Quite a number of history-related things have been happening in Wellington since our last issue.

Firstly, our editor was humbled last October to receive a plaque from the Town Council in appreciation of his services in promoting Wellington's history, which is all the more pleasing as our president received a similar honour some years ago.

In common with other townships, there is a growing acknowledgement that the future prosperity of Wellington is closely linked to making good use of its colourful Past ... but care needs be taken to ensure 'correct' (as opposed to misunderstood or misguided) historical facts and interpretations are used for the benefit of the town, its residents, businesses and visitors.

The pages in this issue not only reveal more information about previous events but also what has been happening in the way of making modern history. Wellington certainly looks and feels a much more loved-and-looked-after town than it has for many a year and, if all goes according to plan, the addition of three Historic Wellington boards (like the one below) with information and illustrations supplied by our editor will soon be erected in key locations, thanks to approval by Town and Borough councillors.

Visit us at www.wellingtonhistorygroup.wordpress.com
I was told recently that in the Abbey Church in Shrewsbury was a tomb that had been in the old Wellington parish church. Not the present building but the earlier one demolished in 1789. I was interested to know about the truth of the story and more details.

In his book The Story of the Parish Church of All Saints, written I suspect about 1946, Cecil Lowe tells of this tomb. Cecil Lowe, apart from being well known in the town, was a Church Warden at All Saints for many years. ‘On the North side of the chancel had been the alabaster tomb of William Charlton of Apley (died 1544) and his wife Anne (died 1524)... It was ... removed to the West end of the North aisle of the Abbey Church, Shrewsbury.’

The tomb of William and Anne Charlton of Apley not just a simple memorial to a couple, but an impressive altar tomb to an important couple and placed prominently inside the church. But who were they?

The one thing I did know was that their daughter Alicia, sometimes named Elizabeth married Thomas Eyton of Eyton upon the Weald Moors in 1525; the marriage is commemorated in one of the windows at St Catherine’s Church Eyton (see next picture).

It would appear that a noble family lived at what we know as Apley, in the years after the Norman conquest. Probably the family derived their name from the area where they lived; a common practice in those dim and distant days. There was no common spelling of the place name – not surprising as few could write or read, and the language was a mixture of what could be called Norman and Saxon. It seems that Walter de Appel and John de Appel are known about 1177 and 1189 and a few years later a Walter de Elpole is mentioned, later still a Walter de Eppele and a Walter de Apley are noted in contemporary documents.

Historically, though Apley has often been referred to as a manor, it was technically a berewick (an outlying estate) of Wellington, indeed, it is one of five Wellington berewicks held by Edwin Earl of Mercia in 1066; the others are believed to have been Dothill, Arleston, Walcote and Aston.

It is not known how or when the ‘Apley family’ was superseded by that of the Charlton family but it must have been before 1327 because one of the first acts of Edward III reign was to grant a licence to Alan de Cherlton to embattle his Mansion at Apley.

During the 14th century Charltons were one of the most important Shropshire families including in their ranks a Keeper of the Privy Seal and later Governor and Chancellor of Ireland. The estate at Apley passed from father to son almost continuously through the turbulent times, including the Wars of the Roses, where they appear to have been on the ‘winning side’.

Though they never rose to such prominence again, they continued to hold Apley, almost without interruption, until 1954 but it would appear that the inheritance was not always a father to son lineage; and they didn’t always use the Castle as their primary residence. Some records suggest that William and Anne had eleven children, 7 sons and 4 daughters; two of these children, Richard and Elizabeth married an ‘Eyton’; the youngest son, Alan, became Vicar of All Saints in 1535 and it is through the son Robert that the estate passed into later generations.

Cecil Lowe tells us that the tomb of William and Anne was in the chancel of the church but then it was removed outside to the churchyard, no doubt when the church was being rebuilt. It is likely that he retold the story from earlier records. There are two descriptions of the tomb published in 1825, by my calculation within ten years of the tomb being moved from Wellington.

One description deserves considering (Neale): ‘A fine monument was removed from Wellington Church in 1788 and stood more than thirty years in the churchyard of that parish. It is composed of alabaster ... The sides of this monument consist of a series of five canopied niches, within the first, at the head of the tomb ... is an angel
holding a shield ... Within the second niche is a friar or pilgrim. In the centre compartment are two angels bearing a shield. The fourth niche contains another friar and towards the foot of the monument is an angel bearing the arms of Horde single’ (the family name of Anne).

This first description of 1825 is not the same as a second in that it doesn’t include any comment about ‘a friar curiously carved on the bottom of his foot’. (Owen & Blakeway).

Looking carefully it is easy to miss this carving on the sole of his ‘left boot’; it is very delicate. I leave it to the reader to interpret what the image may mean – a monk/friar but the ‘hanging noose’ or is it more likely a rosary?

Both these descriptions of 1825 are obviously made after the tomb was re-sited in its present position because neither provide any description of features on the side against the Abbey wall.

One must be grateful that Cecil Lowe is not here to see the tomb today – he would I imagine, be very disappointed; or indeed those other writers of the early 19th century even more so.

William is alone, Anne his wife is no longer by his side, she was removed some little time ago when there were, so I was told, attempts to renovate the tomb; after nearly 500 years they are separated. Not only is Anne missing, the tomb itself is in a poor state of repair and there is real damage. I will not describe the tomb but leave the photographs to tell the story.

Even in the present state of disrepair the tomb shows some features which give indications as to the richness and ornate nature of the tomb when it was originally placed in the chancel of All Saints – truly a rich monument to a rich and powerful family.

Further research suggests that the modern damage has been caused by severe floods in 1941 and 1947, the tomb sitting in ‘at least a foot of water. This is of course disastrous for alabaster ... ‘At a more recent time the ‘effigy of Anne suddenly collapsed into the hollow tomb chest ... it does look like there was a historical weakness in the alabaster’. She now resides by the High Altar.

Postscript from the Vicar of Abbey Church of the Holy Cross, Shrewsbury

The Charlton tomb is not in a happy state, attempts to renovate it around 2002 ended in failure and it will be necessary to unpick a rather opaque trail of insurance, loss adjustment and failed restoration promises before any new restoration can be recommenced.

The 2002 budget set a total restoration cost at c.£19,000, so it is probably at around £20,000 now. The Abbey is indeed a grand building, however it serves a community, part of which is detailed as the third most underprivileged in Shropshire – it isn’t wealthy.

If anyone has any ideas on Grant Funding to go towards the renovation I should be pleased for their advice.

Rvd. Paul Firmin
T. C. Eyton's Railway Interests

Neil Clarke

In a previous article, I described how, during the late 18th and early 19th centuries, three successive generations of the Eyton family were involved in the promotion, construction and management of the Shrewsbury Canal.

This canal, built from Donnington Wood to the county town, passed through the Eyton estate and served Wellington from wharves at Trench, Wappenshall, Eyton upon the Weald Moors and Long Lane.

At the same time members of the family also joined turnpike trusts engaged in the improvement of local roads. And from the late 1840s, the family’s interest in transport was taken further by Thomas Campbell Eyton (1809-80), who became involved in the development of railways in this area...and beyond.

The Shropshire Union Railways & Canal Company

Thomas Campbell Eyton had joined the committee of the Shrewsbury Canal in 1836 and, like his father and grandfather, played an active part in the management of the canal.

In its last decade as an independent company, he occasionally chaired meetings; and in July 1845, he was one of three committee members deputed to attend meetings with the Ellesmere & Chester Canal Company to discuss amalgamation and railway conversion.

Two months earlier, the Ellesmere & Chester Co. had absorbed the Birmingham & Liverpool Junction Canal, which included the branch from Norbury Junction, via Newport to Wappenshall, where it joined the Shrewsbury Canal. The Shrewsbury Canal became a constituent member of the new combined company formed on 3 August 1846 – the Shropshire Union Railways & Canal Company.

The word order in its title and the use of the plural were indicative of the intensions of the new company.

There were plans to build 155 miles of railways, including conversion of most of the Company’s canal routes.

However, in spite of his involvement in the initial discussions on amalgamation and conversion, Thomas Campbell Eyton did not at first become a member of the board of directors of the newly-formed Shropshire Union Railways & Canal Company, chaired by the Earl of Powis.

The SUR&CC was leased to the London & North Western Railway in 1847 and, of its grandiose plans, only the railway from Shrewsbury to Stafford (constructed jointly with the Shrewsbury & Birmingham Railway as far as Wellington and opened in June 1849) and the line from Hadley to Coalport (opened in June 1861) were built.

The latter necessitated the closure of most of the Shropshire Canal, but the Shrewsbury Canal and the Newport Branch were kept open by the LNWR.

Eyton clearly maintained his interest in the SUR&CC, being listed as a director in Bradshaw’s Railway Shareholders’ Guide & Directory of 1869.

The Wellington & Severn Junction Railway

Like five other local businessmen, Thomas Campbell Eyton was a director of the railway authorised by Parliament in 1853 that tapped the mineral wealth of the Coalbrookdale Coalfield.

This was the Wellington & Severn Junction Railway, which ran from a junction on the Shrewsbury & Birmingham Railway at Ketley to Horsehay (opened 1857) and Lightmoor (opened 1858), aiming to link up with the proposed Severn Valley Railway.

Eyton was amongst the promoters of the lines that linked the W&SJR to Coalbrookdale, Buildwas, and Much Wenlock (1862-64) and to Craven Arms (1867).

The early success of these developments can be gauged from the enthusiastic words of William Gregory Norris, manager of the Coalbrookdale Company, in his comments (1876) on the transport of goods from Horsehay ironworks:

The system of delivering by canal [i.e. by wagon to Wappenshall Wharf] both for home and foreign consignments continued until the opening of the Birmingham & Shrewsbury line, when Wellington became the trans-shipping station; and continued so until the opening of the Wellington & Severn Junction Branch, when the conveying...
accommodation was such that iron could be rolled, loaded and into Birkenhead before it was cold!

By 1869, Thomas Campbell Eyton was no longer a director of the Wellington & Severn Junction Railway; but another Wellington businessman was – John Slaney.

The Stafford & Uttoxeter Railway
At first sight, it seems odd that Thomas Campbell Eyton was associated with a railway in an area over 20 miles from his home base and where he had no apparent landed or business interests.

However, the promoters of the Stafford & Uttoxeter Railway saw their railway as a link in the carriage of livestock from Central Wales to the East Midlands. As their 1862 prospectus stated:

The cattle traffic from Shrewsbury, Welshpool, Oswestry and Newtown and other places in Shropshire, Montgomeryshire and North Wales into Leicestershire is very considerable. The proposed line will effect a saving of 13 miles between Shrewsbury and Leicester, as compared with the present imperfect route via Rugby.

So is it possible that Thomas Campbell Eyton’s interest in agriculture, particularly livestock, is a clue to his involvement with this railway?

The prospectus also mentioned that the traffic in limestone between the Staffordshire Moorlands and the Shropshire iron industry would benefit from the shorter route; and a businessman like Eyton would have been aware of the importance of the local iron trade to the commercial prosperity of East Shropshire and his own interests.

The railway between Stafford and Uttoxeter was authorised by Act of Parliament in July1862: its registered office was in Wellington; Eyton was chairman of the company and Robert Daniel Newill was the company’s solicitor.

The Wellington connection was extended further when John Barber was commissioned in 1863 to survey a branch from the Stafford-Uttoxeter line to Abbot’s Bromley (which was in fact never built).

In the event, the Stafford & Uttoxeter Railway proved to be a very impecunious affair. The livestock traffic never fully materialised; the junction arrangement at Stafford was not conducive to transfer traffic flows via the Shropshire Union line; and the London & North Western Railway and North Staffordshire Railway were not cooperative.

Thomas Campbell Eyton remained chairman until 1875 (five years before his death) and Newill solicitor until 1878.

The Stafford & Uttoxeter Railway was sold to the Great Northern Railway in 1881.
O, LISTEN TO THE BAND

Mike Greatholder

listen to the band! How beautifully they play. That, or something like it (my memory isn’t what it used to be) is a line from the musical work written by Lionel Monkton, *Soldiers In The Park* and expresses the delight felt by music lovers on hearing the strident tones of a top class brass band.

In my case, I am afraid it was a case of *Oh, no, not listening to the band again!* For these are the confessions of a youngster forced into becoming a compulsory brass band groupie.

My father, Cecil Greatholder, was a lover of music of all persuasions, classical, operatic, orchestral, dance band and, above all, brass band. Cecil worked at what was then Joseph Sankey and Son Ltd, in Hadley. In fact, in the 1930s, thousands of people from the Wellington area worked at Sankeys. He had learned to play the drums and was a member of what was in those days the nationally-acclaimed Sankeys Brass Band.

He had met my mother, Celia Dunn, at The Wrekin Conservatives fete at Orleton Hall in Wellington and they were persuaded to dance together by the MP, Captain Baldwin Webb. My mother told me that when she first took him home for Sunday tea she was shocked when he started ‘playing’ the cups, saucers, plates and bottles on the table with his knife and fork. He produced quite a catchy rhythm – but it wasn’t really appreciated by his future in laws.

They married in 1936 and I came along in 1940. Sankeys was involved in important war work – and the band grew in strength, recruiting brilliant brass band musicians from all over the country. And of course, part of their remit was to keep up the nation’s spirits by playing on radio programmes like Workers’ Playtime, often broadcast from the canteen at Hadley.

The years after the war ended were golden ones for the brass band fraternity – no weekend passed without there being a contest or a concert somewhere in England – and the broadcast dates just kept rolling in.

They may have been golden years for the musically minded, but they were anything but golden for an energetic 8 year-old. For, where the band went – so did the families of the musicians. Hardly a summer weekend went by without us climbing aboard one of Smith’s Coaches and heading off for a contest. And the added bonus of going to a contest is the fact that you get to hear the same test piece of music played by 20 or 30 different bands.

If the band wasn’t taking part in a contest, then it was playing in a public park somewhere. And when the band played in a park, young Michael Greatholder was told to sit on the bench and listen to the band. There was no running around kicking a football or playing games with other young band followers. We had to sit there and behave ourselves while the band played on. And on.

I lost count of the times the band played in The Quarry at Shrewsbury. Suffice it to say that the two sessions of play, usually 3pm to 4.15 and then 6pm to 7.15 were attended by hundreds of people either sitting on the wooden benches or picnicking on rugs.

The other thing that really made me mad was that youngsters who were in the park for a Sunday afternoon out would climb up the railings around the bandstand and implore MY dad to let them have a bang on his drums. I could only fume from afar. After the afternoon session we would stroll down to Sidoli’s Café, which was on the corner of Barker Street, for a ham salad tea in the upper room. I really couldn’t stand what passed for salad cream – but by then I was in no mood to enjoy anything.

I suppose the nearest I got to enjoying these outings was when we went to places like Belle Vue in Manchester. After the band had played we stayed to watch a fireworks display and then headed home. On the way, the coach would stop at a pub and the thirsty bandsmen and their wives would troop inside, leaving us kids to sit on the coach and await our reward for being good little children – a packet of Smith’s Crisps and a bottle of Vimto.

There was a particularly large euphonium player in the band whose name, I think, was Ossie. After an extended visit to the bar on one occasion he returned to the coach, jammed himself in the aisle whose name, I think, was Ossie. After an extended visit to the bar on one occasion he returned to the coach, jammed himself in the aisle between the seats and in a very basso profundo voice informed everyone that ‘Jesus Wants Me For A Sunbeam’.

As I grew up I came to quite like brass bands – but despite all the efforts of my dad I still can’t read a word of music. By the time Sankeys decided that the band was no longer flavour of the month, dad had made over 100 broadcasts. His proudest moment came when Sankeys played in a massed brass band concert at the Royal Albert Hall in front of their majesties. It was dad’s roll on the drums to start the national anthem that led to him bragging all though his life – I made the King and Queen stand up!
It’s not unusual to come across items of historic interest quite by chance, nor to receive copies of small documents which, in themselves, have little or no worth but are important because they shed some light on the almost-impenetrable gloom we know as The Dim and Distant Past.

This Apley Castle Estate receipt is a good example and proves that even the wealthy (in this case, the Duke of Sutherland) had to pay other property owners small amounts by way of rent on land which had been leased to them.

The Items included in the Sale comprise, as seen in this comprehensive listing, is just a small sample of the wide range of information contained in the Sale Particulars relating to the former Shropshire Brewery, which stood on Holyhead Road.

The 1912 sale included a number of tied public houses in addition to the brewery itself. In fact, it was these pubs which were the prime reason why William Butler (of the Springfield Brewery, Wolverhampton, not – at this time – connected to Mitchells & Butlers put the Shropshire Brewery (without the pubs) back on sale in 1913 ... with the proviso that no beer should be brewed on the premises! Who on earth would buy a non-brewing brewery? None other than ‘pop’ man O.D. Murphy ... and the rest is history! Cheers!

Brewery, also in Wolverhampton) wanted to buy the brewery itself.

He wasn’t interested in having a brewery in Wellington but he did want to increase the number of public houses which could be provided with ales from his Wolverhampton-based brewery.

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The Items included in the Sale comprise:

- Hot and Cold Liquor Tanks; Malt Hopper and Boiler; Grain Elevator and Cages;
- 10-Quarter Mash Tun with internal and external Mashing Machines and Sprayer;
- Jacketed Steam Copper (Gauge 12 Barrels) with Shifting Dome and Steam Boiler;
- Copper Cooler; Hot Back; Morten’s Refrigerator; 7 Fermenting Vats, gauging about 40 Barrels each, and fitted with Temperature; 2 Slave Shifting Backs, with Smith’s Patent Racking Apparatus; 6 Yeast Bacties; Craft Cuting Machines and Grising Mills;
- 10-HP Steam Engine and Lancashire Boiler; Horseing Apparatus and Joiver Cellar;
- Cask and Bottle Washing and Steaming Apparatuses; Deep Well Pump, Donkey and Bowling Engine. Also the whole of the Bins and Partitions, Stages, Ladders, Beaders and Supports, Brick and Iron Work; the Driving Machinery and Gear; and the Hot and Cold Liquor, Steam, Wort, Waste and Gas Pipes, Cocks and Fittings throughout the Premises.

A coroner’s inquest has found a verdict of ‘manslaughter’ against Joseph Thompson, the man who had negligently left the engine unattended in the shed.

Talking of trains, did you know the Duke of Wellington disliked railways because:

‘They encourage the working classes to move about.’

The engine gradually increased its speed, till on descending an incline near Wellington it is supposed that it went at the rate of seventy miles an hour.

Three miles farther on, at Donnington, the Stafford train had stopped. The runaway engine dashed into it, and the two hindmost carriages were smashed to pieces.

Thirteen persons were hurt, three of them so badly that they could not be removed from the place.

A coroner’s inquest has found a verdict of ‘manslaughter’ against Joseph Thompson, the man who had negligently left the engine unattended in the shed.

This report appeared in Charles Dickens’s monthly magazine Household Words and is an extract from Dickens’ Dreadful Almanac: A terrible Event for Every Day of the Year edited by Cate Ludlow and published by The History Press:

An accident occurred on the Shropshire Union Railway, on the 29th ult. [May 1852], from the negligence of a fireman.

At Shrewsbury station, a man lighted a fire in a locomotive which was presently to be used; without shutting off the steam or throwing the machinery out of gear, he left the engine unattended in a shed.

When the steam got up, the locomotive slowly left the shed, and moved down the rails upon which a train for Stafford was then proceeding.

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Talking of trains, did you know the Duke of Wellington disliked railways because:

‘They encourage the working classes to move about.’
My father Bill Perry of the Cycle Shop, Park Street, Wellington, was awarded ‘The Order of the Knight of the Road’ by the News of the World. The award was given to people who carried out good deeds on the road.

I recall it was in August 1955 when we were coming back to Wellington from Hodnet. We had been on the Battery Round, as we called it, collecting electric accumulators which were used to power wirelesses (radios) in houses as far away as Market Drayton.

Dad charged the batteries up and returned them the following week, when he collected the discharged ones. This is before people had mains electricity and cars.

It was about 10 o’clock one night as we turned out of Hodnet onto the Wellington road when we noticed a man with a motorbike and side car on the grass verge by the junction.

My father pulled up to see if he could assist; the motorbike had a puncture in one of the tyres. The man and wife had two small children who they had wrapped up and were asleep under the hedge.

The family was foreign and spoke very little English but my father made them understand that he would take the wheel away and repair it for them. We arrived home and, while he repaired the puncture, my mother prepared a flask of hot tea and a bottle of pop and biscuits for the children. We took the wheel back and set it up for them to continue on their journey. They were extremely pleased but explained they had no money to pay for the repair. Dad gave them our name and address.

We thought that was the last we would hear about the event as my father had done many good deeds like this before for which he never received or expected payment. It was a great surprise when he received a letter from Ernest Young, the registrar for News of the World’s Knight of the Road awards, asking for confirmation of the event. One of the members of the Executive Council was Group Captain Douglas Bader DSO, DFC.

The scheme began in 1928 and was intended to reward and promote considerate driving and road safety, whereby ‘winners’ were given a lapel badge, which was upgraded to a car badge in 1936 at which time the terms of the original scheme were reorganised.

In the letter, it says that ‘the aim of our Order is to restore something of old world chivalry and kindness to our roads, in the hope that this will make for road safety.’

I still have the award’s car badge and certificate, and my family is very proud of them. The only other similar certificate we have seen is in Marston’s Brewery at Burton upon Trent. Do any other readers have one of these certificates?

Bill Perry carried out many good deeds for the community over his working life at the Cycle Shop; perhaps we should write a book of all that we know and have been told by his customers.

Left: old photo of Bill Perry’s Cycle Shop in Park Street, Wellington.
NOTICEBOARD

NEW LIBRARY NOW OPEN
Unforeseen problems held up the opening of Wellington's new library (see last issue). Good news ... the public was admitted for the first time on Monday 2nd April 2012. We are grateful to Marilyn Higson (above) who, as a key player in the 'Library Services Transformation Project', has done much to promote local history and provide an excellent range of facilities at the new library. She retired after the library opened; we wish her well. Below: the 'Community History Centre'.

KEN JONES, MBE, 1921–2012

Well-known local historian Ken Jones died peacefully at the Severn Hospice, Shrewsbury, on 2nd February, aged 90. His well-attended funeral in Little Wenlock church bore witness to the affection felt for Ken and the respect everyone had for him.

In 1968, he joined the newly-formed Friends of the Ironbridge Gorge Museum group, was successively its Secretary, Chairman and Vice President, and acted as a guide to visitors to the Museum sites.

He was also a member of the Board of Trustees of the Museum, serving on the academic and curatorial committees, and latterly became a Vice President.

It was in recognition of 40 years' service to the Museum Trust and the Friends that Ken was awarded an MBE in the Queen’s honours list in 2010.

Ken made a significant contribution to the study of the social history of the Coalbrookdale Coalfield. Beginning with the recording of reminiscences of former employees of the Coalport China Works in 1976, he spent the next 30 years creating a unique oral history archive, recently acknowledged as being of national importance.

In 1998 Oakwood Press published The Wenlock Branch, and in 2009 The Dog Rose Press (Ludlow) published Pitmen, Poachers and Preachers, which examines life and the Poor Law in the Madeley Union of Parishes from 1700 to 1930. Ken also lectured widely on the oral history of the Coalfield.

OUR PUBLIC TALKS 2012

Admission is free but donations are invited after each event.

Wednesday June 20th: Allan Frost HISTORY OF ORLETON HALL
The talk will start at 7:30 p.m. in the Civic Offices at Wellington.

Thursday July 19th: Meet at 7:00 at Lych Gate, Church Street
VISITS TO ALL SAINTS PARISH CHURCH AND ST. PATRICK’S CATHOLIC CHURCH

During October: WELLMINGTON LITERARY FESTIVAL
See Press for details of talks or visit www.wellington-shropshire.gov.uk

Also, watch local press for details of our other events.

HISTORY GROUP CONTACT DETAILS

Please address all correspondence to:
WHG Secretary: Joy Rebello, 6 Barnfield Crescent, Wellington, Telford, Shropshire, TF1 2ES.
Tel: 01952 402459. email: joyrebello@hotmail.co.uk

Other officers of the Wellington History Group committee are:
President: George Evans.
Chairman: Geoff Harrison.
Treasurer: Wendy Palin.
Wellingtonia Editor: Allan Frost.

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First of a series of dances held at Forest Glen with 100 guests attending. The room prettily decorated and “in the nocturnal hours looked particularly charming with its artistically-disposed and scintillating lights’.

‘BILLY’S ESCAPE’ - Porters at Wellington Station attempted to put a billy goat on a train bound for Hodnet but were frustrated by the goat being ‘ignorant of modern means of transport’. It was eventually put in the guard’s van where it calmed down, but as soon as the train started it dashed out through an open window and along the lines, pursued by the porters. But ‘in that ludicrous method of defence inseparable from goats … kept his pursuers away’. It was subsequently caught and put back on the train.

Town churches alluded to the TITANIC DISASTER in their services:

Parish Church – alterations were made to services to harmonise with the tragedy. Praised courage especially band who carried on playing. Chopin’s Funeral March played at the end of the service.

Christ Church – services solemn with prayers for the bereaved. Parishioners and townsmen present who were intimately acquainted with some of those who had been lost and some saved. The warning of danger was repeated thrice (if reports were correct) went unheeded and no alteration was perceived. Even after the impact no one realized the danger, and thought it safer to remain on board than take to the life boats. Some passengers were indulging in games and recreation even though it was Sunday. ‘Very much awake and alive to the pleasures of the world, but asleep and dead to eternal things’. The lesson to be learned - Be Prepared.

St Patrick’ RC Church – praised the heroism of the millionaire and the stoker, the man of letters and the uneducated who gave place to the weaker and met their doom ‘like the men they were’.

Wellington Congregational Church – Sermon on the ‘Silent Sorrow’.

**Wellington Hippodrome**

**(Late Skating Rink), Tan Bank.**

RE-OPENING, MONDAY, JANUARY 29. - The Proprietors of the above Hall, having secured the Services of ROBERT WATT, late Manager of Wellington Picture Pavilion (St. Patrick’s Hall), intend making shortly great Alterations and Improvements to this place of amusement. In the meantime will run it with PICTURES. TWICE NIGHTLY, 7 and 9. MATINEE, SATURDAY, FOR CHILDREN, 2.30. For Particulars see Bills. TO-NIGHT (SATURDAY), ROGER KNIGHT’S BENEFIT. Great Hockey Match—Weasto Rink Hockey Club v. Wellington. Bully-off 7.45. Admission 3d.
The Death of Mr. John Jones (68), clerk to the Poor Law Guardians for many years, was announced. A large number of relatives, old friends and former colleagues attended, personally testifying to the respect which the departed gentleman was held. The ceremony was conducted by the Rev F. W Argyle, Vicar of Christ Church.

**MAY**

Mr. Robert Gwynne was appointed to succeed Mr. John Jones. A meeting of guardians was attended by Mr. E. Holmes (chairman), the Revs. W.P. Nock and L.V. Yonge, Messrs. T. Crump, A.B. Harper, W. Owen, J. Brothwood, T. Taylor, J.H. Jones, R. Cadman, R. Topham, R. Bevan, T. Osborne, Watkin Jones, R. Gwynne (clerk) F.W. Frost (master of the Workhouse), W.A.R. Ball, and H. Manning (relieving officers). A message of condolence was sent to the deceased’s family, and regret at Mr. Jones’s demise was expressed.

**TITANIC FUND**–Wellington and neighbourhood were among the first to respond to the appeal for financial assistance for those who had been bereaved by the Titanic catastrophe, and it will be seen from the subscription list published elsewhere that there has been a steady contribution to the fund not only from this locality but also from various parts of the county as well.

... a whist drive and dance were held at the Forest Glen (Wrekin) Pavilion; the function was arranged by Mr. and Mrs. J.O. Pointon, and they gratuitously supplied excellent refreshments to the numerous guests which assembled. Prizes for the whist drive were given by Mr. T.G. Boulton, Messrs. Hobson & Co., Messrs. McClure, Messrs. Kynaston & Jarvis, and Mr. E.A. Ensor. The dancing which followed proved exceedingly attractive, and was greatly enjoyed. Mr. W. Rogers, who generously gave his services, was pianist, and not only discharged the duties with marked ability, but displayed excellent judgment in the selection of the music itself. The total proceeds – £6 15s – have been paid into the JOURNAL fund.

Still another successful gathering organised for the same object in Wellington has to be recorded. A smoking concert of unusual excellence was given at the Charlton Hotel, where refreshments were gratuitously provided by Mr. and Mrs. Pullen on an unstinted scale, and they also deserve credit for their kindness and thoughtfulness. Mr. H. Richardson presided, and among voluntary vocalists and instrumentalists were:–Mr. J. Finney, Master Finney, Messrs. T. MacLindon, J.W. Rogers, A.F. Emery, W.H. Cooper, T.G. Boulton, Tom Ellis, and W.H. Allen, while the accompanists were Mr. T Briton and Mr. J. W. Rogers.

Criticism of any of the selections would be quite out of place on such an occasion as this, but it needs only a glance at the names just recorded to be assured that the whole concert was of the very best. The printing incidental to the affair was given by Messrs. Hobson & Co.
You Ask

Allan Frost

Please send us your questions on the history to do with our area and we'll do our best to answer them, or at least pass them on in the hope that our readers may be able to help.

Wrekin Air Crash
Can anyone answer this for a reader? I have checked my copies of the Wellington Journal for the WWII years but can find no mention of this incident.

“We lived at Eversleigh, Mill Bank with the Gwynne family. One night my parents, having found that I was awake, took me into their room to show me a two-engine plane with one engine on fire. It flew into the side of the Wrekin and exploded.

The next day was Saturday or Sunday; I went up the Wrekin to look at the crash site which had an armed guard round it.

We were told it was a German Bomber which had been hit during a raid on the Midlands. It was a two-part building linked by a corridor and surrounded by gardens. Tenant caretakers resided here from the outset, the first of whom seems to have been carpenter/joiner William Edwards.

The Isolation Hospital
We have had several enquiries about this hospital, which stood to the east of Limekiln Lane near Steeraway Farm (see map on page 19).

I am currently researching the subject with a view to writing a comprehensive article and need anyone who has information and/or photos to get in touch with me as soon as possible.

The origins of the hospital are as follows: in 1903, Wellington Urban District Council built the Smallpox Isolation Hospital on land belonging to Lord Forester. The intention was to protect the town's population from smallpox, and other contagious fevers or illnesses. I have not yet found proof that it had any patients.

The hospital lay at the end of a driveway running eastwards from Lime Kiln Lane. It was a two-part building linked by a corridor and surrounded by gardens. Tenant caretakers resided here from the outset, the first of whom seems to have been carpenter/joiner William Edwards.

Mystery Photos
HELP!

We do our best to answer your questions but there are times when we simply don't have an answer.

The two photographs on this page have us stumped, and we really would appreciate your help.

The one above, was taken by Wellington photographer W. Cooper Edmonds (see next page), probably between about 1903 and 1910. It appears to show the construction of a reservoir or possibly a pool connected with sewage processing. The floor of the excavation features rows of earthenware pipes (presumably for water filtration), and the brick tower implies that a short bridge to the side of the pool was to be added.

The photo below features a rather grand building, probably a private residence, and appeared (to no avail) in the Shropshire Star. Various suggestions have been forthcoming as to its name and location (including that it was The Lido Hotel in Haygate Road) but none have yet proved correct. In all honesty, there's no guarantee that the property was in or anywhere near Wellington!

If you know where either photo was taken or have information which could point us in the right direction, please let us know.
We owe a great debt of gratitude to the earliest photographers in Wellington and the wonderful legacy of images they left in their wake. But dating them can be a problem.

Many old photographs bear the name of its taker, so the list aside can be a starting point in ascertaining age. Note that the 1904 advert for W. Cooper Edmonds says he can reprint from negatives taken at the New Street studio during the previous 25 years. Does anyone know if any of these (and other negatives by these illustrious photographers) have survived and, if so, where they are?

There were others businesses taking photographs (Hobson’s Stationers in Market Square, Tom Austin’s newsgagency in Church Street and A.E. Bourne at his ‘Emporium’ in New Street, for example) but these weren’t the principal players.

Until the 1890s, most photographs were taken in the studio and featured people, individuals (like that on the right of Gamekeeper Birrell – does anyone know his forename?), couples and marriage groups. Thereafter, outside photography became commonplace as equipment became more portable, and that’s when we start to get great pictures of scenes and outdoor events. As photography was a dark art to the general public and camera ownership confined to professionals and wealthy amateurs, these little works of art were cheap, highly collectible and often became the foundation of family heirlooms.

Postcards

Printing the word ‘POSTCARD’ on the rear of photographs seems to have started in the 1890s, and sometimes the rectangle printed to show where a stamp should be affixed mentions the value of the stamp to be used. Until about 1902, there was no dividing line, which was introduced to start the convention of recipient’s name and address to the right, while the left was where the message should be written – a useful indicator of a photograph’s age.

However, postmark dates should be treated with caution: they are notoriously unreliable as many cards were sold over a period of several decades!
There has been some controversy as to whether Sir Oswald Mosley, Leader of the British Union of Fascists and a supporter of Hitler’s Germany, visited Wellington in 1939 to speak in the town square. George Evans and Reg Dunn were there at the time and confirm his presence, and his inability to speak because of the fierce opposition he faced. A new witness of the event is Mrs Katherine Perkins, mother of our Town Clerk. Here are George’s and Kath’s accounts.

George Evans
I was born on 21st June 1923 and was about 16 years old when I went with my friend Bill who was son of the local police inspector into Wellington to see Mosley. Bill’s father was concerned about his son’s safety and insisted he stood behind some gates across the entrance to Hobson’s shop in the square. I stayed outside with a group who had come to see the excitement.

The Square was full as were the surrounding streets. Communists and trade unionists and Dawley miners were very strongly represented and were determined not to let Mosley speak.

Sir Oswald parked his Morris 10 car in front of the black and white building in the Square (where Subway now is situated) and set up a platform with loud speakers. He was guarded by a group of tough looking men in black shirts, who just stood there immobile and threatening.

When Mosley started to speak, the miners and others heckled him very loudly so Mosley just turned up the volume on his loud speakers. I tried to listen but could only hear a few words over the general din. J C Lloyd’s Grocery shop fronted onto the square and the salesgirls threw tomatoes and old cabbage out of the upstairs windows at the Blackshirts.

I did not see any supporters in the crowd. It was quite violent, and they just quietly melted away.

Kath Perkins
My name is Katherine Perkins and I was born on 4th August 1920. I have always lived in and around the Trench area and it was at ‘Ellerslie’, Trench Road, where I was living in 1939. At the tender age of 19 years, I had recently joined the staff of the Lilleshall Company at the New Yard, St. Georges, and was proud of my newly found independence and the money in my pocket.

On a Saturday in the Autumn of that year, as usual, I had planned to visit Wellington. Usually I met a friend or two there, but on this occasion I had to go on my own. This was because my friend Joanie, who was a telephonist, had been unexpectedly asked to work an extra shift that evening. We had planned to see the film of Daphne du Maurier’s book Rebecca at the Grand Theatre in Tan Bank. There were two cinemas in the town then, the Grand and the Clifton Cinema was being built but not yet open.

I went to Wellington on that Saturday by bus to see the second showing. We alighted at the bus station in Queen Street and I headed for the cinema. Lots of people were in Wellington but I didn’t really know why. I saw the film and came out of the cinema. The Police were there. It was late afternoon. There were hundreds of people in and around the Square, which I had to cross to get back to Charlton Street.

There was a shop run by Baxters in the Square which I think is now Subways. Oswald Mosley was trying to set up a stall outside this shop, but wasn’t having much success. I did not know anyone and just wanted to go home. I could not get down Station Approach to catch a train because of the sheer number of people. I kept trying to get through to the bus stop in Charlton Street, but it was very difficult.

I saw a banner in the Square put up by Mosley with words bearing a slogan, written in German, referring to the Nazi cause. I remember some people came out of the shops and tried to pull it down. Eventually I think they did. I could not see much of what was happening round the banner because there were so many people, but I saw them throw fruit and old vegetables
from the high windows and from the crowd. I could see Mosley quite clearly and hear all the noise. It was quite clear from what people were saying it was definitely Mosley. He had a sun tanned skin and swarthy complexion, wearing a khaki coloured jacket. He had a tuft of black hair on the top of his head.

They were trying to place a stall in front of the banner to man it with Mosley’s supporters. Some were speaking in German and I could not understand them. They were trying to position themselves behind the stall but in front of the banner. This was the safest place in view of the large crowd of angry people gathering in the Square.

I learned later that Mosley had already visited Shrewsbury to try to canvass support without much success. He thought he would try Wellington as it was fairly near. The Police were doing a good job and were out in large number along the old A5.

I felt, however, that the large number of angry people hindered the Police in their effort to keep order and control the demonstration. They were also doing a good job in Station Approach. Crowds of people were getting off the trains and coming to see the entertainment. The Police were meeting them at the Station exit and sending them back.

Angry Wellington people made such a mess of Mosley’s stall that he gave up and left under a Police escort. I just wanted to get home. I think I must have been the last person to get on the lopsided bus bound for Trench. I was worried it would break down under the weight of passengers and remember an affectionate man saying, ‘Come on duck, there is room for a little ‘un.’ I sat on his lap which was frankly not very pleasant, but lots of others had to do the same to make room. He got off at Haybridge and I got his seat.

When I got back home my mother and dad were waiting at the bus stop with two neighbours. They had heard about the incident and told me I should not have gone to Wellington on my own, or to the later showing of the film.

I told them I had no idea about what was going to happen, but still got a good telling off. One of the neighbours had gone out on his motor cycle and side car to Wellington to rescue me. He was the Postmaster at Trench and his son became a Lieutenant Colonel and war time writer.

They offered me a cup of Ovaltine, which I did not take, I just went to bed and fell asleep.

Who Was Sir Oswald Mosley?

Oswald Mosley came from the very heart of the British Establishment, was married to the daughter of Lord Curzon, Vice Roy of India, and related to Queen Elizabeth, the Queen Mother.

His homes were Rolleston Hall near Burton on Trent and Betton Hall, Market Drayton. Mosley fought in the trenches during the first World War, and flew with the Royal Flying Corps.

These experiences led him to reject ‘the old gang’ of politicians who had led the country into war. He became determined it should never happen again.

He was elected Conservative MP for Harrow aged 23 years and represented the constituency from 1918 to 1924. Strangely for a man of his aristocratic background, he switched to Labour and represented Smethwick (1926 to 1931), reaching ministerial rank.

He presented his Keynesian ideas on reflating the economy and reducing unemployment through public works but was voted down, 29 votes to 210. at a meeting of his fellow Labour MPs. Aneurin Bevin, the standard bearer of the left wing, was one of the few MPs to vote with him.

Mosley resigned and formed a new political party (the ‘New Party’) and became leader of the British Union of Fascists.

His opposition to the war led to his imprisonment under Defence Regulation 18b. He was housed in F Wing of Brixton prison under quite harsh conditions.

Many people still regard Mosley as a very controversial figure, who sought to bring a much more nationalist and authoritarian government to the United Kingdom.

Does anyone else remember his or any other visit to Wellington?

We would like to hear from spectators like Katherine, or anyone actively involved on either side of these 1930s confrontations.
January

Two sisters aged 13 and 10 and their 14 year old brother committed a number of shop-breaking and larceny offences. They got into premises in New Street Wellington by going over rooftops and dropping 12 ft into a shop. They broke into Barlow’s shop and stole toys and other articles valued at about £12. Os. 2d and they had previously broken into a Co-op and stolen cigarettes, biscuits and fruit juices. The boy was sent to a remand home to await a place in an approved school and both the girls were put on probation for 3 years.

The naming of the new Catholic school in Wellington elicited a letter to Wellington Journal objecting to the use of ‘Blessed’ because Robert Johnson had conspired against the Crown (Queen Elizabeth I). He had been executed in 1582 following his arrest two years earlier and subsequent trial.

February

Wrekin Hospital’s fine new £60,000 out-patients’ department, which includes well-equipped offices, minor operations theatre, X-ray room, gymnasium and physiotherapy department, was opened by Prof Sir Arthur Thomson, Chairman of the Birmingham Regional Board.

This move started as long ago as March 1955 when representatives of 69 organisations had a public meeting called by the Wrekin Trades Council with the intention of starting a campaign for the establishment of a new and modern hospital for East Shropshire.

In 1956 provision was to be made for new out-patient facilities for the area was to be made at the Wrekin Hospital. This was to serve two purposes – to deal with cases which did not require the services of a fully-equipped hospital and meant that many people could get treatment near home.

In addition to these new facilities, Wellington Rotary Club donated equipment worth £320 for a special room dedicated to the needs of geriatric patients.

Called The Rotary Room, it is a place where elderly patients can...
SMALLPOX EPIDEMIC: Despite doctors proclaiming that the Smallpox risk is ‘quite minute’, thousands of residents throughout Shropshire flocked to their local clinics to receive vaccinations against the dreaded disease.

This long queue formed outside the Haygate Road Clinic in January 1962 and was typical of those springing up all over the country.

Dr. Tom Hall, county Medical Officer, declared that the mass vaccination of 2,500 people in Wellington ‘was not a very economic enterprise and did not really contribute anything to the safety of Shropshire.’

May
Completion of High Street flats and maisonettes - A total of some 78 dwellings. Building work in progress for more than 18 months marked the beginning of the Urban Council’s plan for redevelopment in High Street. When complete, the buildings will be in ‘island’ form from St. John Street to High Street, encircled by roads. Apart from 8 dwellings, all are complete and most occupied.

These are in place of the cottages and houses which had for so long been part of this area and the modern block will provide homes for more people and add to the ‘new look’ which was rapidly developing in the town.

June
Sankey of Wellington Sports and Social Club continued to provide a programme of Friday Night Jazz Sessions, with a variety of dance bands—including that of Humphrey Lyttleton.

Popular BBC Radio meet-the-people magazine ‘Down Your Way’, hosted by microphone-wielding Franklin Engelmann, was broadcast from Wellington on the Light Programme between 5 and 6 p.m. on Sunday March 25th.

March
15-year old singing star Helen Shapiro who was appearing at Shrewsbury visited blind 21-year old Iris Bray at Urban Gardens. Iris, a great fan, was disappointed that she was not well enough to visit the show, and her mother had asked manager Norrie Paramour to spare 5 minutes. He replied, ‘We can spare an hour – and have the kettle on’.

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M
any parts of The Wrekin Forest have few visitors. This is very good for wildlife but I often think that a lot of walkers who are keen naturalists are missing out. Most visitors to The Wrekin Hill simply walk up the main path I call the Pilgrims’ Way to the top, look at the vast panorama of the view and come down again, perhaps pausing for refreshments at Halfway House. That’s fine and most enjoyable but there are other woods in the forest where hardly anyone goes.

Most of the animals, birds, insects and plants whose homes are in these quiet, secluded woods would be horrified if the many joggers and bikers who think of The Wrekin as a ‘Green Gym’, simply a good place to take their exercise and keep fit, invaded their territory. Wild creatures prefer to stay wild. They would also be unhappy to meet some of the uncontrolled and excitable dogs that race around the main paths.

South-east of The Wrekin are the Ercall and Lawrence hills, of which I have written previously in Wellingtonia. South of Ercall Wood is Wrekin Golf Course and south-east of that is Limekiln Wood, a fascinatingly varied collection of geology and wildlife habitats.

If you walk in here, do be very careful to keep to the paths, whether they are official rights of way or those used by others. There have been, over several centuries, mines and pits opened up to access the minerals lying beneath the woods. These pits are dangerous and great care is needed, especially when leaves are on the trees, as most of them have been filled with assorted vegetation and they occur at irregular intervals. You could fall down a pit and not be seen for a long time, perhaps too long. Keep to human paths; some of the tracks are made by other animals that may be far shorter than you and perhaps just looking for grass or worms. Please don’t frighten the creatures, tread on the plants or get yourself hurt. You may like to obtain a modern map to compare with the one opposite.

One access to Limekiln Wood is from Golf Links Lane. There’s a space for parking where the tarmac veers right to the golf club house (‘CH’ on the map) car park. An ancient Holloway heads south, crossing the golf links near the site of ‘the Dormie House’ to join the Hatch farm track. Left (east) a footpath takes you to the old reservoirs that used to supply Wellington. These pools are sometimes fished. Prince’s Street School used them for pond dipping in the 1950s and 1960s; great fun and much learning.

Further on are the old lime kilns, where the carboniferous limestone from under the wood was burned to produce quicklime, slaked with water to produce slaked lime. The kilns are worth the trouble of finding among rampant vegetation. Slaked lime was used for enhancing crop growth on farms; other limestone was for flux in the iron furnaces. Iron ore, coal and lime were placed in the furnaces and the coal ignited. Air was blown into the furnace and the iron melted. Lime mixed with impurities in the ore, separating them from the molten iron, which could then be poured into moulds.

Near the kilns are the few remaining houses of the hamlet of Steeraway, once a very busy place, with extensive quarries and mines in the narrow strip of limestone stretching south-east from the kilns. Most of the mines have been capped and closed but there’s one adit that is still open to those brave (or foolhardy) enough to enter. There are gaping holes in the tops of the kilns which are very dangerous. Children worked in the mines and quarries until a damning report of their dreadful conditions was published by mine inspectors; that virtually closed the whole complex.

To read a much fuller report of the old hamlet of Steeraway, find an article by Wellington History Group’s chairman, Neil Clarke. He has researched the extensive coal and lime workings in the area and the network of transport, including jinny rails that delivered the processed lime to farms and factories. It’s currently out of print but he might be able to organise a reprint; otherwise there’s a copy in Wellington Library.

South from Steeraway is a track to Hatch Farm, roughly parallel to a footpath in the middle of the wood and the old Hollybush Lane, now usually called Golf Links Lane. The limekilns are on your right and a footpath takes you through Steeraway farm to Short Wood. Further on, the stony track goes between Limekiln Wood and Black Hayes, with an adit under the track, a very spooky place. Further still, just before the track comes to fields on the right is the site of the old Gamekeeper’s cottage, opposite which is an older house site, the scene of a novel by Hesba Stretton and in my mother’s time home of a poor old woman called ‘Old Annie’ and her many children.

Now back to the old reservoirs. Through the middle of the wood is a footpath designated as the Hutchinson Way until it reaches the limit of T&W Borough ownership, turns right and joins the main track. Well hidden within the wood was once the home of a recluse we called Jungle Jim, now demolished. ‘Jim’ reportedly met a sticky end. I found him a friendly chap, though he had a big chip on his shoulder.

If, instead of turning right to follow Hutchinson Way you keep straight on it’s a lovely walk along the sandstone woodlands to the fields at the top of Maddocks Hill, with narrow paths; straight on through the huge Camptonite quarry or right to join the lane to the Hatch. This area is privately owned but there are no ‘Keep Out’ notices and the paths are clearly well used.
To really understand this woodland takes many visits, searching for variations of geology, plant life and archaeological/historical sites. I have taken years and only know a little.

Extract of map of Limekiln Wood from the sale catalogue of the Right Honourable Lord Forester’s Dothill Estate, Shropshire, sale, 25th September 25th, 1918. Circled numbers indicate Lot numbers, of which 33 = part of New Works Farm 102 = The Hatch smallholding, 103 = Cottage and Croft, 108 = Steeraway Farm, 110 = Wellington UDC’s former Isolation Hospital, 123 = Woodland area and 124 = Short Wood. Wrekin Golf Course lies between Ercall and Limekiln Woods.
NEW PEACE GARDEN

A long-held wish by our president George Evans became a reality at the end of March 2012: the creation of a Peace Garden whereby ordinary people of all races and creeds may plant a flower in memory of a loved one (or two).

The garden lies alongside the new Wellington Civic & Leisure Centre in our impressive new Civic Quarter development (below).

George is in the above photograph, taken at the inaugural ceremony, standing next to outgoing Wellington Town Mayoress Lesley Street (who has witnessed and supported many remarkable events during her year in office). Telford & Wrekin Borough Councillor Arnold England (Cabinet Member with responsibility for Leisure & Wellbeing) kneels in front.

THE 1244 MARKET CHARTER

Oyez! Oyez! Pray listen to the Charter for Giles of Erdington, Lord of the Manor of Wellington in the County of Shropshire!

Giles already has a similar Charter allowing markets in his lands, including those at Shawbury and Besford.

This new Charter is granted and permits him to benefit from a Market in the Manor of Wellington every week on Thursdays, and also from a Fair in the same Manor every year, to last three days, to wit on the eve before, the day of and the day after the Feast of Barnabas the Apostle.

Wherefore, having received due consideration and oaths of fealty, we wish both Giles of Erdington (said Lord of the Manor of Wellington) and the people of his desmesne peace and prosperity.

Signed by Henry Plantagenet, King of England, the Third of that name.

ThreeCheers for King Henry!

29TH FEBRUARY 2012

OK, so it took town leaders 768 years to come up with the idea of introducing a Wellington Charter Day which, God Willing (to quote the town motto) will become an annual event.

Rob Francis (right), the man behind many popular public events in the town, plucked up courage to ride a real horse into Market Square to read Allan Frost’s modernised version of the largely unintelligible original Market Charter which was dated 29th February 1244. He even went so far as to dress up in period costume ... he does this every year when he adopts Dr. William Withering’s eighteenth century garb at the Midsummer Fayre (which he also masterminds), so no eyebrows were raised.

For those who have an eye for accuracy, it was not the town itself which was granted the charter but rather our Lord of the Manor, Giles of Erdington, for which he paid a sum of money to Henry III. To raise cash, Henry and his successors sold – sorry, introduced – 3,300 charters during the thirteenth century in a fruitful Cash for Benefits scheme.

A market charter did not give the right to the recipient to hold markets, only to raise tolls at markets. Many markets, like that at Wellington, existed long before 1244. The Charter simply imposed a charge on market traders.

So, Wellington leads the way in celebrating the introduction of an unpopular form of extortion by Giles and his successors.

Three cheers for King Henry!