Hainton and the Heneages  ♦  Fabulous Beasts

Nikolaus Pevsner  ♦  Welsh study tour

1830s Sleaford  ♦  Notes, queries, faces and places

Cow club rules  ♦  The latest books

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Lincolnshire Past & Present

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Editorial
Hainton and the Heneages
Obituary—Dr John Samuels
Four Fabulous Beasts
A View of Pevsner
Study Tour of North Wales
Notes and Queries
Faces and Places
Improvements in Skelton in the 1830s—who was responsible?
Original document—Cow Club Rules
Bookshelf

Contents

Editorial
Hainton and the Heneages
Obituary—Dr John Samuels
Four Fabulous Beasts
A View of Pevsner
Study Tour of North Wales
Notes and Queries
Faces and Places
Improvements in Skelton in the 1830s—who was responsible?
Original document—Cow Club Rules
Bookshelf

Contents

Lincolnshire Past & Present Editors: Hilary Healey, Ros Beevers
Reviews Editor: Ray Carroll — Production Editor: Ros Beevers
The deadline for contributions to the next Bulletin and the Winter issue of Lincolnshire Past & Present is 29 November, 2004. Material may be sent to the Joint Editors at Jews' Court, Lincoln LN2 1LS. Articles may also be sent on disk (Microsoft Word document) or as an email attachment to linduncolon@ hotmail.com.

Front cover illustration: Dianne and Bernie Adler with the Bishop of Lincoln after their wedding at Jews' Court in May.
Back cover illustration: Penrhyn Castle Museum: Ruston and Hornsby Class 20DL Locomotive Acorn, one of 30 built between October 1951 and September 1952. Restored to its original condition as typical of those Ruston and Hornsby locomotives, built between 1940 and 1963, that worked in the North Wales slate quarries.
EDITORIAL

The weather has been a major topic this year, yet as I write in early September there has been a slight improvement. And most of the cereal harvest is now in, albeit not of the first quality. I recently came across a modest newsletter from the Rev J. M. Corley, vicar of St Mary’s Church, Pinchbeck, dated September 1956. That year the harvest was also late. He writes: ‘Speaking of the weather reminds me of the corn harvest, which is in progress as I write. The heavy and almost continuous rain for so many weeks past has made us all anxious, not only for those whose livelihood depends directly upon a bountiful return for their labours, but also for the whole nation, whose economic well-being depends more now than for a century past on the success and prosperity of its farming.’ There is nothing new! It is very encouraging to be in receipt of a regular stream of contributions, but we would like to issue a timely reminder to anyone sending an article. Please try to find suitable, clear illustrations and to ensure there are no copyright problems with them. Readers do appreciate plenty of illustrations, or images as they are often called today. You will have no idea how much time it takes the editors trying to source or sort out relevant pictures. On occasions they have even had to go out and take new pictures themselves, which ought not to be necessary. We should congratulate Charles Rawding and Stewart Squires on the quality of their photographs in this issue; they set a very good example.

Hilary Healey, Joint Editor
Some time ago I wrote two articles providing examples of the creation of aristocratic landscapes in North Lincolnshire. This article provides a further example of similar processes and developments, this time occurring on the Hainton estate of the Heneage family.

The Heneages arrived in the Hainton area at the time of the Norman Conquest and remain large landowners to the present day. At the time of the 1873 'New Domesday' survey, Edward Heneage owned 10,764 acres largely concentrated in the parishes of Hainton, Sixhills and South Wilingham, along with a sizeable holding in Grimsby. With the exception of the Grimsby estate and South Wilingham, which was sold in 1955 to pay death duties, the estate remains in family hands, although now only covering 5,500 acres.

In keeping with the family's position in society, significant changes were made to the local landscape, most of which can still be seen today. Capability Brown was employed during the 1760s to landscape the park at Hainton. As might be expected, Brown suggested a screening belt of trees around the edge of the park combined with free-standing clumps within the park and more exotic trees close to the Hall. In addition he proposed several areas of water within the park, although it has to be said that these are nowhere near as successful as other examples of his work, since none of the current lakes are visible from the house. In 1800, Peter Atkinson rebuilt and heightened the west wing and faced the house in stucco (see figure 1).

Subsequently various major changes to the layout of the village and park were implemented during the early years of the 19th century. The original main street of the village ran in front of the Hall (see map 1). The village was then removed to a greater distance from the Hall. Sometime between...
1814 and 1824, the main street was converted into the present drive to the Hall, and the park was extended to increase the distance (both actual and social) between the Hall and the village. The approach to the Hall was curved and embankments strategically placed to prevent a direct view of the Hall from the main road. The lodge gates, erected in 1841-2, provided the final barrier between the Hall and the village. As a result, the village layout became recognisable as that of today.

During the middle years of the 19th century George Fieschi Heneage (1806-1868) invested heavily in the estate. A series of estate cottages were built by William Danby in 1836, but the bulk of the work was carried out by Edward James Willson (1787-1854) who was employed as estate architect. Willson worked at Hainton from 1833 until his death and is buried in the parish churchyard (see figure 2).

It was during this time that the distinctive architectural style of the estate was developed. These developments were contemporaneous with those at Brocklesby and can be identified readily today at both Sidhills and Hainton where Heneage property is painted bright red.

The major buildings to be constructed during this period were the "great" stables (1834-5) that still face the Hall and a Roman Catholic chapel to the east of the Hall (1836). In addition a gamekeeper's house and dog kennels (1834-6) were built just inside the park gates. As with many other villages during this period, the parish church of St Mary was reconstructed (1847-8) while the Heneage burial chapel was fully restored. The chapel itself provides another glimpse of an aristocratic presence, containing superb monuments dating back to the 16th century, including the outstanding alabaster tomb of Sir George Heneage (1595). As at Brocklesby and Tealby, the landowner also provided educational facilities for the village. The school at Hainton, again in the architectural style of the estate, was built in 1846 by George Fieschi Heneage and extended by the first Lord Heneage in 1886.

FOOTNOTES
2 Information provided by Mr James Heneage of Hainton Hall.
3 Brown's original plans are still in the possession of the family.
5 The removal of the village does not, however, appear to have been as dramatic as some instances, since the last of the tenements along the drive...
remained until the early part of the 20th century. Notes for a visit to Hainton, 6 September 1986.

6 For a more detailed discussion of the buildings designed by Wilson see LHA: notes.


8 Helen Sharpe: "For Hainton read Henage" - Lincolnshire Life, April 1978, pp22-6.

Figure 4. The distinctive architecture of the Hainton Estate.

OBITUARY Dr John Samuels

John Samuels, archaeologist, who died in July, aged 51, was well known in Lincolnshire, not only as an archaeologist but particularly from his period working as a tutor for the Extra Mural Department of Nottingham University and the WEA, for his connection with the East Midlands Group of the Council for British Archaeology and his excavations and publications on Newark and Newark Castle. In recent years he headed an archaeological contracting and consulting business, based in Nottinghamshire, but also working in this county. He will, however, probably be best remembered by SLHA members for his time in adult education. He took many local courses, including several weekends at Horncastle, jointly with Rex Russell. I worked with him on courses concerning grave stones and vernacular buildings, and both topics engendered useful original material. In the 1980s he successfully revived and published the local CBA’s East Midlands Archaeological Bulletin as East Midlands Archaeology. At the same time he formed a publishing company, the Cromwell Press, which enabled several village groups and classes to publish their work, mostly in Nottinghamshire but including the first number of Pieces of Pinchbeck. The Cromwell Press also published a WEA guide to Getting into Print and well illustrated books on local history and topography including Devonotes of Nottinghamshire by the late John Severn, and an illustrated guide to Lincolnshire. He was joint author of Archaeology in Law published by Sweet and Maxwell in 1996.

Hilary Healey
Four fabulous beasts

The De Multyne Sheep

Standing sentinel on the stairs at the Victoria and Albert Museum are the four Naworth Beasts, recently acquired and now taking pride of place guarding the entrance to the English Sculpture Gallery. They stood in the Great Hall at Naworth Castle, Cumbria, for 500 years, and were made from one oak tree, then already 450 years old.

Nobody knows quite why they were made, but they are rare survivors of a rich tradition of heraldic ornament, probably made to celebrate an event in about 1526, perhaps the English victory at Flodden Field. Commissioned by Thomas Lord Dacre, they were highly fashionable and demonstrated the wealth and power of the Dacre family.

The Naworth Beasts are reminiscent of the King's Beasts at Hampton Court, commissioned by Henry VIII in about 1530. In 1536, after they were completed, the King had a change of wife and the references to Anne Boleyn had to be changed to Jane Seymour, and Anne's leopards were quickly transformed into Jane's panthers. Henry also ordered some 'great beasts' to impress the French at the Field of the Cloth of Gold.

Each one of the Naworth Beasts represents a different ancestral family, and several of them have links with the Multynes of Lincolnshire.

The beasts appear to be a crowned salmon, a black griffin, a red bull and a white ram. They stand over six feet high, each holding a banner with the arms of their family. They were restored in 1844 after being badly damaged in a fire. They were originally black; the present colours may not be authentic heraldically. The then Earl of Carlisle was not pleased with the restoration work and it may be that the Beasts were not correctly coloured. Mr Ferguson, writing in 1879 found the heraldry a great problem and wondered if the Beasts had been given the right banners. He commented: 'the whole has been fused by plenty of gold leaf into an archaeological puzzle'.

So where does the Lincolnshire connection come in? The Mouton Beast is of course the sheep, even though there have been claims that it is an antelope, a stag, or even a unicorn. There seems no doubt that it is a ram.

The founder of the de Multyne dynasty in Lincolnshire, Thomas de Multyne, migrated to Cumberland after his purchase of two very expensive young wards from the North of England. He promptly married them to his two sons, even though the four of them were still children. The 'purchase' of young heiresses was a common practice as an investment. Guardians could draw the income from their wards' estates as well as choose their husbands.

His eldest son, Lambert, was married to Annabel de Lucy and Alan to Alice de Lucy. This was his first excursion into Cumberland. The two Lucy heiresses would inherit the Barony of Egremont and vast estates. Just to make absolutely sure of the inheritance, in 1217 he married their mother and became Lord Egremont of Cumberland. Ada de Lucy, Lady of Egremont, was the daughter of Hugh de Morville and widow of Richard de Lucy, both important Cumberland families.

The name de Multyne caused much hilarity in the north because it sounded like 'mouton' in French and 'mutton' in English. Two of the de Multyne wives preferred to retain their existing names. Ada infrequently referred to herself as de Multyne; and her daughter Alice preferred her own noble name, de Lucy, even though this coat was a play on their name—'three loxes' (the heraldic term for a fish called a pike or jack, the Latin name for a pike being Esax Lucius). It shows three fishes swimming on a red background.

The White Ram

The Mouton coat of arms has nothing to do with sheep (this may tell us about the pronunciation of the name). It is described as 'Argent, three bars gules'. As an ancient coat it is quite simple; on a silver background, it has three red stripes. It is also described as 'Barry of six, argent and gules' but these early variations of descriptions are not important. Then their 'differences' appear, only Thomas of Multyne II used the 'undifferenced'
arms, while his various descendants varied his arms by the use of labels, a baton azure (Frampton), a label of three points (Thomas of Gillesland) and variously, three gold crescents, three silver annulets or three gold or red crescents (Frampton and Kirton and Moulton churches). These labels are "in chief" on the top stripe and are all for descendants.

The de Multone seal was of a knight galloping on horseback, although the family used other devices. But memories of their jockey name may have persisted since the de Multone ram came into being as a heraldic symbol of their name. He is a manly creature, recently fleece, pure white, and carries a banner with the undiferenced coat of arms of the de Multones quartered with the Dacre lion.

The Bull
The humble sheep is easily transmogrified into a great white ram, but there is nothing humble about the next beast, the Red Bull of Dacre, and he speaks for himself proudly "dually gorged and crowned" and with a gold chain. The banner he holds is of three silver scallop shells on a silver background, the symbol of the Dacres, who were an ancient and powerful family. They ruled the north for generations and seem a dashing lot, specializing in dramatic marriages, usually with rich heiresses. One such was Margareta de Multone who was born at Mulgrave Castle in 1300. Her parents left her their sole heiress—the last of the line and very rich.

As Gillesland (part of Cumberland) was for a long time a war zone between England and Scotland, she lived in a place of safety elsewhere. She was at Warwick Castle, but even that grim fortress did not prevent the young Ralph Dacre abducting her in the middle of the night and spirited her off back to Naworth. She was 17, but did not seem to object to this treatment. She went on to have four children and the Dacre family inherited the Barony of Gillesland and the de Multone estates.

There had been great competition to marry Margareta, and when she was only seven, a marriage had been arranged with Robert de Clifford, which had "taken place" at Holfre near Appleby. A contemporary account says: "at the time Robert was lying on his bed". Was he perhaps a baby, or was he ill? But there was a pre-existing contract between Margareta's father and William Dacre, Ralph's father, so Ralph took the law into his own hands and abducted her rather than seek to set the marriage aside. She was a royal ward after her father's death, and such a piece of child heiress stealing was usually a serious matter, and punished heavily. But the young King Edward II took a merciful view and forgave him. Because of this marriage between the Dacres and the Multones, their coats of arms show the Multone red and silver stripes with the gold Dacre lion in the corner ("Barry of six, argent and gules, on a canton of the second a lion passant or")

The Salmon
Later, in 1488, Sir Thomas Dacre, following the family tradition, eloped with another heiress, Elizabeth Greystoke (or Greystock). By this marriage he acquired two baronies, Greystoke and Fitzwilliam, as well as Morpeth Castle and another house later rebuilt as Castle Howard. The Greystoke salmon—which may be a trout or a dolphin—is crowned rather oddly and holds their banner. The banner shows their arms of three rose chaplets or garlands of leaves. Another version is three garlands with four flowers at equal distances.

The Greystoke Barony of Appleby in Westmorland had other connections with the de Multones. Earlier, a de Multone heir married a Greystoke. Joan, widow of Lord Greystoke, married Anthony, Third Baron de Lucy. Their heir was Joan, a little girl of three. When Joan died in 1369 her Aunt Maud inherited and the line passed to the Umfravilles and the Percys. Her father died in 1368 whilst on a crusade, with another de Multone heir who also left no male successor to his Frampton estates. Some say the salmon is really a dolphin; two dolphins are the supporters in the Greystoke arms.
The Gryphon

Lastly, the black griffon, griffin or gryphon. This is the strangest of the beasts, a real flight of fancy that does not conform exactly with heraldic gryphon requirements! It is described heraldically as 'a hybrid with marked and distinct peculiarities, the head, claws and wings of an eagle, the body, hind legs and tail of a lion'.

Fox-Davies² goes on to say that a male griffin or gryphon has no wings but spikes on its body and distinctive gryphon ears. This gryphon is even more of a hybrid monstrosity than is usual in the world of heraldry. The gryphon certainly seems to be associated with the Dacres, although it was used as a supporter by the de Vaux family earlier and the Dacre escutcheon is on the foot.

The banner the gryphon holds is a little problem. He is supposed to represent the Dacres of Gillesland. The banner shows three gold cushions. A black dragon was used by the de Burgh family, and some say he is a dragon. The full description is 'Barry of six, argent and azure, three chapelets of roses' (blue and silver striped background with three wreaths of roses upon it).

The Gillesland estates and title were brought into the Multones' ownership through Thomas, another son of Ada and Thomas (2). He married Matilda de Vaux, whose father was Lord of Gillesland. Four generations of Thomases, until the death of Margareta in 1339, were Multones of Gillesland, who retained the name de Multone. It is little difficult to follow the heraldry on this banner. Gryphons were used as supporters by the Dacres, in particular over the entrance gates to Naworth Castle. The gryphon was also used by the de Vaux family, and it may have been carried through the de Multones to the Dacres in 1339. It is not part of the Vaux coat of arms.

The three silver cushions on a red ground is the coat of 'old' Greystoke, and also of the Earl of Moray, who does not appear to be connected. The 'new' Greystoke is the banner held by the dolphin or salmon. If the Gryphon is supposed to be Gillesland, the coat of arms of the de Multones, the Vaux and the Dacres would have been more appropriate, but it is churlish to find fault with these magnificent beasts, and to try vainly to discover what was intended in 1520. This has been puzzling the heraldry experts ever since, and can safely be left to them. Let us just enjoy the wonderful grandeur and ferocity of these fantastic creatures.

Footnotes
¹ Mr Ferguson, an antiquarian, The Heraldry of Naworth and Lancaster, read at Naworth, 27 August, 1879.
² Fox-Davies, Complete Guide to Heraldry, p222.

Conversion
almost complete

Work on turning the old Great Central Warehouse into the University of Lincoln's new library is nearly finished and it is already in use.
A VIEW OF PEVSNER
Dr Nikolaus Pevsner
1902-1983

Linda Crust

Nikolaus Bernhard Pevsner was born in Leipzig in 1902. He was a lecturer in art at Göttingen University until 1933 when, because of his Jewish ancestry, he fled to England to escape the Nazis. He soon became an expert on British architecture and in 1936 he wrote Pioneers of the Modern Movement followed by An Enquiry into Industrial Art in England in 1937. During World War II he produced the enormously ambitious Art Outline of European Architecture. In peacetime he became the art editor of Penguin Books (1949) and, in the same year he was made Slade Professor of Fine Art at Cambridge. But most people knew his name through the breathtakingly large series The Buildings of England, which was produced in 50 volumes during the years 1951-1974.

The Lincolnshire volume was first published in 1964 and was the work of Pevsner and John Harris. In 1989 a new edition was published by The Penguin Group with revisions by Nicholas Antram and others. To many of us this is a bible to guide us round the county.

More than twenty years have passed since Pevsner’s death and few people now remember him in his prime. I was therefore delighted to meet Marjorie Steenerson who was visiting England from Chicago where she has lived and taught for many years. Mrs Steenerson has vivid memories of Pevsner and I asked her to write them down for others to enjoy. She sent me the following:-

'In 1950 I enrolled in the Art History Department at Birkbeck College, University of London. I studied for the next four years with Dr Nikolaus Pevsner who was the head of the department.

He was a brilliant lecturer, enthusiastic, energetic and in the forefront of research. In each three-hour non-stop lecture he introduced us to about 100 slides, which we were expected to review and know by the next week. I joined the introductory course on Wednesdays. This schedule of six hours weekly was exciting and stimulating and I spread the information and enthusiasm to my friends and colleagues.

On some Saturdays we were treated further to a day-long field trip, exhausting for all except Dr Pevsner. The usual procedure was to travel to our destination by train and gather under the crossing tower of the cathedral at 10am. We then had one hour in which to work out the building history of the cathedral by walking around the exterior and interior, noting every detail of ground plan, elevation, materials and changes made over the centuries, including columns, windows, archways, doorways and roof. We then met again under the crossing tower to answer Dr Pevsner’s searching questions.

The first such clinical examination was of Ely Cathedral where arrangements had been made for us to climb above the nave among the rafters to study the structure at close quarters. We made similar trips to Salisbury Cathedral and the Oxford colleges, and a weekend visit to Bristol, Bath and Glastonbury. After several hours we students were generally willing but Dr Pevsner was still in top gear for the rest of the day.

On these visits he told us of his progress with various research and writing projects including the Pelican History of Art volumes and the Buildings of England series. In this series Dr Pevsner planned to make detailed studies of the chief buildings in every county in England. Some of these volumes had already been published by the early fifties and the rest were published periodically... until the whole project was complete.'

During a subsequent visit to England Mrs Steenerson and I visited some Lincolnshire buildings and whilst visiting churches I often made comments, for instance on the position of the altar or changes wrought by the Reformation or the Commonwealth.

To my surprise she told me that Pevsner was not in the least concerned with such things. His interest was purely in the structure of a church—the use of the building was not his concern. This shed light on the great man. I had, along with others, often marvelled at the sheer quantity of buildings that he visited and recorded. Mrs Steenerson's memories confirmed him as a man of huge knowledge and energy but his interest was, apparently, much more concentrated on the stones themselves rather than the stories they told.
Twenty-two members and friends took advantage of this opportunity to discover something of the industrial and transport history of north-west Caernarvonshire and Anglesey. Despite this emphasis there was plenty of opportunity for visits to castles and country houses and some very high quality scenery as well. The visit was based in Bangor, at the University of Wales. The standard of accommodation and of the food was very high and this provided for a comfortable start and end for some action-packed days.

The first of the themes was transport and, in particular, the development of the road and rail links with Holyhead in Anglesey as the premier link with Ireland. Thomas Telford engineered the Holyhead Road and his suspension bridges at Conway and over the Menai Strait opened in 1826. The principle was not new but the scale here was an innovation.

At Conway, towers to match those of the castle were built, careful design on the one hand, matched by the demolition of a section of the town's wall to take the road into the town.

The Menai Bridge, which gave its name to the adjacent town, had to meet the requirements of the Admiralty and has a main span of 579 feet with a headroom below of 100 feet. This still carries traffic but the Conway Bridge is now in the care of the National Trust and carries only pedestrians.

Before the Menai Bridge was built, ferries linked the island with the mainland and cattle were swum across. Around the base of the bridge we were able to explore the former crossing places and see what remains of them.

The railway to Holyhead followed on the heels of the road in 1850. Robert Stephenson designed his Conway Bridge and the Britannia Bridge over the Menai Strait on a revolutionary principle. This was the rectangular, cellular tube, in which ran the line of rails. At each bridge a pair of tubes were erected side by side. Conway provided a test for the higher and longer Menai Bridge. The tubes were floated out and jacked painstakingly into place. The Menai Bridge was damaged beyond repair by fire in 1970. The opportunity was taken to redesign the structure to carry a road over the top of the railway and in this form it serves today.

At Conway the Telford and Stephenson bridges are side by side together with a road bridge of 1958. This in its turn has been superseded as the main access to Anglesey by the present tunnel that passes beneath the Con-
way estuary.

Another form of transport in North Wales is the narrow gauge railway and most of the party enjoyed a half-day round trip on the Welsh Highland Narrow Gauge Railway. In 1864 the Croesor Tramway linked slate quarries on the southern flanks of Snowdon with the sea at Porthmadog. In 1877 a similar line linked quarries to the west of Snowdon with Dinas and the sea at Caernarfon. In 1923 the two lines were linked as the Welsh Highland Light Railway through the heart of Snowdonia.

The area it serves is sparsely populated and this, together with recession, brought closure in 1937. The first section of the new line opened in 1997 and now runs some 11 miles from Caernarfon to Rhyl-ddu, almost 1000 metres high from where paths can be followed up Snowdon. It is hoped that it will be extended to Bedgelert and Porthmadog in the future. There was some very fine scenery and many remnants of the slate industry to be seen on the hillsides.

It was slate that interested us at Llanberis. The National Slate Museum is housed in the former Victorian workshops, built in 1870, that once served the Dinorwig slate quarry. Here are the forges, machine shop, foundry, saw sheds and stores that kept the quarry and the railway linking it to Port Dinorwig on the Menai Strait, in business. All powered by an impressive waterwheel 15.4 metres in diameter.

The skills of the 3000 men who worked for this company are demonstrated here. Their home lives are not forgotten with the workshop manager's house as well as a row of quarrymen's cottages showing how they and their families lived.

Outside the museum is the former Vivian Quarry; which well illustrates how the line of quality slate was followed vertically, from high on the mountain down deep underground. The lower section is now a deep pool of blue water and used by sub-aqua divers. Alongside are the lower sections of a series of inclines. These enabled slate to be lowered down the steep hillsides, carried men up and down, and often carried waste slate up to the tips. Up to 90% of the slate quarried was waste, which accounts for the extensive slate tips to be seen all over Caernarvonshire.

There are other attractions here that some of the party visited. Electric Mountain is the Dinorwig Power Station constructed in 1963 inside the Elidir Dinas in Europe's largest manmade cavern. The Llanberis Lake Railway operates narrow gauge steam trains on part of the track bed of the former slate railway through the Padarn Country Park, and there was Llanberis itself to see, with the base station of the Snowdon Mountain Railway.

Copper mining was the subject of a visit to Parys Mountain, near Amlwch in Anglesey. Production from two mines here dominated the world's markets in the 1870s when several thousand men and women worked here. Copper was used, for example, to sheath the navy's wooden warships to prevent the growth of seaweed and barnacles. The mines is in mothballs at the moment, awaiting an increase of the prices of the minerals found here to make digging it an economic proposition. It has a long history and mining took place here in prehistoric times.

A bleak and open landscape with a variety of coloured rocks, this area is now often used as a film set. If a producer wants a story setting that looks like the surface of the moon, this is the location. On the top is a deep hole, known as the Great Opencast.

When inside the site it became clear that there were many remains to identify how the ore was mined. A Cornish engine was built in 1810 to pump water from the mine and, in 1878, a windmill was constructed for the same purpose. The remains of these were inspected together with the former precipitation ponds where water, having drained through the soil dissolving copper on the way, was let into ponds. Scrap iron was added and ochre was produced as a by-product.

We saw the site where women broke the ore into small pieces from which children picked out the ore fragments. These were then roasted in clamps before being taken to Amlwch Port by sea.

Before returning to Lincoln, a half day was spent at Penrhyn Castle. This was the home built in the Norman Revival style between 1820 and 1837 for George Hay Dawkins. The family fortune was based on Jamaican sugar and Penrhyn slate. Now in the care of the National Trust, the Castle has extensive grounds looking out to both the sea and the mountains. It also houses, in the former stable block, a railway museum with several important relics of the Welsh slate industry.

Lincoln was not forgotten. At Penrhyn Castle and at the National Slate Museum were examples of Ruston narrow gauge locomotives. One, at Llanberis, is an early example of an 1821 HP of 1936. It spent all its working life at the Clwydwen and Moel Tryfan quarries. Two more are in use on the Llanberis Lake Railway, albeit with bodies they did not carry when they were first built. That at Penrhyn Castle has been restored to its original condition.

On the way we were given two talks. One was an introduction to the industrial archaeology of Anglesey by Eric Lander who also guided us around the railway exhibits at Penrhyn Castle. The other, by Dafydd Gwynn, introduced us to the development of the towns of North Caernarvonshire. Anne Benwell guided us on a walking tour of the town of Menai Bridge. As well as looking at the bridges we also visited the 15th century Chapel of St Tysilio on an island in the Strait and walked along the promenade built during the First World War by Belgian refugees.

The credit for organising the whole visit goes to Ken Hollamby. We thank him for taking so much trouble to ensure a packed and interesting programme and for ensuring that the bus could squeeze through some very tight openings!
**57.1 Dicky Rainton**

Mrs Ann Pearson of Bottesford has sent this story about her late husband's grandfather. Grandfather enjoyed his ale and journeyed to Gainsborough every so often with his drinking pals. After completing rounds of the hostellers they set out to return with their horse and cart and crate of ale. At midnight they always stopped at the Laughton crossroads to drink the health of Dicky Rainton. It seems that Dicky was the last man in the area to be hanged for stealing. Mrs Pearson notes there is a large stone, now overgrown, at the spot. But who was Dicky Rainton and what did he steal? Was he the last man in the area to be hanged for stealing and why did Grandfather drink his health? After much searching to no avail, Mrs Pearson asks for help. Please let Jews' Court share your views and pass on a solution to Mrs Pearson.

57.2 Mugs of school cheer

I am just reviewing a booklet produced by the Leadenham Over-60s Club. One of the people who contributed recalls that when she first went to primary school each child was given a mug supplied by the Education Committee and in which hot chocolate was provided every day.

I wonder if these mugs have survived and whether there was an appropriate inscription on them. I still have my 1937 coronation mug and one sees examples of them quite often in antique shops. The 1935 Silver Jubilee tin (filled with chocolates!) I once had has not survived my many house moves. Do local education authorities spend (waste?) council taxpayers' money these days, on such commemorative items for children in their schools?

Ray Carroll

**57.3 One mystery solved**

A long time ago (Lincs P&P no.7, Spring 1992) I asked if anyone knew the owner of the initials CSH on a black and white illustration formerly used in a leaflet, the Local Historian, produced by one of SLHA's predecessors Joan Russell has come up with the likely answer. She thinks it was probably Charles Hayes who was a tutor at Lincoln School of Art in the 1930s. Many thanks for solving that little mystery!

Hilary Healey

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**Faces & Places**

**GEORGE FREDERICK WATTS**

2004 is the hundredth anniversary of the death of George Frederick Watts. Two exhibitions are currently showing aspects of his work. At the Watts Gallery at Compton, near Guildford, Surrey, in 'The Vision of G. F. Watts' a fine array of paintings and sketches is being shown. In Tate Britain for 'The Symbolic Paintings of G. F. Watts' other paintings have been taken from store for a belated outing.

2005 is the 100th anniversary of the placing of the statue of Tennyson behind Lincoln Cathedral's Chapter House. A new monograph on Watts will shortly appear from Yale University Press, and on Saturday, 10 September 2005, a literary day, organised by the Tennyson Society, will be held in the Wren Library at the Cathedral to mark the unveiling of the Tennyson statue. Above: Tennyson statue behind Lincoln Cathedral
JEWS' COURT WEDDING

The twenty-third of May 2004, Jewish date 3rd Sivan 5764, was a very special day for Jews' Court. A Jewish wedding is a rare event in Lincoln. For Bernie and Dianne Adler it was also a very important day when they made their vows according to the Jewish faith. Rabbi Amanda Goldberg from Hendon performed the ceremony. An honoured guest was the Bishop of Lincoln, the Right Rev John Saxbee. (See front cover picture)

Jews' Court is by tradition one of the medieval synagogues. Many Jewish visitors and Jewish groups feel certain about it. There seems to be something in the atmosphere that is convincing. There is no documentary proof either way, though there are many pointers to the possibility, one particular one being the angle of the building in Steep Hill. The street bends at No 2/3, making the building point to Jerusalem according to the Jewish historian Cecil Roth. The building has been altered so much over the centuries that it is difficult to determine the date of the structure. Much recycled stone was exposed recently when the building was refurbished. The foundations are almost certainly very old.

The last Jewish wedding in Lincoln to be documented was in 1275 when Judith, daughter of Belaset of Jews' House, was married to Aaron, son of Benjamin, in the synagogue 'adjoining'—hence the tradition for Jews' Court.

For their wedding, Dianne and Bernie stood under the Chupah (canopy). This is a free-standing structure that was decorated with flowers. The ancient symbolism of it could be traced back to the flight from Egypt. At any rate it reflects the house the couple will share for the rest of their lives. Their parents would normally stand at each side, but in this case it was 'the intermediate', a substitute parent. The couple exchanged rings and made vows. This was followed by the breaking of glass and the couple drinking from the same goblet. The rabbi offered prayers before signing the Ketubah. This document is in both Hebrew and English and is often richly decorated demonstrating the importance of such a document.*

If indeed Jews' Court was a medieval synagogue and the last recorded wedding was 1275, it may be 729 years since the last one.** It is known, however, that there were Jewish communities in the city well after 1275. They must have had services, marriages and deaths, but where would proof of these be? Whatever the truth, 23 May was a red letter day for Bernie and Dianne, for Jews' Court and the city. All members of SLHA wish the couple a long and happy married life.

*Jews' Court is not actually licensed for marriages: the couple had been legally married for a number of years already but had never had a Jewish ceremony.

** The ceremony that took place about 12 years ago at Jews' Court was a betrothal.

FENSCAPE

At Springfields, Spalding, the much heralded attraction, Fenscape, was recently opened by Prof David Bellamy, Hon President of the Fens Tourism Group. It is part of the Fens Discovery Centre, which includes educational facilities and is attached to the Tourist Information Centre, all embraced by a larger complex of new (and celebrity!) gardens and various retail outlets. The centre has different state-of-the-art displays to highlight aspects of fenland history and economy. Attractions include a 17th century courtroom scene (arguments for and against drainage), Fen Myths and Legends narrated by Jim Broadbent, a video of an old lady describing rural life, and a section on fen ailments and remedies. Natural history, farming and wildlife all have a place. On opening day there were so many people that some teething troubles occurred such as inaudible audios, but it has been extremely well done and I was particularly impressed by the giant models of mosquitoes, reeds and other plants. Unsurprisingly, as it only gives sound bytes of fenland history, it has a bias towards the better known story of the Cambridgeshire peat fens. One would have liked something on medieval reclamation in this county, and it is disappointing that the researchers apparently did not even discover enough of Lincolnshire to mention the use of mud and stud for fenland cottages. But maybe that was one of the inaudible bits! There is an admission charge, except for schools, but if you are in the area it is well worth a visit. For more information contact Spalding Tourist Information Centre on 01775 725468 or at www.visithefens.co.uk
William White’s ‘Lincolnshire’ of 1842 says of New Sleaford:

‘In 1829, and the two following years, the whole town was flagged, paved and drained, and the bridge and other thoroughfares widened, at the cost of nearly £3000...’

But over the years I have been unable to identify who was responsible for these works, how they were paid for, and who carried them out. The following notes set out some thoughts on these issues—further contributions eagerly awaited!

Taking the contractors first: William Parry of Lincoln was a specialist in paving. An involvement in Sleaford might explain how his son Thomas came to be articled to Charles Kirk in 1834—the latter having established himself in Sleaford to build the Sessions House (1829-31) at a cost of £7000. It may be that Kirk also carried out some of the improvements to the town, but at present there is no evidence to link either Charles Kirk or William Parry to the works under discussion. Or anyone else.

Turning to who organised the works, and paid for them, given that about £3000 was spent, it was no minor project. I assume that the ‘bridge’ thoroughfare was Southgate; quite what the ‘widening’ there and elsewhere involved is unclear.

We know for example that the Nine Foot River bridge was widened in 1808 and that it was another thirty years before the Victoria Inn was cut back. And clearly the buildings of a pre-1830 date that survive today were not affected by ‘widening’. Perhaps it was the footways that were widened at the expense of the carriageway.

Some idea of the drainage scheme can be obtained from the map accompanying the Ranger Report into the public health of Sleaford, 1850 (see for example Pawley’s Book of Sleaford). But some of the side sewers are post-1830, such as Nags Head Passage, Jermyn Street and Leicester Street—reflecting new housing (1840 in these cases). More interestingly Ranger shows a main sewer running into and through Old Sleaford.

Whoever organised the works had authority to interfere with the King’s Highway; and the ability to borrow
money and possibly to raise rates or charges. The candidates seem to be:

New Sleaford Vestry

The Justices

Tumpike Trusts

Marquis of Bristol as Lord of the Manor/landowner

There is, I think, no evidence of Improvement Commissioners, as at Louth in 1825, Spalding in 1853 and Gainsborough in 1769 and 1809. These places were all bigger than Sleaford but did not have corporate status. There would be an Act of Parliament in any case, and continued existence after c1830 of Improvement Commissioners.

White (1856) suggests that there had been little improvement in most Lincolnshire towns by that date—this includes Horncastle where, Olney's History of Lincolnshire Vol X suggests, there was an Improvement Act—so White may not be fully representative. Of particular interest in White is Holbeach, where a Board of Health was installed in 1850 (as happened at Sleaford) but where the town had been previously improved but no source is stated (as at Sleaford).

The sewers extended into Old Sleaford and Quarrington (Nag's Head Passage) and presumably the paving did too, in which case the responsible body had authority to act outside New Sleaford, perhaps by agreement, as local authorities usually have no powers outside their defined area.

If Tumpike Trusts were involved it would most likely have been as a joint effort with the county magistrates. This was the case with the schemes for the present A15, A153 (Tattershall), A1121 (Boston), and work on the Market Place. This clearly applied to the bridges in Southgate. Why else would the Tumpike Trusts be concerned with paving and draining the town? I understand, however, that the bridges would normally have remained the responsibility of the county magistrates.

The projects extended outside New Sleaford and were expensive. Despite this there is no evidence that either New Sleaford or Quarrington vestries were involved and I don't think they would have been financially capable. White says that the Improvement Commissioners for Spalding, established in 1853 with wide-ranging powers that included water supply and the cemetery, had borrowed £7,500 and were raising rates of about £2,000 in addition to what they raised for highways. Spalding parish had a population of 8829 in 1851. Sleaford's total population (all parishes) was 4160, with 3372 people living in New Sleaford. The main Vestry function before the reforms of 1834 had been welfare. Woodward in The Age of Reform says that expenditure on welfare was thirteen shillings and three pence per head nationally in 1818. Taking New Sleaford as it was in 1821, with a population of 2094, that would give an annual expenditure of £1400. That is a fair way from a £5000 capital spend! The population of New Sleaford was 2450 in 1831.

White says that for the county, expenditure in 1823 was about nine shillings and seven pence, making a Sleaford total of about £1200 in c1830, or somewhat less than the Woodward calculation. That leaves the Justices, and the Marquis of Bristol. In either case, I cannot see why they would want to become involved in improving Sleaford. Perhaps the Marquis might have thought to improve his property values, but none of the magistrates lived in Sleaford—nor, of course, did the Marquis.

However, the Chairman of Sleaford Magistrates (1817-1859) was Charles Chaplin, junior of Blankney. He was a Member of Parliament in 1830. Sleaford, although the County Town of Kesteven, was not a borough, and he may have wished to upgrade it, and may have persuaded his fellow justices accordingly.

Chaplin also suggests another line of enquiry—a look at the local 'movers and shakers' in about 1830 who are likely to have been involved in any major town project. Pigot's directory of 1830 gives us a choice from 'Sleaford and neighbourhood' of:

- Nobility, gentry and clergy—Gordon (Haverholme), the Rev Gunnis (Westgate), Benjamin Handley (Northgate), Henry Handley (Culverthorpe), Manners (Bloxholm),
- the Rev Newcastre (Eastgate), Whichcote (Aswarby), the Rev Yorburgh DD.
- Attorneys—Forbes & Foster (Westgate), Hare (Westgate), Charles & John Pearson (Westgate), Roberts (Westgate)
- Surgeons Bedford (Eastgate), Bissell (Market Place), Jacobson (Westgate).

Of the above, Benjamin Handley was a founder of Sleaford's bank in 1792; this financial connection may be relevant. Attorney Forbes was Clerk of the Peace for Kesteven. It would be of great value to know who was on the New Sleaford Vestry Committee in 1830.

In conclusion, it seems to me that there is no evidence to indicate who carried out the 1829-31 project. There are two main issues to consider here. Who had the will to improve the town? Who had the powers and ability to raise finance?

A further issue that may help is the question of who had the responsibility for maintenance after the project, and for additions to the sewers? And who set the standards for street widths on new developments such as that by Charles Kirk? In default of anyone else, this is presumably the Vestry or the Manor Court of the Marquis or both—until 1850. Are there records yet to be found and examined? It is all very odd! In the end I am driven to the conclusion that the Vestry was responsible for the improvement of the town—as the least improbably candidate for the project!  

FOOTNOTE Morton's Lincolnshire Almanacs (Sleaford edition) for 1931 and 1936 contain reproductions of street-by-street descriptions of Sleaford, looking at the history of buildings. These originally appeared in Fawcett's Almanacs of 1879 and 1880—but they are clearly based on much earlier information including, from the 1810s, the building of the Sessions House for example.

However, Fawcett makes no mention of the town improvements we are discussing. This possibly could be because no buildings as such were involved, or perhaps because his earlier sources did not mention the improvements.
Cow Club Rules

1. — That this club be called the Goxhill Cow Club, and to be open at the discretion of the Committee to any person residing in or within reasonable distance of Goxhill.

2. — A Secretary and Treasurer shall be annually chosen from the members of the club.

3. — That Cows and Heifers of any age may be entered, if the Committee are satisfied that they are sound and healthy, and free from disease, but calves under twelve months old will not be admitted.

4. — That each member shall pay the Entrance Fee of 2/6 for each animal entered by him into the club.

5. — That the business of the club be transacted by a Committee of five chosen by the members of the club, at an Annual Meeting held during the first week in each year. Three members to form a quorum. The President, Vice-President, Valuers, Treasurer, and Secretary shall be ex-officio members of the Committee.

6. — That the Committee shall appoint a Marker or Markers, who, on notice being given them, shall, with the Farrier and two valuers appointed for the purpose, examine each cow offered for insurance, and if they find her in a sound and healthy state, they shall value her. The Marker shall then make an entry in a book of the name, age, colour, marks, and value of the cow. Any person desirous of insuring a cow shall apply to the Secretary, who shall give notice at once to the Marker, markers, and two valuers, and they shall within four days proceed to examine, and value the cow, and report the same to the Secretary.

7. — That a cow being examined, approved, valued and entered, the owner shall within three days pay to the Secretary or Treasurer the entrance fee of 2/6 for each cow, and shall make the first payment on the declared value of the cow, and he shall make the payment according to the value on the first Tuesday of every month, in the Parish Room, between 7 and 8 p.m. No owner shall be in arrears more than two months, at the end of which time the insurance shall be considered forfeited.

8. — That no cow shall be considered insured until actually examined, approved, valued and entered, as per rule 6, and until entrance fee and first premium have been paid to either the Secretary or Treasurer; and no insurance shall be considered as paid unless the party can produce a receipt from the Secretary and Treasurer.

9. — Each member shall subscribe one penny in the pound on his cow's most recent valuation. That in the event of the club funds allowing it, the Committee shall have power to declare a bonus, calculated upon the sum total of the payments made to the club by each member insured.

10. — A register of the value, colour, marks, name, and age of each cow insured, with name of the owner, shall be kept by the Marker and Secretary.

11. — A Farrier will be provided by the club, and when a cow is taken ill notice shall be sent to the Farrier and to the Secretary; the latter shall inform the Committee. The owner shall strictly carry out the orders of the Farrier and two valuers to their satisfaction, or they must report the same to the Secretary.

12. — In the case of any cow dying, or being taken ill, so that she shall be pronounced by the Farrier and the Committee to be incurable, she shall be given up to the club and sold, and the proceeds of such sale shall be paid to the Secretary or Treasurer, and shall go the fund of the club, unless the owner shall take the responsibility upon himself, and so release the club from liability.

13. — That in the event of a cow insured dying either by accident or otherwise, and no blame in the opinion of the Committee attached to the owners, the Treasurer shall pay to such owner, within fourteen days, the valuation. That in case the club shall be short of funds, the Committee shall have power to make a levy upon the owners of all the cows insured, and any owner neglecting to pay when called upon, shall be allowed seven days, and in default of then paying such owner shall be excluded from the club, and shall forfeit his insurance.

14. — That no member shall be allowed to change his cow more than once in one year without paying a fresh entrance fee. On making each change the owner shall give notice to the Secretary, who shall proceed under rule 6 as with a newly-insured cow. Each cow insured in this club shall be valued twice in each year, during the first three weeks in January and July. The club Farrier shall act under the directions of the Committee, and shall be elected and paid by them as they may from time to time determine.

15. — Should any member's cow or heifer be taken from him by any person for debt, or removed with the intention of defrauding any creditor of his just demands, the member of the club will immediately cease to be responsible for such, and therefore all benefits will be disallowed should any loss occur.

16. — If necessary the club, on the advice of the Farrier, shall take into their hands all the cows belonging to any member that has cows insured in
the club. Should the owner object he will lose his insurance money in case they die.

17. The Treasurer shall invest all monies received on behalf of the club in the Post Office Savings Bank, and shall keep a true and accurate account of the same, and shall produce the same vouchers whenever called upon to do so by the Committee.

18. A member shall be deprived of all benefits of the club and his name shall be removed from the club books for any of the following reasons:

I. Refusing or neglecting to pay his monthly contributions.
II. Being reported by the Committee to have given any false information about an animal at the time of entering it on the club books.
III. When death is due in the opinion of the Committee to any fault, neglect, or want of care on his part.
IV. When death is caused by Milk Fever, Inflammation, Lung Complaints, or Staining of the Blood, and the Committee find he has called in no Farrier, or obtained any competent assistance.

19. That these rules shall not be altered except at an annual meeting, after due notice of such proposed alteration has been given to each member. In case anything should arise which cannot be determined by these rules, the President or Vice-President, with two members of the Committee selected by him, shall have power to decide the same, and the decision shall be final.

W. Y. GREGORY,
HON. SECRETARY.

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**Bookshelf**


Visitors to Norfolk years ago often admired the ornate signs that greeted them as they entered that county’s villages. In recent years similar signs have sprung up in the Fens of our county and, as these two booklets show, many towns and villages away from the Fens now sport such introductions to their names, history or local attractions.

The authors have issued several books on Norfolk and Suffolk signs and here, in two booklets, over seventy Lincolnshire places are dealt with, ranging from Grimsby to Fosdyke and Uffington. A black and white picture precedes a short section on the history of each place, the significant features of the sign and any local notable people. A central section shows all the signs in colour. The texts make no academic claims. They achieve what I am sure the authors intended: they are handy, pocket-sized guides to an interesting feature of the countryside and would help to enliven any journey in the county.

CHILVERS, A.H. *The Berties of Uffington*, Spiegl Press, 2003. [12], 120. [15]pp. ISBN 0902544 96 9. £14.50 pbk. (or £16.50 post from Spiegl Press, 42 Quaish Way, Ryhall Industrial Estate, Stamford PE9 1XI). This is one of those books that the Reviews Editor dreads – the author knows more about the subject than anyone the Reviews Editor can find to read it for him! That said, the only comments must be of a general nature and refer not so much in detail to the book’s content but more to how it appealed to a non-historian reader, without a degree of knowledge about some aspects of the subject.

Firstly, one should warmly welcome a book with such detail about one of the county’s most well-known families though one, which, curiously enough, has never had a whole history devoted to it. As the bibliography shows there has been nothing in the last thirty years about the family as a whole and even in previous years the greatest interest centred on Lady Charlotte (1812-1895). She achieved fame in a number of ways: she became Lady Charlotte Guest and helped to translate and prepare the Everyman edition of the Welsh traditional poem the *Mahonogion*; a later marriage into the wealthy Schreiber family allowed her to develop her collecting interests and her collections of fans and playing cards eventually passed to the British Museum. The author has had to dig deeply into a variety of archival sources and has obviously read widely, judging by his list of source material.

Charles Bertie (1640-1711) was the second son of the earl of Lindsey when he bought the estate and built Uffington House in 1688. From the tenth century the Berties had served successive rulers in the field or as diplomats achieving high honours in the peerage as well as serving in both Houses of Parliament and local government. They had as titles: the Earls of Lindsey, Dukes of Ancaster, Earls of Abingdon and by intermarriage they were related to many of the great families of England. Charles was Secretary of the Treasury and his successors achieved similarly high (and well-rewarded) offices. Their contributions to the country’s government in politics, military matters and a myriad other ways are all covered in considerable detail but not at the loss of readability.

The author only glanced on the ornamental gates at Uffington when passing in 1975 and is not a professional historian although he has a great interest in the stories behind the nation’s historic houses. He is not local either so we are the more in his debt for his tenacity and resource in conducting his research from a distance. I only had one quibble and that concerns the decision to list all the members of the family through all the generations but not to give individual page references. With so many people over more than three centuries some take a bit of finding. The printer has let the author down as well: a stronger editorial line would have removed the verbal infelicities and a number of printing errors. Additionally, the text is what matters here and the book deserves a wide readership.

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Lincolnshire Past & Present No 57 Autumn 2004 17
among all interested in the history of this county family, the county's history and the wider national historical picture.


The title says it all really. Philip Clews was a Flight Lieutenant in WW2. He had enlisted in 1942, aged 21, worked up from LAC to Navigator in a Halifax squadron based in Yorkshire. His thirty mission was to bomb Magdeburg but intercepted and, with two engines on fire, he and his crew baled out near the Dutch frontier. He was taken prisoner but set free as the Russians approached and many others walked towards Switzerland until American forces met up with them in Bavaria. This is his story written down shortly before his death last year. Although he was born in Newark the main interest here is an account of what life was like as the end of the war was in sight and as a POW in Germany.


The writer was brought up in Boston; he was appallingly treated as a child, being flung between foster homes and having his trust betrayed. His mental suffering and loneliness led to suicide attempts and time in psychiatric care. He kept a diary that he and his co-author, Joan Histon, use to provide much authentic detail. He fell for Lindsay, a house-parent, some years his senior but already married, though that did not affect his obsessive love. After discharge from care he became involved at a Mission Hall as a volunteer where he met Lesley. Later they married and had two children. Meanwhile he was pulled into attending the local church, where he found a new belief, which led to his being encouraged to study and finally qualify as a Church of England clergyman.

I was at first wary of reading such a sad story, though it has its humorous moments, but am now glad that I did.

Those who suffer nervous illnesses do not receive the sympathy they need and this book will lead readers to a greater understanding of other peoples' suffering. To quote the Bishop of Jarrow in his foreword: "This is a fascinating story; read it and never despair again!"

Marcia Edgar, Spalding


Twenty walks spread widely around the historical county are given here. As the title implies they all start off at a pub (whose history and wares are well described) though alternative starting points are provided. Full details of the walks include a wealth of historical notes on the places of interest passed and lots of nicely produced photographs enliven the text. Pocket-sized with all the maps you need; keen walkers (and strollers) are well provided for.


Strictly speaking the history of the RAF in Lincolnshire starts on 1 April, 1918. However, at the start of the First World War the Royal Naval Air Service and the Royal Flying Corps, both precursors of the RAF, had stations in the county. Flying slow and unreliable aircraft, they presented a deterrent to Zeppelins, which used the coast as a locating point and sometimes ranged widely over the county at night, occasional bombs falling on places as far afield as Humberston and Uffington. They posed little real danger but caused widespread alarm among the population. Such were the problems of reaching the right height and locating the target that few interceptions were made; only one Zeppelin was actually attacked in May 1918 by an aircraft from Killingholme. It is interesting to contrast this with similar operation in WW2 when radar made success much more likely.

Lincolnshire was never just a 'bomber county' and the changing role of defensive and offensive operations is fully explored over the whole time-span of the book. Until recently fighters were always based here and, although the ending of the cold war appears to have reduced the need to watch continental neighbours, new threats of terrorism highlight the need to maintain a force capable of shooting down a (possibly civilian) aircraft at short notice. Firefighters at Coningsby will fulfill this task.

Training at various levels was carried out from the earliest days. The reader will see that it differed widely according to needs. Much of WW2 and later, for instance, was mostly concerned with the final stages of converting crews to fly operations on the new and more complicated aircraft coming into service.

It is sobering to see the casualty rate in WW1 when almost 60% of all air force pilots killed lost their lives in training accidents. Information such as this adds valuable detail to the story. Also intriguing is new information about the various non-flying units that served here at different times. Deception operations to lure bombers from their targets, decoy sites, signals and intelligence at Digby, radar and cold-war preparations such as the government bunker at Skendleby, air-sea rescue and Maintenance units supplying the various needs of stations are all covered in the text.

The author, having been wrong before, refuses to speculate on future, noting that a new Defence Review has recently been announced, which will no doubt further reduce the size of the RAF from 2004 onwards.

If this title, first published in 1978, was the founding father of this dynasty, this new edition must be the grandchild and what a handsomely presented and well informed child it is. The important question is: does it just recycle old information? To some extent, yes it must, but the original text of Bomber County and Bomber County 2 has been comprehensively edited, deletions made and a considerable amount of new information added together with personal anecdotes and reminiscences. The bomber offensive of WW2 is covered in great detail and the post-war V-bombers' capabilities in both strategic and tactical operations are fully explored. The whole has been spliced together so well that it is impossible to see the joins.

There is a considerable number of
new photographs well distributed throughout the book and the text flows along with a lightness of touch that makes for easy, interesting reading. The publisher has wisely decided to keep all pictures in black and white (except for the cover shots). The map is poor; it should distinguish the various establishments, since not all are airfields; it has spelling mistakes (especially the title) but it is the only place where Freiston is spelt correctly. A full bibliography including cited sources would have been very useful. An excellent book which must be the definitive edition, it will appeal to anyone interested in the subject, enthusiast and layman alike, and is very good value.

Owen Northwood, Donington

HOEY, Penny. A dip into the tin box: [revealing the history of education in Kirton in Lindsey from 1577]. Kirton in Lindsey Society, 2004. 51pp. No ISBN. (Local studies no. 9). £2 pbk (postage extra from Martin Hollingsworth, 20 Grove Street, Kirton in Lindsey DN21 4BY).

Mrs Hoey became a trustee of Kirton's Exhibition Endowment Charity in 2000 (a full list of the winners and the forms of grant and other details since 1879 form appendix 2) and was led to use material stored in the village to give some account of forms of schooling there. Appendix 1 transcribes the decrees of 1577 that income from certain lands should be used for local benefit and the lands might serve for a school building. The income is still being used for good educational purposes. From such beginnings the story of the various schools in Kirton covers infancy, junior and the Free Grammar School is provided, using trustee records and other documents, including old exam papers, letters and illustrations. Those connected with the area will find much of interest here.


This familiar series now reaches the south-western area of the county. There are excellent old pictures of Stamford, Bourne and Grantham (not all the old well-known ones either) but the main attraction is the coverage of villages near those towns. Four pictures of Uffington include a fine card of the House before the disastrous fire in 1904 and also, as the text points out, the much more common photo of the house in ruins. The great houses, Cawick, Holywell, Greatford, Easton, Grimsby and among three railway pictures Morton station and the engine of the short-lived Edenham Railway (much better reproduced than in John Ruddock's book on that line) appear. Well up to the usual standard of choice of material, captions and quality production. I found one error that often crops up, the date of Mallard's steam record is 1938 (not 1937 as here).

KIRKBY cum OSGODBY LOCAL HISTORY GROUP. Kirkby cum Osgodby: the parish 2000. The Group, [2002]. 36pp. No ISBN. £4 spiral bound (or £5 by post from Alan Wilson, Corner Cottage, Mill Lane, Osgodby, Market Rasen LN8 3TB).

Here is a well presented collection of material covering the nineteenth century in this parish. Yet another (or is it two) parish(es) are the subject of historical study, making something like a hundred such village studies in the last four years or so. The longest section provides a year by year chronology and is succeeded by six pages (including coloured pie charts) of the results of the parish survey conducted in 1999; there is a good deal here to satisfy social historians and it serves as a model for similar studies in other villages.

Preceding and following these important sections are the topics usually to be found in such village histories. We can learn about farming, the various societies, the school, the churches and a very well illustrated "walk through the parish". It is all very readable and well printed with lots of pictures; many in excellent colour. A highly recommendable effort by all concerned.


The nine sections of this booklet are devoted, mostly, to some of the county's famous sons. We have pocket biographies of Matthew Flinders, Isaac Newton, John Smith (of Pocahontas fame), Bishop St. Hugh of Lincoln, Henry Winn of Fletty and one Grim ("the man who founded Grimsby"). The other chapters deal with the train crash at Grantham in 1906, the plague at Alford and the problems King Stephen had at Lincoln in 1140 and 1141; some of the latter concerns Lincoln's earlier history including the building of the cathedral by Remigius, typical of the author's somewhat discursive style. He makes no pretension to be writing academic essays and one must be wary of taking all his material as factually accurate (there is a good deal of speculation, especially in Grim's story). But for an interesting canoe through some of the county's historical byways it's a cheap and cheerful read.


Unfortunately this large and well produced book sold out almost immediately after an edition of 750 copies appeared. A reprint seems financially unlikely. A wealth of material has been collected from the families in the village and photographs and a variety of other illustration have made this a very readable account of how life has been and changed particularly during the last two centuries. If you have any interest in the area you should scour all likely places where copies might still be unsold and hold on to your copy; there's enough to have a copy already will know its value and will treasure it.


Eleven routes spread widely around the historic county are described with useful sketch maps. The rides vary in mileage from 28 to 53 and even where they venture into the Wolds can not be regarded as strenuous to the seasoned cyclist. The descriptive notes (and good pictures) are all that one needs for a good day out.

NEW TITLES


LINCOLNSHIRE OLD CHURCHES TRUST. Our first 50 years. The Trust, [2004]. 48pp. No ISBN. £5 pbk; available from the Trust's secretary, PO Box 195, Lincoln LN6 9XR; postage extra.


RYDE, Peter. Some Lincolnshire film-makers. Lincolnshire Film Archive, 2004. 48pp. ISBN 0 9547736 0 1. £4.95 pbk (£4.45 by post from Primetime, P.O. Box 140, Boston PE22 0ZP).


Fighter pilots in World War Two by Bruce Barrymore Halpenny is a reprint of his earlier book published under the title of Fight for the Sky in 1986. The publisher now is Pen & Sword Aviation (ISBN 1 84415 065 6) at £12.99 pbk. Lincolnshire airfields figure quite often here (surprise, surprise!) and if you missed out on these uplifting stories before now is the chance to remedy the deficiency.

Lincolnshire unearthed—a new periodical, first issue dated April, 2004. To encourage subscribers, this first edition is FREE. Edited by Jim Bonnor and published by Groundwork Archaeology, it would seem to be a must for anyone interested in all aspects of archaeology. Included in the first issue are articles on The Saxton House at East Firby, internationally important work at Fiskerton, a medieval hospital at Partney, work being undertaken at Danesgate in Lincoln, an examination of a house in Crowland and much more. It is well illustrated, printed on excellent paper and gives news on a variety of projects in the county, including an update on the progress with the new Museum in Lincoln. Future issues will cost £2.75 for each number or £5 for issues two and three. Send to The Manor, North Street, Digby LN4 3LY for copies mailed direct.