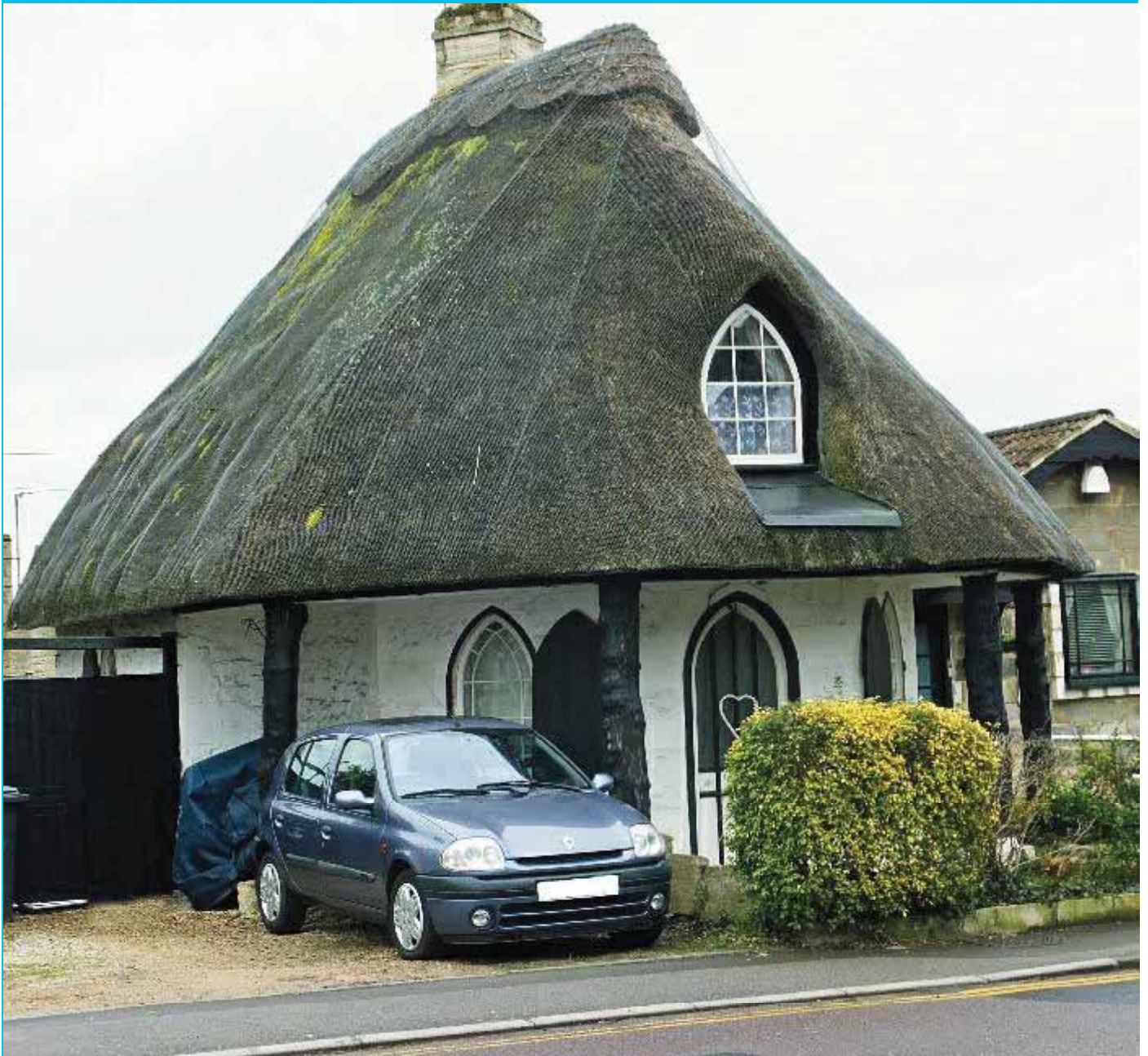




Trowbridge Civic Society NEWSLETTER

Spring 2016



In this issue:

The Turnpike Road W H Smith Meadowsweet
The Quiz

Member of Wiltshire Building Record, ASHTAV and BALH
Registered Charity Number 276765 Website: www.trowbridgecivicsociety.org.uk



See page 5 for Roger Newman's article on W H Smith. The examples above are from former branches of W.H.Smith at Monmouth, Fowey, Cornwall and Llandrindod Wells.
The Virtual Museum of Poole Pottery



Civic Society members at the New Year social



Victorian and Edwardian Floor Tiles

Many houses in Trowbridge have Victorian or Edwardian floor tiles. The editor would like to feature a selection of designs in a future issue of the newsletter. Would you like to submit a photo of the tile pattern in your house? If so please send a photo to pcollier@blueyonder.co.uk with any relevant information, such as the date the house was built. If you know anything else about the tiles, eg designer, where it was made, the house builder etc that would be very interesting. Also, would anybody like to write an article about floor tiles?



Front cover illustration

Our front cover shows the Grade II listed The Old Toll House. See page 8 for Richard Maidment's article on Turnpike Roads. The mushroom-shaped building at 41 Islington is the last thatched building remaining in Trowbridge. It was built as a turnpike cottage. The British Listed Buildings website states "early 19th century". Another source makes a case for "probably 1768", the year in which the Trowbridge Turnpike Act of 1751-2 was renewed and the road from Trowbridge to Hilperton Marsh was turnpiked. This meant that wheeled vehicles and people with animals were charged for using the road, and houses needed to be built to collect the turnpike tolls. The building has been a private residence since the closure of the turnpike in 1870. It was Grade II listed in December 1950

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EDITORIAL COMMENT

Once again Stallard Street features on our pages. On page 11 we feature an extract from Doris Locke's autobiography, focusing on the Bear Hotel in Trowbridge, which was just on the edge of Stallard Street. One aspect of this story which struck me (forgive the pun) was the fact that Trowbridge was hit several times by bombs during the Second World War. Do any of our members have any memories of these events that they would be willing to write about?

And on page 5 once again Roger Newman tells the story of a local shop, this time W H Smiths which seems to have had several addresses in Trowbridge including Stallard Street.

In this issue we welcome back The Quiz, set by Howard Blakeley.

Last year was notable for the Magna Carta celebrations and on page 11 are some reminders of some of the events that took place.

Several of the pictures that have been used in this issue have been taken from an online Flickr account - Trowbridge Postcards and Ephemera. I really would like to encourage members to view the hundreds of pictures that have been presented on this site. They are a fascinating historical record.

TROWBRIDGE CIVIC SOCIETY INFORMATION

- President: Kenneth Rogers
- Vice Presidents: Michael Marshman;
Wende Maunder;
Mary Pearce;
Norman Rogers
- Chairman: Glyn Bridges, 4 Alma Street, Trowbridge. Tel 755784
- Vice Chairman: Margaret Howard, 52 Avenue Road, Trowbridge. Tel 764691
- Hon Secretary: Celia Russell, 18 Churchlands, North Bradley. Tel 754668
- Hon Treasurer and Membership Secretary:

Janet Carpenter, 2 Chepston Place

Trowbridge. Tel 752770
janet_carpenter@btinternet.com
- Committee members: Sue Glover; Kevin Hartley; Jonathan Hawkes; Diana Ingram
- Newsletter: Jennifer & Peter Collier Tel 761270
Sue and Kevin Eames;
Glyn Bridges;
Paul Lamb.
pcollier@blueyonder.co.uk
- Photographic Recorder: Kevin Hartley
- Web Site: Jonathan Hawkes
- Subscription Rates: Single £6, Joint £10, Corporate £30
New members welcome - please contact Membership Secretary
Deadline for next issue - 28th June

Membership

We would like to express our appreciation to Diana Ingram who has supported the Civic Society in the role of Membership Secretary for over 15 years to the highest standard. Thankfully she is still willing to serve on the Committee.

Just a reminder that membership subscriptions are now due for 2016. Janet is happy to receive subs via cash or cheque, internet banking or standing order. Please email Janet Carpenter if you have any queries.

From the Chairman

Glyn Bridges

Now that the former Peter Black site has been cleared we await with interest the new developments there. The steelwork for the Toby Carvery is in place and soon we will see the main building, M & S Food, under construction. Much more is happening on the outskirts of the town with the new housing developments. In addition to the homes already given permission, Southview Park by Wain Homes, Castle Mead by Persimmon Homes, The Pastures by Abbey New Homes and Barons Park, Green Lane by GreenSquare Homes the Ashton Park development with its 2500 homes will bring the total number of new homes to just over 3800. I should point out that as the Ashton Park development is mainly in West Ashton and North Bradley parishes there will be no benefit to the town unless the Community Governance Review, which takes place in July, brings it within the town boundary.

Planning Matters

Sue and Kevin Eames

Of late, there has not been much of general interest as regards planning decisions. Patrons of Lidl on Canal Road may be interested to know that permission for a six meter high advertising pylon has been granted in front of the newly refurbished store. Also on Canal Road, the employees' car park is to be extended and improved, involving the demolition of disused industrial building and attendant structures.

Permission has now been granted to carry out internal and external alterations to create two new dwellings from a vacant Grade 2 listed building previously used as storage space at the rear of Homefield House Polebarn Road. This was a resubmission of a previously refused application in 2015. The conservation officer raised no objections in the light of the revisions to the scheme and the planning officer's report states that *It is acknowledged that the building has a poor appearance and this development poses an excellent opportunity for the appearance to be substantially enhanced and therefore a significant benefit to be gained to the setting of the Grade II* listed Homefield, the conservation within which it is located and nearby undesignated assets.*

One particular planning application has been the focus of much interest, and emotion in the case of the proposed development comprising up to 210 new homes with access from the newly constructed relief road, new open space and associated infrastructure on land west of Elizabeth way. The plans were displayed in Fieldways Hotel in February and people have until 11th March to comment on the application (planning application number 16/00672/OUT). Information displayed at Fieldways stated that the concept of a Hilperton Gap has no basis in law but the Civic Society is working on a response relating the application to The Core Strategy which may offer grounds for objection.

The Society also commented on two other applications recently. An application was made for the erection of a secure, enclosed fence for the storage of a mobile bank unit with CCTV and lighting. We commented that while we are appreciative of the care taken to interfere minimally with the historic context, we are concerned about safety, if the mobile unit reverses out of the storage facility. Would it be possible to demonstrate that egress from the facility can be safely carried out?

We recommended refusal of an application for the erection of a six foot high fence to the front of a property on Waterside Mews, Cockhill because The Waterside Mews development is a complete design and needs to be maintained as such. The present fence may have been part of the design. The provision of a 2 metre high fence in the position adjacent to the back of footway will destroy the design harmony of the overall frontage. The fence could attract graffiti and bill posting. This area is an attractive approach to Trowbridge and such a fence could form a precedent and bring other uncoordinated fence applications across the development.

We made the following comments on an application for a change of use from retail to hot food outlet at 53 Castle Street; While we are supportive of this application, as it will maintain commercial activity in the centre of the town, we are concerned that it will add to the existing problem with litter.

** We would recommend that a litter bin of appropriate appearance and quality is provided outside the property, with the operator having responsibility for removing and disposing of the litter.*

Obit

**We regret to inform you of the deaths of two of our longstanding members:
Ann Mackay and Anne Whitehead**

W.H.Smith and Mosaics

Roger Newman

John Allford, in his article “The Long Way Home” in the last two newsletters, raises the question of the significance of the mosaic containing ‘WHS’ in Stallard Street. In fact, he would have seen two mosaics, each saying ‘WHS’. He is correct in surmising that it stood for W.H. Smith. Each WHS mosaic was made up of pieces of different individual shapes providing overall a similar-looking mosaic. There is a ‘WHS’ in good condition in Fowey, Cornwall and other places (see page 2). Mosaic designs at the entrance to shops was a feature early in the 20th century but with modernisation of shop fronts over the years, plus property developments, this feature has all but disappeared.

In Trowbridge we are down to just three visible mosaics. At 28 Roundstone Street, in the entrance to Daisy Express, is a mosaic ‘GA’. This relates to General Accident, the insurance company, who occupied the premises from October 1937 until about July 1985. The second is ‘Wiltshire County Council’ in mosaic at the entrance to what had been premises in Hill Street, latterly the County Library before it moved to Bythesea Road. At 13 Church Walk is the third, saying ‘A. Taylor & Son’, which relates to the draper shop of Albert Taylor and subsequent generations of his family who were in the premises from 21st July 1892 until 12th July 1986. A reconstruction of part of the shop is in the Trowbridge Museum. Another mosaic which has disappeared is ‘The Wiltshire Times’ at 6 Silver Street. Frederick Hawkins was a draper from 1908-1913 at 44 Castle Street, but the ‘F.G.S. Hawkins’ mosaic is covered over. The ‘WHS’ mosaic at the entrance to the 1905 52 Stallard shop disappeared when the building was demolished in 1988 for the widening of Bythesea Road.

The ‘WHS’ mosaic at the 1907 56 Stallard Street shop ceased to be visible when Unwins refurbished the premises in Spring 1999, but it is not clear as to whether the mosaic remains covered over or was physically taken away. The current owners would not appreciate an archaeological dig to establish whether or not the ‘WHS’ is still there!

W.H.Smith has a long and interesting connection with Trowbridge. Although W.H. Smith did not arrive in Trowbridge until 1863, the company was already seventy-one years old. In 1792, Henry Walton Smith and his wife Anna (nee Eastaugh) opened a newspaper shop in Little Grosvenor Street, London.

Following Henry’s death in the same year, Anna continued the shop. When she died in 1816, her two sons Henry Edward and William Henry took over the business. Initially it was H. & W. Smith but with William being the son with more business acumen, in 1828 it became W.H. Smith. William Henry had a son, also William Henry, so when William Jnr entered the business in 1846 the name became W.H. Smith & Son. Following his death in 1891, his widow was made Viscountess Hambleden in her own right. Their son, Viscount Hambleden 2nd, was head of the business until his death in 1928 when, with crippling death duties, the business became in 1929 W. H. Smith & Son Ltd. He was succeeded by Viscount Hambleden 3rd and, on his death in 1948, was succeeded by his son as Chairman until his retirement in 1972 when the Smith family no longer were involved in the business.

In 1903, W.H. Smith commissioned a graphic artist, Eric Gill, to design what was to be a type style, not only on the fascia of shops, but also on the company’s vehicles and stationery. This was an early attempt at a company developing a corporate type style. This remained the type style until the late 1950’s when it was decided to use more modern type styles.

Although in the early years the business expanded the number of shops, its primary activity was the wholesale distribution of London newspapers which mainly were sent by train. In 1848 W.H. Smith & Son obtained a contract at £1500 per annum to operate bookstalls on the stations of the London & North Western Railway, closely followed in the year by a similar contract with the Midland Railway and later the Great Western Railway. By 1900 there were about 1250 W.H.



The mosaic of ‘WHS’ at the entrance to their 1907 shop 52 ex 56 Stallard Street. Photo Ken Rogers

Smith & Son bookstalls on the railway stations of many railway companies. However, this dependence on large renewable contracts for the greater portion of their revenue did not go unnoticed by the railway companies who charged increasingly higher rents. The company also realised this vulnerability and from 1901 commenced opening shops in towns near railway stations which served not only rail passengers but also town clientele.

At the Trowbridge Great Western Railway station, W.H. Smith & Son opened a bookstall in 1868 on the southbound platform and this was transferred to the northbound platform in April 1878. W.H. Smith & Son published a postcard showing their 1878 platform shop prior to 1905 and this postcard they had printed in Belgium. On 17th October 1905, W .H. Smith & Son lost their GWR contract to rival newsagent Wyman and had to vacate Trowbridge station, and other GWR stations, by 31st December 1905. Their opening shops near to railway stations policy now paid dividends as, in the last ten weeks of 1905, 144 new shops near railway stations had been opened. Their contract with London & North Western Railway continued through railway amalgamations and now exists on stations as a tenant of Network Rail.

Trowbridge station was vacated in December 1905 and they moved across the road to a shop at 52 Stallard Street, where the custom of their railway passengers could be maintained. In 1906 they published a postcard of their first 52 Stallard Street shop showing two gas lamps, each bearing their 'WHS' logo and illuminating the fascia saying 'Booksellers W.H. Smith & Son Newsagents'. Standing in the doorway is a gentleman, presumably the manager, but unfortunately he obscures the mosaic which almost certainly was in situ. About 1907 they moved to larger double-fronted premises lower down the same road at 56 Stallard Street and here they also installed a mosaic shop entrance containing their 'WHS' logo'. Just three years after this move Stallard Street was renumbered to absorb the vacant property numbers 46-50, caused by the demolition of property to create Bythesea Road. The renumbering meant that 56 Stallard Street became 52 Stallard Street and consequently W.H. Smith & Son again became 52 Stallard Street but in a different building to their original 52 Stallard Street building of 1905, which was now 47 Stallard Street. Here they remained until moving nearer to the town centre.





The business was recorded in directories as 'stationer, book seller, newsagent'. They closed at 52 Stallard Street 8th November 1924 having moved to premises at 52 (yes 52 again) Fore Street where they had opened two weeks earlier their new Trowbridge shop on 25th October 1924. Their final move was 21st November 1981 to 44 Fore Street, where they are in

20 The mosaic of 'WHS' at the entrance to their 1905 shop 47 ex 52 Stallard Street after the building had been an

the company had a travel division. At 13 Church Walk from March 1987 to June 1991 there was a branch of W.H. Smith Travel Ltd. Shortly after the closing of this travel agency, the premises were reopened December 1991 as Howard Travel by Howard Edgington who had been at 1 Church Street from 1st November 1987 until December 1991. It is a coincidence that, as previously said, 13 Church Walk has at the entrance the mosaic of A. Taylor & Son.

16.

W.H. Smith & Son Ltd had other shop in Trowbridge when

A note about the tile makers - Carter's Tiles, Poole

Poole Pottery was originally "Carter's Industrial Tile Manufactory" and it was this company that provided the financial foundation for the later "Poole Pottery".

The Carter company produced much of the ceramic tiling used on London Underground stations built in the 1930s as well as many pubs and breweries, butchers, fishmongers, greengrocers etc as well as W H Smiths.

The website to look at is the [*Virtual Museum of Poole Pottery*](#)

A note about the Smiths' typeface designer - Eric Gill

Arthur Eric Rowton Gill (1882 - 1940) was an English sculptor, typeface designer, stonecutter and printmaker, who was associated with the Arts and Crafts movement. One of Gill's first independent lettering projects was creating an alphabet for W.H. Smith's signpainters.

Alzheimers Support Society

I am a member of the civic society and also a volunteer at the above charity. I am trying to put on a short cine show at their club in Mill Street, preferably with good old-fashioned projector and films such as Pathe News or films based around the 1930s to 1960s. If anyone can help in any way please contact me at aajjii@hotmail.co.uk

Adrian Ingham

Heritage Open Days in Trowbridge - 2015

Thank you to those people who helped by stewarding or running events for HODs in Trowbridge last September. Across the country there were almost 40,000 volunteers just like you. Nationally there were 4,855 events or openings and 13 of these were in Trowbridge. It has been estimated that £15 million were added to local economies by HODs. I wonder how much was added to the local economy in Trowbridge.

In 2016 HODs will run from 8th to 11th September. I do hope that those who have enjoyed helping in the past will be rushing to take part again in 2016. Perhaps others of you would like to join their happy gang! If you have any suggestions for openings or events with a "heritage" aspect, do contact me. I will then investigate to whether it fits the criteria and can be included to make next year even more interesting to our community.

[You can contact Margaret on 01225 764691]

Margaret M Howard

The Turnpike Road

Richard Maidment

Drivers trying to negotiate the bridge at Staverton or Trowbridge's labyrinth of roundabouts in the rush hour may dream of the good old days of quiet Wiltshire roads before the arrival of the motor car but it's just a fantasy—West Wilts traffic problems have existed for centuries. In "The Book of Trowbridge", Ken Rogers describes measures taken back in the 1750s to improve the flow of traffic by setting up turnpike toll roads around Trowbridge and regulations "for removing and preventing Nuisances, Annoyances and Obstructions" in the streets of the town itself.

Turnpikes were the A roads of their day. To set one up an Act of Parliament was required, enabling a group of suitably respectable local citizens to form a turnpike trust. I have been reading a copy of the 1752 act which set up a trust for one turnpike scheme in the Bradford area: the main turnpike road was to run from (Monkton) Combe Bridge in Somerset, through Winsley to Bradford Leigh, across Forwood's Common and Muchell Mead to the Bridge at Staverton, on to the Lion and Fiddle at Hilperton and down Guy's Lane across Ashton Common,

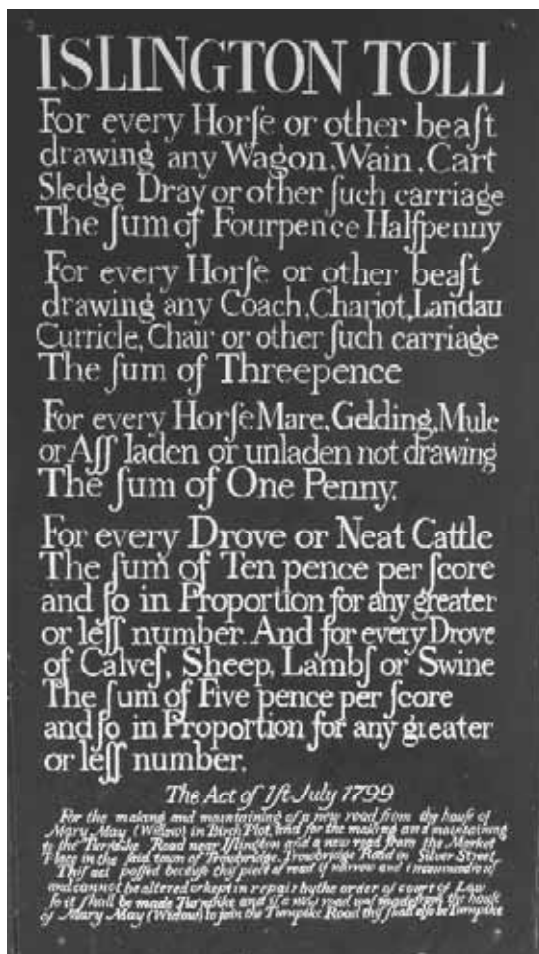
where it joined the road leading from Trowbridge to Steeple Ashton (I guess at Stony Gutter.) The smaller section of turnpike was to run from the Town Bridge at Bradford and along the road to Trowbridge as far as Cockhill Gate. The trustees were also authorised to spend up to £5 a year on repairing the road from Trowbridge to Staverton at Hilperton Marsh and on the road from Staverton Bridge to Holt (still liable to flooding today).

The need for a turnpike was given as "the deep and ruinous" state of the existing roads with heavy carriages travelling on soft subsoil, in many places too narrow for two vehicles to pass and, due partly to a lack of drains and bridges, frequently overflowed by the River Avon. In the winter the roads were described as often "rendered impassable for Horses and Carriages, to the great Danger of Travellers, and the Disappointment, Prejudice, and Loss of the Woollen Manufacturers, and other Traders, as well by the Damage of their Goods, as also by the Delay in the Carriage and Conveyance of the same."

The trust consisted of 113 named members, ranging from the local gentry—Lord Seymour, the Methuens and the Longs down to the "Esquires" (no women) some of whose names can still be found in the streets and businesses of the Trowbridge area today—Edward Mortimer, John Bythesea, William Hussey, Zachariah Shrapnell and Joseph Yerbury (not to mention Thomas Rogers!). The qualification to be a trustee was wealth—

either an estate valued at £1000, or a yearly income from property of £50, or to be heir to property with a yearly income of £200. This requirement was not surprising as the trustees had to find the funds or credit to set up the scheme—legal costs for the act of parliament, the building of the toll houses, employment of surveyors and tollkeepers and arrangements for repairs to the roads themselves. Only five trustees were needed to carry out business, so they probably elected a committee.

The inhabitants of parishes along the route who had had to pay rates to maintain the previous roads still had to pay and to provide materials and labour where necessary, but the new turnpikes were supposed to be partially self-funding and the toll-charges, based literally on horse-power, give a good idea of how the better-off travelled in the days before Jaguar and BMW. For every "Coach, Berlin, Landau, Chariot, Calash, Chaise, Hearse or Litter" drawn by four or more "horses, mares, geldings or mules" the charge was one shilling. Drawn by two animals it was sixpence and with one animal threepence. The charge for a single "horse, mare, gelding, mule or ass not drawing a vehicle" was one penny. There was no charge for the return



journey if you travelled back on the same day. Pedestrians, post horses and soldiers on official duties travelled free and on election days there was no charge for those travelling to cast their vote. Local parishioners going to a funeral or travelling to church on a Sunday did not have to pay and wagons carrying “vagrants” back to their home parishes were also exempt!

The charges for goods vehicles give a good idea of the pounding the roads were subjected to. Every “Wagon, Wain, Cart or other Carriage” drawn by five or more “Horses, Mares, Geldings, Oxen, or other Beasts of Draught” was charged one shilling; drawn by four animals, eight pence; three animals, six pence; two animals three pence and one animal, two pence. A drove of “Oxen, Cows or Neat Cattle” cost ten pence per twenty animals, while “Calves, Swine, Sheep, or Lambs” cost five pence. Again there was a series of exemptions, suited to the needs of local farmers. There was no charge for taking ploughs and farm implements to fields adjoining the road or for cattle from local farms going to and from pasture or water. There was no charge for

local harvest wagons, or carts carrying dung or compost to spread on the adjoining land. Not surprisingly, there was no charge for carts carrying “Stones, Brick, Lime, Timber, Wood, Gravel or other Materials” to repair the roads.

Besides buying land, widening roads, building bridges, causeways and drains, trustees were authorised to arrange temporary diversions where necessary and, in order to carry

An Act for widening and repairing the Road from *Combe Bridge* in the County of *Somerset*, to *Bradford* in the County of *Wilts*; and from thence through *Hilperton*; and so far over *Ashton Common*, as to join the Road which leads from *Steeple Ashton* to *Trowbridge*; and also the Road leading from *Bradford* aforesaid, to *Cockhill Gate* in the said County of *Wilts*.

out repairs, their surveyors were allowed to take “Gravel, Furze, Heath, Sand, Stones or other Materials” from rivers and brooks without payment—also from commons and waste land, as long as they levelled the ground afterwards. Where trees, bushes “or other annoyances” such as overflowing ditches were impinging on the road from adjoining properties, surveyors had to give the owner ten days’ notice to remove them before carrying out the work at the owner’s expense—a second offence incurred a fine of twenty shillings.

The act contained plenty of penalties, suggesting that the trustees were aware that toll charges were not likely to be popular. Those refusing to pay were liable to the “distress” (seizure) of their vehicle which, if necessary, could be sold to pay their debt and any surplus returned to them. Anyone passing on their toll ticket to someone else, or accepting one to avoid payment, was liable to a fine of twenty shillings. Anyone trying to reduce their charge by unhitching some of their animals before reaching the toll house was liable to a similar fine, as was anyone taking, or providing, a diversion over private land to avoid paying the toll. It’s not clear how strictly the system was policed - the arrival of the Wiltshire Constabulary was still a hundred years in the future - but it was a local system and those administering it probably had some idea of who the toll-dodgers were. Twenty shillings (£1) in 1752 is worth £133.30 today. It all makes the activities of the modern traffic warden look positively philanthropic by comparison!

[Anyone wishing to look at the subject in more depth should consult “A history of roads in and around Trowbridge and the traffic on them to about 1870” by Ken Rogers, published by the Friends of Trowbridge Museum in 2006. A few copies still available from the author. Also on loan at Trowbridge library.]

Welcome to new members:

Tim Hayhoe, Rob & Jill Hillman , Neil & Fiona Watson,
John & Liz Corfield, Darren & Malgosia Odell

Corporate Member: **The Trowbridge Museum**

Extract from *Meadowsweet* by Doris Locke

On leaving the Royal Navy, my father decided to become a publican and was appointed Steward at a Dockers' Club in Avonmouth, Bristol - a very unattractive port though providing a lively trade. My mother wished to return to Wiltshire and so my father then became a publican for Usher's Brewery in Trowbridge and we all came to live at The Bear Hotel in Trowbridge in 1938 when I was five years old. The following year, with the advent of the war, the British Army garrison in Frome Road was full to capacity with The Green Howard Regiment and quite soon thousands of Americans began to arrive, housed in army huts on the edge of the town near Southwick.

Our 'pub' was situated in Station Way next to Bowyer's factory which produced sausages and meat pies. The smell of the cooking pies was mouth-watering but the smell and squealing of the pigs from the abattoir was a bit off-putting. There were two other manufacturing concerns in Trowbridge - Usher's Brewery (nice smell of hops!) and seven woollen cloth mills - all now closed down with the introduction of synthetic materials.

Station Way contained a real little community and there were about twenty children of my age who used to play outside all the time. There were steps at one end of the 'street' leading to the station yard and the other access was for lorries going to the factory. I never heard of any accidents but then the children mostly played in each others' gardens or in the disused stables of the factory. I am still regularly in touch with four 'children' from those days and several others still live in the district.

I was at the pub for nearly four years but in 1942, on July 27th to be precise, we had a nasty shock when a German bomber targeted our country town. We were quite near the River Biss and Town Bridge and the pilot, flying low, decided to offload his bombs, one either side of our home. To our right, the British Legion Club was demolished and two teenaged girls killed. To the left, the woollen mill was hit and we had the blast from both explosions which destroyed the first floor of The Bear which then had a



The Bear Hotel in the background in 1914 as the 4th Wiltshires march up Stallard Street.

tin roof for the remainder of its life. Our family of six had to stay with various friends and I was happy to go and live for a while with my little playmate, Michael and his kind parents, Catherine and Percy. Catherine was a wonderful cook and model housewife as well as being nice and cheerful and 'always there' - a privilege I had not previously enjoyed as my mother was always behind the bar especially so when my father got recalled to the Navy as a Gunnery Instructor and was stationed in Wales. During this time my mother had a continuous terrible cough, day and night. The first priority was to get the pub working again and get the family reunited.

My mother had presented herself at the main Estate Agents' office in the town with cash for a suitable home for the six of us and we were lucky to secure vacant possession of 95 Frome Road, which was to be my home for twelve years until my marriage and the place where both my parents died, being buried in a grave at Upper Studley Church.

The Bear Hotel was demolished in 1949 after a couple of other landlords had tried to make a success of it but with the end of the war and all the American troops returning home, a premises where the landlord could not even live was not a viable proposition. My father had not been working for the last few years of his life and visited The Black Horse (up the road), and The Anchor and Hope (down the road) each day. His breathing was poor and he had a terrible cough which resulted in a haemorrhage when he was 59.

Having travelled the length and breadth of Great Britain and as far away as Australia, I have not found a place I would rather be.

RECENT MEETING

Magna Carta - The public lecture in November last year was given by Angela Milroy. Here are some pictures of the various events that took place during the year.



The Devil's Horsemen



Angela and Andy Milroy at the Fayre



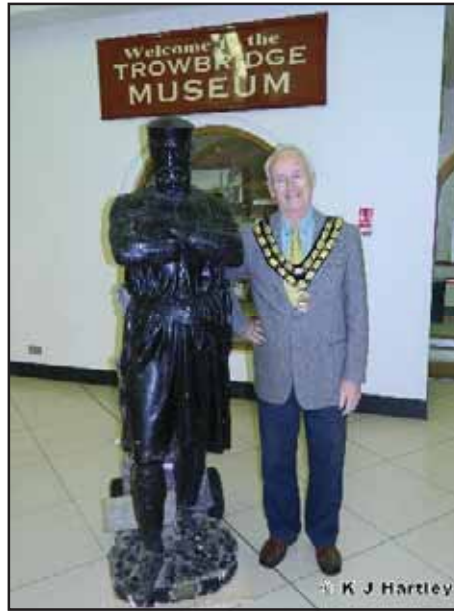
The Magna Carta Event, April 2015



Gathering of town criers



The Magna Carta memorial



Henry with the mayor



The museum stall

The Quiz - set by Howard Blakeley
Can you tell where these objects etc are?
All pictures have been taken within 500 metres of
Saint James's Church

