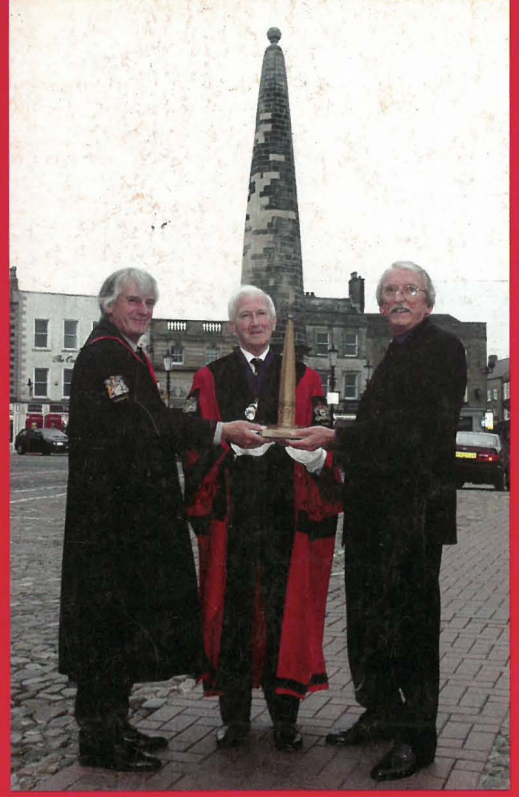


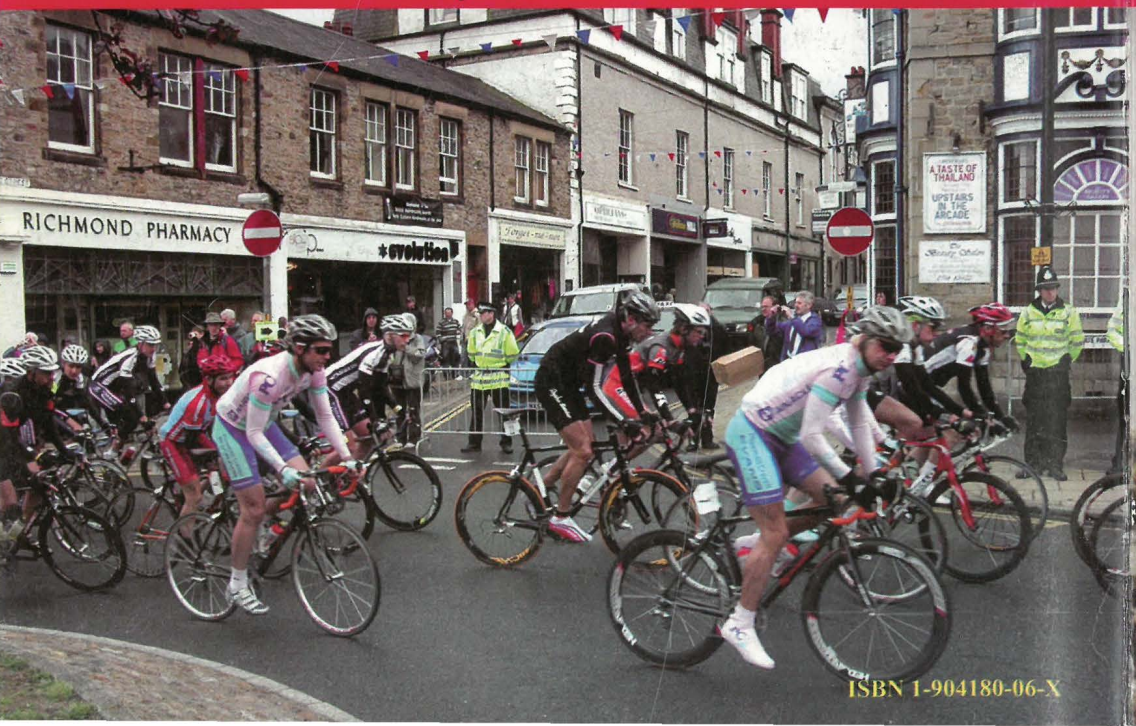


For captions see inside back cover.

The Richmond Review

being the Annual Report of the

Richmond and District Civic Society 2007





ISBN 1-904180-06-X

Richmond and District Civic Society

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Contents

Chairman's Report – Fred Wood		3
Richmond Cavalcade – Some talking points in Richmond over the past year – J. Linda Drury		5
After the lead mines closed: Swaledale and Arkengarthdale at the beginning of the twentieth century – Duncal Bythell		9
Swaledale Kendalls in New Zealand – Audrey J. Place		16
Skeeby Bridge – Gordon Alexander		19
Royal Air Force Scorton and its fatal link with Richmond – Colin F. Stegeman		24
Aircraft in the skies above Richmond – Peter Vollborth		31
The National Defence Companies in North Yorkshire – © Mark Whyman		32
William Sanderson 1854-1932: Richmond Artist, Printer and Photographic Artist – Sheila Harrisson		35
George Townsend Andrews (1804 - 1855) A Victorian Architect Who Left His Mark On Richmond – © John Culpan		38
The Company of Fellmongers of Richmond, Yorkshire – Mike Wood		42
Notes & Queries:	Westfields Tennis Club	47
	Richmond under snow	48
	Richmond Boundary stones located	49
Members 2007		50
Programme 2008		Inside back cover

Back Numbers

This series of annual journals began in 1978. Back numbers except those for 1978, 1985 and 1986 are available, price £2 each. An index covering the years 1978-1989 (the issues edited by Mr. L. P. Wenham) is available, price 70p. Please add 70p to cover the postage and packing for a single volume, or £1 for two.

The Richmond Review for 2001 covers only the list of the officers, the chairman's report, the membership for 2001 and the programme for 2002. It is available for 50p. The main publication for 2001, *Richmond: A Review of the Millennium,* is no longer available.

Please telephone, or write to, the Hon. Secretary, Mr. T. J. Walter, at 19 Hermitage Court, Reeth Road, Richmond, North Yorkshire, DL10 4GE, if you wish to buy any publication.

Chairman's Report

Fred Wood

I apologise that once again, by the time you read this report, the situation in Richmond will have changed, possibly quite markedly. However, I feel I must comment on the past year with some semblance of chronological order.

The Society was delighted that the quatercentenary celebrations of the events at Willance's Leap held in September last were so successful. To me, the most pleasing feature was that so many organisations and individuals played active roles. The Society provided a plaque to mark Willance's grave in St. Mary's churchyard, and I wish to acknowledge the practical and financial support we had from John Blenkiron and his firm in our endeavours. Also in September a very successful Walking Festival was held which attracted many walkers from outside the area. The organisers are to be congratulated as this event begins to establish itself in the calendar.



Fred Wood (Chairman) with Mayor Linda Curran, the Rev. Jan Kearton, Derrick Bradley (Warden: Company of Haberdashers, Grocers & Mercers) and John Horseman (Master: Company of Fellmongers) at the unveiling of the plaque marking the headstone of Willance's grave in the churchyard of the Parish Church of St. Mary the Virgin, Richmond in September 2006.

Mike Wood

At our AGM in December we had to announce with regret the resignation due to ill health of Christopher Patrick, our treasurer/membership secretary. We thank him

for his work on our behalf. Graham Barber agreed to take on this dual role. David Morris wished to cease acting as lecture secretary, so Bev Joicey took over this aspect of our work for the 2008 season. Meanwhile David is completing the arrangements for the current excellent series. Our thanks for all his work on behalf of the Society over so many years. We welcomed Julia Corner to our committee and we have benefited greatly from her contributions. We hope you have noticed that we have been placing banners on the railings near the Tourist Information Centre.

In late January we mounted a plaque near the door on the south side of Trinity Church to commemorate the life of Francis Blackburne, the influential long-serving rector of St. Mary's in Richmond's heyday in the eighteenth century. The funding for this plaque had been kindly donated anonymously.

Our summer outing this year was to Nostell Priory. The weather was appalling, so there was no chance to view the gardens and other outside features. However, I suggest that all of us appreciated the extra time in the house which had recently undergone significant refurbishment to its interior and its contents. Despite the atrocious weather of recent weeks, there was an Open Gardens day and also a very successful Kite Festival. We hope both will continue.

Having relied increasingly on Mark Whyman's projector, we have now purchased our own machine, as lecturers update their presentations to a computerised format. Thanks are due to Mark for the use of his own equipment and his advice on the choice of machine.

Throughout the year John Clarke and his committee have continued to display great diligence in dealing with the many planning applications which come very largely from the District Council's Planning Department for assessment. We are at the moment concerned by the way new ideas in the new White Paper on Planning appear to relax the standards to be applied. This is one of the problems we see for the future.

Another concern is, that despite the last District Council accepting defeat in the Judicial Review brought by SOS (Save Our Shire) over the Yorke Square situation, the planning application has not been withdrawn. The current new Council has an entirely different composition and so the future is uncertain in this area. Recently it has been announced that the council structure in North Yorkshire is to continue unchanged.

The Richmond Traffic Management Scheme appears to be nearing its final stages after long delays It would seem that the actual features deviate from the original plan, if the location has been found to be unsuitable by the Highways Authority staff. Thus the concept of "gateways" of similar design, where the 20mph signs are located, has been abandoned. We now have a chicane on the main route along Victoria Road, which was not in the original scheme. I do hope that Richmond does not become known as the bottleneck to the Dales.

The redevelopment of Richmond School on the one site on Darlington Road, is due to commence shortly. The objective of maximising the eco-friendly features has led to an estimated total cost of well over £30,000,000.It will be a period of major disruption for the staff and pupils and indeed for residents who live in the vicinity. Likewise, in the past year, the initial plans for the major expansion of Catterick Garrison, both in terms of military and civilian facilities, have been produced. The

aim is that the new town centre at Catterick and the amenities here in Richmond, should complement each other. I do hope that this will be achieved.

I must end on a brighter note on the situation here in Richmond. The attempt to bring back into use the upper floors of the premises around the Market Place, under the Richmond Heritage Partnership Scheme, has been declared the best project in the Yorkshire and Humberside Action for Market Towns programme. £600,000 is being spent on improvements and the first new offices are in use. The Richmond Swale Valley Community Initiative (RSVCI) has taken a lead role in this together with the District Council. Further tangible signs of the work of the RSVCI are around Trinity Church tower with the new seating and timeline, appealing to both young and old and also the Heritage Boards sited in and around the town. Further floodlighting in the Market Place is progressing and the hydro-electric generation study at Easby is on-going.

The funding needs of the two major groups are continuing. Richmond Open Spaces Appeal (ROSA) did complete the purchase of the areas they now control. However funds are still required to pay back the interest-free loans which they used and also to manage their lands effectively. Meanwhile the Station project has had major funding boosts. The offer of matched funding from the Gunnerside Estate earlier in the year has been followed very recently by a substantial interest-free loan from the David Carr Foundation. I understand that the building costs are now covered and some equipment can be installed. We look forward to the opening of the Station, possibly in November.

On your behalf, I thank all our contributors and of course Linda Drury for her work as editor of this our thirtieth review, together with Graham Merlane and Mark Whyman for their technical expertise. The committee thanks all members for their support during the past year.

Richmond Cavalcade - Some talking points over the past year

J. Linda Drury

Another busy year has passed. As ever, in reviewing past months, I am struck by what a vibrant community we have in Richmond!

The major complaint this year has been aspects of the Traffic Management Scheme, which has damaged tempers, tyres, springs, access, tourism and trade without, with any certainty, improving the safety of pedestrians or motorists. The 20 mph limit in the town centre is still more honoured in the breach and the chicane in Victoria Road adds another hazard to a stretch of road already replete with junctions and openings. Conversely, the new parking in Pottergate is a blessing to the disabled, trying to reach the ground-floor dentist.

Work goes ahead on schedule on the conversion of Richmond Station into a centre of varied use and interest. The new single-storied wing is resplendent in slate roofing and honey-coloured stone, matching the cleaned and re-pointed walls of the original building, its lower wooden gables echoing the higher weather-boarded ones of the old station. Inside, as work continues on the different areas, the original airy lightness of the building is being preserved. The most generous offer of the Gunnerside

estate in Swaledale, to donate £50,000 if the Station raised the same, has encouraged the volunteers greatly and the target is nearly reached.

The development, or virtual rebuilding, of Richmond School is due to start soon. It is planned to demolish, rather than to incorporate, recently-built and public-funded school buildings. Not all the intended wind turbines, solar panels etc., can hide this irresponsible waste of funds needed elsewhere. The ambitious new school should be ready in 2010.

In the Market Place the Green Howards Regimental Museum has been redesigned. New inter-active features and displays include an army Land Rover, manned for desert use. It was manoeuvred through the museum's entrance with great ingenuity!

It is good to see work in progress on three empty shops, Swintons at the foot of the Market Place, the Mill Shop near the Town Hall and Coleman and Morris below the King's Head, but several shop fronts still display garish advertisements inappropriate to a Georgian market place.

The Heritage Boards are proving popular as worn ground round some of them shows. That they are obviously a series, encourages visitors to explore further. The wording of some leaves a bit to be desired. To say that Easby Abbey is 'prestigious' is anachronistic - a proper description is 'Premonstratensian'.

In November 2006 Richmond's traditional Guy Fawkes' Day firework display moved from the shelter of the castle up to the spacious and windy old race-course. It was a fine display with room for additional attractions. What a good job was done in picking up so many used squibs.

On Maison Dieu the long-derelict house, No. 34, has at last been put on the market and sold by auction avoiding an Empty Dwelling Management Order. At last neighbours and passersby will be spared the eyesore from the pavement and the new owners will enjoy that glorious view. It would be good to see similar progress at No. 87 Gilling Road.

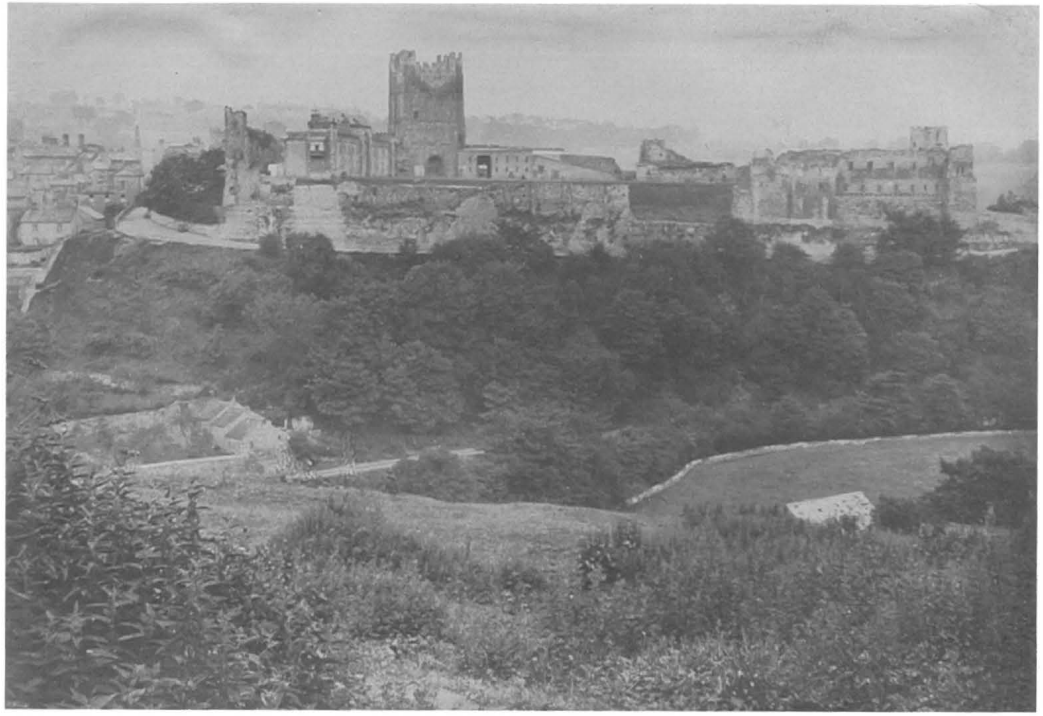


The Bible Society's Garden Party at Temple Lodge, Richmond, July 2007. Spread out for sale are placemats showing local wild life. *Mark Whyman*

On open days at the gardens of the Schellenbergs at St. Nicholas, visitors have sat on the big pale blue garden bench with its high back and wide-curved armrests and looked down the vista of the long, scented herbaceous borders. How many photos have been taken of it! When Queen Elizabeth the late Queen Mother came to visit her girlhood friend Lady Serena James, the previous owner of St. Nicholas, they used to sit together there. The bench was specially made for this 'arts and crafts' garden, but in March 2007 vandals smashed what had been a harmless delight to many. The bench was a copy made in the 1920s of a bench at Bodnant Hall (in north Wales) which was designed by the landscape gardener and architect William Kent who was born in Bridlington in 1685.

This year there was a special feature at the Richmond Meet, besides its usual roundabouts and processions. The original Meet used to be a very popular cycling event, in the years when bicycles and the costumes of their riders looked very different. This year the emphasis was back on bikes, with the exciting riding of the Richmond Grand Prix Cycle Race, which drew large crowds.

It is one hundred years since the founding of the Scout Movement by Sir Robert Baden-Powell. He worked on it while a soldier stationed in the barracks then built inside Richmond Castle. Local scouts gathered there this summer to renew their promises. Fifty years ago when Lady Olave Baden-Powell presided over that anniversary there, I was present too and the crowd was several times larger.



Richmond Castle showing the barracks with Lord Baden Powell's bay window of the room, overlooking Sleegill, in which he planned the Scout Movement. *Courtesy of Richmond Town Council*

On 22nd July the Mayor of Anapolis in Maryland, U.S.A, who has ambitions in the American political world, made an official visit to Richmond. Anapolis is named after Britain's Queen Anne 1702-1714. The connection is that the city of Anapolis was planned and laid out by a Yorkshireman, Francis Nicholson of Downholme in Swaledale. It is good to see Richmond's international connections continuing.

Friday and Saturday, 3 and 4 August were two days of bands, singers and popular music down on the Batts by the Swale, provided by "Richmond Live". The atmosphere was happy as families and visitors enjoyed the music, the good weather and the river. Town pubs enjoyed extra custom, but the amplification was too much. Annoyed residents could hear individual words as far away as Olliver Ducket.



'Richmond Live' on the Batts enjoying good weather, the river and a merry atmosphere, August 2007.
Mark Whyman

In Nun's Close car park the long, low 'antique' shop has been replaced by a neat block of new housing, smartly surrounded by railings and stone walling in local style.

Driving into Richmond from Lowenthwaite in August one passed, on the left, a stone wall being rebuilt in traditional fashion. This is being done for ROSA (Richmond Open Spaces Appeal) and runs along the foot of the recently-acquired Jack King's field.

Also in August there was an accident at the traffic light at the bottom of the steep Gallowgate. Stone-work and railings beside the War Memorial were knocked down into Frenchgate.

Walkers to Willance's Leap will have noticed and been dismayed, at the new stone installed last year inscribed " Willance Leap". As a native of Richmond, I and others have never heard anyone call it other than "Willance's Leap".

There are fine new steps on the Castle bank between Castle Walk and the river built by 'City Secrets' and the District Council, of railway sleepers with a handrail. The old path leading round from the steps to Cornforth Hill has also been opened again. The steps are high and quite steep but they will be a boon to parents who have scrambled up that slope trying to keep up with offspring!

After the lead mines closed: Swaledale and Arkengarthdale at the beginning of the twentieth century

Duncal Bythell

The sudden - and, as it proved, terminal - closure of the lead mines in Swaledale and Arkengarthdale towards the end of the nineteenth century was the most traumatic episode in the recent history of this beautiful and distinctive part of north Yorkshire. Some aspects of the story have been well researched, especially by those interested in the rise and fall of mineral mining in the Pennines generally; but other important themes have been neglected. In particular, the impact of closure on the lives of the generation which had to live through, and adapt to, this early example of 'de-industrialisation' needs further study. This brief essay outlines some of the economic, social, and political aspects of the transformation which the two dales experienced at this time.

Limited space makes it impossible to consider why the lead mines closed. However, it is important to establish when the final 'closure' took place. Closure was, of course, a cumulative process, rather than a single event : the various mining concerns did not all shut their doors on the same day. Because they were run as separate enterprises, each operating under its own peculiar conditions, it was inevitable that some were able to continue producing for a while after others had stopped; some were even 'moth-balled' and retained a skeleton staff, in the hope that full production might one day be re-started. Effectively, however, the final process of closure was concentrated into a single decade - the 1880s.

Various statistics help to make the point. Between the population censuses of 1881 and 1891, the number of inhabitants in the Reeth Poor Law Union (the area from Marrick and Hurst in the east up to Whaw and Keld, which contained the principal mines) fell by fully one-third, and the number of lead miners by two-thirds. In the mid-nineteenth century, miners had made up a half of Swaledale's occupied population, and agricultural workers only one-fifth ; by 1891, these proportions had been reversed. The dramatic collapse in mining employment was especially marked in small upland hamlets on the north side of Swaledale, such as Kearton, Blades, and Heights. Blades, whose men folk were largely employed at the nearby Old Gang mines, housed 39 lead workers in 1881, but only 6 ten years later. Undoubtedly, the effective closure in 1883-4 of the important complex of mines and smelt mills in Gunnerside Gyll and above Surrender Bridge was the most significant single episode, and had devastating effects on the communities in the central swathe of Swaledale, between Healaugh and Gunnerside. By 1890, this had been followed by the closure of the mines at Hurst. Only in Arkengarthdale did mining continue into the twentieth century – although by 1901 both the numbers employed and the quantity of lead produced were only about a tenth of what they had been in the whole of the two dales, twenty years earlier. By the outbreak of the First World War, this once-dominant industry was extinct.

Lead mining had experienced ups and downs before this final collapse. Indeed, there had been a gradual falling-off in total population, mining employment, and output since the 1820s. Nevertheless, the period from 1830 to 1880 had witnessed

several distinct bursts of renewed activity and prosperity at a number of the mines. The final upturn, in the late 1860s and early 1870s, was particularly associated with the work of Sir George Denys, of Draycott Hall, near Reeth, who owned most of the mining royalties and who was a true 'hands-on' entrepreneur. Sir George's energy and optimism came to focus on the 'Sir Francis' level in Gunnerside Gyll, in the vain hope that this would guarantee his family's fortunes into the next generation. That his dreams of a prosperous future were shared by the wider community is evident from the imposing public buildings from this period which still adorn many of Swaledale's villages. The rebuilt chapels in Keld (1861), Gunnerside (1866), and Arkengarthdale (1882); the literary institutes at Muker (1869) and Gunnerside (1877); and the board schools at Marrick and Hurst (1878), were all intended for a growing, not a dwindling, population. But within a generation they were to prove hopelessly over-large, given the drastically changed circumstances of their respective communities.



The bousesteads for the lead mine Sir Francis Level at Middleground in Gunnerside Gill. Each group of miners stored the ore they had mined in their individual compartment as they were paid by the amount they produced. These compartments are called fields, or teams in other places. *Mark Whyman*

The history of twentieth-century Britain has popularised the concept of 'de-industrialisation', as once-expanding and prosperous sectors of the economy, together with the towns or regions dependent on them, have lurched into a downward spiral of contraction, bankruptcy, redundancy, and deprivation. The problems associated with industrial decline have generally been most acute in small and isolated

communities which had become overdependent on one single activity or one major employer. Mining districts have proved particularly vulnerable to this process, for several reasons – most obviously, because the natural resources which they grew up by exploiting eventually run out, whilst new areas of production, better endowed, periodically come on stream and take over the market. The fate of Swaledale's lead mines at the end of the nineteenth century can best be viewed as an extreme but localised example of this seemingly – inexorable feature of economic change. However, it was not unique, even in its own day, because parts of Cornwall – similarly dependent on mineral mining – shared the same fate at much the same time.

In the course of the twentieth century, governments have deliberately intervened to soften the blow of local economic decline: unemployment pay, redundancy packages, retraining and relocation schemes, regional development grants and subsidies, and even individual 'counselling' have all been made available at different times. No such public support existed when Swaledale's lead mines closed. The Poor Law had nothing to offer to those who suddenly found themselves without work or income. Instead, scores of miners, many with dependent families, were forced to shift for themselves and seek new livelihoods, as their forebears had had to do in earlier economic downturns. With virtually nothing available in the immediate neighbourhood, their only realistic course was to move out altogether. Although some went off to other mining districts at home and in the New World, the majority in the 1880s seem to have followed the convenient escape route now offered by the Midland Railway's Settle to Carlisle line, with its newly-opened link from Hawes Junction into Wensleydale. This took them to the textile towns of north-east Lancashire and the West Riding, whose mills offered good employment prospects, especially for youngsters of both sexes. When Swaledale stopped exporting lead, it started exporting people. In the initial crisis, many went as whole families; later, as the flood subsided, they went as individuals. It was a pattern of migration which persisted into the twentieth century.

Population decline caused by heavy out-migration provided a necessary safety-valve for the former lead-mining districts: but it also created new problems for those left behind. The closure of the mines created unemployed capital, as well as unemployed labour. Physical assets which had generated profits for their owners – buildings, water-wheels, pumps, bellows, and steam engines – were now redundant; if allowed to deteriorate, they soon had little more than scrap value. Likewise, emigration meant empty houses – one quarter of the dale's entire housing stock was returned as 'unoccupied' in the 1891 census, and the figure approached three-quarters in upland communities such as Blades. Houses which could be neither let nor sold were worthless to their owners, who simply wrote them off and allowed them to become derelict. The only 'bonus' from this situation – as the local Medical Officer of Health regularly pointed out in his annual reports – was that Swaledale, unlike most British towns and cities, began the twentieth century without a housing 'problem': rents were low, tenants had ample choice, and only the best properties continued to be occupied.

When the mines closed, the miners were the first to experience unemployment; but the population decline which followed large-scale out-migration created consequential unemployment among those left behind, because the overall demand

for basic goods and services also contracted. Publicans, shopkeepers, carriers, builders, and small tradespeople such as cobblers and dressmakers must all have suffered in some degree from the fall in the number of their customers. Even schoolteachers were affected, because the sudden departure of whole families led to a decline in school enrolments. Gunnerside, which had acquired two new day schools – one Methodist, the other Anglican – in the 1850s, could now support only one; and in a chapel-dominated community, it was the Anglican school which had to close its doors in 1886. Schools which escaped this extreme fate still suffered, because falling pupil numbers meant reduced government grants; and dwindling incomes, in turn, meant that school managers had to cut the number of teachers, and could afford to pay only the lowest salaries.

Other village institutions were also hard hit, because a declining population led to a falling membership – which usually meant a reduced income from fees and subscriptions. Voluntary organisations – chapels, literary institutes, and Friendly Societies – had flourished and expanded during the boom of the 1860s and 1870s. Now, they felt the pinch. Gunnerside chapel is said to have lost 35 members in one year alone – 1885; whilst Keld Literary Institute, which had an active membership of over 40 in the 1860s, was down to 20 by the 1890s. Chapels and institutes could, if necessary, curtail their activities and their expenditures to fit the new situation; but Friendly Societies, which had undertaken to provide sickness, accident, and funeral benefits to their members in return for past contributions, could not. There had been several such societies in the Swaledale villages from the 1840s onwards; but it is uncertain how many of them survived the closure of the lead mines.

For those left behind in the two dales after the lead mines closed, the problems of adapting to the new situation were compounded by the area's continuing isolation. Until the coming of the internal combustion engine, Swaledale remained firmly stuck in the horsedrawn age. The railway up the dale had never got beyond Richmond; and repeated proposals – the last as late as 1911 – to build a light railway, which in any case would have terminated at Reeth, were never implemented. For the dalesfolk, 'catching a train' meant a tedious preliminary journey on foot, by carrier's cart, or by pony and trap to Richmond (for those in the lower dale); Askrigg or Hawes (for residents of Gunnerside and Muker); and Kirkby Stephen or Barras (for those at the head of the dale). 'Arriving by train' meant the same problem in reverse for would-be visitors. The lack of a railway up the valley also removed the possibility that some of Swaledale's products might be sold further afield; dairy farmers were thus debarred from the liquid milk trade, and quarry-owners from the market in building materials.

The most obvious economic consequence of the closure of the lead mines was that farming re-emerged as the dominant sector and the principal source of employment and income. Its capacity to absorb extra hands or feed additional mouths was however very limited: indeed, many of the existing agricultural holdings had always been too small to be viable, unless they could be combined with some other source of income. 'Multi-tasking' continued to be widely practiced, as people divided their time between two or even more occupations. No opportunity to earn a few extra shillings – whether by grouse beating on the moors during the shooting season, contracting to repair a stretch of the local highway under the supervision of the

district council's Surveyor, playing round the neighbourhood with the village band at Christmas, or selling cups of tea to casual visitors – was readily turned down.

Nevertheless, Swaledale's more substantial farmers showed themselves capable of acting decisively to promote their own interests. Swaledale Agricultural Society held its first annual show at Muker in 1893, and a rival show started-up in Reeth in 1902. By the outbreak of the First World War, the promoters of both could plausibly claim that they had stimulated agricultural 'improvement', spread 'best practice', and, most important, brought in visitors and advertised the dale's advantages to a wider world. In the process, they had also hit upon a formula which allowed them to realise their aims with little financial risk. A combination of modest annual subscriptions from local well-wishers, larger donations (including trophies and other prizes) from sympathetic outsiders, and much unpaid effort by officials and committeemen, did the trick. It was a formula often copied by other local voluntary organisations, old and new, as they learned to survive and adapt in the early twentieth century.

One other development around the turn of the century offered a glimpse of Swaledale's long-term future. With the mines and smelt mills silent and the many industrial sites slowly returning to nature, the dale's physical attractiveness began to draw a small and discerning band of visitors. Their numbers were few, and their motives mixed. The most notable of the early visitors – significant for their wealth, for the employment they created, and for their generous support of good causes – were the proprietors of the local grouse moors, such as Colonel Charlesworth at Grinton, and the 'sporting tenants' to whom other landowners, such as Captain Lyell at Gunnerside, let their shooting rights. The annual 'harvest of the moors' had become a much bigger business by 1900 than it had been twenty years before. The number of gamekeepers in the dale had doubled, as had the number of guns in the average shooting party; whilst the refurbished shooting lodges in which the sportsmen stayed brought a mild whiff of country house life to an area where a resident squirearchy had barely existed in the past.

Rather less grand than these were the middle-class townsfolk who came to spend their annual holiday walking, cycling, fishing, painting and generally 'communing with nature'. To satisfy their needs, enterprising local women opened modest guest houses and homely tea-rooms. Organised groups also began to visit the dale: the newly-founded Cooperative Holidays Association – known affectionately to later generations of walkers simply as the CHA – brought its first parties of young people from Lancashire to holiday in Keld in the late 1890s. They were boarded with local families, and rented the village institute as their common room for the duration of their stay. All this was, of course, a mere straw in the wind. As the local Medical Officer of Health never failed to point out in the 1890s, defective sanitary arrangements and unreliable water supplies would have to be remedied before sophisticated urbanites would feel comfortable in run-down former mining villages such as Muker and Gunnerside. In any case, there was no prospect of day-tripping or mass tourism invading the two dales – even if the locals had wanted it – until the arrival of the private motor and the char-a-banc, after the First World War.

It would be wrong to paint too gloomy a picture of life in Swaledale in the generation after the lead mines closed. Despite the contracting economy and the reversion to agriculture, the basic resilience of a population raised on the values of

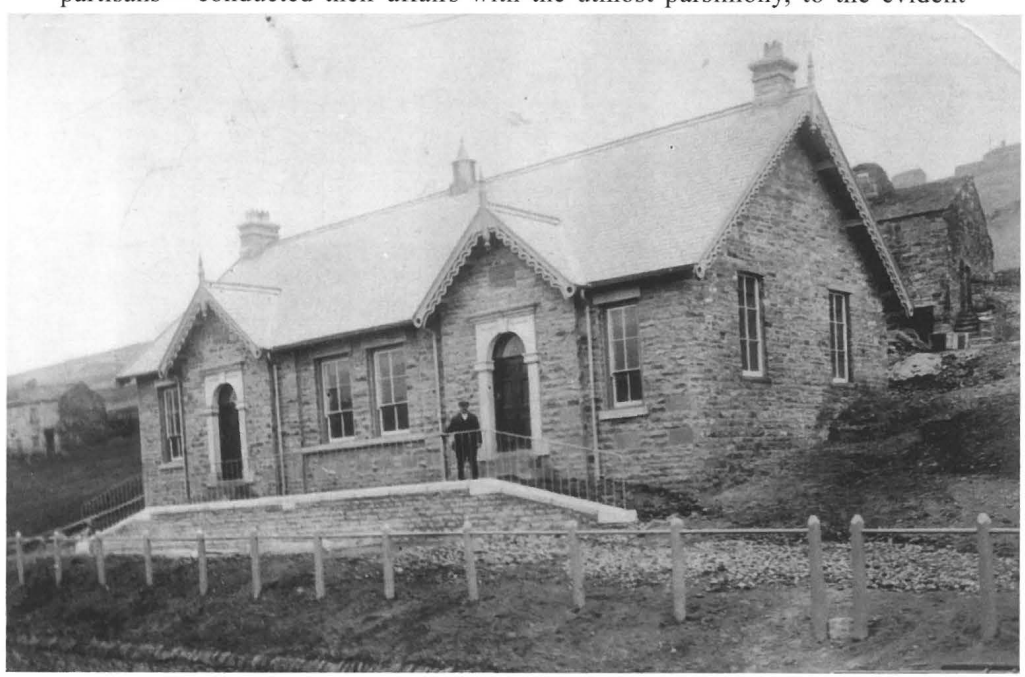
hard work, thrift, and self-reliance was not easily broken down. In particular, the tradition of local initiative and voluntary effort – so evident in the boom of the 1860s and 1870s – quickly revived. The establishment of the two annual agricultural shows has already been mentioned: but the less spectacular story of the tiny voluntary day school at Keld is equally revealing. Faced in the 1890s with the threat that the school would lose its government grant unless the building was upgraded, the managers at Keld had two options. Either they could raise the necessary money by a big oneoff effort, or they could form a school board, which meant that the whole of the rate-payers of the district would have to meet the future costs of running the school through a compulsory annual levy. Perhaps not surprisingly, they chose to collect the money now, rather than face a permanent increase in their rate-bills; and in the course of 1897 they scraped together the £100 needed to pay for the required improvements. The immediate crisis was averted, and Keld kept its village school for another seventy years.

Funding some desirable objective by public subscription remained the norm in Swaledale after the lead mines closed, and it achieved some impressive results. Admittedly, the collectors generally now received their biggest donations from 'outsiders', whether natives of the district who had gone into exile and made good, or well-wishers among the sporting gentry. But this hard-headed refusal to look a gift horse in the mouth was responsible – among other things – for the new literary institute at Grinton (1903), and for both the new Methodist chapel (1901) and the assembly room (1909) in Low Row. The upsurge of patriotic feeling and community spirit which greeted Queen Victoria's diamond jubilee also produced a crop of worthwhile projects. Whereas the golden jubilee (1887) had passed almost unnoticed, ten years later the different villages vied with each other in their determination not to be outdone, either in celebrating jubilee day itself, or in leaving behind some more tangible reminder of the great occasion. In one case, local ambition over-reached itself: Reeth's grandiose scheme for a 'Victoria Hall' had to be abandoned because the subscription list came nowhere near raising the £750 needed. Elsewhere, however, the aims were more realistic and the outcomes more satisfactory: Muker and Keld each started a 'jubilee' brass band – in Muker's case at a cost of £50 – which not only helped celebrate the great day in becoming style, but also went on to enliven the musical and community life of the dale for many years after.

Mention of 'patriotic feeling' is a reminder that the transformation of the two dales in the generation after the lead mines closed also had a political dimension. The great local crisis of the 1880s coincided with the major democratisation of British politics, at the level of both parliamentary elections (thanks to the third Reform Act of 1884) and local government (following the introduction of elected county, district, and parish councils). In terms of party political affiliation, it is clear that, in the mid-nineteenth century, those Swaledale men who qualified as parliamentary electors in the huge North Riding constituency and who voted at the polling station in Reeth were predominantly Liberal supporters. In the general elections of 1865 and 1868, and in two keenly-fought by-elections in 1862 and 1882, the distribution of votes at Reeth between Liberals and Conservatives was roughly in the ratio of 2:1. It is not too difficult to guess why this should have been so: the fragmented pattern of land-holdings (which had led to a profusion of small freehold and copyhold

properties); the archaic style of industrial relations in the lead mines (whereby small partnerships of 'independent' miners bargained regularly with the agents about wages and conditions); the dominance in most villages of 'Chapel' over the Church of England; the limited influence of parsons and squires; and the absence of any real class-consciousness, all helped to foster egalitarian attitudes and 'liberal' values.

Following the closure of the mines, however, subtle changes began to affect the local political culture which ultimately served to boost the fortunes of the Conservative party. After the 1884 Reform Act, the local Conservatives had opened a modest club-room in Low Row – its principal attraction, allegedly, a billiard table – as well as a branch of the protectionist-minded Fair Trade League. By 1911, Reeth itself had acquired a fine, purposebuilt Conservative Club (now the Memorial Hall), together with a large and active 'habitation' of the Primrose League. That such bodies began to thrive in a community increasingly dominated by farmers is not perhaps surprising, given the Conservatives' longstanding claim to be the champions of the 'agricultural interest'. The democratisation of local government also encouraged attitudes which the Conservatives could exploit. By making councillors answerable to their rate-paying electors, the new bodies quickly developed an obsession with 'keeping the rates down' which naturally resonated well in thinly populated and relatively poor communities such as Swaledale. Opposition to 'big spending', 'waste' and 'extravagance' in both local and national government was easily mobilised, and soon became habitual. The result was that the North Riding County Council and the Reeth Rural District Council – both dominated from the outset by Conservative partisans – conducted their affairs with the utmost parsimony, to the evident



The Literary Institute in Low Row, Swaledale *Courtesy of the Wenham Study Centre*

satisfaction of the electors. Swaledale's Liberal tradition did not disappear overnight. But after the Liberal party finally collapsed nationally in 1931, no one should have been surprised that the Richmond constituency (of which Swaledale had formed part since 1884, and which in its early years had been regarded as a marginal) came to be counted as one of the safest Tory seats in the country.

The communities in the two dales which survived the closure of the lead mines at the end of the nineteenth century were obviously different, economically and politically, from what they had been before. Yet some of their distinctive characteristics remained little changed, for they were the self-same characteristics which had enabled them to survive and adapt. Unimaginative they may have been: but whether they had moved out or stayed put, the people of the two dales – individually and collectively – had shown courage, resilience, adaptability, and initiative in tackling their problems. Most of all, they had shown independence. True, they had been encouraged in their efforts by the handful of professional incomers who swam against the tide of emigration – men such as the Revd. James Cooke, Vicar of Muker in the 1890s, and J W Souter and Samuel Gott, long-serving schoolmasters at Muker and Arkengarthdale respectively – in the early twentieth century. But by and large they sought and found their own solutions, with little public help or outside pressure. It had been up to them to make their own history; and that is exactly what they did.

Author's Note : This essay is a summary of lectures given to W.E.A. classes and to other local audiences in north Yorkshire since 2001. It is based mainly on my own research – on material in the County Record Office, in private hands, and in the files of the *Darlington and Stockton Times* and its predecessor the *Richmond and Ripon Chronicle* – into aspects of Swaledale's social, political, and cultural history in the Victorian and Edwardian periods. As with any work of synthesis, I have also drawn, gratefully, on the published work of other historians of the area, particularly on the well-known books of Fieldhouse and Jennings and of Christine Hallas. My special thanks go to David Sinker, who shared the results of his painstaking work on the hamlet of Blades with me.

Dr. Duncan Bythell taught history at Durham University for over thirty years, and has written extensively on the history of work and leisure in modern Britain. He has also been resident conductor of the famous Muker Silver Band since 1985.

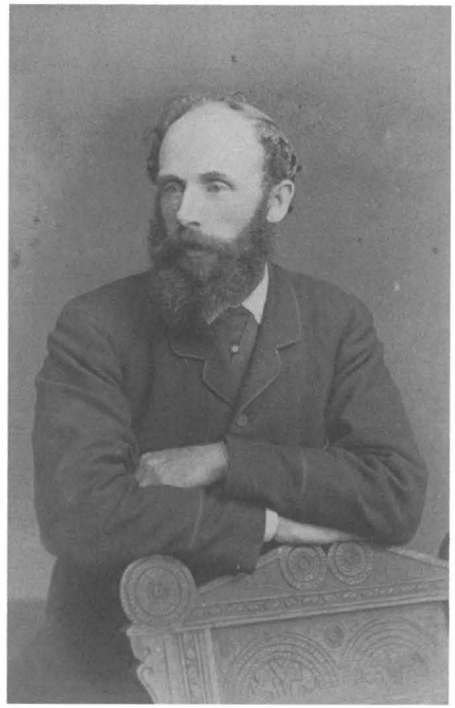
Swaledale Kendalls in New Zealand

Audrey J. Place

The year was 1875. Queen Victoria was on the throne and an ageing Disraeli was Prime Minister. In that year two Kendall brothers, George and William, together with Stephen Close of Grinton, set sail on the *Edwin Fox* for Wellington, North Island, New Zealand. What had made them take such a radical step as to leave family, friends and their home for an unknown developing country so very far away?

The reason was economic. Lead mines in the Dales were closing, some because they were exhausted, others because it was no longer profitable to search for new veins due to the fall in the price of lead. Between 1871 and 1891 the census records show that nearly half the population left Swaledale. The two brothers, then in their early twenties, were the eighth and ninth children in a family of ten. They were the children of Francis Kendall and his wife Margaret (née Close), of Harkerside above Grinton, Swaledale. The 1871 census states that their father was a late 'lead-mining agent' and a farmer of 21 acres. Before their departure, both brothers had been working with their elder brother John as 'lead ore miners' and William had also been for a short while in the Metropolitan Police in London. Other Kendall relatives had already left the dale, some to go to the Keighley area of Yorkshire others emigrated to Australia and America, but the two brothers opted for New Zealand. Certainly, coming from a farming background, they would be regarded as an excellent type of colonist as they were accustomed to outdoor work and would be capable of cattle and sheep-rearing.

On arrival at Wellington, George began working for Mr. and Mrs. Grace, on a sheep station at Wainuoimata. There he would learn to recognise the varied vegetation and animals and the different techniques needed for sheep-farming in New Zealand. After six years he returned home for a visit, then sailed back to New Zealand. In 1883 George moved to the Manawatu area and became farm manager for Capt. Hewitt at Fitzherbert West and following that, manager for W. L. Hirst at Waitotara River. Meanwhile, William had worked for twelve years on the construction of the Rimutaka railway-line construction, being made foreman for the last four years. In 1886, William joined up with his brother and together they took up 647 acres in the Fitzherbert block of what was then virgin bush. There would be much hard work clearing the bush and fencing their land. There the two brothers built their homesteads. George's was called 'Reeth' and William named his 'Fremington' in memory of their Swaledale home.



George Kendall *Audrey Place*

That same year, their cousin Elizabeth Kendall came out to New Zealand to marry George. She had earlier promised to marry him when she had finished nursing her mother and brother. She was accompanied on the journey by her younger brother Francis. They were the children of Christopher Kendall and his wife Margaret (nee Bowes) of Sorrel Sykes, Fremington being the tenth and eleventh children in that family. George met the boat in Wellington and he and Elizabeth were married next day. They in due course had two daughters Laura and Violet.

George farmed on his own account at Fitzherbert and later at Orona Bridge, until he retired in 1913. On his retirement he settled at 'Kaiangahou', 12 Main Street

West, in the town of Palmerston North – now listed as an "Historic Place". He was one of the best-known settlers of the pioneering days and was closely associated with local affairs and charity work. He was on the Borough Council and was made a J.P., as was his brother William. He played the cello in the Palmerston North Orchestra, had a fine bass voice and was a member of the Choral Society and All Saints Choir, no doubt remembering his days in Grinton church choir under the direction of Dr. Creaser. He died on 11th February 1930 at the age of 81.



W. P. Kendall's family home with, from the left, Leonard, Hayden, Anne Elizabeth Gowland and William Paul Kendall.

Audrey Place

William married Annie Gowland whose parents were of English descent – one of her grandfathers being George Ward Gowland from Pond House, Bedale. William and Anne had two sons, Haydn and Leonard. William died from appendicitis at the age of 51 and the following year Anne took the two boys to California to join her mother, her sister Edith and her three brothers, who had moved there in 1891.

About the year 1894, the brothers' nephew, Adam Thwaites Kendall, landed in New Zealand. Adam had an uncle on his mother's side who had made a successful life in America, but Adam decided on New Zealand. His Uncle George had written home that the soil was rich and fertile and that it was a land of opportunities and riches for those prepared to work. On his advice Adam Kendall bought Glen Oroua, a farm in Taikorea. He married Eliza France some four years later. She had been born in Huddersfield. They had six children and there are now very many descendants of that union. Adam retired at the age of 43 to Bowling Avenue, Epsom, Auckland. This was a splendid five-bedroomed bungalow, where he had three acres of land with a fine orchard, vegetable garden, bee hives and hens to the rear. The road was a cul-de-sac and on the corner was a bowling green where he spent most of his afternoons.

In 1910 another nephew, Adam Wilfred Harker, son of the brothers' eldest sister Elizabeth Ann arrived, accompanied by his friend Joseph Pallister. Both young men joined the New Zealand Expeditionary Force on the outbreak of the First World War and went to France. Joseph Pallister married his friend's sister Agnes Margaret Harker in 1917 and the young couple emigrated from England to New Zealand in 1920 after the end of the war. They settled at Bainesse in the Manuwata area, near Adam Kendall's farm. Agnes must have thought she would never see her family again and it would have been a tearful parting. However, after the death of her husband, Joseph Harker, in 1920, her mother first sent her children Florence and Milton out to New

Zealand to live with Agnes and she herself followed with Frank and her granddaughter Doris. Her eldest son was going to follow his daughter Doris, his wife having died in the 'flu epidemic, but, instead, he remarried and started a second family.

It is now 132 years since the first Kendalls went to New Zealand, but the family has never lost touch with its Swaledale roots. Over the ensuing years many of them have visited England. Some came in the Second World War when they came over with the Anzac troops. Others have just arrived in Reeth to find out about their ancestors and visited Grinton church to walk among the many Kendall tombstones. Reciprocal visits have been made to New Zealand by the Yorkshire descendants of Francis Kendall and they have always received a warm welcome. In the past it was letters which kept people in touch, now the computer and email keep the news flowing. Long may the connection continue!

The above paper was compiled from family archives, with additional information supplied by Mrs. B. Parker and Mrs. B. Pallister of New Zealand, and Mrs. L. Rios of Idaho, USA.

Audrey Place was for ten years Secretary of the Richmond and District Civic Society and has long been secretary of its planning sub-committee. She used to teach and examine shorthand.

Skeeby Bridge

Gordon Alexander

Folk from Richmond cross it often, almost unaware of its existence. Utilitarian, architecturally bland, ignored by writers on ancient bridges, including Jervoise, who, in his work on the ancient bridges of the north of England, records Gilling Bridge and Brompton Bridge, but fails to acknowledge the existence of Skeeby where a bridge has spanned the beck since the fourteenth century. Rebuilt and repaired many times and widened by the architect John Carr in 1781/2, it now serves a purpose never then envisaged. The old bridge at Skeeby has an interesting past.

In 1196 Rodger de Midelton was swept from his horse whilst crossing the stream at Skeeby. The drowning of Rodger de Midelton was worthy of record and, in keeping with the practice of that time, according to Plantagenet-Harrison, his horse was blamed for his death and fined by the coroner. But how many others were lost, or got into difficulty wading across the swollen water near this ancient settlement?

Hermits sought a contemplative life, but for some this did not mean complete absorption in the spiritual and during the middle-ages, ministering hermits were found throughout the country. Pioneers of philanthropy and having a large measure of freedom and activity, these solitaries would also teach, celebrate divine office, gather alms for the poor, cultivate waste places and maintain highways. Sometimes they lived close to roads and tracks and assisted travellers, especially at river crossings. One such a hermit is mentioned in the patent rolls as living at Skeeby and in 1328 the record says that he went in search of 'carriage and alms' for the construction of a bridge over the beck. He was one of two brothers each with the same name, Robert

de Skitheby. His brother was also a hermit, of St. Augustine's chapel at Huntington. The Skeeby Robert also belonged to a branch of Augustines called 'the Order of St. Paul the first Hermit', not to be confused with the 'Augustinian Hermits' or 'Friar Hermits of the Order of St Augustine' who were mendicants living within a community. Once the bridge was built it is possible that Robert the hermit acted as bridge warden, collecting alms and carrying out repairs in the same way that the hermit of the chapel of St Simon and St Jude in Coverdale was responsible for the upkeep of St Simon's bridge over the River Cover. It is most likely that the hermit's bridge of the 1300s was built using wood, but unless substantial, such a structure would have been susceptible to damage in the spates of winter and spring, even though pre-agricultural revolution spates were not as severe as those after land had been drained. It is possible that this first wooden structure was replaced by a narrow single arched stone bridge, without parapets, to permit pannier-carrying ponies to cross. A narrow, but very long bridge with a ford on its upstream side is shown on a map of 1779, which records the lands of John York at Skeeby. This suggests a bridge dating from the sixteenth or, more probably, the seventeenth century. This narrow bridge, built of rubble, still exists today as the downstream side of Skeeby Bridge. John Carr incorporated it into a new wider structure, using the practice of building a new bridge section butting up against an old one, when the bridge was widened in the late eighteenth century. The aches of the old bridge are lower and except for one, are on a different curvature to Carr's new section.

The repair of bridges became a matter for legislation in 1530-1. Justices of the Peace were charged to enquire 'of anoysances of bridges broken in the highe wayes



The downstream side of Skeeby Bridge showing the 17th, or possibly 16th century footbridge, later widened. *Gordon Alexander*

to the damage of the Kynges liege People'. In cases where no person was liable to repair a bridge, taxes might be levied for this purpose by appointed collectors. The suppression of religious houses followed shortly after this statute and within a short time religious bridge wardens disappear. The first recorded cost, amounting to 20 marks, for the repair of Skeeby Bridge follows the dissolution. Repair costs for the bridge are identified in Quarter Session records throughout the seventeenth and eighteenth centuries. In 1606 the bridge was said to be in very great decay, perhaps confirming an early origin of the structure standing at that date. A session of October 1674 authorises the purchase of a chain for the bridge, but exactly what was the purpose of this chain was is not known. Almost two hundred pounds, a considerable sum, was spent on repairs to the bridge in the seventeenth century. The Quarter Sessions apportioned this sum throughout 1600s and it may be that what amounted to a progressive rebuild took place, producing the downstream structure that still supports traffic today. Whilst the stream it spans is narrow and was directed under one arch, the bridge has been built wide with four arches to accommodate flood conditions, but it did no doubt take a battering from the swollen water during winters.

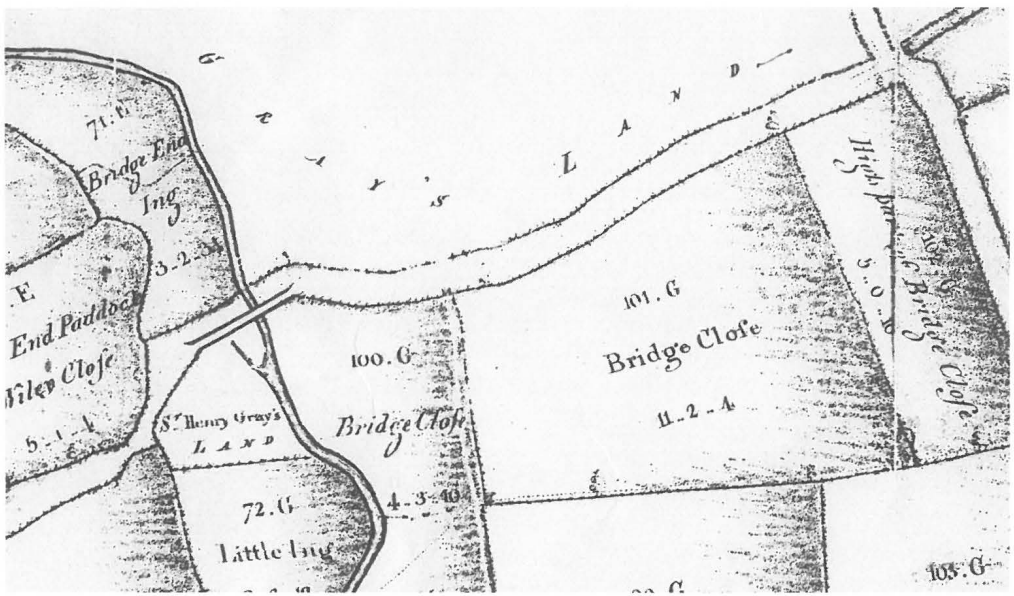
The narrow bridge caused an amusing incident in April 1722. Johnathan Wright, who was a hired servant to Nicholas Brown of Skeeby, was crossing the bridge at the same time as the curate of Easby, Thomas Nicholson. Nicholson, on his way to Richmond, was on horseback and accosted Wright shouting "God damn, you stand out of the way!" Not too unusual perhaps, but the curate was 'Drunken with strong liquors and in a very indecent condition…he (Wright) saw the privy members of the said Mr Nicholson exposed publicly to open view and lay upon the saddle and the clothes which he had on appeared so dirty as if he had fallen from his horse'. This incident resulted in a summary hearing before the Bishop of Chester in July/August of 1722 with Mr Nicholson being accused by parishioners and churchwardens of 'severall scandalous crimes practices and irregularities'.

At the Quarter Session held at Thirsk in July 1781 the Clerk of the Peace was directed to award a contract to John Peacock for the widening of Skeeby Bridge. John Carr of York, then the North Riding Bridgemaster, had drawn up plans for this work and was to act as the surveyor checking that Peacock's execution of the task was satisfactory and certifying the works on completion. The cost of the rebuilding work was to be two hundred and five pounds and the whole operation had to be completed by mid-summer 1782.

Other than the evidence of decay from the constant repair costs throughout the eighteenth century, the motives behind this significant expenditure are not now apparent. Whilst today the road over Skeeby Bridge is of strategic importance to Richmond, that was not the case in the 1780s. The expansive era for turnpike roads was from 1750 to 1800, so was there an intention to turnpike this road, necessitating widening the bridge? Skeeby was on a route from Richmond to Dere Street, which after 1745 became the Boroughbridge to Piercebridge turnpike. By crossing the bridge the traveller could go to Darlington, a minor market town before the advent of the railways, through Middleton Tyas and across Croft Bridge, or, by Barton and Stapleton where, on Thomas Jeffery's map of 1771-2, a ford is shown crossing the River Tees. John York's estate map of 1779 describes the road from Richmond to Skeeby as a 'foot road' and to the east of the village the road is directed 'to Darlington'

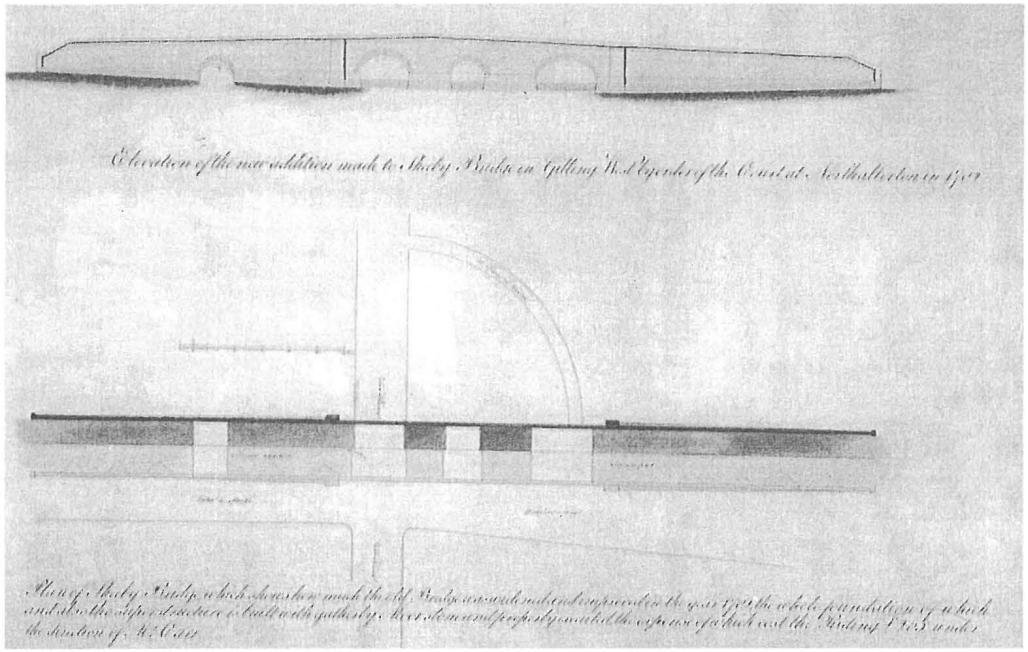
with the Scurragh Lane branch directed 'to Yarum'. But other routes were used from Richmond for traffic to the east, north and south. Access from Richmond to the Scotch Corner to Bowes turnpike, which also opened about 1745, existed through Gilling West. After 1756 the road through Gilling became a turnpike road through Aldbrough St John joining the Boroughbridge to Piercebridge turnpike at Lucy Cross. In this same year Richmond was provided with an improved link to this major north-south turnpike at Brompton-on-Swale, when the Richmond to Lancaster turnpike road commenced operation. This route also accessed Yarm and Stockton along the Catterick to Stockton turnpike which operated from 1748.

By the 1760s the eastern, northern and southern routes for Richmond were turnpike roads. The pattern of adoption of roads by turnpike trusts suggests that the route through Skeeby was unimportant to Richmond. The Yorks' estate map description of the road as mainly for foot traffic shows that in the late 1700s most wheeled traffic preferred turnpike roads. The turnpiking of this route would have adversely impacted upon the viability of existing local turnpike trusts which were, in essence, joint stock companies, thus profit making. York's map shows the field boundaries on the upstream side of Skeeby Bridge aligned to permit a ford for wheeled traffic too wide for the bridge, or for droving and the uncertainties of being able to cross the beck safely at all times were no doubt germane to Carr's widening scheme. The reconstruction work of 1781/82 would also reduce bridge repair costs on the county, but it remains conjecture as to whether plans for making the road into a turnpike were also in mind.



Part of a map of 1779 of John York's lands at Skeeby which shows on the left Gilling Beck crossed by a ford with the original Skeeby Bridge beside it. The road to Scotch Corner is the wider one to the north in the top right hand corner, with Scurragh Lane leaving in the opposite direction.

North Yorkshire County Record Office



The plan and elevation of Skeeby Bridge from John Carr's Bridge Book of 1805, as envisaged from upstream. *North Yorkshire County Record Office*

It appears that Peacock's work on the bridge was carried out to programme and that stage payments were made to him on time. The stone used was quarried on Gatherly Moor and the ashlar beneath the arches bears masons' marks. At the July 1782 Quarter Session Peacock received the final payment from the two hundred and five pounds allocated for the work. The cost had overrun to the amount of twenty one pounds eighteen shillings and one penny. This was approved and certified by Carr and paid to Peacock in October of that same year. Following this widening further repair costs are recorded. In the 1830s the problem of sand and soil collecting against the bridge became troublesome and was solved by paying the bridge surveyor for unblocking beneath the bridge whilst the proprietors of the land downstream of the bridge had to remove the soil and sand collected there. Road repairs at each end of the bridge were also carried out after approval by the quarter sessions.

Skeeby Bridge remains substantially unaltered since its widening, apart from a field access opening and when compared with John Carr's plan, changes to the orientation of the road at each end of the bridge and of course, the modern road surface. Unloved and un-noticed and with a past which can only be indefinitely traced, the bridge over the beck at Skeeby is now more vital to communications than at any time in its past.

Gordon Alexander is Secretary of the Richmondshire Museum and lives almost next to Skeeby Bridge.

Royal Air Force Scorton and its fatal link with Richmond

Colin F. Stegeman

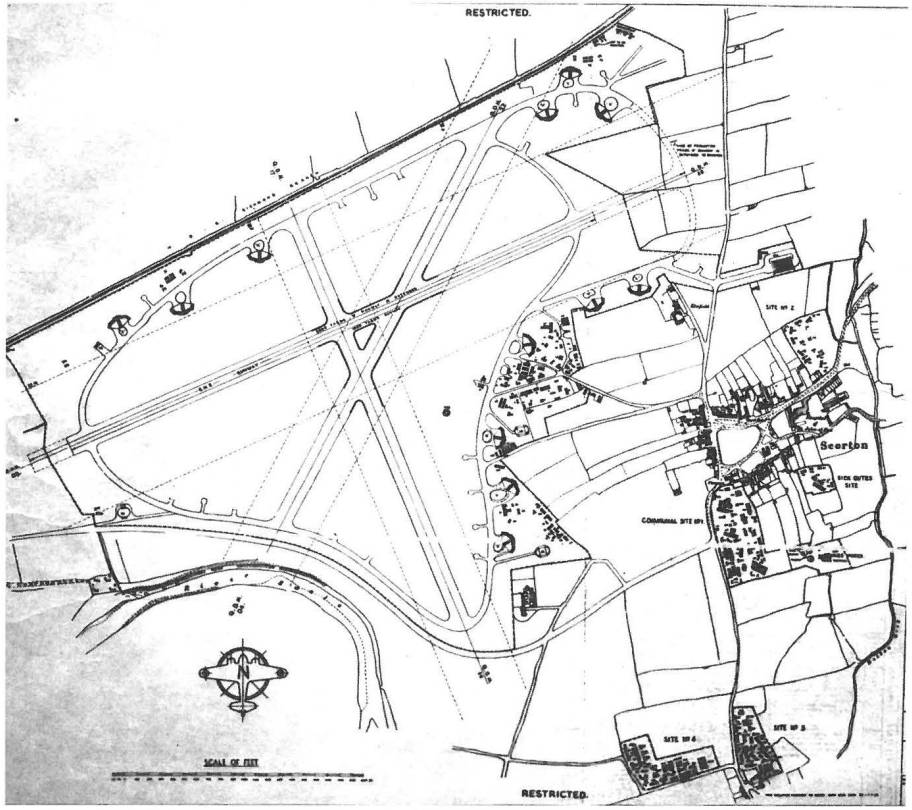
Royal Air Force archival documents from the RAF Museum, Hendon, show that at 2030 hours on the Monday 14 December 1942 a night-fighter aircraft, a Beaufighter Mark VIf, Number V8452, took off from Royal Air Force Scorton with Flight Lieutenant William James Hunt the pilot and Flight Sergeant Harold Gysel the navigator/radio-location operator. They were in one of four Beaufighters of 219 Squadron which were 'scrambled' and their mission was to seek out and intercept enemy raiders of the German Air Force (Luftwaffe) who were responsible for at least four civilian deaths and many injured that night.

The Beaufighter was designed and built by the Bristol Aircraft Company with accommodation for the pilot towards the nose of the aircraft, thus providing good visibility. For a navigator there was accommodation of some 12ft or so to the rear in a separate cockpit. Radio-location was in its infancy at the time and became known as 'Radar'. When used by one aircraft to locate others, it was referred to as AI, an abbreviation for Airborne Interception. It was decided that this new AI equipment be fitted to night-fighter Beaufighters to assist in the location of enemy intruders. The Beaufighter was developed in a relatively short time using many parts common to its predecessor, the Beaufort. It was very heavily-armed with four fixed 20mm cannon in the fuselage and six fixed .303 machine guns in the wings. 219 Squadron was located at Scorton in late 1942. Its crest is appropriate to a night-fighter squadron as it depicts the Death's Head Hawk Moth and motto 'From Dusk till Dawn'. The squadron was equipped with Beaufighter VIf aircraft fitted with two Bristol Hercules air-cooled, fourteen-cylinder, sleeve-valve radial engines each capable of developing 1670 horse power and turning three-bladed propellers some 12 feet in diameter. The weight of a Beaufighter was well over 9 tons compared with the-less-than-three tons of the faster and more agile day-fighter, the single-seat Spitfire, which was fitted with one Rolls Royce Merlin engine. Comparisons are difficult as the



A Beaufighter Vif. The propellers were 12 feet in diameter. *R.A.F. museum, London*

Beaufighter had a considerably longer range and by the standards of the time was certainly awesome in terms of firepower. Whilst its top speed fell someway below its anticipated design speed of 350 mph, it was said by crews to 'have the acceleration of a scalded cat'. A one time navigator*, feels that it was *'at best a difficult aircraft to fly'* but many claim that night fighter-pilots were usually amongst the most experienced fighter pilots in the RAF and once familiar, pilots became very attached to the 'Beau' and revelled in its firepower.



A copy of the Plan for the expansion of RAF Scorton 1941-42. The airfield is bounded on the north by the NER Richmond Branch Railway line, now taken up, and on the south by the newly-diverted Richmond to Scorton road, now the B1263 – the remains of the old road can be seen running just south of west from just north of Scorton village green. A bend in the River Swale can be seen looping above the compass rose formed by a beaufighter.

By the early part of the war land-based 'Radar' stations had been built at intervals along the east and south coasts of Britain. Approaching aircraft would appear as images on Cathode Ray Tubes (CRTs) – what we would now term as screens. In those days the images were an eyrie green colour and were interpreted by operators who were often members of the Woman's Auxilliary Air Force (WAAF) and were adept at sorting out the image of an aircraft, which showed as a 'blip', from the often considerable interference which was usual at that time of radar development.

Information relating to the direction, height and number of incoming aircraft was phoned from radar stations to a central control and from there orders were given to the appropriately-located RAF squadron or squadrons to despatch their aircraft quickly to intercept aided by the short range AI radar. These aircraft would make a speedy take-off, known as a 'scramble'.

This account started with the 'scramble' of a Beaufighter crewed by Bill Hunt and Harold Gysel and the last words heard over the radio by the flight-controller in Scorton Air Traffic Control was from the pilot, Bill Hunt, saying *'I cannot control this aircraft'*. They would have taken off into wind along Scorton's main runway, climbing towards Richmond. It is likely that the radio message was made soon after the undercarriage was lifted.

Already that dark night the air raid warning, a two-minute long, warbling, wailing noise generated by a siren, had sounded in Richmond to cause more than a few stomachs to flutter and for people to take shelter. Enemy intruders were in the north-east. Two officials of Richmond's Lloyds Bank, Bob Frank, the manager and his assistant, Reg Porter were on top of the Richmond Castle keep 'Fire Watching', when they were suddenly aware of an aircraft flying directly towards them. Both men leapt for their lives onto the inner sloping roof of the keep some 12 to 17 feet below and were very shaken. The aircraft just missed the flagstaff.

At the same time a Richmond School boy, Bill Nicholson, later to become a navigator in RAF Mosquito fighter-bombers, was watching a film in the Zetland Cinema, now the Zetland Christian Centre. Although the noise drowned out that of the film, he and others in the Cinema were not unduly alarmed on hearing the loud aircraft engines overhead. Bill recalls that it was a common occurrence as exuberant pilots were known to 'beat up' the town, but usually in the daytime. Two 17-year-old apprentices at Harrisons, a firm of joiners and undertakers in Newbiggin, had stayed late at work to make Christmas toys to be presents for their families. War time was certainly a time of austerity and common maxims of the day were 'Don't be a Squander Bug' and 'Make do and Mend'. At the sound of the air raid siren, the boss, Mr Bertie Harrison, told the apprentices, Ray Thornton and Ruben Curtis, to 'get off home'. Outside in Newbiggin, a cobbled street leading towards Richmond's Market Place and the Castle, both lads were suddenly aware of a low-flying aircraft with flames issuing from it showing brightly against the dark sky. Ray says that it was not on fire, so the conclusion one can come to is that the flames were from engine exhausts. The Bristol Hercules radial engine was known for its exhaust flames, particularly when on full boost and some one-time aircrew have remarked that they resembled a giant gas-ring. One can imagine the pilot grappling with the controls finding the rudder and elevators not answering, as later inspection of the plane would indicate. The only method of turning the aircraft, would be to increase the revolutions of one of the engines whilst shutting down the other. Within seconds Ray and Ruben saw the aircraft fly towards Quakers Lane and the hillside of Bolton Crofts, where it crashed, having been airborne for less than five minutes.

Only the previous Saturday Ray and Dennis Shout amongst other Richmond folk, including a Reserve Constable, F.L. Mayman, had received awards from the St Johns Ambulance organisation, of which they were keen local members. Ray ran as fast as he could to the St Johns Richmond Headquarters near the Town Hall where

he was joined by Dennis Shout. They collected first aid equipment and then ran towards the crash site. By now flames from the burning aircraft were lighting up 'blacked-out' Richmond and the crackle and explosions of ammunition could be heard. At the bottom of the snicket leading from Queens Road, they were stopped by Special Constable Bunting of Skeeby, but on seeing their first-aid equipment, he allowed them to go on to try to render assistance. Up the steps and then the steep hill they ran, climbing over two stone walls into the field where the aircraft was blazing fiercely, which it would with a full load of 550 gallons of aviation petrol.

Once in the field Ray and his pal could see, from the light of the flaming wreckage, that the fire brigade had also just arrived and were busy running out their water-hoses. Ray was also shocked to see an ATS girl dancing about in agony and screaming with pain. (ATS = Auxiliary Territorial Service) A newspaper cutting of the time, which appears in Audrey Carr's book *You Must Remember This*, shows that the girl was 22-year-old Margaret Johnson of Altrincham, an ATS ambulance driver, who was driving along what is now Green Howards Road to the north and above the crash site. An extract from the column headed 'BLAZING PLANE HEROINE' records, *'She saw the plane crash in flames. In a few seconds she was out of the ambulance and running across a field. Bullets from the planes burning ammunition belts popped around her. She cut the canvas and in spite of the flames and burnt hands managed to get to the pilot before smoke overcame her. This "extremely brave" attempt to save the crew has been commended by the War Office.'* Audrey Carr also mentions commendations for bravery received by a war Reserve Constable, F. L Mayman and a Corporal Hawley. It appears all three received burns as they attempted to free a crew-member from the rear of the plane as the front was burning fiercely. One must assume that this crew-member was the navigator in the separate cockpit to the rear of the plane. In regard to this account, the aircraft is referred to as a Hampden bomber. Information from the RAF Museum at Hendon coupled with supporting personal records from a next-of-kin of the pilot indicates, quite conclusively, that the plane was the Beaufighter from Scorton. This error may not be surprising as the Beaufighter, with its AI radar, was at the forefront of technology at the time and it probably pleased the authorities of the day to allow the public to assume it was an obsolescent Hampden.

Once the hoses came into play, the Fire Brigade got to the crew but not surprisingly they were found to be dead. One can only hope that they were killed by the impact at in excess of 100mph and not by the fire. Their bodies were placed close to the nearby stone wall and Ray Thornton was detailed by the Fire Brigade to watch over them until the Brigade had completely doused the fire. Ray recollects that the bodies were taken away in an ambulance and an armed guard was placed to guard the wreckage. Now, in 2007, Ray lives about 300 yards away from the crash field and having given the writer his recollection of the event, he also took him to the approximate position of the crash.

Mike Porter, eight years old at the time, still lives in the family home in Westfields, Richmond. Mike is the son of Reg Porter who jumped onto the inner roof of the castle keep. Mike was awakened on that night by his brother and told to look out of the bedroom window where they could see the flames on the hillside about half a mile away. Later Mike obtained his pilot's licence whilst with Newcastle University

Air Squadron and continued private flying after completing National Service in the RAF. Air photographs of the crash area taken in 1940 and 1947 have been obtained from the National Monuments Record, Enquiry and Research Services, which is part of English Heritage but it is unfortunate that we cannot discern the site of the crash from them. However, Mike with his flying knowledge and Shirley Thubron, a Richmond archaeologist, examined the site with the writer. Knowing that the plane just missed the top of the keep and that it caught a tree leaving a gap which is visible to this day, in the row of trees at the top of the garden of what is now The Sam Watson Rest Home, we believe we have located the actual position of the crash. This is now just visible as a slight scar in the hillside, which is at the end of the rather flat flight trajectory from the top of the Keep and the gap in the trees.

Mike also recalls the armed guard remaining on the site until the aircraft was carried away in an RAF 60ft long-low loader vehicle, known as a 'Queen Mary' in RAF jargon. Normally the parts of a crashed aircraft were taken to an RAF unit which specialised in salvage and repair. From the RAF Crash Record Card details it appears that the airframe was scrap, but the salvaged engines could have been repaired. It is very likely that a fingertip-search would have been made of the crash site so that all parts could be examined to determine the reason for the crash, as well as for ensuring that information did not get out relating to advanced AI radar equipment on the plane. Nevertheless, once the site was cleared, Mike recalls hordes of schoolboys searching the area in the hope, as all boys hope on such occasions, that they might find something in which they can take delight, such as a cartridge case or an aircraft part. Mike says *'They had no such luck!'*

The National Archives at Kew hold the Operations Record Book (ORB) for 219 Squadron. An entry in it for 14 December 1942 records *'At night F/Lt. Hunt and his operator F/Sgt Gysel scrambled on an X Raid. They took off but a few minutes afterwards their plane crashed near Richmond, killing both the crew. A bad loss which will be felt throughout the Squadron.'* The Crash Record Card at the RAF Museum Hendon shows that the cause of the crash was due to a canvas weather cover not being removed from the aircraft tail prior to take off. The ORB and Crash Record Card appear to be the only records available from official sources relating to the crash, as the RAF destroyed much of its documentation in 1960.

Flight Lieutenant Hunt was an experienced pilot who had been an instructor. He may have guessed that his inability to control the aircraft was due to the weather cover not having been removed; perhaps this was confirmed by his navigator, although the night was dark. We will never know. Flt/Lt. Hunt will have used all his considerable skill as a pilot as he struggled with the tail-controls, juggled the ailerons on the wings, increased the revs on one engine, perhaps to full boost, whilst reducing the revs on the other in his efforts to keep airborne and at the same time, to steer. Did he kick violently at the jammed rudder bar in an effort to avoid the castle keep, a black silhouette against a dark sky, with the intention of turning back to land at Scorton? So very sadly he was beaten by the rising ground to the north of Richmond. If he had just managed to climb another 100 feet, then the story may have had a happier ending.

Researches at the RAF Personnel Management Agency at Gloucester, previously known as the RAF Records Office, revealed that another person was investigating the life of Flight Lieutenant W.J. Hunt. With the help of Mrs Pat Williams, a member

of staff there, we made contact. Donald Rogers, an American, is the nephew of William Hunt and he has kindly furnished many details which are only available from the RAF to next-of-kin. Donald's first letter to the writer stays *'Uncle Bill was highly thought of and well liked by my family members'*. Bill, as he was known within the family, was married to Donald's aunt, Gladys Rogers on the 8 April 1939 at Histon Parish Church Cambridge, the village where Gladys (known as Jill to the family), lived with her parents. Bill's RAF service record shows that he enlisted in March 1936. He was born in Pembroke and a clerk prior to enlistment. His RAF record also shows he was 5ft 9in. in height with a 34 ¾ inch chest, dark hair, brown eyes and fresh complexion. His slight build would no doubt be an advantage in the cramped cockpit of Beaufighter which was full of complex controls and instrumentation with little thought being paid to the comfort of the crew, by present day standards. Bill gained proficiency as a pilot in August 1936, flying Tiger Moth, Tudor and Hart aircraft and in 1937 he flew Audax and Hinds, most are now long forgotten aircraft names. He saw action in France at the beginning of the war and was appointed to commissioned rank in August 1940. After a time in Scotland as a Flying Instructor, he was posted to 219 Squadron then equipped with night-fighter Beaufighters. An extract from a letter of that time written by his wife, Jill, to her brother in the USA states *'....Bill was thrilled to death when he knew he was operating instead of instructing as he has been trying for it for a long time & had got fed up with instructing, it must be a bit boring.'* The official record is enhanced by photographs which his nephew has kindly provided and an extract from the final part of the letter from the Wing Commander of 219 Squadron to Bill Hunt's wife makes us aware of the esteem in which Bill was held. He wrote:-



The wedding of William James Hunt and Gladys Mary (Jill) Rogers at the Parish Church of Histon Cambridgeshire on 8th April 1939.

'Bill is going to be greatly missed by the Squadron and all the many friends he has made since he joined us have asked me to express to you their deep sympathy they all feel for you in your bereavement. No one could have been more delighted than I when I learned that he was to join us and at this moment I grieve not only at the loss of a fine crew which I can ill spare but a personal friend as well'.

It is sad that little information is available about the navigator Flight Sergeant Harold Gysel. He was 34 at the time of death and his next of kin, his father and mother, are shown as Charles Jacob and Alice Maud Gysel of Handsworth,

Birmingham. Extensive searches have kindly been made by the Birmingham Library service and their Local Studies section staff, into their collection of press cuttings and biographical information. As a living next of kin cannot be traced, only scant information is made available from his RAF record. The Birmingham Roll of Honour shows his rank and name and the Commonwealth War Graves Commission records add to the above information by also recording his service number 1150235 and his Squadron, 219 is confirmed. His grave is shown as at Catterick Cemetery, C of E, Row O, grave 18.

The funeral service of Flight Lieutenant Hunt took place at Histon Baptist Church. A cutting from the *Cambridge Gazette* obtained from the Cambridgeshire County Council Collection contains the following extract *'The size of the attendance at the church and at the cemetery spoke volumes of the esteem in which the late Flight Lieutenant Hunt was held'*. As well as Bill's widow and many close family members, there was an RAF escort accompanied by two Flying Officers, presumably from 219 Squadron. The Commonwealth War Graves Commission records his grave as number 5 in plot G, Row C at Histon Cemetery.



W. J. (Bill) Hunt; Beaufighter pilot.
Donald Rogers

This article illustrates that war not only resulted in combatants and civilians being directly killed by the enemy, but also that there were accidents. Perhaps this one could have been avoided, but a tragic error was made doubtless in the desire to get quickly at the enemy who were attacking our country. In all, more than 70,000 RAF and WAAF personnel were killed or missing in World War II.

Bill Hunt and Harold Gysel should be remembered along with all others who were killed, through the horrors of war.

Their name liveth for evermore.

* Wing Commander R.G.B. Summers O.B.E., O.St.J., A.F.M., RAF(Ret'd) of 219 Squadron Association. (Officer of the Order of the British Empire, Officer of the Order of St. John of Jerusalem, Air Force Medal)

Acknowledgements

The writer acknowledges with thanks the people and organisations mentioned in the text from whom he has obtained information. Special thanks go to Don Rogers, the nephew of Flight Lieutenant W.J.Hunt, for permission to quote family and service details, Grizel Morris a Radar Technical officer and David Morris MBE who were concerned with radar when in the WAAF/RAF in WWII, also the landowner and farmer for permission to examine the crash site.

Colin Stegeman did National Service 1957-59 in the RAF with 60MU, a Salvage and Repair Unit. His working life was in engineering. In retirement he joined a history class and continued these studies at Leeds University to gain a BA (Hons) in 2006.

Aircraft in the skies above Richmond

Peter Vollborth

Have you ever wondered what that strange aeroplane was flying over Richmond? If you have, I hope this short article will inform you of some of the aircraft which can be seen.

Situated close to RAF Leeming and the Army Air Corps base at Dishforth, as well as Linton-on-Ouse, not surprisingly most of the low-level sightings are of military aircraft. The most recent visitors have been the Apache attack helicopters from 656 and 664 Squadrons AAC from Dishforth flying training missions on the ranges. However, later this year these will be seen no more as all the Army operated Apaches will be relocated at Wattisham in Suffolk. They will be replaced at Dishforth with two Lynx Squadrons. Sea King Search and Rescue helicopters of the RAF and Royal Navy occasionally appear and Puma and Chinook helicopters are frequently seen, again operating with the Army on the nearby ranges, the latter helicopters often with underslung loads. Increasingly, numbers of civilian executive helicopters fly over the Richmond area. If you haven't seen them you will most certainly have heard them! Two other common sights are the Great North Air Ambulance Service green and white MD900 and the Eurocopter EC135 of the Police both based at Durham Tees Valley (what a ridiculous name!) Most of the military aircraft are either Tornados and Hawks from Leeming, or Tucanos from the training airfield at Linton-on-Ouse. Leeming also attracts interesting foreign attachments which can be seen in the circuit, including fast jets from the USAF and Italian Air Force.

Civilian airliners using Durham Tees Valley nearly always overfly Richmond on departure and many of you will have been able to pick out Richmond Castle easily I am sure. Most UK charter operators e.g. Thomas Cook and ThomsonFly, scheduled operators, BMI, KLM, Ryanair, Eastern and more recently Globespan and various Spanish charter flights can also be spotted inbound and outbound.

Since the beginning of this year, increasing numbers of MOD charter flights using larger aircraft such as DC10's and Airbus A 330's as well as Monarch B767's, used Durham Tees Valley in addition to RAF Tristar and Hercules aircraft engaged on trooping flights to the Middle East.

Business jets belonging to various companies and individuals can often be seen inbound to Durham Tees Valley and the dark blue Falcon 20's of the locally based FR Aviation are a common sight being used on exercises with the Navy and RAF.

I hope this short account has aroused your interest in the various aircraft which can be seen over and around Richmond.

Glossary: RAF – Royal Air Force; AAC – Army Air Corps;
USAF – United States Air Force; BMI – British Midland International; KLM – "Royal Dutch Airlines"
MOD – Ministry of Defence FR – Flight Refuelling

Peter Vollborth is a retired Squadron Leader and former Bursar at the Convent of the Assumption School.

The National Defence Companies in North Yorkshire

© Mark Whyman

A facet of World War II history that seems almost to have been forgotten is the role played by the National Defence Companies. I first came across this group when researching material for the Ormesby Hall Guidebook. This was just a fragment stating that Colonel Pennyman had commanded a National Defence Company (N.D.C.) during the war. Following this up, I contacted the National Army Museum who, surprisingly, could tell me nothing except that they thought it was part of the Home Guard. Fortunately research in Teesside Archives revealed an envelope of papers telling an entirely different story. It turned out that the N.D.C.s were formed to be an elite section of the Territorial Army, whose task was to guard vitally important installations, such as the secret radar station on Danby Beacon, as well as several sites in Richmondshire.

The story began some months before the start of the war, when in April 1939, a meeting of Area Chairmen of the British legion was called in London. The Minutes record that the meeting was addressed by Colonel Dunlop, Assistant Adjutant General of the T.A., representing the War Office who told the Chairmen, "We have to be ready for a war which may come upon us, next week, next month in three months time, in six months time or at any time which war breaks out. We have to have some part of our system absolutely ready". To do this he proposed "undertaking by far and away the greatest piece of recruiting that this country has ever carried out in time of Peace". The units "were not Home Defence Units [Home Guard], they were definitely Expeditionary Forces and that meant that it must be a young army". He then handed over to Captain Corbett who was responsible for the exercise, which involved recruiting some 25,000 National Defence Company personnel. 6,000 had already been recruited but a further 19,000 or 5,000 per Command were sought. The age limit was 55 but those recruited had to be unfit for service overseas.

Much has been written about the countrys unpreparedness for war in 1939 but Captain Corbett's closing words seem to sum things up "I should like to stress that we are doing everything we can – in my own case I am responsible for just under 100,000 persons and have no other officer to assist me. I am getting some more help but it will not be much use for some months and if there are delays, ... I beg of you to be patient".

Probably as a result of this initiative in August 1939, Major (Retired) Pennyman of Ormesby Hall, near Middlesbrough, went to see the Military District Commander in Darlington to offer his services and as a result was appointed Lieutenant-Colonel commanding the 8th Battalion of the Green Howards, a National Defence Force Battalion based in Middlesbrough. The Home Defence Force was part of the Territorial Army, whose role would be to guard vital sites throughout Yorkshire, but particularly the North Riding. At this point Colonel Pennyman was the Battalion's only member, so it fell to him to prepare to recruit. He was able to trace several former officers who had not joined up because they were not keen to be posted away from home. On 3 September war was declared. An advertisement was placed in the evening paper and "men came in well, particularly old regulars". To handle the clerical

work, officers wives and daughters were enlisted and as each man was enlisted he was given 2s 6d (12½p) for his lunch and told to report in the evening. At about 7p.m. they returned many pretty drunk "I selected a likely looking officer, ... and told him that this was his Company. They were given a rifle, 40 rounds of ammunition, and a greatcoat, shoved into a bus and driven to the place they had to guard, where some sort of billets were available. I remember one lot so drunk that I chose the only two sober ones and made them Lance Corporals on the spot. They were a ramshackle crowd but they definitely did their job. It was good fun".



Lt. Colonel J. B. W. Pennyman O.B.E.
Courtesy of Teesside Archives

Soon there 10 Companies, some 1,000 men, scattered over the county, guarding all the aerodromes, petrol dumps and strategic bridges. In its early days the Battalion was said to be in the unique situation that each one of its Companies was commanded by a Master or former Master of Foxhounds!

Initially Colonel Pennyman's HQ was a garage at the Territorial Army barracks in Middlesbrough. In June 1940, during one of the invasion scares, this HQ moved to Over Dinsdale Hall near Neasham and since he was still living at Ormesby Hall, when he was called out one night and had to drive over, he recounts that he was terrified that he would be shot by the over enthusiastic and recently armed Home Guard.

Extensive correspondence reveals that taking on such a mixed bag of recruits was something of a problem. Many had been out of the services for some time and had probably lost the sense of discipline that they once had. This was certainly true of those at Catterick Aerodrome, which was the most extensive operation in Colonel Pennyman's command, involving 2 officers and 68 men. Here a spot inspection by the Northumbria Area Commander found that the guard were badly turned out, with equipment and boots dirty, their drill was slack and slovenly, barrack room untidy with dirty floors and the Guard Room completely devoid of furniture. The report concluded that "There can be no excuse for this bad state of affairs." Only one side of the correspondence exists but one can be pretty certain that at the next inspection, the boots shone! The defence of Catterick Aerodrome was always something of a problem since it involved co-ordinating the Home Defence Company, some Anti Aircraft Guns personnel and the RAF, all with different priorities and objectives. There seems to have been a problem with a practice exercise, as a letter referring to Catterick and Dishforth states "if the RAF do not cooperate, you should personally visit the RAF commander and discuss the matter with him". Nor were the problems always associated with the men, for as the numbers grew equipping them became

more difficult. Desperate to obtain greatcoats, the most basic piece of kit, Colonel Pennyman drove alone to the stores at York, only to be met with the statement "It is very unusual Sir, for a Commanding Officer to come like this". Promptly the reply came "It is, but which Battalions get greatcoats?". "Battalions whose C.O.s come for them – will you take 50?"



The Water Tanks at Hudswell were similar to this tank at Waitwith, shown with Lt. Colonel A.S. Bullivant, MBE being towed out on his retirement in 1957. *Mark Whyman*

Part of a set of orders survives which tells us that, as well as Catterick and Dishforth aerodromes, the National Defence Company was responsible for guarding the Water filter Plant at Hudswell, with 8 men, the Main Ordinance Depot and Power Station at Catterick Camp, 16 men each, the Water Pumping Station at Lowenthwaite, 8 men, the Ammunition Magazine at Marne Lines 8 men, and the Radar Station at Danby Beacon , 1 officer and 34 men, as did the Air Ministry Experimental Station. It is not stated where the Experimental Station was located – perhaps readers can identify this?

In September 1940 when the 8th Battalion had grown to 16 Companies, some 1600 men, it was split, the 1st/8th continuing under the command of Lieutenant-Colonel Pennyman and the 2nd/8th under Lieutenant-Colonel Barber. In October 1941 the 1st/8th HQ returned to Middlesbrough and become the 8th Battalion again, whilst the 2nd became the 13th Battalion. In June 1941 the two Battalions were amalgamated as the 13th Battalion under the Command of Colonel Barber and were eventually posted abroad.

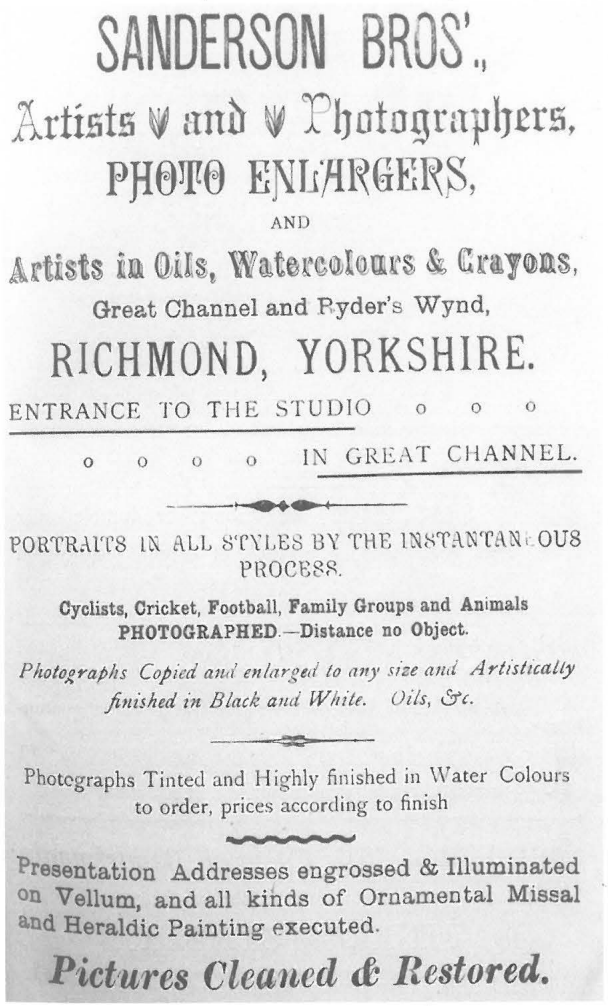
Mark Whyman is a retired personnel officer. References to his sources can be provided.

William Sanderson 1854-1932: Richmond Artist, Printer and Photographic Artist

Sheila Harrisson

William Sanderson was born in Richmond in October 1854, the first son of William and Jane Sanderson and the second of their five living children, two others having died in infancy. William's parents came from outside the parish, his father from Hipswell and his mother from the village of Wensley. It is not known when his parents settled in the town, but the 1861 census shows that they were living in the Market Place where William senior was a hairdresser.

The 1861 census describes the six-year-old William as a scholar, but it was another two years before he was registered as a pupil at the National School, so it is possible that he received his early education at home or privately. By the age of 16 years he was already listed in the 1871 census as an artist. It is likely that he was self-taught because there is no evidence to suggest that he received any formal training.


SANDERSON BROS.,

Artists and Photographers,

PHOTO ENLARGERS,

AND

Artists in Oils, Watercolours & Crayons,

Great Channel and Ryder's Wynd,

RICHMOND, YORKSHIRE.

ENTRANCE TO THE STUDIO o o o

o o o o IN GREAT CHANNEL.

PORTRAITS IN ALL STYLES BY THE INSTANTANEOUS PROCESS.

Cyclists, Cricket, Football, Family Groups and Animals PHOTOGRAPHED.—Distance no Object.

Photographs Copied and enlarged to any size and Artistically finished in Black and White. Oils, &c.

Photographs Tinted and Highly finished in Water Colours to order, prices according to finish

Presentation Addresses engrossed & Illuminated on Vellum, and all kinds of Ornamental Missal and Heraldic Painting executed.

Pictures Cleaned & Restored.

Some of William's siblings showed creative talents in other directions. His elder sister, Alice was described as an 'Ornamental hair worker' in 1881 and his brother Herbert, who worked with him some years later as a photographer, started his working life as a painter and decorator. Mary, the youngest member of the family, became a hairdresser and joined her sister in a business that was still a going concern in the Market Place in 1909.

By 1881, William styled himself as an 'Artist Painter in Oils' but he soon took up the commercial opportunities offered by the expanding photographic industry and as Bulmer's *Directory of North Yorkshire 1890* shows, he established a photographic business in the Great Channel under the name of Sanderson Bros (William &

Herbert). Three Richmond photographers were trading at that time and the competition between them might have influenced Sanderson's decision to take out patents at the London Stationers' Office. The business must have prospered because just one year later the 1891 census lists William as an 'Artist Painter in Oils & Water Colour & Photographer' and his brother, Herbert as a 'Photographer'.

The Sanderson brothers were also known for their elegant postcards of local views. These 'Carte de Visite' (albumen prints) were in great demand and inexpensive, costing one-shilling for a single exposure of eight photographs. Nationally, it was estimated that a half million eggs were used each year to satisfy the demand for the fashionable cards. As well as the local farmers and small holders who would have supplied the eggs needed for the printing process, Walton Chemists, a business trading in the market place, also benefited by making photographic plates for the Richmond photographers.

It was the shop and studio on the corner of the Great Channel and Ryders Wynd, that is remembered by Mrs Nancy Deas, now of Gainford, who recalled that when she was a pupil at the High School in Frenchgate in the 1920s, William Sanderson had taken a charming studio photograph of her sister. A highly regarded photographer whose advertisements would have been well known throughout the area, Sanderson was in great demand, particularly in Richmond's 'season'. Two of his photographs are of particular interest and are worth mentioning although the original prints are no longer available: the first was taken on 11 October 1889 of "Mrs Lanchester, aged 107 years with a young child of the fourth generation on her knee" and the second on Whit Monday 1892 of the "Meet of North Yorks and South Durham Cyclists, 1892"



Millgate: one of a series of post cards by W. Sanderson once on sale in Richmond. Compare this with the photograph taken about 1890 on page 32 of the Richmond Review 2006. *Mark Whyman*

Two of William Sanderson's paintings hang in the Richmondshire Museum and a fascinating anecdote is told about one of them. A year or two ago, Mike Wood, the Chairman of Richmondshire Museum Management Committee, received a telephone call from a man who said that he would be driving up to Scotland from the south of England shortly and would call into the museum at 7a.m. the following Sunday morning to deliver an item that had belonged to a deceased member of his family. Somewhat mystified, Mike Wood met him as arranged and was given a large, brown paper parcel from a member of the Paling family who had moved to the London area from Richmond some time previously. Before the messenger could

be asked for more details of himself, the gift, or the Paling family he left in haste in a large and fast car. The parcel contained a watercolour of Richmond Castle and the Green Bridge painted in 1926 and still in its original frame. An undated, typewritten note signed by Margot Paling, the daughter of the original owner, was fixed to the back of the frame. It reads:

"In the event of the deaths without issue of Frank Paling and Frances Margaret Paling this painting is to be given to the Richmond, Yorkshire Museum.
It was painted by Sanderson in the 1920s and won a Gold Award at Edinburgh in 1926. It was purchased by Margaret Paling for £5 – cheap even then, but it was the time of the slump.
My mother could give no more and Sanderson could take no less. Sanderson lived in Richmond and may well have been a Richmond man.

Margot Paling".



A pen and ink drawing by W. Sanderson of Richmond Castle, dated 1927. *Linda Drury*

Handwritten, diagonally across the centre of the typewritten note is the name 'Isiah Paling', but who he was remains a mystery.

William Sanderson was married at the turn of the century and he and his wife, Sarah lived at No. 8 Pottergate. Kelly's 1909 Directory shows that he was still trading from what had once been No. 2 Great Channel but had been re-named No. 10 Frenchgate, so it is possible that William continued to run his photographic business from there, even though the 1901 census shows that his brother Herbert, who still lived at that address with his family, had changed his occupation from photographer to 'librarian' and employed an assistant librarian who lived with the family. No further details of their working arrangements have been traced.

William, the artist and photographer, died in his 79th year at 17 Frenchgate in November 1932 and is buried in Richmond Cemetery. Both his parents are buried in St Mary's Churchyard.

The author thanks Nancy Deas and Mike Wood for their contributions

George Townsend Andrews (1804 - 1855)

A Victorian Architect who left his mark on Richmond

© John Culpan

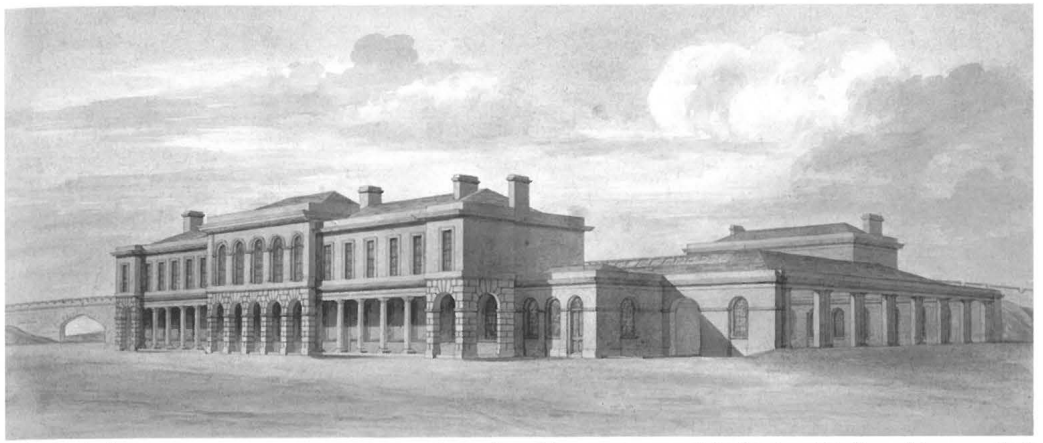
George Townsend Andrews, the Architect of Richmond Station, was born in Exeter on 19th December 1804, the year Richard Trevithick developed a steam locomotive, the year Napoleon was proclaimed Emperor of the French and some ten months before the battle of Trafalgar. His family originated in London. His grandfather, Townsend Andrews, was a prebendary at St Paul's Cathedral. His father moved to Jamaica and to some extent redressed the family fortunes, dented by an earlier generation. His arrival in Yorkshire was due to the fact that he became an assistant to Peter Frederick Robinson (1776-1858), a London architect with a national practice. Robinson's most exotic work was for the museum known as the 'Egyptian Hall' in London's Piccadilly (1811) but he often used Gothic as in his design for the Earl of Tyrconnell for a drawing room in Kiplin Hall, near Scorton (1819). For the Houses of Parliament competition in 1835 he submitted an entry for a Tudor Gothic building.

Robinson set up a York practice with Andrews as his assistant on gaining a major commission in York to construct a new felons' prison at York Castle together with a curtain wall and gatehouse (all now demolished) and to do work on restoring York's medieval walls. They put up a new building just outside the confines of York Castle at No.31 Castlegate at the start of the commission in about 1825. This (in 2007, a restaurant named No. 31) is said to be the oldest known example of a purpose-built architects' office. During the York Castle commission Robinson and Andrews started to design other buildings in York, in a variety of architectural styles. St Catherine's almshouses in Holgate Road (completed in 1835) and the Midland Bank in Parliament Street of 1835-6 (both now demolished) were Tudor Revival and Italianate respectively.

Robinson moved to Boulogne apparently for financial reasons (an early tax exile?) and Andrews continued the York practice. In doing so, he carried on Robinson's variety and versatility. The young age at which he started in York clearly underlines his natural talent. Similarly he practised at the time of the Victorian expansion, both locally and nationally, and can truly be said to have shaped York in the C19th, along with a number of contemporaries. They followed, albeit almost a century later, in the footsteps of the eminent architect, John Carr, who is believed to have designed the imposing grandstand of Richmond's old racecourse. Victorian York indeed carried on the Georgian tradition in a fine series of public buildings, not the least of which was Andrews' Yorkshire Insurance office in St Helen's Square, opposite the Mansion House, (1846-7) in his Italianate style, having the appearance of a classical palazzo and reminiscent of a London club.

Andrews designed the de Grey Rooms in York, which were built in 1842. The original purpose of these elegant rooms, with their Regency feel, was as an assembly room for dances and the like for the Yorkshire Hussars (and officers' mess). Earl de Grey was their commanding officer - hence the name. In fact they still have a use as a place of public meetings and for the occasional concert. Currently (2007), it is

home to the York Tourist Information Centre. Extensive work for the Bar Convent included the Poor School of 1844-45 with its big Doric portico and a curving street corner. The Diocesan Training College in Lord Mayor's Walk of 1845 and adjacent former school (now York St John's University) are Tudor in character. Interestingly, he was responsible for the present state of Lendal Tower, the Water Tower, as the result of the last adaptation to house the device to supply the city with water. He also designed a plan to renovate St. Mary's Abbey, which never reached fruition. Away from York, he designed the White Swan Hotel in Harrogate.



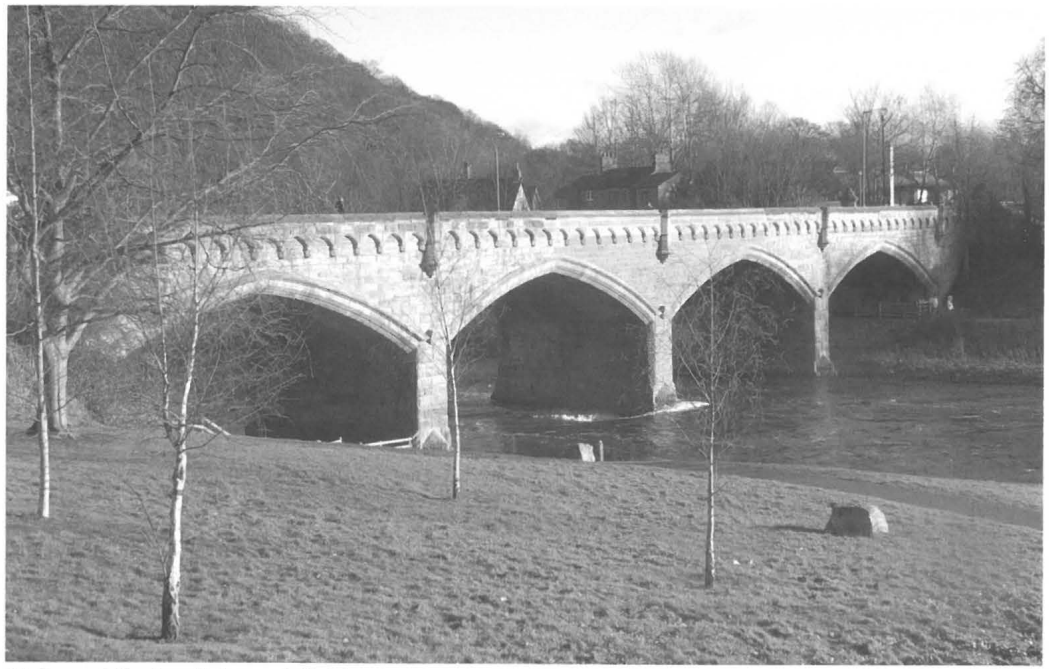
Old York Station *Reproduced by permission of the National Railway Museum, York*

It is evident therefore that he was not originally or exclusively a railway architect but it would seem that he saw the burgeoning railways as a great vehicle for his architectural skills. His first railway commission (1838-39) was for the York and North Midland Railway Company when he was asked to break through the mediaeval city walls with an archway giving access to the proposed railway station. It was a complicated situation for him to solve since it was a station to be shared by several companies. Some through lines curved by at one side, others came directly in as spurs. The wings which enclosed the four central spurs were built first and a hotel was added across the end shortly after, thus making one of the first 'U' plans. The York and North Midland Railway Company was controlled by George Hudson, the 'Railway King', with whom Andrews was closely associated, whose ambition it was to "mak all t'railways cum to York". It is said that Andrews had a financial stake in the Company and that may be why he got the commission. He was Sheriff of York for one term in 1846-7 when George Hudson was undertaking his third term as Lord Mayor.

George Hudson and Andrews became involved in the development of a new town on Whitby's West Cliff, the first part of which Andrews designed. In 1848 Hudson began to cut capital spending and in 1849 he asked Andrews to reduce his fees. He declined and within months Hudson had replaced him with John Dobson as architect for the Whitby scheme. George Hudson became insolvent, but not before Andrews had designed a private station for him near his Londesborough Estate on the Hull to Market Weighton line and he did leave a large number of very fine railway

buildings designed by Andrews, starting with the first York railway station. That station was in Andrews' Italianate style, as were many others, including Paragon Street Station Hull with the adjacent hotel, Scarborough and Malton and smaller ones, e.g Pocklington (now a sports hall) and Market Weighton (now demolished), Tadcaster, Ruswarp, Sleights, Castle Howard, Haxby and Spofforth.

Much of Andrews' railway architecture is classical but for Richmond he invented what is said to be a typically Victorian style, incorporating elements of the Gothic and Tudor periods of English architecture. The style is unique to Richmond and was used for the passenger station at Richmond, the four smaller stations along the line and some of the level crossing keepers' houses, eg Broken Brea. This exuberant style of architecture was in line with the desire of the railway companies to promote their new form of travel as a high status experience. The railway historian, Bill Fawcett, describes the station as "the apotheosis of Andrews' picturesque designs." The station pleased the inhabitants of Richmond as it does to this day. The railway line opened on the 10th September 1846 and, according to his diaries, James Tate II, the then Headmaster of the Grammar School, gave all his pupils a day's holiday. The station was completed well after the line opening, on the 7th April 1847, although James Tate refers to the "new station being in use on 2nd March that year in wintry weather."

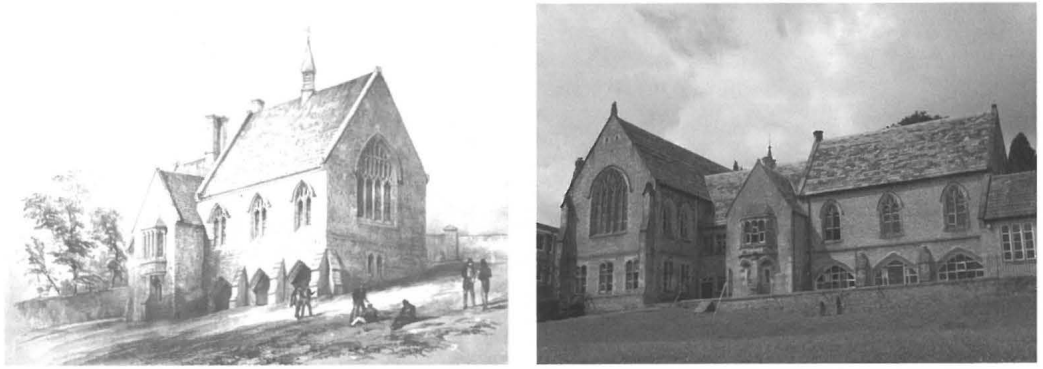


Richmond Station (Mercury) Bridge *Bill Fawcett*

Andrews designed the Station Bridge in an architectural style matching that of the terminus. It is an edifice of notable elegance and has been such since its construction, notwith-standing the rigours of the River Swale, especially in June 2000, and its change of name to Mercury Bridge to commemorate worthily the

connection between the town and the Royal Corps of Signals, whose emblem the winged messenger is. Andrews was, happily, not finished with Richmond and perhaps because of the success of the station design secured the commission to design the Tate Testimonial building for the Grammar School. This was built in 1850 in memory of James Tate I, the most distinguished Headmaster of the School, known as the 'Scholar of the North' and described by a contemporary as 'a man dripping Greek'. The Department for Culture, Media and Sport in its Grade II listing describes it :- "It is in the Neo-Gothic style built in rough dressed stone with dressed quoins." The official opening on the 27th September 1850 was attended by the Mayor and Corporation and Dr Thomas Musgrave, the Archbishop of York, who had been one of James Tate's pupils. It is interesting to ponder whether Andrews was present and what his feeling would have been, since, according to the contemporary account in the York Herald, "the edifice as a fine specimen of architecture was much admired".

It is thought that Hudson's financial collapse left Andrews with heavy debts; £25 shares were selling for 2/6. Despite being badly affected, Andrews obtained enough remunerative work but he dabbled too much in the stock market. He had collected a number of paintings by William Etty, the York artist (1787 - 1849). There is a passage in Knowles York Artists Voll.1 which says Andrews' "connection with the School's Design brought him the acquaintance of Etty." It is fascinating to wonder what was Etty's connection with Richmond and the School and how the two actually met. In October 1850 there resulted an assignment of Andrews' assets to his creditors and the sale of his art collection. Andrews died five years later and five years after the opening of the Tate Testimonial, at about the time when he had redesigned St Columba's Church at Topcliffe. It is remarkable how much he achieved in a relatively short, professional career.



The Tate Testimonial' Building *Mike Wood*

He died on the 29th December 1855 in York and was buried in its cemetery. He never married. According to probate records, his estate did not exceed £300, which went to his sister or step-sister. There is no known portrait of him but William Etty painted portraits throughout his career. Whether there was a portrait of Andrews by Etty or anyone else will probably remain an unsolved mystery. Andrews' death was described in Knowles. "This truly honourable and amiable man died broken hearted." Bill Fawcett believes that Andrews may have been a private and reserved person but

that George Hudson held him to be a sociable travelling companion, presumably before the rift arising from the Whitby development.

The trinity of his architecture, the Station, the Bridge and the School, which he bequeathed to Richmond, is surely an apt and endearing monument to the man and his work.

[This is an abridged version of the treatise on the life and work of G. T. Andrews by the writer on behalf of the Station Trust and he gratefully acknowledges the persons and organisations named in the full text] **Ed:** This abridged version included the picture of Richmond Railway Station, which has been put on the front cover, and three further pictures, which have been omitted due to pressure of space, of the Bar Convent and the de Grey Rooms, both in York, and of Richmond Station, not dissimilar to that on page 13 of The Richmond Review 2005.

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The Company of Fellmongers of Richmond, Yorkshire

Mike Wood

In 1981 (Richmond Review No 4) Ralph Waggett proclaimed the re-formation of the Fellmongers, having purchased a minute book that had belonged to the company in 1666. Last year we celebrated our first 25 years and it is appropriate to reflect on what we have achieved.

It was a matter of good luck and good fortune that Ralph received Messrs. Sotheby's book sale catalogues. Imagine his excitement when in December 1980 he read:

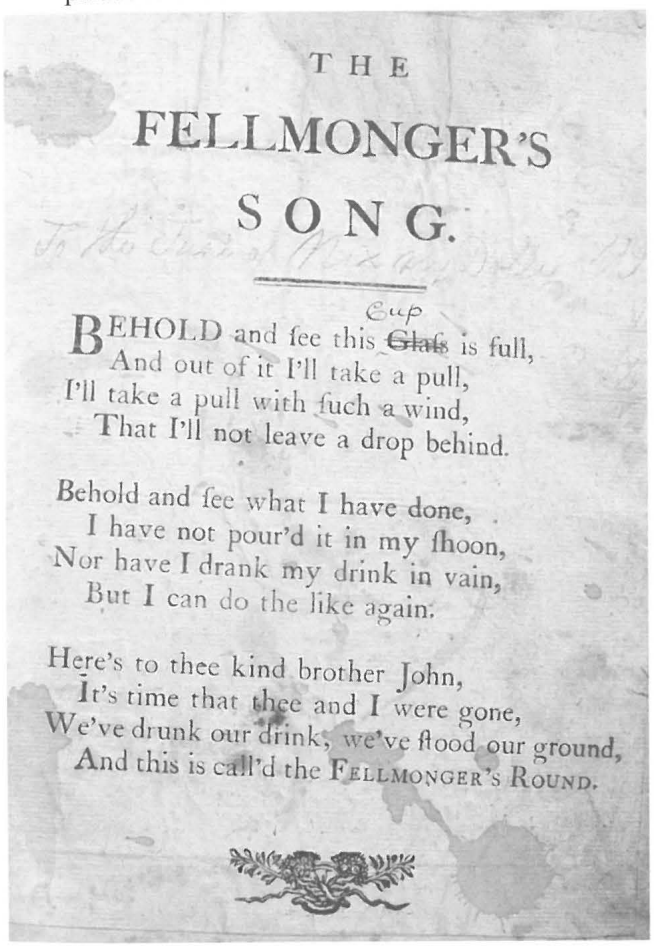
> Lot 9 "Yorkshire Fellmongers Company. Volume of records of the Fellmongers' Company of Richmond, North Yorkshire, including registers of names of members, the Fellmongers' song, company accounts, minutes of meetings (at the Kings Head and elsewhere), statements on company regulations, ordinances and election procedure, and similar matter, c.350 pages, contemporary calf, re-backed and repaired, folio. 1666-1820."

At the time Ralph explained "The re-formation of the Fellmongers' Company came to be a three man affair. Our knowledge of trade guilds was slight but we were fortunate that we could take the other surviving Richmond company as a model. Peter (L. P. Wenham) had an abundance of enthusiasm which no-one could withstand. He loved his native town and the people there loved him. Into old age he maintained an outward and visible air of belief in the generosity and magnanimity of the human spirit. Nowadays it would be said that he had charisma. My other colleague was my partner, David (D. Waldie), a former Mayor and a former Warden and Clerk of the Company of Mercers, Grocers and Haberdashers. He knew what could be done and what would be unacceptable and he unhesitatingly brought us down to earth when that was necessary. Peter provided the flair and imagination, David the common sense born of experience".

On 2 November 1981 a meeting was called in the Town Hall and a number of local people who were interested in joining a new Company were invited along. During the meeting R. W. Waggett was elected the first Warden. The Town Clerk was one of those present and was asked 'by virtue of the authority which was with him' to administer the Warden's Oath and also to administer the oath of admission to those present. The Company was re-founded.

There was no Fellmongers livery company and hence no coat of arms to use. The Richmond Fellmongers embraced both Skinners and Glovers and permission was sought from the London Companies to use their arms. Permission was readily given and also much encouragement and advice. This helped us believe in ourselves and enhanced our status.

From the beginning we have had two dinners, one in January and one, to which we invite our ladies, in October. We also meet at the Town Hall on St George's Day where the new Master is invested with the ring of office and wearing red roses we parade to church.



THE

FELLMONGER'S

SONG.

BEHOLD and ſee this Cup ~~Glaſs~~ is full,
And out of it I'll take a pull,
I'll take a pull with ſuch a wind,
That I'll not leave a drop behind.

Behold and ſee what I have done,
I have not pour'd it in my ſhoon,
Nor have I drank my drink in vain,
But I can do the like again.

Here's to thee kind brother John,
It's time that thee and I were gone,
We've drunk our drink, we've ſtood our ground,
And this is call'd the FELLMONGER'S ROUND.

When the Company was re-formed it was realised that it would not do if we merely became a dining club. It was resolved to create a charity. Amongst other things the charity seeks to encourage high standards in craftsmanship and to help young people in their training. There are very few apprentices nowadays, but many young people undergo training and each year we advertise our award scheme. Our freemen interview those who come forward and usually three or four are successful. They are invited to our annual dinner and presented with a certificate of merit and a cheque.

Music has always had a place in the ceremonies of the livery companies and guilds and we were delighted to discover in the minute book the words of the Fellmongers Song. Underneath someone had written in pencil "To the tune of Nix my Dolly". We

contacted the British Library who found the music and we now sing the song at the conclusion of our dinners.

Since those first few years, the Company has gone from strength to strength. Our Apprentice Awards have become sought after by young people. Our charity helps many young and elderly people in the area. Fellowship has always been important to us and we have many social events including walks, lectures, visits and a carol service. Originally freemen had to have been born in Richmondshire or lived there for five years. This requirement was dropped in 2002 and an even greater step was taken in 2004 when ladies were admitted. We have also introduced a special Companion membership for wives or partners of deceased freemen.

We particularly value our link with Richmond's own Regiment the Green Howards (now the Second Battalion, the Green Howards, in the Yorkshire Regiment). On their tercentenary we gave them a set of silver bayonet tips and in 2004 we adopted the regiment officially. To mark the occasion a reception was held in the Town Hall and Brigadier John Powell, Colonel of the Regiment, was presented with an oak model of the Market Cross.

The Company are delighted to have as honorary members the Duke of Richmond and Gordon, Chief of the General Staff General Sir Richard Dannatt KCB CBE MC ADC (Knight Commander of the Bath, Commander of the British Empire, Military Cross, Aide-de-camp) and Myles Glover Citizen of London and Musician.

Hospitality is important to us and guests at dinners have included Lord Ironside, the Lord Mayor of London Sir Christopher Collett and Sir Colin Cowdrey. We also entertain and visit many London livery companies and all the surviving York guilds.

The minute book is not only our most cherished possession, but a valuable source of our local social history. It shows that our forbears were very charitable even though they were of modest means. Nearly every year there is at least one payment to 'travellers' or 'passengers'. Here are some examples:

1666 John Robinson (a freeman of the Company) sent a traveller that was in need and I gave him 6 pence.

1681 To a passenger of our owne occupation 2 shillings.

1699 To two travellers one of the trade 4pence.

1716 Layd down for a man traviler 10 pence.

The Company jealously protected the monopoly it enjoyed of being the only tradesmen allowed to sell skins and gloves in the town. There are cases of illegal trading recorded in the book:

> "Resaved [received] of Robert Shutt for his bues [abuse] to the traed [trade] for standing in the Markit and nut [not] being maed [made] freman 3 shillings".

The Company would take the cases before the Mayor who would fix the amounts of their fines. The Company enjoyed their fellowship and when they dined enjoyed their ale, beer, punch, negus and brandy. In 1750 they "collected for liquer 12 pence

ap[i]ece" to supplement their normal 8 pence quarterage. It would appear that occasionally the drinking got out of hand! William Dixon who was admitted a Freeman in 1773 was expelled from the Company in 1792. The reason given is this:

> "Mr William Dixon one of the members of this Company appeared at this meeting very much in liquor and behave very ill – therefore it is the sense of this meeting – and we recommend it to the Company – that he be discharged therefore and not permitted to join them in any future meeting".

'Willie'did not repent and it was not long after this incident that when in drink he danced stark naked around the Market Cross whilst the Saturday Market was in full swing. He was brought before the Mayor and placed in the nearby stocks to cool off. I have a wonderful caricature of him which is accredited to Cuitt.

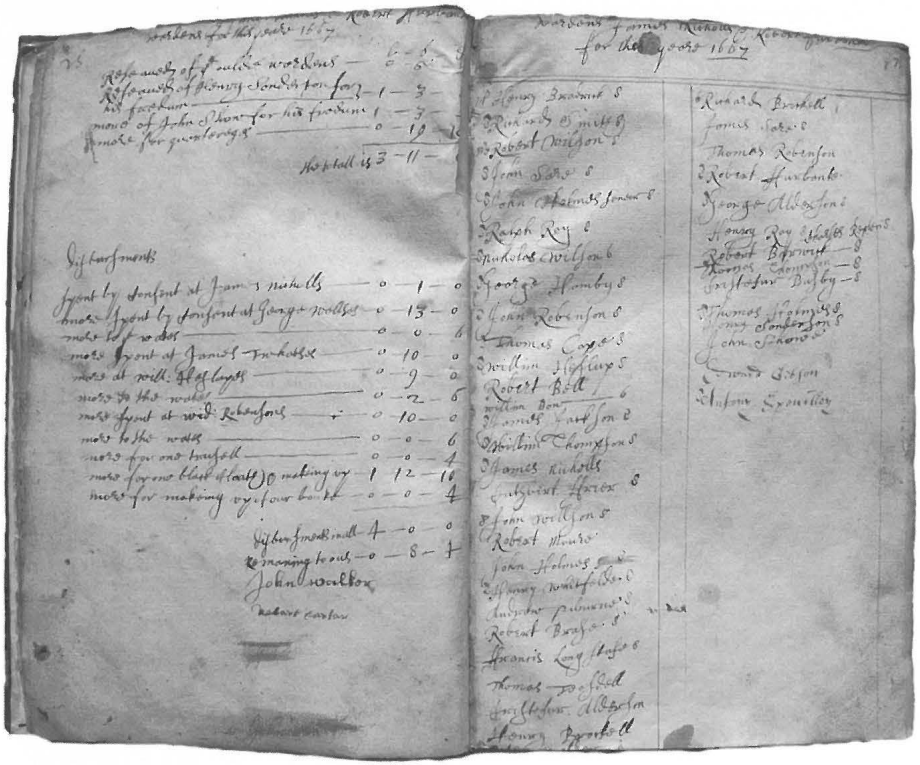
I have not mentioned yet the Company's permanent possessions. The last entry is dated the 4 January 1820 when it was ordered that 'Mr Warden elect do purchase a new book for use of the Fellmongers Company '. It was assumed that the Company ceased soon after and certainly when the Municipal Reform At of 1835 took away most of their powers. The Borough Poll Book, which still exists, shows that the Fellmongers were using their right to vote for the Mayor in 1824. Interestingly Richmond was one of the few places in the country that used the same system to elect its Mayor as London.

You can imagine my delight when in 2001 I discovered another minute book that had belonged to our Company. It was in the archive of Albany University, New York. At first the university was reluctant to provide even a copy. I happened to mention this to Freeman William Hague M. P. and he suggested that I write back to them and say that he would have a word with "George" next time he was in the States. I did this and within a week a copy arrived on acid free paper with sufficient margins to bind into a book! This year we have had the copy bound by a local Richmond bookbinder. My attempts to have the original returned to Richmond have been unsuccessful so far but at least we now have a copy. We do not know how it ended up in America. The book covers the last years of the Company from 1820 to 1859. In the inside cover is a 'Memorandum of the Property belonging to the Members of the Ancient Company of Fellmongers' dated 22 Jan 1838.

£68-13-2 in Richmond Savings Bank in the name of Geo. Wade in trust for the Company
One Oak Box
1 Silver Tankard
1 small Silver Bowl
1 Pewter Flaggon
Fellmongers Arms-on cloth; Needle Work
2 Rose Wood Hammers

Again the book is also a wonderful source of social history. Many Richmond notables were members: Tate, Hutton, Leefe, Tomlin, Croft, Bell and Bradley. They still had a problem with the local ale, this time the Beadle was in trouble. In 1847 it was ordered "That in consequence of the past Beadles gross misconduct to the

members now present by making his appearance in a state of intoxication and using offensive language that he be discontinued as Beadle!" In 1856 their January Dinner



The Richmond, Yorkshire, Fellmongers Company Minute Book 1666 – 1820 *Mike Wood*

in the Red Lion Inn had to be postponed until the end of February "By reason of the North Yorkshire Malitia having been billeted upon the Innkeepers of Richmond and that in consequence he in common with the rest of the Innkeepers could not conveniently entertain the membership of the Company".

Sadly the end of the Company is recorded in the last pages of the book. At a meeting held in the Unicorn Inn on 30 September 1859 John Westgarth, Warden and five Freemen

> "1st proposed and unanimously resolved that C. Croft Esq and J. Brown Esq be expelled from the society according to ancient custom for the nonpayment of quarterages". (Now that the Companies assets were being divided presumably they wanted to be included but they had not paid their yearly subscriptions for at least two years.)
>
> 2nd proposed that and unanimously agreed upon by the above members that the funds, plate and all the goods belonging to the present members be equally divided".

What of the future? The Company now has over 90 members and all our functions

are well attended. We now have a retired fellmonger in our membership and he is providing us with valuable information on the trade. I believe that we are now the only Fellmongers Company left in Great Britain. The National Association held their last meeting this year and we are actively pursuing its former members to establish in Richmond a National Archive. We have already received records from the Hird family who started as fellmongers in Arkengarthdale, moved to Bedale and then finally to Yarm.

Sadly, the oak box and other items listed in the cover of the last minute book have been dispersed but through kindness of members and the generosity of other companies and individuals we have acquired many possessions since our refounding. Our silver collection numbers twelve items and is on display in the Green Howards Museum alongside the Town Silver. Our latest gift is that of two Silver Armada Dishes presented by the father of the Company Mr R. W. Waggett to commemorate our first 25 years. These dishes are modelled on one reputedly found in a 1588 Armada wreck. A velvet pall, embroidered with the arms of the Skinners and Glovers is used at freemen's funerals.

Long may we flourish and I raise my glass to the Company of Fellmongers of Richmond Yorkshire – root and branch!

Mike Wood is a Freeman and Liveryman of the City of London and Clerk to the Company of Fellmongers

Notes and Queries

1. Following the article on Westfields Tennis Club in last year's Richmond Review, Iris Vollborth writes

After reading this article, Roger Spence, who now lives in north-west England, wrote to me with the following notes on his time as a member of the Club which he joined in 1942. He mentions how during the war, when tennis balls were practically unobtainable, they used to put old balls in the oven to try to give them new life and anyone with new tennis balls was received with open arms! There was only one court then as the two adjacent areas had been turned into allotments.

After the war the club was reactivated and members paid a subscription of £1.10s. They played friendly matches with other clubs and as Westfields had no clubhouse, he remembers entertaining guest players at Kinchin's café in Rosemary Lane.

An effort was made to get a second court which would cost £600, about £10,000 at today's prices. The Playing Fields Association offered a grant of £200 and an interest free loan of £200 and the rest was raised by the club. Then another problem was raised – toilet facilities. It was suggested there should be a chemical toilet. Roger Spence objected as someone would have to empty it. David Waldie said he would do this and at the end of the season he duly emptied the receptacle and was so horrified that he threw the toilet away!

2. Richmond under snow

Prompted by the photograph in the Review of 2004 of Frenchgate in the snow, Mr. Roger Spencer of Lytham St. Anne's has sent photos of the snow-storm of February 1933. There was only a horse-drawn snow plough available in Richmond then and the snow was too deep for it! Tanks were sent from Catterick Camp into Richmond Market Place to clear part of it. The photos were taken by Mr. Spencer's father and have been enhanced by Mark Whyman.



Richmond Market Place after the snow-storm of February 1933. *Roger Spencer*



Tanks in Richmond Market Place clearing the snow in February 1933. *Roger Spencer*

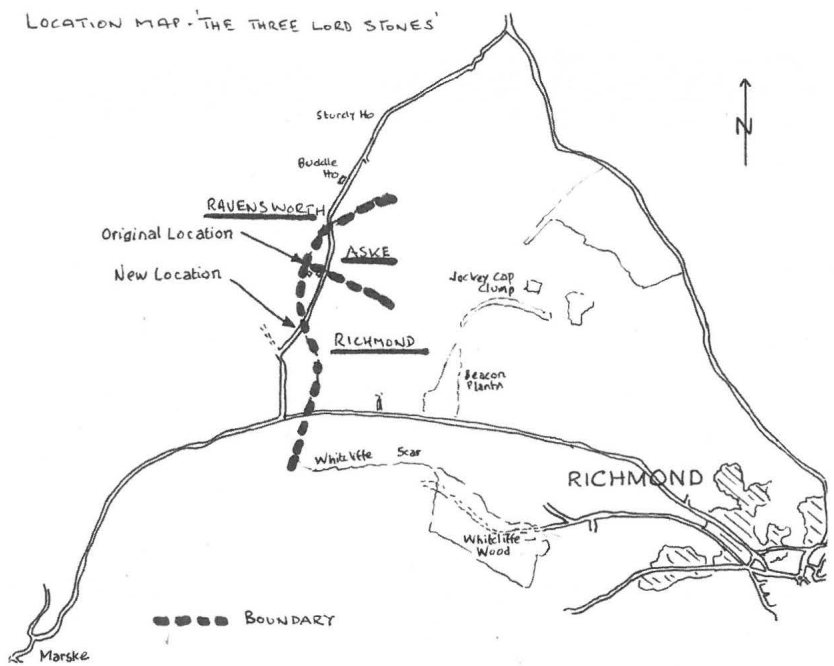
3. Richmond Boundary stones located, an addition by Mike Wood to his article in the Richmond Review No. 28 2005

I have now discovered the Three Lord stones referred to on p.17. These are one of the boundary points mentioned in the boundary riding of 1862. They must have been replaced in 1927 from their original location on military land at Feldom. They are situated on the side of the road where the boundary comes off the ranges and rejoins the road. They are very much overgrown but are visible and worth a look.



The three Lord Stones relocated from where the manors of Aske, Ravensworth and Richmond join.

Mike Wood



In the 18th century 'The Three Lord Stones' were an important meeting place for representatives from Ravensworth, Aske and Richmond to discuss any disputes relating to their respective boundaries

Richmond and District Civic Society

Membership 2007

All addresses are in Richmond unless otherwise shown.

Honorary Life Members

Dick, Mr. & Mrs. H. R., Station House,
Hatcher, Miss C. J., 18 Bargate,
Morris, MBE, Mr. D. I., 1 Prior Avenue,
Morris, Mrs. G. M. C., 1 Prior Avenue,

Life Members

Bell, Mr. & Mrs. N., 74 Ronaldshay Drive,
Cameron, Mrs. D. H., 42 Burford Gardens, Palmers Green, London, N13 4LP,
Drury, Mrs. J. L., 25 Darlington Road,
Espin, Mrs. D. G., 10 White Canons Court,
Horn, Mr. A. W., Briar Mede, Gunnerside,
Jones, Mrs. E. M., 5/30 Carron Road, Applecross, 6135, Western Australia, Australia,
Kurdi, Mr. & Mrs. M., Middleton House, Middleton Tyas,
Masters, Dr. C., 12 Braid Avenue, Edinburgh, EH10 6EE,
Rochford, Mr. B. T., 89 Ghammar St., Ghasri, Gozo, Malta
Ronaldshay, Earl of, Olliver,
Sandford, The Revd. The Lord Sandford DSC & Lady C., 27 Ashley Gardens, Ambrosden Avenue, Westminster, SW1P 1QD,
Squires, Mr. A. J., Manor Yard, The Manor House, Little Gaddesden, Berkhampsted, Herts, HP4 1PL,
Trewby, Dr. & Mrs. P. N., Hurgill House, 24 Hurgill Road,
Tricker, Ms. P., No: 3 Arrathorne, Bedale,
Tyler, MBE, Major (Ret'd.) R. A. J., 11 Culloden Mews, Cravengate,
Waldie, Mr. D. H., 'Woodedge' 44 Catslip, Crocker End, Henley-on-Thames, Oxon, RG9 5BN,

Patron Members

Blenkiron, Mr. J., Westfields House, Westfields,
Raines, Mr. & Mrs. D. J., Les Crouzets, 46700 Touzac, France,
Thompson, Mr. B., 'Shawfield', 65 Hurgill Road,
Trustees, The, The Green Howards Museum, Trinity Church Square,
Welch, Dr. P., 10 Maison Dieu,
Whyman, Mr. M., 40 Bargate,

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Acton, Miss. J.A., 1 Castle Terrace

Ball, Miss C. M., Flat 1A Marske Hall Marske
Baynes, Miss M., 5 White Canons Walk,
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Brettell, Mr. J. G., 12 The Green
Broadhead, Mrs. P. , 16 Gower Road
Brookes, Mrs. B. H., Tower View, Thornhill,
Burn, Mrs. M., 15 Westfields,
Burrows Mrs. V., 1 Chandler Close
Buxton, Miss M., 25 Pilmoor Drive,

Cameron, Mrs. D. V., Vince Moor West, Dalton-on Tees, Darlington, DL2 2PN,
Cardwell, Mr. P. A., 12 Sleegill,
Carr, Mrs. K., 22 Frenchgate
Carter, Mrs. P., 14 Green Howards Road,
Clark, Mrs. J. , 14 The Convent, Reeth Road
Coates Mr. C., 3 Plews Cottages Hudswell
Collinson, Mrs. P. E., 54 Bolton Avenue,
Cook, Mr. D. A., 7 White Friars Walk,
Copeland, Mrs. C., 6 Gillingwood Close,
Cumblidge, Mr. J., 14 Meadow Court, Twmpath Lane, Gobowen, Shropshire, SY10 7HD,

Dalton, Mr. D., Swale Cottage, Station Road,
Davies, Mrs. M. H., 16 Victoria Road,
Deas, Mrs. N., 10 High Green, Gainford, Darlington, DL2 3DL,
Dougan, Dr. D. J., Grovelands, 1 Grove Road, Bury St. Edmunds, Suffolk, IP33 3BE,

Emmerson, Mrs, M., 35 Eastfield Avenue,

Fairbrother, Mrs. E., 43 Frenchgate,
Fawcett, Mrs. C., 12 Ronaldshay Drive,
Fenton, Mrs. D., 11b Mahuta Grove, Northcote, Auckland, New Zealand,
Fleming, Mrs. D., Tarn at Leaves, 9 Wathcote Close,
Francis Mrs. N., 9 Aske Avenue,
French, Mr. D, Ar Steriou, Les Rivières, 35580 Guichen/Gwizien, Brittany, France,
Frost, Mr. J., 28 St James Close, Melsonby,

Gelsthorpe Mrs. G.M., Glencroft West Healaugh

Glass, Mrs. M., 2 Boundary Way, Pilmoor Hill,
Gunton, Mrs. J., 37 Lile Close,
Guy, Mr. P., Throstlegill Farm, Dalton,

Harrison, Mrs. O., 52 Darlington Road,,
Harrisson, Mr. L. E., 8 Gallowfields Road,
Hart, Mrs. A. D. , 12 The Avenue,
Hillyard, Mrs. C. J., Mercury House, 9 Station Cottages,
Hirst, Mrs. G. M., Appt 6, St Anne's Convent, Reeth Road,
Hodgson, Mrs. M., Fairview, Hudswell,
Holland Mr. D. , 1 Swalegate
Holland, Mrs. P., 8 The Meadows,
Howard, Mrs. M. J., 7 Barrack View,
Hutchins, Mr. A., 4 Temple Terrace,

Ibbotson, Mrs. H., 17 The Convent, Reeth Road,

Jackson, Mrs. J. M., 4 Cornforth Hill,
Jary, Mr. F. W., Highlands, 113 Gilling Road,

Lake, Mrs. W., Craigleish, Tunstall,
Lovell, Mrs. M, Bamburgh, 19 Pillmoor Drive
Luxmoore Mrs. A. , 5 Barack View,

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McKay, Miss J. M., 1 Arrathorne Village, Bedale,
Metcalfe, Mrs. J., 5 Frenchgate,
Midgley, Miss H., 11 Hazel Avenue, Darlington
Mowbray, Dr. M., Lennox House, Maison Dieu,

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Parsons, Mr. S. C., 17 Highfield Road, Chipping Sodbury, South Gloucester, BS37 6HD,
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Peers Mrs. L., 3 Culloden Mews,
Pierce Ms. S., 42 Alexandra Way
Pike, Mrs. J. P., 2 Wathcote Place,
Place Mrs. A. J., 4 Whitefriars Gardens,

Readman, Mrs. E., 72 Ronaldshay Drive,
Ridley, Mrs. B., Appartment 16, Convent, Reeth Road

Saunders, Mrs. E. E., 26 Lile Close,
Simpson, Mr. C.B., 9 Bargate
Simpson, Miss A., 56 Gilling Road,
Staite, Ms. Marita, 30 Bargate,
Stewart, Mr. K., Fairview, Hudswell,
Stockbridge, Mrs. M., 25 Queens Road,
Swaby, Mrs. P.A., 3 High Garth

Thornton, Mrs. B, 8 St. Nicholas Drive
Thorogood, Mr. A. J., Cambria, Knowle Grove, Virginia Water, Surrey, GU25 4JD,
Thubron, Mrs. S., 3 Rimmington Avenue,

Wagstaff, Mrs. G., 7 Gordon Crescent,
Wheatley, Miss P. M., 32 Whitefields Drive,
Wilson, Mrs. J., 9 The Avenue,
Wrangham, Mrs. J., 7 Millgate,

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Teasdale Mr. & Mrs. D. J. W., High Garth 21 Olliver Road

Thelin, Mr. S. A. & Mrs. R., 27 Hulse House, Garden Village,
Tooze Mr. M.F. & Mrs. I.A., 58 Gilling Road,

Vollborth, Mr. P. & Mrs. I., 42 Laburnum Grove,

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Wood, Mr. & Mrs. F. L., 71 Bolton Avenue,
Wright Mr. R. & Mrs. G.C., 3 Olliver Lane Skeeby

Young, Mr. A. G. & Mrs. S. M. S., Thryft House Farm, Ringinglow Road, Sheffield, S11 7TA,
Young, Lt. Col. & Mrs. J. C., Clarence Cottage, Whashton,

Deaths:
Mr. T. Carr
Mrs. M. E. Clough
Mr. P. L. Cubitt,
Mrs. F. E. Rumfitt

Subscriptions:

Life Membership:	Please enquire of the treasurer
Patron Membership:	£25
Single Membership	£10
Family Membership	£15

Subscriptions are due after the A.G.M. please.
New members joining after the summer recess are required to pay half the current subscription, with a full subscription for the following year due after the A.G.M.

Acknowledgements
Richmond and District Civic Society is most grateful to Iris Vollborth for typing, to Mark Whyman for taking photographs and for enhancing old ones and to the providers of other photographs and copyright articles as indicated.

Editorial Note:
The photographs illustrating the 1944 Explosion at Catterick Bridge on Pages 24 and 26 of the 2006 Richmond Review were incorrectly attributed and should have read "Reproduced from Darlington & Stockton Times". The Editor apologises for any misunderstanding that this error might have caused.

Stop Press:

Since going to press, notice has been received with great regret of the death of Tom Carr, a founder-member of the Civic Society and a respected member of the local community in many fields. An obituary will appear in the next Review.

Obituary: Margaret Clough

With the death of 90-year-old Margaret Clough, the Richmond & District Civic Society has lost one of its oldest and much respected members. A native of Barnard Castle, she came to Richmond from Hudswell and having joined the Society, she developed a great interest in local history and in 1981 she became a member of the committee which she served for 17 years. Her catering expertise was always appreciated, never more so than in the foundation years of the Society when she helped raise some much needed funds. Her enthusiasm for the work of the Society was always evident and is well remembered. **David Morris**

Civic Society Programme 2008

Friday 11th January	Helen Clifford ***Swaledale: Through the eyes of May Sinclair, avant garde authoress***
Friday 8th February	John Deighton ***Fifty Years Amongst the Mountains***
Friday 14th March	John Champness ***Thomas Harrison – Georgian architect of Chester and Lancaster 1744-1829.*** *(Joint Lecture with Richmondshire Museum)*
Friday 11th April	Doug Worton ***The Voyages of Captain Cook (Part I)***
Friday 9th May	Patrick Wildgust ***The Beauties of Sterne***
Saturday 24th May	***Coffee Morning, Richmond Town Hall***

During the summer a visit will be organised to Shandy Hall and Byland Abbey. Lunch may be taken at The Fauconberg Arms. The details will be announced later.

Friday 12th September	Jane Hatcher ***From Stage Coach to Iron Horse*** ***The life of Timothy Hutton, a 19th century North Yorkshire gentleman***
Friday 10th October	Edward Pearce ***The Great Man: Sir Robert Walpole. 'Lies, damn lies and sleaze'***
Friday 14th November	Brian Alderson ***"The World in Black and White – the Bewicks and after"***
Friday 5th December Richmond Town Hall	***The Annual General Meeting*** 7.30 p.m. Followed by a diversion to be announced later

All lectures will be held in the Zetland Christian Community Centre commencing at 7.30 p.m., but the Annual General Meeting will be held in the Town Hall, also commencing at 7.30p.m.

Back Cover:

Top right: Mike Wood, Ralph Waggett and Alan Starvis with the oak model of the Market Cross presented to The Green Howards Regiment in 2004 ***Mike Wood***

Top left: Willie Dixon, the Fellmonger, sketch by G. Cuitt Junior.

Below: The start of the Richmond Grand Prix Cycle Race 2007during the Richmond Meet at the junction of King Street and Victoria Road ***Mark Whyman***