

# EYLHS Newsletter 23

Summer / Autumn 2010

Newsletter of the East Yorkshire Local History Society



Front cover: Newland toll bar. See page 7

## **Contributions**

Based in Hull it is not always easy to keep track of events in other parts of the Riding; news that members could contribute on their town or village should be sent to the editor.

Short articles, illustrated or unillustrated, news on libraries, archives, museums, societies or education, queries other people may be able to answer, etc. for inclusion in future newsletters should also be sent to the editor.

### **Newsletter**

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# News from the Society

## Programme

As usual, the Society has arranged a full programme of lectures and excursions for 2010. Please support the events and bring along your friends. Please do not hesitate to ask for lifts; you will be expected to contribute to petrol.

**PLEASE NOTE:** Please make all cheques payable to the East Yorkshire Local History Society. All cheques and booking slips should be sent to the relevant named individual at the address on the booking form.

### **SATURDAY 21 AUGUST 2010**

**Venue:** Markenfield Hall, near Ripon, own transport

**Leader:** Pam Martin

**Time:** 2.00pm

**Cost:** £5.00

Maximum number 60

### **SUNDAY 5 SEPTEMBER 2010**

**Venue:** Pryme Street, Anlaby Synagogue, own transport

**Topic:** The Myth of the Wandering Jew: The origin of the Hull Jewish Community

**Speaker:** Max Gold

**Time:** 2.15pm

**Cost:** £2.00

Maximum number 40

## Participation in events

As reported in previous years, it has not been possible to arrange group insurance for events. We therefore strongly recommend that members

and their friends take out personal accident/loss insurance, or include this in their households policies. We would also stress the need for suitable clothing - in particular, sturdy footwear and waterproofs - for outdoor events.

## Please note

There is usually a waiting list for most of the Society's events. If you book an event and then find you cannot attend, please inform the Secretary. Please do not transfer your booking to a relative or friend without first consulting the Secretary, whose telephone number can be found on the inside of this newsletter. Thank you.

## Review of EYLHS Events

### **Far Horizons: From Hull to the Ends of the Earth**

Robb Robinson - 24 April 2010

Robb delivered a stimulating talk which emphasised the global importance of Hull, both historically and on the current world stage. He suggested that much more prominence should be given to the connection that Hull has with the sea and seafaring, and he pointed out that the very existence and success of the town was on account of its location at the confluence of the River Hull and the Humber. As a deep water port, the town was developed by Edward I as a 'safe haven' during his wars with the Scots, and so Kingston-upon-Hull had its beginnings.

He further suggested that there are many personalities who deserved recognition in Hull, apart from the more famous people such as Andrew Marvel, William Wilberforce and Amy Johnson. His talk was to bring these people to our attention, and was illustrated with the good and the great who have called Hull home or who have had a close connection with the port.

Many of these stories were revealed and included John Ellerman of the Hull-based Wilson Line one of the richest men ever to have lived in England, William De La Pole who arranged loans to fund the king and whose son became the first Duke of Suffolk, James Evans who was so taken with Methodism that he emigrated to Canada spreading the word and who is credited with inventing the Cree Syllabic Language and so is venerated by the Cree nation, John Dykes who at the age of 10 could play many instruments and who is the composer of some 300 Victorian hymns including the maritime themed 'Eternal Father', Mrs Victor Bruce another female aviator who in 1930 conquered the land masses of Europe and Asia in a 'Blackburn Bluebird' aircraft, Captain Colbeck with a crew mainly from Hull and district who sailed to the Antarctic as part of the expedition with Scott, 'Gassy' Jack Deighton who ran *The Globe* inn in what was later Vancouver, Sir John Hall who emigrated to New Zealand eventually becoming Mayor of Christchurch.

These individuals, along with many more, were presented in Robb's talk

and form the basis of his forthcoming publication of the same title.

At a time when England was the greatest maritime nation in the world; Hull was the third port in the kingdom. And so, he affirmed, Hull is not the end of the line on a road to nowhere, but a global phenomenon with its toes in the trade routes of the world, and with sons that follow them.

J Briody

### **New Earswick and Skelton**

8 May 2010

Mr Brian Jardine, Development Services Manager of New Earswick Village Trust led a group of members around part of the garden village of New Earswick on a sunny but chilly May morning, after an introductory talk in the New Earswick Folk Hall, or community centre, on the background of the building of the village. New Earswick is a garden village located outside York, established at the beginning of the 20th century by the Rowntree chocolate company for its workers, after the company expanded due to its success in the centre of York.

The village can be visited by train to York and a bus from the railway station to the Folk Hall. Mr Jardine told us that Joseph Rowntree's parents came from Scarborough to York and in 1834 they bought a business from the Tuke family by auction. The site of this is now at Pizza Hut opposite Marks and Spencer in York. Joseph Rowntree was born in 1836 above the shop and was



The Folk Hall

Hartrigg Oaks - the country's first continuing care retirement home



apprenticed to take over the business from his parents. Joseph Rowntree was a lifelong friend of George Cadbury, a fellow Quaker, of Cadbury's chocolate business in Birmingham where the garden village of Bournville was built by the chocolate factory. They helped each other out in business life. As the group of members walked around the village Mr Jardine pointed out that main roads were built in a straight line but residential side roads were curved to achieve a sense of variety and of closure. Joseph Rowntree himself approved the architectural drawings for each dwelling and the emphasis was on plenty of sunlight to living rooms and bedrooms, even if this meant locating kitchens at the front.

Much of the village is pedestrianised and recently some roads, particularly the cul-de-sacs, have been widened to allow for car parking. Spacious gardens and many trees are a feature of the village. On our visit the cherry trees were laden with blossom, both white and pink. Mr Jardine told us that the earliest existing houses were built about 1902 near the Folk Hall. However a rolling programme of demolition and rebuilding has taken place over many years due to subsidence and the clay ground which is poor for building on, near the River Foss. The architect Raymond Unwin designed the first houses and in 1919 his partner Barry Parker became architect to the village, and he built cul de sacs for safe play

areas. More recently the Trust, as a charity, has offered part of the housing stock for purchase by part ownership schemes, as well as renting housing out. It also assists tenants who fall on hard times due to relationship breakdown or illness. An allotment site is available for village residents, and there is a fairly new complex for elderly residents including medical facilities. Pat Aldabella on behalf of EYLHS members thanked Mr Jardine for a most interesting and comprehensive talk on the origins and development of New Earswick garden village.

Jane Pietrusiak

### Skelton Church

The church of St Giles is an architectural gem, built in one style, Early English (lots of nail-head and dog-tooth), and completed around 1247. The building was sponsored by the Treasurer of York Minster and internally bears resemblance to the south transept of the Minster. Although a small church the pillars are disproportionately large; Pevsner suggests the original design may have incorporated a crossing that was quickly abandoned. The quality of the decoration is very high as the same masons who worked at York Minster also left their marks at Skelton. Skelton is particularly rich in mason's marks, around 36 masons 'signed' their work



Skelton church

One of the many mason's marks



and the marks are incised on over 100 pieces of stonework. The same masons marks can also be found on most of the substantial churches in the area such as Beverley, Bridlington, Byland, Howden, Kirkham, and Selby.

Externally most of the weathered carving was replaced during a restoration of 1814-18 although the doorway is still quite a spectacular piece. The double bellcote between the chancel and nave is original. The church, as is often the case, is situated on the highest part of the village.

Robert Barnard

## Obituaries

### **Charles Arthur Mason** 1914-2009

Charlie, as he was better known, served as a member of the South Cave Patrol in the East Riding Auxiliary Units from January 1941 to December 1944.

By day, as a civilian aircraft engineer, he was responsible for the maintenance of a flight of 24 aeroplanes at the nearby Elementary Pilot Flying School(RAF),based at the Brough factory of the Blackburn Aircraft Company.

By night, he trained in the 'black arts' of sabotage as a resistance fighter in the most secret civilian army, being formed to resist any impending Nazi invasion. His intimate knowledge of the countryside and the handling of

firearms (poaching) made him an ideal candidate for this covert organisation.

After the war, he was always keen to attend Reunions of the Auxiliary Units, both at Colchester and later at the Parham Museum of the British Resistance Organisation until failing health prevented his travelling such long distances.

He actively participated in the research and recording of the East Riding Auxiliary Unit Organisation. This was stimulated by having been a member of both the East Riding Local History and Archaeological Societies. He was always the first to descend into my newly discovered, secret underground bunker.

His wartime experiences featured in many television and radio documentaries, culminating in Channel Four's *The Real Dad's Army*. This also applied to national and regional publications.

A good friend to many, he and his wry sense of humour will be greatly missed.

Charlie leaves a daughter, Jo, and two granddaughters, Catherine and Victoria.

Alan Williamson

### **Alan Frederick Plater** 15 April 1935 - 25 June 2010

Born in Jarrow, Co Durham he was brought up in Hull and attended

Kingston High School where Tom Courtney, a lifelong friend, was a near contemporary. They, and later John Alderton, were all influenced by Dr E 'Josh' Large an inspirational English master who directed a number of memorable school plays.

He qualified as an architect at Newcastle University but a radio play, *Smoke zone* broadcast in 1961 persuaded him to become a full time writer. He came to public notice with scripts for *Z Cars* and contributed some 30 episodes to its spin off *Softly, Softly*. The opening of the Hull Arts Centre can largely be credited to him and this of course became the Spring Street Theatre, later the home of Hull Truck, and indeed John Godber, its creative director, acknowledges Plater's help in becoming a professional writer. He collaborated with Alex Glasgow in the documentary musical *Close the coalhouse door* which played in Newcastle, Hull and at the Fortune theatre, London, in 1968.

Plater also provided a number of fine screenplays, including Lawrence's *The virgin and the gypsy* and Orwell's *Keep the Aspidistra flying* and adaptations for TV of Trollope's *Barchester Chronicles* as well as Olivia Manning's *Fortunes of war*, which launched Kenneth Branagh and Emma Thompson into international careers on stage and in film. His comic thriller *The Beiderbecke Affair* and its sequels revolved around his passion for jazz, something he shared with many writers of his generation, including Larkin and Amis.

He was president of the Writers Guild, 1991-1995, and received several BAFTAs, a CBE in 1995, as well as honorary degrees from Hull, Newcastle and the Open University. He was a visiting professor to Hull University drama department and was invited to officiate at the opening of the Anthony Minghella Studio. Alan Plater married Shirley Johnson in 1958 and they had two sons and a daughter but this marriage was dissolved and in 1986 he tied the knot with Shirley Rubinstein. His death came, aged 75, after a three year fight with cancer.

Arthur Credland

## Far Flung Members

We have a considerable number of members residing in distant corners of the UK and overseas. It would be interesting to know what their connection to East Yorkshire might be. The following piece is by June Jensen of Denmark; if others wish to contribute to future issues of the newsletter please send details to the editor.

I was born in Hull in 1929. On my mother's side the family seems to have lived mainly in Hull, although my grandfather, Harry Wintie, was born in London in 1854 and lived there for a while with his paternal grandparents. His mother, Charlotte, was born in 1828 in the parish of Holy Trinity and her father, Edward Crowhurst, is listed in the 1841 census as being a "pilot", I can only presume that this means



“river pilot”! My grandmother’s mother, Elizabeth Lister, was born in 1836 and lived with her uncle in the old Newland Toll House, from where she eloped in 1852 to marry George Dixon.

On my fathers side, I only have information about his mother, Ellen Holdstock, who was born in Beverley in 1852, where her father William Holdstock was a coachman. She married John Smith Pearson , who died in 1900, leaving her as a widow with ten children! She worked hard all her life. She lived in Leven, in Hull and in Ferriby and died 1944/45, so I remember her well.

As for me, June Pearson, I attended Beverley Road School until 1938, then Hall Road School until -1942 and finally the College of Commerce for two years. In 1944 I started at Reckitt & Colmans as a “junior” and then became a secretary in the Pharmaceutical Department. I remained there until my marriage in 1958.

As you can imagine I was very interested to read the article in the Newsletter 22 about the Quaker burial ground and the Reckitt family. And the name Coulson was familiar, too. I’ve written many departmental memos to “Mr. L. Coulson” in my time – Chris Coulson’s father. I, too, received benefits from the firm – as a member of the Territorial Army I was allowed two weeks leave, with pay, to attend the annual camp each year and then in 1956 I was granted a scholarship to spend six months in Austria. Here I

met my husband; so although I learned to speak German very well in Austria, thanks to Reckitt & Colmans, Danish ended up being my new mother tongue!

I have lived here in Denmark since 1958 and although I am still a British citizen, I regard Denmark as my home now. My visits to England are few and far between, but I have always been interested in history especially that of the East Riding therefore I always look forward to receiving the Society’s publications. Incidentally I have a copy of “The History of Reckitt and Sons Limited” by Basil N. Reckitt, which was published in 1951 and given to all employees, etc.

**June Jensen**

## **George Myers (Pugin’s Builder)**

George Myers was my great-grandfather. I grew up between the two World Wars knowing nothing of him. At that time anything Victorian was considered ‘vulgar’. And to have had a forebear in ‘Trade’, well, it was better not mentioned. It was not until the 1980s, that a chance discovery of some family silver, bought in Clapham (South London) made me wonder which of my ancestors could have gone shopping in such a place. Three sets of great-grandparents, I knew, had lived many miles from London. That only left the Myers. I was intrigued. This led to the research which resulted in

my biography *Pugin's Builder, the Life and Work of George Myers*, published by Hull University Press, in 1993, at the time of the Pugin exhibition at the Victoria and Albert Museum, and a second edition published by Gracewing, this year. As a result of the exhibition, Pugin became fashionable and people became interested in the craftsmen who worked for him.



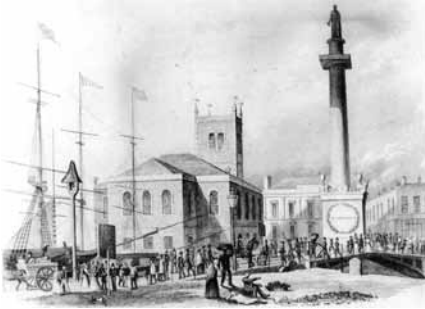
Without the soubriquet 'Pugin's Builder' this remarkable Yorkshire man would have faded from memory. But one of his most ardent admirers, Brian Andrews of the Pugin Foundation of Australia says, 'There is a growing realisation of how the very detail we admire on so many [Pugin] buildings and furnishings is an extraordinary tribute to the ability of Myers and his workers to convert the crudest of sketches into products that fully met the spirit of Pugin's designs'.

George Myers was born in Hull, in 1803. In the early 19<sup>th</sup> century, Hull was a prosperous port, which had benefited hugely from the Industrial Revolution. Her shipping tonnage was only exceeded by that of London and Liverpool. The wealthy merchants and wharfingers lived in the old town High Street with gardens sloping down to the river where they could watch their ships being loaded for trading ventures in the Baltic and the Low Countries. It was in one of these houses that William Wilberforce was born.

George Myers was the son of a whitesmith of the same name. The family lived in the parish of Sculcoates, near the docks. George was not the eldest son. It was Mark his older brother who was to inherit their father's business. George, at the age of thirteen, or thereabouts, left Hull for Beverley where he was apprenticed to William Comins, the master mason at Beverley Minster. Comins' daybook still exists in Beverley Public Library and shows that Myers worked at the Minster until April 1829. It was there that he and Pugin first met. The young Pugin had come to the Minster to draw. Myers is said to have helped him with 'ladders and scaffolding'.

On completing his apprenticeship, Myers returned to Hull and set up in partnership with his friend Richard Wilson. There was plenty of work for stonemasons and builders. The friends prospered. They built terrace houses and shops, paved new roads and built public baths for the Council. They

built mills and factories and they built the Wilberforce Monument, then at the head of Junction Dock, and they carried out restoration work at Hull's Holy Trinity Church.



Wilberforce Monument



Holy Trinity

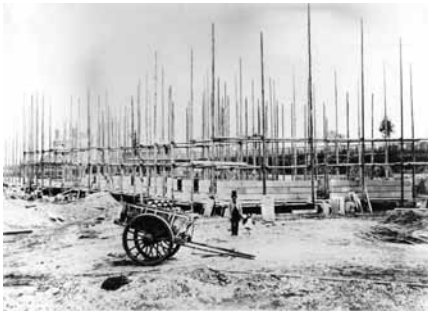
In 1837 Myers again met Pugin. Myers tendered for the building of St Mary's Catholic Church in Derby. Pugin was the architect and was delighted to meet his Beverley friend once again and immediately promised that in future, Myers should 'execute' all his buildings. A promise he kept nearly to the letter.

In 1841, Pugin settled in London. The next year, Myers followed him. By the 1840s, the rail network, centring on London, connected the major cities of Great Britain, so it suited Myers, who

by this time was carrying out contracts all over the country, to live in London. The partnership between Myers and Richard Wilson was dissolved. Myers took a house in Southwark, 9 Laurie Terrace, now, number 131 St George's Road. This newly built row of terrace houses was immediately opposite the site of the largest contract Myers ever undertook for Pugin, the building of St George's Catholic Cathedral, Southwark with the Clergy House, Convent and school. It was in this church that five of Myers' nine children were baptised. Myers built three other cathedrals for Pugin, Newcastle, Nottingham and Birmingham, more or less simultaneously, in the 1840s. This would not have been possible without the railways. The canal network provided for the transport of building materials and the toll roads were adequate. Travelling in the mid 19th century was probably not much more hazardous than it is today. The Royal Mail was far more efficient. Myers wrote letters late at night, when he got home after visiting his various building sites, they were often dated 'midnight'. The letters reached their destination, anywhere in the country, by breakfast time the following morning and Myers expected and got, an answer the same day.

Myers worked not only for Pugin, but also for nearly all the major architects of his day. The Industrial Revolution created a need for a great many new institutions. Myers played a large part in this building revolution. The Religious Revival and Catholic Emancipation

created a need for churches. The 1845 Shaftesbury Lunacy Act obliged every county in England and Wales to build an asylum for the humane treatment of the mentally ill. Myers built three of these. Colney Hatch, the Middlesex County Asylum; Bracebridge, the Lincolnshire County Asylum; and the Essex County Asylum at Brentwood. He built Broadmoor for the criminally insane and modernised Bedlam. Myers built for the modern army. He built the first barracks at Aldershot; the Prince Consort's Library for officers; the Army Staff College at Camberley; he modernised the army establishment at Woolwich and he built hospitals under Florence Nightingale's direction and he sent prefabricated huts, designed by Brunel, to the Crimea.



Aldershot barracks

He built Mentmore for Baron Mayer de Rothschild and houses for other members of that family, including Baron James de Rothschild's house out side Paris, and he laid drains for Sir Joseph Bazalgette's new drainage system. There was an unfortunate omission, the drains had no grid, so, the Thames' rats had easy highways into the grandest houses including the

Rothschild's very grand house at Hyde Park Corner. Myers restored the Tower of London, built a spectacular new roof for the Guildhall in the City of London (bombed in World War II) and carried out work at Windsor Castle.



Mentmore

At the beginning of the 19<sup>th</sup> century the City of London was a mixture of residential and business properties, but by the 1850s the prosperous city dwellers had moved out to live in suburbs, such as Clapham (Myers too moved to Clapham), and only returned to work in the newly built offices and banks, many of which were built by Myers.

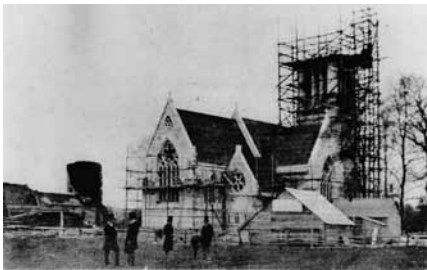
He built offices in the City of London and a hotel in Victoria Street with a lift (described as a moving room). He had warehouses in and around Tower Hill. One great monster warehouse on Tower Hill was seven stories high. This, like so many of Myers' buildings, was bombed in World War II. The vaulted brick roofs of the cellars with the iron work and cranes used for the movement of merchandise are as far as is known still intact. In the 1950s it was possible to see traces of candle grease that had dripped from the iron ring

candle-holders which circled the pillars supporting the roof of the cellar.

Over the years Myers returned to Yorkshire to restore St Mary's, Beverley, he rebuilt St Michael, Cherry Burton and built St Leonard's Scarborough, St Mary's Dalton Holme and a chapel at Ackworth for the Tempest family. He enjoyed returning to Yorkshire to work, though his dealing with the Church Wardens at St Mary's, Beverley were not always harmonious.



St Mary's, Beverley



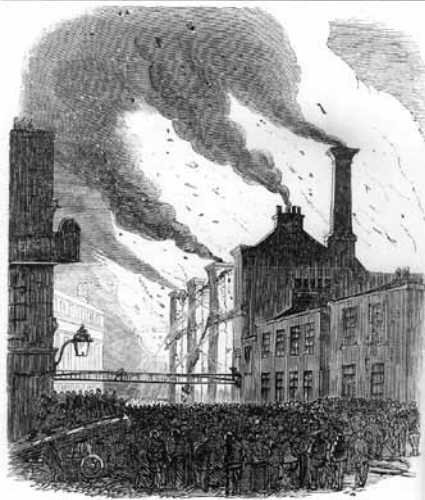
St Mary's, Dalton Holme

In his workshops at Ordnance Warf, Lambeth, now the site of Old County Hall, Myers' craftsmen, his pride and joy, carried out the beautiful carving and sculpting that adorned his buildings. Furniture, originally made for Pugin's own house in Ramsgate is now in Speaker's House in the Palace of Westminster. His work was exhibited

at the Medieval Court at the Great Exhibition of 1851 for which he received a medal. On the forecourt at the wharf there were blacksmiths, glaziers, and apprentices to be trained, as well as a great body of unruly labourers and packers who were frequently drunk. Poor Myers complained, 'I could cry, I don't know what to do with the beasts'. Here his clerks, usually three in number, under Myers' supervision, worked out the prices for the tenders, the means by which a continuous flow of work was maintained. Most of Myers work was obtained in this way, except when he worked for Pugin, who true to his word, was known to refuse to undertake work unless Myers was employed as builder. In years to come, when the Rothschilds were building their grandiose houses, they always employed Myers. The clerks arranged for the payment of sometimes thousands of men on the many building sites, covering the length and breadth of the country.

There were horses in the stables and a very powerful steam engine of the latest model. Here, on the morning of Thursday 7<sup>th</sup> February 1850, fire broke out. Fires were common in the 19<sup>th</sup> century, but according to the *Illustrated London News*, the fire at Ordnance Wharf, 'exceeded any catastrophe of the kind with which the Metropolis had been visited for many years past.' If the fire had been on a Sunday, it could have been even worse, water companies were not obliged to supply their customers with water on that day until 1870. There was another devastating fire at Woolwich, which started in the

stables, which were built of wood and had been painted with coal tar preservative. The fire was probably started inadvertently, by the two night watchmen, who slept on the straw. It is possible that they dropped off to sleep while drinking their beer and smoking their pipes. On that occasion fourteen horses were burnt to death and only one of the night watchmen survived.



Ordnance Wharf

At the age of seventy, in 1873, Myers retired. He handed the contracting business over to his two elder sons, David and Joseph who paid him £20,000 and guaranteed him an annuity of £4,500 secured on the warehouses on Tower Hill. These two sons were married with large families and lived in large houses in Clapham and Ealing (South London). The three younger, bachelor sons, who lived at home, managed the River Lee Iron works (they were to inherit the works on their father's death). Two unmarried

daughters also lived at home. Myers was not to enjoy his retirement for long. He suffered a severe stroke the next year and died in March 1875 aged 73. The immediate cause of death, according to his death certificate, was 'exhaustion'.

Myers gained great satisfaction from his work, from the completion of his contracts and the skill of his craftsmen. He was not mercenary. At Beverley he accepted a reduced offer in settlement of his account, because the Church Wardens had always 'treated him with great kindness'. And it is said that on his deathbed he cancelled the very large debt still owed him by St George's Cathedral in Southwark. He was comfortably off, but his wealth did not compare with the huge sums accumulated by some of his contemporaries such as Cubitt and Brassy.

The census return for 1871, described George Myers and his two elder sons as contractors and builders and the three younger as iron manufacturers. The 1881 census, when Myers had been dead for only six years, described all five sons as gentlemen or artists. The youngest of Myers' seven surviving children, Ellen Julia, married her cousin, John Jackson the civil engineer. It was Jackson who was held up to his descendants as the hero of the family. It is very satisfactory that Myers has at last, come into his own. When he built Arundel Cathedral (architect, JA Hansom) for the young Duke of Norfolk, in the early 1870s, the Press described

this redoubtable Yorkshireman as 'The Great Builder'.

#### References

Patricia Spencer-Silver *George Myers Pugin's Builder* 2010

Patricia Spencer-Silver *Tower Bridge to Babylon, the Life and Work of Sir John Jackson, Civil Engineer* 2005.

Patricia Spencer-Silver

## The Tune Family of Brickmakers, Hessle and Hull

### Acknowledgements

Last year I sought information about the brick making firm of Charles Tune (Daily Flashback, Hull Daily Mail 16th, 17th July 2008) and would like to thank the twenty or so people who responded with memories and anecdotes. I am particularly grateful to the two members of the Tune family, Mrs Thelma Lister (Charles Tune's grand-daughter) and the late Mrs Violet Tune (Charles Tune's daughter in law) Also to possibly the only two remaining employees, Thomas Gould (who worked throughout the 1950s) and Peter Frank (the grandson of the works manager, George Frank who worked for him in his school holidays in the 1950s )

Using the information, and consulting ordinance surveys, census returns, deeds, and vertical aerial photographs,

has enabled me to collate a brief history and description of the firm and its yard. I have also produced a sketch of the brick kilns.

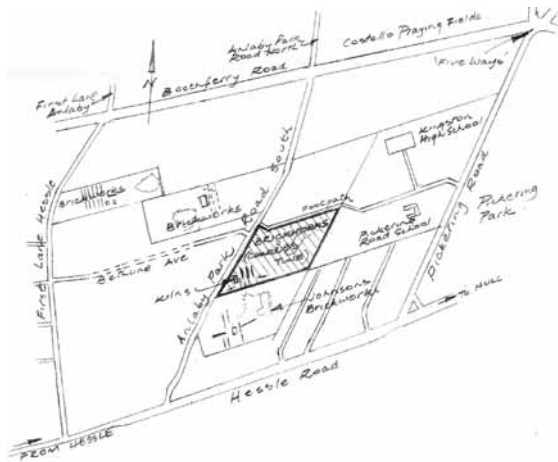
### History of the firm.

East Yorkshire has vast quantities of clay suitable for brick making. Hull has been associated with brick making from the 15th century. By the mid 19th century many villages had their own brick works and there was a preponderance of yards along both banks of the River Humber. In and around Hessle for example, it is surprising to find there have been at least nine.



CHARLES TUNE (1870-1951), BRICKMAKER, HESSELE

Tune's was the smallest of four yards located on Hessle Common, on Second Common Lane (later to become Anlaby Park Road South), which after boundary changes in the 1930s became part of Hull. It was situated east of the road (on land now occupied by The Schooner public house, and the Torpoint high rise housing block) and spreading all the way to the boundary



with the Pickering Road schools. The other larger yard on Second Lane was that of Johnsons (on land now covered by Tilbury Road ).The other two yards were situated on what were the fields between Second Lane and First Lane, Hessele.

The first member of the Tune family involved in brick making was Charles Seaton Tune, born into a farming family in Newport, East Yorkshire in 1835 and who became a foreman brick maker by the 1890s at a yard on Hessele Haven. He acquired his own business by the purchase of a very small brickyard with 6 acres of land on Second lane which would enable later development resulting in the yard and facilities as remembered by the people replying to my enquires. In 1899 he also had a pair of houses built on the site, still existing today.

His son, also Charles Tune, born 1870 at Newport learnt the trade in various yards, and 1910 on death of his father,

the Hessele yard was passed to him. He was then 40 years old. At around this time the development took place to enlarge the facilities too brick kilns, a brick making mill, 10 drying sheds and extension of the clay pit. In 1923 a 40ft brick smoke stack was built on which his name was displayed. Charles was a very religious man, deeply involved with the Anlaby Park Methodist Church on Anlaby Common. He lived for many years on Anlaby High Road. He had however suffered the terrible tragedy of losing two of his four sons in France in the First World War and also his daughter when only in her twenties.

He continued as the owner of the yard until his death in 1951 at the age of 81 when the yard passed to a remaining son Bernard, who was in the baking profession in the Harrogate area. Brick making continued until final closure in 1959 when compulsory purchase of the four yards was required by Hull City Council to build the Boothferry Road housing estate. Demolition and

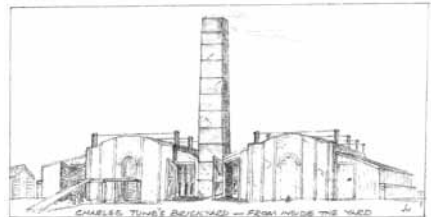
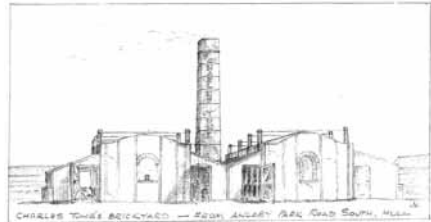


filling in of the brick ponds has left no evidence of the former industry, although Tune's had been the most easily seen from Anlaby Park Road South, with its kilns near to the road.

It may seem surprising to find that only 5 and at the most 6 men were employed at any one time producing an average of 54,000 bricks a week. However production was seasonal, as bricks could only be made after the last of the winter hard frosts and ending when those of the autumn started. Annual production was in the region of one and a half million bricks and this was with only a small degree of mechanisation, ie a diesel engine powering a clay extrusion machine from which brick lengths were cut by wire. The engine also powered cable-hauled trucks of the narrow gauge railway up the incline from the clay pit. Filling of the trucks was carried out by one man by hand. Indeed all other work was by hand, including all the men hand digging the next season's clay during the winter months when brick making was suspended.

The efficient running of the yard was skillfully controlled from the 1930s to closure in 1959 by the Works Manager , George Frank, who lived in one of the two houses on site with his family. The kilns, built by the Hesse builder, C Bullock were quite simple, being of the down-draught type with an arched roof, each being hand coal fired in 12 fire holes along both sides of each kiln. The heat from the fires, which had to be carefully controlled to produce good

quality bricks, passed up to the roof of the kiln and was then drawn down back through the "green" bricks by the pull of the large chimney through underfloor ducting connected to the chimney.



The process of producing the finished bricks took two weeks for each kiln from the filling of the kiln, heating up, burning the bricks, allowing cooling down and finally emptying the kiln. The second kiln was programmed similarly, thus ensuring a continuous supply of finished bricks. The skill of the Manager was most important. His monitoring and overseeing the firing process and temperatures at all times in the kilns ensured the high quality of the finished bricks. If too slow they were under burnt, weak and could only be used for rubble. If they were burnt too quickly cracking occurred and ruined the bricks.

Tune's main customers were the well known Hull building firms, eg, Needlers, Houltons, and Scrutons. Their drivers helped with the emptying and loading their lorries with the finished products.

Finally, a rather charming aspect of the yard has emerged. Mr Frank used to arrange for local classes of school children, supervised by their teachers to be given clay to model. The following week they would return to the yard with their sculpting efforts and watch them be placed in the kilns, where they were burnt along with the bricks. After a further fortnight they returned to see them retrieved, no doubt with varying degrees of success, but with great excitement I imagine. It would be nice to think some examples may still exist, as a memento to this long lost local industry.

I have made sketches of the kilns as they would have appeared in the period from the 1920s to closure in 1959. I have also been loaned a photograph of Charles Tune (1870-1951), courtesy of his granddaughter Mrs Thelma Lister to whom I am very grateful.

Jeremy Noble September 2009

## **The East Riding Yeomanry in the Battle of France**

The 70th Anniversary of the evacuation of 368,000 souls from the beaches of Dunkirk was celebrated in May. This massive evacuation was made possible by a 5,000 man rearguard that protected the perimeter as German troops advanced toward the Channel, and a veteran Luftwaffe worked from above; as well as by a Naval and civilian fleet that carried the men to safety. This is the story of the East Riding Yeomanry (ERY) who formed part of the rearguard which made the historic evacuation possible, and follows the early chapters of *Forrard: The Story of the East Riding Yeomanry* by Paul Mace.

As part of the Territorial Army, the ERY Regiment was mobilized in Hull at the Walton Street barracks in September 1939. Many of the men were leaving their homes and families for the first time. Their hope that the war was indeed a "phoney war" was reflected in the mail they sent home. From field training at Helmsley in North Yorkshire they hoped for Christmas leave, but came under orders to be at Southampton by December 22 where they prepared to join the British Expeditionary Force (BEF) in France. Approximately 770 men of the Regiment embarked in February 1940. From northern France they anticipated home leave in June. But none of those hopes to see their loved ones were fulfilled until after unimagined sacrifices had come to pass.

The ERY found their military assets stationed in northern France west of the well-fortified Maginot Line



Fox badge and Forrard motto of the East Riding Yeomanry  
Courtesy of Q & C Militaria

between France and Germany. They were there to provide reconnaissance and communications on troop movements via wireless with their Mark VIB light tanks, Bren gun carriers, and motorbikes for dispatch riders. Their Regiment had joined the 1st Armoured Reconnaissance Brigade under Brigadier Charles Norman. Russia had invaded Finland in November, and in April the Germans would take Denmark and Norway - all three were neutral nations.

The ERY united in villages around Irvy la Bataille north of Paris. Members of the Regiment gave band concerts for the locals in appreciation for their hospitality and to break up a dull routine. Training continued in a more challenging terrain. They bathed in showers made of petrol cans and even had local female peepers. They visited Vimy Ridge and the First World War cemetery by coach, and then went on to Amiens for a Franco-Brit show. Reinforcement officers were being posted to the Regiment from the Royal Armoured Corps to help plan the movement of the ERY, but the troops

thought they were having a lovely war until May 10 when news of the German invasion arrived. Maintenance and preparation to move began in earnest. Before he left, Second Lieutenant Ellison stowed the Regiment's band instruments in a stable at Irvy where he was able to retrieve them after the war.

On May 9 German infantry invaded neutral Luxembourg, the Netherlands and Belgium, bypassing the formidable defenses of the Maginot Line and luring the BEF from their prepared defensive positions to link up with the Belgians on the Dyle Line. Between May 9 and May 14 the BEF lost half of its military strength. By nightfall May 12, seven Panzer divisions were halfway across northern France and 100 miles from Paris. Flights of three Allied planes were taking on 30-40 enemy planes. German infantry was in Brussels and moving toward Antwerp.

Allied offensive air power was broken on May 14 while the ERY moved north. The Regiment's road party moved into Belgium through a continuous stream of refugees. By May 15, the rail and

road parties of all four squadrons were concentrated at Chereng in Belgium, east of Lille. That evening the ERY took over their billets, organized local defense measures and received an order to be ready to move the following morning to the front northeast of Ath.

### **May 16**

The ERY moved through a heartrending and continuous flow of refugees, and retreating French and Belgian troops who were moving west, jamming the roads and making the maneuver of tanks and defense vehicles difficult.

Mace wrote "The contrast from peace to war was ruthless and young, inexperienced boys soon became hardened men. The sights were horrific, the sounds horrible. The plight of the refugees made the war seem very close and very personal. The misery that was being inflicted upon the local people, and indeed upon the Yeomanry also, sharpened the need to stop the German attack and if possible defeat them. The Regiment went to war with only Light Tanks and Bren Carriers...with armour effective against little more than small arms fire and mounted coaxial machine guns in the turret, ... their guns only really useful against personnel and soft vehicles. This underlines the role of an armoured reconnaissance regiment: to observe and report and to impose delay before retiring; and not therefore to get involved in serious battle unless it was forced on it."

Corporal Moor went into deserted Ath to pick up food from abandoned

shops and was chased by the guns of a German pilot, but it 'didn't spoil their dinner'. When they got to the front, the fighting was sporadic and there was little understanding of what was happening. Ellison had become liaison between the Brigade and Lord Gort's headquarters. While on his way to GHQ he was narrowly missed by a pilot machine-gunning down the center of the road, and was passing through a small French town when it was bombed by the Luftwaffe. He said "The worst part of the BEF's lot was the complete air supremacy of the Germans. We seldom saw any of our planes and that did not help morale."

### **May 17**

The ERY left their tearful hosts in Chereng for Tournai to the rumble of gunfire in the east. The hundreds of cars on the road had given way to refugees on foot. The westward advance of Panzers toward the coast was cutting off the northern Allied forces from communications and supplies from the Atlantic ports, as well as from their forces in the south. Grateful locals offered bread and chocolate to a lucky few. The Regiment was already on half rations. Maintenance was every man's hobby and removing parts from abandoned vehicles was the new pursuit.

### **May 19**

The 2nd Panzer Division reached the Channel, having advanced 200 miles in ten days. Three officers of the Regiment were sent to a conference for all Allied commanders, but they were the only

ones who showed up. They had hoped to learn when the ERY could be pulled back, and called for reinforcements, but were refused. By noon, anti-tank gunners were in place to cover the ERY withdrawal from Tournai. Tom Carmichael, the Information Officer, was traveling the region to warn troops about the guns and about the proximity of the enemy when he saw infantry on the road scatter from sharp bursts of fire. Three British tanks had been fired upon. Trooper Unwin lost his two best friends in the panic of friendly fire.

Two troops lost men to German fire. They were moved to cover where they were able to wash in a stream and noticed they were surrounded by cows with swollen udders mooing in agony. They took advantage of this bounty and relieved the cows of their burdens. At midmorning the squadrons assisted each other to withdraw along the Tournai road.

### **May 20**

The Regiment crossed the Scheldt at St Antoine and returned to a deserted Chereng where the entire Regiment formed up once again. Roads were thick with traffic and the going was slow. One of the tanks ran out of gas and was refueled by Brigadier Norman. At Phalempin, they had two days rest; their first sleep in three days and their first bread in a week.

### **May 22**

In the early hours they received orders to move toward Lille where they

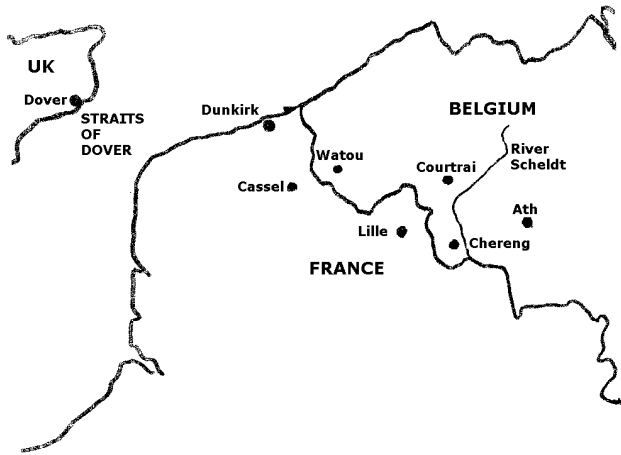
covered the withdrawal of the 133rd Infantry Brigade at Knocke, and the 132nd Brigade at Wareghem over the River Lys. This is believed to be the first time in history that carriers and light tanks had covered a full retreat. They regrouped at Courtrai. German artillery shelled all afternoon with intelligence of the area gained from a balloon that floated serenely out of range of the Yeomanry small arms.

### **May 23**

The ERY withdrew from Courtrai in the early morning hours after covering the withdrawal of the 44th Division. Corporal Moor and his Troop stayed behind to mine road and railway bridges with hand grenades, and to push rail wagons over the line. After achieving some noisy destruction, they looked around to see three girls dressed in holiday gear coming toward them. The unconcerned American girls wanted to catch the morning train to Paris and were indignant that their train had suffered interference. Hopefully they returned safely to their origin before the German army materialized in force. Later Moor's troop set up their Boyes anti-tank rifle between the pillars of the Menin Gate where they viewed the names of some who died during the First World War. Near sundown a bugler approached on a bicycle to sound Last Post and Reveille as had been his habit since the end of the Great War.

### **May 24**

Two Panzer groups were at the southern perimeter of Dunkirk when



Hitler ordered a halt to consolidate his forces - one of the earliest radio messages intercepted by ULTRA. It gave the Allies hope to regroup and organize an evacuation. As the main Regiment moved to its new defensive position east of Cassel, the Luftwaffe gave them plenty of attention. They were ordered to mine the rail line northwest of Hazebrouck.

### **May 25**

At Cassel the Regiment dispersed into the cover of woods and farms, dug lip trenches and slept when they could with aircraft constantly overhead. Patrols reported enemy troops and armoured vehicles to the west and south. As it rained that evening they knew they were surrounded.

### **May 26, Sunday**

Operation Dynamo began taking troops off the beaches of Dunkirk. The Citadel at Calais fell that afternoon. The Regiment got some sleep until the big guns crept nearer and the Luftwaffe

continued its work. Men moved to a ditch with their turret-manned Vickers machine guns and Bren guns on tripods and opened fire when the next planes came over. Moor wrote "There must have been 5,000 rounds a minute going up; it moved the blighters and they didn't come back." An opportunity for a wash and shave was interrupted by shell and machine-gun fire. The troop dived for the cover of their carriers and tanks to finish dressing. A rare hot meal was waiting until the cook was blown across the road by a shell. The cook was stunned and the meal was ruined.

That afternoon a squadron was sent to locate German armoured forces known to be in the region. Due to a mistake in map reading, the squad was spared running straight into the same German anti-tank nest that had earlier destroyed two ERY carriers.

### **May 27, Monday**

The Regiment was east of Cassel when they learned the enemy was moving

from the west toward Cassel. Moor and his patrol menaced German tanks idling in St Sylvestre by creeping close enough to lob grenades into them. While crossing open ground, Moor's patrol was mistaken for enemy by C Squadron. The patrol's Lieutenant ran forward to stop the firing and took a bullet through the nose. "You could have put a ring through it!" Moor wrote in his diary. Moor was ordered to get to Major Wade for orders. The now alert German tank patrol tried to take down Moor as he ran through a ditch. He waited for the bullet belt change and made his dash to the Major. Moor was sent back to bring the troop in. Wade said "Off you go, bring them in, and there is a medal in it for you." The intrepid Moor is still waiting for his medal.

Troop 4 was ordered to block the approach road to St Sylvestre. They had just arrived at the carriers and removed the camouflage nets to sally forth when an anti-tank shot hit one of the carriers and split it open, killing Troop Sergeant Major Arbon along with another crew member and one man was severely wounded.

At noon B Squadron was dispatched to woods northeast of Cassel. The lead lorry got stuck in the mud which sent the rest of the vehicles around in the open for 400 to 500 yards. The first lorries were hit or immobilized and the surviving crews left to run along the road. The following drivers put the pedal to the metal and the rest of the column made it through. At the

rendezvous one truck emptied its gear and went back to pick up anyone left behind, catching up later as the rest of the column moved northward.

Two ambulances on their way to St Sylvestre raced past Squadron C, but returned minutes later to report that German tanks were entering the town. Shells were coming from every direction. The squad raced toward Steenvorde where they were shelled and split up to various hiding places. Scouts were sent out to locate the rest of the Squadron and learned they were headed for Dunkirk. The remaining troops were just about to follow the others when orders via a dispatch rider brought an urgent summons to the Steenvorde-Cassel road.

At midday, Second Lieutenant Waterhouse was called to see something found in the woods. "In a clearing there were about a dozen French officers seated at a table with a white cloth on it, plates, knives and forks, being waited on by orderlies. They were dressed in their best uniforms, their boots were polished and they all had suitcases. They informed me that the war was over and they were waiting to surrender." France would not surrender until 26 days later, on June 22.

The Regiment was called to rendezvous on the Cassel road. Smoke bombs helped to camouflage their movement, but they lost four men and several carriers. Moor's carrier lost a track while going through a village and they were

using a window sill as a tool bench. "We were just tightening the track when the enemy started shelling us. A shell came right through the window taking our tools with it." They departed at full speed without their tools. On the road, they saw a Belgian infantry unit marching toward them. The Belgian surrender was expected, so the Yorkshire men were not sure if the unit was friendly and trained their guns on them. The Belgian officer ordered his troops to clear the road and line up along the side. Corporal Coupland said "He stood his men at the salute and, as we drove past, he saluted us... crying."

Carmichael of RHQ found a deserted headquarters which the previous occupants had left in a panic; abandoning their portable wireless and food stores. Thus the Regiment was provisioned for their next assignment. The Regiment took up defensive positions at Mont de Recollets with the Welsh Guards and the Fife and Forfar Yeomanrys. The men dug in deeply since these places were being heavily shelled. Dispatch rider Trooper Westlake had found two boxes of cigars while rummaging on the way. He provided comic relief as Welsh Guards slogged up Mont de Recollets by passing out the cigars one by one saying "Here you are lads, it's Christmas!"

They dug in with the town of Cassel in front of them. There was heavy rain and the troops were soaked through, their slit trenches filling with water. German planes were machine-

gunning and harrying the troops with no Allied air cover. They saw a French battery of anti-aircraft guns destroyed one emplacement after another. Moor remembered his troop being brought tea by their Sergeant Major. "It tasted great!" he said, "Because the main road runs past it (the Mont) and we have it well covered, the Hun will have to get us off the hill... We are tanks, not infantry."

At evening, the last squadron was ordered to load all their weapons and ammunition into one carrier, drive it up Mont de Recollets, and told "You are to defend these pits and this position to the last man and the last round."

### **May 28, Tuesday**

A continuous perimeter around Dunkirk was being defended by a ring of six British divisions. An order was given for all the perimeter troops within the line to retreat to Dunkirk, leaving rearguards outside the perimeter defending key areas such as Cassel. Hitler's halt order was lifted and the German forces moved forward once again. The Belgian Army surrendered.

The ERY were dug in over ten miles from the collapsing perimeter. The land in between was in German hands. The Welsh Guards had moved out the previous night, leaving many dead. Slit trenches had been dug for everyone and the trees were bristling with Bren guns. The troops got breakfast at RHQ with the rations plundered on the way to Cassel. The sun came out and spirits were raised. Trenches were



given names like "Savoy", "Dodds Den", and the "Orderly Room". The Medical Officer, Captain John Burns had set up a Regimental Aid Post (RAP) called the "Guest House". Things were quiet for a while.

Two foot patrols were sent out to reconnoiter the whereabouts of the enemy. Bonner's patrol found some grizzly sights near a farmhouse and troops who hadn't eaten in two days. He took nine of them into his command. The foot patrols returned with their findings in two retrieved carriers. Bonner made sure his new troopers had a breakfast of bully beef, biscuits and tea. In his diary Bonner said "We were under shell-fire pretty frequently, and I would like to set down here that the men (all Territorials) behaved very well indeed."

Good and bad news arrived that afternoon. First, the ERY were ordered to cover a position at Bergues which was far closer to the evacuation beaches, but that order was cancelled an hour later by an order to move into Cassel. Squadron A was to hold its position at Mont de Recollets and defend the main road. The Regiment came under the command of 145th Brigade while the rest of the 1st Armoured Division moved north to the beaches after dark. Moor's Troop moved with them and was told to keep driving even if they met the enemy. He met up with the Welsh Guards while waiting at the harbor pier and was evacuated.

The rest of the ERY moved into Cassel to form a strong point and were under heavy shelling. The ascent to Cassel was surrounded by dead, heaped under tarps. It had been raining hard again and the town was in ruins with fires burning in many of the houses. Their Commanding Officer and Carmichael found the 145th Brigade HQ in a deep cellar in order to get the Regiment's orders which were to take up positions on the ascent into Cassel.

Squadron B was under constant mortar fire. A clever Troop Sergeant saw that the Germans were using a systematic "mortar square" approach to their firing and when his position had its turn, he told his men to follow him out on the count just before their position was blown to bits.

### **May 29, Wednesday**

It had been a long night from every human sense; noise, smoke, smells and very little food to taste. The Regimental Diary said "the enemy appeared to be surrounding the town of Cassel which continued to be heavily shelled and mortared with uncanny accuracy." The men were soaked and standing in the trenches with water up to their ankles. Second Lieutenant Dixon found a dump of food stuffs and they all gorged themselves.

Two tank and dispatch rider Troops were sent out to protect four anti-tank guns to be positioned at crossroads north of Cassel. This was intended to give the Regiment a clear road to evacuate to Dunkirk the following

day. Two of the anti-tank guns were placed at the crossroads of Le Temple, but were given a hot time by snipers. Second Lieutenant Wilmot-Smith and his troop moved on to the next crossroads at Winnezeele.

Wilmot-Smith's troop came upon a German column consisting of captured British and French vehicles loaded with British prisoners-of-war. The troop dispatched the German escort and directed the liberated prisoners to Cassel. After reaching the Winnezeele crossroads, his troop made a reconnaissance tour meeting no opposition until nearly back to Winnezeele where they were fired upon from a German roadblock which they cleared. The two other anti-tank guns were then moved to defend the Winnezeele crossroads.

Wilmot-Smith had just sent a rider back to Cassel to report the road and village clear of enemy, when a German crew setting up an anti-tank gun was spotted. He ordered his tank to speed up and fire on them before they were prepared to fire back, but his tank's gun jammed. His tank was hit twice and he ordered everyone to abandon. His driver had been killed by the first shot. He then sent a rider to report the loss of the tank, the position of the enemy's anti-tank gun, and to ask for assistance. He went on in his other tank to sneak up on the enemy battery that had taken out the first tank, but this tank was also hit. Wilmot-Smith was caught and forced to surrender.

When the message for reinforcement reached RHQ, another tank group of three was sent out to cover the road to Watou north of Winnezeele. They spotted a German column of tanks. The lead Yeomanry tank ended up stuck in a ditch blocking the other two. They were fired upon and unable to move. The men were ordered to dismount, immobilize their tanks and guns, and make their way back to Cassel on foot. In the dark they nearly roused a German bivouac, but got away. They slept a few hours in an empty hayloft. This was the 8th and last rearguard action for the East Riding Yeomanry.

Meanwhile at Cassel, the ERY had their "last meal prepared by the British Army" according to Carmichael. "A great meal, in which the whole troop joined, and gave us heart for any job the night might bring forth." 145th Brigade started to pull out in early evening. The ERY commenced its withdrawal around midnight and was the last to leave Cassel.

### **May 30, Thursday**

The Regiment's CO knew that wheeled conveyances would be a hindrance with so many abandoned vehicles on the roads, and ordered everyone to double up on carriers. All other vehicles were disabled and stores other than food discarded. Rubble, burning buildings, shelling and mortar blasts made the descent off Cassel and Recollets slow and nerve wrecking. They traveled on the roads cleared by Wilmot-Smith the previous day and moved at a walking pace in the darkness.

At dawn they reached Winnezele and were approaching Droogland when they were met with a nonstop anti-tank barrage supported by German tanks. Two carrier troops went forward to see if they could push through and were destroyed. Dixon's troop went forward to reconnoiter, but became separated from the main column and set out across country. Bonner's carrier was hit, and he and the crew set out on foot along ditches. They came across a serviceable abandoned carrier which they adopted and were able to join up with Cockin's troop near Watou. Dixon, Bonner and Cockin's troops made a small column of their own, but lost Bonner's troop at a divergence of cart tracks. They reached the outskirts of Watou when the two lead tanks were hit by anti-tank fire. The men that survived the shelling rolled into a ditch where they were taken prisoner by waiting Germans. "What humiliation," wrote Dixon. Bonner's carrier, transporting more than the usual crew, was hit and they all dismounted to take to the ditches. After crossing a small stream, they too came into enemy hands.

Mace wrote "Major Wade took all the fire himself so the others could escape on foot. After about two hours they walked straight into an ambush and were taken prisoner. They were lined up by the Germans and Trooper Unwin thought that they were going to be shot. The Germans shot at their feet to give themselves some cold humor at the expense of the exhausted and defeated British soldiers. Then they fed

them and gave them blankets, which was something of a paradox."

The troop that had spent the night in the hay loft was unaware of the withdrawal from Cassel and started back in that direction. They flagged a British lorry to hitch a ride, but found it occupied by Germans. The enemy saw an easy target and set up a machine gun when they spotted the British soldiers. Those who were not casualties became prisoners.

As the day wore on, the remnants of the ERY column came under increasing pressure. Their CO gave the order "Every man for himself." Some did make it to the evacuation beaches. Many good men were killed by an unequaled force. The CO and most of the officers were taken prisoner. The Medical Officer had set up his RAP at the Stone Gates on the Droogland road and tended the wounded until overrun by the enemy. With many casualties and many taken prisoner, the Regiment ceased to be a fighting force on May 30.

237 of the approximately 770 men of the East Riding Yeomanry made it back to England. The rearguard action they provided did much to keep German troops occupied and was instrumental in helping the remainder of the BEF to escape through Dunkirk.

In Britain, newspapers reported on May 24 that the nation should 'prepare for the worst'. The Luftwaffe had airfields 30 minutes from the English coast and Churchill expected parachute invasion

and glider borne troops at any moment. Hitler announced that he would only accept capitulation from Britain. A National Day of Prayer for troops in peril was declared for May 26, as Operation Dynamo began to take troops off the beaches of Dunkirk (which fell on June 4). 224,320 British soldiers returned from the Nazi-occupied continent. Those tattered soldiers began to make their way home on buses, trains and any transportation available. On June 1 the first news to the public about the evacuation was broadcast on BBC radio. (Remember, the enemy was listening too.) On June 5, in JB Priestley's first Postscript broadcast, he paralleled Britain's courage with the story of the holiday steamers that helped to rescue the troops from the Dunkirk beaches and ferry them to waiting ships, all under constant fire from above. American William Shirer was in Berlin for CBS News and reported that Berliners were elated at a united Europe under German leadership. On July 10 the Battle of Britain began with an air attack that lasted 114 days. The RAF frustrated an invasion that waited to cross the Channel until Hitler turned his attention to his Axis partner - the Soviet Union.

*Today the East Riding Yeomanry serves as Y Squadron of the Queen's Own Yeomanry and is based in York.*

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## **Book Reviews**

**Frank Bull *Bridlington Pleasure Boats, from paddle steamer to theme boats*; 2010, 103pp, illustrated throughout, £9.95. ISBN 978 1 4457 2541 3. Published by the author**

There were cargo passenger steamers operating along the east coast from the 1820s but those intended purely for pleasure purposes and working during the summer season did not appear till much later. In 1852 a steamer sailed from Scarborough to Bridlington at the cost of 3s a head. Numbers of visitors increased with the development of railways and as the century progressed many of the paddle tugs that had been converted for use as steam trawlers were employed to carry holiday makers. In 1899 the tug *Frenchman* came up from Hull and established itself as a firm favourite. In her first season she made more than a hundred trips out

in the bay or to Flamborough. In 1913 there were 6d trips to Flamborough and for the longer journey to Hornsea a shilling. At the outbreak of war she was requisitioned for military service but by 1919 was back in Bridlington again and finally bowed out at the end of the 1927 season after 24 years as a pleasure craft. The first screw driven steamer was *Girls Own* in 1922, an open boat, 60 feet long, with bench seating and was followed by the *May Morn* in 1923. In 1928 the *Frenchman* of the United Towing Co was replaced by their screw tug *Yorkshireman*, built at Earles shipyard on the Humber. She was designed as a tug cruiser, specifically for Bridlington, with a shallow draught so as to be able to negotiate the notorious sandbar outside the harbour, as well as being able to tow off vessels which stranded on the Humber's constantly shifting sandbanks. This vessel was probably the resort's all time favourite vessel and carried tens of thousands of visitors in her long career. I went aboard several times as a youngster in the 1950s and because of her flat bottom she tended to be pretty lively in the cross currents off Flamborough. Its probably the nearest I ever came to being seasick! Postcards of this boat and her predecessors remained on sale in the local shops till the 1960s.

In 1936 there were seven boats taking passengers and excursion trains during Whitsuntide that year brought 33,180 holidaymakers; in addition there were fleets of buses flooding into the town. Local shipyards supplied a number of other vessels, the *Royal Jubilee*

in 1935 and *Boys Own* (at a cost of £4650) in 1938 were both constructed at the Beverley by Cook, Welton and Gemmell. At the outbreak of the 1939-45 war pleasure-boating was banned and *Boys Own* and *Yorkshire Belle* were taken to use as boom defence vessels and for coastal patrols. The harbour was barricaded and flame thrower nozzles were installed to repel invaders; the north and south piers were 'mined' so that they could be destroyed to hold back an enemy landing. The *New Royal Sovereign* was sunk by a bomb from a Ju 88 in 1940 and the next year *Yorkshire Belle* was lost with all hands near the Haile Sand Fort at the mouth of the Humber.

Normal service resumed in 1946 and even with food and fuel rationing 12,000 people arrived in the resort on the August Bank holiday, during the Saturday alone. *Boys Own* was back newly refurbished at Beverley and *Yorkshireman* returned the following year. In 1947 a new *Yorkshire Belle* joined the flotilla, also built by Cook Welton and Gemmell. The 1950s were in retrospect the peak of activity for the pleasure steamers and until the activity was banned in 1954 one of the attractions was to watch the 'climbers' collecting Guillemot eggs on Bempton cliffs, some of the men even abseiling down to the deck of the ships to make a sale to the visitors. *Yorkshireman* sailed her last season in 1955, twenty seven years after her first arrival.

In the 1960s a decline set in with several seasons of unreliable weather

and with cheaper air travel and the increasing trend for package holidays overseas, as well as the popularity of the holiday camp, there were fewer visitors and were day trippers or stayed for a weekend rather than by the week. In 1960 there were only three motor powered vessels (plus the motor boat *Britannia*), one of these the *Boys Own* underwent a refit at Hepworths yard at Paull on the Humber and was renamed *Flamborian*. During 1972 she was put on standby to replace the Humber ferry threatened with being laid up due to an anticipated shortage of coal as a result of a miners strike. Five years later, with the Humber bridge still under construction *Yorkshire Belle* was also a temporary stand-in for the Humber crossing while the *Farringford* was undergoing repairs.

In 1987 the *British Queen* as was sold leaving only the *Flamborian* and *Yorkshire Belle* but the so-called 'puffin cruises' to see the birds on Bempton cliff remained as popular as ever. *Flamborian* was sold in 1998 leaving just the *Yorkshire Belle* which in 2007 celebrated sixty years cruising.

Though now only one of the larger boats survives there are numbers of cobsles and small boats which take anglers out for sea-fishing, power boats (which made their first appearance so early as 1929) and the most recent innovation is the theme boat and currently Bridlington has a 'pirate ship', motorised of course, the three masts are not functional and another dressed up as a shark, advertised as 'Jaws'!

The author has done an excellent job of tracing the story of Bridlington's pleasure boats, their progress and decline mirroring the rise and fall of the town as a holiday destination. There are numerous illustrations throughout the text and the appendixes give us time lines for the various boats and summary descriptions and histories of each craft. The whole is presented in a well organised and thoroughly professional manner.

Arthur Credland, 2010

**Brian Graville *The death of Captain Gravill and his life as an Arctic whaler* Ptera Productions 2010. Paperback, 110pp ISBN 978-0-9866362-0-2. Available from Ptera Productions; from Britain £8.95 plus £4.50, order via [pteraproductions@bell.net](mailto:pteraproductions@bell.net) payments handled through PayPal.**

The story of Capt John Gravill who died aboard the Hull whaler *Diana*, 26 December 1866, while marooned in the Arctic. There are several surviving branches of the Gravill family, many of whom over the years have contacted the Hull Maritime Museum, some of whom have given important relics and documents of Gravill and the *Diana*. The author is a descendant of a cousin of the whaling master's whose family adopted the variant spelling with the terminal 'e'.

The Gravill's are particularly associated with Epworth, Lincs, the home of the Wesleys, which is were John's father William was born and took as wife Ann Webster of Gainsborough.

Although John in his adult life gave Gainsborough as his birthplace, and indeed it was where he was baptised in 1804 at almost two years old and where he grew up, he was probably born in Epworth or at Ouston one of the smaller villages nearby. The father was apparently an agricultural labourer but John was apprenticed with the Gainsborough oil and seed dealers who owned several whaleships operating out of Hull and by 1827 he was chief mate of the *Harmony*. He experienced the harsh conditions of the Arctic when beset in 1835 and his vessel did not reach home till December that year. There followed years of decline in the fishery and Gravill went into general trade and in 1840 the 94 ton *Thetis* became his first command, sailing her to Spain and the Baltic and he also sailed further afield to South Africa.

As the Arctic whaling slowly revived he took command of the *William Ward* which after several successful voyages in 1849 was stove in the ice and after six days of pumping they were rescued by the *Fairy* of Dundee and the Hull vessel was abandoned to the deep. As master of the *Abram* he was involved in the search for Franklin but found no trace of the missing explorer and arrived back in Hull during the great cholera epidemic, which led to over 2000 deaths in the town. He commanded the *Diana* in 1857, newly fitted with a steam engine, of 40 hp, and later commanded the steam whaler *Chase* lost in 1860 in Ponds Bay. From 1862-4 he sailed out of Scotland as master of the *Polynia* one of the fine purpose built

steamers built for the Dundee fleet. His son John Gravill Jnr was mate in 1853 and William Barron the following season. John Gravill Jnr was born in 1831, apprenticed to a Liverpool vessel in 1846 and took his first command in 1855 in Peterhead. He was master of the *Sarah and Elizabeth* in 1856 which in the next season was wrecked in the ice, he and his crew being rescued by his father in the *Diana*. The young man himself commanded the *Diana* 1858-60 and after a stint in Scotland took charge of the *Emma*, lost at the fishery in 1864. His last voyage was in 1881 and he died aged 51 the following year.

The body of his father was brought back to Hull after the *Diana* was released from the ice by the spring thaw in 1867 and the streets of Hull were lined with thousands of people to witness the last journey of this veteran of the whaling trade. The death of this well respected veteran, aged 64, also marked the virtual end of the English whaling trade in the Arctic and two years later the *Diana*, the only Hull vessel in the fishery that year was wrecked on the Lincolnshire coast, homeward bound.

This is very readable account of the life of the doyen of the local whaling trade in its last years. It is a worthwhile addition to our library of the Hull fishery, based on the journal of Surgeon Smith of the *Diana*, original documents, and contemporary newspaper reports and pamphlets in the Hull Maritime Museum and the city archives.

Arthur G. Credland

**Patricia Spencer-Silver *George Myers – Pugin’s builder Gracewing, 2 Southern Avenue, Leominster, Herefordshire HR6 OQF, 2010, 2<sup>nd</sup> revised edition, illustrated throughout, 297 pp. ISBN 978 085244 184 8; price £20.***

This is an expanded revised version of the work first published by the Hull University Press in 1993 and records the astonishingly productive life of George Myers. Born in Chariot street, Hull, in 1803 son of a whitesmith he was apprenticed to William Comins, master mason at Beverley Minster. He married in 1829 and entered into a partnership with Richard Wilson as a building contractor and was involved in a number of housing developments in the city but his most prestigious local project was the building of the Wilberforce monument in 1834. He had learned that building a concrete foundation was not the best method on the clay substrate and the column was erected on 20ft wooden piles.

He first worked with A W N Pugin, in the construction of St Mary’s catholic church, Derby, and the two became long term friends and collaborators . Pugin who was always so busy and frequently ill, knew he could rely on Myers to deliver a sound construction with well executed decoration without the need for him to draw a huge number of detailed drawings. Over the years the two worked together on at least 55 contracts and it would be true to say that the quality of Myers designs and the excellent craftsmen he employed are essential to success of

the buildings of this great architect of the Gothic revival.

Myers like Pugin was a Catholic and after the Catholic Emancipation Act of 1829, he played a key part in the construction of the new churches needed by congregations, boosted by migration and the industrialisation of our cities, which could now worship openly and freely. In his career he built or restored more than 90 churches (and a synagogue) including those commissioned for Anglican and non-conformist communities. A notable example of the latter, in his home town of Hull, was the Great Thornton street chapel, designed in classical style, by Lockwood and Allom, a contrast with the Gothic designs of Pugin.

From 1842 he established himself in London and terminated his partnership with Wilson. At Ordnance Wharf on the south Thames side, near Westminster Bridge, he established his workshops employing a hundred or more craftsmen masons, carvers, blacksmiths etc, a site complete with a steam engine to provide power, including no doubt for the machine he had patented for cutting stone.

His work included house interiors, like Lismore Castle in Ireland, for the Duke of Devonshire, and new constructions like Mentmore the huge pile built for Baron Mayer de Rothschild. Government projects included military hospitals at Netley, on Southampton water, and Woolwich, as well as Aldershot army camp, and the Royal



Military Academy, Sandhurst. He was also the principal contractor for the Middlesex County Asylum (later Friern Barnet Hospital), Bracebridge Asylum, Lincs, as well as Broadmoor Asylum for the criminally insane.

At the age of 70, in 1873, Myers retired and in a state of exhaustion died in January 1875. His sons had continued the business immediately after he bowed out but in 1876 the firm Messrs Myers & Son had ceased to exist.

This is a story well told and demonstrates the huge importance of skilled building contractors in realising the designs of great architects. Sadly the personal correspondence between Myers and Pugin has not survived except for a few brief notes. The book concludes with a list of the contracts that have been identified as being undertaken by Myers and a list of the architects, over a hundred, with whom he worked.

Arthur G Credland

**Paul Gibson *Hull Then & Now 2: Another look at Hull's heritage*, Carnegie Heritage Centre Ltd, 2010 £16 plus £4.00 postage to UK, £6.00 for Europe and £10.50 for the rest of the world.** To order your copy either use Paypal, send an e-mail ([www.carnegiehull.co.uk](http://www.carnegiehull.co.uk)) or telephone 01482-561216. Books can be collected from the Heritage Centre on Monday afternoons 1.30 until 3.30 and from 9.30 until 3.30 on Tuesdays and Fridays. They can also be collected from The

Bindery, located within the Heritage Centre, any week day between 8.30 am and 11.30 am.

The second, and final (?) volume in the Hull Then & Now series is the same high quality as the first with an exceptionally high standard of printing, in full colour; it would not have been surprising to see this retail at £25 and the £16 cover price is a bargain. The illustrations, over 300 of them, are again mainly from Paul Gibson's collection or Hull History Centre and many are published here for the first time.

The author this time takes us on a sort of circular tour of Hull's outskirts starting in the Avenues and progressing to St John's Wood, Newland, Stoneferry, Lowgate / Market Place and ending in Myton. However, perhaps the most useful part of the book, to those of us who like reading essays, is the introduction, which although untitled is a study of J H Hirst, Hull's first City Architect. As Geoff Bell says in the preface, 'hopefully more might come of this study at a later date'.

As with all of Paul Gibson's books the captions are intelligently written and contain much that is new. Its impossible to pick favourites from this collection but there are a couple of photographs of the Polo Club in the Avenues, which is now under the streets off Chanterlands Avenue but commemorated by Polo Villas off Perth Street West. There is also a nice series illustrating the Gardeners' Arms, Cottingham Road, showing its progression from a market gardener's

house to the modern pub. The Cattle Market in Edward's Place (now Kingston Retail park), which held its last market in 1989, has a series of three photos showing it in its heyday. A nice touch on the modern photographs of shops is to have the proprietor stand at the entrance, as they always did on period postcards.

Hull Then & Now 2 is destined to become as useful a reference book as the first, as well as making an ideal gift. The proceeds will go to the upkeep of the Carnegie Heritage Centre.

Robert Barnard

**Paul Cross *Paull Heritage Trail*, 2010, Highgate Print Ltd. Available from Paul Cross, 58 Beverley Road, South Cave, HU15 2BB - £2.50 (plus 32p postage) and from Paull Church (open Sunday Afternoons 2-4pm)**

This 28 page booklet is produced by the Parochial Church Council of St Andrew's Church and appropriately the circular walk starts there. Along the route are ten new marker posts that contain brass rubbings designed by the children of Paull School. The trail should also be available in local pubs and there are also audio versions for hire.

From the church the walk moves on to the Cuthbert Brodrick designed vicarage and the problems of maintaining it. Paull Fort is next on the list; there has been a battery at Paull since Henry VIII's time but the present

structure dates from 1864. Radio Mast Field contains the masts for Radio Humber side but previously the field was the base of the East Riding of Yorkshire Artillery Volunteers for their summer camp. High Paull House is mentioned although it was demolished in the 1960s; originally built for Benjamin Blaydes it was later occupied by Anthony Bannister. Mr Cross points out that originally the village consisted only of the main street and that the houses down back lane and on Paghill Estate date from the 1950s. Along the road towards Hedon are some wooden huts, the remnants of a Second World War military camp. Among the many other places of interest mentioned on the trail are Hepworth's Shipyard; Pier House and jetty; Humber tavern and sea bathing; Crown Inn and the Workhouse; lighthouse and coastguard station and the Thorngumbald Clough lighthouses. The walk finishes by mentioning Paull Holme tower and Paull Airfield, from where Humber Airways operated mainly flights to London but also to Europe and Scandinavia in the early 1970s.

Mr Cross has produced a good summary of Paull's history and the walk could easily last a couple of hours as it covers both the village and the wetlands beside the River Humber. There is also a free leaflet giving an outline of the trail, without the history, available.

Robert Barnard

**Gordon Bell and Arthur Credland**  
*Victorian Ships: John Ward's Marine Manual*, Blackthorne Press, 2010, ISBN 9781906259143 £14-95

In the 1840s John Ward started to produce lithographs with the aim of producing a Manual of Marine Painting 'expressly executed as a work of information and instruction ... forming a Guide to Drawing for the purpose of Painting and the marine Profession generally'. Unfortunately Ward did not live to complete this project although two parts were prepared. Hull Maritime Museum holds the bulk of Ward's surviving lithographs and this book is an attempt to portray the Marine Manual as it might have looked. Ward produce the lithographs himself and most were printed to a high standard by Monkman of York.

There are also chapters on the background to Ward's inspiration and opportunity to become an eminent artist; his sources of support and influence and his exploration of printmaking; reflections of the personality of Ward and a useful catalogue of Ward's lithographs and associated studies in the Hull Maritime Museum.

Robert Barnard

## New Publications

Frank Bull *Bridlington Pleasure Boats, from paddle steamer to theme boats*; 2010, 103pp, illustrated throughout,

£9.95. ISBN 978 1 4457 2541 3.  
Published by the author  
*Memories of Spurn in the 1880s* by George A Jarratt. Revised edition by Mike Welton, Spurn, Kilnsea and Easington Area Local Studies Group, 2010. Available from South Holderness shops, £5, or £6 by post from Mike Welton, 01964 650265, mikewelton@lineone.net

Paul Cross *Paull Heritage Trail*, 2010, Highgate Print Ltd.

Patricia Deans and Margaret Sumner *Beverley Through time* Amberley Publishing £14.99

Patricia Spencer-Silver *George Myers – Pugin's builder* Gracewing, 2010, 2<sup>nd</sup> revised edition, illustrated throughout, 297 pp. ISBN 978 085244 184 8; price £20.

Ronald Berry - *Hull's Spitfire Ace Don Chester* £8.50 (01482 634136; email donchester@donchester.karoo.co.uk)

Brian Graville *The death of Captain Gravill and his life as an Arctic whaler* Ptera Productions 2010. Paperback, 110pp ISBN 978-0-9866362-0-2.

*Early Tudor Yorkshire* by John Rushton. 358 pages. Paperback. Blackthorn Press. Photographs and maps. ISBN 9781906259211 £14-95

*Victorian Ships* by Gordon Bell and Arthur Credland. 221 pages. Photographs and line drawings.

Blackthorn Press. Paperback. ISBN 9781906259143 £14-95

*The Yorkshire Mary Rose* by Stephen Baines. Photographs and drawings. 175 pages. Blackthorn Press. ISBN 9781906259204 £14-95

## Regional News

Based in Hull it is not always easy to keep track of events in other parts of the Riding; news that members could contribute on their town or village should be sent to the editor.

### **Beverley**

Every Friday 10am – 4pm - **Beverley Guildhall Community Museum**, Register Square, Beverley open free of charge.

Every day – **The Treasure House**, Champney Road, Beverley open - combining East Riding Archives, Beverley Local Studies Library & ERYC Museum displays - 'The Treasures of the East Riding' exhibition in Gallery One and a frequently changing temporary exhibition.

### **Hedon**

**Hedon Museum:** The Hedon Room – Hedon Museum, behind the Town Hall, St Augustine's Gate, Hedon (10am – 4pm Weds. and Sats. only)  
Tel (01482) 890908 for further details of current exhibitions

### **Hull**

#### **History Centre**

The History Centre houses collections from the former Hull City Archives, Hull Local Studies Library and the University of Hull archives. It opened to the public on 25 January 2010 and further information can be found at [www.hullhistorycentre.org.uk](http://www.hullhistorycentre.org.uk). The Tuesday lunchtime talks formerly held in the Central Library have already transferred to the History Centre, programme details, when available, from David Smith, [David.Smith@hullcc.gov.uk](mailto:David.Smith@hullcc.gov.uk)

### **Carnegie Heritage Centre**

The Carnegie Heritage Action Team was formed in June 2006 with the sole aim of rescuing the building from further decline, and to preserve the unique space as a local history and family history resource centre.

The centre received an early boost when the East Yorkshire Family History Society agreed to base their operations from Carnegie, and they now store their resources and stock within the building. They also hold their monthly meetings at the centre on the third Tuesday of most months, when everyone is welcome to attend.  
[www.eyfh.s.org.uk](http://www.eyfh.s.org.uk)

Following the closure of the council bindery on Chanterlands Avenue, two of the former staff set up a bindery business of their own, and we were pleased to offer them a home within our centre. The Bindery is open five days a week from 8.30 am until 11.30 am. The Bindery is not open in the afternoons.

www.haveitbound.com

Carnegie also have a stock of local books for sale on behalf local book dealer Alex Alec-Smith. Alex has been a long-standing supporter of our centre and we are happy to have found her space within the centre for her purpose-built bookcase.

www.alexalec-smithbooks.co.uk

### **Hull & District Local History Research Group**

The Group meets weekly on Thursdays 10am-12noon. Contact the secretary, Margaret Justice, 4 Harbour Way, Hull, HU9 1PL 07760 165364, mej4@hotmail.co.uk or the chair, David Sherwood, 9 Simson Court, Beverley HU17 9ED mob. 07799 357262 for information of meetings, visits and local history walks. www.hulllocalhistory.org.uk

The latest edition of Hull & District Local History Group's journal *The Local* is now available from Carnegie History Centre or by contacting HDLHRG@googlemail.com or Tel: 07902008367 £1.50 (plus 80p p&p). Local articles by local writers.

### **Skidby**

Every day 10am – 5pm - **Skidby Windmill and Museum of East Riding Rural Life**, Skidby open each day 10am-5pm – admission adults £1.50, children 50p, OAPS 80p

### **Sutton**

Every Friday 10am – 2pm – **The Sutton Exhibition Room and Resource Centre** - History of Sutton village exhibition – Sutton C of E Educational

Resource Centre, the Old School, Church Street, Sutton 10am – 2pm The Sutton Exhibition Room and Resource Centre open every Friday from 10am until 2pm. Admission free. Coffee and biscuits 50p.

## **Local History Meetings & Events**

28 July - 8 September 2010 - *Hedon Museum* - Fantasia Miniatures

Tue 10 August 2010 - *Lunchtime Club* - Winifred Holtby: Writing the East Riding Between the Wars by Lisa Regan - Hull History Centre, 12.30pm

19 August 2010 - *Hessle Local History Society* - Bridgemaster (Humber Bridge) - Peter Hill - Hessle Town Hall, 7.15pm.

21 August - 16 October 2010 - *Treasure House, Beverley, Gallery Two* - A Life of beauty, Books and Bulleys! John E Champney an Edwardian Collector and Benefactor

Wednesday 1 September 2010 - *Howden Civic Society* - From Stable Boy to Baron - following recent research at home and abroad, we commemorate the bicentenary of Howden's famous migrant, Baron Thomas Ward 1810-1858. Masonic hall, 7.30pm.

Sunday 5 September 2010 • *Carnegie Heritage Centre* - Madam Clapham • with Susan Capes, 1.30pm. £1 is

requested towards refreshments and room costs.

6 September 2010 - *British Association for Local History* - guided visit - Hereford, Cathedral Library and Woolhope Naturalist Field Club. Booking forms and details available from BALH website or BALH(V) PO Box 6549, Somersal Herbert, Ashbourne, DE6 5WH

7 September 2010 - *Treasure House, Beverley* - Using the internet for Family History - a beginner's guide - 5.30-7.30pm, £5, booking essential

9th September 2010 - *Pocklington And District Local History Group* - Tour of Memorials at All Saints Church Pocklington, Pocklington Church at 7pm

Thursday 9 - Sunday 12 September 2010 - *Heritage Open Days* - Hull Civic Society, organisers of Heritage Open Days in Hull, are promising a bigger and better event than ever this year.

Many of the traditionally popular buildings including St Charles Borromeo RC Church, Holy Trinity Church, Trinity House Chapel, Charterhouse, Blaydes House will all be opening their doors again, plus we are also able to feature some new buildings such as Sutton Methodist Church. The range of buildings will also be increased through numerous guided tours, including City Hall, The Guildhall, Hull Truck Theatre, Northern Academy of Performing Arts, The KC

Stadium and the University of Hull's Art Collection.

2009 saw the event feature some tours and talks about the city's heritage. This has been expanded this year so that across the 4 days visitors and residents will be able to experience free tours around Victoria Dock, the Old Town, the Marina areas, Sutton Village, plus themed talks will cover Hull's city centre architecture and even the oddities of the Old Town's street furniture! You will also be able to see the city from a different angle with our Guided Bus Tours of the city leaving Trinity Square at regular intervals on Saturday 11th September.

We're privileged this year to have some excellent speakers who will be giving us their accumulated knowledge on aspects of Hull. Dr David Neave will be introducing his new edition of Pevsner's Guide to Hull, Paul Morfitt talks about Hull's trams and buses, Geoff Lawes will be telling us how volunteers from Hull went to fight in the Spanish Civil War, while ex-seamen Ken Knox and Alan Hopper will be looking at aspects of Hull's fishing heritage. Up at Sutton, Merrill Rhodes will be giving an illuminating talk on pre WWII village life with the help of previously unseen glass plate images of Sutton.

In short, 2010's event will be all about putting the city's heritage in the spotlight.

11 September - 6 October 2010 - *Hedon Museum* - Kingston Lapidary Society

11th/12th September 2010 - *Pocklington And District Local History*

*Group* - Exhibition in the Church for the heritage weekend.

Tue 14 September 2010 - *Lunchtime Club* - 6KH, the BBC Hull Relay Station by Peter Lord - Hull History Centre, 12.30pm

14 September 2010 - *Hedon and District Local History Society* - A load of old Bollards - Chris Mead. Church Room, Magdalen Gate, 7.30pm.

16 September 2010 - *Hessle Local History Society* - Walking the Beat - Gordon Acaster - Hessle Town Hall, 7.15pm.

2 October 2010 - *Georgian Society for East Yorkshire* - coach trip to Kilbrn Mouseman Visitor Centre and Thorpe Perrow Arboretum - coach £13, admissions £10. Contact Mrs O Hirst, 65 Birklands Drive, Hull, HU8 0LN

2 October 2010 - *British Association for Local History* - guided visit - Whitby Museum, Library and Archive and Captain Cook Memorial. Booking forms and details available from BALH website or BALH(V) PO Box 6549, Somersal Herbert, Ashbourne, DE6 5WH

Sunday 3 October 2010 • *Carnegie Heritage Centre* - The Anlaby Park Estate • with Chris Mead, 1.30pm. £1 is requested towards refreshments and room costs.

Tue 12 October 2010 - *Lunchtime Club* - The Western Synagogue, from creation

to near dereliction and its rebirth by Doug Smelt - Hull History Centre, 12.30pm

Thursday, 14th October 2010 - *Pocklington And District Local History Group* - "Pocklington in World War 2" by Jim and Margaret Ainscough. Jim and Margaret will be giving a talk on the research leading up to the publication of his book on the subject. The Old Court House, George Street. 7.30pm. Admission £2.00

21 October 2010 - *Hessle Local History Society* - Out of the Blue - Martin Craven - Hessle Town Hall, 7.15pm.

Saturday 23 October 2010 - *Local History Book Fair* 10.00am - 4.00pm in the Treasure House, Beverley. (Please note new venue.)

6 November 2010 - *British Association for Local History* - conference - Hull History Centre. For details please see inserted booking form.

9 November 2010 - *Hedon and District Local History Society* - Heritage Paull - Paul Cross. Church Room, Magdalen Gate, 7.30pm.

Tue 9 November 2010 - *Lunchtime Club* - Saving a century: How the Victorian Society helped us love Victorian architecture by Dr. Ian Dungavell - Hull History Centre, 12.30pm

Tue 14 December 2010 *Lunchtime Club* - Hull Civic Society by John Netherwood - Hull History Centre, 12.30pm

11 January 2011 - *Hedon and District Local History Society* - Church room, 7.30 pm - Dr Martin Craven - 'Down with the Establishment!'

8 February 2011 - *Hedon and District Local History Society* - Church room , 7.30 pm - Mr Harry Buck - Martinmas hirings

8 March 2011 - *Hedon and District Local History Society* - 7.30 pm Presidential evening in the Town Hall Hedon - Dr John Markham - A Victorian whodunnit