

Waterside Walk

1 **The Boathouse** was originally a coastguard station, opened by the then Duke of Edinburgh in 1880, but closed in the 1920s. During the Second World War it was used by an army unit. It is the start of the Viking Way, a long distance walk which ends at Oakham.

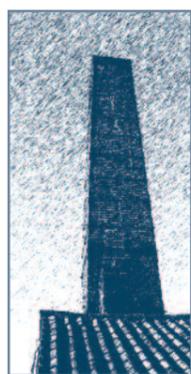


2 From this point you get a panoramic view across the Humber. Barton Ferry, mentioned in the Domesday Book, sailed between Barton and Hessle and Hull until the 1850s. It was one of several ferries crossing the Humber. A freight service operated between Barton Haven and the Hornewash in Hull until the 1950s. Hessle, with its church can be seen from here. At low tide, particularly in autumn and winter, the mud supplies rich feeding for wading birds.

3 The building of the **Humber Bridge** commenced in 1972 and it was officially opened by the Queen on 17 July 1981. It is one of the world's longest suspension



bridges, having a total length of 2,220 metres (2,430 yards). The bridge is operated by the Humber Bridge Board, formed by an Act of Parliament in 1959.



4 **Blyth's Tile Yard.** In 1900 there were 15 brick and tile yards in the parish producing both bricks and tiles. The products were sent from wharves on the Humber Bank all over eastern England, and many houses in London's suburbs are roofed with Barton tiles. Many of the workers in the industry lived in cottages built in the yards. The industry has steadily declined since the First World War. The many remaining ponds, marking the pits from which the clay was extracted, are

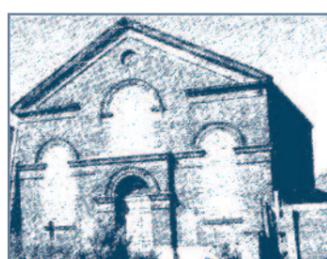
evidence of its former importance in the economy of the town. This yard has now closed, but is to become a tile-making museum.

5 At the start of your walk through the **Clay Pits Viewing Area** you can see on the left a pond which was originally formed when clay was extracted for the brick and tile works. Nature has re-colonised the pond, particularly with reed mace and reed. A variety of birds can be seen, including, most commonly, mallards, moorhens and coots.

This area was once used for the annual Waterside Sports event, held in August with separate races for boys, girls, men and women. The last Waterside Sports were held in 1947.

The terraces on Far Ings Road were built in the late 19th century as housing mostly for local cement workers.

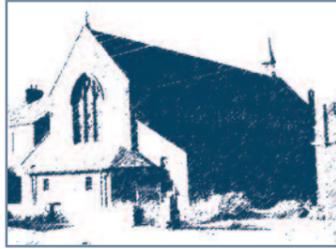
In the 19th and early 20th century the Waterside was an almost self-sufficient, close-knit community with its own shops, school, church and Methodist chapel, inns and industries. Many of its residents rarely ventured into central Barton but instead used the railway and ferry to visit Hull. Its industries included the manufacturing of bricks and tiles, ropes, chemicals and boats. There were malt kilns, whiting mills and a gas works.



6 **The Wesleyan Chapel,** built in 1862 as a Mission Chapel, was designed by the Hull architect W. Alfred Gelder. The original Mission Chapel on the south side of the site was converted into a Sunday School when the

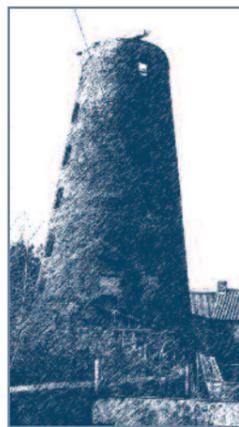
new chapel was opened.

7 Many buildings along Waterside have been demolished. Among them was **St. Chad's Church** whose foundation stone was laid on 11 June 1902 by the Bishop of Lincoln. It cost £1,850 to build, was closed for worship in the 1970s and finally demolished in 1993.



8 **Nos. 23 - 25 Waterside** were originally one house which belonged to the owner of the windmill situated to the north-west. It was built in the early 19th century. The Turnpike road from Barton-Waterside to Lincoln started from here and was opened in 1765.

The Tower of **Hewson's Mill** is the only one remaining of the three mills which formerly worked along Waterside Road. It was built in 1813 (and equipped with the latest technology) for Messrs Cook and Sutton and was used to grind grain. There were four windows on each floor and it was whitewashed on the inside and tarred on the outside.



9 **Dam Road,** formerly the site of a dam which provided water for a mill at the head of the Haven, was once known as 'First Ings' and later as 'Gas House Lane'. In 1846, the Barton Gas Works was built here. Its coal supplies were brought to the Haven by boat. Substantial houses, such as Clarence House and Yuba House, were built for brickyard owners and have fine, detailed brickwork.

10 **The White Swan Inn** was formerly one of Barton's main hotels. It is a three-storeyed building with a steeply hipped pan tile roof. The 'Venetian' windows looking onto Fleetgate indicate that it was built in the 18th century. It formerly had stabling and a paddock at the rear.

11 **The Railway Station**

was opened by the Manchester, Sheffield and Lincolnshire Railway in 1849, though the main part of the station building was erected in 1855 and a new booking office added in early 1900s. It was formerly a very busy place with a lot of freight and passenger traffic. In 1901, fourteen trains left Barton each weekday and four on Sundays. The station buildings were all demolished in 1973. There is still a service from Barton to Grimsby and Cleethorpes with connections at Habrough for elsewhere.



12 John Hall (1775 - 1863) developed the **Ropery** which became known as John Hall & Co. By 1900 about half of the ropes produced there were sold to the largest private ship owners in the world at that time, and the remainder went to trawler companies in Hull, Grimsby and Lowestoft. The firm expanded greatly during the early years of the twentieth century and made significant contribution to the war effort in both world wars but gradually trade declined and the Ropery closed in 1989. There now remains to be seen the old ropewalk - reputed to have one of the longest pan-tile roofs in the Country, some quarter of a mile long - and the former despatch building with its mansard roof and loading crane. The ropewalk building was refurbished and opened as Ropewalk Contemporary Art & Craft in April 2000, whilst the despatch building opened as a Day Spa in March 2007.

13 **Waters' Edge.** This is a Country Park incorporating wetland, mixed woodland planting, wild flower rough meadow and access pathways including a boardwalk. There is ample parking and a walkway link to the Ropewalk. The Country Park is linked to the west side of the Haven by a footbridge giving access to the Clay Pits viewing area, car park and the length of the Humber bank.

The Country Park was created in the late 1990s from an area previously blighted by post-industrial dereliction and contamination. Previously the industrial site at the mouth of the Haven had incorporated a large malting and a factory producing fertilisers.

14 **Waters' Edge Visitors Centre.** Opened in 2006 to complement the Country Park, it incorporates the most progressive environmental techniques in its construction. At the time of writing (2007) it is a base for some local businesses and for estuary-wide environmental agencies. The centre houses interactive displays on themes such as local wildlife, climate and geography.

There were once boat **Landings** along the banks of the Barton Haven all the way down Waterside. Barton was a great port in the medieval period and, although that declined somewhat in the 16th and 17th centuries, a revival in its fortunes took place in the 18th and 19th centuries when goods, including bricks, tiles, whiting, chalk, gravel, sugar beet, fertilizer, barley, coal, rope, hemp, were transferred to and from sloops, keels, coasters and London sprit-sail barges. These traded with inland, coastal and continental ports via the River Humber. Many of the sailors who manned these boats lived in the houses and streets which lined Waterside. Most of the river trading finally ceased with the outbreak of the Second World War but a market boat continued to journey from Barton Haven to Hull until the mid 1950s.

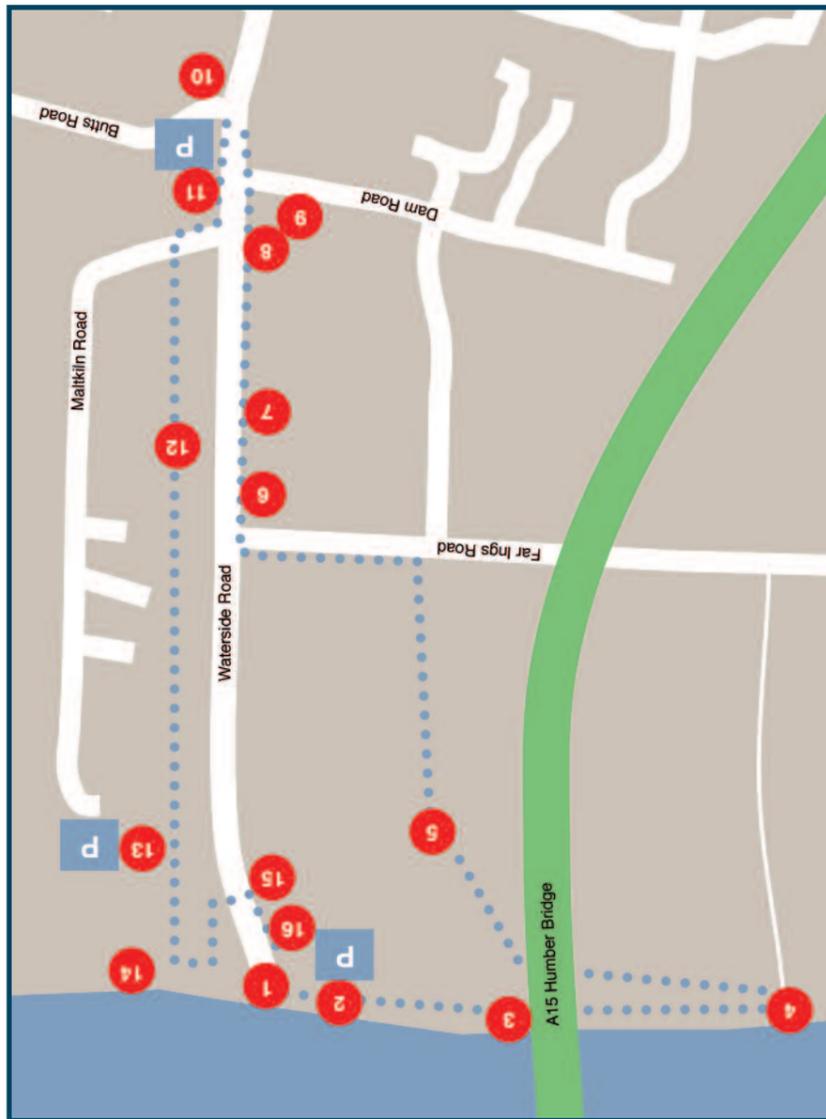


15 **Waterside House** was originally known as Waterside Inn and dates from 1715. During its heyday from about 1723 to 1835, the Inn must have been a most important and prestigious establish-

ment with three mail coaches daily using it, running to a regular timetable. The Royal Mail coach to London ran daily from here. In 1821, when a steam ferry commenced running between Hull and Barton, the Inn had stabling for 100 horses. The mail coaches stopped running in the 1830s. The Inn became a ferry office and was later converted to a public house much frequented by the boatmen using Waterside. Since 1960, the building has been a private house.

16 The eight **Coastguard Houses** were built by Alexander Stamp in 1862 for William Wilkinson, surgeon, of Cob Hall. They were houses for the families of the seven boatmen and one leading boatman, with a communal washhouse serving all the dwellings. These coastguards had previously lived in houses on Waterside Road. The Admiralty originally leased the houses from Wilkinson for 21 years, but bought the properties on his death in 1883. The coastguards launched their boat from the old jetty which had been built in 1825 for the new steam ferry. For over a century, Barton's coastguard station was the headquarters of the service along the Humber. The jetty was demolished in 1929 when the station was closed.





Approx. 1.78 miles/2.87 km

Waterside Walk

1. The Boatouse
2. View across the Humber
3. The Humber Bridge
4. Blyth's Tile yard
5. Walk through the Claypits Country Park
6. The Wesleyan Chapel
7. St. Chad's Church
8. No. 23 - 25 Waterside
9. Dam Road
10. The White Swan
11. The Railway Station
12. The Ropery
13. Waters' Edge
14. Waters' Edge Visitors Centre
15. Waterside House
16. Coastguard Houses

Waterside, a distinctive part of the town, was a self-sufficient and tightly-knit industrial and commercial community in the 19th and early 20th centuries. traces of this more prosperous era are still in evidence today.

Discover Barton

Barton upon Humber has a rich and varied history like many Market Towns in England, however it stands apart from the rest by virtue of the in-depth research and numerous publications about the town's heritage.

This walk is one of a series produced by members of the Barton-upon-Humber Civic Society Heritage Sub-Committee. The walks are designed to focus on a particular part of the town and should take about an hour to complete.

Every attempt has been made to ensure the accuracy of the information contained in this leaflet. No responsibility can be accepted for any remaining errors.

Barton-upon-Humber Civic Society aims to maintain a pleasant townscape by helping to preserve buildings of historic or architectural importance and encouraging the construction of new buildings of good design. Our programme of activities includes illustrated talks, walks and help with practical projects. There are also visits to other villages, towns and cities.

Acknowledgements

Thanks to the residents of Barton for information, in particular John French, Claire Halstad, the late Ron Newton and Rex Russell.

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This walk is one of a series of 5 free leaflets produced by Barton upon Humber Civic Society

Urban walks:

- Victorian Walk**
- Georgian Walk**
- Waterside Walk**

Rural walks:

- Parish pathways Inland**
- Parish pathways Humber Bank and area**

These walks give a brief insight into Barton's past which can be followed in greater detail in the Town Guide reprinted by the Civic Society in 2007.

Further reading is available through the extensive work of the Barton on Humber Branch of the Workers Education Association. Currently in print and available to buy are the following titles:

Great Changes in Barton: 1793 – 1900

by Rex C. Russell

The Medieval Churches of Barton on Humber

by Geoffrey F. Bryant

Barton and the River Humber 1086 – 1900

by Rodney Clapson

The Church in Victorian Barton

by Dinah Tyszka

Bricks, Tiles and Bicycles in Barton before 1900

by Geoffrey F. Bryant & Nigel D. Land

Also available:

Published by the Community, Heritage, Arts & Media Project (CHAMP)

My Childhood Playground by Ron Newton

Published by Fathom Press

Family Ties by Nick Triplow

Ropeworks by Will Fenton

Roads, Coaches and Carriers in Barton before 1900

by Rodney HRE Clapson and Darren M Stockdale

Elswick-Hopper of Barton on Humber by Nigel Land



Town Walks:

Waterside Walk

