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Contributions to the next Bulletin and the Summer issue of Lincolnshire Past & Present are welcome as soon as possible. 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 lincolncolonia@hotmail.com
Front cover illustration: Hartsholme Country Park in the heart of Lincoln
Back cover illustration: The famous swans by the Brayford Pool in Lincoln

With a longer and colder winter than we have been used to in recent years, let us hope that by the time you read this there will have been a significant improvement in the weather. This time last year I was commenting on early signs of spring. At the time of writing this year, however (mid-March), I have seen nothing as yet to write on my BBC ‘Springwatch’ recording card. So much for spring.

A new year brings new anniversaries, and as always we hope that readers will not only be bringing Lincolnshire anniversaries to our attention but will actually be writing about them for us.

Over to you.

In Lincolnshire Life’s recent March issue our former President, David Robinson, reminds us of the recent BBC 2 programme ‘Balderdash and Piffle’ and references to the term ‘Yellowbelly’. He goes through many of the interpretations and suggests explanations of the word, but of course the real purpose is to find the earliest references to the expression. I am not trying to steal his thunder but encouraging readers to see if they know anything that would add to the discussion. Before you all write in with the old favourites let me remind you that a list of eighteen definitions, that used to be on a sheet available from Lincoln Central Reference Library, was given in Lincolnshire P&P no. 43 (Spring 2001).

Following a train of thought from one of the Yellowbelly suggestions, the colour of skin acquired by a sufferer from fèn ague or malaria, I have been puzzled lately by one or two people pronouncing ague to rhyme with vague. Surely not, isn’t it two separate syllables, closer (in vowel sound at least) to Mayhew? Answers, please...

We have a good mixed bag this quarter—everything from Roman roads to oral history, with items from all parts of the county and even beyond. Please keep the articles and queries coming in, and help us to solve readers’ problems as well.

Hilary Healey, Joint Editor

Erratum:

‘A Lord of Extreme Authority and Goodness’ - the villages of Braceby and Ropsey and their connection to Corpus Christi College, Oxford (LP&P 61 page 6 Fig 4).

In the above article by Marion Ellis the same illustration mistakenly appeared twice instead of the illustration opposite, which should have been displayed for Fig 4.

Please accept our apologies for this printing error, Marion—we do appreciate good articles with a high pictorial content. Sorry about the space where this should have been in LP&P 62 as well! Third time lucky?

College Farm, Braceby from 1825
Survey, CCCO Da 8/1
WILLIAM WATKINS' HOUSE
and the
LINCOLN REGISTER OF PLANS
AND BUILDINGS

The Lincoln Register of Plans of Buildings was started in 1866 when the city became an Urban Sanitary Authority. This Register and the plans themselves survive at City Hall to at least 1930, with some wear and tear, and some gaps, especially the whole of 1880. They record building (and later planning) applications in a surprising amount of detail. By reference to one example, this article demonstrates some of the potentialities the Register has for historical research...

...explains Dennis Mills

In my recent publication The People of the Steep Hill area of Lincoln about 1900 I boldly stated (p24 and fig 6) that William Watkins built no. 61 Steep Hill in 1868 and lived in it himself. Watkins was an architect of distinction, his well-known Lincoln buildings including the Midland Bank on the corner of High Street and Guildhall Street, the former Girls' High School on Lindum Road (now part of the University of Lincoln), and the Constitutional Club on the corner of Broadgate and Silver Street, to name only three surviving examples.

In 1901-02 he also remarkably persuaded the City Council to pay for the restoration of the half-timbered building on the High Bridge, when to knock it down and build again would have been a much cheaper solution. He was mayor of the city in 1888-89 and a conspicuous member of the 'sanitary party', campaigning for better sanitation and a better water supply.

Fig. 1 Front elevation from the building application described in the text. The small lettering says 'floor line' in both cases.

Courtesy of City of Lincoln Council (Heritage Services)
1875 Watkins built Leyland House in The Grove, off Nettleham Road, for his own occupation. But where did he live from 1867 (when he got married) to 1875? In 1990 the Lincoln College of Art and Design published a booklet entitled The Victorian façade: W. Watkins and Son, architects, Lincoln, 1859-1918. On pages 10 and 38 it was suggested that Watkins built and lived in the house on Steep Hill with the initials WW and the date 1868 carved over the door (fig. 4). I had no reason to doubt the truth of this statement until John Herridge (Heritage Officer) spotted the error in my booklet. In recent years he has been creating a database at City Hall from the Register. I knew about this and should have checked with him the entry for 61 Steep Hill, built very soon after the ledger was started. The identification reads as follows:

Owner: William Vickers
Description: House
Situation: Steep Hill
Architect or builder: James Whitton
Date of receipt: 31 July 1867
Date of approval: 6 August 1867
James Whitton is listed as ‘architect’s clerk’ at 27 Monks Road in Akrill’s 1863 Lincoln City directory; and as ‘architect and surveyor, 22 Silver Street’ in White’s Lincolnshire (county) directory of 1872; therefore, he was not the builder. Equally Watkins was not the architect! Although a house number does not appear in the application, the circumstances point to this being related to the property that became no. 61.

Readers may or may not agree on whether there is a match between the elevation submitted (fig. 1) and the present appearance of the house (fig. 3), depending on their views about the extent to which the developers have generally stuck to the plans submitted with the application! However, the block (site) plan (fig. 2) puts the identification beyond doubt. What a coincidence! The initials WV appear on the house in monogram form, but the observer is easily convinced that they are really WW if this interpretation has already been suggested. If Watkins did not live at no. 61, where did he live? John Herridge and myself found an answer by laboriously working through the directory entries for the addresses on the east side of Steep Hill between the corner of Well Lane and Danes Terrace (or Bull Ring Terrace—fig. 6).

A careful study of Akrill’s Lincoln City Directories of 1857, 1863, 1867 and 1877, White’s Lincolnshire Directory of 1872 and the 1871 census enumerator’s book was carried out in association with D. R. Mills and R. C. Wheeler (eds.) Historic Town Plans of Lincoln, 1610-1920 (Lincoln, 2004). Our study revealed a large number of small but tricky changes to the properties and to their numbering, from which St Cuthbert’s Lodge (figs 5, 6 and 7) finished up without a number.

Using the modern addresses, William Vickers was living at St Cuthbert’s Lodge in 1857 and 1863, but William Watkins was occupying it in 1867 (the year he married), 1871 and 1872 and probably renting it from Vickers (see caption to fig 2). St Cuthbert’s and no. 61 are next door to each other. The former stands back from the building line that follows the pavement down Steep Hill. To the right, below its

Fig. 2 ‘Block plan’ from 1867 building application, nb, north to the left. The heavy colouring (red on the original) indicates the site of no. 61, for which the application is being made. William Vickers is shown as also owning no. 60, the four cottages nos. 62-65 built about 1860, the garden at their rear, and probably St Cuthbert’s Lodge, which was behind no. 60. Compare with Fig. 6.

Courtesy of City of Lincoln Council (Heritage Services)
brickwork seen today.

Returning to the Register, the entry for no. 61 Steep Hill gives a considerable amount of information on the mauve-coloured, completed form, such as building materials proposed, the estimated cost of the work (£180), the supposed rental (£14 p.a.), the extreme height of walls from the footpath (21 feet—this was probably a matter relating to ‘light’), and proposed water supply and sanitation. The coloured drawings include the following range: block plan (site plan), front and back elevations, section on a line A-B (front to back in the middle of the house), and cellar, ground (floor) and chamber plans.

Taken together with Historic Town Plans, the censuses and directories, the Register and asso-

entry, is no. 61, the house dated 1868. Here William Vickers was living in 1871 and 1872, having been away from the street for a time around 1867.

The 1871 census affords a detailed view of the Watkins household, which included William (aged 35), his wife Kate (29), and three little boys, Devereux (3), William (1) and Henry (four months), plus Harriet Laurence, house maid (19), and Fanny Nicholls, nurse maid (17). This household of above average size would have had plenty of space in St Cuthbert’s, even allowing a studio for WW, if the house already had its present four storeys.

The 1871 census listed William Vickers as a ‘retired builder’, with his wife, unmarried daughter and a grandson. The 1872 directory lists him as Mr William Vickers, the title carrying some social standing, reflecting the fact that the plan (fig 2) reveals him as a substantial property owner and developer. No. 61 is a much smaller house than St Cuthbert’s, which is also not without a distinctive style (figs 6 and 7). Vickers may, therefore, have felt that no. 61 should ‘make a statement’ to offset this relative smallness, and to reflect his social standing and successful career as a builder. This may account for the change from the plain appearance of the front elevation in the application to the striking display of polychromatic associated plans are a powerful tool for the analysis of the city’s development.

Readers may be interested to know of research carried out by Janet Dunleavy in Worcester and Gloucester using similar records, and reported in Suburban residential development 1880-1939.
Fig. 5 Selected entries from directories and 1871 census enumerator’s book

<table>
<thead>
<tr>
<th>Modern addresses</th>
<th>1867 Akrill’s Directory</th>
<th>1871 CEB (census return)</th>
<th>1872 White’s Directory</th>
<th>1877 Akrill’s Directory</th>
</tr>
</thead>
<tbody>
<tr>
<td>60, St Hilda’s Lodge</td>
<td>59, Geo. Peck (built 1851-67)</td>
<td>George Peck, gardener</td>
<td>59, George Peck, journeyman gardener</td>
<td>60, Henry Smith, house decorator</td>
</tr>
<tr>
<td>St Cuthbert’s Lodge, no number</td>
<td>St Cuthbert’s, Wm. Watkins (built 1842-51)</td>
<td>William Watkins, architect and surveyor</td>
<td>60, Wm Watkins, architect</td>
<td>Saint Cuthbert’s, Goodall and Scott, physicians, (no number)</td>
</tr>
<tr>
<td>61 (shop) and 61a (house)</td>
<td>(No entry—not yet built)</td>
<td>William Vickers, retired builder</td>
<td>61, Mr William Vickers</td>
<td>61, Ann Vickers, widow of Wm. Vickers</td>
</tr>
</tbody>
</table>

polite or vernacular architecture’. Local Historian, 32 (2002), 178-95. Readers may also like to avail themselves of the material in the Lincoln Register and plans. Heritage services at City Hall are able to respond to enquiries relating to specific addresses, where information is available: 01522 873478 or email: heritage@lincoln.ac.uk

Fig. 6 From J. S. Padley’s map of Lincoln, 1868. On the corner of Well Lane and Steep Hill was no. 57, followed downhill by no. 58, the Recruiting Sergeant’s PH as indicated by the darker shading, and nos. 59-60. No. 60 was built in the front garden of St Cuthbert’s Lodge, which stands behind the other houses. To the south of no. 60 was the entry to St Cuthbert’s, followed by nos. 61, 62-65. Nos. 62-65 occupied part of the former burial ground, the rest of which separated St Cuthbert’s from Bull Ring Terrace.
SOUTH WALES 1 - 4 July 2005

The trip to South Wales by FLARE and SLHA was a great success and much enjoyed by all, despite the first two days’ mist and drizzle, which started on our arrival at Tintern. Here, two options were to visit the Abbey, using an audio guide, or go to the site of a wire making works with Ken Hollamby. Then on to Chepstow where we were free to explore the Wye Bridge, town centre, Priory Church, museum or castle, as each preferred. We just had time to find our rooms in the University of Wales, Caerleon, before the usual excellent dinner, then an enthralling evening talk by John Rodgers, director of the World Heritage site at Blaenafon, which some were to visit next day.

Here we had a trip down the Big Pit with an amiable and informative miner, before exploring the winding gear, pit head baths and other interesting exhibits above ground. Our coach driver, Bob, was a former miner and rated this highly. It was the highlight of his tour. Our packed lunch was mostly eaten ‘on the hoof’ as we had a rendezvous to be conducted round the cottages, blast furnaces and lift of the steel works across the valley. John Rodgers joined us again to take us round Blaenafon town, but we saw little more than the book shops, and still less when he took us up on the misty moor to see the tramways, open cast and bell pits! So we returned to the Big Pit for the last hour.

The rest of the party visited the Roman sites at Caerleon in the morning and Caerwent in the afternoon, with Richard Brewer, Keeper of Archaeology and Numismatics of the National Museums and Galleries of Wales.

That evening we had another stimulating slide show on the many medieval castles of South Wales by John Kenyon, Librarian of the National Museums and Galleries of Wales.

On Sunday we visited first the fairytale Castell Coch, a 14th century ruin that was restored and refurbished in the 19th century by William Burgess in collaboration with the wealthy Lord Bute. The elaborate Gothic decoration and great quality furnishings added much to the interest and pleasure of the visit.

Then on to the open-air Museum and Galleries of Welsh Life at St Fagans. The many different buildings re-erected there were all appropriately furnished and well kept, including the gardens. A real joy in ideal weather.

We had time for a detour round Cardiff harbour on the return to Caerleon. Our final visit before departing next morning was to Raglan Castle, where we were shown around by John Kenyon, author of the excellent Cadw guidebook. He fascinated us with difficulties of interpreting the architecture after so much rebuilding and changes of use over the years.

Ken Hollamby organised a full and varied programme, greatly enhanced by the high quality of the guides. Rodney Callow’s organisation was equally good and we all appreciated the excellent catering and student accommodation. Even the rain of the last night stopped until we were leaving Raglan on the coach, underlining our good fortune.
Brocklesby Park Racecourse

In 1938 Brocklesby Park Racecourse was used for the last time. Race meetings had been held here for many years, but competition from Market Rasen racecourse, in a town with a convenient railway station, appears to have been the reason for the closure of Brocklesby Park.

The information for this article comes from one photograph in my collection, together with a study of the 1905 1:2500 Ordnance Survey map.

The course was about 1.75 miles long. It was in the fields at Brocklesby to the north-east of the road to Keelby. The finishing straight was the only fenced section and along side this within a fenced enclosure, a grandstand was built together with a small pavilion.

From here most of the circular course was visible. The OS map does not delineate the route but does show in the field boundaries the jumps and gaps the riders would negotiate, which enables a route to be determined. Steeplechase meetings were regularly held here. The last National Hunt meeting was in 1936.

The photograph was taken in the early 1900s. It is believed to show a cycle club rally at the racecourse although only a few cycles can be seen. Everyone is very well turned out and all are wearing hats. The grass is given over to men and boys with the only ladies watching from the balcony.

In the background is an elegant building. We can only see the front elevation, but this appears to be of timber with a slate roof. The sign to the right end of the balcony reads ‘For ?? Members and Families Only’. Is this building the grandstand or the pavilion? On the OS map the grandstand appears to be open topped with raking seats. These would normally be at the first floor level. A very small roofed element can be seen in the southern corner as well as at the rear. I suspect the former is the top of the stairs.

If the photograph is not of the grandstand, is it of the pavilion? It looks like a pavilion and the OS map shows this with an open front. The width of this building and that on the map, however, is not the same. The map shows a building with a 20-foot frontage whereas this must be about 40 feet long if the front gable is in the centre.

Was the pavilion widened or rebuilt before or after the OS Surveyors’ visit? One further piece of evidence is that if this was the grandstand we should be able to see the pavilion to its left.

During the Second World War the buildings were demolished and no trace of them, or the course, can be seen from the road today.

Stuart Squires
For several years I have cherished the thought of John Staples, a tailor who came from Harmston with his wife Elizabeth and family on 24 January 1750 to settle in Potterhanworth. There they baptised a son, Thomas, in September 1754, but neither John nor Elizabeth were buried at Potterhanworth.

John also brought to the village, with his settlement certificate, firm evidence of his philosophy and, as it turned out, his education. Stood to his certificate, and sewn across (but not through to the certificate) with large tacking stitches as befitted the trade—is a large piece of rough paper. On the reverse side of this random words can be made out, the clearest of which is a curlicued 'London'. On the face of the piece of paper the following words are written in ink:

'John Staples his book 1749 50
God gave him Grace on it to look, and not to look but understand, that lamarin is better than ows and land, when ows and land is Goone and spent, lamarin is most excellent.'

Although not sure to what 'it' referred, I thought this to be good evidence of a thinking, far-seeing man and wondered what experiences had led him to formulate and to write down this idea. The spelling was obviously his own and reflects Lincolnshire dialect with its two-syllable 'go-one' and the open sounds of 'ous' and of 'lamin'—with its typically dropped 'g' at the end! Very recently serendipity revealed that this is in fact a quotation from the poem 'Theaste' by Samuel Foote, 1720-1777, which John must have memorised.

Samuel Foote was the poet who wrote nonsense verse about, among other things, 'The great Panjandrum himself' and how 'they all fell to playing catch as catch can, until the gunpowder ran out at the heels of their boots' and 'he died, and she very improvidently married the barber.'

A tailor's shop, like a saddler's, was always the place for talk and discussion (gossip!) for men folk, and in John's shop it seems there would be philosophy, politics and humour as well as homilies.

1. Lincolnshire Archives ref. Potterhanworth 1/13/12.

THE TUBULAR BELLS AT ST JOHN'S CHURCH, WESTON HILLS

The Church of St John the Evangelist was consecrated by the Lord Bishop of Lincoln on 9 November 1888. At that time it had no tower but in 1896 a tower with two floors was built, crowned by a small octagonal top section.

The tower houses a set of eight tubular bells, built and installed in 1897 by the firm of Harrington, Latham and Company, of The Butts, Coventry, at a cost of £237. They were installed to commemorate Queen Victoria's Diamond Jubilee.

The tubular bells are set in a frame on the tower’s top floor, and are struck by hammers operated by ropes that pass through the floor to a playing frame in the room below. All eight tubes are 23/4 inches in diameter and vary from 50 inches to 74 inches in length.

There are 653 churches within the Diocese of Lincoln. Some have no bells, or just a few, whilst others have sets of 12, such as St Lawrence, Surfleet. Others have more, for example Boston Stump and Lincoln Cathedral.

There are thought to be only eight churches in the Diocese that have tubular bells. They are St John Weston Hills, St Peter Cleethorpes, All Saints Dunshby, St Laurence Revesby, St Matthew Skegness, All Saints West Ashby, St Peter Woodhall Spa and St Peter Humberston.

The passing of the decades and the lack of maintenance resulted in the tubular bells at St John's becoming unplayable and they had not been serviceable in recent memory. However, in July 2003 a restoration was undertaken by Ron Noon of Spalding, assisted by Ted Crampton, to bring them back to a playable condition again.

This included a cleaning and lubrication of the operating mechanism, the refurbishing of the wooden hammer heads that strike the tubular bells, and the fitting of eight short and eight long bell ropes. The bells can once more sing out as they did over 100 years ago.

In 1891 a pipe organ suitable for the size of the church and congregation was installed by Pinchbeck organ builder, Nicholas Pitts, Harrington, Latham & Co patented their tubular bells in 1864 and manufactured large numbers for installation in the UK and abroad, particularly where finance and space were limited. They were particularly busy when commemorations for royal anniversaries and Boer War and Great War memorials were being undertaken. There were many secular installations such as civic buildings and country estates. During the 1920s, business declined and the firm went out of existence in about 1930.
63.1 Bracebridge Heath Hospital Cemetery

Does anyone have details, preferably with photographs, of the cemetery on the former St John’s Hospital site at Bracebridge Heath? There is local concern that this part of the site should be preserved and not ‘developed’ insensitively as part of the new residential area.

Terry Lamymon, Bracebridge Heath

63.2 Caistor Old Fire Station

Caistor Society and Caistor Town Council are investigating the possibility of renovating the SMALL OLD FIRE STATION (size of a medium garage) into a ‘small museum’ with an illuminated frontage for the benefit of local people and visitors to Caistor.

It is thought that the first Caistor Fire Station (Old Fire Station) was built in 1896 and was in use till 1911 when it was replaced by the use of the stables of the former George Hotel.

The Old Fire Station building is built into the side of the hill below Caistor Primary School and on the edge of the end of Horsemarket and the beginning of Nettleton Road.

Caistor Society are:
1. trying to establish all the historical facts
2. locate the whereabouts of the original fire engine, if it is still in existence.

The committee of Caistor Society would appreciate:
- further knowledge of the Old Fire Station
- the possible whereabouts of the original small fire engine and
- the type of fire engine that may have been used

Stuart Fraser, Hon Sec, Caistor Society

63.3 Dicky Rainton

I have information for Mrs Ann Pearson of Bottesford regarding one Dicky Rainton featured on page 12 of Lincolnshire Past & Present No 57 Autumn 2004.

I suggest that the miscreant Dicky Rainton could be Dicky Rainforth, a fellmonger who made his living on Scotton Common (now part of Laughton Forest) by killing diseased livestock and selling their skins. The Rainfords lived in Scotton and East Ferry in the late 18th century. Not a great deal is known about them other than that, when trade was bad, Dicky Rainforth resorted to highway robbery and poisoning cattle to boost his flagging business.

Eventually his scheme was rumbled by local farmers, but he cheated the judicial hangman by fleeing to a barn in East Ferry where he hanged himself. Incidentally the farmer who owned the barn kept the hanging rope as a grisly souvenir, but it was later thrown away by his granddaughter who considered keeping it to be in bad taste. Rainforth, having committed the crime of felo de se (suicide) was buried in a non-consecrated grave in Laughton Forest, marked by a slab, between two fir trees. A local legend said that if you stand on the fellmonger’s grave at midnight the ground beneath your feet will start to shake.

There is a distinct possibility that the Dicky Rainton hanged at Laughton and Dicky Rainforth buried in Laughton Forest are one and the same man, so it is more than likely that Mr Pearson’s grandfather and his companions would have known all about Dicky Rainforth.

Sean McNeaney

Erratum

In the edition no. 45 of Autumn 2001, I wrote a piece about John Harrison. I now find that I confused longitude Harrison with a relative, probably his son. The article should be disregarded. Many apologies.

Geoffrey Bryant
63.4 Carillon playing

The South Holland Centre carillon is the only one of its kind playable in England. Although common in the USA and on the continent, there are now few playable carillons in Great Britain. As a memorial to the local dead of World War I, the 23 bells of the Spalding carillon were ordered in 1923, but were put into storage until a decade later, when they were installed on the roof of the Corn Exchange. Unfortunately, the installation was unsatisfactory and they fell silent until the demolition of the Corn Exchange and the building of the South Holland Centre in 1972. On the rebuilding of the Centre in 1998 the carillon was restored and is now played regularly by local organist and music teacher Jayne Wilds, who can be contacted on 01775 713364.

Obituary

MAURICE BERESFORD
6 February 1920
- 5 December 2005

Professor Maurice Beresford will be best remembered for his extensive work on deserted Medieval villages, and especially for the many years of excavation and study of the village of Wharram Percy in Yorkshire, together with the late John Hurst.

He was created the first Professor of Economic History at Leeds, where he remained from 1959 to 1985. He introduced the country to deserted Medieval villages and his best known works are *The Lost Villages of England* (1954), *Medieval England: An Aerial Survey* (1938), with J. K. St Joseph, and *Deserted Medieval Villages* (1971) with John Hurst.

Older SLHA members will recall one of the famous summer schools, held jointly with the Yorks West Riding (or was it East Riding?) Local History Society at Cottingham, near Hull, where we assisted in his research by getting to grips with transcribing medieval documents relating to Lincolnshire villages, especially in the Wolds. I still have some lists from hearth tax returns. It was a great introduction to medieval documents. We went on excursions to sites, including Wharram Percy, and I have also a vivid recollection of an occasion when Miss Murray was last to get on the coach and Maurice broke into song with ‘This is Flora’s Holi-

day’. I should make clear that Flora was certainly not late but making sure everyone else was in place!

The picture shows Maurice Beresford at a summer school in 1958. We stopped on the moors to admire the view and were immediately surrounded by sheep who tried to board the coach!

*Hilary Healey*
Oral History Project

The recording of wartime memories of civilians in Lincolnshire is progressing steadily. Organised by the local history committee of the Society for Lincolnshire History and Archaeology, the project has involved local history groups—and one family history group—throughout the old county, from Scunthorpe to South Witham, Waddington to Willoughby.

Two mini-disc recorders, purchased with a grant from the County Council, have been used and have given recordings of excellent quality, but more recordings—done on these or on tape recorders—would be most welcome.

Transcriptions have been made and about 60 of the most salient episodes chosen for a book, which will be published by the Society next year. Groups who have exhausted wartime memories are moving on to ‘schooldays’.

Lincolnshire County Council’s ‘Community Grid for Learning’ now gives extracts from some of our recordings with pictures as well as sound—very big files to download unless you are on broadband—but available to view on computers in all LCC libraries.

We have received great cooperation from the County Council who have given us lists of all their earlier recordings held at libraries and museums throughout the county. Unfortunately, the recordings of the earlier (not the recent) community play have not been found—yet! Two Grundig reel-to-reel, ancient (1960s!) but working, have been offered for very old tapes.

Our president, Catherine Wilson, is closely involved and suggests that anyone, or any group, thinking of getting their own equipment, can seek advice from Colin Hyde of the East Midland Oral History Scheme on 0116 252 5065.

Our recent half-day conference concluded with a talk by Catherine on how to reduce the rate of deterioration of our own historical treasures and ‘ephemeral artefacts’—the very thought of Blu-tack being used on photographs had her almost jumping up and down in horror!

She gave us the addresses of two firms that supply (at a price, but how else can we care for priceless things?) safe polythene envelopes for storing old photographs, acid-free tissue paper for wrapping books and maps, and acid-free files, both box and spring back. Catalogues are available from: Arrowfile, PO Box 88, Southampton, SO14 0ZA and Preservation Equipment Ltd, Vinees Road, Diss, Norfolk, IP22 4HQ.

The conference ended with lunch, which we ate to the accompaniment of a recording of ‘How not to Start’ from Bill Leaper of Waddington, which made us all laugh out loud.

We went home determined to get on with recording ‘Memories of Schooldays—Old and New’ and quietly rejoicing at a good morning well spent.

Preventive Conservation

Do:
- try to keep items in the coolest room in the house
- keep curtains closed when rooms are not in use
- dust items with a soft brush—not feather or yellow dusters
- keep important family documents in acid-free envelopes or sleeves
- identify family photos in pencil on the back
- use cotton gloves when handling delicate objects
- use special cleaning cloth or dip for cleaning silver
- store paper and textiles flat in an acid-free cover
- for large textiles—roll onto cardboard roll, or pack folds with acid-free paper
- protect all items from dust and dirt, but avoid polythene bags
- keep handling to a minimum, particularly textiles.

Don’t:
- hang important pictures/photos over radiators or opposite windows
- stand wooden/inlaid furniture next to radiators
- use sticky tape or other self-adhesive material on anything—ever—Blu-tack is just as bad
- store things in attics or basements or outside, unless they are very robust
- use wadding or cream for cleaning silver
- clean anything unless absolutely necessary
- ever clean coins or medals
- wash or dry-clean costumes or textiles without specialist advice
- repair ceramics with araldite or superglue—UHU is acceptable for non-valuable items

IF IN DOUBT DO NOTHING BUT CONSULT A CONSERVATOR!

THE PRESIDENT’S ADVICE!
LOSING THE WAY

Prehistoric track ways and Roman roads on the North Lincolnshire Wolds

A now lost road ran from the Humber Shore at Poor Farm in Barton parish in a south-easterly direction past Yarborough Camp. It was part of the Roman road long known as High Street. It would appear to have gone out of use at some time in the 19th century, though it is still used today as the boundary of numerous parishes as well as a footpath and bridleway...

...writes GEOFFREY BRYANT

There seems to be some confusion regarding the track ways and roads that formerly ran south-north along that part of the Lincolnshire Wolds north of the Barnethy-Kirmington Gap.

The most westerly of the roads (the B1204 Wolds Low Road on Fig 1) ran, and still runs, along the foot of the Wolds escarpment and connects all the spring-line villages from Worlaby in the south, through Bonby, Saxby-All-Saints, and Horkstow to South Ferriby alongside the Humber.

To the south of Worlaby the modern B1204 swerves west though the line of the original road is retained as a footpath, which eventually joins the B1206 in the northern corner of the Elsham Hall property before moving into Elsham village.

Fig. 1 Prehistoric track ways and Roman roads in North Lincolnshire
what became the turnpike road—A1084.

Except for a break in Horkstow and South Feriby parishes it is still serviceable to motor vehicles. Jeffrey May described this road—'known today as High Street'—as 'probably prehistoric' (May, 1976, 179 c.f. his Fig 90).

The road terminated at the major Late Iron Age site on the Feriby foreshore (May, 1984, 21-22) which May compared 'in character and importance with [two other major Iron Age sites at] Ancaster and Old Sleaford' (May, 1976, 179).

Today, and since the middle of the 17th century (Cameron 1991, 111), this road is known as Middlegate Lane. It is less easy to justify economically as it does not run through any settlement sites though its terminus at Iron Age South Feriby might again suggest its prehistoric origin.

Of great significance, however, is its name, 'middle', presumably indicating that when it was named there were roads running alongside to west and east, and 'gate' (Old Norse gata) suggests that it was in use in the 10th-11th centuries, if not earlier.

South of Elsham the road continues along to Barnby and then through another string of spring-line villages, some now deserted—Bigby, Somerby, Searby, Owmbry, Grasby, Clixby and Fonaby—before arriving at Caistor. The road is now somewhat discontinuous between Bigby and Clixby and vehicles travel along the A1084, which runs along the crest of the Wolds scarp. Along its whole length this road makes complete economic sense.

With few exceptions, finds of Roman and/or prehistoric date have been made in all these parishes, and bearing in mind their most suitable location for settlements it would seem most likely that this road—originally no doubt a trackway—has been in existence from prehistoric times.

Certainly Scandinavian settlers appear to have appreciated the value of the settlements as the prevalence of by place name suffixes demonstrates. Only Horkstow and Elsham retain Anglo-Saxon place names.

To the east another road runs along the western crest of the Wolds from South Feriby to Melton Ross and, after crossing the Barnby-Kirmington Gap, follows the line of...
west of the Poor Farm buildings. Field walking and a trial excavation in 1970 revealed large quantities of Roman pottery and small finds associated with the stone footings of at least one substantial Roman building (Lincolnshire History & Archaeology, vol. 7, 1972, 7).

Loughlin and Miller (1979, 186) located the site at the 'end of a prehistoric/Roman track way along the Wolds' but did not show it as such on their Map 6. The site, at a point where the Wolds reach right down to the Humber foreshore, would have been a suitable location for a ferry connecting the area south of the river (but east of the Ancholme) with Brough (Roman Petuaria) or some other suitable landing place on the north bank. The site is also a most suitable anchorage for vessels travelling up and down the Humber. Here is the first point along the south bank of the river where solid ground and water coincide—anyone attempting to land further to the east would usually have had to cross an area of wet marshland before reaching dry ground. This road makes no economic sense, for along its whole length from the Humber Bank to an unknown point south of Horncastle it passes through or near only two settlements—Caistor and Horncastle.

Both Caistor and Horncastle had late (probably 4th century) Roman walled enclosures inside of which were features of an 'insubstantial nature' (and see Whitwell 1991, 70 and 72). However, outside the walls at both places there has been found evidence for significant Romano-British occupation.

Field and Hurst were of the opinion that at Horncastle 'the small area of the walled site [c. 5 acres] and its placing in a naturally defensive spot... suggest that it was constructed to meet wider strategic requirements than the needs of local defence, in other words, that it was a military installation.' It seems very likely that a similar conclusion could be reached in respect of the walled enclosure at Caistor. They were further of the opinion that these sites would 'fit within an overall scheme of East Coast defence extending northwards from the main series of Saxon Shore forts.' This military strategy also included the High Street running along the west of the Wolds, providing a link between the Humber at South Ferriby and the Wash (via the Bain from Horncastle) (Field and Hurst, 1983, particularly pp. 85-86 and Fig. 26).

So, like so many other Roman roads that drive through the countryside in almost straight lines whilst bypassing settlement sites, the High Street does make military sense, allowing troops to move speedily and unhindered.
along its length.
It could be suggested that the road formed part of that late Roman defensive strategy based on the building of the Saxon Shore forts. These might well have provided safe havens for the mobile garrisons given the task of defending Britannia from the Germanic hoards.

A north-south road would have provided the garrisons based at Caistor and Horncastle with the essential mobility if they were to fulfil their role—perhaps primarily to act as a screen-like defence between the colonia at Lincoln and the coast.

The northern stretch of this former road, some 12 miles from Poor Farm on the Barton/Ferriby parish boundary to Crockton/Melton Ross, acts as the boundary between various parishes as does the High Street south of Caistor (Fig. 4). In exactly the same way Ermine Street is used as a parish boundary for some 16 miles north of Lincoln (Owen 1971, Figs. 1 and 3) and some 25 miles between Welbourn and Grantham further to the south (Sawyer, 1998, 20).

The Barton—Melton Ross road clearly remained in use in the post-Roman period and this prominent feature in the landscape formed a most suitable line along which to delimit an estate and eventually a number of parish boundaries.

This fact was recognised by Paul Everson following his study of the one authentic pre-Conquest charter that has survived for the county of Lincolnshire (Everson, 1984, 123-127). This charter—a 10th century survey of an estate first described in the 7th century (Bede, IV, 3)—details the boundary of the et Bevernae estate.

Everson showed that this estate included both of the present parishes of Barton on Humber and Barrow on Humber. The western boundary of that estate, some four miles long and described as the mère dic, still forms the parish boundary between Barton and South Ferriby. Everson saw the mère dic as ‘perhaps... a Roman road, continuing the course of the so-called Caistor High Street northwards to the Humber.’

Numerous writers have failed to appreciate the presence of this road.

North of Caistor, Margery (1955, 209-210), May (1976, Fig. 90), Field and Hurst (see above), Whitwell (1992, 53 and 69), Bennett and Bennett (1993, 15) and Jones (2002, Fig. 60) all continue the Roman ‘High Street’ along what is Middlegate Lane to a termination at South Ferriby.

None make mention of the Caistor to Poor Farm, Burton road. Margery’s Roman road 270 is referred to as ‘High Street, Horncastle—South Ferriby (38½ miles)’. Whitwell states that there is a road called Caistor High Street between Horncastle and Caistor, and Middlegate Lane between Caistor and South Ferriby.

On their map of Roman Lincolnshire Bennett and Bennett show the Roman High Street, ‘prehistoric in origin’, between Horncastle and Kirmington, but the road shown to the north of Kirmington is again clearly the Middlegate Lane to South Ferriby.

As already noted, May referred to the road leading to the South Ferriby Late Iron Age site as the ‘High Street’ and finally, in 2002 Jones’s map of ‘Roman settlements in Lincolnshire’ shows a ‘minor road/track’ running from Horncastle through Caistor and on to South Ferriby.

It would seem to me that there have been at various periods three
north-south track ways or roads associated with that part of the Lincolnshire Wolds north of the Barnetby Gap. From west to east these were/are:

1. The track way/road, doubtless prehistoric in origin, which still runs through the settlements at the western foot of the Wolds scarp;

2. The road, again probably prehistoric in origin, running along the western crest of the Wolds, known as Middlegate Lane and is, at least in parts, still used by traffic;

3. A Roman road running from Caistor to Poor Farm on the Barton/South Ferriby parish boundary. The northern stretch of this road is now impassable to traffic but serves as part of the boundary of numerous parishes.

All these roads show some discontinuity when they cross the Barnetby-Kirmington Gap. However, to the south of the Gap, the line of the Roman High Street and the track road through the villages
at the foot of the scarp is clear, though the latter is no longer passable along its whole length and has been replaced by the A1084 along the crest of the Wolds between Bigby and Clixby. This turnpike probably followed an extension of Middlegate Lane as it ran to the south of the Barnelsey-Kirmington Gap.

Following the 'end' of Roman Britain the northern stretch of the High Street lost any military raison d'être that it might have had. However, it does seem to have remained in use, at least in parts, right into the 19th century. Field walking at Poor Farm suggests that occupation on the site ended at some time in the Anglo-Saxon period and it might well have been at that time that settlement became concentrated further east on the site of present-day Barton. This being so at least the northern end of the road might have gradually fallen out of use. A likely replacement would have been the B1218-A15 Barton to Briggs road, which would have provided a land link between the areas to the west and east of the River Ancholme.

It might further be suggested that the name Middlegate is a survival from the Anglo-Saxon/Danish period; gatau being old Norse for a way, path or road (Smith, Part One, 196). That being so the name could presumably only be given when both roads to east and west of the Middlegate were still in use.

In the Domesday Book the great soko centre at Barnelsey included a holding in Barton on Humber (Longley and Foster, 1924, 75 and Bryant, 1994, 150). It might have been that this holding in the south Humber bank's major port would have been a necessary trading link for the landlocked estate centre. Clearly the road that would have joined Barnelsey to Barton was the old Roman road that might have been kept usable into at least the 11th century. When the Ordnance Survey came to map the Barton area in 1824 (Fig. 5) they clearly marked a road or track running along the line of the Roman High Street road from the point where it now crosses the Burnham-Melton Ross road (TA064136) to its junction with the present Horkstow Road (TA008200). It is interesting to note that the roads and track ways running up the Wolds scarp from Saxby and Bonyby all terminate at the High Street and do not run across it to join the Briggs-Barton turnpike. Further to the south-east three roads from Elsham similarly terminate on the High Street. Except for a couple of very short stretches the Roman road is today no more than a bridleway though for most of its length it forms part of the Viking Way.

Notes
1 In this discussion I have not included the Barton Street, which skirts the eastern flank of the Wolds on its way from Barton to Louth.
2 The well-known Roman site at Winteringham would have served a similar purpose for the area west of the Ancholme. Winteringham lies at the northern end of the Roman Ermine Street, which ran south along the limestone ridge to the colonia at Lincoln. To its west there was a prehistoric track way that passed through the Late Iron Age site at Dragonby (May, 1976, Fig. 90).
3 Field and Hurst suggest that in Roman-British times seagoing vessels could have sailed northwest along what became the line of the River Witham before turning northeast up the Bain (Field and Hurst 1983, 85).
4 Recent fieldwork by Archaeological Project Services on behalf of Singleton Birch Ltd (NLSMR 20254) has discovered evidence of significant Roman-British settlement activity outside Yarborough Camp and it might be necessary to add this camp to the list of fortified sites along the road. However, unlike Caistor and Horncastle there is no immediate evidence of a stone wall surrounding the enclosure (information kindly supplied by Alison Williams).

5 The proximity of Yarborough Camp to this road is of interest. May (1976, 156) describes it as an Iron Age 'fort' but certainly Roman pottery has been found at the site and possible corner bastions (Leach 2003) suggests that it might have played some part in the Roman military scheme. Loughlin and Miller (1979, 195) wrongly place the camp alongside 'a trackway which runs SE from South Ferriby along the Wold dip-slope.' The camp clearly lies alongside the Roman road that forms the western boundary of Croxton parish.

6 The Barton to Louth road known along much of its length as Barton Street also acts as a parish boundary from Welbeck Hill (TA220040) to Ludborough (TA285947). The date of this road seems unclear but it is not usually described as being of Roman origin.

I am very grateful to Alison Williams for help with this piece and to Sandra Clayton for proofreading.

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Foster, C. W. and Longley, T. The
Obituary
GARLAND GRYLLS

Garland Grylls came late to
archaeology, taking both
O and A Levels in the
subject at Grantham College two
years after his retirement from
architectural practice.

He was a founder member of
Grantham Archaeology Group
(GAG). With fellow students and
other interested parties, GAG be-
genied field walking at Ancaster in
1985 under the guidance of Dr
Peter Hayes. The group flourished
and met monthly at the Blue Bull
in Grantham to discuss finds and
other matters archaeological.

In due course Garland became
Director of GAG, and it is thanks
to his meticulous record keeping
and admirable drawings of both
pottery and flint tools that we
have a clear picture of the archae-
oLOGY of the area.

GAG also organised summer
excursions to a variety of sites. Gar-
land always ‘did his homework’ so
was able to give interesting and
informed commentary at these
events. He also represented GAG at
archaeological meetings throughout
the country and gave talks about
GAG’s work.

In 1985 work began on excavating
what was considered to be a monas-
tic site at Hough on the Hill. Gar-
land undertook the management of
this site, being there in almost all
weathers throughout the season to
supervise not only the excavation
but also the compilation of a com-
plete record of what turned out to
be a complex site. He always made
visitors welcome and was happy to
share his knowledge.

In 2002 Garland retired as Director
at a mere 81 years of age! However,
his interest in archaeology con-
cluded—he was involved in the redis-
coveisy of the Stamford Canal,
arguably the oldest canal in the
country, and liaising with the
Deepings Heritage group who
published a book on the subject
last September. Garland surveyed
and drew the canal lock at West
Deeping and provided the fold-out
map of the course of the canal,
which is in the back of the publi-
cation.

He attended the book launch at
Market Deeping town hall in Sep-
ember but ill health prevented
him from continuing his interest
in archaeology much after this.

He will be remembered for his
leadership of GAG, for his wide
knowledge, which he was ever
eager to impart to those interested
in the subject, and especially for
his splendid drawings of architec-
tural features and of GAG’s many
finds.

Cheryl Galliimore

Local Diversion
Past & Present Quizzword
(Solution in LP&P 64)

Across:
1 Bishop 1126 and football manager 2006
4 Seat of county government at Lincoln
6 One of the Five Boroughs
7 A cart-wagon!

Down:
2 ‘Hits and memories—from the Humber to the Wash’
3 Mavis —
5 Market town on the road to the coast
8 Familiar landscape
COLLIER, Brett. The Danelaw way from Lincoln to Stamford: a long distance recreational walk linking two ‘burghs’ of the Viking Danelaw approximately 60 miles... Lincoln Group Ramblers’ Association, 2005. 56pp. ISBN 1 901184 76 5. £5.95 spiral bound (or £6.50 by post from 39 Fiskerton Road, Reepham, Lincoln LN3 4EF – cheques payable to publisher as above).

The Association has published in memory of the late Brett Collier details of the walk from these two Lincolnshire towns. Very clear instructions, maps and Ordnance Survey references help the walker. There is much also to sustain anyone undertaking this 60-mile hike in the way of overnight accommodation, cafes, local shops and availability of bus and train services for those joining along the route. Handy for the pocket.


The Stamford Canal is probably one of the oldest canals in this country, having been proposed by Stamford Corporation in 1571 and finally opened about 1670. This book has a useful description of the route of the waterway and its present condition and a good collection of old and modern illustrations as well as a coloured fold-out map in the back of the book. It will be very useful for anyone wanting to walk those sections of the canal still accessible between Deeping St James and Stamford. The canal was owned by Stamford Corporation rather than a canal company and there are few surviving records relating to its creation and operation. This book has gathered together a variety of historical facts and documents, including information from recent excavations (e.g. p.31), but it is poorly edited. On p.58 the adjoining landowners are said to be responsible for repairing the canal, but on p.61 it is the lessees who are responsible. The book also includes some simple errors, such as the date that railways arrived in the area (1846, not 1852). Several books, as well as the internet, are referred to in the text but there are no footnotes or bibliography. An enthusiast will appreciate this book for its pictures and description of the remains.

Neil Wright, Lincoln

DIXON, John. Three quarters of a century of change. The author, 2005. 63, [8]pp. ISBN £6.99 spiral bound (post free from the author, 27 Atwater Grove, Lincoln). Born in Lincoln in 1926 the author has spent nearly all his life in Lincoln, the chief exception being the years in the RAF, which took him to a variety of places between Vienna and Tripoli, and which he looks back on nostalgically. Outside his RAF time he has led what might be called a typical life from a working class background, centring on school, a strong church life and support for Lincoln City FC. He clearly regrets much that has changed of an older lifestyle. It is not an easy book to read: “In Belgium we visited Maastricht” (p.54) is typical of the factual errors; in over six pages on the second world war only two paragraphs are about the author; and, there are many infelicities of style and grammar.

From blue to grey: recollections from the RAF careers and subsequent lives of members of 54 entry, Royal Air Force College, Cranwell (1949-51); compiled, edited and to some extent written by Fred Hoskins, Richard Robson and Brian Medcalf. Woodfield Publications, 2005. vi, 266, [34] pp. ISBN 1 903953 72 3. £15 pbk (or £17 by post from the publisher, Woodfield House, Babbesham Lane, Bognor Regis, Sussex PO21 5EL).

This charming book started life as a miscellany of anecdotes, put together by a group of old friends, to swap amongst themselves and also to pass on to their friends and family. But, as Norman Tebb says in the foreword, it is not just a good read but also a serious contribution to the history of the United Kingdom and its Royal Air Force. Thus it has outgrown its original aim. The book is a collection of 81 stories, mostly by the three named authors, but with contributions from eleven others. 54 Entry, made up of 40 young men, arrived at the Royal Air Force College in April 1949 to train as officers and pilots. In 1951 31 of them graduated. Eleven had failed the course and two had been gained from a previous entry. Nine of those who graduated subsequently died as a result of flying accidents and five have passed away due to natural causes. In 2001 (fifty years after graduation) 15 of them attended a reunion at Cranwell and the bones
of this book were laid down.
The stories cover everything in their lives from their time as Cadets, through their early flying experiences and their time as more experienced (and more senior) officers, to civilian life and retirement. As someone who took their currus honorum some eleven years later, I could recognise the backdrop to many of the stories but they are now tales of a bygone era, even though one of them tells of his experiences as the father of Britain's first astronaut when his son was returning from space!
I found this an ideal bedside book.
The stories are short enough to read one a night, all are well written, and there is an ample glossary and some interesting photographs.
I would recommend the book to anyone who is interested in flying history or in the lives of a number of unheralded men who had an enjoyable life and can tell a good tale.


This little booklet is one of a series relating to the Ruston locomotives. Each consists of numbered lists of the locos, detailing engine number, class, gauge, when built, weight, sales number and subsequent history where known. A mine of detailed information.


Published originally in 2002 (not submitted for review) the publishers have now re-issued the volume in a limited hardback edition as well as a cheaper paperback version.

While one, perhaps superficially, tends to think that this fine old town never changes (and much, of course, hasn’t and won’t be allowed to change) the pictures here give the lie to that idea. Virtually all are dated 1922 or c.1955 and between those two periods and again up to the present day there is so much that seems altered. It is not just the cars are different, where there are any, but the High Street most notably was in those days a quite different sort of busy street, with a wider variety of shops present if not yet to make an appearance.

Like Malcolm Knapp’s book of Grantham photos (see below) this book also concentrates on street scenes and buildings and ignores the railway stations and, of course, Stamford had two stations in earlier days; similarly the book makes use of the same Creighton map of the area and wrongly dates it to c. 1850 (should be 1831; the absence of railways on it should make its own point as far as dating goes). To its credit it also has the map from the large-scale OS survey carried out in the 1880s. There is a good text and informative captions to the photographs, which are generally very evocative of the times in which they were taken. It nicely complements the recent books by Martin Smith and Professor Rogers; the former deals strongly with earlier history and the pictures are mainly concentrated on architectural features; Rogers’ book is also an historical survey but the pictures are divided between early drawings and photographs of a much earlier vintage than these of Frith.


This book first appeared under another imprint from Frith’s while in the same year another photographic selection from Malcolm was published by Sutton for the exclusive use of WHSmith bookshops. It is hard to keep up!

Sufficient to say that we have an excellent selection of older pictures from the publisher’s archives and an expert guide in describing them and giving readers enough useful information. The pictures focus largely on buildings in the central area and street scenes; even those of only forty years’ vintage show many alterations to the view. The map (pp. 72-73) should be dated to 1831; the one surprising omission is that there is nothing on the town’s mainline railway — but perhaps Frith did not think such scenes worth photographing. It is still a nice record of a rapidly changing town.

**MILLS, Dennis. The people of the Steep Hill area of Lincoln about 1900: an illustrated social study.** The author, 2005. 84pp. No ISBN. £7.90 pbk (or £8.50 by post from the author, 17 Rectory Lane, Branston, Lincoln LN4 1NA).

In the first part of this study Dr Mills describes the area of Lincoln around the Strait and Steep Hill, not forgetting all the little yards and back to backs as they were around 1900. The text is enlivened with a variety of contemporary pictures but the predominant focus is on the people who dwelt there and what has been gleaned from examining not only the census records of 1891 and 1901 but also from the local directories of the time. In part two, charts set out, house by house, who lived in them, what they did, if known, and other details of family sizes, numbers of children, servants, etc.

A number of tables provide analyses of some of the data, such as occupations, household compositions and the continuity of local enterprises. The intention was to point the way for other research-
words. This is perhaps the shape of local history records to come – it is certainly the first effort I have seen at recording the history of a place in words and pictures on a CD. The result here is so fantastically good that it is hard to believe that any similar attempt for other places could be its superior. I have not been able to check the number of words or pictures but the above claim may well be as accurate as anyone will ever discover.

It is the easiest thing to find one's way around the contents. After preliminary pages on the project one has choices of the town and its history and the local villages. Under the town heading there are further choices, ranging from pieces on the Romans, the Domesday Book, various topics and snapshots in words of the town at different phases of its development in the last two hundred years, e.g. Bourne in 1871, Bourne in 1909. Under 'Town Hall fire in 1953' there are three black and white photos, text and, what librarians call, 'see also references' to other sites. Further sites are listed under buildings of interest and the amount of research Mr Needle has undertaken is revealed – he has been photographing in colour an enormous range of subjects and collected together contemporary texts and old pictures to illuminate his findings. I was especially impressed by the Domesday entry; he has even been allowed to photograph the container in which the original is still housed in the Public Record Office and sample pages and goes on to transcribe the full text for Bourne and also that for many of the surrounding villages and, to make it fully usable by those unfamiliar with the ancient words, provides a glossary of terms.

Under the heading of 'Villages' the compiler ranges equally widely. Every village or hamlet near Bourne has an entry, ranging from Horbling to the north and Tallington and Deeping to the south. As an example I looked at the entry for Twenty; there is a long piece on the school and its various head teachers, pictures of the station, then and now, and various other pieces, followed by a 'see also' to the Great Flood of 1910, and, on that site, he has found five photographs (including two of the railway under water).

I cannot praise this disk too highly. Mr Needle has heaved away for many years in archives and old newspaper files, taken hundreds of very good colour photographs and, finally, put all his research into an easily used form, making full use of the latest CD technology (and that itself would be beyond many of us).

SCARBOROUGH, Bob. O Boy! Farming and changes in farming methods during seventy five years. The author, 2005. 38pp. No ISBN. £8 pbk (or £9 by post from the author, Torwood, Lincoln Road, Skellingthorpe, Lincoln LN6 5SA).

The author has been in farming all his life, just outside the south side of Lincoln. Even now he does not seem to have retired fully and does odd jobs around the much expanded farmland to which his two sons have succeeded. And now he has set down a record of all the changes he has witnessed since he followed his father and grandfather on to Fen Farm, near 'Smudge'. And a fascinating account it is.

As a boy just before the war he combined schooling with tasks around the farm and gives a good deal of detail on how various jobs were done in days before mechanisation and when there were seven horses to help with the heavier work. Growing up during the war he shows his enterprise in trading the rabbits he caught for items required to increase his own turnover or to buy items for the farm. As a lad he joined the Auxiliary Fire Service and we have graphic accounts of the wartime
fires and other duties. Dealing with prisoners of war sent to help out on the farm was also a feature of these times. After the war he married and gradually too from his father and a process of mechanisation, begun during the war, gathered pace. We get a very comprehensive picture from a real insider of how agriculture has adapted from being labour intensive to the modern scene of few men and many machines; how economics have decided the type of farming and how technical expertise is now at a premium. The layout of the pages is a bit odd, errors in the English have crept in and use of the third person throughout is a bit off-putting. However, it is a very readable story and one I (the author would call a city boy) greatly enjoyed.

In the Autumn issue we reviewed the book by Mrs Sue Leese on the floods at Mablethorpe; Mrs Leese has now told me that the address for copies has been overtaken by later events; she now lives at Wesley Manse, 37 High Street, Epworth, Lincs DN9 1EP - copies are still available but it is selling well. In the same vein, in the last issue we reviewed two books by Peter Moore, who writes to tell me that the book of wartime memories is only available now as a paperback for £10 - post free from Rose Cottage, Snelton, Ashbourne, Derbyshire DE6 2DL.

New books (received or notified)


BARTON, June. Queen of the saltmarshes. James Wright, 2005. 16pp. No ISBN. £2 pbk (or £2.50 by post from the publisher, 33 Parker Street, Cleethorpes DN35 8TH).

BATES, Chris and BAIRSTOW, Martin. Railways in North Lincolnshire. The authors, 2005. 112pp. ISBN 1 871944 30 9 £12.95 pbk.


HALL, Sandra and HALL, Tom. Quairing old photographs. Ravenhall, 2005. 32pp. No ISBN. £2.50 pbk (or £3 by post from the authors, 21 Barnham Lane, Quairing, Spalding PE11 4PX - all profits go to Quairing parish church).

HENRY, Brett. The Ringing Heritage: a guide to St Peter ad Vincula with a brief history of Thorington. The author, 2005. 24pp. No ISBN. £2.50 pbk (or £3 by post from the author, 14 Water Lane, Thorington, Sleatford NG34 0BE).


PLATT, John. Withen: the story...


ROYLE, Freda and PEARSON, Richard. Around and about the AS2: a brief history and photographic journey around Boston, Freiston, Butterwick, Benington, Leverton, Old Leake, Wrangle, Friskney, Wainfleet, Skegness and Chapel St Leonards. The authors, 2005. 64pp. No ISBN. £7.99 pbk (£9 by post from Mrs Royle, 4 Roman Bank, Chapel St Leonards, PE24 5QX).


Obituary

JOAN BRANDON

We are sorry to hear of the death of Miss Joan Brandon of Sudbrooke near Ancaster. Joan Brandon was a last link with the Ruskington Saxon cemetery, as she was a friend of Ron Hossack, who recorded so much information about the early discoveries there, and she kindly lent me a brooch to draw, although I never actually met her.

Miss Brandon also collected flints and pottery from the Sudbrooke and Ancaster areas, which were occasionally displayed at village events, and which she showed to Andrew White when he was at the City and County Museum. I believe she was for a time a member of the Society for Lincolnshire History & Archaeology and also a member of the Roman Project Group who produced boards for the Ancaster Trail in the mid 1990s.

It is particularly sad to learn that Miss Brandon had been a victim of a burglary very shortly before her death and our sympathy goes out to all who knew her.

Hilary Healey