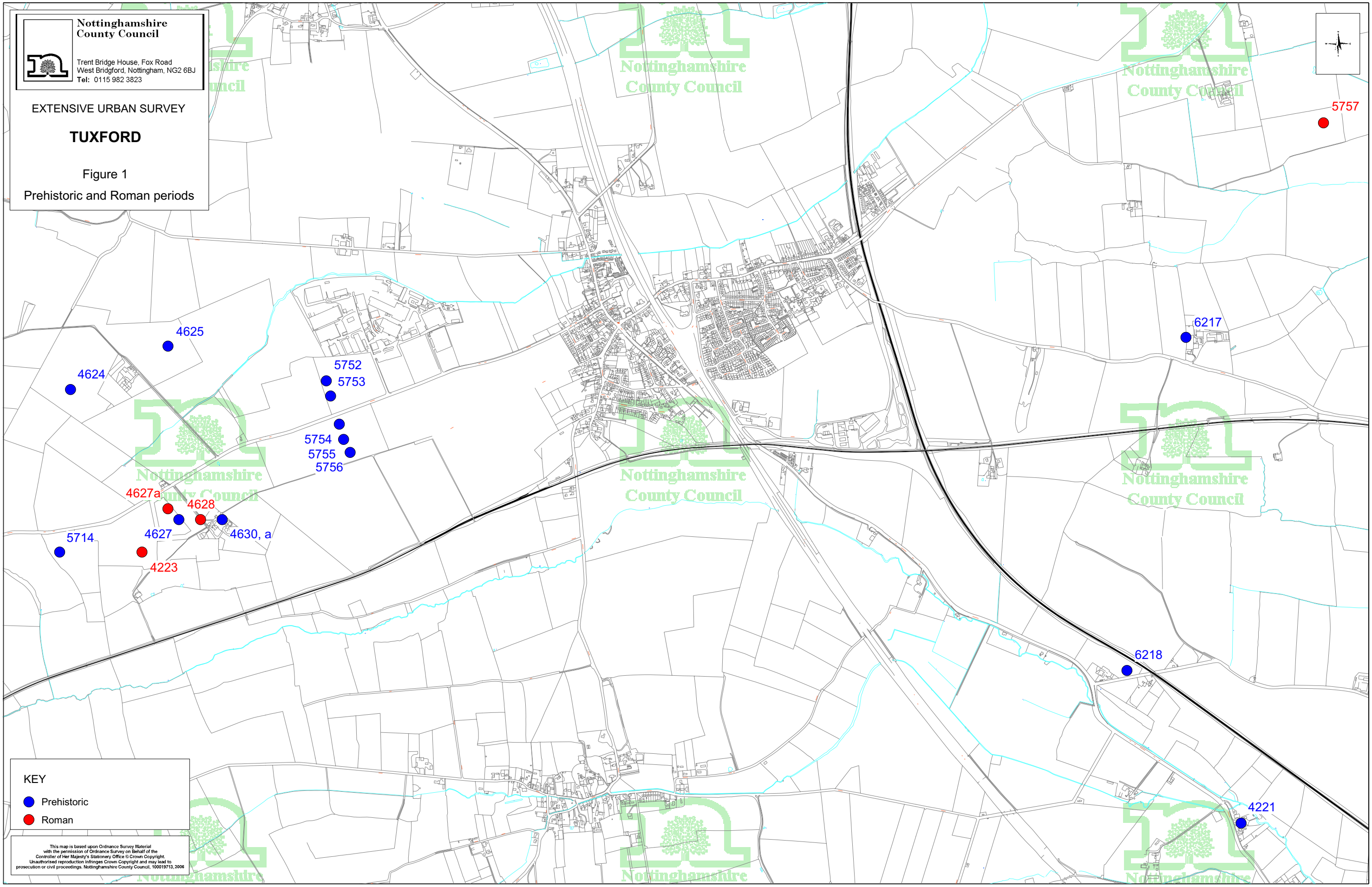
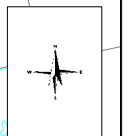
DD 364/2	Notes given by Capn R White in 1968 on a survey of 1779 made by Taylor White
DD 786/1-43	Newscuttings, 19th-20th century
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EXTENSIVE URBAN SURVEY

TUXFORD

Figure 1
 Prehistoric and Roman periods



KEY

- Prehistoric
- Roman

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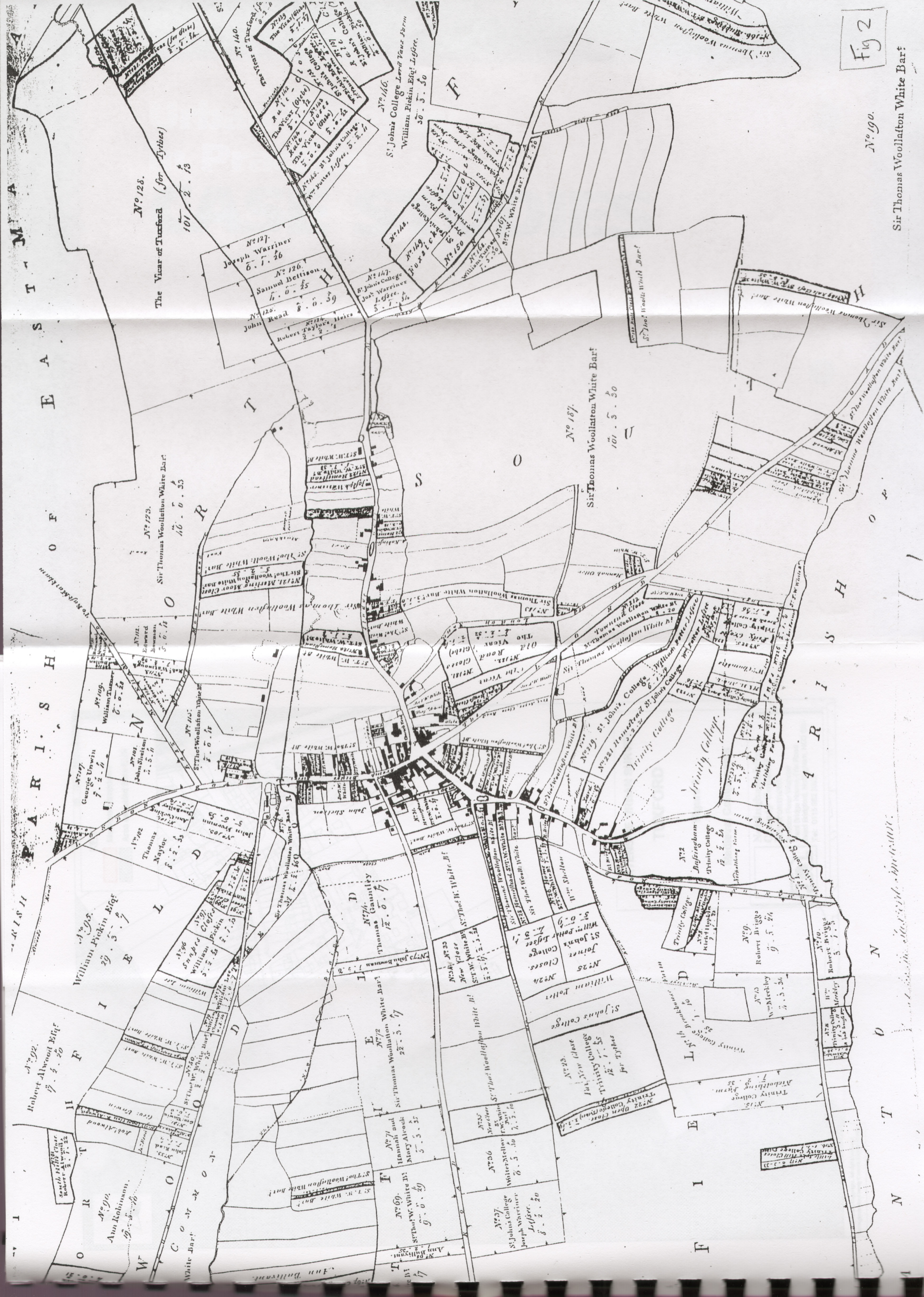
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- 4624
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- 4223
- 4630, a

- 5757

- 6217

- 6218

- 4221



PARISH OF WOOLLATON WHITE BAR

No. 128.

The Vicar of Tuxford (for Dybbes)

101. 2. 13

No. 123.

Sir Thomas Woollaton White Bar

106. 0. 33

No. 109.

William Turner

6. 0. 30

No. 102.

Thomas Naytor

5. 2. 35

No. 95.

William Pickin Esq.

29. 5. 7

No. 92.

Robert Alwood Esq.

7. 2. 20

No. 90.

Ann Robinson.

19. 3. 16

No. 127.

Joseph Warriner

6. 7. 26

No. 126.

Samuel Bettison

4. 0. 25

No. 125.

John Read

8. 0. 39

No. 124.

Robert Taylor's Heirs

2. 2. 4

No. 146.

St. John's College

William Pickin Esq. Esq.

No. 147.

St. John's College

John Warriner Esq.

No. 148.

St. John's College

John Warriner Esq.

No. 149.

St. John's College

John Warriner Esq.

No. 150.

St. John's College

John Warriner Esq.

Sir Thomas Woollaton White Bar

No. 187.

101. 5. 30

Sir Thomas Woollaton White Bar

No. 221.

St. John's College

William Pickin Esq.

No. 222.

Trinity College

William Pickin Esq.

No. 223.

Trinity College

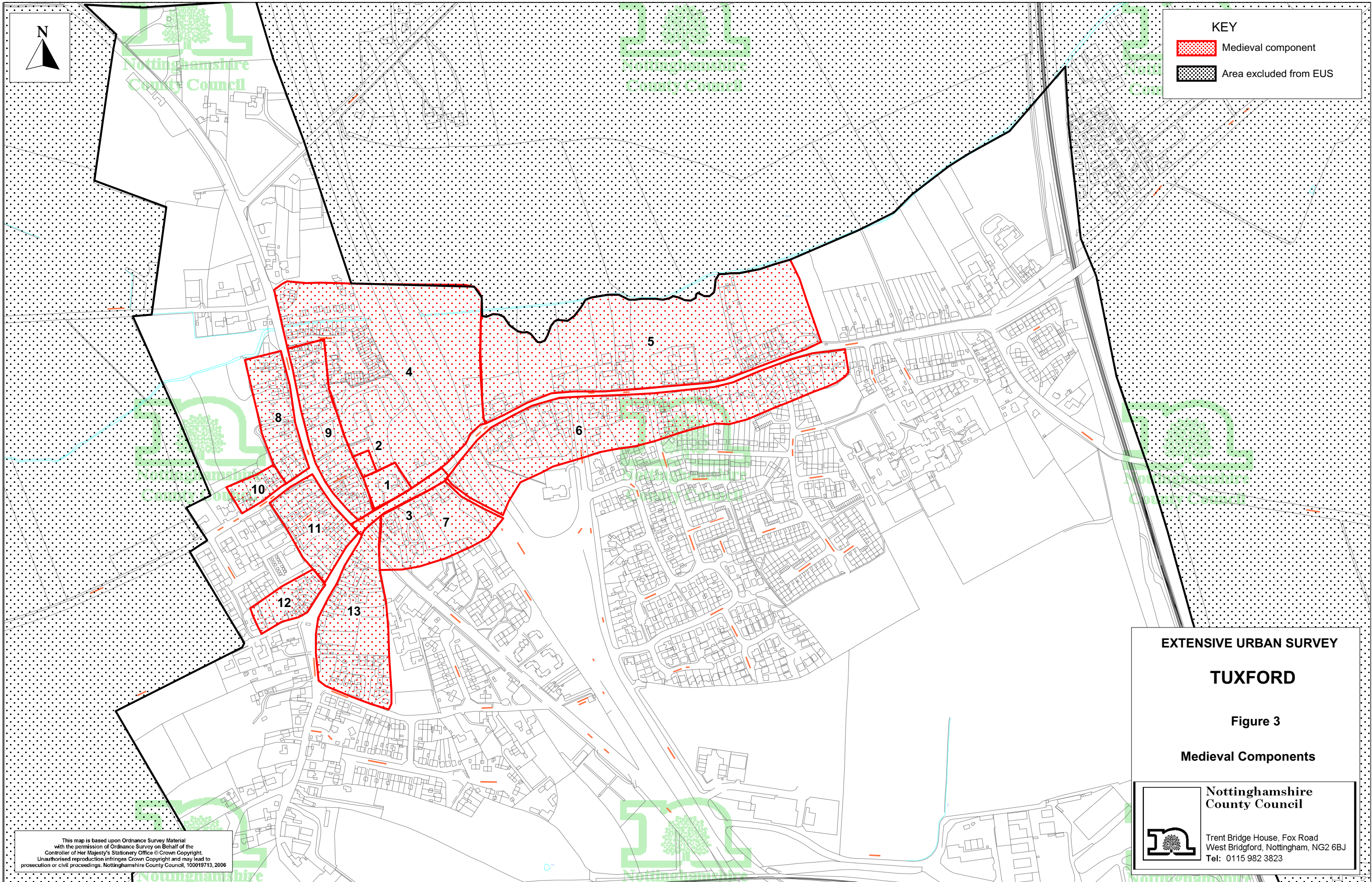
William Pickin Esq.

Fig 2

No. 190.

Sir Thomas Woollaton White Bar

PARISH OF WOOLLATON WHITE BAR



KEY

- Medieval component
- Area excluded from EUS

EXTENSIVE URBAN SURVEY

TUXFORD

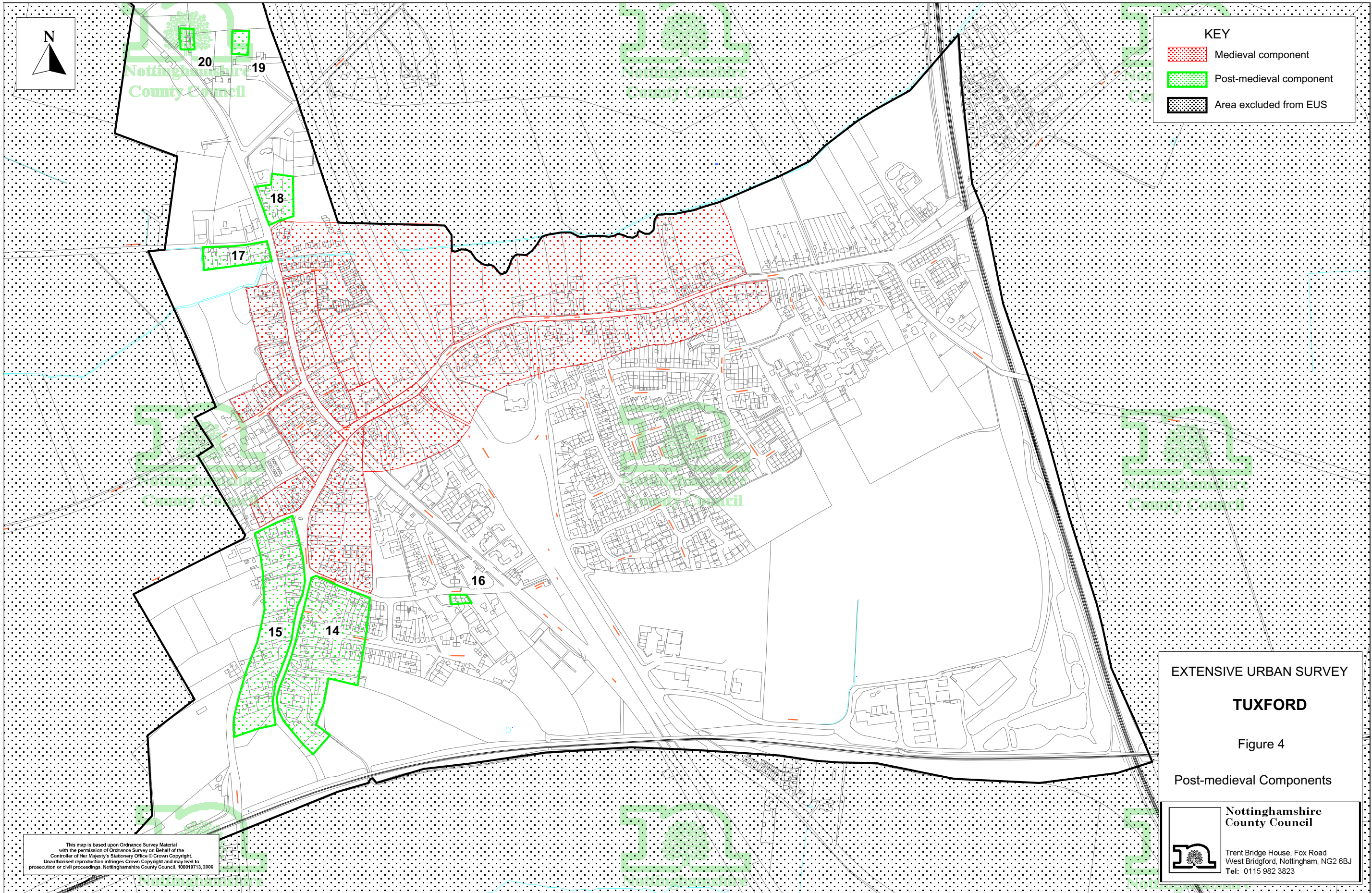
Figure 3

Medieval Components

Nottinghamshire County Council

Trent Bridge House, Fox Road
West Bridgford, Nottingham, NG2 6BJ
Tel: 0115 982 3823

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KEY

- Medieval component
- Post-medieval component
- Area excluded from EUS

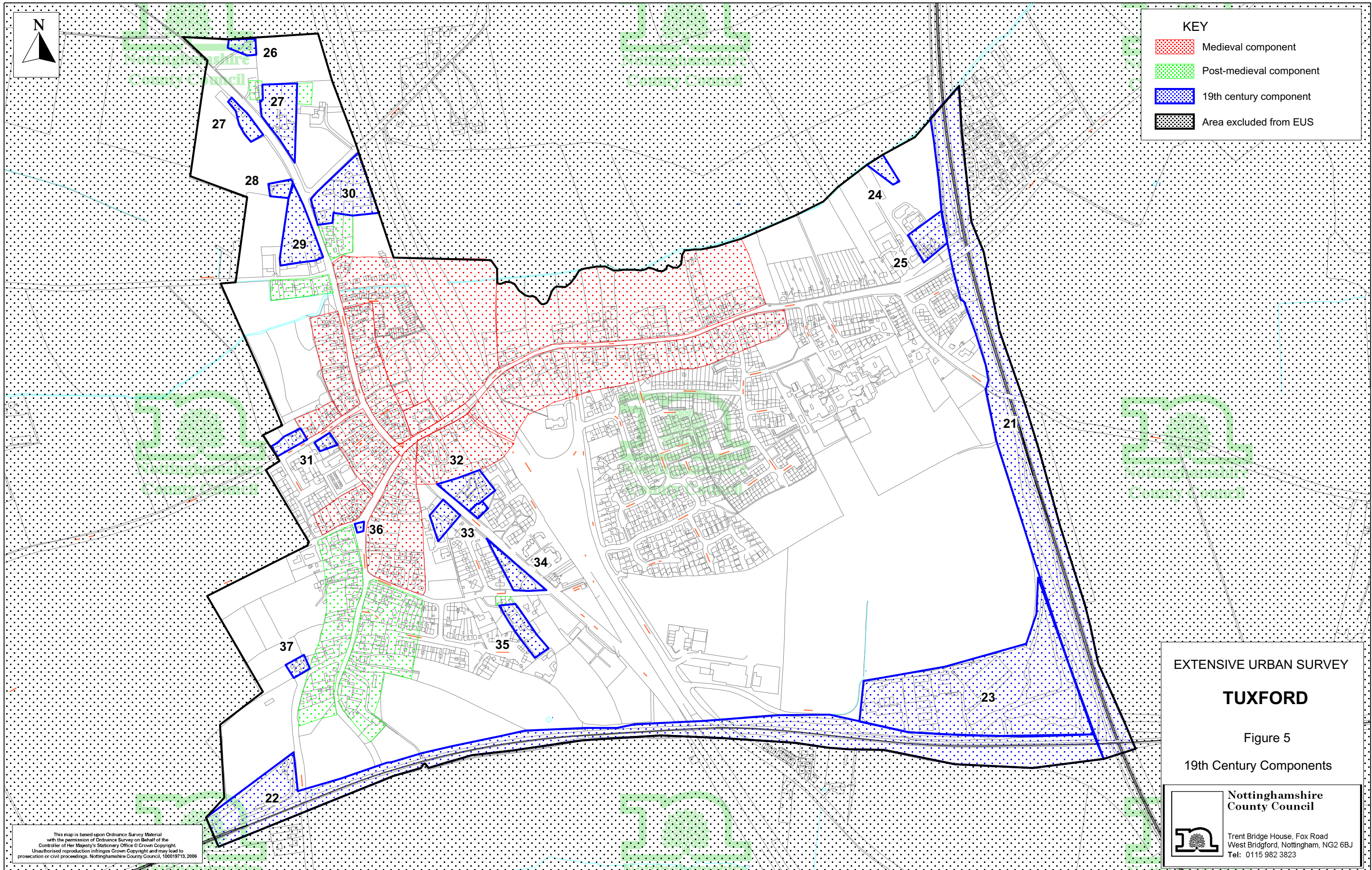
EXTENSIVE URBAN SURVEY
TUXFORD
 Figure 4
 Post-medieval Components

Nottinghamshire County Council



Trent Bridge House, Fox Road
 West Bridgford, Nottingham, NG2 6BJ
 Tel: 0115 982 3823

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KEY

- Medieval component
- Post-medieval component
- 19th century component
- Area excluded from EUS

EXTENSIVE URBAN SURVEY

TUXFORD

Figure 5

19th Century Components

Nottinghamshire County Council

Trent Bridge House, Fox Road
West Bridgford, Nottingham, NG2 6BJ
Tel: 0115 982 3823

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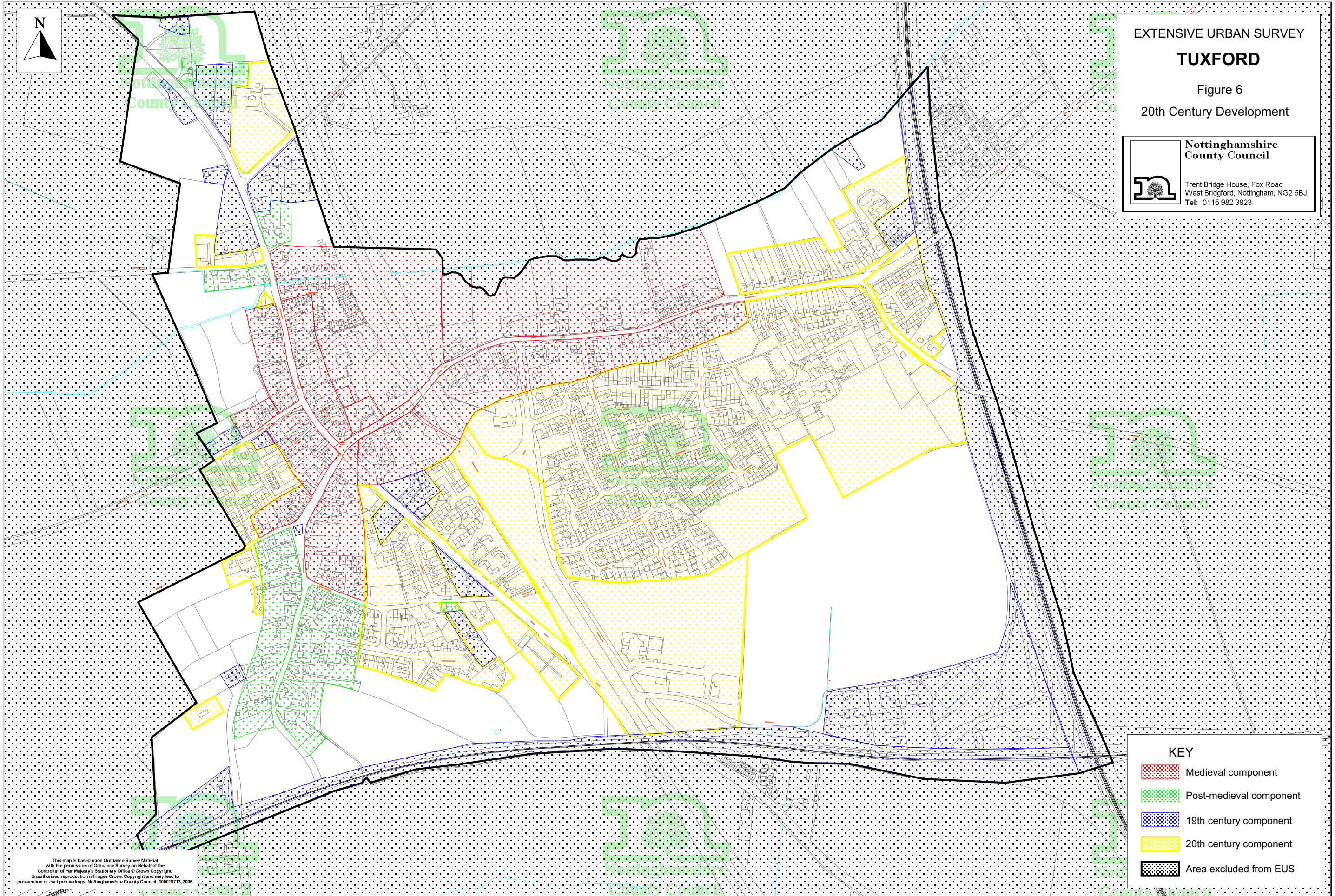
EXTENSIVE URBAN SURVEY

TUXFORD

Figure 6
20th Century Development



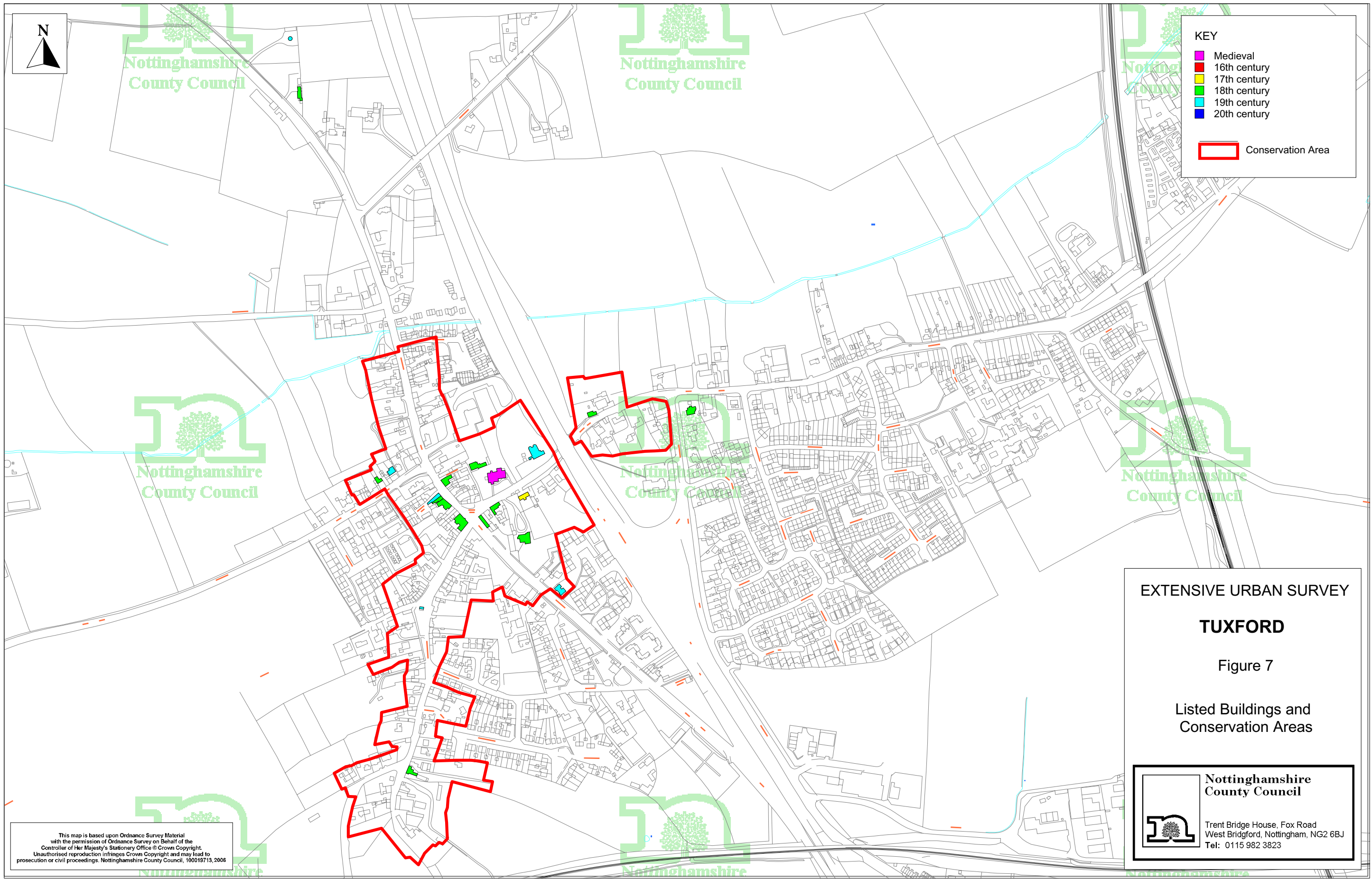
**Nottinghamshire
County Council**
Trent Bridge House, Fox Road
West Bridgford, Nottingham, NG2 6BJ
Tel: 0115 982 3823



KEY

-  Medieval component
-  Post-medieval component
-  19th century component
-  20th century component
-  Area excluded from EUS

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KEY

- Medieval
- 16th century
- 17th century
- 18th century
- 19th century
- 20th century

Conservation Area

EXTENSIVE URBAN SURVEY

TUXFORD

Figure 7

Listed Buildings and
Conservation Areas

**Nottinghamshire
County Council**

Trent Bridge House, Fox Road
West Bridgford, Nottingham, NG2 6BJ
Tel: 0115 982 3823

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