

## Cotgrave Occupations – 1841 to 1911

	1841	1851	1861	1871	1881	1891	1901	1911
Farmer	16	22	18	17	12	15	15	15
Ag Worker	130	147	138	120	132	115	88	91
Vet	1	1	1	1	1	1	1	0
Cottager	13	14	18	10	15	7	3	3
Gamekeeper	2	0	1	2	2	3	2	2
Blacksmith	6	9	7	5	4	4	5	4
Wheelwright	2	4	5	3	3	3	2	1
Waggoner	0	0	11	11	6	5	20	18
Sadler	1	0	1	1	1	2	3	0
Canal	4	4	2	3	1	1	1	1
Brickmaker	1	3	1	1	3	2	0	0
Bricklayer	1	0	1	2	2	1	2	1
Coalman	3	1	2	0	0	1	1	2
Carpenter	3	9	8	5	6	6	5	2
Shoemaker	5	10	10	7	8	10	8	6
Tailor	4	3	5	4	8	5	4	2
Miller	3	3	1	1	0	0	0	0
Steam Miller	0	1 <sup>£</sup>	1	1 <sup>\$</sup>	(?) <sup>*</sup>	0	0	0
Baker	2	1	1	1	1	1	1	2
Grocer	1	4	7	7	1	2	2	2
Butcher	4	4	7	2	3	1	4	5
Publican	2	2	3	2	2	3	2	2
Brewer	0	1	1	0	0	0	0	0
Gardener	1	2	3	3	2	4	3	3
	1841	1851	1861	1871	1881	1891	1901	1911

	1841	1851	1861	1871	1881	1891	1901	1911
Engine servicer	0	1	2	0	1	0	1	1
Engine driver	0	(?) <sup>£</sup>	1	(?) <sup>§</sup>	1*	0	0	2
Plumber	0	0	0	0	0	1	1	1
Painter	0	0	0	0	0	0	0	3

NB<sup>£</sup> 1851 - John Levers – ‘Miller’ (Steam Mill Houses) – possibly an Engine Driver

NB<sup>§</sup> 1871 – James Dixon – ‘Butcher/Miller’ – possibly an Engine Driver

NB\* 1881 - Joseph Jimson - ‘Engine Driver Brickyard’ – possibly a Steam Miller

Lace	5	20	2	12	3	4	1	1
Hosiery	8	18	7	8	12	13	9	7
Dressmaker	0	18	22	13	20	14	4	5
Seamer	0	0	0	7	0	0	0	0
Fringe Maker	0	0	0	4	0	0	0	0
Charwoman	0	2	5	5	5	6	6	3
Laundress	0	0	2	4	1	0	0	3
Nurse	0	2	1	1	4	0	0	2
Maternity Nurse	0	0	0	0	0	0	0	1
Road Maker	0	2	1	2	6	2	2	3
Police	0	1	1	1	1	1	1	1
Post	0	0	1	1	0	1	1	1(Telegraph Clk)
School	3	3	4	2	4	8	8	6
Clerk	3	1	0	0	2	0	1	3
Scholar	-	152	156	191	177	170	125	130
Population	843	833	878	831	818	702	654	656

NB in 1871 there were 12 people on Parish Relief

Footnote concerning the Steam Mill and steam engines in general:

In the above Census Returns there are several references to 'Engine Cleaner', Engine Servicer' and 'Engine Driver' which tend to be confusing. In particular, one has to question what sort of engine is involved. The Steam Mill in the Cotgrave brickyard obviously depended on a steam engine which required someone to drive it (in grinding corn) and someone to clean it and service it. The only unequivocal reference occurs in the 1881 Census as: "Joseph Jimson (32) Engine Driver Brickyard" but we may reasonably assume that one or two other entries also apply to the brickyard mill. Thus, we have in 1851: "John Levers (32) Miller – living at Steam Mill Houses" and in 1861 "James Dixon (29) Master Miller – living at Gripps Steam Mill", then in 1871: "James Dixon (39) Butcher and Miller – living at The Gripps". We hear no more of the Brickyard Mill after 1881 (though the brickyard itself was still functioning in 1891) but, on the other hand, steam engines were being gradually introduced into agriculture during the nineteenth century. The steam plough, which involved a pair of engines pulling a plough backwards and forwards across a field was widely employed between about 1860 and 1920. Traction engines were also introduced from about 1860 onwards and we have one specific reference in 1911 to such a machine in the shape of: "George Howitt (30) Traction Engine Driver – living at The Gripps". Then again one has to consider the possibility that the engines referred to belonged to steam trains! The first train to arrive in Nottingham dates from about 1840 and railways round about Nottingham were developed during the 1860s. That Cotgrave dwellers might work on the railways is proved by the single reference in the 1891 Census to a Railway Porter: a young man by name John Skinnner, aged 17 and born in Cotgrave. There is also a reference in the 1901 Census to a Cotgrave-born Locomotive Engine Cleaner: Henry Henstock, aged 19. Other references are unspecific so we have to admit to a degree of ignorance but it is certainly interesting to note just how early Cotgrave men became associated with the application of steam engines in one guise or other.

**Steve Cockbill & John Orton - 2017**