

Wilford Appendix – Further Information on Sites along the Walk

1. Wilford Village

Wilford village takes its name from its principle founder and a ford which linked the two parts of the village. Thus the name 'Wilesforde,' (or Willa's ford, the ford of Willa) later corrupted to Wilfrid's ford, a confusion resulting from the dedication of the parish church to St Wilfrid.

'Wilford' was originally on both sides of the Trent – the Ancient Parish of Wilford included Wilford Village, Silverdale, Compton Acres, part of West Bridgford (mainly west of Loughborough Road) and parts of the Meadows.

According to Thoroton's History of Nottinghamshire, Wilford was part of –

... a very eminent Manor in the Time of Edward the Confessor [1042-1066], and did belong to the famous Gode the Countess...

After the Norman conquest, the lands of Clifton, which included Wilford, were first passed to William Peveril (thought to be an illegitimate son of William the Conqueror) as part of lands known as an 'honour', and in the late 13th century it was sold to Gervase de Clifton who was also known as Gervase de Wilford. Sir Gervase de Clifton became Sheriff of Nottinghamshire and Derbyshire in 1279 and the family, later known as just as the Cliftons, lived at Clifton Hall for 700 years.

Wilford's history goes back much further, probably as a river crossing point since prehistoric times, with evidence of a Roman paved ford discovered in 1900. Because of the crossing, it would have been one of the first places of settlement in Nottingham – at a time when Nottingham was known as Snotingeham (and other spellings) or the earlier name of Tig Guocobauc (the dwelling of caves).

No doubt the Cliftons would have made frequent trips to Nottingham and the quickest route was, from the late 1500s, through Clifton Grove (the parallel dots on the lower left of this map), through Wilford and across the Trent by ferry.

It was not just the Cliftons and their visitors who used this route - crossing the river by the ferry at Wilford and walking to the attraction of Clifton village had certainly become a popular pastime by the 18th century.

John Chapman's Map of Nottinghamshire 1774



In 1877, by an Act of Parliament, the part of Wilford north of the river was annexed to the Borough of Nottingham, leaving the old parish south of the river with the name Wilford (or South Wilford).

The civil parish of South Wilford became part of West Bridgford urban district in 1935 bounded by Fairham Brook to the West, the River Trent to the North, Loughborough Road (historically the King's Road, a Royal Highway) to the East and Landmere Lane to the South.

Wilford was subsumed into the City of Nottingham in 1952 as a land bridge between the city and the newly built Clifton Estate. This diminished the formal territory of Wilford, placing land east of the Great Central Railway in the county and the rest in the city.

Neighbouring estates have subsequently been built on land previously comprising Wilford: Silverdale housing estate was built in the late 1950s, on land from the former Wilwell Farm on the south-western edge of Wilford, and Compton Acres built in 1986 on land from the former Brewill Farm as well as marshland and a former municipal waste tip on the eastern edge of Wilford, previously cut off by the Great Central Railway.

2. Wilford Bridge

The Celts called the River Trent, Troshynt, meaning 'over-way' which could have been because of the river's tendency to flood. The Romans called it Trisanton, meaning a river that is easily forded. In that period there was a ford across the River Trent from the village – hence the village name. The ford will have remained in constant use until the 14th century when King Edward III gave a charter for the provision of a ferry (hence the Ferry Inn), a little way upstream from the bridge. The ferry moved to the present crossing location in the 16th century. It was a kind of flat-bottomed punt, originally hauled across the river by a system of ropes and pulleys attached to both banks, later adapted to using iron chains.



'Wilford Ferry' by John Holland 1831-1879

Crossing the river by ferry was not always a safe process. Thoroton's History of Nottinghamshire (<https://www.british-history.ac.uk/thoroton-notts/vol1>) records that:-

"A melancholy accident happened at Wilford Ferry, July 30, 1784. The ferry-boat being out of repair, a small wherry was used at that time for the accommodating of passengers, going from and to Nottingham market. In the course of the morning several persons were safely conducted over the Trent in it, till about ten o'clock, when eleven men and women got into the boat to be ferried over the Trent; the wind then blowing hard, the river rather unusually high, with a rapid current, rendered the boat soon unmanageable, and forced it at length, with such violence against the ferry chain, that it instantly overset, and six of the unhappy people were drowned; three belonged to Clifton, and three to Wilford. More would have been saved, it was then thought, had it not been for the imprudence of a man on shore, who wished to be serviceable: He let down the ferry chain, by which some of the poor sufferers had hold, and they were immediately drowned in consequence."

Due to increasing demand, and probably safety concerns, a bridge, sanctioned by an Act of Parliament in 1862, was planned and the old ferry stopped running on September 18th, 1864. The poet Henry Septimus Sutton wrote about the new bridge:

"an 'upstart' toll bridge opened in Wilford today ending 400 years of ferry crossing across the Trent at Wilford".

He clearly felt strongly as his poem "Wilford Boat" (the ferry) includes:

*Still an engine to convey
Me across Trent's watery way?
Still a moving bridge to glide
Steadily from side to side?
.....Us with other voice than bell:
So bid we this Boat farewell. —
Farewell ! Aye, and dear to me
Memory of this Boat shall be, —*

The poem includes the much repeated phrase:

*And the fates its final date
To old age procrastinate ;
Guarding safe its privileges
From upstart usurping bridges.*

This first bridge was made of wood but was soon replaced by a cast iron bridge, completed in 1870 and paid for by Sir Robert Juckes-Clifton for traffic to his colliery being dug on the north side of the river (Clifton Colliery) – he didn't live to see the bridge (or the colliery) open, dying from typhus in 1869 at the age of 43 – it is his statue that stands on the northern embankment.



The bridge continue to be owned and operated by the Clifton family until 1969 when its ownership was transferred to Nottingham City Council.



The toll house in 1970



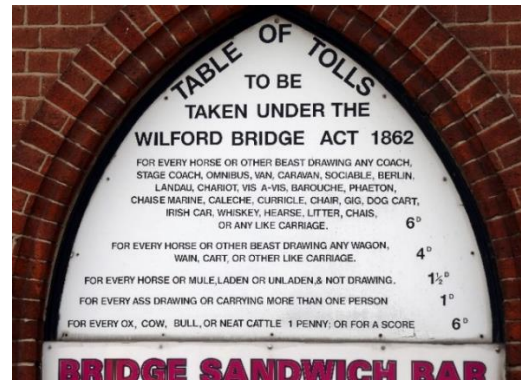
The cast iron bridge, seen here c.1910, deteriorated over time and was closed to traffic in 1974.

In 1981 the centre span of the bridge was demolished and replaced by a narrower foot bridge, of steel girders with an in-situ reinforced concrete deck slab supporting a footpath and cycleway.

In 2014 the construction of the NET Phase Two line to Clifton required widening of the central portion from 5.65 metres to 12.2m and strengthening to allow a two-way tram system and a pedestrian and cycle path.

The original rounded brick portals bearing the Clifton family moto 'Tenez le Droit', the arched abutments and toll house remain.





The table of tolls displayed on the toll house does not include a charge for pedestrians (or perhaps this is hidden by the new sign for the Sandwich Bar); however, the bridge is sometimes referred to locally as the 'Halfpenny Bridge' as, according to the Act, the toll was “for foot passengers – ½ d”.

To have an idea of what these tolls meant, £1 in 1862 is equivalent to about £100 today and so the 6d (six pence in pre-decimal coins) for a horse and carriage would be about £2.50 and the “halfpenny” charge to walk across would be 21p.

For further information about the bridge and many of the other sites along the walk go to the very helpful Wilford Community Group's 'Wilford Heritage Trail' site:

<https://www.thisiswilford.org.uk/heritage-trail>

3. Nottm. Moderns RFC

Nottingham Moderns Rugby Football Club is an amateur Rugby Union team. The 1st XV currently compete within the RFU English rugby union system and play in Midlands 3 East (North). The club has been in continuous existence since 1956 when a group of 15-year-old school leavers from Players School and Cottesmore School had nowhere to play so they formed their own club – Nottingham Moderns RFC.



Their early matches were played on rented pitches around the city before settling at their current home in 1975. In the same year they became the first club from Nottinghamshire to win the Three Counties Cup (Nottinghamshire, Derbyshire & Lincolnshire). Further success followed but the greatest individual achievement from one of the Moderns' players of the time, did not come on the rugby pitch. In 1975, Doug Scott, a founder member of the club, stood alongside the Scottish mountaineer Dougal Haston on the summit of Mount Everest - the first Britons to reach the top of the world via the south-west face.

Further information about the club and its players can be found at

https://en.wikipedia.org/wiki/Nottingham_Moderns_RFC

4. St Patricks School

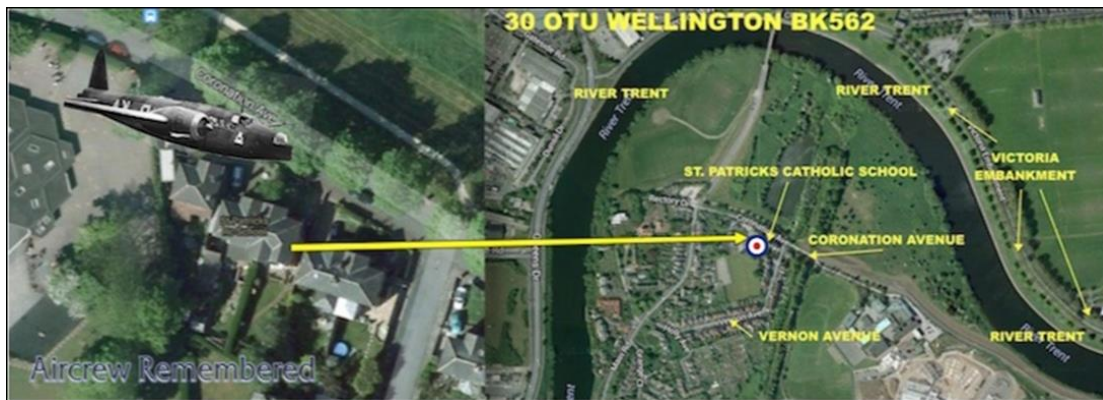


The school was originally located in the Meadows. It was opened in 1875 alongside the St. Patrick's Roman Catholic Church near what is now the London Road/Canal Street junction. It was closed around 1962/3 as part of a road improvement scheme. The new St Patrick's School was built in 1963, on its new site on Coronation Avenue.

Before the school was built the land was tennis courts and during World War 2 a Wellington bomber crashed here.

According to the Aircrew Remembered website <https://aircrewremembered.com/pw-clifton.html> the aircraft took off from RAF Seighford in Staffordshire at 22.30 hours on 11th August 1944 on a night cross-country exercise.

A technical failure led to the aircraft crashing onto the tennis courts (now the school site) between Coronation and Vernon Avenues. Amazingly no local residents in the surrounding houses were killed. The pilot survived but sadly the others in the plane, the co-pilot and two air gunners, were killed.



5. The Ferry Inn

The Ferry Inn has operated as a pub since the 18th century.

Part of the pub's building was originally a 14th century farmhouse with a number of strong beams from a broken-up British warship. When the ferry service started the farmhouse was converted into a place of refreshment possibly known at the time as the White House.



The Inn briefly operated as a coffeehouse, during the 18th century fascination with coffee which swept Britain. The Wilford Coffee House and Tea Gardens later became known as the Punch Bowl, a name it retained until around 1860 when it was changed to the Ferry Inn.

6. Wilford Gazebo

The gazebo in the church grounds was built in 1757 as an elegant summer house for parishioners. At the time it was sheltered from the sun, with sash windows and attractive shutters, and had fine views across the River Trent, now hidden by trees. It was known to earlier generations as the "Wilford Dead House" as the basement was at one time used as a mortuary, probably mainly for river drownings such as the one described at (2) above. It was also the custom in the 18th and 19th century for Coroner's Inquests to be held in the porch of a parish church.



The poet, Henry Kirke White (1785-1806), lived in Wilford in a now demolished cottage at the Wilford Lane /Ruddington Lane crossroads. He drew inspiration for much of his poetry from Wilford and the surrounding area and wrote many of his poems in the gazebo, including this one:-

*Here would I wish to sleep, this is the spot
Which I have long marked out to lay my bones in.
Tired out and wearied with the riotous world,
Beneath this yew would I be sepulchred.*

He couldn't fulfil this wish as he died, aged just 21, whilst studying at Cambridge where he is buried; however, St Wilfrid's Church features two memorials to him - a marble plaque inside the nave and a memorial stained glass window. Also, a street in The Meadows is named Kirke White Court.

(More info about the gazebo can be found at: <https://www.nottinghampost.com/news/nottingham-news/grisly-past-old-dilapidated-summerhouse-5297724>)

7. St Wilfrid's Church

The Grade II* listed St. Wilfrid's Church (sometimes written Wilfred) dates from the late 14th century. It is considered to have been founded by Gervase de Wilford around 1361. The porch, nave and chancel arch are original with the tower and chancel built in the 1400s. The graveyard includes graves dating from the 1300s.

The church was severely damaged when the River Trent flooded in 1346 and it was rebuilt and enlarged by Gervase de Wilford (and 'de Clifton') who's son was Rector of Wilford at that time.



8. Captain John Deane



The adjacent graveyard contains war graves of eight soldiers of World War I and an airman of World War II

Also in the churchyard is the grave of Captain John Deane, who was a bit of a rogue, an adventurer and mercenary. His ship The Nottingham Galley sank off the coast of Boon Island, New England in 1710. Deane and his crew, trapped on the island, were forced to cannibalise a corpse shortly before being rescued. Deane subsequently served in the Russian navy under Peter the Great, and then worked in Flanders as British Consul to the Port of Ostend. He retired to Wilford in 1740.

His wife, Sarah, died in 1761, aged 81. He died at the age of 82 the following day. The pair are buried together in an ornate, barred tomb.

When Captain Deane, whose house [The Elms, 136 Main Road] still stands facing the Green, was, in 1748, walking in his own close, in the day time, he was attacked by a robber named Miller, who stripped him of everything valuable, even to the sleeve buttons from his wrists. At the following Assizes Miller was tried, and afterwards hanged on Gallows Hill [at the Cemetery on Mansfield Road].

Robert Mellors, Old Nottingham suburbs: then and now [Wilford] (1914)

<http://www.nottshistory.org.uk/articles/mellorsarticles/wilford4.htm>



9. The Old Rectory

The Old Rectory, built by Benjamin Carter in c.1720, with its barn, stables and dovecote is mainly hidden behind high walls and gate....so I must copy an old photo and an aerial view to show the building's size!



Attached at the foot of the dovecote, nearest the entrance to the Old Rectory, is the mounting block installed for the use of Rev. Benjamin Carter.



Saint Wilfrids Vicarage
Photo Credit: The Paul Nix Collection.

After nearly 200 years in use by the Church the Old Rectory was sold into private ownership in the late 20th Century, with a very modest new Vicarage being provided.

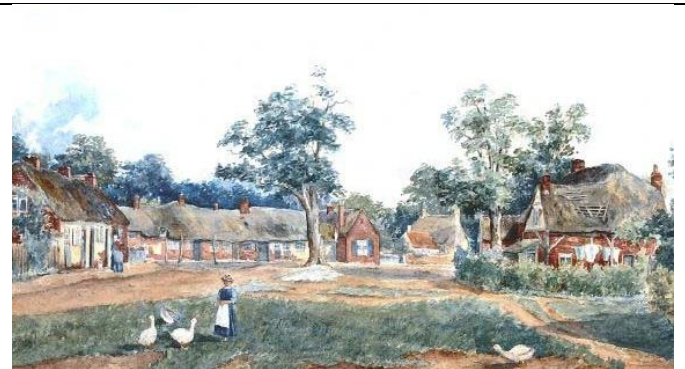


At the end of the Green is the Benjamin Carter Church Hall.



10. Glebe Cottages

According to Robert Mellors, in his articles '*Old Nottingham suburbs: then and now*', the old cottages such as the original Glebe Cottages which used to face the Village Green were originally very poorly built by "*unskilled labourers of a past generation*" and comprising of "*single brick walls, rooms 7 ft. high, windows half the proper size, common brick floors, very damp, without a proper sink or drain, and with wretched outside accommodation [i.e. toilets]*".



Wilford Village Green, c. 1860

Mellors commented that: "*when there are wholesome conditions, joined with age, we will treasure the object, but when beauty of form covers an evil, let it go without a sigh*" – i.e. demolish them. The replacement houses, seen today, were built in 1870 by the then Rector, Edward Davies. The name 'Glebe' refers to church land which was historically given to the Rector to enhance his income from tithes.



11. Manor House & Main Road Cottages

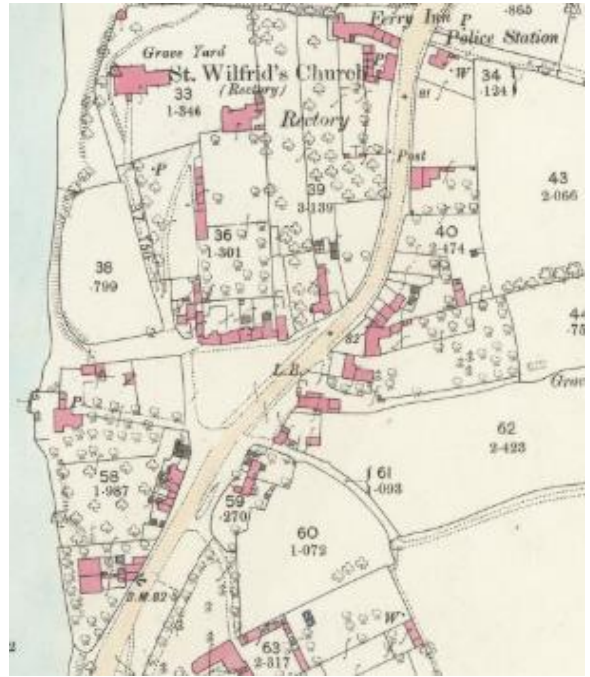
At the south end of the Village Green is Manor House Close, a new development on the site of the old Manor House near to the river (about ½ way down on this 1885 map) which is said to have once been a residence of the Clifton family.



Just past Manor House Close is the only remaining property (white building below right) of what used to be a row of cottages which at various times housed the original Wilford Post Office, a butchers shop, a sweet shop and a small village grocery shop.



Main Road cottages on the left and the Glebe Cottages beyond - 1910



The remaining cottage today

During the Second World War, Wilford was at the centre of German targets: Wilford Power Station across the river, the Boots Factories further along the river, an Ordnance Factory towards Ruddington and the Railway running through Wilford. On the 8th of May, 1941, 27 bombs were dropped on Wilford. No lives were lost but several buildings were demolished or damaged including the destruction of the Post Office and two adjacent white cottages nearest the Village Green.

12. Dorothy Boot Homes

The Grade II Listed Dorothy Boot Homes were paid for by Jesse Boot (who transformed The Boots Company, founded by his father, John Boot, into a national retailer) and named after his daughter. They were built in 1908 and consisted of 11 almshouses with a clubroom and library. Initially, residents were veterans of the Crimean War and Indian Mutiny and later (1920s onwards) mainly retired long-serving employees of Boots. They are now private homes.



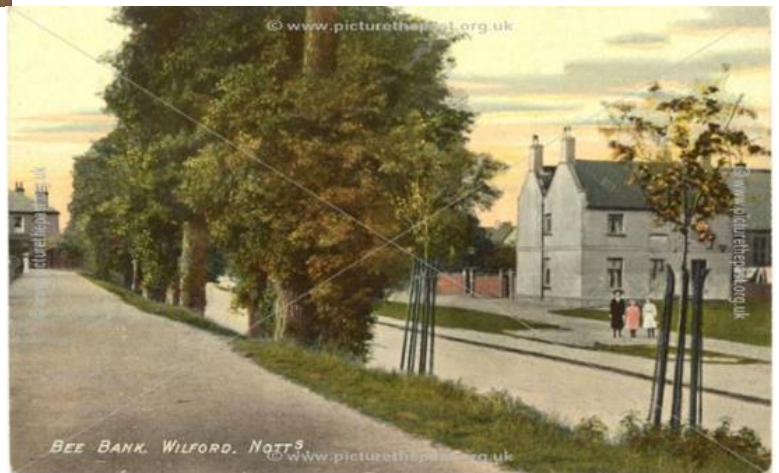
13. Bee Bank

The flood defences, constructed in 1997, are rather oppressive but are somewhat improved by the use of bee shapes in the fencing



The village regularly suffered from flooding and hence the need for protection. The wall and fence are relatively new (1997, construction works) but the bank, along which you are walking, is a much earlier flood defence. It is known as the Bee Bank, as indicated by the title of this old postcard (below), so named, it is said, because of the many bees that could be seen on the wild flowers that grew on the top of the bank.

However, another view is that the 'Bee Bank' was actually 'B bank' referring to the river bank here which was the location of the original ford crossing, with the 'A bank' being on the other side of the river near the Riverside Way/Queens Drive junction. (The entrance to the ford was later moved further up the river to beside the church)



14. Clifton Colliery and North Wilford Power Station

Clifton Colliery was sunk in the mid-1800s by Sir Robert Jukes-Clifton, whose family owned a large estate, centred at Clifton Hall, since the late 13th century.

Sir Robert gambled away much of the family's fortunes and was forced to flee to France to escape his debtors. He eventually came home and followed in the family tradition of politics, standing for parliament and being elected MP for Nottingham in 1861. His financial position was improved when coal was discovered beneath the estate and in 1868 he began the building of Clifton Colliery ... but died before it opened.

The pit thrived, especially with the opening, in the 1920s, of Wilford Power Station which would become its major customer.



Clifton Colliery, c. 1900



Clifton colliery and Wilford Power Station during the 1947 floods.

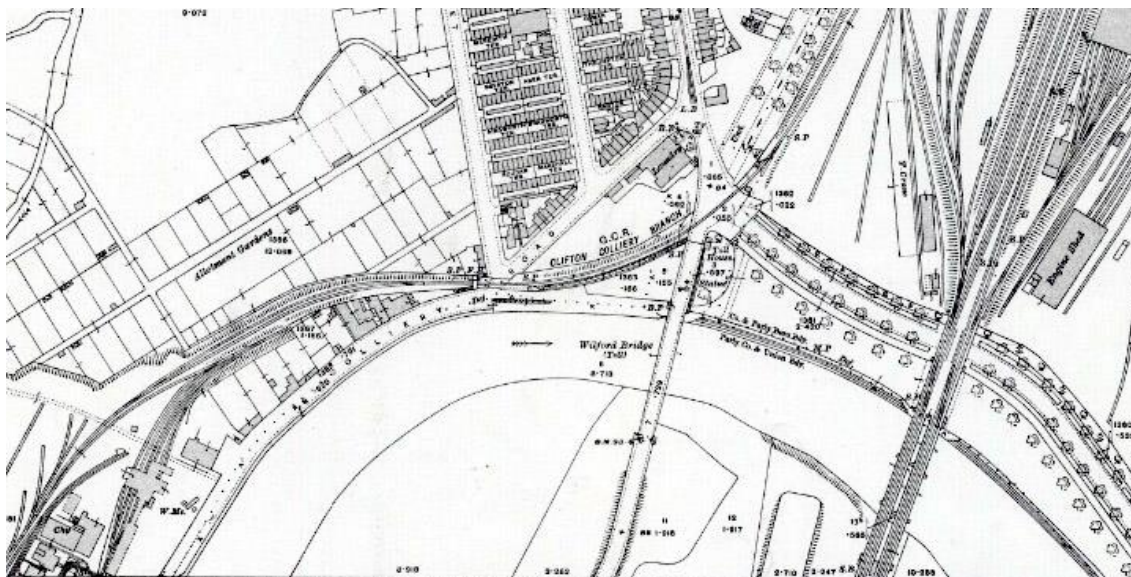


Clifton Colliery, in 1926 during the miners' strike. Photos from a NottinghamshireLive article (8/7/2018)



This aerial view (Photo: Britain from Above) from 1928 shows Wilford Power Station, Clifton Colliery and Wilford Church. At the top right is Wilford Toll Bridge.

Although much of the colliery output went direct (on a conveyor belt) to the power station, there were also rail links for transporting the coal elsewhere, including a link to the Great Central Railway which, until the 1960s, crossed the Trent just east of Wilford Toll Bridge on its way to Nottingham Victoria Station



Map 1913

In 1947, because of its proximity to the power station and the need to maintain a continuous supply of fuel, Clifton Colliery became the first in the Notts coalfield to be nationalised.

The pit closed in July 1968 but North Wilford Power Station continued to serve the national grid for another decade before it was demolished in the 1980s.

The industrialisation of the north bank of the Trent would have significantly changed the view from the gazebo at Wilford church – which might have upset Henry Kirke White had he been alive. Perhaps the changed view resulted in the planting of many trees around the church and village.

Wilford Power Station, c. 1940



15. The Carter House

The white building on the right of the postcard shown at [13](#) above is Carter House, named after the Reverend Benjamin Carter, Rector of Wilford 1694-1732, and a great benefactor for the local community.

An endowment by Rev. Carter established Carter's Educational Foundation, the first priority of which is the running of South Wilford Endowed C of E Primary School (behind Carter House). The Old School House is next door to Carter House.

Alongside the Victorian schoolhouse are two gate posts which are at the entrance of what was The Grange, an opulent villa demolished in the mid-1950s. The grounds are now occupied by Grange Close, a street of 9 houses plus Orchard Cottage, part of The Grange property.



16. Wilford Social and Bowls Club

Now a new housing development, this was the site of the former Wilford Social and Bowls Club. The social club was created in 1933 at what was a farmhouse with stables at the rear, with cottages and outhouses demolished in 1914. The club's activities were dominoes, table skittles and billiards, with tennis courts at the rear. A bowling green was laid in 1937.



In 2023 work started to redevelop the site.

This was the bowling green.

17. The Dame School

The bungalow at 36 Main Road, with magnificent chimneys, was built in 1828 (as shown in roman numerals above the front door) by Henry Smith, Esq., third son of Samuel Smith (see 20 below). It was once a 'dame school' established for and maintained by the Smiths' banking family who lived in Wilford House (see later). Dame schools were early infant schools run by local women. They charged low rates, often only 3d a week, and taught rudimentary skills such as reading and writing. They often served more as a child-care service in working communities.



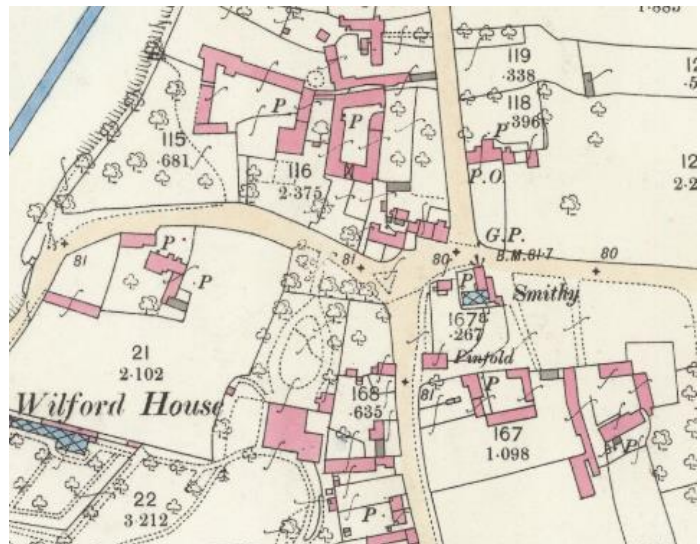
18. Wilford Crossroads and Green

The building on the north-west corner of the crossroads used to be the site of an old alehouse, The Star, with an adjoining building which is thought to have been the home of poet Henry Kirk White. Later the site was a Post Office.

Opposite is Wilford Green (known as the 'upper green') and at the south-east corner of the crossroads stood the village Smithy, the village stocks and a pinfold, as shown on this 1885 map.

The road running along the south side of the green, outside the Co-op, is still named Pinfold Lane, the pinfold being a pound for stray farm animals.

Pinfolds have been used since the medieval period, with most villages and townships having one by the C16th. The strays' owners would have to pay a fine to the 'pinder' to reclaim their livestock.



19. Harvester restaurant

This Grade II Listed building, built in 1781, was part of the Wilford Hall estate. It housed a large number of horses and carriages for the wealthy Smith family and was later used to house the automobiles of the Forman-Hardy family. Later the building became a garden centre and then a restaurant named Wilford Farm Inn in the 1990s.



20. Wilford Hall

Historic England's listing at Grade II states that the hall was designed by William Henderson of Loughborough and built by Samuel Stretton in 1781. It formed part of an extensive estate featuring stables, house staff lodges, and a private chapel.

The Hall was built for family of Samuel Smith, one of six sons of Abel Smith II, a wealthy Nottingham banker and MP and grandson of Thomas Smith, the founder of Smith's Bank (now part of NatWest), believed to be the first UK bank to be formed outside London. The 3rd son, Robert, later became Baron Carrington. The most recent descendent was Peter Carrington, 6th Baron Carrington, Foreign Secretary under Margaret Thatcher.



During their time in Wilford the Smith family did much to support the local community through charity and courtesy but also had links to the transatlantic slave trade and at abolition were awarded compensation for the ownership of 222 enslaved people in Jamaica.

At some point the Hall became renamed Wilford House. It was later owned by the Forman Hardy family, founders of the Nottingham Evening Post in 1878. In WW2 it was home to apprentices from the Royal Ordnance Factory in King's Meadow.

A modern two-storey block was added when it was converted into office use in the 1980s and Wilford Place, a residential estate, was built on the grounds at the back in 2006.

21. Wilford Place

This map from 1901 shows the extent of the grounds of Wilford House (previously Wilford Hall) on which Wilford Place housing was built.

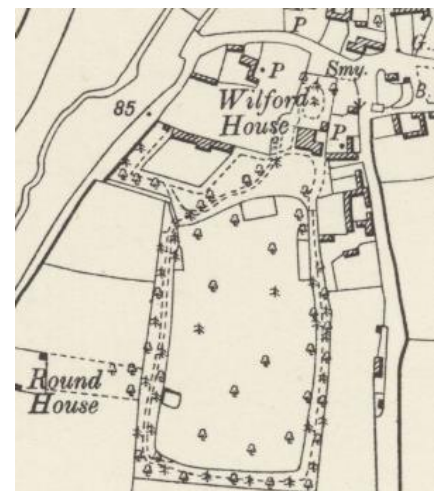
The new street names are presumably taken from local history:

Deane Road, from Captain John Deane, buried at Wilford Church,

Ferryman Road, for the ferrymen worked the ferry across the Trent,

Claypit Walk, for Wilford Claypit which was south of here, in Compton Acres,

Halfpenny Walk, as one halfpenny was the toll to cross Wilford Bridge "for foot passengers – ½ d"



22. Wilford Cottage

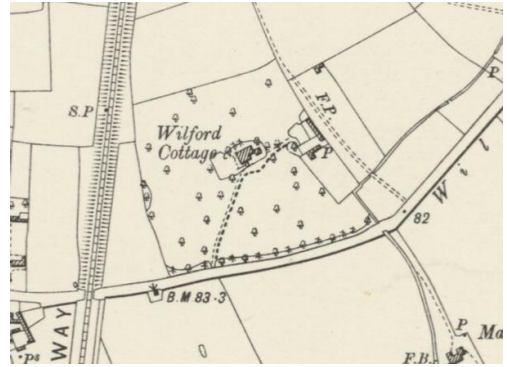
As noted in (1) above, this is outside the boundary of Wilford – the City/Rushcliffe boundary runs parallel to the west side of the tram track. However, this was part of Wilford prior to 1935, so I have included it in the walk.

Just east of what was the Great Central Railway line was Wilford Cottage, as shown in this 1888 map.

A Nottingham Evening Post article in 2021 notes that it was built by the Smith family of Wilford Hall and...

Daniel Atherton, from the [Wilford Community Group], said: "The Cottage was a luxurious house that used the term 'cottage' very loosely. It featured stables, extensive land and a prominent driveway leading from Wilford Lane. The Smiths used Wilford Cottage as a semi-retirement home for older members of the family".

It later became The Chateau and the Post reports: *in its heyday, the former Berni Inn was one of THE places to eat. Date nights, engagement parties, birthdays, wedding receptions... there was something kind of special about it.*



However, its popularity declined and it closed in the early 2000s – the site is now a retail park with a Lidl and, under construction, an Aldi store.



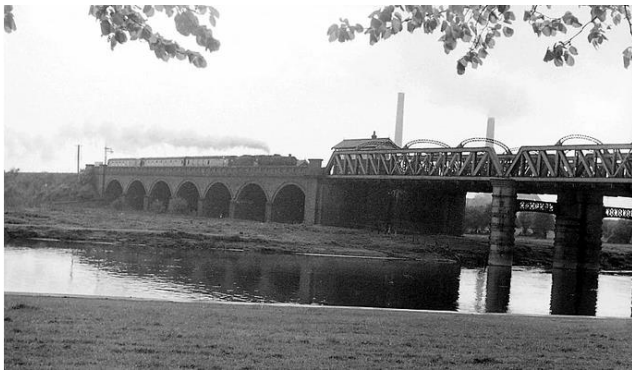
23. Great Central Railway

The line was opened in 1899 running from the North through Nottingham and Leicester to Marylebone in London. It was the last main line railway to be built in Britain during the Victorian period, built by the railway entrepreneur Edward Watkin with the aim to run as a fast trunk route from the North and the East Midlands to London and the south of England.

In the 1960s, the line was considered by Richard Beeching, chairman of the British Railways Board, as an unnecessary duplication of the Midland Main Line. Most of the route was closed between 1966 and 1969 under the 'Beeching axe'.

The railway had been on an embankment for most of its route alongside Wilford. To construct the NET tram route, the embankment was removed south of Wilford Lane but it mainly remains on the section north of Wilford Lane with the tram running alongside.

The opportunity was taken to provide what has become a well-used pedestrian and cycle path alongside the tram route from the river to Clifton.



Former Great Central Railway Bridge over the River Trent (with Clifton Colliery chimneys in the background), c. 1950



Works starting on bridge demolition October 1985
(Wilford Toll Bridge is just visible beyond)

24. The Becket School

https://en.wikipedia.org/wiki/The_Becket_School

The Becket School is a co-educational secondary Catholic school. It was formed in 1976 by the amalgamation of two schools, Corpus Christi Bi-Lateral School and Becket Grammar School.

Becket Grammar School was founded in 1929 by two priests from the Order of the Augustinians of the Assumption. The school was for boys only and was based on Wilford Lane, next to the suspension bridge over the River Trent.

The mixed Corpus Cristi School was opened on Ruddington Lane in 1958.

The new school site was constructed from 2007 to 2009. The original school buildings were demolished in 2012, both for residential development.



25. The Nottingham Emmanuel School

<https://www.emmanuel.nottingham.sch.uk/>

The Nottingham Emmanuel School is a coeducational Church of England secondary school. The School began in September 2002 and occupied the buildings which had housed the Wilford Meadows School. This was demolished and the new school was built in late 2008.

The school aims to reflect the purpose of the Wilford Toll Bridge providing a connection between the two socially and economically diverse communities of the agricultural village of Wilford with the more heavily populated Meadows area.



26. The Swales

The Swales was created in 2015 during the construction of the tram route when some of former Great Central Railway embankment was removed. Water feeds into the Swales from an underground stream running parallel to the tram tracks from the south. The photo was the scene in 2015 – the area has since been planted with trees, rushes and water lilies.



27. Iremongers Pond

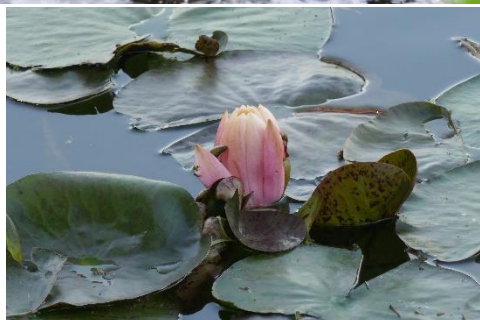
The pond was created in 1894 during works to build the Great Central Railway embankment. It is named Iremongers Pond after a Wilford family. In the 1880s Police Sgt. James Iremonger manned Wilford Police Station which was situated near the Ferry Inn. He and his wife had three sons:

James (Jimmy) Iremonger (b.1876) was a cricketer Nottinghamshire Cricket Club and noted as one of the players most unlucky never to play Test cricket. He later coached young players at Trent Bridge, including bowlers Harold Larwood and Bill Voce. James also played football for Nottingham Forest making his debut as a fullback in 1896 against Stoke City and earned 3 caps for England.

Albert Iremonger (b.1884) was a goalkeeper for Notts County FC and also a county-class cricketer. He was widely regarded as one of the best goalkeepers of his time and was made County's first honorary vice president in 1952. He became landlord of The Ferry Inn until his death in 1958.

Harold (Harry) Iremonger (b.1894) was also briefly a goalkeeper for Nottingham Forest before serving in the Footballer's Battalion during the World War I – the 17th (Service) Battalion, Middlesex Regiment; a Pals battalion formed mostly of professional footballers.

The pond is a place of wildlife and anglers



28. Wilford Community Orchard

Since 2017, the local community have planted a wide range of trees, including a large variety of apple and pear trees, crab apples, plums, cherries, mulberries and nuts and also a London Plane planted to mark the Queen's Platinum Jubilee, 13th March, 2022.

