

MARKET BOSWORTH SOCIETY

January 2026

Dear Member

Happy New Year, and I hope you enjoy your January Newsletter.

Meeting Report – The Dixies at War written and presented by Peter Loseby.

It is always a bit more special when a member offers to give a lecture. Following on from John Colby we have long-standing member Peter Loseby (shown left-below). Peter has been interested in the history and



heritage of Market Bosworth for many years and has researched many aspects of our town's history and development. He is especially interested in the Dixie family and in recognition of his immense knowledge of the Dixie family he was co-opted to the Committee of the Society as the Bosworth Hall and Dixie Family Archivist. One of his previous works was to assemble a complete version of the John P Sayer version of the Dixie Family, which can be found in the online archive. This was a difficult job as Peter was required to put together a full version from several different versions, many with overlapping pages. John P. Sayer was commissioned by Sir Wolstan Dixie the 13th Baronet to find an heir to the Baronetcy. When the Baronetcy was set up it was to be an inherited title but only through the male line. The 13th Baronet had two daughters Eleanor and Caroline who were not permitted to inherit the baronetcy due to this restriction.

Turning to the lecture, Peter began with Sir Wolstan Dixie, Lord Mayor of London, who was the first Dixie Lord of the Market Bosworth Manor. Shortly before he acquired Bosworth Hall and the associated lands, he made a sizeable donation to Queen Elizabeth I of £1000 (around £350,000 today). We heard about Sir Beaumont Joseph Dixie 6th Baronet (1769 – 1814). Was he a spy or simply in the wrong place at the wrong time? The true story remains a mystery but nevertheless Peter researched the precise circumstances of his captivity in France from 1803 to 1814. Although an officer of the RN Professor Michael Lewis maintained that he was a civilian detainee. Then we went to Sir George Douglas Dixie 12 Baronet and the start of his naval career on the 25th of April 1887. His fighting career ended on the 11th April 1917 almost exactly 40 years later when he was discharged as no longer physically fit. His brother Albert Edward Dixie also joined the Royal Navy on the 14th September 1895. He had a long and distinguished career with a few ups and downs as one might expect until he requested to go on the retirement list in 1920. Sadly, and tragically, Albert died on the 16th May 1920.

Both Douglas and Albert followed in the footsteps of the 9th Baronet, Sir Alexander Dixie. Born in 1780 he joined the Navy on the 31st October 1795 as a first-class cadet. He retired 35 years later as a Commander of the Royal Navy. During those 35 years Sir Alexander assisted in the capture or destruction of 23 ships of the line, not including a variety of frigates, sloops and privateer vessels. He was once shipwrecked, once imprisoned and twice wounded in battle. A true hero of the Dixie family.

There was another delightful story as part of this lecture. Caroline Dixie had gifted Peter two pictures but unfortunately one of which was irreparably damaged. I managed to bring it back to life using AI and once again the handsome face of Sir Alexander could be plainly seen. Peter and I took the images to Dean at The Graphic Print. Dean worked his magic and you can see Peter holding the fully restored picture complete with uniform buttons. By the way, Peter did not keep his coat on, fearing a difficult audience. I forgot to take his picture before he was ready to leave. Here are the three images, one damaged, one restored by AI and



one

restored by Dean. Please bear in mind that the image of the Dean restoration was lifted from that picture with Peter holding the frame and so it does not do full justice to it.

As a special treat, Peter has agreed to share his transcript with the Society and you may view the entire lecture, highly recommended, here: [The Dixies at War – Peter Loseby « Market Bosworth Society](#)

New Local Powers Aim to Keep Pavements Clear and Accessible

The Department for Transport has announced a significant change that will give local councils across England greater authority to tackle pavement parking where it causes problems for residents. The move, published on 8 January 2026, is designed to make streets safer and more accessible for those who rely on clear pavements the most. Blocked pavements can be a daily obstacle for parents with pushchairs, wheelchair users, older residents, and people who are blind or partially sighted. Even a single poorly parked vehicle can force someone into the road, turning a simple journey into a hazardous one. The new powers aim to address this by allowing councils to introduce area-wide restrictions rather than dealing with individual streets through lengthy legal processes.

The government says the change reflects a “locally led” approach, giving councils the flexibility to decide where pavement parking should be restricted and where it may still be acceptable. Local leaders, it argues, are best placed to understand the needs of their communities and the realities of how their streets function. Local Transport Minister Lilian Greenwood emphasised the importance of clear pavements for independent travel, noting that the new powers will help more people “move around safely and confidently”.

The announcement has been welcomed by national organisations. Andrew Lennox, Chief Executive of Guide Dogs, highlighted the dangers pavement parking poses for people with sight loss, describing it as a barrier that “shuts people out of everyday life”. The RAC also supported the move, noting that most drivers agree no pavement user should be forced into the road due to inconsiderate parking.

Richard Parker, Mayor of the West Midlands, echoed these concerns, calling blocked pavements “a risk to people’s safety” and praising the practical benefits of giving decisions to local leaders.

Guidance for councils on how to use the new powers proportionately will be published later in 2026. The changes form part of the government’s wider Plan for Change, which aims to make transport and public spaces more inclusive and accessible.

For communities like ours, the new approach could offer a welcome opportunity to ensure pavements remain safe, usable, and truly shared spaces for everyone.

Please let me have your thoughts and comments. It would be helpful to identify any hot spots where the road or footpath is regularly blocked which causes inconvenience. You may send in comments anonymously if you prefer. Please use the info@marketbosworthsociety.com address or call 07930149408. I would like to be ready when we are asked what action we require the Local Authority to take.

RAILWAY OBSERVATIONS

Following the article about the Market Bosworth Light Railway, an expert in the form of David Woolerton has stepped forward. Thank you, David!

Your December Newsletter has prompted me to delve into my railway files to find some corrections and additions.

The Market Bosworth Light Railway was established at Shackerstone in 1970, and any photographs depicting a passenger bridge must be at Shackerstone as it was the only one on the line. The engines in both pictures are too distant to identify with no visible engine numbers or shed plates. The coloured picture is very strange, as it looks as if a saddle tank has been added as a later modification. This is almost certain to have been an industrial engine, and only a former member of the MBLR is likely to identify it with certainty. Any engine with a saddle tank is likely to have been industrial. We know that the date must be post 1970, and the best clue might be what the visitors were wearing. Perhaps a female eye is needed. In the picture of the LRS Special at Market Bosworth Station, the visitors' clothing is more formal, which suggests that it may have been 10 to 20 years earlier.

In this picture of the LRS visit, you described engine 41321 as a saddle tank, which I think was a slip of the pen, as its number confirms it as a conventional tank engine. This class of engine was never used on the West Bridge line as it would not have been able to clear Glenfield Tunnel. In the last years of operating this branch, a similar BR Standard Class 2F, but with a tender (not tank) and cut-down cab was used. Confusion may have resulted from the railway men never using the term tender, but always referring to it as "the tank" One of these engines 78028 appears in several photographs. Previously the line was served for many years by Midland Railway Johnson designed 2Fs. 58247 and 58298 also appear in many photographs. None of these engines were shedded at Glenfield but at Coalville. I have a vivid memory of seeing one of these Johnson engines pulling a rake of mixed wagons from Glenfield to West Bridge from the top deck of a Midland Red bus opposite the Groby Road Hospital. There were no houses there then but mainly allotments. There were many visits from railway societies in the days when track was available. All of those visiting West Bridge would have to alight at the entrance to Glenfield Tunnel because the carriages were too big and continue in brake vans which could be up to thirteen.

For further reading, I would strongly recommend "An Illustrated History of Leicester's Railways" by John Stretton ISBN 1-871608-49-X This has 20 photographs and good text on the West Bridge to Desford Junction. How many of your members will remember the diagonal level crossing just beyond where Desford Tubes used to be?

The Leicestershire Industrial History Society has published a booklet "West Bridge Wharf & Station", which includes a very detailed account of working this line by Tony Brooks, a former engine driver. He describes his full day from picking up the engine at Coalville and almost suffocating in the tunnel using the local Whitwick coal which he described as "awful stuff", with high sulphur content and prone to form clinker (molten ash) which inhibits good steaming. ISBN 978-0-9556445-7-3

The picture at Shenton, which I think is more likely to be Shackerstone because of the number of tracks, and Shenton had a very small goods siding, shows another industrial engine with no number or shed plate which I think might have been NCB Loco No. 11 which was part of a collection of available engines for preserved railways.

David Woolerton

Once again David, thank you for coming to my rescue!

Transport News from Leicestershire County Council

We're making changes to FoxConnect Zone 9, Measham and Atherstone Interchange Point that ensure the service benefits commuters, people that rely on public transport for medical appointments and supports the local economy.

These changes will take effect from Monday 26 January.

Full details are available online:

<https://www.choosehowyoumove.co.uk/leicestershire-foxconnect/north-west-leicestershire-foxconnect/>

(Please note: the maps are currently being updated to reflect these changes)

What's Changing?

Atherstone

To give workers and those looking for work even more convenience, we're adding:

- A new stop at Aldi Distribution Centre
- A new stop on Carlyon Road Industrial Estate

Measham* - Zone 9

- Zone 9 is expanding to include Measham. Passengers will be able to travel directly:
 - From Measham to Atherstone and Market Bosworth
 - From Atherstone and Market Bosworth to Measham
 - To villages/settlements within zone 9
 -

*Measham will be removed as a destination and instead form part of Zone 9. Previously, there was no direct travel from Measham to/from Atherstone and Market Bosworth.


How We're Improving the Service

We are actively reviewing the FoxConnect service, focusing on passenger feedback, residents travel needs and convenient travel locations. If you have any further comments or feedback, please get in touch.

Book an Information Session

We're happy to offer in-person or online information sessions for residents, businesses, and community organisations etc. who want to learn more about the service and upcoming changes.

 Email: lisa.manley@leics.gov.uk

 Call: 0116 232 3232 (ask to be put through to Lisa Manley)

Help Us Spread the Word

Please share this update via your own communication channels.

Kind regards,

Lisa

Lisa Manley | Sustainable Travel Officer | Sustainable Travel Team | Environment & Transport Department

Leicestershire County Council | County Hall, Glenfield, LE3 8RJ

www.choosehowyoumove.co.uk

Switchboard: 0116 232 3232



Can You Help

The Society has received this email:

Good afternoon

By way of a brief introduction, I am a retired police officer and published author living in Bromsgrove, Worcestershire.

Having just released 'Top Secret West Midlands' at Christmas I have decided to start working on a follow 'Top Secret East Midlands'.

The book will cover the Second World War and Cold War periods and will include chapters on wartime defences, war effort, prisoner of war camps, RAF bases and high-profile policing cases.

Not everything in the book will necessarily by definition be a secret but there is very much an emphasis on local history.

The purpose of my email is to seek your help, if possible, please.

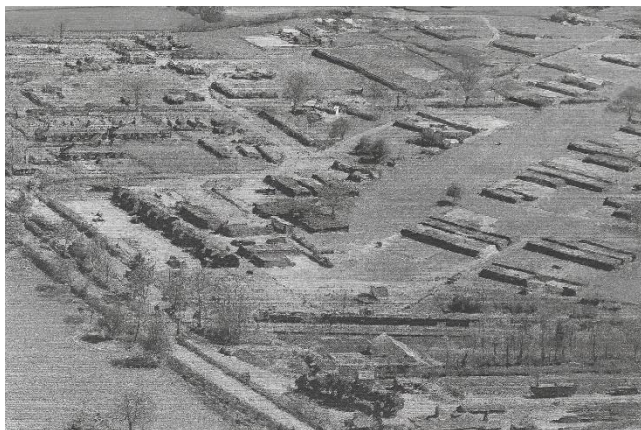
I am obviously at the beginning of my research but have already noticed that Market Bosworth was home to a secret Petrol Dump during World War Two. Would you by any chance have access to a photograph of that period which would not be the subject of copyright restrictions. I would also be interested in any information you might have on the other above subjects and whether there were any locality defences such as pillboxes etc.

Clearly any information/images would be properly acknowledged in any future book.

I look forward to hearing from you.

Michael Layton

Robert Leake kindly dug out this aerial photograph of the Petrol Dump and the Timber Fireproof works. It



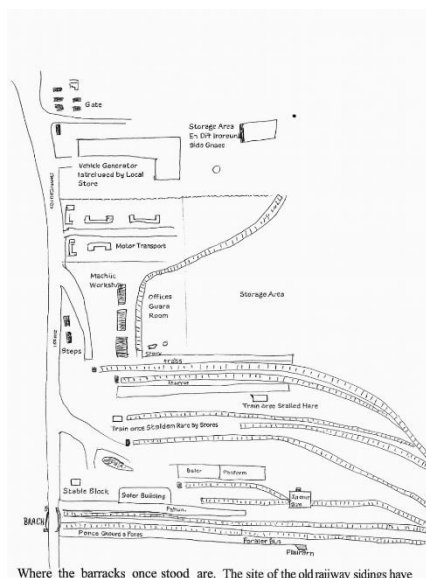
was taken from an Ask Aspect article published in November 2014. The image is a little unclear, but it does illustrate the extent of the Petrol Dump. The Petrol Dump played a crucial part in the Normandy Landings, which began on the 6th June 1944. In August that year an ambitious project was attempted known as Operation Pluto (Pipeline Under the Ocean). It was not without its problems. The first attempt to provide a pipeline was damaged by a ship's propeller. At that time oil and petrol were vital to the Allies to keep the invasion going and to end the war. They turned to Market Bosworth who did not

let them down. Thousands of gallons of petrol were sent to the coast in jerry cans for onward transmission to Normandy where the fuel and oil was forwarded on to the front line. We are fortunate in having a drawing of

the Petrol Dump. I am not sure who drew it, do you know? We also have several documents about Timber Fireproof. The wood after proofing was used on all British warships during the Second World War and it always surprises me that the Germans did not attempt to bomb the works. It would have caused severe disruption to the work of building fighting ships if there was no wood available for decking and fittings.

I am also mindful that JJ Churchill moved to Market Bosworth. JJ Churchill was founded by Walter Churchill on Christmas Day in 1937. The company was based in Coventry and supplied machined parts, such as exhaust valves for radial aero-engines, to Armstrong-Siddeley.

After being blitzed out of Coventry in 1941, JJ Churchill relocated to Market Bosworth. Following the loss of Walter Churchill during the Siege of Malta in 1942, the company was taken on by Walter's wife, Joyce. The factory is still operational and continues to manufacture precision aviation parts. The Churchill family have an illustrious history with many brave and



exceptional acts carried in defence of the country during World War Two. The question is do we offer our records to the author? Do please say.

Quiz: Matilda of Flanders (Multiple Choice)

1. Matilda of Flanders was married to:

A. Edward the Confessor B. William the Conqueror C. Harold Godwinson D. Henry I

2. After 1066, Matilda became:

A. Duchess of Normandy B. Queen of France C. Queen of England D. Empress of the Holy Roman Empire

3. Matilda was born into the ruling family of:

A. Brittany B. Flanders C. Aquitaine D. Saxony

4. Her father, Baldwin V, held which title?

A. Duke B. Earl C. Count D. Baron

5. Matilda was famously:

A. Very tall B. Very small in stature C. Blind in one eye D. Left-handed.

6. What event made Matilda Queen of England?

A. The Battle of Hastings B. The signing of the Magna Carta C. The Norman Conquest D. The Viking Invasion

7. When William was away, Matilda often served as:

A. Treasurer B. Regent C. Ambassador D. High Sheriff

8. Which famous artwork is sometimes linked to her patronage?

A. The Lindisfarne Gospels B. The Domesday Book C. The Bayeux Tapestry D. The Winchester Bible

9. How many children did Matilda and William reportedly have?

A. 3 B. 6 C. 10 D. 14

10. Which of her sons became King of England?

A. Robert Curthose B. William Rufus C. Richard of Normandy D. Odo of Bayeux

11. Matilda was known for her:

A. Military leadership B. Political intelligence C. Poetry D. Medical knowledge

12. Matilda died in:

A. 1070 B. 1083 C. 1099 D. 1106

13. She was buried at:

A. Westminster Abbey B. Canterbury Cathedral C. Holy Trinity Abbey, Caen D. Rouen Cathedral

14. Matilda was a strong patron of:

A. Universities B. Religious institutions C. Merchant guilds D. Military orders.

15. Which son became Duke of Normandy?

A. Henry B. Robert Curthose C. William Rufus D. Richard

16. Matilda usually:

A. Accompanied William on campaigns B. Lived in England full-time C. Remained in Normandy to govern
D. Travelled across Europe as an envoy.

17. One of her key roles was:

A. Leading the navy B. Managing Normandy C. Writing royal laws D. Training knights.

18. Matilda supported:

A. Architecture and engineering B. Learning, the arts, and church scholarship C. Agriculture reform D. Maritime trade

19. After the conquest, she helped administer:

A. York B. Winchester C. London D. Exeter

20. What famous gift did Matilda reportedly give William?

A. A golden crown B. A decorated sword C. A richly ornamented ship D. A warhorse

Bull in the Oak

I am indebted to Richard Liddington who emailed me with the news that Bloor Homes are potentially contributing to make the A447/B585 safer. Here is the article stolen for you from Leicestershire Live. Residents fear 200-home plan could 'destroy the surrounding countryside' 'Traffic concerns have also been raised about the proposals'.



Up to 200 homes could be built on the land (Image: Google Earth)

Residents fear a new Leicestershire village housing development could "destroy the surrounding countryside" and believe that locals "won't be able to cope" with increased traffic. Planning permission has been sought by Bloor Homes to build up to 200 homes, including a shop, as well as more than three hectares of playing fields and sports pitches just off Bosworth Lane, Newbold Verdon.

Hinckley and Bosworth Borough Council (HBBC) have been recommended to approve the proposal despite numerous residents opposing it. Fifteen members of the public from 13 separate addresses around the area have objected to the development. According to residents, Bloor's plan "will destroy the surrounding countryside" while Newbold Verdon's roads "won't be able to cope" with the extra traffic and additional parking because of the development.

Residents fear that the extra cars on Bosworth Lane and at the 'Bull in the Oak' junction will cause much more congestion too. However, the developer has agreed to pay over £600,000 to help improve that junction if its plan is approved. Villagers also claim that the development, coupled alongside a new 239-home development on Brascote Lane currently under construction and proposals for 240 homes off Barlestone Road would cause "a rapid increase in population" in Newbold Verdon.

Despite pleas from residents, there have been no objections from Leicestershire County Council's highways team, ecology officials, or even Newbold Verdon Parish Council, the latter of which has supported the development.



Where the development will be near Newbold Verdon

A parish council official said: "[The] council supports the application on the basis that it is a preferred site in the Newbold Verdon Neighbourhood Plan. It was chosen as a preferred site on the basis of offers made during the bid. It did, however, state a number of provisions that it expected to be undertaken, including allocating half a hectare for Newbold Verdon Primary School, and the need for a shop which will "help reduce traffic into the centre of the village". The location of the development is also near Newbold Verdon Hall which is a Grade I listed building. Experts have acknowledged that the new development will alter the view, but the harm from the development is considered "low" and outweighed by the need for new housing. HBBC's planning committee is set to meet on Tuesday 13 January, to either approve or reject the plan.

As with most, if not all, developer contributions I will believe it when I see it, but it is a bit of good news. Once Station Fields is submitted for planning permission in the next few months it will be worth asking for the remainder of the costs to be met from their Section 106 contribution. Thanks again Richard for the most useful and interesting heads up.

Newbold Verdon Medical Practice

You may have received this message from the Surgery:

Dear Patient

On the 2nd of February, our appointment system is changing to give fairer access for all patients. All GP appointments for medical problems must now be requested using our Online Message System. Nurse and other non-medical appointments will be booked as usual. Follow the link for more info:

Thanks

On the face of it that is quite worrying, if you are not a regular user of the Online Message System especially if you are feeling unwell. But do not worry. You can book appointments in the usual way. You can still telephone or make a personal visit to the Surgery. The link referred to above is detailed here:

Newbold Verdon Medical Practice
Market Bosworth Surgery

Changes to How You Book Appointments

We are making some changes to how you request an appointment.

These changes will help make our service fairer, easier to use, and more accessible for everyone.

Why are we changing?

We know that booking an appointment can sometimes feel stressful or difficult. The new system allows a doctor to review your request first, so you receive the right care, at the right time, from the right person.

How to request an appointment

All appointment requests should be made using our Online Message System. You can access this in the following ways:

- On our website homepage by selecting “Contact Us Directly Online”
- Through the NHS App or your NHS online account

What happens when you fill in the form?

The form will ask you to:

- Describe your symptoms
- Say how long you have had them
- Tell us what you have already tried (for example, pain relief)
- Let us know the best time to contact you

Please give as much detail as possible. This helps the doctor decide how best to help you.

If you cannot use the online form

If you are unable to complete the form yourself, you can:

- Call the practice
- Visit the practice

Our staff will complete the form for you and add it to the same queue as everyone else.

Fairness for all patients

All requests — whether made online, by phone, or in person — go into the same virtual queue. No method is given priority over another.

Please note: If you call or visit the practice, you will not be given an appointment immediately — your request will still go through the same system.

How the system works

- You can submit a request Monday to Friday, 7:00am to 6:30pm (excluding bank holidays)
- Your request enters a virtual queue
- You will receive a message based on the priority of your request

- A doctor will review your information
- We will contact you to explain what type of care you need, who you should see, and how soon you should be seen

What might the doctor recommend?

- A same-day appointment (by phone or in person)
- An appointment within 5 days
- An appointment within 10 days
- Advice by text or email
- A referral to another service

Other appointments – what's not changing

All other appointments — such as nurse appointments, healthcare assistants including blood tests, physiotherapy, audiology, smears, or injections — are booked in the usual way. These appointments are not changing.

How you can help us

- Using the online form whenever possible
- Telling family and friends about the changes
- Providing clear and complete information on the form
- Cancelling appointments you cannot attend
- Submitting one form per problem
- Waiting for us to contact you rather than calling to check

Thank you for your patience

We appreciate your understanding while we introduce this new system. Phone lines may be busier at first as everyone gets used to the changes.

Not as bad as it initially sounds. Please reassure anyone who has not been able to access this link and thinks that they may only book appointments via the Online System. You can still make appointments by telephoning the Surgery or making a personal visit. Worth remembering that the MBCL has computers and people skilled in using them. If you would like to try the new system and do not have your own computer, why not give the lovely people at the library a try.

Quick Quiz

How many words can you make from the word “reminiscences”? Record only common and modern words (no points for old English!). There are at least 64 but anywhere over 40 is excellent!

Save Leicestershire Museums

Robert has alerted me to a worrying situation regarding Leicestershire Museums. There is a proposal to limit the opening of Newarke House Museum's opening hours to just Saturdays between May and August. It appears that this museum is going to go the same way that the Discovery Zone did in Coalville. But this time

the funding isn't being transferred elsewhere. The link to the petition and more information is [Petition · Save Leicester's Museums – Stop the Closures! - Leicester, United Kingdom · Change.org](#)

Can You Help?

We have received an interesting email.

Dear Ms Howard,

I wonder if you could help with the following query or tell me of someone who could. I am compiling a detailed register of English schools up to 1550, with details of their chronology, constitutions, teachers, pupils, books, and buildings. This will eventually be available to everyone online. Although I live in Oxford with the benefit of the Bodleian Library, it does not have a copy of Hopewell's History of Bosworth School, the only book specialising in the subject.

I understand from his title that he claimed to find evidence of the existence of a school in Market Bosworth from 1320. I have not found any before 1539. I wonder if you, or someone else, have a copy or can get access to one, and could let me know at least briefly what evidence he found before 1539. School histories are very unpredictable. Some are the result of much research, other produced fairly quickly for centenaries by people who are not great experts in the history of education, at least over hundreds of years!

Any help you can give will be much appreciated.

With best wishes and thanks,

Nicholas Orme (emeritus professor of history, Exeter University)

A most interesting enquiry. The question being:

Was There a School in Market Bosworth in 1320?

The tradition that a school existed in Market Bosworth as early as 1320 rests on a small but persistent piece of local lore: that a knight styled “Roberto le Ffors de Loutheborg (Loughborough), milite (Knight)” witnessed grants of land “for educational purposes” in Bosworth. This claim appears in at least three twentieth-century works—S. Hopewell’s *The Book of Bosworth School 1320–1950* (1950), Bernard Newman’s *The Bosworth Story* (1967), and Peter Foss’s *The History of Market Bosworth 1983*—and has understandably been taken as evidence of a medieval foundation for the later grammar school.

Closer scrutiny, however, shows that the form “Robert/o le/de Ffors de Loutheborg” is almost certainly not an authentic medieval name but a later mis-transcription. Medieval scribes commonly wrote a capital F as “ff,” so names such as Fosse, Foresta (Forest), or Foston appear in manuscripts as *ffosse*, *fforesta*, *ffoston*. A later reader unfamiliar with this convention could easily misread *ffosse de Lughbur’* as “le Ffors de Loutheborg”. Likewise, “Loutheborg” does not match known medieval spellings of Loughborough, which typically appear as *Lughbur’*, *Lughburg’*, or *Lucteburc*.

When the manorial context is considered, a more plausible picture emerges. In 1320 Market Bosworth was a Harcourt manor, part of the former Grandmesnil estates. Harcourt charters from the late thirteenth and early fourteenth-century regularly feature a small circle of local knights as witnesses, including men named Robert de Fosse and Robert de Foresta, both associated with the Loughborough region. Either of these could readily lie behind the garbled “Robert le Ffors de Loutheborg, milite” of later tradition.

What remains unproven is the precise nature of the grant itself. The three modern books repeat the assertion that the lands were given (granted/grants) “for educational purposes”, but none cites a surviving charter, a diocesan licence, or a manorial record that explicitly mentions a *scola* (school), a *magister scholarum* (schoolmaster), or the teaching of boys. Until such a document is located—most likely among Harcourt estate papers, Market Bosworth manorial deeds, or diocesan records—the existence of a formally recognised school in Market Bosworth in 1320 cannot be demonstrated with certainty.

Nevertheless, the tradition is not without foundation. It almost certainly preserves the memory of a genuine early fourteenth-century grant of land in Bosworth, witnessed by a knight of Loughborough, probably Robert

de Fosse or Robert de Foresta. Given the wealth of the manor, the strength of the parish church, and the common medieval practise of combining chantry endowments with elementary or grammar teaching, it is entirely plausible that some form of schooling—perhaps informal, clerically led, and attached to the church—was already present in Bosworth at that date.

In summary, the 1320 school should be regarded not as a proven institutional foundation, but as a historically plausible possibility rooted in a real medieval grant whose details have been blurred by later transcription. Further work in the archives may yet bring the original charter to light and clarify whether that early Bosworth endowment was intended primarily for a school, a chantry, or both.

C. Reconstruction of the likely purpose of the 1320 grant

I was also interested to learn what “educational purposes” could mean in 1320.

In early fourteenth-century England, “education” was rarely a standalone civic project. Instead, it was usually embedded in:

- Parish life: a clerk or priest teaching boys to read, sing, and learn basic Latin.
- Grammar schools: often attached to a church or collegiate foundation, with a *magister scholarum* (master of the schools).
- Chantries: endowed priests saying masses for the dead, who frequently also taught local children.

So, a medieval grant “for educational purposes” would most likely have been framed in Latin not as “for a school” in the modern sense, but in terms such as:

- *pro sustentatione magistri scholarum* – for the support of the master of the schools
- *ad doctrinam puerorum* – for the instruction of boys
- *pro scola ibidem tenenda* – for a school to be maintained there.
- *ad sustentationem capellani docendi pueros* – for the support of a chaplain to teach boys.

Any of these could later be paraphrased as “for educational purposes”.

Why would a chantry and a school be easily confused?

In many market towns, the same endowment effectively did double duty:

- A chantry priest was endowed to say masses for the founder’s soul.
- That priest, being literate and resident, also taught local boys—reading, singing, and sometimes grammar.

To a later historian, this can look like either:

- “A chantry with incidental teaching”, or
- “A school with a strong religious element”.

If the Bosworth grant of c.1320 endowed a priest or clerk with land, the original purpose might have been expressed in pious terms (masses, prayers, service in the church), while the practical outcome included teaching. A twentieth-century writer, seeing a reference to a priest, a benefice, or a clerk “for the instruction of boys”, could easily summarise this as “land for educational purposes”.

Conditions in Market Bosworth around 1320 making a school possible.

Market Bosworth in the early fourteenth-century had all the ingredients for such a mixed religious-educational endowment:

- A wealthy manor under the Harcourts, heirs to the Grandmesnil estates.
- A long-established parish church (St Peter’s).
- Proximity to other centres with known grammar teaching.
- Local gentry (including Loughborough-area knights) with both the means and the motive to endow pious and educational works.

In that context, a grant of land in Bosworth, witnessed by a knight of Loughborough, to support a priest or clerk who also taught boys, is entirely plausible.

4. A plausible reconstructed wording

While we do not have the original charter, I asked my friend Co Pilot to construct a historically credible reconstruction of a charter stating its intent. What it might look like could help me with my research. Co-Pilot produced:

“...*dedimus et concessimus quendam terram in villa de Bousworth ad sustentationem cuiusdam capellani ibidem, qui divina celebrabit et pueros in grammatica instruet...*”

Which translation reads as “...we have given and granted a certain land in the villa of Bosworth for the support of a chaplain there, who shall celebrate the divine offices and instruct boys in grammar...”

A shorter, more general form might have been:

“...*pro sustentatione magistri scholarum in Bousworth...*”

“...for the support of the master of the schools in Bosworth...”

Consequently, this type of wording could later be summarised as “grants of land for educational purposes”.

So, was it a school or a chantry that existed in 1320 (or dare I suggest, even before)?

On the balance of probabilities:

- The original grant was probably framed as a religious endowment (a chaplain, clerk, or priest).
- That person likely had teaching duties, if described as a master or if boys are mentioned.
- To a medieval eye, this was a pious act with educational side-effects; to a modern eye, it looks like the germ of a school.

Therefore, the most cautious and honest conclusion is:

The 1320 Bosworth grant, if correctly dated, was probably a religious endowment (possibly a chantry or chaplaincy) that also provided for the instruction of boys. It may therefore represent the earliest phase of organised schooling in Market Bosworth, even if it did not yet constitute a “school” in the later institutional sense.

I am certain that at least one of our readers will be able to add to this debate. I am ready and willing to be corrected, as ever, and would love to get to the bottom of this question. Was there a school in Market Bosworth in 1320 or was there education taking place in 1320.



The image above is from an engraving dated 1794, the building is believed to be at least Elizabethan (C16) in construction. Sadly, not the school of 1320 but a handsome and well-constructed building nonetheless which suggests that by the 16th Century at least, education was firmly established in Market Bosworth.

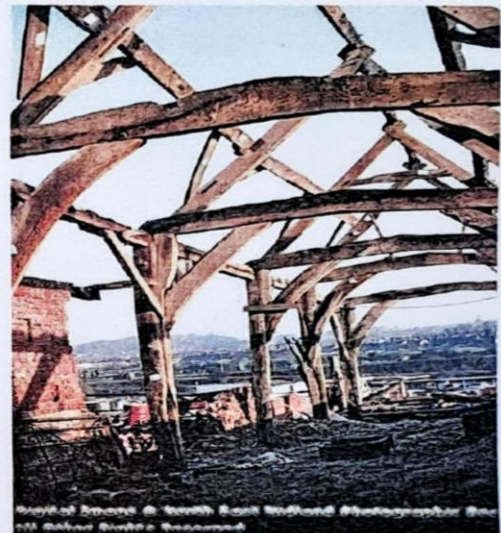
Bosworth Battlefield Heritage Centre and Country Park

Have you ever visited the Tithe Barn and enjoyed the ancient woodwork preserved within? Well, below is an explanation about the Tithe Barn Internals which originate from a Medieval barn once built in Sandiacre. It makes an interesting story. In case you did not know a tithe barn was the type of barn used across much of northern Europe during the Middle Ages to store rents and tithes. Farmers were required to give one-tenth of their produce to the established church, and these barns were typically associated with the village church or rectory. Independent farmers brought their tithes there. Village priests were exempt from paying tithes, as the system was intended to support them, although some priests operated their own farms. In some cases, former church property was later converted into village greens.

Many tithe barns were monastic in origin, used by monasteries or their granges. The term grange derives indirectly from the Latin *granarium* ('granary'). Similar barns were also found on royal domains and country estates.



The Tithe Barn internals were originally called "The Sandiacre Tithe Barn" and was a medieval barn based at Church Farm in Sandiacre, Derbyshire. In 1974 the owner applied for listed building consent to have the barn removed, because it was considered unsafe. Consent was granted but with a condition that the structural timber frame was carefully dismantled and re-erected at another location. The Barn sat at Elvaston Castle for 30 years having been dismantled by Derbyshire Archaeological Society together with Derbyshire County Council.



In early 2004 Leicestershire County Council together with Leicester Shire Economic Partnership, Waste Recycling Environment Ltd (WREN) and Derbyshire Archaeological Society raised £800,000 to re-erect the building. It was then transported from Elvaston Castle to Fenny Copse Farm in Quorn, Leicestershire and a specialist joinery firm worked alongside Building Historians to sort, grade and repair the structure using selected English Oak.



In June 2004, following designs from Leicestershire County Council Architects, Denmans Builders commenced work on the building of the main structure at the Visitor Centre. The concept was to replicate the external appearance of the traditional barn and to re-erect the Sandiacre Barn within the structure so that it stood as a unique focal point for the Tithe Barn Restaurant. The building was completed in March 2005.

The medieval aisled barn emerged in the 12th and 13th centuries, inspired by the design of royal halls, hospitals, and market halls. Earlier influences included Roman horrea and Neolithic longhouses. Well worth visiting for a cuppa and a long look at the wooden structure.

According to English Heritage, “exactly how barns in general were used in the Middle Ages is less well understood than might be expected, and the subject abounds with myths. For example, not one of England’s surviving architecturally impressive barns was a tithe barn, although such barns did exist.”

Contact Details

Please see the website www.marketbosworthsociety.com for information or email us on info@marketbosworthsociety.com or if you would like to call MBS then 07930149408. Correspondence can be sent to Market Bosworth Society, c/o 29 Warwick Lane, Market Bosworth, Leicestershire CV13 0JU.

Membership subscriptions (single £14.00 joint £21.00) can be paid by BACS/Bank Transfer using the following details. Market Bosworth Society, Virgin Money Sort Code 82-11-07 account number 00452350. Please place your surname (and the last three characters from your postal code – if permitted) in the reference section. For example, mine would be palmer0JU.

If you have any items you would like to preserve for future generations, please contact MBS, or any Committee member.

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Nigel Palmer

Chair

Answers to the quiz about Matilda of Flanders

1. B
2. C
3. B
4. C
5. B
6. C
7. B
8. C
9. C
10. B
11. B
12. B
13. C
14. B
15. B
16. C
17. B
18. B
19. C

20. C

How many words can you make from reminiscences?

13 letters

- reminiscence

10 letters

- reminisces

9 letters

- reminisce

8 letters

- niceness

7 letters

- incense
- essence
- science
- sincere
- iciness

6 letters

- scenes
- nieces
- minces
- ermine
- menses
- emcees

5 letters

- since
- scene
- niece
- mince
- cines
- sines
- reins
- risen
- resin
- siren

- rinse
- sense
- seine
- mines
- emcee
- seer
- sere
- mere
- mire

4 letters

- mine
- nice
- mice
- rice
- sire
- rise
- seen
- cine
- sine
- emir
- mien
- rein
- mere
- mire

3 letters

- see
- sin
- rim
- sir
- ice
- sec
- men
- ere

2 letters

- me
- in
- is
- re
- em
- en