This autumn we have new features in the magazine, which we hope readers will enjoy. We have begun what should be a very enjoyable series on items in the Collection at Lincoln, provided by Antony Lee, the collections access officer for archaeology. There may be people who have yet to visit our magnificent county museum! John Almond is on the move again, rediscovering treasures among the county’s parish churches. Despite the problems with theft, many churches are still able to open at certain times or with stewards on site. In another new series David Lambourne has been looking at the story of Carnegie libraries in Lincolnshire.

An intriguing article is by Ian G. Simmons and Patrick Mussett, who had an interesting excursion with Arthur Owen, probably one of the latter’s last outings. The focus is on the meaning of the second element in the name of Skendleby Psalter. The present spelling is relatively modern, and there appears to be a connection with deer rather than singing. The theory that connected the place with Lincoln Cathedral choirboys shows confusion with the situation in Ashby Puerorum. Kenneth Cameron’s *Dictionary of Lincolnshire Place-names* is usually so helpful, but in this instance he had Salter as being to do with salt makers, which does seem surprising, being a distance from the sea and no salt springs around. We hope Skendleby area members will wish to join in the discussion.

Peter Stevenson has been remembering his earliest encounter with the wireless—as we always called it until well after the Second World War! I now understand the meaning of the term may be something else altogether, so I fear I may never catch up. I can remember accumulators being taken to be charged; I had no idea what it was all about, but ‘accumulator’ was a good long word and I was always interested in spelling! A totally new topic is that of C roads, presented by Ray Carroll.

We are especially pleased to hear from readers who have had positive and informative feedback as the result of articles and enquiries, and we welcome a number of these this time. Please keep your queries coming.

Our promised heat wave is arriving as I write and I am now going out to find some conkers. The chestnut trees near me do not seem to be badly affected by leaf miners yet. An old wives’ tale hints that large autumn house spiders try to avoid conkers—is there any scientific evidence for this notion?

*Hilary Healey Joint Editor*

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Andrew Carnegie, the Scottish American philanthropist, had an abiding interest in libraries. In his later years he provided the funds to establish nearly 3,000 public libraries throughout the English-speaking world. The majority were built in the United States, but over 400 were in England and Wales, including Lincolnshire. In England any community was eligible as long as it could provide a suitable site and was willing to adopt the Public Libraries Act.

In Gainsborough, a meeting was first held to discuss a free library in 1891. There were already a number of libraries at various clubs, but non members of these only had access to about 300 books at the Mechanics' Institute Library in the Old Hall. A vote of ratepayers to set up a free library was eventually held and carried. In 1902 Councillor Joseph Barlow, Chairman of the Urban District Council, in wishing to commemorate the accession of King Edward VII, wrote to Andrew Carnegie for assistance.

Carnegie offered £4,000 providing his usual conditions relating to the site and the Libraries Act were met. Sir Hickman Bacon offered a site and James Marshall approached employers in the town to raise the money to purchase it. Marshall's own firm gave £200 and a promise to make up any shortfall.

The new library was opened in October 1905, was administered by the Urban District Council, and initially held 1,800 books for lending with a further 80 on reference.

The building is still in use as a public library and stands opposite Gainsborough Old Hall. Although the exterior of the building has memorials to prominent people associated with the town, there is no acknowledgement of Andrew Carnegie. He merely provided the money! Over the entrance are simply the words "Public Library".
Caroline Martyn

The books reviewed in this issue includes (page 24) Carrie: the story of Lincoln’s lost heroine; Caroline Eliza Derecourt Martyn: a biographical anthology. Lincolnshire Past & Present’s association with Caroline Martyn spans a number of years. We recently received an email letter from Adrian Bailey:

This letter is one of appreciation to the SLHA, and shows how a little detail can lead to bigger things. In 2005 I wrote to the SLHA who subsequently printed my request as to any information concerning the socialist Caroline Martyn. A few months later I was contacted by a retired Lincoln solicitor from Sleaford and, through his considerable efforts, a book celebrating her life was launched at this year’s conference of Women in Politics in May at the University of Lincoln. The course director being one of Britain’s leading experts in the field of women’s history, Lincolnshire should be rightly proud of this achievement, and a forgotten campaigner rediscovered to claim her place in the hard won battle for the rights and equality of the working woman. As I say, none of this would have happened without that initial letter, so thank you to everyone.

Adrian Bailey

Mr Bailey’s original request for information appeared in Bulletin 60 in the summer of 2005. The compiler of Carrie, Christopher Hodgson’s subsequent response in LP&P 67 spring 2007 (page 6) was followed by more information from Ruth Tinley and a request in LP&P 71 spring 2008 (page 6), from Dorothy Derecourt regarding Lena Wallis’s biography of Martyn, and a thanks in LP&P 72 summer 2008 (page 18) to Gary Phillips from Ms Derecourt for his diligent search for an original copy of the biography. In the same issue we also expressed our thanks to Dorothy for her kind gift of a photocopy of the entire biography for Jews’ Court Library.

MEMORIES OF SCHOOLDAYS AND FARMING IN THE LOUTH AREA

In 1952 the 400th anniversary of the schools charter was celebrated. [At Louth Grammar School] by now we were delving into logarithms, trigonometry, circles, spheres, etc. All calculations [were] done without assistance except for a set of tables. The late Cyril Hemming taught maths at 5th level and was considered to be very good. Mr Parkinson taught English in a most effective and adult way; he made it fun. He introduced us to Thomas Hardy, and I’ve been a fan ever since. Cricket I enjoyed but not football, and cross country running was purgatory.

At about this time my father bought Dog Kennel Farm at Hubbard’s Hills—it was about 50 acres—and with my mother reopened the café there after about 10 years of closure. The farm was so called because it was the base for a small private pack of hounds owned by Thorpe Hall in the previous century. The actual way my father managed to acquire it is a small story in itself. An RAF pilot with a pretty young wife was posted locally. Unfortunately the poor fellow was killed, leaving his wife pregnant with almost no money. Now a rather rural farmer took a great fancy to her, but she said that in no way would she marry him and live in his farmhouse. As my father’s bungalow was nearly new with a modern bathroom, he begged my father to swap another property he owned in part exchange for the bungalow.

A deal was done and my father paid £2000 plus the bungalow in exchange for the Hubbard’s Hills farm and café. So I now spent most of my spare time driving tractors or doing any other work—there always seemed to be a lot of it! I learned to drive a Ford Eight Van in a grass field, and was taught how to catch rabbits, using ferrets and purse nets. My mother introduced Muscovy ducks to Hubbard’s Hills; their descendants are still about. One duck raised 23 small ducklings as a family mostly fed by visitors to the park.

A Mr Tasker taught me how to plough properly with a small Ferguson tractor; I was to spend hours doing this, but it was a lot better than carrying sheaves of corn into ‘stooks’ to keep them dry. No way this was not for me! Father, a believer in new technology, had a couple of fields of barley sprayed against weeds, using a MCPA weed killer, very successful, a great leap forward.

After three years at Hubbard’s Hills my father acquired another farm at Cadney, near to Brigg, so we sold and moved on to a farm three times the size. I was 16, and that was the end of my schooldays.
St James's church is an interesting building, dating from the 14th century. It is set in a commanding position at the west end of the town, at the junction of four roads, with the old King Edward VI grammar school buildings opposite.

From the outside, the nave, chancel, and both sides of the aisles have been covered with Ancaster stone. This is the result of a Victorian restoration carried out by W. Bassett Smith in 1879, which included the erection of a new south aisle. But the 16th century tower is the original local greenstone, topped with eight pinnacles, and containing a peel of six bells. From the outside it may not look the most inspiring of buildings.

You enter the church through the west door, under the greenstone tower. To your left, on the north wall, you will find an unusual memorial, to those local people who fell during wars in South Africa 1900-02.

Passing through the tower arch, you enter the original nave and north aisle, dated 1349. The nave and chancel were first widened later in the 14th century. The 19th century south aisle and heightening of the nave is the work of Bassett Smith.

It will be noticed that the original chancel is blocked off. Entering the chancel and looking left or to the north wall the reason will become clear. It is the Willoughby chapel. According to Pevsner 'the principal reason to visit the church is, however, not this architectural puzzle but the Willoughby and Bertie monuments in the chapel.'

They are reputed to be among the best in the county. It was at nearby Eresby House (demolished by fire in 1760) that the noble Lincolnshire family of Willoughby de Eresby began. It started when Alice, daughter and heiress of Baron de Bee, owner of the lands of Eresby and Spilsby, married Sir William Willoughby who became the first Baron Willoughby de Eresby in 1302.

The Spilsby connection lasted until the early 16th century when the family moved to Grimsthorpe Castle. The monuments in the chapel began with John, William and Alice's son the second baron. There are several memorials and brasses on the floor. But the most interesting is the Bertie monument, which fills the original chancel arch, with its three figures.

On the left is a hermit, in the centre stands a Saracen, and on the right the wild man, covered in leaves, all carrying emblems of...
Another interesting fact about this monument is that Katherine, Baroness Willoughby de Eresby, the former Duchess of Suffolk, and her second husband, Richard Bertie, should choose the old ancestral home of Spilsby to be their final resting place, as the family were now living at Grimsthorpe Castle.

On the north wall stands the monument to Sir Peregrine and his daughter Katherine. The latter was married only a year earlier to Sir Lewis Watson of Rockingham in 1609. One would presume she died during childbirth as, beside her in a small cradle, is her dead infant son. She desired to be buried with her father. Sir Lewis had this monument erected in 1612. There is so much family history here, too much to be mentioned in this short article.

A portrait by Dr J. T. Burgess in the south aisle shows Bishop Edward King leaving a thanksgiving service at Lincoln Cathedral after being acquitted of 'ritualistic practices' by the Archbishop of Canterbury in 1890.

Also in the south aisle, but on the tower wall, are three tablets to the Franklin family, of course including Spilsby's most famous son, Sir John. His life is well documented—the Battle of Trafalgar, sailing with Matthew Flinders on
the Investigator, his governorship of Tasmania and his polar expeditions—he certainly lived a life!

St James's was once a collegiate church. In his will the 2nd Lord Willoughby de Eresby provided an endowment for a master and twelve priests. The college came to an end with the Reformation and was suppressed in 1547.

In 1550 the income from Lord Willoughby's chantry was used to fund the grammar school opposite the church.

The main point of interest in this church is its Willoughby chapel, and that family's early history, before the move to their castle at Grimsthorpe and St Michael's church at Edenham, which is the next church in the 'Hidden Treasures' series.

Spilsby's former grammar school, founded 1550 and restored 1914.

"A FEN KITCHEN IN OLDEN DAYS."

The turf fires gave forth intense heat, and the ashes when hot were used for cooking.

A drawing from a Boston cookery book
JUMPING TO CONCLUSIONS
An excursion with Arthur Owen

Ian Simmons and Patrick Mussett

One of the last times we went into the field with Arthur Owen saw us driving from his home in Thimbleby to Skendleby. Arthur’s publications on the landscape history of Lincolnshire had mostly been about the coastal zone: on sea banks, salt and drainage for example. But his interest in place names had caused him to extract from the Ordnance Survey’s 1:25,000 map (a source of great pleasure and interest to him) the curiosity of Skendleby Psalter.

He had already decided that the second element was nothing to do with singing and all to do with deer management and wanted to see the terrain. We walked down part of the road from the south and then up the footpath onto the hill and compared today’s landscape with the 1940s RAF aerial photograph, and encountered a local resident who had heard the romantic legend that the income from the land had once supported the cathedral choir at Lincoln.

Some photographs were taken (they must have been by Arthur, for we have no trace of any in our collections) and we went off to a pub for lunch.

What more can be unearthed about this rather remote road junction and its odd name? The first and simplest thing is that the spelling is very recent. If the name is traced back on the successive Ordnance Survey maps from recent times to the late 19th century only the post-1950 sheets are spelled ‘Psalter’. All the earlier ones use ‘Salter’.

Given that rock salt and saline springs are not features of the Wolds, and that known Salter’s Gates from the coast inland do not pass this way, the connotation with ‘salter’ as a name for a deer leap becomes a likely avenue for exploration, as Arthur had foreseen.

A deer leap is a narrow inflected section of the fence around a deer park where wild deer (especially red and fallow) can leap into the park but not out of it. They were one way of keeping up the deer populations in a park and enhancing their genetic diversity. So there might well have been a deer park extending north from the salter.

We might hope to find traces of this in record offices but a search of the online offerings of the National Archives at Kew and the Lincolnshire Archives has yielded (a) only a few documents relating to Skendleby and (b) none of these mentions a deer park.

The area called Satler (sic) forms part of the Enclosure Agreement of 1723 when the lords of the manor were William Hardwick and Carr Brackenbury of Spilsby, who were to receive lands otherwise not allotted and so presumably this area came into their hands.

In 1305/6 (4 Edward I) the priores and nuns of Cotham were granted one third of the manor of Skendleby by Juliana de Gaunt, excepting 40 acres of land in ‘Welleparr’. (At Domesday Skendleby was held by Gilbert de Gaunt, so perhaps Juliana was a direct descendant.) And, irrelevantly, the Rev John Cheales reported in 1856 that ‘it is not the habit of the people here to wear socks’ - in fact they wore stockings of cotton or worsted according to the season.

The earlier maps have a little more to yield, some of which is summarised on Fig 1. The most remarkable feature is the parish boundary, which outlines a rough hourglass shape enclosing about 1.0 square kilometre (250 acres) with a very narrow neck (about 10-15 metres) at the Salter road junction and then extends out towards Well.

Then there is a stretch of wood (only a portion is left) at the bottom of the slope just above the road towards Claxby in which it denotes ‘game traps’. There is no indication of the nature or func-
tion of these traps though the aerial photograph of 1946 has linear soil marks running from the wood to the road (and hence outside the parish) coinciding with a steep bank alongside the southern side of the road.

Just outside the parish to the northwest there is Fawm Wood. The shape and location of this part of the parish might conceivably fit the idea of a deer park, with woods for shelter for the animals, a downhill run with a squeeze in the middle and an advantageous position for slaughter, the 'pinch' at the Salter is an apparent confirmation. It looks as if a deer park belonged to a local magnate who was also possessed of the main part of the parish.

But one of Arthur's phrases, repeated in more than one letter to IGS, was 'we need more documents' and so if any readers know of any relevant material we should like to hear of it similarly, the game traps persist into 20th century maps and perhaps somebody knows what they were like. Then we can write up a securely based account with fewer leaps into speculation. Arthur would have been pleased.

NOTES
The early OS six inch map tile on the National Grid is tP47sw; the pres- engraving drawing is on the Alford sheet (http://www.bl.uk/onlinedigital/ onlineex/ordsurdevraw/a/002osd00000013u00244000.htm); the aerial photograph is from 106/G/UK1730; 12 Sept 46 frame 3040 (from the NMR, Swindon); the agreement to enclose is at LAO: 3ANC1/20/4; Juliana de Gaunt's grant in TNA C 143/57/13; the socks in LAO: 3ANC7/233/71 item 83. Useful material can be found in J. D. Rotherham, 'The ecology and economics of medieval deer parks', Landscape Archaeology and Ecology 6, 2007, 86-102 (http://www.ukemanet.co.uk/images/stories/research/woodlands and forrest/parks/Ecology economics Sept 2007.pdf) and in J. Birrel, 'Deer and deer farming in medieval England', Agricultural History Review 40, 112-126 (http://www.bahs.org.uk/40n2a2.pdf). Comments and suggestions to ian@simmonsi.freererve.co.uk.
The tiny hamlet of Skendleby Psalter is not difficult to find; the satellites will find it for you. Situated at a road junction, it comprises a large farm and perhaps five other houses, and a Royal Mail post box. The postcode is LN13 0__. One arm of the crossroads is a footpath, leading to a very pleasant woodside walk with views to the coast. The main A 16 road is within walking distance, and you can hear it from there. Typing ‘Skendleby Psalter’ into Google gives its location, about three miles southwest of Alford, and some images, one showing the farm name board before it was broken!

These early 20th century postcards show Jews’ Court (left) and the so-called St Hugh’s Well, which, Dr Mansel Sympon wrote in 1906 was ‘in the front room of the ground floor of the house just north of the entry to the Jews’ Court’ and traditionally thought to be where a boy’s corpse was put. In 1928, after the Lincoln Corporation proposed to demolish the house but preserve the legendary well, a gentleman admitted to the Lincolnshire Echo that he had been commissioned in 1911 to dig the well by the building’s new owner.
Regarding the bus accident postcard reproduced on page 16 of issue 83, the over-turned Leyland Bus carries Lindsey CC registration BE9940, which ties its age to mid-1922. Lindsey's BE series ran from December 1903 to August 1922, when the council switched to the next registration series (FU, followed in June 1929 by FW).

The bus is a double-decker, possibly a Leyland N Type, but I don't know who the operator was—it wasn't Lincolnshire Road Car though, which wasn't formed until 1928. The bus is either on, or has recently been working, 'service 8'—but whose service?

So the postcard must either be 1922 or 1930; I would guess at 1922 because it looks very clean!

Adam Cartwright, Aldershot

This Band of Hope bill, which has been handed down to me, was once in the possession of my grandparents, my grandfather being estate carpenter on Gunby Park from 1890 to 1945.

Writing of the Massingham's of Gunby in the National Trust Guide to Gunby Hall, the late Hugh Massingham records that Emily Langton Massingham (1847-97) was one of the most remarkable women of her time and among the first women to stand for election as a county councillor.

She was a militant feminist and, as the bill indicates, an ardent campaigner for temperance. The Massingham Arms at Burgh Le Marsh railway station was one of the public houses that she bought in order to turn it into a 'dry' hostel. Were there others in Lincolnshire?

Nigel Kirkman, Malmesbury

Since the last edition we have learned that the building known as Dernstall House, or 'The Dunston Lock' described as 'the modern house fronting the High Street' in The strangers' illustrated guide through Lincoln, 1856, (see LP&P 84, Original Documents, page 16) is the one in the centre of the picture, displaying the sign of Yax. It was restored by Lincoln Civic Trust in the 1970s. Does anyone know any more about the history of this building?
The Ether

Peter Stevenson
describes his early mystification by
and later mastery of the ‘Wireless’

N
o, not the stuff they used to
put you to sleep but (OED
definition) ‘a medium as-
sumed to permeate space and fill
interstices between particles of air
and other matter in which electro-

magnetic waves are transmitted.’
Well, that was what most people
assumed when I was a boy. I can
remember people saying, ‘I heard it
on the ether’ and went on about
‘2LO’, cat’s whiskers and crystal
sets before clapping a pair of head-
phones over my ears and shouting
‘Shush!’ to the others in the room.

Thanks to Marconi and the other
pioneers, together with the impetus
generated by WW1, the ‘Wireless’
had reached the point in the early
1920s, when the general public
could just begin to join in with its
wonders.

My father, although completely
‘inpen’ when it came to most
practical things, could not wait to
join in the first stages of the wire-
less craze. It would seem that up
in London at a place called the Crystal
Palace, a company had been
formed called the British Broad-
casting Company, and they were
sending out signals through the
ether, which, if you had the right
sort of equipment you could listen
to in your home.

He got hold of the various bits
and somehow managed to get them
joined together after a lot of fuming
and language, which I was not sup-
posed to hear. I suppose I would be
about three at the time, but I can
still remember him digging in a tall
pole at the bottom of our garden,
and connecting it to the top of our
house with a long length of wire.

It was just at the time when, hav-
ing more or less mastered the ba-

sics of grammar, I was collecting
words for my vocabulary like
Scouts collect their badges.

This piece of wire, he said, was
the aerial, and the two little white
things at each end were the insula-
tors, which stopped the signals
leaking away. I knew that a tap
could leak but I was never able to
see anything dripping out of the
wire when my father said he had
‘lost the signal’.

He then drilled a small hole
through the woodwork of our liv-
r

ing room window and pushed
through another thing that he also
called an insulator. It had a screw
thing at each end, one on the out-
side of the window and another
inside the room.

A wire came down from the
erial to the outside screw and an-
other from the inside screw to the
‘wireless set’. This was a jumble
of bits connected together by
more bits of wire. Right in the
middle was a shiny piece of what
appeared to be metal, but he
called it the ‘Crystal’ and he
treated it very carefully and said
that there were good crystals and
bad ones. He had several of these
and I could never see any differ-
ence. He would put one of these
into a little holder and touch it
with what he called a cat’s
whisker. Now our neighbour had
a very nice cat, which I played
with, but its whiskers were noth-
ing like this one, which so far as I
could see was just a bit of springy,
shiny wire.

Next he fixed more wire to a
thing called a battery and yet an-
other thing he called a condenser.

Very puzzling the latter. I had
heard the grownups saying that
the steam from the kettle was
condensing on the windows, but
the shiny metal plates that moved
in and out when my father turned
a knob never seemed to get wet.

When I tried to help by turning
the knob for him, he would get
very cross and said that I had
‘lost the station’. So far as I could
tell Grantham station was still
there, so I must have lost some-

one else’s. I was very sorry and
hoped they could find it again.

After a lot of twiddling and fid-
dling, my father would shout
‘I’ve got it!’ and sit there with a
great smile on his face. Finally he
would pull the headphones off
his head and put them over my
ears. ‘Listen’ he said. I listened to
a lot of crackling noises and a
man’s voice said, ‘This is two
hello’.

Now my grandfather had a tele-
phone and when he wanted to call
his newspaper office in Notting-
ham he would take the thing he
listened into off its hook and rat-
tle the hook saying, ‘Hello, hello’
several times. So when the man
on this wireless affair said this
was ‘two hello’ I said, ‘Hello,
hello’. My father said, ‘Shut up
and listen. That is 2LO!’ All very
confusing.

I can remember him getting
very excited when he shouted,
‘I’ve got Hilversum!’ wherever
that was, and even more so when
he shouted, ‘I’ve got America!’
After a bit, something went wrong and, for a while, he lost interest.

My next contact with ‘The Wireless’, in less makeshift form, was when I was about ten or eleven. My grandfather had bought himself ‘the latest model’. This was a large, elegant affair with a polished wooden case, the front of which had a black fabric screen behind which was a speaker and a thing like a clock dial with numbers and the names of stations.

Along the bottom were sundry knobs and switches. When one of these was switched on, the dial lit up, but nothing else seemed to happen until it ‘warmed up’. Other switches and knobs eventually found the station he wanted and we settled down to listen.

Of a naturally inquisitive disposition, I wanted to know what occupied the rest of the noble case. An impressive jumble of wires connected a whole host of marvels, prominent among which were a row of valves.

I already knew that valves controlled the flow of water and gas in pipes, but these were a new one on me. As the set warmed up these started to glow like an electric light bulb, but that seemed to be it. (I gathered from my grandfather that the more there were of these valve things, the better and more expensive the set was.)

Eventually the sound came, and there would be much switching about for ‘Long Wave’ and ‘Medium Wave’, but my grandfather was never interested in ‘Short Wave’. I think he regarded all short wave stations as somehow uncivilised.

There were, apparently, many obstacles yet to be overcome before he could sit down and enjoy the ‘Wireless’. This ‘modern’ set still needed an outside aerial from his roof to that of his neighbour, with all the same connection points, which had to be corrosion free etc., and the same earth rod, which had to be appropriately ‘watered’ in dry weather. There were also new gadgets that you could connect to your aerial down wire that would explode if the aerial itself was struck by lightning, in preference to your set exploding or, worse still, setting your whole house on fire.

The set itself now had three batteries, two ‘dry’ and one ‘wet’. The smaller of the two dry batteries was, I understood, called a ‘Grid Bias’ battery and had something to do with making the valves ‘warm up’. The big one, about the size of two bricks and weighing the same or perhaps a bit heavier, was called the HT battery (whatever that meant). Wires had to be plugged in to these before they were stowed away in the bottom of the set, which seemed to be beyond the comprehension of my grandfather, but even in those days the function of grandparents was to teach their grandchildren how to make things work. (Don’t talk to me about computers!)

These dry batteries lasted about a year if the sets were not used too much, but were prolific creators of evaporation if they tended to fade just as the football results were being broadcast. Towards the end of their life I would often be called upon to disconnect them and dash them into the kitchen oven to warm them up in order to coax the last drop of ‘juice’ out of them. Only when this failed (as a last resort) would the purchase of a new battery be sanctioned.

It was perhaps the ‘wet’ battery that was the most regular producer of mayhem and pocket money! This was a glass bottle affair, with lead plates in it connected to two terminals on the top. This produced ‘Low Tension’ electricity, and wet batteries, called ‘Accumulators’ by the more educated, ceased to exist a long time before I understood what they were supposed to do. They only lasted about a week before they had to be taken to the local garage to be charged.

The two lead plates were immersed in weak acid—“Don’t stand that damned thing down on the carpet until you have wiped its bottom and stood it on newspaper!” It became my job to see that it was well charged up before the weekend. This called for much close scrutiny of the colour of the lead plates. If it was ‘getting on for dead’ they would both be a sort of dirty grey, but when they had spent a day or so on the garage’s charging bench amid dozens of others brought in by other wireless listeners in the neighbourhood, one of the plates would be a good dark grey colour and the other would be chocolate coloured.

I got to know the man in charge of the battery charger quite well and he introduced me to the mysteries of testing the voltage, using the hydrometer to gauge the strength of the acid, the use of Vaseline (petroleum jelly) to prevent corrosion, and lots of other things to blind my grandfather with science and ensure that my maintenance contract was well rewarded.

Of course, all this magic disappeared after WW2 when the first ‘All Mains’ sets appeared on the market. First went all the dry and wet batteries. In came the indoor aerials and out went the earth rod. You started to press buttons rather than twistle knobs. Then finally in came tiny things called transistors and out went all those valves and the bits of wire connecting them.

The sound was undoubtedly better, but somehow the ‘soul’ had gone. ‘Wireless’ had become ‘Radio’ and the ‘steam’ had escaped! And out went those sixpence per week ‘maintenance contracts’ and if the set didn’t work it was beyond the capability of mere mortals and too expensive to repair, so you threw the whole caboodle away and bought a new one.
Traditionally, history textbooks present the end of Roman Britain as occurring in AD 410. In reality the situation is far more complicated, and far more interesting, than that. The big question about the end of Roman Britain basically comes down to how long a Roman way of life continued after the withdrawal of Rome's official support systems.

These three gold coins, all in superb condition, are of a denomination known as a solidus. They were discovered together by a metal detector user and seemed to have formed part of a small hoard, perhaps contained together in a bag. The coins range from AD 378 to AD 392, and represent some of the last official coinage to enter Britannia.

The chronology of the later Roman Emperors is far more complicated than that of their predecessors of the 1st and 2nd centuries, as these coins attest. The coins were struck after the eastern and western elements of the Roman Empire had split, and combinations of co-emperors and junior emperors were common.

Coins 1 and 2 were produced at a time (AD 378—A 383) when the Emperor Gratian was ruling the Western Empire with his younger half-brother Valentinian II, but had given control of the Eastern Empire to Theodosius I, a general who had served in Britain. They are struck in the names of Gratian and Theodosius I.

Coin 3 is slightly later in date (AD 388—AD 392) and was produced after Gratian had been killed, and when Theodosius I had named his son Arcadius co-emperor in the east. It is struck in Valentinian II's name.

Despite the changes in emperors, the coins all bear the same reverse image—that of two emperors holding a globe between them while an angel looks over them (this being the time of the Christian emperors the winged figure is an angel rather than 'victory'). This image of peace and harmony was no doubt taken too literally by the people living in an age of uncertainty and strife. The museum purchased the coins with the kind assistance of the Art Fund and Friends of Lincoln Museums and Art Gallery.
THE COLLECTION: Art and Archaeology in Lincolnshire (formerly known as the City and County Museum) in Lincoln holds the main public archaeological collections for Lincolnshire. These are estimated to contain some 2 million objects, ranging from the unique to the commonplace. It is a collection that is always growing, through systematic professional and amateur fieldwork and through casual finds—whether made by someone digging in their garden or searching with a metal detector. This article will examine two recent, and rather interesting, acquisitions by the museum, which deal with both the beginning and the end of Roman Britain.

Not all of the objects the museum acquires are fresh from the soil. This chubby and cheerful looking bronze boar statuette was found at Rothwell, near Caistor, in 1990, but acquired by the museum in 2007. It dates to the 1st century BC/1st century AD, and is one of those most interesting of archaeological finds—one that spans two cultures, in this case late Iron Age and early Roman Britain.

The boar was a potent symbol of the Corieltauci tribe, who occupied Lincolnshire and most of the modern East Midlands. The image of a bristly, aggressive boar appears on their silver coins as well as on the famous Witham Shield, discovered in the River Witham in 1826.

Other examples of boar statuettes are known in Britain, but they invariably tend to be of the spindly, aggressive type that is seen on the coinage, not the more rounded, naturalistic image we see here (for example, see the boars from Hounslow, now in the British Museum).

The prominent dorsal bristles and tusks still mark this boar out as a warrior’s totem, just one produced by a sculptor with a better sense of porcine proportions, or at least one who valued the realistic depiction of the boar over one focussing on its aggressive attributes. Perhaps the style of the boar suggests that we are looking at a statuette made with the technical skill of Roman manufacture, but adhering to the belief system of the Corieltauci—the perfect example of the gap between two cultures being bridged.

This statuette is complete and free standing, so it was not made to be attached to a vessel or helmet, as other examples are thought to have been. Perhaps it was produced to be a votive offering, to be deposited in water as the Corieltauci did at the Fiskerton site, or to reside in a shrine? The boar was purchased by the museum with the kind assistance of The Art Fund and the V&A/MLA Purchase Grant Fund.
LINCOLNSHIRE ROADS

What follows is part of a much longer survey, which is still in progress, but it is submitted in the hope that there are readers who can throw more light on the subject, especially if there are pictures of the signs that form the main topic of this paper.

Research in Lincolnshire Archives and in the local newspapers of Boston and Spalding has yielded much information, but the full picture has yet to be formulated and any help that can be provided will be gratefully acknowledged.

This paper owes its origins to a note that appeared in The Journal of the Charles Close Society of the sighting by one of its members of a signpost in Yorkshire that bore a C number. In one sense this is not that remarkable since there are a number of examples in various parts of Great Britain of modern road signs that bear such designations.

A chord was, however, struck since I have two photographs of two signposts in the Holland area of Lincolnshire on roads so designated before 1974. Following local government reorganisation in that year many county authorities seem to have taken it upon themselves to act quite quickly and, with what now seems too much zeal, to replace the older county signposts with the newly ordained (and to my mind) very unprepossessing posts and lettering. I thought of saying characterless but near where I live some of them were soon missing characters. Compare figures 1 and 2.

I was led to look more seriously into something I had meant to do long ago when taking my local pictures. The questions I had in mind were: which organisation was responsible for such numbering, when were the signs first put up and was there a pattern either locally or nationally?

The answer to the first question was soon found—Holland County Council— but curiously, on the first picture I took there was no roundel so it was not immediately obvious that that authority had been responsible.

Finding the answers to the other questions is what prompted the bulk of the research that follows. The literature I have since read provides the answer to the question about a national approach to road numbering as outlined below.

The other odd thing is that while A and B road numbers appear on most modern Ordnance Survey (OS) maps, the roads with C numbers are, of course, marked on the maps, but their numbers are not given. That suggests to me that my photographs (taken over twenty years ago) reflected a local system, which the OS had chosen to ignore in its mapping.

Dr Richard Oliver reveals, however, that for a short while there were plans to indicate C numbered roads on OS maps. He notes that the OS in early 1950 indicated what the Ministry of Transport called Class III roads on sheets 142 (Hereford) and 154 (Cardiff) but that by the end of the year the problems of what actually constituted a Class III road led to a decision not to go further in that process.

We are all familiar with the numbers on roads—the A1, the M1 and the B1398 for instance. But how did the numbering come about? For centuries the few main roads had names—Ermine Street, The Great North Road, Watling Street—and the lesser roads were known by the places they served. The idea for national classification and numbering of roads is comparatively recent.

The Roads Board (the predecessor of the Ministry of Transport) circulated county councils in a letter of 30 April 1914, in which it required lists of the roads in each area with indications of which were Class I and which were Class II. Holland County Council’s Roads and Bridges Committee considered this request at its meeting of 6 May 1914 and asked for more time. Whether an extension
was allowed is not recorded in the minutes, but of course, events later that year overtook the whole idea. Although it seems that a start was made on a national numbering scheme it did not get very far.

At its meeting of 16 March 1920 the Holland County Council's Roads and Bridges Committee considered a circular letter (L. E. R. C/I dated 1 February 1920) from the newly created Ministry of Transport (MoT) that suggested a conference of County Surveyors with a view to providing unity of classification of main and other roads. It was agreed that the County Surveyor should go, but there is no later report in the Committee's minutes of his views following attendance.

What we do know is: a) that the MoT wished to refer back to plans put before it in 1914 and these were discussed by HCC's committee on 7 July 1920, and b) a national scheme for numbering all roads was adopted and the familiar A and B notations were promulgated soon after.

The national scheme was based on the French model where all roads were assumed to radiate from Paris. In the British scheme, which received much advice and support from the Michelin Tyre Company, it was similarly held that the main arteries fanned out from the capital; the numbering scheme for England and Wales followed the six main roads—the A1 (The Great North Road to Edinburgh) and then taking a clockwise motion to: A2 (Walling Street to Dover); A3 (to Portsmouth); A4 (to Bath and the West); A5 (Holyhead) and A6 (Carlisle). This system thus created six segments and the intention then was that all other roads, whether A or B, would be given numbers by making use of the main number of the segment and again following a clockwise sequence.

Thus all the roads between the A1 and A2 would have 1 as the initial figure, all those between the A2 and A3 would have 2 as the initial figure and so on. For Scotland a similar pattern was proposed with A7, A8 and A9 fanning out from Edinburgh to Carlisle, Gourock and Inverness respectively.

The system falls down because not all main roads start from London and a pragmatic view had to be taken for major cross-country roads; all such roads usually have an important town at each end and the authorities chose either one to give out the numbers. In this way the A57 from Lincoln to Liverpool was assumed to start at Liverpool so its number started with a 5.

All sorts of anomalies arose in practice and there are many road numbers now that run counter to the strict use of the original principle. A good Lincolnshire example of this is the A6121, which starts as a junction with the A47 in Rutland and passes through Stamford to Bourne; this number should belong to a road in the area between (roughly) Carlisle and Newcastle and points a long way south. In the Scottish Borders will be found many road numbers prefixed 6.

The schemes for numbering roads locally will be discussed under the three headings for the three Parts of Lincolnshire. Obviously the three former county councils—Holland, Kesteven and Lindsey—would be responding to the same instructions and/or recommendations as they emanated from the MoT. To avoid too much duplication reference is made here only to the way one or other council dealt with the MoT proposals and not all three authorities.

Holland County Council

Well into the 1920s the HCC minutes generally refer to Class I or Class II roads. In fact, the national numbering scheme, begun in 1920, was not completed until 1923 and seems only to have related to the familiar A and B roads. What is not generally known is that minor roads were apparently to be allocated numbers in a sequence annotated C.

The minutes for the 7 July 1920 meeting listed which roads should be First Class and which Second. Basically the main roads were the A16, A17, A151 and A154 (now A52) with the important side roads off them categorised as B and that these proposals should be with the MoT by 17 July.

On 20 February 1921 the MoT circulated all county councils with proposals for standardisation of road direction posts and warning signs. Although it does seem that metal posts were specified, most authorities put in place a replacement programme to...
provide cast iron central posts painted white and bearing the authority's name when older signs succumbed to age and weather.

In general, previous sign posts were wooden, and Holland CC replaced them with the new style and, when, in the words of the County Surveyor at one point, they were too far gone to be repainted. In the ensuing years various minor alterations to the regulations were made, one of which was that the central post be painted black and white. The style adopted included what seems like an onion dome with, above it, a roundel on which the words Holland County Council appeared.

When advising his committee on 9 August 1920 of the proposed changes the surveyor for Spalding Rural District Council pointed out the advantage of having roads with a clear number and the avoidance in future of trying to describe roads which had a variety of names, officially and locally with two or three variants.

A good local example would have been in Donington where the main east to west road starts off as Station Road (formerly West Street, before the trains came in 1881) and becomes successively Market Place, High Street and Quadring Road (all within a one mile stretch) and well before it reaches Quadring (a distance of two miles) it becomes Main Road.

Also in the 1920s adjustments were made to the categorisations; in 1924 the road from Spalding to Eye (currently the A1073) was upgraded to Class I and a similar change was made to the road from Donington to Bicker (part of the modern A52, then A154) while other previously minor roads were regrouped as Class II, e.g. Langnick Bridge to Hubberts Bridge (B1192) and Sleaford Road, Boston (as far as the eastern end of the present A121).

The meeting of HCC's Roads & Bridges Committee on 2 July 1924 set out the programme for tarring roads in the area and, for the first time in these records, road numbers were listed. Even so, at many later meetings roads were described in words without numbers, whether A, B or C or even those so minor that they appear to have no numbers at all.

Among the roads to be treated in the following months were three C roads, viz. C6 Kirton Station Road (a distance of 1 mile); C7 Gosberton Station to Five Bells Inn (1¼ miles) and C9 Pinchbeck Station Road to Northgate (2½ miles).

From that time onwards C roads appear in the records for either road improvement schemes or repairs to bridges. Other examples with C numbers are: C14—Gedney Hill—improvements to a dangerous bend at Seaton's Corner—approved 1 July 1925; C16 in Lutton—improvements at 'New' Inn; similarly on C13 Whaplade from the main road to the village church (both approved 13 September 1927).

A pattern begins to emerge in the minutes of the 1930s when the budget meeting, held usually in February, sets out in the Committee's proposals for road improvement works in the following financial year. Before that there is still a mixed approach describing the council's roads, e.g. the meeting of 11 January 1928 shows only A and B roads while that held on 13 January 1929 gives no numbers for any of the roads to be 'improved'.

During the 1930s there are frequent references in the minutes to roads and their numbers and work to be carried out on them; during and after the 1939-45 war such references are minimal, and up to 1953 I found only the following roads categorised as C; these are: C1, 3, 6-14, 16-17 and 23-24. I have since compiled a list of roads with C numbers in Holland up to 1974 when Holland CC had its powers transferred to the new Lincolnshire County Council.

By 1974 it is clear that Holland CC had put some (if not all) C numbers on direction signs in the area. It is not clear when this was initiated—the minutes have no references to such activity even though there must have been some expenditure that would have needed approval. Fig 3 shows a photograph of C37 at Sutton St James and Dr Richard Oliver's picture of C42 (Fig 4) was taken south of Fleet and points towards Sutton St James.

From 1955 the number of references in the minutes starts to increase and a whole range of...
higher numbers appears. The numbering for internal use of the unclassified roads in the county was obviously greatly extended. It seems likely that a change of personnel at the head of the department led to an extension of the numbering system, presumably for operational reasons.

The Roads committee met four times a year and there is hardly a meeting from 1957 to 1974 that did not record work on one sort or another taking place on or proposed for C roads in the county. Numbers were given to a wide variety of roads, whether residential or connecting villages, and the highest number recorded is C132—Tongue End Bridge in Deeping St Nicholas.

Kesteven
The minutes of that county’s Roads and Bridges Committee show that eventually even minor roads were allocated C numbers. The process, however, was a long drawn out one. The first reference to A and B numbers only occurs in the minutes for 21 April 1926, and we have to wait until the meeting of 19 January 1933 when the estimates for the forthcoming year’s programme reveal sums allocated to two classes of unclassified roads, ie C and D.

The first actual reference to specific roads with numbers not in the A and B sequences is on 25 June 1935: in those minutes appear N 24 Nocton Post Office to Nocton Fen Road; N8 in Skellingthorpe and N27 Canwick village road. The minutes for 6 October 1935 include similarly long lists recording work to be carried out on A, B and C roads within the county and eventually on D roads also. The first of the latter to be noted was E.D 8—North Kyme 12 foot drove.

For practical and administrative purposes Kesteven divided its domain into four subdivisions and labelled them east, north, west and south, hence the E in the above number denotes a road in the east subdivision. What also becomes clear is that each subdivision used the same sequence of numbers as its neighbours and that each subdivision could have a C8 and D8. East division’s road E.C 8 was in fact applied to the route from Ashby to Waleot.

Equally there was no correlation between the subdivisions so that many of the more important roads that crossed individual boundaries had their designation changed. Thus, when improvements were to be made to the road from Waddington to Colsterworth it was described (minutes of 16 October 1935) as N. C45, E. C35, W. C12 since it passed through three of the county’s subdivisions.

What also becomes clear is that the numbering schemes outlined
above were for purely internal use. There is no evidence that Kesteven CC ever envisaged spending money to erect direction posts that showed more than A and B roads. In fact, there is much evidence to suggest that if the officers had put forward such an idea it would have received very short shrift. For instance, the Royal Automobile Club offered to erect signs bearing road numbers but, at its meeting of 25 April 1923 the Council accepted that such signs should be placed where necessary on the A1 only and that they should not be too obtrusive since, it was felt, the motorist was likely to be distracted by too many road signs.

Kesteven’s direction posts were slightly more attractive and useful. The post was similar to that adopted by Holland CC but the roundel had, in the upper segment, a CC and, in the lower segment, the village or parish name. (Fig 5)

Lindsey

The earliest reference to the road numbering process was recorded in the minutes of the Lindsey Highways Committee of 24 April 1922. They list all the roads that have been classified with a view to being ‘mained’; at that point and at later reports the roads are described but not numbered.

The first road number reference was on 28 May 1923 when the A157 Wragby to Louth road was to be ‘mained’; however, at the meeting of 23 July the same process as applied to the Thorne to Keadby road bore no number.

Later that year the MoT offered a grant to help the County Councils to bring all its classified roads up to main road standard as long as the work had been completed by the following 1 April; the cost was expected to run to £200,000, of which 75 per cent would be recoverable from the grant funds.

The County Surveyor’s report for 1922-3 showed that there were then 189.81 miles of first class roads, 80.06 second class and a further 43.50 in the third class; he further reported that, among others, A160 Melton Ross to Wootton (4.5 miles) had been raised to Class I.

A long list of roads to be classed as main roads appeared in the minutes of 21 January 1924—the A15 together with 18 stretches of B roads. Later minutes report more changes of grading and in all cases A and B numbers are used.

It should be noted that while a road might be elevated from Class II to Class I it still retained its number, e.g. B1217 from Scunthorpe to Barton on Humber was elevated to Class I at the meeting of 31 March 1924. Similar changes were reported right through the 1920s.

At its meeting of 3 May 1925 the committee considered the Local Government Act 1929, under which the County Council could become responsible for all classified roads in the rural and urban districts; the RDCs and UDCs (with populations of over 20,000 only) were entitled to apply to retain their control but they had to do so before 28 June 1929, and even then the County Council could refuse to delegate their new powers. In the event all RDCs except Spilsby applied and all the UDCs except Roxby.
At the meeting of 15 July 1929, the County Surveyor produced a map (which does not seem to have survived) with proposals for Lindsey to be divided into three highway divisions, each responsible for about 210 miles of classified roads and bridges, 763 unclassified and 45 miles of county roads leading into separate urban areas. The committee upheld the implied recommendation that all roads should come under Lindsey control except in the county boroughs of Lincoln and Grimsby.

Four UDC’s appealed to the MoT against the refusal to allow delegation of powers (Grimsby, Louth, Axholme and Gainsborough) without success. As a result the County Council divided Lindsey into three subdivisions, each with their own subcommittee, which met just before the main Highways Committee and reported to it. The three areas were designated North (with depots at Scunthorpe and near Birkelsey station), South (depos at New Bolingbroke, Louth and Burgh le Marsh) and west (depos at Gainsborough, Market Rasen and Wragby).

From this time onwards the minutes normally use a and B numbers for all classified roads in the form of ‘Road 101’—this first appeared at the meeting of 5 January 1931, with reference to the widening of Park Road, Louth. This shows that the county’s minor roads had been numbered for internal administrative reasons but there is no evidence that the numbers ever appeared on guide posts.

Similar references appeared from time to time, eg Road 627, which ran in Stickney from the A16 to Catcwater Drain (meeting of 7 November 1932); run widening on number 631 at Little Steeping to Halton Holgate; also on Road 303 at Heapham (both 4 August 1933); Road 303 improvement of a dangerous corner at Upton (4 October 1933).

Further similar works were to proceed on other roads designated in the same way. It is only when one looks at a map produced by the County Surveyor in 1940 that one finds C numbers recorded for many minor roads, including those above (Fig 6 shows a small section). It is worth pointing out that the map shows Lindsey roads in what might be considered six classes: the legend to the map described classified roads class 1 and class 2; unclassified roads in Grade A and Grade B; other roads in two groups, whether metalised or unmetalled. The map’s C numbers refer to classified roads in both grades.

At its meeting of 5 May 1930 the MoT memorandum no. 201 on the uniformity of road signs was discussed. Arguments about the recommendations went on over several years; at the meeting of 7 May 1934 a new MoT mandate was the source of disagreement; Whitehall wanted the road numbers on guide posts to be 4½ inches high but the place names only ½ inches high.

Lindsey, backed by the Association of County Councils, wanted more prominence to be given to the place name; the only compromise the MoT would accept was that the names could be 2 inches high.

At an earlier meeting (4 August 1933) the committee had agreed, in response to a new MoT guideline, that the AA and RAC could put up signs as long as they were enamelled metal or cast iron and kept to the new black and white standard.

Another innovation was accepted after the County Surveyor reported on the promising results of painting white lines in the centre of main roads and after being told that, although the painting cost £5 per mile, the MoT would pay 60% of the costs on Class I roads and 50% on Class II roads.

The MoT’s proposal for standardised widths to all roads was discussed at the meeting of 2 December 1935; this was turned down because of the cost of resurveying every road; the committee’s chairman said (8 June 1936) that Lindsey’s roads in their then condition were superior to any in the Home Counties, Lancashire or West Riding of Yorkshire.

A number of incidental pleasures are to found when looking at the minutes of meetings held so long ago. One is the reference on the 29 August 1930 to an offer of £30,000 towards the cost of a Humber Bridge (51 years before its official opening).

To summarise: by the 1930s all three county councils had numbered their roads in at least three categories though there is evidence that numbers and letters were also allocated to other minor...
roads. Only Holland CC seems, however, to have gone to the trouble of putting some of their C numbers on direction posts. At present there is nothing to show how many C numbers appeared on that council’s direction posts.

Following the local government reorganisation in 1974 that created two new authorities in the historical county of Lincolnshire (Lincolnshire and Humberside—the latter rearranged as two authorities in 1996), North Lincolnshire and North East Lincolnshire, with headquarters at Scunthorpe and Grimsby respectively) new numbering schemes were put in place.

The signs erected in Holland have been removed and/or replaced. Lincolnshire County Council has allocated C numbers to its unclassified roads. In the former Lindsey area C numbers have been allocated in a block of numbers between 100-299 (West Lindsey area) and 500-699 in East Lindsey area; in Kesteven numbers in the range of 300-499 have been used, and in Holland, numbers 700-899. There are some exceptions, eg the road from North Hykeham to Brant Broughton is C 001.

The numbers are normally only for internal departmental use. However there are several examples where the ‘new’ numbers appear on road signs.

At least five examples can be quoted. Firstly, at Caythorpe C 326 appears on a sign (OS grid reference SK 938 485); on the A 52 near Ingholmells and pointing to Chapel St Leonards was C 543 since replaced; C 146 in Ingimingham; and two in Scunthorpe—C 173 from the A 159 at Station Road and C 221 near the B 1216.6

The Caythorpe example is quite odd; the roundel at the top shows it to be a former Kesteven CC post but the road number was never part of the Kesteven numbering scheme; in fact, it bears a number allocated since the post 1974 Lincolnshire CC applied its own new numbering to all the county’s minor roads. (Fig 7)

REFERENCES
2. CCS. Sheetlines, 59, pp. 40-44.
3. Lincolnshire Archives Office (LAO), Holland County Council minutes, 1914.
4. LAO. Holland County Council minutes, 1920.
5. Emmerson, A. and Bancroft, P. A, B, C and M road numbering revealed (Harrow, 2007) pp. 21-2; page 22 has an illustration of a ‘Michelin man’ on a poster advertising the new road British numbering system; page 26 has a map showing the lines of demarcation and the areas between A1 and A9.
8. LAO. Lindsey CC files LA/CC/31015/5-10, pp. 2-5. All later references to the Highways Committee’s minutes are from the same basic file: LA/CC/31015.
10. The website set up by Chris Marshall (cbmd.co.uk) records and illustrates many examples, including 3 Lincolnshire signs quoted above.

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**Notes & Queries**

Many readers will be aware of the work of the Heritage at Risk team based at The Heritage Trust of Lincolnshire in Heckington. They have been running a variety of training days for Heritage Stewards all over the county, and in June we had a morning at Bourne where I highlighted some of the characteristics of gravestone decoration from different periods.

One particular image is exceedingly unusual; a design I have not previously encountered in over 40 years of gravestone watching! It is a small scene with figures carved in very deep relief but quite weathered, and is of 18th century style with no surviving inscription.

I have not found a parallel in any other medium or publication to date. I do have an idea as to what it might be, but in order not to influence suggestions I will keep that to myself and invite speculation from readers. It is likely to represent a biblical or allegorical scene.

*Hilary Healey*
This section aims to include as many short reviews of recently published books as possible; unsigned reviews have been provided by the Reviews Editor. In the Bulletin will be found a list of titles newly notified and of which, it is hoped, reviews will be presented later. Many of these titles are available in the Society’s Bookshop, Steep Hill, Lincoln.

and good illustrations help make this a very acceptable souvenir.


Since the efforts of (the late) Norman Leveritt and Michael Elsdon Spalding has been well served with books containing pictures of the town. Here is a selection of 53 postcards which show the town in some of its pomp 100 years ago. Most are familiar but it is good to have evocative examples of, for instance, a large crowd (reason unknown) in the Crescent in full Edwardian finery, the interior of Briggs’ shop on Bridge Street and Pennington’s emporium in c.1908. A couple of pictures in Moulton, one of the Level crossing in Whaplode and 14 in Hol-

Caroline Martyn (Carrie, 1867-96) was a Lincoln woman who became a national campaigner for social rights and valued supporter of trades unions. This is a welcome publication that highlights a section of the city's history hardly known.

The book includes original material, like speeches delivered by Caroline in the 1890s, memories of her, some of her letters and contemporary tributes. Professor Krista Cowman of the University of Lincoln has provided an introduction with biographical notes. Andrew Bibby has used an unusual way to record tributes through his own playlet and song which could have potential for use in schools when studying the Victorians; these are based on a rally in 1896 when Keir Hardie and Caroline Martyn were speakers.

The bulk of the book's 153 pages is a reprint of "Life and Letters of Caroline Martyn" by Lena Wallis, a cousin, and first published by Labour Leader Publishing in 1898. This includes much about Lincoln from Carrie's early days and her return visits.

This publication is neither a biography nor an anthology, but valuable in that it gives considerable insight into the life of a little known Lincoln woman who would, no doubt, have achieved dizzy heights had she lived beyond her 29 years. It is quite a good record of life in Lincoln during her lifetime.

Interestingly, the publisher has used for his logo an illustration of the house on Spring Hill, Lincoln, in which Carrie lived.

Pearl Wheatley, Lincoln.


Here's an unusual slant on the lives of children 100 years or so ago. Seventy-one postcards exhibit a wonderful range of activities and places associated with children at the start of the 20th century, when, as the author sug-


Mr Needle has, since his retirement, devoted himself to the study of Bourne. Apart from many articles in the local press and elsewhere he has accumulated so much material, written and pictorial, that his findings can now only be consulted by way of the CD and DVD listed be-
The CD is an updated version of one he produced some years ago—the version of 2005 was warmly welcomed in these pages (issue no. 63 for Spring, 2006). There were in that edition some 2,500 images and over half a million words and, it was then, as far as this reviewer was aware, the first time a Lincolnshire town had received such treatment and in that non-print format. Such has been his continual search for other out-of-the-way data that there are now over 2,500 images of all sorts and the number of words has tripled. The ease of navigation of all the material was favourably mentioned in the above review and can be confirmed in this latest manifestation. It is quite indispensable for all students of Bourne’s history and at its price is a real bargain.

The DVD has a running time of 60 minutes and extracts from the larger gathering of material is a selection which forms an ideal introduction to its subject. It starts with the earliest known views of the town, followed by a good section on the early photographers and samples of their work. The bulk of the pictures, all still and black and white, follow a progress round the town, starting with the Abbey, other churches and (the longest selection) the Market Place. The latter’s Town Hall, shops and inns all appear and also as the setting for social gatherings such as Queen Victoria’s jubilee and the proclamation of George V in 1910. Interestingly, there are several of the fire at the Town Hall (1933) taken by amateur photographers, who happened to have their cameras to hand—how many would such an event attract these days?

We then view the various main roads leading off the Market Square in the order—Abbey Road, North Street, South Street, West Road and other parts of the town. The earliest pictures date back to 1850—there are few after WW2 and the quality is often surprisingly good. All in all it is enjoyable, informative and, again, a real snap.

The new book is a further attempt to promulgate not only Mr Needle’s researches but also his love of his adopted home town. In 42 short sections he traces the early days of the area and the establishment of the market town, its various occupiers from the Romans through the Anglo-Saxon period and the arrival of the Danes and Normans. Under a variety of subject headings all aspects of the town’s development are discussed—a selection of topics includes the Black Death, the Abbey, local services and businesses, the railway and the town during two Great Wars. It is rounded off with biographies of local notables and a section on the various local authorities. It is all very readable and copiously illustrated with small but very clear pictures. If I have a very minor quibble it is that the title might make some people think it is only for children and (quite wrongly) perhaps ‘dumbed down’—nothing could be further from the reality. Adults will also gain much from its pages and should not be put off while the birthday/Christmas present problem for all local children is hereby solved.


NEEDLE, Rex. Bourne in past times: a glimpse of this South Lincolnshire market town through early photographs. The author, 2011. 1 DVD. No ISBN. £10 by post from the author—as above.


Histories of water undertakings are uncommon. Accounts that take the story up to the present day are particularly rare, so we should be grateful to the author for compiling this account, and doubly grateful that he has issued a revised version that brings the story up to date with an account of the Newton treatment works and of the current plans for a pilot plant for water abstracted from the Trent. The new version also gives some details of the history of water supply in the areas around Lincoln.

The great strength of the book is its coverage of the supply from Elkesley developed after the Lincoln typhoid epidemic of 1905. The author clearly has copious sources of information for this period and there is much detail, not only about the original establishment, its boresholes and its pumping engines, but about how the rate of extraction was steadily increased over the years. Likewise the Lincoln storage reservoirs are explained in great detail, including how the water level was moni-
tored and how this was used to control the rate at which the Elkesley pumps operated.

For other aspects, the book must be used with caution. When reading, in a chapter covering Saxon and Norman times, that 'many of these wells had hand operated pumps', the reader will appreciate that medieval archaeology is outside the author's field of expertise. On reading that the elevated tank at the Bracebridge Heath reservoir (built 1907-12) was 'for the purpose of supplying ... Waddington aerodrome', he may be inclined to check the date when Waddington airfield was opened (1916). There are a couple of other assertions, regarding the supply before 1905 and the history of the North Kesteven supplies, which somewhat surprised the reviewer and where he is now in some doubt as to what he should believe.

As for the presentation of the book, it seems not to have been subject to any form of proof-reading. It is copiously illustrated, but some of the illustrations are poorly reproduced, which is no doubt why one of them appears to have been printed upside down. Some have captions; for others, the significance has to be deduced from the text. The book suffers from a form of binding technically described as 'perfect'. Perfect binding is prone to be fragile and the reviewer's copy has already come apart.

In short, this is a book worth buying (especially as profits go to Water Aid) but it is not a book to be given as a Christmas present.

Dr Rob Wheeler, Harmston

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THE FOLLOWING EXTRACT was taken from 'THE STRANGERS' ILLUSTRATED GUIDE THROUGH LINCOLN' (1856) which is in Jews' Court Library:

THE GRAND STAND—on this ground, called Carholmie Common, where the citizens residing above the High Bridge depart their stock, the September Races, and the March Steeple Chases are held.

In the opinion of Antiquaries, the September Races had their origin in the jousts and tournaments held on the Heath, and so popular were those amusements become in the early part of the seventeenth century, that when King James visited Lincoln in 1617, the authorities of the City could think of no higher recreation even for Majesty.

A curious record of the recreations during the royal sojourn is still preserved in one of the corporation books, and perhaps a brief selection may not be uninteresting:

‘On Tuesday, being the 1st April, Mr Ealand, one of the Masters of the Church, preached before his Majestic, in his Chamber of Presents; whear after sermon, his Majestic did heal fifty-three of the King’s evil.’

‘On Wednesday, being the 2nd April, his Majestic did come in his caroche to the sign of the George, by the Stanbow, to see a cocking there, when he appointed four cocks to be put into the pit together, which made his Majestic very merry. And from thence he went to the Spread Eagle, to see a prise plaid there, by a fensor of the Citie and a servant to some attendent in the Court who made the challenge, when the fensor and the scholar of the Citie had the better: on which his Majestic called for his porter, who called for the sword and buckler, and gave and received a broken pate, and others had hurts.’

‘On Thursday, there was a great horse race on the Heath for a cup, when his Majestic was present, and stood on a scaffold by the Citie had caused to set up, and withal caused the race a quarter of a mile long to be raled and corded with rope and hoops on both sides, whearby the people were kept out, and the horses that rounted were seen faire.’

‘On Friday there was a great hunting, and a race by the horses which rid the seat for a golden snaffle; and a race by three Irishmen and an Englishman, all of which his Majestic did behold. The Englishman won the race.’

When the enclosure of the Heath was yetted in 1773, the present Carholmie was selected for the scene of equestrian skill and contest. A temporary wooden shed used to be erected for the chief visitors. The Grand Stand was erected by the Corporation, and opened in 1826. The present beautiful course, pronounced by judges of the turf to be the most perfect in England, was also formed. The cost of these provisions for sport was seven thousand pounds—rather an extravagant outlay of money; but what was worse than all for the expectations of those who most favoured the Races, the sport from that time forward declined.

It had not been unusual for the Duke of Ancaster, the Lords Buckingham, Brownlow and Yarborough, with the Barons and Esquires of the County, to be seen on the old temporary wooden stand; but whether from displeasure at being jostled by the civic gentry, on the large stand, where there was now room for many of their inferiors to meet them or from what other reason,

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100 YEARS AGO

THIS FLYER from November 1911 must have been kept as a souvenir of an important meeting. Does anyone know anything about New Bolingbroke chapel and its schoolroom, members of the congregation at the time, or any of the gentlemen whose names appear on the leaflet?

it would be impossible to divine, but from after the first two years of the Grand Stand being erected, the Nobility almost entirely forsook the Races.

One feature of these festivities, to the honour of humanity, has entirely disappeared—that part which made Majesty ‘very merry’. Formerly the Corporation gave a prize of a piece of Plate of the value of Fifty Pounds, but this has been discontinued, and the principal prizes now are the royal purse of One Hundred Sovereigns, given to several Towns in England, to be run for by baxre only, in order to improve the breed of blood horses—and the ‘Gold Cup’ or Subscription Plate of One Hundred Pounds.

Amongst the most celebrated horses which have graced the Lincoln Course may be mentioned, the names of Eclipse, Redshank, Carnaby, Volage, Bessy Bidham, Bullet, Ballad Singer, Fleur-de-Lis, Laurel, Lucy, Mullatto, Fortitude, Brinda, Lottery, Gallopade, Varnish, Marie, La Fille Mal Gardé, Nancy, &c., &c.

100 YEARS AGO

ON WEDNESDAY 4 OCTOBER 1911 the new water supply for Lincoln from Elkesley, Nottinghamshire, was officially turned on at a public event at the Arboretum fountain, which had been specially built for the ceremony. The Lincoln Leader reported: ‘Deeply stirred, the Mayor turned a large spindled cock. There was a crackle and a splutter all over the ground. Their steadily mounted into the air a single jet of water from the highest pinnacle of the fountain... a hundred feet; now the crowd broke into a choking cheer so powerful was its emotion... then his Worship turned to the other spindled and gushing, welling, gurgling, foaming from a hundred orifices, the water washed the fountain on every side... Then the band started “Now Thank We All Our God” and everyone broke into song. Not a few couldn’t sing—the feelings just choked the words back into their throats.’

On the previous day the great and the good and the press had attended the ‘launch’ of the new pumping engines at Elkesley. Central to the proceedings was Neil McKeechnie Barron the Waterworks Engineer who was, as the Lincoln Leader reported: “father, creator and perfecter of the scheme... who may have been a proud man that day, but bore his honours modestly... He was all simplicity, all anxiety to give every possible information, every disposition to make the event a people’s show and discount himself.”