

# Local History Cafe



SJMF Heritage, Appleby Magna

## Mapping the origins of the church

Richard Dunmore considers the start of the church in Appleby

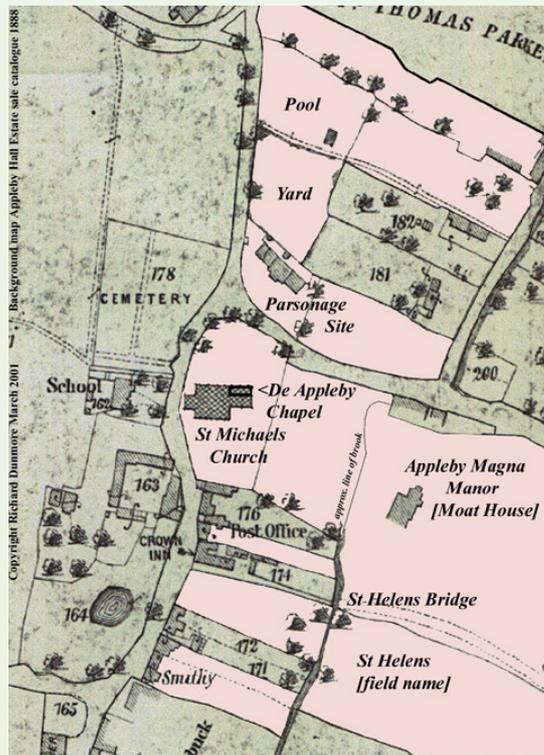
A planned settlement had been established at Appleby Magna before the arrival of the Danes around AD 900. It straddled the shallow valley occupied by the village brook. The central core of land was occupied by the manor farm, the church and a rectory. This area remained in the Leicestershire half of the village after part of the manor land was sold and bequeathed to Burton Abbey's Derbyshire estate c. AD 1004.

Amongst all the complications of the division of the village between Leicestershire and Derbyshire, one large Leicestershire 'island' lies at the heart of the village, at the geographical centre by the brook. Bridging the valley, this particular 'island' contained the manorial home farm together with the church and its parsonage, despite the fact that the church and parsonage were on the Derbyshire side of the brook. At the time of the land partition in AD 1004, the Anglo-Saxon owners retained the strategic core of the original Leicestershire village estate.

Although the present church, on the evidence of its fabric and architectural style, dates from the early 14th century, it may be deduced from surviving records that a church and parsonage existed well before that. Nichols (1811), drawing on early sources, lists rectors and patrons back to AD 1207.

No church building is mentioned as such, but the induction of a rector involves the handing over of the 'temporalities' of the parish, meaning all the physical property and revenue required to enable the priest to administer the parish.

It is highly probable therefore that a full parochial system was in place at this time, with a church (forerunner of the 14th century building), rectory and glebe; and income from tithes.



The 1903 map of Appleby Magna



The Romans perfected the art of map surveying using a tool called the groma

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Matthew Paris is one of the most famous chronicler's of medieval England. He also included many illustrations for his works, and this is one of the maps he created in the 1250s.

**1** The next History Cafe meeting will be at 10.00 am on February 15th

**2** **NEW ...**  
A book review can be found on page 6

**3** The history of Thomas Cook is retold on Page 5

# Appleby Magna's field names

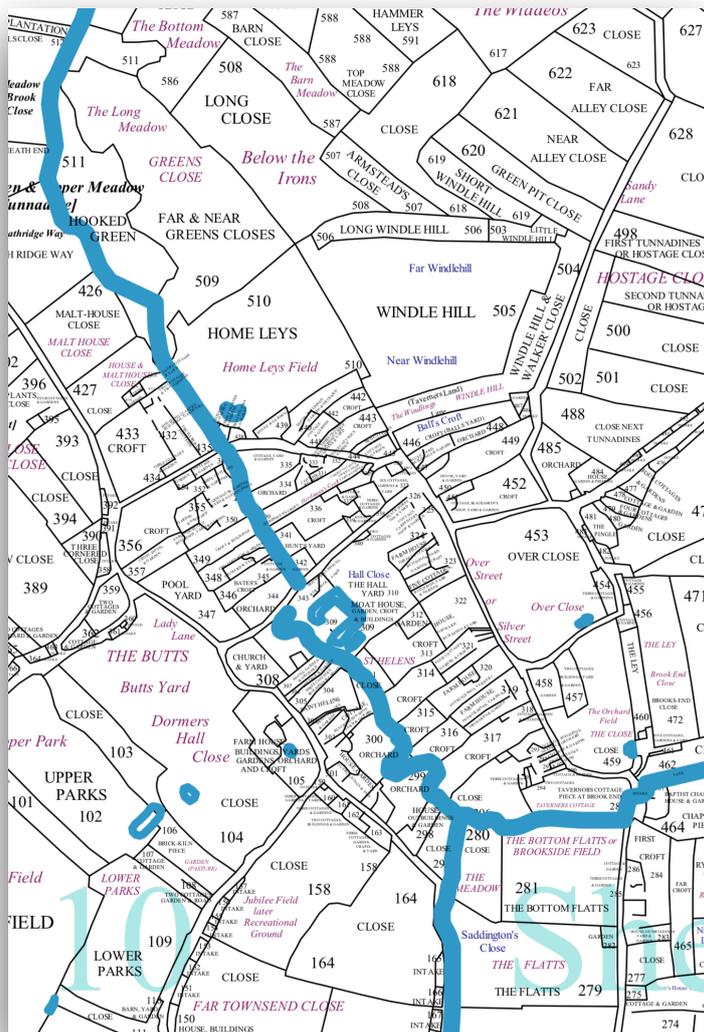
Richard Dunmore collated hundreds of field names from historic maps ...

Down the centuries, inhabitants of Appleby, like those of many another rural village, made a living from the land. It is not surprising that, with such a close connection with the land, men should have given a name to every piece of land under cultivation. The main reason for this would have been the practical business of identification, to claim ownership perhaps, but there was also being able to describe where work was to be carried out on any particular day.

domestic properties, had been carefully surveyed by Knight and Mammatt of Ashby de la Zouch, the land surveyors. The Reference list is dated 1831 and the Map itself, 1832, drawn at a scale of 12 inches to the mile (the cross-bar on the north direction sign is marked 10 chains, or 1/8 mile). According to the Reference, the size of the whole area of the parish surveyed amounted to 2803 acres.

We are indebted to a succession of Clerks to the Trustees of the Sir John Moore School that this map, unique in its scale and detail, has survived in their care.

George Moore soon made substantial changes to the properties around Appleby Hall (as it became) with the replacement of the direct public road to Austrey (through the Hall grounds) by New Road, well removed from the Hall itself. This change which involved the demolition of several farm houses is apparent from a map of 1838, drawn on a much larger scale (probably 1:2500, about 25 inches to the mile). The fields of the 1838 map have the same numbers as the 1832 map and it was almost certainly produced by the same surveyors, but it lacks a field-name Reference.



The Appleby Estate Map of 1785 shows the fields located in four groups distributed across the parish. These enclosures clearly represent the land awarded to Bosworth School in 1772, in lieu of the land derived from the earlier endowments made by the Dixies of Bosworth Hall.

In 1832, the young squire George Moore, who had inherited the Appleby Parva estate five years earlier, came of age and, coincident with this, a survey of the whole village which he (or his guardian) must have put in hand was completed. The whole parish, comprising 988 'premises' i.e. enclosed fields or

170	Far Townsend	one of Appleby's origins or 'focuses' (see also 149, sheet 10)
278 -81	The Flatts	<i>flatt</i> : an arable <i>fur</i> long (strip), literally the <i>length</i> of a <i>furrow</i> ; also a block of these, forming the division of an arable open field.
	gas house	two C19 coal gas retorts for Appleby Hall gas supply were here; the cottage is now called <i>Gascote</i>
287	Baptist chapel house &c	Particular Baptists' land
289	Brooks End	'end' - another of Appleby's focuses of origin
304/11/13	Saint Helens	early dedication of the <i>chapel</i> in Appleby Church
326	Black Horse Inn	surviving <i>hostelry</i>
451	Blacksmith's Shop	one of the village smithies
453	Over Close	as in <i>Over Town</i> (Appleby Parva)
456	Cottage &c	Samuel Hayward, <i>hangman</i> , lived here; his grave is in the corner of the cemetery by the oak tree
460/ 472	The Ley	untilled land [ <i>laege</i> (OE) FD125]
463	Lane	Brooks End <i>field access</i> [see 289]
464	Chapel Piece	Brooks End <i>chapel</i> ground [see 287, 469]
466	Nine Leys	prob. nine <i>londs</i> of <i>meadow</i> ; aerial view shows nine strips in a small enclosure today [see also 779 below]

Uniquely, the 1838 map shows details of the two counties, Leicestershire and Derbyshire, in pink and blue respectively.

This map was preserved in the care of the Ward family of Appleby Parva and I am grateful to Mrs Dorothy Ward and her son Mr Charles Ward for access.

## The AA Map of the Road ...

Marina has researched the beginnings of the AA

Are you old enough to remember when the AA patrol men used to salute its members? - that's the Automobile Association, not Alcoholics Anonymous! Well, they weren't just being courteous; the main reason was to warn their members of a police speed check ahead. If the road was clear they saluted, but they stood to attention if the police were lying in wait.

Britain was practically 'car-free' due to the Red Flag Law, which slowed vehicles down to a walking pace. It was repealed in 1896.

For 60 years our fledgling motor industry had been hampered by that law, enforced by the police, by general distrust and by fierce public opposition. Motorists had to tell the district council the exact time of their proposed journey and, having got permission, their 'horseless carriage' or 'street steamer' had to crawl behind a person carrying a flag at 100 paces. If they encountered horses they had to turn off their engine and wait till the horses were out of sight.

Those early motorists were persecuted in many ways, both here and in Europe: country people and farmers here threw broken glass in their path. Many motorists were lynched or their cars were set on fire. In Switzerland, American Mr Rockefeller was arrested and heavily fined for exceeding the speed limit of 4 mph in town.

Motorists organised the Automobile Association in retaliation.



In 1896 in London the Hon Evelyn Ellis challenged the police: he drove his Panhard-Levassor-Daimler, flagless and at speed through the streets, and no policeman dared stop him! In November 1896 our parliament, at last, was forced to raise the maximum speed to 14 mph and abolish the Red Flag.

The next day, the Motor-Car Club invited London's motorists to participate in a victory procession to Brighton. They assembled on the Thames Embankment, Lord Winchelsea tore up a symbolic Red Flag, and off they sputtered, exposed to the inclement weather.

That's how the London to Brighton Run started - as a celebration of the freedom to drive without fear or hindrance.

Motorists' troubles still weren't over, however. In many countries gangs formed to rob them; they stretched steel wires from one tree to another across the road to decapitate them, or set their cars on fire. As the only people who could afford a motor car were wealthy, they had rich pickings, and the murderers robbed the bodies at their ease.

So the next time the London to Brighton Rally is held, we know how it all started

## Did you know?

In 1694 The Bank of Scotland was founded by an Englishman - to pay for William III's wars!

Yet in 1695 The Bank of England was founded by a Scot. The first £1 notes were issued in 1797 which were replaced in 1988 with coins.

The first notes were in beautiful copper-plate handwriting - acting as a sort of I OWE YOU.



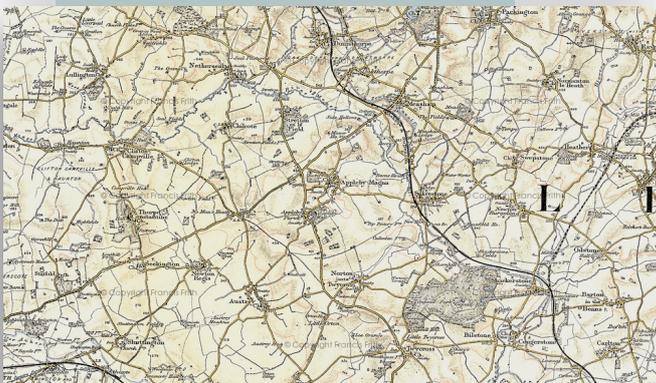
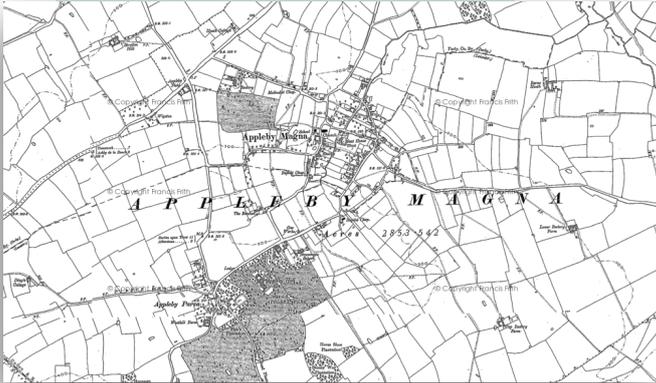
## Did you know?

The new Lodge or Gatehouse on New Road in Appleby Magna was constructed in 1840 and in 1841 it was occupied by Jonathan Godfrey who was aged 30 and an agricultural labourer along with his wife and two children.



# The many maps of Appleby Magna ...

Richard Dunmore explores the origins of both Magna and Parva



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The planned village at Appleby Magna developed in the shallow valley of the village brook, extending from Old End in the north to Brook End and Town End in the south with the manor farm and church located near the centre.

To the north of Old End lay the village meadow land, later improved by controlled drainage of the flood plain. To the south, the path between Brook End and Town End marks the point where the two major streams draining the southern part of the parish converge (near the footbridge at the rear of Wren Close) to form the village brook (which acquires its name the 'Meadow brook' as it flows out across the meadow land to the north of the village). The layout of the land to the south of Brook End and Town End is quite different from that to the north, with the two streets changing direction there by roughly 30 degrees and leading towards Appleby Parva. The Scandinavian origin of the name given to the enclosure fields here, 'The Flatts', may give a linguistic link to the Danish period. The ridged land surface, familiar from medieval 'ridge and furrow' working, also suggests ancient usage.

The boundary line round a Derbyshire 'island' followed the line of Top Street near the (later) school, so at the time the boundary was defined the street must have existed there as a route from the Brook End settlement to Appleby Parva. However, Appleby Parva was occupied by the Moores, landowners at Appleby Parva manor from around 1600, and they were intent on improving the land. So the change of direction of the southern development may indicate a second phase of planning in the early 17th century.

So, the village of Appleby Magna appears to have had its origins in mid-Saxon times, and was subsequently shaped by a large development of village and fields by the incoming Danes in the 9th century. A progressive farming policy appears to have been pursued on their 'half' of the village by the monks of Burton Abbey, until its dissolution in the 16th century. Appleby Parva owes its development to a small group of Normans, who came with William the Conqueror. It was one of the Domesday estates of Henry de Ferrers, the land being probably leased to small farmers, until it was purchased by the Moores at the end of the 16th century. In the 18th century the Moores adopted modern improving methods including enclosure of fields (closes), the realigning of roads and the building of suitably grand houses. New Road, laid out in the 1830s, kept the populace away from the newly established Appleby Hall; it is evidence of far-ranging changes in land use and layout adopted by the Moores at that time.

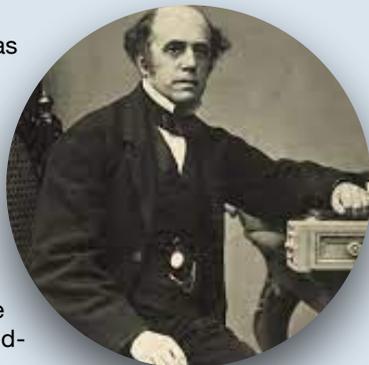
## Travelling the World ...

### Marina Sketchley looks into Cooks world

Melbourne, Derbyshire was the birthplace of Cook's multi-million pound travel industry. He was born in a humble 13 sq.ft cottage [demolished in 1967 under the Slum Clearance Act].

His parents were poor and he was brought up as a strict Baptist. His grandfather, Thomas Perkins, was the Baptist chapel minister, who rented cottages to the framework knitters in the hosiery trade.

Cook went to school till he was 10 years old, probably at a day school, receiving a basic education. [Even after the 1870 Education Act, Melbourne refused to upgrade its educational facilities.]



In 1828 Cook left Melbourne and later became a wood-turner in Market Harborough. Here he often spoke at Temperance Meetings about the evils of drink and poor education.

In 1841, when walking to a meeting in Leicester, he suddenly had a startling idea – why not use the new railways to further social reform! Cook suggested to the meeting that a special train be hired to carry local Temperance supporters to a meeting in Loughborough, and they were enthusiastic.

Everyone knows what happened next. Cook arranged the train journey. Five hundred passengers travelled 12 miles each way, in open carriages, for one shilling each. Cook noted "Thus was struck the keynote of my excursions and the social idea grew upon me".

Over the next three years Cook organised journeys to Leicester, Nottingham, Derby and Birmingham for local Temperance Societies and Sunday Schools. He took no profit, except in the printing of his posters.

In 1845 Cook arranged an excursion to Liverpool. He arranged fares at 15 shillings for first class, and ten shillings for second class. He thoroughly researched the route and produced his own handbook of 60 pages – which became the holiday brochure of the future.

In 1850 Cook was even more ambitious: he visited Wales, Scotland and Ireland and started thinking of organising tours in Europe. Sir Joseph Paxton, the Crystal Palace

architect, however, diverted his plans. Paxton needed to get visitors from Yorkshire and the Midlands to the Great Exhibition - and Cook was just the man to do it. By the end of the season Cook had arranged for 150,000 visitors to the capital. The last trains carried more than 3,000 children from Leicester, Nottingham and Derby.

His greatest years of expansion were between 1860 and his death in 1892. He had opened up travel round the world by organising railway tours in America and steamer trips on the Nile. When he was 63 he went on an eight-month exploratory world tour, crossing the Atlantic to America, the Pacific, Japan, China, the Far East, India and North Africa! He even thought of giving coupons for pre-paid food and accommodation at hotels where they stayed.

In 1864 his son, John Mason, joined his company, now renamed Thomas Cook and Son Ltd. John was more business-like than his father, leading to disputes and the partnership was dissolved in 1878. John expanded the international side of their holiday business, renaming his father's published editions of 'The Excursionist' as 'The Traveller's Gazette', which continued until WWII broke out.

In 1884 the government commissioned Cook's company to undertake the logistics for the relief of General Gordon in Khartoum. They arranged the transportation of 18,000 troops and 80,000 tons of supplies using hundreds of trains and boats.

Thomas Cook wanted to retire where he was born, by renting rooms in Melbourne Hall, but his application was rejected, because they disapproved of his Baptist beliefs and Temperance views.

In 1889, however, shortly before his death, he visited Melbourne and bought land on the High Street, close to his birthplace: on this he built a block of memorial cottages and a Mission Hall. Those cottages became private homes.

Thomas Cook's company was the dominant travel industry for over 80 years, although the family no longer owned it after 1928.

It is said that some pilots dip their wings slightly in tribute as they fly into East Midlands Airport.

If his parents' cottage had not been demolished, surely it would be a huge tourist attraction today.



## Memories of maps at school ...

I have great memories of Maps that hung on the classroom wall at school back in the 1960s. Huge ones printed on a waxy paper that were rolled up at the end of the geography lesson and carefully stored away.

*Francis Etherington*

Does anyone else remember the maps that the teacher printed in your exercise books using a rubber roller? I loved colouring those in.

*Janet Wymann*



## The Book review ....

Marina Sketchley reviews ...

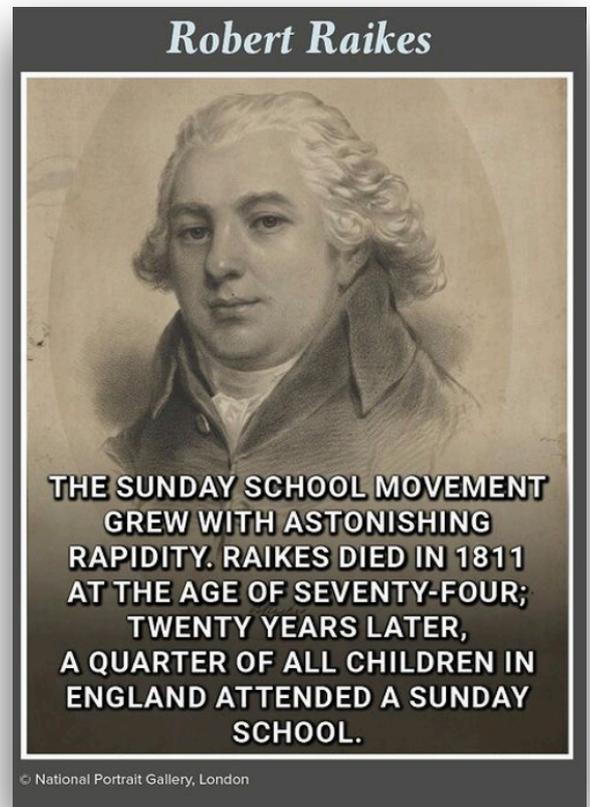
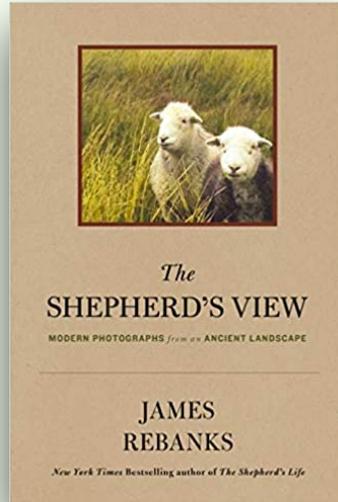
### The Shepherd's Life by Jimmy Rebanks

Jeremy Clarkson is currently in the news, as his television programme *Clarkson's Farm* is much more popular with viewers than BBC's *Countryfile*. Clarkson shows the gritty reality of farming, whereas *Countryfile* deals with a variety of topics.

James Rebanks, a sheep farmer in the Lake District, praises Clarkson for highlighting the everyday challenges a farmer faces in his working life.

If you are interested in learning more about farming, I suggest you read this book. He comes from a long line of shepherds and writes with a deep passion about his profession. His book is a real joy to read, as he shares a lifetime's wisdom and experience.

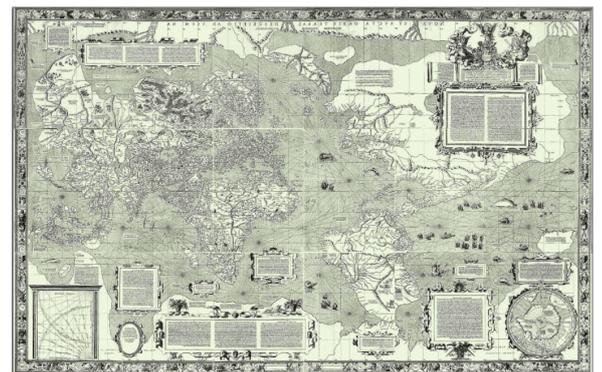
He writes of the joys and trials of a way of life that is now disappearing. I loved this book.



## First mapping ...

Maps have been part of human history for thousands of years, and are said to date back as early as 6,500 B.C.

It was not until the early 16th century that the first world maps began to appear, Gerardus Mercator from Belgium was the leading cartographer of the mid-16th century. He developed a mapping projection based on mathematics, which was much more accurate than any other up until that date. He published a map of the world in 1569 based on this projection.

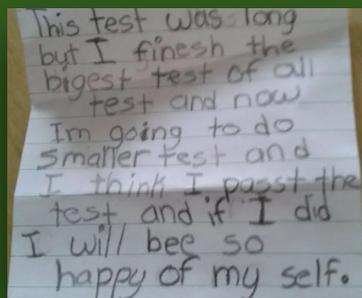


Mercator World Map 1569 – Source: wikipedia.org.

## Passing notes ...

Do recall passing a secret note in school ...

Note passing was the fore runner of texting. Does anyone remember passing a note or the even worse situation of getting caught by a teacher? We'd love to know for future newsletters.



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**NEXT ISSUE**  
The Foodie  
Edition

**THE  
NEWSLETTER IS  
EDITED BY**

Andrew Moore

[SJMFHeritage@post.com](mailto:SJMFHeritage@post.com)

