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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 c/o Jews’ Court, Lincoln LN2 1LS. Articles may also be sent on disk (Microsoft Word document) or as an email attachment to lindecolonias@hotmail.com

Front Cover: An old photograph of New Road, Spalding, recently discovered.
We continue to receive a variety of articles from readers, as can be seen in the present pages. If you feel a subject is not covered, or covered too much, why not write something yourself? Or find someone else who has an interest. We are always on the lookout for ideas. We also need to remind readers that opinions and conclusions expressed are writers' responsibility, and may not reflect opinions of either the Society or the editors!

We have had interesting responses to some of our recent queries, not least in respect of some of the mystery pictures and photographs. This time we learn more about the Radio Bungalows story, picking up from a postcard view published in *LP&P* issue 73 Autumn 2008 (p18). Initially we had only one reply, from Keith Wheatley of Spalding, who said he managed the bungalows for Derny and Bell in the mid 1970s, when they were known as Radio St Peter's Bungalows. The mast was in the next field. We had not published his note in case more information came to light, as it has now, but thanks to Keith for his contribution.

Professor Warwick Rodwell, who was looking for early paintings or drawings of St Peter's church, Barton on Humber, in *LP&P* 78, also found success as he received an immediate email from a man in SE London who has one of the paintings he was seeking. Having 'hit bull's-eye' he is 'delighted' that it will now appear in the two-volume monograph to be published this year by Oxbow Books.

The aviation historian Robin Fletcher was also pleased (if a little surprised!) to find his article about Hemswell Old Bus Shelter in *LP&P* 78. He says it had not been for Charles Parker, who sent it to us, the story "would not have reached the wider audience provided" by our magazine, and has sent a copy to Hemswell Parish Council for inclusion in their file on the bus shelter.

In this issue we also learn about Lincoln's municipal leisure services and the Hair family's haulage business. Our Chairman, Neil Wright, highlights the very successful Association for Industrial Archaeology conference in the county last autumn. Congratulations to the Lincolnshire Film Archive and Dogdyke Pumping Station Preservation Trust on their awards. Neil has also supplied some interesting old Spalding views all the way from the United States.

Nancy Snowdon raises the ongoing mystery of whether Spalding's 'castle' really existed. I always remember a small pupil at Spalding telling me that she had learnt all about 'Ivo the Woodsman' at her primary school. It may not have been quite the name, but evidently appealed; perhaps she imagined a sort of Robin Hood figure. Diane Impey gives us a Victorian mystery on more fanciful paths, in imagining, well speculating on, the 'Missing Years' in the life of Charles Tennyson Turner.

Last year of course was, among others, a major Tennyson anniversary. Are there some less obvious anniversaries out there waiting to be celebrated? Please let us know.

*Hilary Healey and Ros Beevers, Joint Editors*
These photographs were discovered at an antiques sale at Newark. The panel on the left of each shows what was printed on the back.

George Beales was a well-known early photographer in Spalding. He sold his premises at 5 New Road in 1913 to Frank Birch, and then another photographer A. S. Gyde, bought the place, which is now owned by Longstaff's the estate agents. (Aspects of Spalding, by N. Leveritt and M. J. Elsden, 1989.)

Arthur Beales was a cycle maker and agent who, according to a 1900 directory, was also a pastry cook [perhaps his wife?]. By 1913 his business also included motors.

Rex Needle in The Bourne Chronicle (2005) notes that William Henry Redshaw (1856–1943) was brought up in his family's saddler business but, when 18, decided that photography was the new upcoming thing and set up his own business. He concentrated on portraits and was soon successful. He did produce pictures of the town and issued them as postcards. Some are shown in Dr Michael McGregor's book Historic Pictures of Bourne (2000).
SLHA has received some **NEW EDWARDIAN PICTURES** as **Neil Wright** explains.

In December 2008 the SLHA received a curious email from Leonard Jacobson of the USA. He told us that he had some old glass negative photographs from the early 1900s that might be from our area as they showed Spalding market scenes. But there are a number of Spaldings in the world and which one was shown in these pictures?

To help identify the area he quoted some of the names of the businesses that appeared in his pictures. We confirmed that the names were of firms in Spalding, Lincolnshire, round about 1900, so he had found the right country. Mr Jacobson then emailed copies of the pictures to us and these are reproduced here.

Three are street scenes and one is of a windmill, which we presumed must also be in the Spalding area. Two of the pictures show the Sheep Market in Spalding and one shows New Road, then used for the sale of cattle. We have identified the five-storey tower windmill in the final picture as Spalding Common Mill.

One picture of the Sheep Market shows the new Spalding Post Office of 1908 with an open wooden tower behind it, perhaps the collection point for the town's first telephone exchange. The top of a telegraph pole also just appears above the roofline. In this picture the livestock for sale are pigs rather than sheep.

The other picture of the Sheep Market shows, in the background, the Sessions House of 1842-43 with its two stone towers. In this picture we can see the livestock pens to the east and these appear to contain sheep for sale. To the left of the Sessions House is the Drill Hall erected in 1890 but put up for sale in 1906 and sold to Levertons in 1909 as the owners were not able to raise enough to pay off the cost of construction, so this picture is evidently dated 1906 or later.

The Black Swan in New Road is listed in directories in 1899 to 1904 but not in 1909. The Post Office building is dated 1908. From these pieces of dating evidence it appears likely that the
pictures were taken about 1909, and that date certainly fits the clothes of the people in the pictures. The angle of the shadows in each of the street pictures shows that they were taken about 11 o'clock in the morning, and the length of the shadows shows that the time of year was winter, probably late 1908 or early 1909.

In the picture of New Road is a building with the words 'Motors - Arthur Beales' prominently displayed. In an 1896 Directory Beales and Sons are listed as 'confectioners' at 1 New Road and as 'photographers & cycle maker & agent' at 2 and 5 New Road. The father and son evidently separated soon after that and in 1900 Arthur Beales had three separate businesses listed in the directories - a 'confectioner' at 1 New Road, a 'cycle maker & agent & pastry cook' at 2 New Road and a 'house furnisher' at 6 New Road. In 1900 George Beales was listed as a photographer at 5 New Road.

The picture of the windmill also shows the outbuildings and other buildings nearby, and we have positively identified it as Spalding Common mill (at grid reference TF 234201 south of the town). It was built as a three-storey tower mill in 1816. In the 1880s it was raised a further storey after the top of the mill had collapsed.

It worked by wind until 1930 when the cost of repairs to the top of the mill were prohibitive and the mill shutters were removed. The milling plant continued to be operated by engine power until the death of the last miller, Mr William Rhodes, in January 1936. The sail frames were finally taken down in 1939.
and the tower reduced to a two-storey stump in 1943.

We shall probably never know how hundred-year-old glass negatives of Spalding made their way to the United States, but the Society is very grateful to Mr. Jacobson for sending us these pictures.

SPALDING CASTLE—FACT OR FICTION?

Little of Spalding Castle remains. Pictured below are Grundy’s enclosure map of 1732, showing both the keep and the moat, a plaque on the wall of an 1875 development near the site and an iron lock that has been on display in Spalding Gentlemen’s Society (SGS) museum.
There once was a castle in Spalding. No, this is not the beginning of a fairy tale. You may doubt its existence, many have. It is not well known, and little interest has been shown in it by archaeologists and historians.

A Norman soldier-knight, Ivo Taillebois, arrived with William the Conqueror in 1066. William, who did not give his trust easily, particularly in putting men in positions where they might challenge him, appears to have trusted Ivo enough to allow him large estates and almost unlimited power and Ivo spent his life fighting for him.

Ivo Taillebois lived with his wife, Lucy, in Spalding, in a castle on the Pinchbeck road. No one knows what the castle looked like, and Ivo is not well documented; he does not appear in lists of witnesses to documents or as a hero in battles.

It is clear he went to the north of England to assist William in quelling the rebellious Northerners and the invading Scots. He may well have been with William on the notorious retaliatory expedition known as the Harryng of the North, and he may have been with him in 1069 when the Scots invaded Cumberland.

Apparently William rewarded Ivo by giving him a large part of Westmoreland centred on Kendal. The mote and bailey in Kendal still survive, and are the right date to have been built by Ivo.

Ivo became known as the first Baron of Kendal. Many mote and bailey castles were built at this time, for defensive reasons, all over the border country, as there was continuing dispute over the lands on the borders.

Ivo had a daughter, whose mother is still a mystery. His daughter Beatrix had a son Eldred, and for three generations all the sons were known as the Barons of Kendal.

The family progressed up the social ladder, and left their wooden tower on the mound on the outskirts of Kendal. Still it survives today and can be identified. In 1220 it was superseded by a stone castle built by Ivo's descendants on the other side of Kendal, which is known as Kendal Castle and is now a dramatic ruin.

In about 1070 Ivo arrived in Lincolnshire to deal with the Fenlanders' Revolt. The leader, Hereward the Wake, soon gathered many followers. His guerrilla tactics in the Fens led to King William arriving and enlisting Ivo to attempt to defeat him. Hereward's date of death is not known, but William forgave him and the rebellion ended.

William must have been impressed with Ivo for he rewarded him with a Lincolnshire heiress who brought with her enormous estates. She was young and inherited lands from many of her relations. Lucy was not a Saxon princess but the daughter of an aristocratic Anglo-French mother, brought up in England, but she had some Saxon relatives. Presumably Ivo was free to marry Lucy, and that the first "wife" was dead. As the new Lord of Holland he took over all Lucy's Lincolnshire estates. He was given great status and soon became the Sheriff of Lincolnshire.

It does not seem to have been generally known in Spalding that he had huge northern estates and a family there, or was known as the Baron of Kendal, but in Kendal they thought he came from Lincoln. It must be assumed that he kept his finger on the pulse of all his estates in Lincolnshire as well as in the north, through his network of stewards and bailiffs.

Although there were probably many manor houses on his estates, Ivo wanted to impress and either built or refurbished a castle as his base in Spalding, although the caput of his lordship was Bolingbroke. He chose a dry bit of Spalding overlooking the town on the road to Pinchbeck. Clearly marked on old maps it is now the site of the Castle Fields sports complex.

Grundy's map of 1732 is to scale and clear. On the large site is marked both the keep and the moat, and it is set in the middle of freeholders' land. It remained open land. When the castle fell into ruin and disappeared is not known.

There was apparently nothing left by the time of the antiquarian Maurice Johnson, but he knew about Ivo Taillebois, although there is no account of him visiting the site. In his introduction in 1710, when the Spalding Gentlemen's Society was inaugurated, he pictured Ivo in his castle living with 'great pomp and splendour'.

The site of the castle, which may have been partly made of stone, is reasonably easy to work out, but it has never been excavated or researched.

As there are still plans by South Holland District Council to sell the sports complex, the only real park or open space within the town of Spalding, for development purposes, some heed should now be taken of the site of historic Spalding Castle.
I would like to thank those members who have helped me with research for my MA. I thought I would try adapting small sections of my dissertation for inclusion in the magazine. In respect of the intellectual copyright of members who helped me with my research, all direct reference to information from questionnaires these ladies completed has been removed from the material enclosed herein.

I am considering extending my studies and would appreciate it if any members would be willing to share their experiences, comments and corrections. As one of the society's younger members I am aware that I am writing about a period that many older members would have lived through. My email address: debbiefisher80@hotmail.com

Deborah Fisher

John Walton notes that: 'By the early twentieth century the principle of municipal involvement in recreational and cultural life had become firmly established'. This principle was strengthened by government legislation during the interwar years that gave municipal governments increased powers to provide leisure facilities including: The Public Libraries Act (1919), Education Act (1921), Public Health Acts (1932 and 1936).

Average public expenditure on municipal leisure facilities increased rapidly during this period. For example government expenditure on public parks rose from £400,000 in 1900-01 to £2,600,000 in 1930-31; while yearly expenditure on swimming-baths averaged £111,000 between 1900 and 1915, but by 1931-32 had reached £1,205,000.

Most historians agree that improvements in municipal leisure facilities were motivated by government concerns about how workers spent their increasing leisure time. Meanwhile, Stephen Jones has identified complex political aims that motivated this legislation. For example: the Physical Training and Recreation Act of 1937 aimed for a better standard of physical development by improving sports facilities, against a background of rearmament.

However, the first half of the twentieth century witnessed an increase in the popularity of reading and outdoor recreation across all ages, genders and classes, which fuelled public demand for better municipal facilities.

Jones found that the more municipal leisure facilities that were provided, the greater public demand for additional facilities. Jones also discovered that there was an uneven distribution of facilities, with the large cities able to offer facilities that smaller places could not.

Lincoln's municipal leisure facilities compared favourably to those provided by towns of a similar size. By 1927 municipal leisure facilities included a library, museum, art gallery, parks and commons, and sports facilities. By the 1930s Lincoln's municipal parks and sport facilities included the Arboretum, Parker's Piece, Monks Abbey, West Common, South Common, Wickham Gardens, Boultham Park and Westcliff Brickyard. (See Table 1).

In addition Lincoln had a municipal swimming baths at Boultham and a set of tennis courts on the new St Giles Estate.

Lincoln's provision of public parks compared favourably to the much larger cities of Birmingham and Manchester, which had several large public parks well equipped with municipal sports facilities. However, these were mainly located in the city's middle rings and outer suburbs and residents of the overcrowded, inner-city slum districts often had to travel several miles to reach the nearest park. Consequently, those most in need of pleasant outdoor space, were generally the worst served.

Public Libraries

The 1919 Library Act abolished the limit on what councils could spend on local library services and enabled counties to establish a rural library service.

In 1914 only 60% of the British population lived in an area served by a public library and annually 54 million books were lent to the public. By 1934 most people lived in an area served by a public library with an annual 166 million books lent out.

Lincoln's public library was established in 1892 and moved to purpose built accommodation in 1914. This housed a lending library, a reference room and a reading room which held a selection of daily and weekly newspapers. By the 1920s the south of Lincoln was also served by a branch library at Bracebridge.
<table>
<thead>
<tr>
<th>Park</th>
<th>Size in acres</th>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arboretum</td>
<td>14</td>
<td>East</td>
<td>Landscaped grounds, glasshouse, bandstand, concerts.</td>
</tr>
<tr>
<td>Parker's Piece</td>
<td>3</td>
<td>East</td>
<td>Children's playground</td>
</tr>
<tr>
<td>Monks Abbey</td>
<td>2½</td>
<td>East</td>
<td>Ruins from Abbey cell, bowls, athletics and children's playground.</td>
</tr>
<tr>
<td>West Common</td>
<td>250</td>
<td>West</td>
<td>Common land, equipped for cricket, tennis, football and bowls. Open-air swimming baths. 18-hole golf course. Lincoln Racecourse and grandstand.</td>
</tr>
<tr>
<td>South Common</td>
<td>220</td>
<td>South</td>
<td>Common land, sports, Southcliff Golf Club. 9 holes.</td>
</tr>
<tr>
<td>Wickham Greens</td>
<td>2½</td>
<td>North</td>
<td>Open-air swimming baths, tennis, bowls.</td>
</tr>
<tr>
<td>Boultham Park</td>
<td>80</td>
<td>Southwest</td>
<td>Acquired 1931 to provide open space in new suburb. Former grounds of country estate. 6½ acres of water. Bowls, tennis etc.</td>
</tr>
<tr>
<td>Westcliff Brickyard</td>
<td>13½</td>
<td>Northwest</td>
<td>Acquired 1930 to provide open space.</td>
</tr>
</tbody>
</table>

Table 1

By 1939 only 40% of libraries offered a specific children's service. Lincoln's children's library was among the most progressive in the country. Children had their own rooms, designed to be child-friendly, and specially trained librarians. In addition, a school library service was established in 1932, which lent books to most schools in the city. Children graduated to the adult section of Lincoln library at the age of fourteen.

Although the library tried to encourage people to borrow 'good' fiction and reference books, it also stocked more popular ones. In their childhood autobiography the two sisters, Joyce Skinner and Edna Purchase, recall that the junior library stocked adventure and school stories, while the adult section held popular authors such as John Buchan, Hugh Walpole and Dorothy Sayers.

Lending increased rapidly in both the depression and wartime, as people had fewer resources for leisure. Lincoln central library lent 193,911 books in 1923, by 1932 (a time of high unemployment) they loaned 384,293 annually. This figure had dipped to 276655 by 1938 but increased rapidly during the war years. (See Table 2).

The limitation of post-war rationing meant that library membership and borrowing figures remained high in the immediate post-war years. These figures also demonstrate that within Lincoln, proportionally, the most avid members of Lincoln library were those under fourteen. National and local records show that adolescents borrowed fewer books from the public libraries once they left school.
<table>
<thead>
<tr>
<th>Year</th>
<th>Central Library</th>
<th>Bracebridge Library</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adult Membership</td>
<td>Adult Membership</td>
</tr>
<tr>
<td>1939</td>
<td>12453</td>
<td>2366</td>
</tr>
<tr>
<td>1946</td>
<td>19576</td>
<td>3868</td>
</tr>
</tbody>
</table>

Table 2a

<table>
<thead>
<tr>
<th>Year</th>
<th>Central Library</th>
<th>Bracebridge Library</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Books Borrowed Per Annum</td>
<td>Total Books Borrowed Per Annum</td>
</tr>
<tr>
<td></td>
<td>Adult</td>
<td>Junior</td>
</tr>
<tr>
<td>1939</td>
<td>231396</td>
<td>45159</td>
</tr>
<tr>
<td>1946</td>
<td>343511</td>
<td>76842</td>
</tr>
</tbody>
</table>

Table 2b

Jephcott has suggested that among women, work and domestic obligations made it difficult for them to get to public libraries during opening hours. Many working-class women tended instead to frequent the multitude of small private libraries run by corner shops, which stocked the romance fiction they enjoyed.

Municipal leisure facilities were provided by local governments and supported by national government to encourage the public to spend their leisure time on respectable and profitable activities. Where these facilities met public demands or needs they were highly popular and led to calls for better facilities. However, members of the public would only support them when they met their requirements. For example, the public libraries met a local need for free literature but people would only borrow material that interested them: attempts to encourage the readership of 'improving' literature were unsuccessful. The public continued to pursue a range of leisure activities both 'profitable' and [arguably] otherwise.

NOTES
4 J. Jones, 'State Intervention', p166.
5 Ibid, p168. 6 Ibid.
6 City of Lincoln Council, Lincoln Official Guidebook, 1934, p27. 7 Ibid.
8 Lincoln City, Official Guide, p27.
13 Lincoln City Library Celebration Publication, pp4-9, 12-13.
Dr Eddie Cass of Sheffield University is undertaking research into the manuscripts of James Maddison Carpenter, a collector of plough plays and other traditional drama, who knew and worked with Ethel Rudkin. Dr Cass and colleagues are editing the Carpenter manuscripts for publication.

In the planned volume on the plough plays, Dr Cass wants to reproduce a photo of the Carlton le Moorland play. Carpenter was given a photo of the actors in the side of 1934. This was credited to [Fred?] Kennewell of Brant Broughton. Ethel Rudkin had a similar photo in her collection and this was used to illustrate her article in *Folklore*, 1939.

Dr Cass believes that Kennewell also gave a text of a play to Carpenter. It would be good to know more of Kennewell and possibly trace his descendants.

Catherine Wilson

Brian Dawson has added to Richard Smith’s comments (LP&P78) about last Autumn’s (LP&P77) mystery picture confirming it the village as Metheringham:

‘In the group in the foreground the lady on the right with her back to the camera showing just part of her face is my grandmother Mary Emily Dawson (née Kirk) who lived in Lincoln Lane, Metheringham.

Pushing the wheelchair is her sister Fanny Clayton of St Andrew’s Street, Lincoln, and in the wheelchair is her daughter Jenny. They would be visiting my grandmother and presumably would have travelled by train.’

In response to a query in LP&P 77 about ‘Killing the Pig’, Brian Dawson says that a version by Fred Dobson can be found in *Life and Laughter in Lincolnshire* (Allinson & Wilcox, Louth, 1964). The query suggests that the poem could be older. We have also received this [different?]

version from the Museum of Lincolnshire Life:

**Killing the Pig - Lincolnshire Style**

I think I told you about a fortnight ago
As we were killing the pig out of the sty
He went half a good nut, twenty eight stone or so
I know you expected a fry.

I got up real early and the copper I lit
Had the water well boiling by eight
When Charlie given come, we smoked for a bit
Until we could see to work right.

Now, old Charlie works fast and the pig was soon dead
And lay there all snug on the orkath
We had the grandson, young Joe, him with the big head
He helped us to scrape and to scratch.

Now the missus was through and our Judith as well
When Charlie had cut the pig out
They rendered a great bowl o’ lard from the kill
And weren't there some fine smells about.

I read young Joe mischievous young type
Collar a handful o’ mince meat to eat
Now the women tied their old faces that red
With baking and baking I mean
They made pork pies and mince pies, basin as well
And sausage sauce as some calls collared rind
And the cooking of each one made such a nice smell
So tasty and tempting and fine.

We've had some rare feeds and there'll be some more yet
Fat baccy the pride of the nation
And that and more shine we'll have after a bit
You know, on some special occasion.

Now there's just one sad thought—it seemed hard to part
Cos me and old pig we always was chummy
But somehow the emptiness down in me heart
Seemed eased by the fullness of tummy.
Hair Haulage History

This article by Stephen Pullen first appeared in the December 2009 edition of Heritage Commercials and describes a family tradition of road haulage that goes back almost 80 years. Originally written with help from Eric and Julian Hair, it has been edited to suit Lincolnshire Past & Present. The illustrations are from the Hair family archive of photographs.

The L&R Hair fleet at Howsham in the mid 1930s. Left to right, Ron Hair, Dick Spindle, George Bowness, Len Hair, Joseph Hair.

In the early part of the 20th century Joseph Hair set up as a farmer at Messingham in North Lincolnshire and later expanded to 500 acres at Somerby Grange near Brigg. As the years progressed the farm prospered and Joseph was joined in the business by his four sons, Edgar, Leonard, George and Ronald.

But, like many farmers, Joseph found himself a victim of the Great Depression, and in 1931 he was forced to sell everything. He was 54 years old. The auction listing shows how well the farm had been doing—the sale included 290 sheep, 11 horses, 27 cattle, a Fordson tractor, numerous carts, wagons and implements, and even a four-seat Chevrolet car complete with trailer.

With the farm gone Joseph and his sons went their separate ways to find employment. One of his sons stayed in agriculture, while another went to work at the Humber Docks. However, after a spell of agricultural contracting, two of the sons, Len and Ron, set up their own transport business, L&R Hair Haulage Contractors, with premises in the village of Howsham near Brigg. They quickly expanded into new premises at Wressle so it was more convenient for Scunthorpe steelworks. Their father helped Len and Ron as best he could with their new enterprise.

As was common with haulage firms in this area the main work for the new company was carrying agricultural produce. Other work included hauling coal, which involved collecting loads from railway wagons using nothing more high tech than a shovel!

By the mid 1930s the company had grown to four lorries, all of which were Bedfords, bought from GI Layme of Brigg. At this time sugar beet and pond lime were among the main products carried.

The business continued through the rest of the 1930s...
and the war years, and in the mid 1940s Len and Ron, together with their wives, set up ‘The Hair Agricultural Spreading Co’ to work for Grasby Lines.

As new lorries were in short supply the brothers decided to purchase a number of four-wheel drive ex-army Bedford and American-made GMCs. These demobbed vehicles came equipped with all manner of military bodies fitted and these were removed and replaced with lime spreading equipment.

Ron’s son Eric remembers that in around 1948 an ex-army lorry arrived fitted with a mobile office body, which was promptly removed and dropped in their garden as a playroom for him and his sister Eileen. As these office bodies were fully insulated and double-glazed, another example was used by Len to process and store honey collected from his bees. In fact converting ex-military vehicles for sale became quite a profitable sideline for Len in later years.

These lime spreaders also proved ideal for use in winter, when they had snowplough blades fitted and used the lime spreading equipment to apply salt to the roads on contract to Lindsey County Council. The business also became involved in the transportation of iron slag.
road stone for several companies, including JG Eccles & Co, Sandwith and Clugston, and the Appleby Slag Company.

In 1948 the Labour government nationalised road haulage as British Road Services. In order to do this they often appointed local accountants to negotiate with private haulage companies as to the terms of their acquisition by the Government. In Lincoln one such accountant was John Camanile, who arranged the compensation to be paid to Len and Ron when their company was taken over. They were also offered jobs as managers with BRS. However, neither brother was happy working for the Government and both soon left and used their compensation payouts to set up small transport companies of their own.

Ron initially set up in tipper haulage at Greetwell Crossroads and carried on doing similar work to what L&R had done, including the haulage of slag road stone. This became an important product for the new company. They transported it to the East Coast to help in the construction of sea defences after the flood disaster of 1953. Len’s son Julian remembers going with his father on this work and recalls the job being so urgent that any lorries that accidentally tipped over at the new sea walls were not recovered but were used as infill along with the slag!

Ron also ran the Woodlands Service Station and lived in a house on the site together with his wife, Ruth.

**Plant hire**

Ron’s business grew and eventually relocated to Hibaldstow. He also went into plant hire and set up contracting with Marshall road rollers.

However, after help from Albert Warriner of Warner’s Bodyworks, he came up with a design that reduced the centre of gravity of his drop-side tipplers and the Hibaldstow site was turned over to a body building business of his own. Ron was pleased that one of these new body designs was sold to his brother Len who had one fitted to a new Albion Reiver. In the past Ron had always gone for Bedfords, but by 1950 he had added a
A few Commer lorries to the fleet. Later on, Albion Reivers were to become the mainstay of the company, but they also had some twin-steered 'Chinese-Six’ Dodges.

In the 1960s Ron’s business became involved with all manner of haulage and construction projects including the extension of the main runway at RAF Scampton and the corresponding rerouting of the A15 at Hackthorn.

Ron retired from the haulage industry in 1968 and the business was closed. Incidentally his son Eric had by this time become a partner with the accountancy firm of Streets of Lincoln, who were founded by John Camamile, the accountant who had negotiated the compensation for the nationalisation of L&R 20 years before.

Meanwhile Ron’s brother Len had decided to specialise in the haulage of processed steel from his base at Wressle. This business prospered over the years and in 1974 Len was succeeded by his son Julian. At the time Len ran three Mercedes and four Volvo tractor units. It is good to report that Julian has kept the family tradition going and continues in haulage to this day, running three Scania, with the main work being to and from Immingham Docks. He also now rents out much of his yard space and maintenance facilities to other haulage companies.

Harry Marris with one of Ron Hair’s road rollers.

One of Len Hair’s 1418 tractor units pictured in 1973.

Julian Hair keeps up the family tradition to this day.

Bill heads from the 1950s
Humber Radio

N&Q 73.4 asked about the 'Radio Bungalows' at Trusthorpe.
David Hopcroft tells the story of the maritime radio station from which the bungalows derive their name...

Humber Radio was located at Trusthorpe, on the Lincolnshire coast, between Mablethorpe and Sutton on Sea. It was one of eight ship-to-shore coast radio stations around the UK. Its purpose was to offer communications with ships at sea within a range of approximately 200 miles. Communication was on the Medium Frequency (MF) radio bands and was either WT (Wireless Telegraphy/Morse Code), RT (Radio Telephone) or, much later in its life, RTT (Telex over Radio).

I had the privilege of working there, firstly as a radio operator and then later as the day-to-day manager from 1968 until 1995.

Though the service area was nominally the Southern North Sea, locally based ships, especially trawlers from Grimsby, tended to work back to Humber Radio whenever possible. At night, and given the right condi-
tions, we regularly had contacts out in the Atlantic and down into the Mediterranean.

As well as commercial telegram and telephone services, a permanent watch was kept on 500kHz and 2182kHz, the WT and RT Distress Frequencies on behalf of the UK Coastguard Service. All Distress (SOS), Urgency (XXX) and Safety (TTT) communications traffic was handled by GPO Coast Station people.

The station was originally known as Grimsby Radio and was established by the Admiralty during the First World War on the West Pier at Grimsby Docks. It was housed in three passenger railway coach bodies placed end to end and equipped with a Navy type 2KW Spark Transmitter, and a standard Post Type Receiver.

Perhaps the most memorable signal transmitted from Grimsby was this Armistice Signal. It was addressed to the Humber Fishery Protection Section — armed trawlers — patrolling the Southern North Sea. As you can see it went out at the eleventh hour of the eleventh day of the eleventh month 1918. It was transmitted as 4-letter code groups, among which were several 'redundant' groups that did not refer to any-

ARMISTICE SIGNAL sent from Grimsby Radio 1108 on 11.11.19 by SGR Stanley G. Roffey.

W5 MAIN TRANSMITTER with covers removed.
The move took place on 7 December 1927 and the station was renamed Humber Radio.

The equipment was state of the art for its time and included something new called valve transmitting equipment. A Bellini-Tosi direction finding system was fitted, and also the first Radio Telephone (RT) transmitter at a UK Coast Station for communication with trawlers.

Remember this was before push buttons were introduced. The wheels just to the right above the receiver bench had to be turned to control frequency selection of the main transmitter, which was in the next room.

This transmitter remained in service for many years. One radio officer recalled that in its later years, you often had to go inside the cage and give it a 'whack' in the right place to change frequency!

Initially the telephony service was message traffic only but in 1937 the first ever telephone 'link call' was made when a trawler was connected to his company office through the telephone system.

A new Post Office 'in house' transmitter was developed and in the early 1950s the W5 became the workhorse transmitter for the next 30 years. Marconi 'Mercury' receivers were fitted at around the same time.

On the night of 31 January 1953, the staff on duty, well used to handling Distress traffic, suddenly found themselves to be in Distress. During severe gales at a period of high tides, the sea broke through the coastal defences and flooded the station, which was located just behind sand hills close to the sea.

Earlier that day, the log records the Distress working at Portpatrick Radio for the sad loss of the Irish Sea Ferry Princess Victoria. Urgency (XXX) traffic was in progress at Humber Radio with the mv Levenwood, in difficulties in the rough seas when the power failed, and very shortly after that the emergency generator also failed. The last entry in the WT log reads 'GNF de GKZ, Station Flooding, Ceasing Operations'.

The staff realised that if the emergency batteries were under water, chlorine gas could be produced. So they set to and lifted them on to benches above the flood level. The whole of the district was by now under water. The sea had broken through defences in many places, not only in this area but also in other parts of the country and across in Holland.

Services were resumed a few days later using the mobile station set up for just such an emergency. It was a converted bus parked at Kenwick Hill, near Louth. Permanent repairs took about six months before normal service was resumed.

The same transmitters were dried out and brought back into use, but the "tide mark" on the W5 could be seen throughout the rest of its service. I know as I tried without success to clean it off during maintenance.
duties!

Oil and gas exploration came to the North Sea in the mid-1960s and with it radio traffic through the station increased significantly. To provide for the special communications needs of the many drilling rigs arriving in the area, 15 private Telex channels and one dedicated telephone channel were introduced for the offshore industry.

The next equipment changes came with changes to the communications spectrum. And the introduction of Single Side Band. Main transmitters were provided by Ajax Electronics and associated receivers by Eddystone.

Traffic continued to grow in the late 1970s and early 1980s with Short Range VHF services being rapidly expanded to remotely controlled stations at Grimsby, Bacton near Cromer in Norfolk, and Orfordness near Woodbridge in Suffolk. One of the busiest times was handling 500+ telephone link calls on Christmas Day.

This was in addition to the WT traffic, routine weather and navigation broadcasts and of course the International Distress and Safety watches.

With the arrival of satellites and mobile phones, traffic began to decline, so automation was regarded as the best way forward. Morse Code WT traffic at Humber also ceased around this time.

In the middle 1980s operators were becoming an expensive luxury. A computer controlled data network known as DOC (Distributed Operator Control) was developed linking all eight manned UK coast stations.

Now, the operators sat in front of a VDU screen and a keyboard to answer calls, whether it was WT or RT coming in to any station around the UK coast or any of their remote VHF sites. Calls were offered to and answered by the first available operator wherever he was sitting. Of course DOC did not require so many operating staff. A continuous watch was still kept on the Calling and Distress frequencies of 500 and 2182 kHz by Stonehaven/GND and Land’s End/GLD listening to remote receivers. Commercial traffic was queued into the system by a search point operator.

It was of course the end of “your local coast station”. The arrival of the microchip had signalled the end of the personal service. More satellites were flying overhead and mobile phones were getting better and better. As traffic declined, so did staff numbers until Humber ended up as a remotely controlled site for Stonehaven/GND, the last manned station for UK Coastal Radio.

The end of the era finally came at 1200gmt on 30 June 2000. A couple of days later I went back in with a fellow radio officer, and together we “switched off the lights”. We adjourned to a nearby pub, had a couple of beers and felt rather sad that it had all come to an end.

The site was later sold at auction for leisure and tourism development but there has been no progress so far. The site remains sad and neglected.

The author holding a final stage transmitting valve from the W5 transmitter in February 1993 at an exhibition in the Bacchus Hotel, Sutton on Sea, to mark the 40th anniversary of the 1953 floods.
AMBRIDGE, Tom and AMBRIDGE, Margaret, editors. The casualties were small: wartime poetry and diaries of a Lincolnshire seaside village, Chapel St Leonards, near Skegness, 1940-1944: May Hill. Ambridge Books, 2009. iv, 113pp. No ISBN. £8.99 pbk (or £10.99 by post from T. & C. Ambridge, 10 Lockwood Close, Woodbridge, Suffolk IP12 1HZ; or through www.ambridgebooks.co.uk).

The mixture of diary entries interspersed with poems written during the wartime period covered in the title gives a valuable flavour of how the trauma of war affected those left behind. In these days of e-mails and other instant forms of communication it is through books like this that we realise how much worry those at home suffered from just not knowing about the whereabouts and welfare of their serving men folk. The wanting for a possible fateful telegram was a constant. Skillfully put together (though a casetlist might have been useful - there are 20 Hills in the index!), well produced and illustrated this forms a local insight into wartime lives in the county.

CONNOR, James, compiler. Voices of '39 from Normandy by Spital and Owmby by Spital: wartime life in two villages in rural Lincolnshire. [2], 158pp. No ISBN. Includes a CD. Available as a contribution to the War Memorial Fund (suggested donation £10 plus postage) to Nadine Fox, 4 Field Lane, Normandy by Spital, Lincoln LN8 2HB.

This is a fascinating record of wartime life in two (typical?) Lincolnshire villages. The editorial group have clearly set out the agenda upon which the oral contributions have been based. The headings involve memories of life pre-war, the outbreak of the war and life once hostilities were underway, the RAF and their personnel and other auxilliary groupings, e.g. ARP, WVS and so on. Within the broad topics are included subjects ranging from rationing to evacuees and the effects of enemy attacks. One expects a degree of duplication as memories overlap but what is notable is the way people have differing memories of the same events. The book's value is greatly enhanced by the connecting commentary, taken from the local Lincoln papers, surviving documents (e.g. ration books and photographs) and wider research; this yields precise detail of the amounts of foods allowed on ration, the intricacies of clothes coupons and a case study of the effects of the arrival of a large group of children from Leeds. The final third of the book covers the villagers who were in the services (including especially biographies of the men of the RAF and the Poles who flew with them) and details of flying at the local airfields at Hemswell, Ingham, Scampton and Baldingburn. This is an impressive piece of work and all involved deserve congratulation. Only the CD disappoints; the introductions to the 8 sections by Jim Connor and the voices of Hitler, Anthony Eden and Chamberlain are fine but those of the villagers are almost inaudible.
These two ladies produced a well-received study of Gonerby Hill Foot and its school in 2008 (see the Winter, 2008 issue). They have now performed a useful account of its close neighbour. A similar approach has been adopted: a brief telling of the school’s origins, followed by excerpts from the surviving logs from 1900 including personal memories right up to last year. The remaining sections cover holidays and treats, notes on health, the weather, the education provided with pupil standards and details of the staff and so on. The second half of the book then turns to the village — its history and development, the notable buildings, houses and the people who lived there. It is all well researched and written up and illuminated with photographs, maps and facsimiles. When it opened in 1863 the school had 193 infants but only one teacher, aided by two monitors; the celebration of Empire day is often noted and days off for royal events seemed almost common: how times have changed! Similar evidence of time passing occurs in the pictures (many in colour) showing street scenes and houses. All former scholars and others with connections to the area will find here an invaluable record very well presented.

Rex Needle is a journalist who has lived in Bourne some 25 years and, in retirement, now devotes his time to researching the history of the town. He uses original documents, the Stamford Mercury archives and contacts with old ‘Bournians’ attracted to his award winning website launched in 1998.

The book is a compendium of self-contained articles on Bourne personalities, places and events. They are arranged in six chapters, entitled: Places, People, Community, Events, Disasters and Bourne at war. It is well illustrated with good old photographs and some in colour taken by the author. Altogether there are nearly as many pictures as there are pages in this A4 paperback. There is no index or bibliography, as the collection was conceived ‘to entertain and then to inform’. It is full of fascinating information and easy to read and is an ideal volume for selective ‘dipping’. I would strongly recommend it for general interest as much as for the well-researched local history.

The price of £20 all goes to Bourne Civic Society to help maintain their museum at The Heritage Centre where the book is on sale. It is open 2-4pm on Saturdays and Sundays.

Dr Michael McGregor, Bourne

This volume is published as part of a series that includes Rutland: Landscapes and legends (2008) and Grantham: Landscape and Legends (2009).

It is a high quality publication printed on art paper. In total there are 37 admirable full page landscape or townscape paintings and 3 vignettes by Alan Oliver, all in colour. The artist, based in Oakham, is entirely self taught and has been professional for the last 25 years.

Much of the accompanying text is taken directly from Rex Needle’s website at http://homepages.which.net/~rex/bourne/index.htm and consequently, while the text complements the paintings by providing historical snippets, it is not always satisfactory in describing each painting. The painting of St Andrew’s church, Sempringham, for example, is accompanied by a text on the former priory and a nearby memorial. A brief commentary on each of the painted subjects themselves would have been worthy of inclusion. The text also lacks references though a modest list is provided at the back.

The title is somewhat misleading as there are 8 paintings from the surrounding villages of Corby Glen, Edenham, Folkingham, Greatford, Hattonby, Little Bytham, Sompringham and Witham-on-the-Hill. Bibliophiles may also find it unhelpful that the spine title simply reads “Stamford, Bourne and the Deepings”. His knowledge, gained through broadcasting, his farming roots and contacts in the agricultural world, have enabled him to document the vast changes that have taken place in the past century in this county. He enlightens the reader from the era of horse power and manual labour to the mechanised farming of the present day. All areas of the county are captured in the book, from the high Wolds, the Heath and Isle of Axholme in the north of the county to the fens and marshes in the south. The unique diversity of cropping on the different soils is included and how time and fortune have changed them in the farmers’ use of rotations. Through the contacts he has made during his life’s work in this field he includes in the book names of farmers, growers and livestock breeders, past and present who have made Lincolnshire one of the “Premier Farming Counties” in the United Kingdom. Many of the family names in the book I know personally, some are known internationally while others are familiar in their locality.

Livestock features in all the chapters, as one would expect in this county: the Lincoln cattle, sheep and pigs are discussed along with the breeders and there are many illustrations of the working horse. The number, quality and mix of photographs blend well with the text and content. Field sports depicted in this book are enjoyed by many people in and around the UK, and Lincolnshire’s excellence in this field is well illustrated. I, like many of the readers of this book, know the county well, but for those that don’t a map showing the major topographical differences would have been helpful. This...
book, nevertheless, will give readers a good idea of how farming has changed over the past century and, even more importantly, how vital Lincolnshire’s role has been in feeding our nation.

The author’s years of involvement with people connected with agriculture shine through his pen, thus giving it a personal touch and character between the lines.

*Rev Sly, Postland*

**TRILOW, Nick, and others.**
*The women they left behind: stories from Grimsby’s fishing families [by] Nick Triplow, Tina Bramhill [and] Jade Shepherd, Grimsby, Fathom Press & CPO Media, 2009. 131pp. ISBN 978 0 9558950 3 5. £5 pbk (or £6 by post from CPO Media, 80 Cleethorpes Road, Grimsby DN31 3EH).*

This is in its way a history of Grimsby’s fishing industry but it is the human face that is most clearly reflected here. The authors have done a very good job of integrating the voices of the fishing folk while relating the rise and fall of the industry. Many of the voices are those of the wives, mothers and children who let the men go down to the sea while refusing to bring bad luck by actually seeing them off. The anguish and losses are set against an historical backdrop that takes in the trawlers in both wars and the post-war changes including the cod war. The men who sailed, the financial problems of the payment systems, the fight for compensation for the needy (and the role there of Dolly Hardie) are some of the aspects touched on. In short it is a very readable, nicely produced book that is a tribute to the hard work of the editors and the people whose stories would be otherwise unrecorded.


The author believes that all previous historians have misinterpreted what Domesday can tell us of English agriculture, landscape and the political organisation of the country. The prime examples illustrating his thesis are from his home county, Essex, but he has ranged widely through other areas and the subject’s literature.


£9.95 pbk (or £11.95 by post from SLHA).

For many years Neil Wright’s pages were the only serious account of Sutton Bridge’s history. Now he has been persuaded to produce a larger up-to-date account of the way in which the village developed from a crossing point over the River Nene into a thriving modern port with an increasing population. In this recreation of his earlier work Sutton Bridge’s own local historian, Beryl Jackson, has made a distinctive contribution.

The story begins with three chapters on the efforts to reclaim land from the sea and the creation of not only a clearly navigable river up to Wisbech but also a safer and shorter crossing from Norfolk into Lincolnshire. A large number of maps help depict the changes made over the centuries. Until less than 200 years ago, however, the village remained a part of Long Sutton parish and some of its history is being retold here too, while much of the land belonged to Guy’s Hospital, whose final links only ended in 1919. It was the narrowing of the river channel and the bridging of the river that led to growth in the nine-
teenth century and a population already up to 1472 in 1851.

Three bridges have been built since the first schemes of Sir John Rennie; the first bridge opened in 1831 when the population was very small. Details of that bridge are clearly set out as are those for the two later crossings with many illustrations. The fourth section details a disastrous attempt to create a new port at Sutton Bridge in 1881. The efforts ended in failure when the lock sides collapsed within four weeks of opening.

The complicated history leading to the arrival of the first rail link in 1862 forms the fifth chapter. The final parts cover the closure of the railway in 1959 and the consequent changes, the plans and successful creation of a new port in the late 1980s and aircraft activities following the formation of RAF Holbeach and RAF Sutton Bridge.

We now have a fully documented and illustrated history that will serve us well into the foreseeable future.

AIA 2009 Lincolnshire Conference - award winners

In September 2009 the Association for Industrial Archaeology (AIA) held a weekend conference in Lincolnshire. AIA holds this event in a different part of the UK each year. The SLHA Industrial Archaeology team helped to organise the 2009 Conference. After each conference AIA makes two awards to local bodies. The winners are nominated by delegates, and the 2009 awards were presented at a ceremony early in 2010.

The Initiative Award is for those showing the most merit in interpreting industrial archaeology, and deserving encouragement to pursue their work. This was awarded to the Lincolnshire Film Archive (LFA) based in Spalding. LFA has been collecting and preserving historic film of Lincolnshire for over 20 years, including film of industries. Peter Ryde, LFA’s driving spirit, received the award.

The President’s Award for best site visited during the Conference was awarded to Dogdyke Pumping Station Preservation Trust. This dedicated team of volunteers look after a land drainage pumping station on the River Witham. A steam engine installed in 1855 still powers it.

AIA’s President Professor Angus Buchanan, Chairman Tony Crosby and Vice-Chairman Mark Sissons came to present the awards at the Broad Street Museum of Spalding Gentlemen’s Society (SGS) on 25 January. Members of all groups involved were present including SLHA Chairman and Vice-Chairman, Chairman of our Spalding Group and Chairman of SGS. Professor Buchanan paid tribute to the Lincolnshire people and organisations that had contributed to the success of the Conference and towards furthering the aims of AIA.

Charles Tennyson Turner

Diane Impey’s article ‘Poet in the Shadow’ appeared in the Spring 2007 edition of Lincolnshire Past & Present. Six years of the life of Charles Turner, priest and poet, remain undocumented. The story on page 25 is a fictional account of what could have happened to Turner during those six years, inspired by Turner’s poem Lucy.

LUCY

The sculptor carves the stone, till he beholds its lessening bulk, his finer thought fulfilled;
The flesh and blood our heavenly Artist moulds, Waxed fuller, while he wrought it fairer still, As Lucy grew to woman. Not a girl In the village wore her gracious look; But each her dear pre-eminence could brook, Nor wished a daintier gloss on the least curl Of her bright auburn hair. Love came to woo In humblest guise, yet no coquettish guile Depraved the honest beauty of her smile; Her goodness raised and bettered those who drew The lot of the rejected, for they knew Her utter truth and sweetness all the while!
Older brother by one year of the Poet Laureate Alfred Lord Tennyson, Charles Tennyson Turner was vicar of Grasby from 1835 until his death in 1879. He too wrote poetry, mostly sonnets. Much of his life is well chronicled, but there is a period—from 1843 until 1849—of which nothing is known of Charles, except that he left Grasby.

This is not a factual account, but a hypothesis of what happened during those ‘missing years’.

The Missing Years

Louisa Sellwood and I married in 1836. Our wedding day was a happy one—who could fail to be enchanted by so beautiful a woman? The vicar of Holmcastle, who officiated at the ceremony, pronounced her the loveliest bride he had ever married.

We began our life together in Caistor, a place described by my brother Alfred as ‘a wretched market town... The limit of the civilised world.’ But it suited me well for Louisa and I had the biggest and the best house in the market square, where we were able to entertain friends and family. For a time my mother, by this time widowed, and my sister Matilda lived with us.

I had the living of Grasby, some three miles away, that had been bequeathed to me by my great-uncle Samuel Turner. Louisa found the constant travelling from Caistor to Grasby hard so we moved into the parsonage there.

It was smaller than our Caistor house, rather dilapidated, and it would be some twelve or thirteen years before we built a larger vicarage. Louisa’s mental health began to fail. I believe we both wished for children, but it seemed this wish was not to be fulfilled.

The eerie atmosphere of a home where there is a soul in mental distress can be anathema to someone used to a boisterous household. Very soon I began to find solace in opium.

In 1840 Louisa’s condition became so poor that she was committed to an asylum and it was to be ten years before she came home. I found Grasby to be a lonely place then and had little spirit to continue my work in the parish. I applied to the bishop for leave of absence and in 1843 stayed with my mother and sisters, firstly at Bexley, Kent, and then at Cheltenham.

Returning to the warmth and chaos of my mother’s home, I was happy—happy as an old bachelor might be, having previously explored every avenue of life.

But I was not an old bachelor. As a man in my most virile years, I began to feel the frustration of being unable to lead my life to the full. I had the opportunity now to travel widely and see those places I had hitherto only read of or visited in my opiate dreams; but it was at a small house party given by my sisters that my dreams were to change.

I recognised her instantly. Her green eyes, her shining copper hair. She held out her hand. ‘Mr Charles, how wonderful to see you again!’

‘Miss Burton! It must be over ten years since we last met.’

I told her my story and she listened with sympathy. It seemed inevitable that our friendship should blossom. We would take long walks together, sharing our delight at the beauty of the countryside. The muse that I believed had deserted me for ever returned and I wrote poetry once more.

We fell in love and made the decision that we would live together. We took a small house in a village where neither of us was known. I did not shirk my duty to Louisa, visiting her when I could; and indeed my newly found happiness may well have benefited her in an indirect way, for I was now able to greet her with cheer and optimism.

My lover and I were overjoyed when our first child was born. We called her Elizabeth after my mother, who had gradually come to accept, and even look with warmth, on our liaison.

The next few years were the happiest of my life. Our dear child filled the house with her laughter and incessant chatter; and then another daughter was born to us, who should have made our happiness complete. But my darling was to die in childbirth, and only weeks later our sweet Elizabeth died of the smallpox. I was left alone with Lucy, a motherless infant.

With my daughter Lucy I returned to Grasby— as the benevolent vicar who had rescued a foundling from a life of poverty. There was a motherly soul in the village who took her in as her own without question; but what pain there was in seeing my daughter grow and blossom as someone else’s child.

In time I had the privilege of marrying her in my church to the most handsome man in Grasby. As I blessed her she lifted her head and my lover’s eyes looked into mine!