

8A. Clifton Estate & Ruddington Appendix – Further Information on Sites along the Walk

The walk routes are drawn using Open Street Maps from the internet <https://www.openstreetmap.org>, with some use of Google Maps <https://www.google.com/search?client=firefox-b-e&q=google+maps>, and old maps are from Old Maps Online <https://www.oldmapsonline.org/en/England> and National Library of Scotland, Ordnance Survey Maps <https://maps.nls.uk/os/6inch-england-and-wales/>

Facts, descriptions, old photographs and historical information used in the walks are from sources openly available on the internet. The sources are recorded with links – readers can use the links (available at time of writing - 2024) to obtain further information.

1. Clifton Estate

Council house building was an important part of Nottingham's growth in the first half of the C20th, with the city's oldest council housing, the Stockhill Lane estate, starting in 1919. Despite substantial further building across many parts of Nottingham, by the end of WW2 there was an acute shortage of houses. There was a housing waiting list of 10,500 people resulting from a combination of the demobilization of servicemen and women and slum clearance initiatives – and there was little land available to meet this demand within the city boundary.

Nottingham Corporation decided to look elsewhere and, in 1947, backed by the threat of a compulsory purchase order, bought 944 acres of land from the Clifton family for £83,000. Although the parish was technically within the boundaries of the old Basford Rural District Council, Nottingham sought planning permission for housing development and this was eventually granted in 1950 by the Minister of Housing and Local Government. The area formally became part of the City of Nottingham in 1951.

The Clifton estate was designed by planning officer Bill Dennis who had grown up in Finkhill Street (Broadmarsh), a high-density slum area demolished to build Maid Marian Way. Apparently he wanted to recreate the neighbourhood spirit of such areas but in an open, greener environment. This would involve dividing the estate into distinct neighbourhoods, each with 600 to 1,500 homes, shops, open spaces and primary schools.

Construction started in September 1950. The majority of the houses are made of "no fines" concrete (concrete which only has large aggregate included). This leaves air filled voids which add thermal insulation. The blocks enabled rapid construction – 30 homes a week. The first residents entered their new homes in September 1951 and by 1953 the population had rocketed from 383 in 1901 to 6,000 people living in 1,838 houses.

The estate grew to a population of over 20,000, becoming the largest council estate in Europe.

The increased population here was one of the factors causing more traffic crossing Trent Bridge into Nottingham. It soon became apparent a new bridge would need to relieve the pressure – the Clifton Bridge was constructed in 1955.



A 'Nottinghamshire Live' article in 2018 says that in the early days life was not easy. Much of what Bill Dennis had hoped for was not achieved. Clifton was to become no stranger to protests, bitter divisions and controversy. Residents complained about the lack of facilities such as shops and places of entertainment to accommodate the massive population increase and particularly for young people.

To compare with The Meadows, where, as seen on Walk 5, almost every street used to have a 'corner shop', this was not the case in Clifton. The site was so large, uniform and depressing in its design that a community spirit failed to materialize. The focal point for the criticisms came from a program broadcast in 1958 which profiled the estate as a '*hell on earth*' and a '*soul-less, heartless dormitory*'.

The estate was a regular feature in the Nottingham papers throughout the sixties and seventies with the same issues recurring over and over again. The lack of facilities, the drabness and the lack of community spirit.

In 1976 the residents objected to further building by pointing out that the estate '*already suffered from inadequate social amenities*' and highlighted increasing '*crime rate, child problems...*' A local newspaper described the situation as '*A gloomy picture of life on Clifton Estate was painted at the public inquiry ... vandalism is rife ..., truancy and crime rates are rising and there is a general lack of facilities for the community ... it is an area of major social stress ... Clifton ... the size of a town ... had a population of 26,000 in 1971*' – and still the building projects continued. In 1978 the Clifton vicar described the estate as a 'dormitory' rather than a 'community'. At about the same time the Evening Post ran an article outlining the area as '*in terms of planning and architecture it is a monument to mediocrity. Not that it makes it different from any other housing estate. It's just that Clifton is ... perhaps the biggest in Europe.*'

However, over time community campaigns did help to forge a Clifton spirit and some improvements were made, with more shops, sports and other facilities.

The 'Right to Buy' scheme must also have had some effect on the population and uniformity of the look of the housing (see photos below), with more people being home owners or in private rentals. (Since the scheme's introduction by the Thatcher government in 1980, the number of available council houses in Nottingham has fallen from 55,000 to 26,000.)

Uniformity of house frontages



An early Right to Buy house: notice a new brick wall, window, door and the faux stonework



A few notable people from Clifton:

Jake Bugg, musician
Brendan Clarke-Smith, politician
Karl Collins, actor

Samantha Morton, actress
Jayne Torvill, ice skater, Olympic gold medallist
Viv Anderson, footballer

Darren Huckerby, footballer
Jermaine Jenas, footballer
Graham Dury, comic creator



Aerial view of houses on Clifton Council Housing Estate 1971.
(Image: NOTTINGHAM POST)

<https://www.nottinghampost.com/news/local-news/60-years-of-clifton-estate-175090>

https://en.wikipedia.org/wiki/Clifton,_Nottinghamshire

<http://www.clifton-village.org.uk/cliftonhist/cclifton.html>

2. Clifton Central Park



When the Clifton estate was built due to post war housing shortages, it was recognised that the provision of open and green space was required. Therefore, a number of parks and open spaces were created, including two major parks; Clifton Central Park and Clifton Playing Fields (see 4).

Clifton Central Park was opened in 1967 and covers 20 acres. It forms a direct link from the centre of Clifton through to Clifton Playing Fields creating a valuable wildlife corridor.

Known locally as Clifton 'Flower Park', although there are not many flowers now. It was originally laid out with annual bedding, shrub beds, rose beds and tree-lined walks. Today, it is the many trees which provide the pleasure of shaded paths away from the bustle of the surrounding roads.

There is a children's play area and in 2009 an area of outdoor fitness equipment was installed.

<https://www.nottinghamcity.gov.uk/media/ntopb2je/clifton-central-park-and-playing-fields.pdf>



3. Nethergate Stream

Nethergate, meaning 'lower road', is the name of a street and path in Clifton Village (see Walk 7) and is also the name of this small stream (little more than a drainage ditch) – Nethergate Stream – which flows from Clifton Village, through the Clifton Estate and joins Fairham Brook.



4. Clifton Playing Fields

Clifton Playing Fields was laid out primarily for sport and recreation and hosts a number of sports facilities including bowling greens, tennis courts, a multi-use games area, an indoor court, table tennis facilities, cricket pitches and football pitches, as well as a skatepark and BMX track. There is also an adventurous activity site for Axe Throwing and Archery (Midgard Range).

Nottingham has a rich history of skateboarding, from as early as the boom in the 70s where the UK took inspiration from what was happening in California and other parts of the U.S. The earliest purpose-built skatepark was the Malibu Dogbowl, built in an old cinema in Lenton, which was featured in Skateboard! Magazine in 1978.

Clifton skatepark was completed in August 2011 by Maverick Industries and is possibly the largest in Notts.

Peter Broad, Project Leader & Senior Landscape Architect, described the park: *"Maverick's skateparks are works of art and we are very fortunate to have our masterpiece here in Nottingham."*



<https://www.nottinghamcity.gov.uk/media/ntopb2je/clifton-central-park-and-playing-fields.pdf>

<https://www.skatenottingham.co.uk/a-brief-history-of-nottingham-skateboarding>

<https://www.maverickskateparks.co.uk/clifton>

Either in the playing fields or alongside the Fairham Brook you may see birds – I have seen egrets and herons.



This local football club was established in 1963 as Thistledown Rovers. They were originally a youth team, dominating the local youth leagues and attracting players from all over the county. Over the ensuing years, they adopted their current name and progressed into senior football. Over the years they have had a mixed history of success and failure within a number of leagues (Midland League, Notts Senior League, Central Midlands League and United Counties League).

Several players have appeared for the club as youngsters before going on to greater things. These include Keith Alexander, Gary Birtles, Jemaine Jenas, Darren Huckerby and Jemaine Pennant.

<http://footygrounds.blogspot.com/2021/11/clifton-all-whites-norman-archer.html>

5. Fairham Brook

Fairham Brook is a 16-mile-long (26 km) tributary of the River Trent. Its source is near Old Dalby, Leicestershire and it flows through the villages of Widmerpool and Bunny and then flows north between Clifton and Ruddington, joining the River Trent near Clifton Bridge.

The brook gives its name to a number of sites; Fairham Wood, near Widmerpool, Fairham School and The Fairham pub, both on Farnborough Road, Clifton, and the large housing and business park development named Fairham and situated alongside the A453 along Fairham Way (south of the Clifton South tramstop and P&R site).

Also, the road from the Brook towards Ruddington used to be named Fairham Lane and it went over Fairham Hill.

As the 1901 map below shows, there was only one property along this section of the road – Fairham House. It is ranked as the 3rd most expensive property in NG11 6AA, with a valuation of £1,201,000.

<https://themarket.com/tools/propertyprices/fairham-house-clifton-lane-ruddington-nottingham-ng11-6aa>



There are now over 20 houses along this road and there are proposals for many more – see below.



Fairham House is not shown on the 1883 map below, so it was presumable built about the time of the opening of Ruddington Station – see 7.




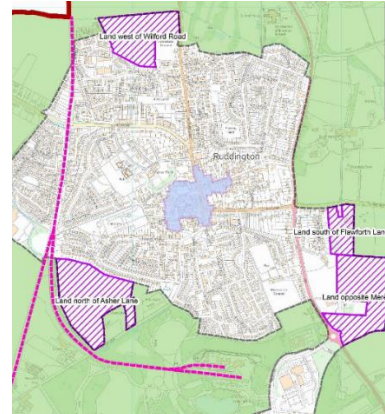
The map identifies the circular mark just to the right of the house as a disused windmill.

There are a number of areas proposed for housing around Ruddington. Rushcliffe Borough Council adopted the Local Plan Part 2: Land and Planning Policies on 8 October 2019.

This includes three areas around Ruddington:

Ruddington (Inset 1)

-  LP1 Policy 4; LP2 Policy 21 (Green Belt)
-  LP2 Policy 2.1- Policy 10 (Housing Allocations)
-  LP2 Policy 25 (District Centres and Local Centres)
-  LP2 Policy 31 (Sustainable Tourism and Leisure)
-  Borough Boundary

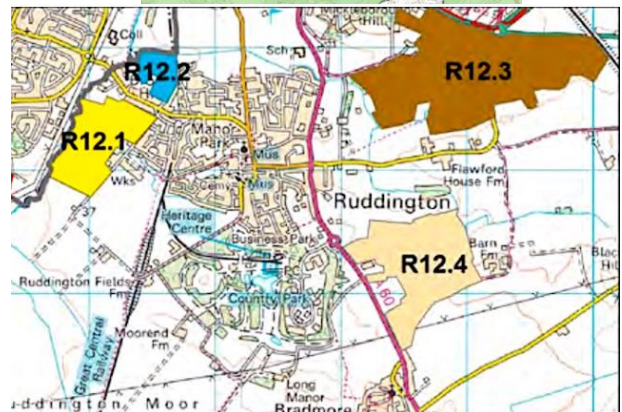


Further proposals, including two on land either side of Clifton Lane (R12.1 & R12.2), were reported on the Ruddington Info website on September 3, 2020:

“A new document called the ‘Greater Nottingham Strategic Plan – Growth Options Consultation July 2020’ is now out for ‘consultation’ – with remarkably little fanfare – published by Greater Nottingham Planning Partnership (GNPP).... The partnership’s stated aim is “to prepare statutory strategic development plans which are consistent and provide a coherent policy framework across the area”.

Evidently that ‘consistent and coherent policy framework’ involves DOUBLING the size of Ruddington by 2038! “

<http://ruddington.info/fresh-housing-bombshell-jul2020/>



Ruddington Extension – Village Expansion:

- R12.1 West of Pasture Lane
- R12.2 North Road
- R12.3 East of Loughborough Road
- R12.4 Land south of Wheatcroft Island, Flawforth Lane

6. Ruddington’s past, from C5th to C21st

<https://www.rushcliffe.gov.uk/about-us/about-the-council/policies-strategies-and-other-documents/accessible-documents/conservation-areas/ruddington-conservation-area/>

It is likely that the current location of Ruddington was first settled by the Saxons in around 550 AD. The name Ruddington comes from the Saxon for homestead (ton) of Ruddingas (Rudda’s people).

It had a recorded population of 42 households (probably less than 250 people) in 1086, putting it in the largest 20% of settlements recorded in the Domesday Book, where it is listed under 4 owners: Giselbert de Gand (of Ghent and a kinsman of Matilda of Flanders, wife of William the Conqueror) Alain le Roux (of Brittany), Roger de Busli (Bully, near Neufchatel-en-Bray), and Robert Malet (from Graville St Honorine, near Le Havre); all part of

William the Conqueror's entourage during the Norman Conquest and rewarded by being gifted ownership of hundreds of properties across England. Before the conquest, the owners were listed as Leofgeat, Godric; Wulfheah, Ulf and Azur; all English landowners.

In 1497 the army of Henry VII camped at Ruddington on the eve of the Battle of East Stoke – the last battle of the War of the Roses.

During the Middle Ages land would have been farmed on the open field system. This continued into the 17th Century and by 1600 the population was around 320. There were 4 large fields: Micklebarrow field, Mill field, Collicross field and Thornditch field; each would have been divided into narrow strips which would have been divided amongst the villagers. In 1698 there was a partial enclosure of the Thornditch field which became pasture land. In 1767 there was a Parliamentary enclosure which resulted in the large fields being split into smaller fields and enclosed with hedgerows.

Ruddington remained small for centuries, with agriculture the main source of employment, as shown on Sanderson's 1835 Map



It grew rapidly during the Industrial Revolution with the framework knitting industry being a key factor in the development of the village. By the second half of the C19th, about 50% of all households in the village were engaged in the industry in some way.



By 1801 the population was 868 and over the next century the population grew to 2500. This period of growth resulted in many of the small terraces which characterise the centre of Ruddington and resulted in a number of Schools and Methodist chapels being built.

This 1884 map shows that new housing, within the main village and to the north and south at The Leys and Savages Row, had been built to accommodate the frame knitters families and those involved in subsidiary trades such as framesmiths, needle makers, etc. There were also large houses, such as Ruddington Hall and Easthorpe House; the homes of those made wealthy by the rise of industry.



Framework knitting in the village declined towards the end of the 19th century as steam-powered machines developed and factories provided large-scale competition to the manual methods still being employed by the villagers.

This change was accelerated by the arrival of the Great Central Main Line railway (built in 1899 and shown on this map, surveyed in 1913).

The arrival of the railway and the opening of Ruddington Station attracted the building of a number of textile factories, indicating the change from small knitting workshops to larger work places predominantly for lace, and also a number of large commuter properties such as those on Manor Park and Clifton Road (west of the station).

Ruddington expanded further between the wars as new housing estates were built at the edge of the village. The Ordnance Supply and Disposal Depot opened at the start of World War II and occupied a large area on the southern outskirts of the village (see 15).

Today the Ordnance Depot and the lace factories are gone and Ruddington is mainly a residential area, with a population of 7,216 (2011 Census) – but some of its history remains.

7. Ruddington Station

The disused Ruddington Station was on the Great Central Railway which was formed when the Manchester, Sheffield and Lincolnshire Railway was linked to London Marylebone via Nottingham, Leicester and Rugby – the Great Central Main Line, GCML. A bill was put before Parliament in 1891 for the line from Annesley through Nottinghamshire. Construction of the line started in 1894 and was opened to passenger and goods traffic on 9th March, 1899. It was the last main line railway to be built in Britain during the Victorian period.

The line from Nottingham passed through the Meadows (see Walk 5), over the River Trent east of Wilford (see Walk 1) before passing to the west of Ruddington. From the south of Ruddington the line is now used by the Great Central Railway Heritage line to Loughborough.

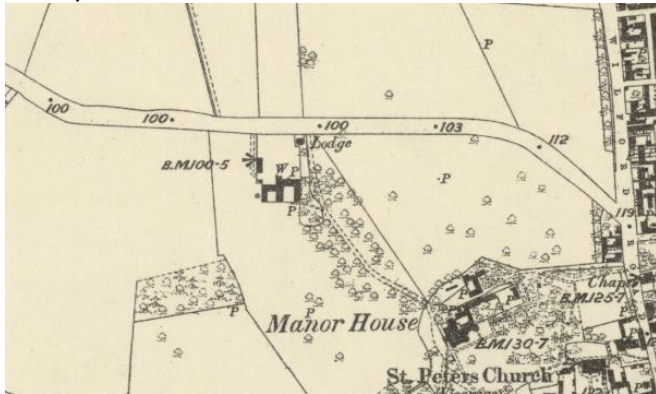
The station at Ruddington opened 15 March 1899 and closed to passengers on 4 March 1963, though passenger trains continued to pass through until closure of the line on 3 May 1969. Goods trains continued until the 1980s.

<https://www.gcrailway.co.uk/brief-history/>
https://en.wikipedia.org/wiki/Ruddington_railway_station
<https://emrtrust.co.uk/gallery/>



The arrival of the station attracted the building of a number of textile factories, predominantly for lace, and a number of large commuter properties such as those on Manor Park (previously Victoria Avenue), Clifton Lane (Fairham Lane) and Clifton Road (Station Road).

Surveyed: 1882 to 1883



Revised: 1913



8. Manor House

Manor Park is the area of land around Manor House, which later was named South Manor and now The White House.

Manor House is Grade II Listed, built in C18 with 1852 alterations and additions by T. C. Hine* for Sir Thomas George Augustus Parkyns. White's Directory in 1853 records Parkyns as the principal owner of land in the village and lord of the manor.

Today the house is all painted white and the tower with the look-out balcony has been truncated. The building is the offices of True Story Marketing and Advertising Consultants; *"An independent creative agency for retailers, brands, businesses and organisations with a story to tell."*



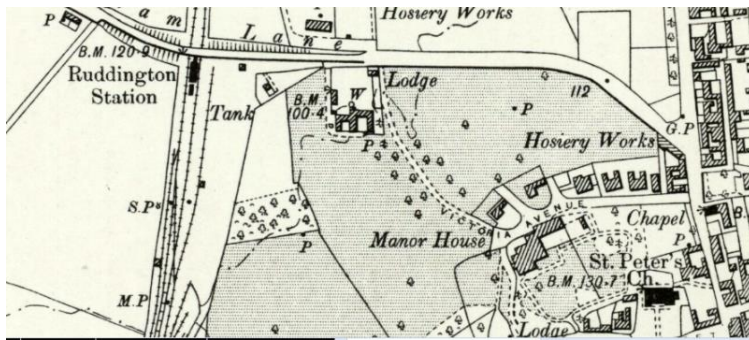
South Manor in c1910s: A P Knighton



Rushcliffe Borough Council's Ruddington Conservation Area Appraisal and Management Plan (2009) describes Manor Park as a 'distinct area of Edwardian large commuter properties' built following the opening, in March 1899, of passenger services from Ruddington Station on the Great Central Railway.

The road is now called Manor Park but, as the 1901 map below shows, it was originally named Victoria Avenue. The map shows the first five houses – more were built in the early years of C20th (and some new ones much more recently).

<https://www.google.com/search?client=firefox-b-e&q=Ruddington+Conservation+Area+Appraisal+and+Management+Plan+%282009%29>
https://www.rushcliffe.gov.uk/media/005ldrrq/ruddington_conservation_area_appraisal_and_management_plan.pdf



For access to the station, commuters used the northern driveway (was Victoria Avenue) of Manor House to the northern lodge (now Victoria Cottage) and onto Fairham Lane (later named Station Road and now Clifton Road). There is also a southern driveway with a lodge (now Lane House) to Vicarage Lane.

Map Revised: 1899, Published: 1901

*Thomas Chambers Hine (1813 – 1899), Nottingham architect and son of hosiery manufacturer Jonathan Hine, is perhaps best known for the Adams Building on Stoney Street, The Great Northern Railway Station off London Road, the layout and development of The Park Estate and the restoration of Nottingham Castle from the ruin of what was the Ducal mansion destroyed by rioters in 1831 and it's conversion into the museum and art gallery.

9. Baptist Chapel

The Baptist Chapel was built in 1853 and (according to the stone on the front) enlarged in 1872.



The chapel is now converted to residential use. The building behind is named The School House



An old postcard photo, labled Wilford Lane (now Wiford Road) taken from 'Dutton's Hill', with the Baptist Chapel on the right.

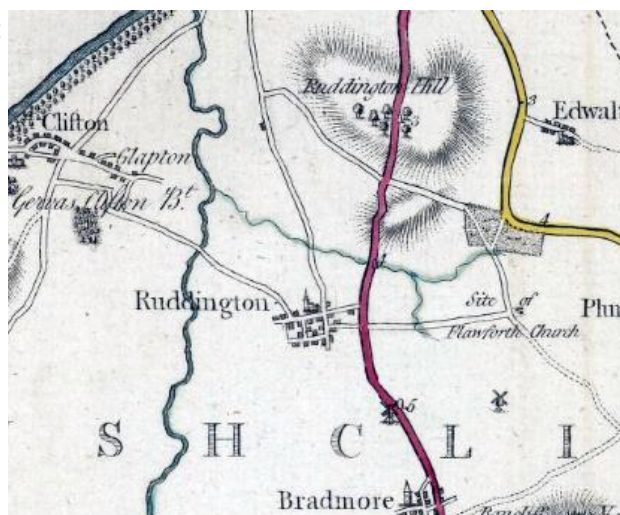
The section of road here is, according to maps and the street nameplate, 'Wilford Road' but the bit up the hill towards the village centre is known locally, and used in village descriptions, e.g. by Wikipedia, as Dutton's Hill. An article on the Parish Council website tells that the hill was named after a man called Mr Dutton who in the mid-1800s lived and worked in the property that is now a barber's. Apparently, he was a phrenologist: observing and feeling the skull to determine an individual's psychological attributes e.g. personality and character – this was taken very seriously in that era. <https://ruddingtonparishcouncil.gov.uk/why-duttons-hill/>

10. St Peters Church, Flawforth & Ruddington

Flawforth (or Flawford) is a 'lost village' once located about 1½ miles to the east of Ruddington, where present-day Flawforth Lane changes direction at a right angle.

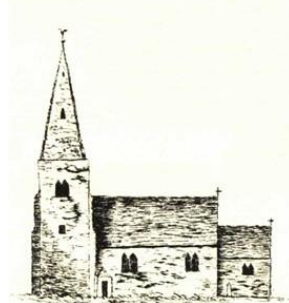
Prior to the Saxon settlement at Ruddington there is evidence to suggest Bronze and Iron Age occupation at Flawford. Later there was a Roman Villa and, after 663AD, a Saxon church building, the foundations of which are marked out in the ground at the site.

It is unclear whether or not there was a village here, perhaps a few houses near the church – St. Peter's Church, which was on a crossroads and is thought to have served the villages of Ruddington, Plumtree, Edwalton and Bradmore.



From John Chapman's 1774 map of Nottinghamshire

The church is famous for the discovery of three Nottingham alabaster figures, representing Our Lady, St. Peter, and a bishop, which were discovered during the demolition of the church in 1779. They now form part of the collection in Nottingham Castle Museum. It is thought that they would have been hidden around 1539 during the Dissolution of the Monasteries.



Flawford/Flawforth church

From Throsby's Antiquities of Nottinghamshire, 1790-6, Vol I

It is believed that Ruddington was the last of the surrounding villages to acquire its own place of worship, partly because it was relatively close to Flawforth, and because it seems at some point to have enjoyed exclusive use of the church.

The Southwell & Nottingham Church History Project <https://southwellchurches.nottingham.ac.uk/ruddington/hintro.php> tells how Ruddington village eventually got its own parish church:

The parish church in Ruddington originated as a manorial chapel of St Mary [in around 1292-94] attached to the adjacent manor house (now the Hermitage), and the instigator of its building would have been the lord of the manor.

The gradual growth of the village and the increased reluctance of the parishioners to walk over a mile to Flawforth for their children's baptisms led in 1479 to the grant of a licence for a new font and for the sacraments to be administered at the chapel. However, there was still no graveyard and burials continued to take place at Flawforth.

.... By 1718 Flawforth church was in a ruined condition, and four of its bells were transferred to St Mary's... and St Mary's was enlarged.

In 1773 it was decided that Flawforth church should be demolished. Some of the stone was taken to Ruddington to enlarge the chapel and to build walls to enclose the churchyard and form a graveyard. The spire from Flawforth was also re-erected at the chapel.

The Nottingham Journal for 9 October 1773 recorded: Thursday morning the Archbishop of York... changed ... the chapel of Ruddington to be hereafter... the parish church [renamed St Peter's] in lieu of the ancient church of Flawforth.

Two years later the churchyard was consecrated.

[There were later enlargements but there was a] radical decision in 1884 to rebuild the church completely [the old tower was retained].

All Saints' Day (1 November) 1888 was a memorable day for the parishioners....[the] consecration of the church of St Peter by the Bishop of Southwell.

There are plaques in the Ruddington churchyard that provide a good description of the history of the church.

11. Ruddington War Memorial



Ruddington's War Memorial (Grade II Listed) commemorates village residents who were killed in the First and Second World Wars, and the Korean War. The Memorial was unveiled by the Duke of Portland on Saturday 19th May 1923. Parish Council records show *'that a Committee of Councillors to be called the War Memorial Committee, was formed and in October 1923 they agreed to employ a Mr. A. W. Cross at a rate of one shilling and three pence per hour (approximately 6p per hour) to keep the Memorial tidy and to assist him the Council brought a second hand lawn mower at a cost of £3'.*

<https://ruddingtonparishcouncil.gov.uk/about-ruddington/history/war-memorial/>

On the street in front of the memorial is a traditional, cast iron, red telephone kiosk. Surprisingly, you may think, this is Grade II Listed. https://en.wikipedia.org/wiki/Listed_buildings_in_Ruddington This is a K6 kiosk, identified as Britain's red Telephone Box; in fact eight kiosk types were introduced by the General Post Office between 1926 and 1983. The K6 was designed by Sir Giles Gilbert Scott to commemorate the Silver Jubilee of the coronation of King George V in 1935. Some 60,000 examples were installed across Britain. Over 11,000 K6s remain and they are the most visible examples of the eight kiosk types. There are around 2,500 listings for the K6 kiosk in Great Britain and Northern Ireland. <http://www.the-telephone-box.co.uk/kiosks/> I'm sure you are so pleased to learn all that!



12. Human Sundial



The figure eight in the middle has months marked. You stand on the appropriate month, facing the village centre (north). The sun is from behind you and casts a shadow across to a number which gives you the time of day.

13. Ruddington Free School



This is the Grade II Listed Ruddington Free School building. A plaque on the front wall states that the school was originally founded and endowed in 1641 by James Peacock and rebuilt in 1875.

The name James Peacock is still significant in the village – we passed the James Peacock Infant and Nursery school in Manor Park. The school's website provides a little history, taken from 'James Peacock's Free School' by Margaret Lawson: James Peacock was born around 1585. At the age of fourteen he was apprenticed to Thomas Smith a Master Skinner in London. James became a

very successful business man but when he died in 1641 he had no children to leave his fortune to. In his will he left money to help the sick and poor. He also left a farmhouse in Ruddington to be used as a school and house for the school master.

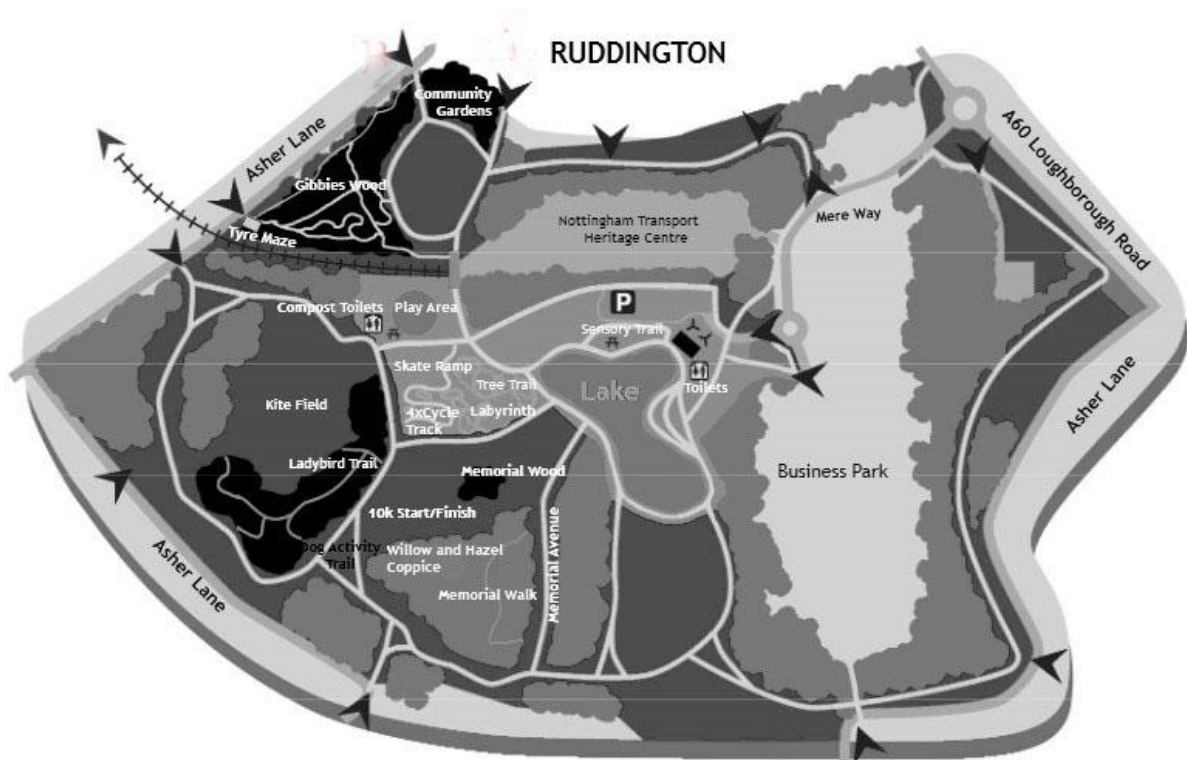
In 1875 the school moved to the building on the corner of Asher Lane and The Green, the new building being built in memory of Charles Paget MP and his wife Ellen who lived at The Grange (now Ruddington golf club on Wilford Lane) and were drowned by a freak wave at Filey Brigg, Yorkshire, in 1873.

The building is now named 'The Old School' and is the premises of Adlard Print & Reprographics Ltd.

14. Rose Cottage

This is a nineteenth century framework knitter's cottage which was renovated by the Nottinghamshire Building Preservation Trust in 2007. The Trust notes that the earliest documented conveyance for the building was in 1858 but a building appears in this location on Sanderson's Map of 1835. Like other stockings' cottages, the floor joists are substantial and closely spaced as they had to support the heavy machinery that would have been on the first floor.

15. Rushfield Country Park & Nottingham Transport Heritage Centre



There are many activities in the park, with a network of over 8 kms. of footpaths. There is a children's play area and a splendid lake.

The railway line goes to the Nottingham Transport Heritage Centre (NTHC) and is part of the preserved line of the Great Central Railway - Nottingham (GCRN).

The GCRN offers classic steam / diesel hauled rail services running almost 10 miles through the South Nottinghamshire and North-West Leicestershire to Loughborough.

The NTHC site houses a large number of rail vehicles - steam and diesel locomotives, carriages, wagons, vans and other rolling stock and a collection of vintage buses that originally operated for local bus companies. It also has a model railway, miniature railways and railway workshops.

Historical Information about Rushcliffe Country Park

Originally this area was a boggy waterland fed by water coming from springs to the south east. In the 18th century it was drained into a stream named Gibsons Dyke and transformed into productive farmland by Arthur Gibson after the Enclosure Act of 1767.

In 1940 Ruddington Depot was built, with a bomb factory and ammunition bunker. The site took a total of 4000 workers 18 months to build and would remain for 41 years.

There is an excellent history of the area from wartime up to when it became a Country Park and Business Park. Published in 2003, 'Bombs to Butterflies', is based on research by the Ruddington Local History Society and the Friends of the Rushcliffe Country Park, and is available via the Rushcliffe website:

www.rushcliffe.gov.uk/rushcliffecountrypark

This notes that before World War Two, the Rushcliffe Country Park site was open farmland. *'Arable fields (orange) were interspersed with meadowland and pastures, with hedgerows to define their boundaries (green).... A small stream [Gibsons Dyke] flowed diagonally through...crossed by three public footpaths so that it became a place of informal recreation....[with] a rich variety of wildlife'.*

This was a time when the armed services and stocks of war material had been run down to a very low level. The threat of war meant there was a need for rapid expansion.

The War Office needed 'filling factories' for making bombs and it was decided that 10 new factories were required and that these should be spread widely across the country. The land south of Ruddington was chosen because it was not immediately close to residential areas (due to risk of explosions) but sufficiently close to a large centre of population to provide the workers (up to 6,000 were planned for), also close to a railway for transport of these workers and the transport of materials in and bombs out and had a plentiful supply of water (the stream).

The land was aquired in 1938 without the knowledge of the locals. When work started in December 1940 *"the people living in the village watched in bewilderment and astonishment as the farmland to the south of The Green was abruptly torn apart and destroyed for ever"*.

The Ordnance & Supply Depot was made up of two parts: the filling factory (to produce 500lb and 1,000lb bombs for the RAF) consisting of 87 buildings spread over more than half a square mile, and the storage facility for military supplies in over 100 other buildings, all built in 18 months. Roads and paths were laid out and a branch line to 'Ruddington Factory Halt' railway station was constructed, with passenger platforms and a large loading bay. The railway opened on 1st September 1941 (the service did not appear in any timetables) and by June 1942 production had begun – 24 hour operation on a three-shift basis.

Around the filling factory was an inner high security fence; the area inside known as the 'Clean Side' where *"precautions taken were similar to those employed in operating theatres [to ensure sterility]...but the measures taken in the filling factory were to create an environment devoid of anything, or anyone, who might generate a spark and so cause an explosion"*.

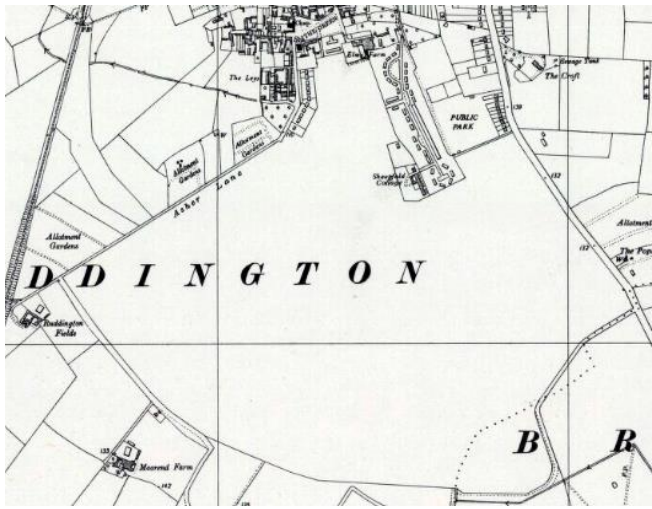
The workers (almost exclusively civilians and mainly female) came by train from Nottingham and Loughborough or by bus, cycle or walking from more local areas.

The 'Bombs to Butterflies' paper provides fascinating detail of this period – well worth a read.

The site was not defended in any way – no anti-aircraft measures on the site – so it is perhaps surprising that the facility was not bombed during the war (apparently none of the 10 filling factories across the country were subject to enemy bomb damage). The facility was intended to be 'secret'.



(map: Land Utilisation Survey of Britain (Nottingham sheet), prepared by the London School of Economics from surveys conducted in 1931-4 by schools in the area.)



Notable in this map (published in 1955, based on surveys in 1930s with “important” additions in the 1950s) the area south of the village is shown completely blank – no buildings nor any field boundaries – clearly something is ‘hidden’, but rather obviously – it is of course the site of the filling factory, so should have been on a 1955 map if its presence had not been secret.

There is even an odd break in field boundaries on the left between Asher Lane and the railway line – this is where the rail line to the Depot was laid.

The second map, published in 1952, does show the field boundaries but also shows the rail line – coming to an abrupt end at the Ordnance site boundary!

The Foreword to ‘Bombs to Butterflies’ is by Rushcliffe’s then MP, Ken Clarke, which includes an amusing anecdote about the site when it was used for auctions of military equipment:

I am delighted that a team has come together to publish the local history of the Ordnance, Supply and Disposal Depot at Ruddington. Ruddington Depot was a major landmark in Nottinghamshire throughout most of my life and it is interesting to read some of the reminiscences about it.

I only ever joined in a purchase at the Depot surplus sales on one occasion. When I left Nottingham High School in 1959, a group of friends combined to buy a very old Navy ambulance at an extremely knock down price to take us on a holiday to Spain. We survived to tell the tale. A wheel fell off on the road to London, but there were enough of us to hold the vehicle up whilst it was being replaced when we were unable to locate a jack. The rough roads in Spain nearly destroyed the vehicle but we managed to make our way back to England, where its sale for scrap reimbursed a little of our costs. I am sure that many other people got even better bargains there.



An aerial view of the Depot site in 1989, just before demolition began.

With the closure of the Depot, returning the land to agriculture was Ruddington Parish Council’s preferred option. The land was in the Green Belt, but there were rumours about other uses. As time passed, nature took over and wildlife returned. A country park was proposed, and a business park to make the site financially viable.

Demolition began in January 1990 leaving a flat site like an ‘American prairie’. The lake was dug out; Severn Trent filled it with water. Workers and volunteers planted over 140,000 trees. Workers moved 60 Norwegian Maple trees (30 years old at the time) and re-planted them around the business park.

Nottinghamshire County Council purchased the land and leased it to Rushcliffe Borough Council. The Country Park opened on 27 August 1993 and since then it has matured and holds a wide diversity of plants and animals.

16. The Distillery

An article entitled The Victorian Distillery that Worked on Beetroot, by Derek Larkin, on the Ruddington Parish Council website, tells us that *'in the mid-19th Century [the building on Distillery Street was] a distillery which used beetroot as its raw material for distillation. [In operation from 1858] the distillery was owned by the squire of the village, Sir Thomas George Augustus Parkyns. Thomas George Augustus Parkyns (1820–1895), who at one time lived in Ruddington, was a decendent of the Parkyns Baronetcy, of Bunny Hall. The baronetage was created on 18 May 1681 in acknowledgement of the royalist service of Colonel Isham Parkyns during the English Civil War'.*



Larkin continues:

'The distillery worked day and night during the winter months employing 28 men and boys. The beetroots sent to the distillery weighed between 3 and 7 pounds each. They were thrown into a washing machine to get rid of the soil and then sliced. Fermenting vats were two thirds filled with water to 120 degrees Farenheit and sulphuric acid added. When the temperature dropped to 84 degrees the sliced roots were put together with a small amount of yeast to produce fermentation. The distillation process was 'delicate and difficult'. It required an array of cylinders, brass pipes and a rectifying boiler. The spirit obtained was 60-70 degrees over proof. The discharge was make through a glass case kept locked by the Excise Officer and from whence the spirit passed into the receiver.

The manager of the plant, a Monsieur Crolard, said that each ton of roots produced 12-14 gallons of spirit, but that it could rise to 20 gallons per ton. The beet residue was sold at 12 shillings per ton as cattle feed.

The distillery was probably not a spirited success, it closed down after 6 or 7 years.'

<https://ruddingtonparishcouncil.gov.uk/distillery-street/>

16a. Wesleyan Chapel

The history that I have found is a little unclear but I believe that the original chapel was to the right (as you face it) of this building. According to an article on the Ruddington Parish Council website, this was the site of an old Quaker meeting house. After, apparently, four years of opposition, threats and intimidation from the local vicar, the landowner Sir Thomas Parkyns and others, the Ruddington Wesleyans erected the chapel in 1800.

<https://ruddingtonparishcouncil.gov.uk/is-ruddington-unique/>

As Methodism increased dramatically in the 19th century due to the influx of framework knitters there was a need for larger premises and the new Wesleyan Chapel was built in 1835 adjoining the original – this is the building we see today. However, it is no longer a chapel.



The chapel has been converted into a private home occupied (at the time of writing) by Richard Stewart, a (retired?) engineer who used to run Robin Hood Sports Cars Ltd. The front doors of the building open into a large workshop, fully kitted out and big enough for several cars!

As I passed, this bright yellow Lamborghini Gallardo – or “Lambo Gallardo” as the enthusiasts call it – was being driven in.

17. Framework Knitters Museum

The Framework Knitters' Museum is on Chapel Street, so named because of the chapel at the end, built in 1829 by the Primitive Methodists. At that time Chapel Street was known as "Rantergate" – "ranter" being the nickname for the Primitive Methodists. This was a time when Framework Knitting was the main source of employment in Ruddington and was inextricably linked with Methodism – the chapel is now named the Knitters' Chapel. The Grade II Listed buildings next to the chapel comprise a complex of framework knitters' cottages, workshops and outbuildings which date from c.1829 and c.1840 and now form the Framework Knitters' Museum, with the chapel being purchased in 1991.



The museum tells the history of framework knitting in the village and elsewhere and also provides insight into the life of a knitter. I provide only a very brief introduction here.

Ruddington's association with the knitting industry had begun by the start of the 19th century after the invention of the knitting frame in Nottinghamshire (see below 'Framework Knitting in Nottinghamshire – from invention to dissension').

The industry attracted new inhabitants and the population grew to 2,500 during this time, becoming the largest frame knitters' village in Nottinghamshire south of the Trent. In 1851, about 50% of all households in the village were engaged in the industry in some way. New houses and frameshops, including the site occupied by the present-day Ruddington Framework Knitters Museum, were built to provide homes and workspace for the knitters and families. In addition, new housing was built to accommodate those involved in subsidiary trades such as framesmiths, needle makers, sink makers, seamers and bobbin-boys at Wilford Lane, The Leys and Chapel Street. Most of these buildings are now private homes and businesses; many are Grade II Listed, the most important being those that comprise the Framework Knitters Museum, which is one of the only places left in the country where you can actually experience the working and living conditions of framework knitters in Victorian times.

<https://en.wikipedia.org/wiki/Ruddington>

Because of the importance of the knitting industry in Ruddington, and the wider Nottingham area, I have included the following.

Framework Knitting in Nottinghamshire – from invention to dissension

Much of this history is taken from the Ruddington Framework Knitters Museum website www.frameworkknittersmuseum.org.uk with some significant additions from other sources.

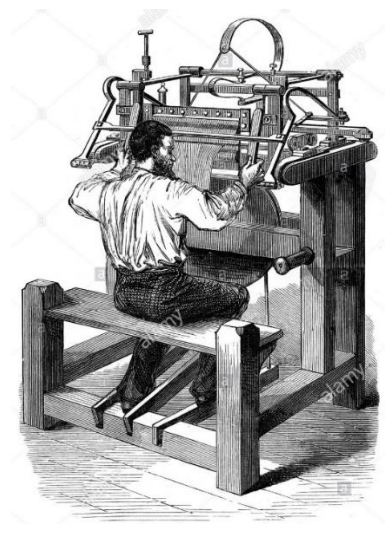
[https://en.wikipedia.org/wiki/William_Lee_\(inventor\)](https://en.wikipedia.org/wiki/William_Lee_(inventor))

<https://alumni.christs.cam.ac.uk/william-lee>

The industrialisation of knitting was made possible through the invention of the stocking frame by William Lee in 1589.

When fully developed his machine made it possible for workers to produce knitted goods around 100 times faster than by hand. This was the first step in the mechanisation of the textile industry and led to framework knitting playing a key role in the early days of the Industrial Revolution.

The Heritage of the East Midlands Knitting Industry www.knittingtogether.org.uk warns that there are a number of stories regarding William Lee's life, but uncertainty remains as to how many of them are fiction rather than fact.



There are also at least two descriptions given as to why he wanted to devise a knitting machine. One is that he was in love with a woman who didn't give him enough attention as she was always knitting so he invented a machine to, possibly unsuccessfully, impress and woo her. The other reason, preferred by an article on Calverton Village Online, is that Lee's wife spent many hours hand knitting and wishing to spare his wife the monotony of this daily task, he "thought out" the machine.

Whatever the reason, Lee devised a machine which produced a coarse wool, for stockings. It was used within the local villages and then he went to London to seek a patent. This was refused by Queen Elizabeth I, apparently because the cloth was too rough. He built an improved machine that increased the number of needles per inch from 8 to 20 and produced a silk of finer texture, but the queen again denied him a patent because (according to The Encyclopaedia Britannica and other sources quoted in Wikipedia) of her concern for the employment security of the kingdom's many hand knitters whose livelihood might be threatened by such mechanization. The queen is quoted as saying to Lee:

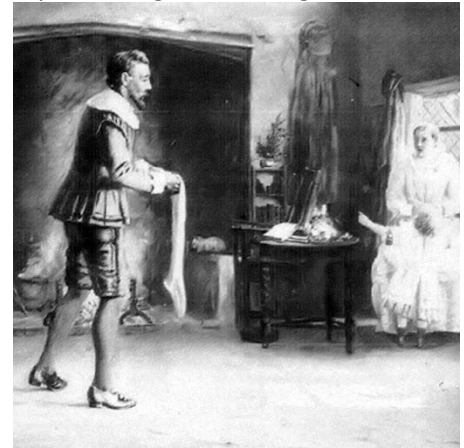
"Thou aimest high, Master Lee. Consider thou what the invention could do to my poor subjects. It would assuredly bring to them ruin by depriving them of employment, thus making them beggars."

Perhaps more likely, the Queen's concern was a manifestation of the hosiers' guilds' fear that the invention would make the skills of its artisan members obsolete.



Engraving by William James Linton (1812 –1897)

Lee presenting his stocking to the Queen



Eventually, Lee moved to France with his brother James, taking 9 workmen and 9 frames. He found better support from the Huguenot Henry IV of France, who granted him a patent. He began stocking manufacture in Rouen, France, and prospered, with a contract to provide knitting machines for the manufacture of silk and wool stockings. But the climate changed abruptly on Henry's assassination in 1610 and subsequently Lee's claims were ignored and he died in 1614 before the full potential of his invention had been realised.

After Lee's death, his brother James returned to England, moving to Thoroton, where Lee's apprentice Aston (or Ashton), a miller, had continued to work on the frame and produced a number of improvements.

The widespread use of the frame was a slow process but, by the early 1800s, framework knitting was the largest type of manufacturing in the East Midlands, where there were around 20,000 frames in use (nearly 90% of the UK total), with almost half in Nottinghamshire. The industry was predominantly rural with more than 82% of frames in Nottinghamshire, Leicestershire and Derbyshire being scattered among 253 villages.

In time, the frameworkers discovered how to adapt their machines to knit cotton and lace as well as wool – and the Nottingham lace industry was born and eventually gave the Lace Market its name.

In 1768, Richard Arkwright moved to Nottingham and established a small cotton mill spinning in Hockley. The machines in this first mill were horse-powered, but later in his career Arkwright was the first to utilize the steam engine as motive power in a Nottingham factory. The move to mills led to the development of back to back housing for mill workers.

Lace was manufactured on a frame adapted from that of William Lee and was further improved by John Heathcote and John Levers in the early 19th century. By the 1840s lace making was changing from a domestic industry into an international export. However, this growth and success did not come without hardship.

The Ruddington Museum looks at what it was like to be a Framework Knitter. It was tough; the hours were long and working conditions cramped, uncomfortable and dangerous. The industry was controlled by Master Hosiers, who also owned the knitters' houses, but the framework knitters had to pay to use their knitting frames, even if

no work was available, and buy all their own materials. Low wages and high overheads meant the whole family would have to work, with children taking on tasks such as wool-winding, just to make ends meet. Poor health and malnutrition were rife.

The 1833 Royal Commission on Children in Factories found that:

'...They are, many of them, unhealthy and dyspeptic; ...from the long period of labour endured in a close and confined atmosphere....I can tell a stockinger well by his appearance; there is a paleness and certain degree of emaciation and thinness about them... hopeless poverty is producing fearful demoralisation....'

A common insult in Victorian Britain was to call someone 'as poor as a stockinger' – by which they meant a framework knitter.

In the early 1800s, framework knitting wages were falling. Workers were living in extreme poverty and, all too often, being exploited by unscrupulous Master Hosiers. The knitters sent a petition to parliament, but didn't get the help they needed – unrest increased.

There had been occurrences of frame breaking for many years, often as a protest against manufacturers who used machines in what protesters called "*a fraudulent and deceitful manner*" to get around standard labour practices.

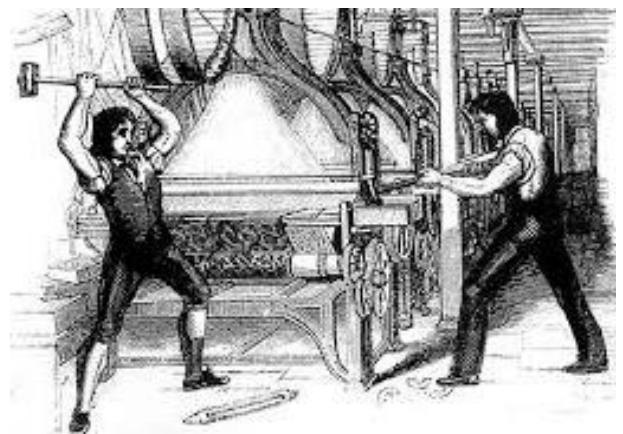
This was also a time of national difficulty. England was at loggerheads with France and the USA. The Napoleonic Wars (1803–1815) were ongoing and trade relations with the USA had been going through difficult times with embargoes and, ultimately, the War of 1812, (June 18, 1812–February 17, 1815 – a conflict fought between the United States and Great Britain over British violations of U.S. maritime rights).

The situation in the knitting industry was brought to a head through the harsh economic climate resulting from these conflicts, together with manufacturers and others who had the most to lose fearing that what had happened recently in France (the French Revolution) might happen here. Indeed, there was a far-fetched but widely prevalent suggestion at the time that any dispute from frameworkers was part of a large conspiracy, allegedly supported by Napoleonic France, whose ultimate goal was the overthrow of the British monarchy. The overall effect was a rise of difficult working conditions in the new textile factories and a desire for greater control over workers.

Years of hardship ended in frustration –and the Luddite rebellion erupted in 1811. In Nottingham the hosiery workers took action, the authorities, local and national, feared the worst – open revolution; and every measure was taken against this group of people.

The movement began in Arnold on 11 March 1811 and spread rapidly throughout England over the following two years.

In a paper titled 'Luddites', available on the nottinghamshire Heritage Gateway (www.nottsheritagegateway.org.uk), Professor John Beckett writes that the '*first disturbances associated with Luddism occurred on 11 March 1811 when a group of Nottingham framework knitters assembled in Arnold, beyond the town boundaries, and destroyed 63 frames "belonging to those [Master Hosiers] who had rendered themselves the most obnoxious to the workmen". No other damage was done and no violence was reported*'.



Today the word 'Luddite' is often incorrectly used to describe someone who is against progress. It is a term associated with the destruction of machinery, but this is only part of the story.

The original Luddites weren't against new technology, but they believed that the new, wider frames had resulted in unfair working practices and reduced income. There is a consensus among most historians that Luddism was a bargaining strategy employed by workers to secure concessions from employers. At one end of the spectrum of opinion is the view of Hobsbawm ('The Machine Breakers', 1952) who used the term '*collective bargaining by*

riot...a simple technique of trade unionism'. This view was supported by other writers who cited The Combination Acts of 1799 and 1800 – to prevent Unlawful Combinations of Workmen – which prohibited trade unions and collective bargaining by British workers. The legislation drove labour organisations underground, turning from strikes to violence, but, it is argued, the Acts were not widely enforced. (Sympathy for the plight of the workers brought repeal of the Acts in 1824).

Others (e.g. Cole, 'A Short History of the British Working-Class Movement, 1960) considered it as opposition to the competition of machines with labour.

Beckett says *'the key points were that the [wide frames]..... on which inferior quality [material was made]; and were worked by people who had not served the traditional seven year apprenticeship, known as "colts". The framework knitters were not fundamentally opposed to the wide frames or the colts, but they were when employers continued to rely on them during a trade depression'* Beckett explains. *'In these conditions the knitters wanted the employers to lay off the colts working wide frames, in order to protect the skilled workers operating the old narrow frames, until times improved. For their part, the employers were suffering as much in the trade depression as the knitters, and they wanted to maximise output in order to keep up their sales income'*.

John Blackner, in his 'History of Nottingham' (1816) referred to the events as a form of direct action to take *'vengeance upon some of the hosiers, for reducing the established prices for making stockings, at a time too, when every principle of humanity dictated their advancement'*.

At the other end of the spectrum of historians' opinion is a hypothesis presented by Anderson & Tollison (Luddism as Cartel Enforcement, Journal of Institutional and Theoretical Economics, 1986). They write that, by the early 1800s, the ownership of frames was being concentrated in the hands of a few hosier firms; for example, in 1812 a Mr Hayne of Nottingham owned around 2,000 frames (Felkin, 'History of Machine Wrought Hosiery and Lace Manufactures', 1968). This was common across the industry and there was some price fixing and other *'cartel activities in the industry'* including trying to restrict entry into the industry and the undercutting prices *'by these lesser, irresponsible, unscrupulous hosiers..[which meant that the larger hosier] had to lower his own standards and deal hardly and unfairly with his stockingers, or go under, such was the pressure of competition'* (Darvall, 'Popular Disturbances and Public Disorder in Regency England', 1969]. Labour costs were also lowered by the lack of restrictions on the number of apprentices or unskilled labour – *'an unreasonable influx of new recruits'* (Darvall) – allowed into the industry.

As to the workers, it has been argued (e.g. Hammond and Hammond, 'The Skilled Labourer 1760-1832', 1967) that Luddism in the Midlands was *'a well-planned and organised policy'* with some system of command and considerable discipline in actions taken; a view strongly put by Anderson & Tollison who also claim that *'the attacks were obviously systematic. Specific houses containing particular frames were carefully selected'* – those of unpopular hosiers, paying low wages or producing inferior material, thereby undercutting market prices. It is argued that in the later stages of the rebellion the *'core of Midland framebreaking was clearly the work of a small number of permanent, organised gangs...making an income out of it'* (Durvall).

Anderson & Tollison's article argues that, as the lead hosiers (the 'cartel') were unable to control the entry of undercutting competitors, they enlisted the support of stockingers to do this for them. This is supported by a long statement in the Nottingham Journal, January 23, 1811, signed by Nottingham's then leading firm, Brocksopp and Parker, as well as other hosiers, which makes their position plain. They urge the framework knitters as a body not to accept work from those hosiers who were paying low prices. Felkin notes that alongside this public appeal, Brocksopp and Parker agreed with their stockingers to maintain wages provided that the workers *'could get other hosiers to pay the same price and to discontinue the manufacture of (cheap, inferior) articles'*.

Anderson & Tollison use these factors to *'propose that Luddism essentially represented cartel enforcement activity in which an organised group of workers were used by a group of the industry's larger firms to control cheating hosiers'*. Thus, they argue, *'Luddism functioned in such a way as to establish an effective cartel by restricting output and competitive entry'*. They even talk in terms of the Luddites effectively acting as *'cartel policemen'*. An intriguing view – it certainly shows the breadth of interpretation of history.

Whatever the truth of the different arguments, the rebellion continued and quickly spread to other parts of Nottinghamshire and the authorities took action. A handbill of 26 March 1811 produced by Nottingham

corporation, offered a reward of £50 to anyone supplying information about frame breakers, referring to them simply as *'evil minded persons'* who had *'assembled together in a riotous manner'*.

At this early stage, even if the frame-breakers were later better organised and possibly acting with the support of an industry cartel, the movement was amorphous and leaderless, and even the word *'movement'* possibly suggests a level of organisation which simply did not exist.

The breakers were called Luddites after the name of their mythical leader, Ned Ludd; it is not clear if the name came from a real person or a fictional character like Robin Hood!

One website (www.visitoruk.com/Leicester/anstey) states *'A half-witted Anstey lad, Ned Ludlam or Ned Ludd, gave his name to the Luddites, who in the 1800s followed his earlier example by smashing machinery in protest against the Industrial Revolution'*. This character was an apprentice who allegedly smashed two stocking frames in 1779. Blackner recorded in 1816 that he was *'an ignorant youth, in Leicestershire, of the name of Ludlam who, when ordered by his father, a framework-knitter, to square his needles, took a hammer and beat them into a heap'*.

William Nunn, a Nottingham lace manufacturer, reported to the Home Office in London on 6 December 1811 that *'many hundreds of letters have been sent signed "Ludd", threatening lives and to burn and destroy the houses, frames and property of most of the principal manufacturers'*.

Ludd was never a single real person. The term referred to a leader, and could be assumed by anyone leading a group of frame breakers.

Contemporaries often used fictitious names like this to ensure that they retained anonymity. So letters in the name of Ludd were circulated to indicate to recipients where they had come from without giving away any particular people.

On 10 November 1811 the movement took a sinister turn when John Westley of Arnold was shot dead during a disturbance in Bulwell. This resulted in an increase in the ferocity of the breakers and troops were summoned, together with the militia and yeomanry cavalry to try to establish order, without a great deal of success.

At the same time, there were more formal attempts by the frame knitters to bring change. An *'Address from the Framework Knitters to the Gentlemen Hosiers of the Town of Nottingham'*, was published in the Nottingham Review on 29 November 1811 pointing to the economic conditions under which the knitters laboured, and the need for better regulation of the trade, but it did not stop the frame breaking. This was followed by negotiations commenced between delegates representing the knitters and the hosiers. These continued through December and the intensity of the incidents declined.

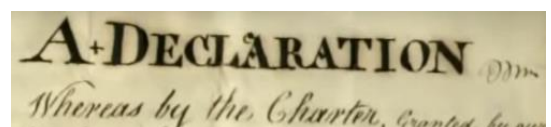
On 15 December 1811 the Prince Regent issued a proclamation offering a reward of £50 to any party instrumental in the conviction of a frame breaker, and notices to this effect were quickly distributed through the country.

On 28 December an agreement was signed between the hosiers and the knitters designed to ensure that average wages would rise. The Duke of Newcastle, the lord lieutenant of the county, hoped this would be the end of the unrest.

Unfortunately some Nottingham knitters remained dissatisfied and some hosiers refused to be bound by the terms of the agreement.

The supposed leader of the knitters was promoted to *'General'* and even *"King"*.

A declaration was sent to Parliament, setting out the protesters concerns. It was signed *"By order of King Ludd, Nottingham Given under my hand this first day of January in one thousand Eight Hundred an Twelve Ned Ludd's Office Sherwood Forrest"*



The unrest spread, through Derbyshire, Leicestershire, Lancashire, Cheshire and Yorkshire. It has been estimated (Durvall) that the Luddites destroyed between 1300 and 1400 frames, which amounted to some 4% of the total in the UK. In Nottinghamshire and Derbyshire, where most frame breaking occurred, the destruction amounted to 12% of the two counties' frames.

The government responded by sending troops to protect the factories and, on 14 February 1812, the Frame Work Bill was introduced to Parliament by the Home Secretary Richard Ryder, acting in concert with Spencer Perceval (who was at that time both Chancellor of the Exchequer and Prime Minister), and three Nottinghamshire MPs concerned about the Luddite Movement taking hold in their constituencies. The Bill proposed a law to make frame-breaking punishable by death.

On February 27th 1812, Lord Byron (of Newstead Abbey) delivered his maiden speech in the House of Lords at the age of 24. It was a stirring defence of the Luddites. Byron was opposing the Frame Work Bill and his case was that the men who did this had no alternative but starvation. He said "*But whilst these outrages must be admitted to exist to an alarming extent, it cannot be denied that they have arisen from circumstances of the most unparalleled distress.*" and that "*nothing but absolute want could have driven a large, and once honest and industrious, body of the people, into the commission of excesses so hazardous to themselves, their families, and the community.*" Byron claimed that the machines destroyed the livelihood of the poor, simply in order to make the mill owners more wealthy.

His appeal and those of other Luddite sympathisers were unsuccessful; the proposed law was rushed through as an "emergency measure". The Destruction of Stocking Frames, etc. Act, 1812 was passed with an overwhelming majority and received royal assent on 20 March: frame-breaking became a capital felony (a crime punishable by death). All measures included in the Act were only to be applied temporarily, and were duly set to expire on 1 March 1814.

In practice, although approximately 60 to 70 Luddites were hanged in the period that the statute was in force, apparently no death sentences seem to have been justified on its grounds, with judges preferring to use existing legislation. The Act was officially repealed in 1814 with the passage of the Destruction of Stocking Frames, etc. Act 1813, which instituted a new maximum penalty for the destruction of stocking frames of life transportation; in 1817, that Act would itself be repealed and the death penalty once again reinstated in the Destroying Stocking Frames, etc. Act 1817.

An example of the legal impact is given in John Becket's paper which tells that on 18 March 1817 Daniel Diggle, 21, was brought before Mr Baron Richards, on High Pavement, Nottingham, charged with attempting to shoot Mr George Kerrey of Radford. On 22 December 1816, Diggle, with three other men, had gone on a framebreaking expedition to the house of Mr Kerrey who resisted. Diggle fired a pistol at him. Kerrey was not seriously injured, but Diggle thought he had killed him. Diggle was subsequently arrested and was convicted of shooting Kerrey. Diggle was executed outside the county gaol on 2 April 1817. His dramatic '*authentic confession*' was printed and distributed at the time of his hanging.

As the result of this incident, and a number of other successful prosecutions, Luddism gradually faded away.

Nottingham's industrialists went on to build bigger and better machines to produce lace, and the old frameshops fell into disuse. In addition to lace factories, the foundries and workshops of the lace machine builders, bobbin and carriage makers, bar makers, and all the other auxiliary trades so necessary to the working of lace machines, were located in the industrial suburbs of Nottingham, as well as along the Erewash Valley. More than 90% of warp and twist lace machines working in the world were made in the Nottingham area. The Nottingham lace machine builders contributed significantly both to the world-wide fame of Nottingham and to the prosperity of the local economy.

The lace industry continued to expand into the 1920s. However the depression that followed World War I had a devastating effect on the export-orientated lace trade. Export figures declined sharply from the peak of 1923 and the number of firms in the lace industry declined all over the United Kingdom. This contraction continued through competition from abroad and, by the end of 2012, there were only four makers in the East Midlands and 2 or 3 elsewhere in the country. Lace is no longer processed through or made in Nottingham; in the twenty first century the Lace Market is a place for living and entertainment, not lace manufacture.

18. The Blacksmith's

Once more an article on the Ruddington Parish Council website can tell us – this is the home of a retired blacksmith, Oliver J Blood, and his wife; they had the house built next to his former forge. The wrought iron gates at the old Horspool's Bakery, the giant pagoda at Lymn's Funeral Directors and dozens of customised weather vanes are just some of his work. Oliver retired in 1998, at which time his big workshop was dismantled and a more modest, domestic garage put in its place.

Apparently there were once five blacksmiths in the village.

<https://ruddingtonparishcouncil.gov.uk/about-ruddington/history/o-j-blood-the-blacksmith/>



The house and workshop before 1998.

19. St Peter's Rooms

Built in 1852 for Sir Thomas Parkyns, this was an Infants' & Girls' School, dedicated to the memory of his grandmother and parents. It was later known as St Peter's Junior School and was subsequently converted to a community hall in 1976.

It is now used for Parish Council meetings, houses the village museum and has rooms available for hire.

The original Ruddington Village Museum was opened in 1968, housed across two floors in a wing of The Hermitage (on Wilford Road). It had moved to St. Peter's Rooms by the late 1980s and, as the museum's website explains, it 'explores retail life in late Victorian and early Edwardian Ruddington through a series of displays which recreate Ruddington's shops of yesteryear'. Apparently these include an Edwardian fish and chip shop, a pharmacist, a cobblers, an ironmongers and a toy shop. There is also an Edwardian school-room and a collection of farm implements. <https://www.ruddington-museum.org.uk/>



20. Glapton Wood

The manor of Clifton is recorded in the Domesday book as 'Clifton-cum-Glapton'. Glapton was a much smaller village, which was eventually absorbed by its neighbour but was still separate at the time of this map of 1883. Glapton Wood, situated at the bottom of the map, sits on Glapton Hill, both named after the original village of Glapton, although the wood is now more commonly known as Whitegate Wood.



