

SUFFOLK ROOTS

Vol. 49 : No. 1 : June 2023



THE QUARTERLY JOURNAL OF SUFFOLK FAMILY HISTORY SOCIETY

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Theme of this Issue

All Aboard – It's Faster by Rail
Railways in Suffolk and their Workers

Cover Picture

Workers at the Ipswich engine sheds c. 1910.
Photo courtesy of member Jennifer McLinden

Suffolk Roots

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SUFFOLK ROOTS

Journal of Suffolk Family History Society

Vol. 49 : No. 1 : June 2023

Trustees' Message	Andy Kerridge	004	
Richard Gwyn Thomas (1947-2023)	Douglas Howlett	005	
New Members' Interests		006	
Membership Secretary's Report	David Horton	010	
Baptism Index News	Alan Bumpstead	011	
New Marriage Index Release	Pamela Palgrave	013	
Society Website Update	Andy Kerridge	014	
The Suffolk Chronology	Andy Kerridge	015	
The West of London Group needs a New Home, a New Leader and a New Look!	Joan & Dave Horton	016	
Welcome from the Editors	Lesley Hall and Rob Ward	017	
Support for the Railway in Stowmarket	Lesley Hall	017	
Why did my Great-Great-Grandfather become a Railwayman?	Paul Reeve	023	
The Elmys, DNA and a Railway Tragedy	Julie Chandler	024	
Death on the Railway	John Barbrook	029	
Shocking Accident at Ringsfield	Rosie Ansell	031	
A Fatal Accident	Kevin Pulford	034	
George and Chester Dix – A Shocking Death and a Long Career	Simon Last	036	
The Railway Work, Life and Death Project		038	
A Family's Involvement with the Great Eastern Railway – Two Men both named George Howe	Jill Williams	041	
The Dickerson and Punchard Families and the Great Eastern Railway	Liz Brooks	045	
Was it Faster by Rail?	Richard Cooke	051	
Arthur Borrett Bird – A Railwayman for 50 Years	Ann Youngs	053	
A Tale from the Mid-Suffolk Light Railway (Middy)	Brian Lummis	054	
Recollections of a Suffolk Railwayman	Brian Watson	055	
The Cambridgeshire Collection	Lesley Hall	060	
Anatomy of a Grand Hotel – The Felix	Gwyn Thomas	061	
My Family's 100 Years of History in Lowestoft	Roydon Loveley	064	
Armageddon	Penny Pilbrow	070	
Private Harry Simper – A Suffolk Man Buried at Sunbury, Middlesex	Rob Ward	071	
John Dade of Fressingfield, and Witton: His Ancestry, Immediate Family, and Life – Part 3	Kelly Leighton	074	
The Umbrella Makers – Update	Ann Hunter	086	
Abandon Hope All Ye Who Enter Here – Online Trees (A Lesson)	Andy Kerridge	087	
Suffolk Family History Society			
<i>Fairs and Events</i>	087	<i>Officers 2023</i>	093
<i>Group Programmes</i>	089	<i>Group Contacts</i>	094
<i>Zoom Talks</i>	090	<i>Co-ordinators and Search Services</i>	095
<i>Future Themes for Suffolk Roots</i>	091	<i>Honorary Life Members/Publications & Shop</i>	096
<i>Membership Subscription Rates</i>	092		

TRUSTEES' MESSAGE

A welcome to new members and a huge thank you to those members who have renewed.

We start with sad news of the death of our former colleague, **Gwyn Thomas**. Gwyn was a valued and regular contributor to *Suffolk Roots*, and the diversity of subjects he covered illustrated his wide range of interests. Our patron, **Douglas Howlett**, has kindly put together an obituary which can be found immediately after this message.

I know I can be like a stuck record at times, asking for people to come forward to volunteer for various roles. However, recent events have highlighted the consequences of people not coming forward. We have, or rather we had, five regional groups in Suffolk, plus a West of London Group who met at Hillingdon for many years – I remember visiting some of their meetings 30 years ago when I lived closer to London. Falling attendance (partly Covid-related) and a dearth of people coming forward to help run the groups means that the West of London *and* the Bury St Edmunds groups will most likely have closed by the time you read this. Next time you attend a group meeting or a Society Zoom, please think about the effort that has gone into putting these together and whether you can contribute in some way, however small. The Society is run by volunteers and no matter how many members we have, without the contribution of volunteers to put together meetings, organise transcriptions, etc., there will be no Society.

In addition to committee members for the groups, we are also looking for various people to help with publicity, transcriptions, minute taking, as well as building strength in numbers for the Trustees and succession planning.

If you are visiting Suffolk this summer, please look at our group events and see if you can combine your visit with attending one of the group activities, although they tend not to have activities during August. You may visit any of our group activities, and you will be made very welcome. The group programmes are on our website under the Groups tab and then each group has an Events page. There is also, of course, a page showing forthcoming group events towards the rear of each edition of *Suffolk Roots*.

For those who don't use social media, or who are unaware of the opportunities, **Valmay Young** gave a Zoom presentation on 24 April (repeated the following morning) on the Use of Facebook for Family Historians. The recording of the presentation is in our Members' Area. We also now have a Twitter account – search for Suffolk Family History Society, our handle is @SFHS1975 – please follow us and share.

Speaking of digital matters, we have opened up the electronic distribution of *Suffolk Roots* to our UK members. There has been a good response to this so far, so please consider this option as postal rates continue to rise and are a significant cost, especially for overseas mailing. We spotted that the subs for Overseas electronic

members were cheaper than those for UK Full members who wanted the electronic version of *Roots*, so we have levelled these out at a standard £10 for the electronic copy wherever you are based. UK postal will still be £12, and Overseas postal is £25 to reflect the mailing costs.

Lastly, you may have seen that Suffolk Archives have (at last) announced a deal with Ancestry to scan, transcribe and index Suffolk's parish registers and other records. As we go to press, we are awaiting further details of the plans – which registers, which 'other records', and the projected time frames.

Andy Kerridge, Chair
chair@suffolkfhs.co.uk

RICHARD GWYN THOMAS (1947-2023)

On 11 February we learnt of the death of Gwyn Thomas, a much-respected Honorary Life Member of our Society.



It was to commemorate his retirement as the Senior Archivist of the County that the Society awarded Gwyn his Honorary Life Membership on 28 April 2007. However, the close working relationship between Gwyn and our Society started many years earlier when Gwyn was instrumental in setting up a series of major projects involving both the Society and the Suffolk Record Office (SRO). It was during this time that Gwyn became a member of the Society of Archivists and a member of the Suffolk Records Society. He was also an active committee member of the Friends of Suffolk Record Office as well as representing the SRO at the Suffolk FHS Management Committee meetings.

Gwyn also enjoyed lecturing, and often gave talks to our groups on the Poor Law records and the archives of the Suffolk Regiment. His retirement enabled him to devote more time to his own research – he became Curator of the Suffolk Regiment Museum, a post he held for nearly a decade. He catalogued the war memorials in Suffolk, and later researched and indexed the WW2 Suffolk Roll of Honour which he agreed could be placed on our website. However, he insisted that this project must be freely accessible by all.

It was back at our AGM in October 2007 that Gwyn was unanimously elected as a Trustee. It was then that many of us got to know him on a regular and more personal basis. Gwyn was a quiet, private and kind man. He was generous with his time, happy to share his knowledge and above all he was always the gentlemen.

At Trustees' meetings, a slight shake of the head or a raised eyebrow from Gwyn was sufficient to indicate that he felt the meeting was 'drifting off the subject'. He could be pedantic, particularly when commenting on the written text – a misplaced comma or an unnecessary apostrophe would cause him immense frustration. However, the then editor of *Suffolk Roots*, **Geoff Dennish**, noted this talent and asked Gwyn if he would help him by becoming his 'proofreader', and with his ability to return the corrected copy overnight the two developed a close working relationship.

Gwyn did not find this task particularly onerous, as reading was one of his passions. Another was his love of music, and although a child of 'Rock 'n Roll' (he loved the work of **Chuck Berry**), his taste was eclectic and embraced everything from the classics and opera to the music, lyrics and poetry of **Bob Dylan**, whom Gwyn considered to be a genius.

Gwyn was proud of his Welsh heritage, and was particularly fond of an inflatable yellow daffodil his colleagues gave him when he retired from the SRO! It was apparently always placed on a favourite seat.

The daffodil accompanied Gwyn to his funeral and after the service it was safely returned to the family, and is no doubt back on its designated chair – a quirky bit of humour which would surely have had Gwyn's approval.

Douglas Howlett

Patron

.....

NEW MEMBERS' INTERESTS

Below are the interests of our newest members who joined between 1 February and 30 April 2023. If you see a name you are interested in, take a note of the member's number, go onto our website and use the **Members' Interests** section (on the **Resources** Tab) to find out more using the number to search with – you will see any other surnames they are interested in and also be able to contact them. If you cannot use the website, please write to the Membership Secretary (details in this journal) briefly outlining your interest, and your contact details, and he will forward to the relevant member.

Surname	Cnty	Place	Dates	Member #
Abraham	ANY	Any	All	12751
Angel	ANY	Any	All	12756
Annis	SFK	Wetherden, Any	All	12769
Archer	ANY	Any	All	12751
Ashford	SFK	Saxstead	All	12792

Surname	Cnty	Place	Dates	Member #
Ashkenazi Heritage	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Avis	SFK	Rougham	All	12791
Baker	SFK	Hitcham	All	12763
Baldry	SFK	Eye, Woodbridge	18th & 19th C	12786
Bance	LND	Any	All	12767
Barkway	SFK	Beccles	All	12754
Barkway	SFK	Beccles	All	12755
Barnes	SFK	Wickham Market	All	12794
Barrell	ANY	Any	All	12753
Batterham	ANY	Any	All	12795
Baxter	ANY	Any	1700 onwds	12790
Beaumont	SFK	Brantham, Hadleigh	All	12787
Berry	SFK	Thornham Magna	All	12760
Betts	LEI	Leicester	1880-1960	12770
Bird	SFK	Ipswich	All	12745
Bohun	ANY	Any	All	12758
Borrett	SFK	Fressingfield, Mendham, Bungay	All	12789
Braddy	SFK	Any, Cowlinge	All	12750
Bradley	SFK	Needham Market	1700s	12740
Brett	ANY	Any	All	12743
Bruce	SFK	Lawshall	Until 1870s	12738
Buckle	SFK	Elmswell	Pre-1850	12739
Bugg	SFK	Falkenham	All	12760
Bullard	SFK	Brantham, Tattingstone	All	12787
Burrows	SFK	Clopton, Trimley St Mary, Woodbridge, Ipswich	All	12742
Bush	SFK	Brantham, Holton St Mary	All	12787
Butler	SFK	Fornham St Martin	All	12763
Cadge	ANY	Any	All	12800
Catchpole	SFK	Stradbroke	All	12746
Cattamul	SFK	Monk Soham	All	12760
Cawthorn	ANY	Any	All	12743
Chambers	SFK	Iken, Frostenden, Wenhaston	1700-1900	12778
Chambers	SFK	Hoxne, Eye, Wingfield	All	12798
Chatten	SFK	Weybread	1700 onwds	12749
Cheney	SFK	Eye	All	12798
Chittock	SFK	Wetheringsett, Mickfield	1700-1900	12778
Clark	SFK	Needham Market	1700s	12740
Clark(e)	SFK	Beccles, Ipswich	1800 onwds	12754
Clark(e)	SFK	Beccles, Ipswich	All	12755
Claydon	SFK	Any	18th C	12786
Clements	SFK	Ipswich	1880-1950	12770
Cobbing	ANY	Any	All	12775
Codling	SFK	Bury, Fornham, Brandon	All	12757
Cohen	ANY	Any	All	12767
Colchester	ANY	Any	All	12764
Cook	ANY	Any	All	12801
Cook	SFK	Wickham Market	All	12794
Courlay	IRL	Any	18th & 19th C	12767
Courlay	LND	Any	18th & 19th C	12767
Covel	SFK	Redisham, Any	All	12780
Crisp	ANY	Any	1700 onwds	12790
Cullem	SFK	Witnesham	18th C	12786
Cunningham	SFK	Wilby	1600 onwds	12749
Dade	ANY	Any	All	12758
Danbrook	SFK	Darsham, Wenhaston	1750-1841	12779
Day	SFK	Lavenham	1600-1900	12773
Dazevedo	ANY	Any	All	12767
Death	ANY	Any	All	12795
De-La-Sale	SFK	Any	1880-1947	12770
Dobey	BDF	Any	All	12767
Downing	SFK	Mellis	All	12798
Durrant	SFK	Worlingworth	1800-1900	12793
Durrant	SFK	Cretingham, Any	All	12748
Durrant	SFK	Walton, Framlingham	All	12738

Surname	Cnty	Place	Dates	Member #
Eade	NFK	Hunstanton	All	12735
Ellis	SFK	Stowmarket	All	12791
Eude	LND	Any	All	12767
Farrow	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Feveryear	SFK	Wilby	1700 onwds	12749
Ffiske	ANY	Any	All	12758
Finch	SFK	Ipswich	18th & 19th C	12786
Fisher	SFK	Beccles, Ipswich	1800 onwds	12754
Fisher	ESS	Colchester	1800 onwds	12754
Fisher	SFK	Beccles, Ipswich	All	12755
Fisher	ESS	Colchester	All	12755
Fitch	SFK	Clare, Lavenham	1700-1800s	12788
Gage	SFK	Monks Eleigh, Boxford	1500-1870	12778
Gardener/Gardner	ANY	Any	1550-1700	12747
Gardiner	ANY	Any	1550-1700	12747
Garner	ANY	Any	1550-1680	12747
Garnham	SFK	Helmingham, Crowfield, Coddenham, E. Stonham	1650-1790	12785
Garnham	SFK	Pettaugh, Helmingham	1700s	12785
Garnham	SFK	Bredfield, Rendham, Kenton	1770-1910	12785
Garwood	SFK	Any	Pre-18th C	12786
Gibbons	SFK	Crowfield/Ringshall/Barking	All	12741
Girling	SFK	Brandeston	Until 1970s	12738
Gladwell	SFK	Barking, Combs, Badley	All	12791
Goddard	SFK	Sweffling, Rendham, Bruisyard	1600-1800	12797
Goldsbury	ANY	Any	All	12745
Good	SFK	Any	All	12769
Goodchild	ANY	Any	1600 onwds	12790
Goode	SFK	Any	All	12769
Green	NFK	N. & S. Lopham	All	12750
Grimwade	SFK	Brantham, Hadleigh, Ringshall	All	12787
Hammett	SFK	Any	Pre-1799	12762
Hammond	SFK	Thornham Magna	All	12760
Hammond	SFK	Shimpling	Until 1880s	12738
Hancey	ANY	One name study	All	12789
Hancy	SFK	Bungay	All	12789
Hart	SFK	Cockfield	All	12800
Harvey	SFK	Wilby	1700 onwds	12749
Haste	SFK	Tuddenham/Stutton/Ipswich	All	12741
Hayward	ANY	Any	All	12753
Hewlett	SFK	North Cove	All	12780
Holder	ANY	Gt. Bricett, Elmsett, Hadleigh, Groton, Bildeston	All	12751
Hollis	SFK	Framlingham, Ipswich	1800s	12797
Hone	ANY	Any	1800 onwds	12790
Hope	NTT	Any	All	12741
Hope	STS	Any	All	12741
Howard	ANY	Any	Pre-1840	12779
Howlett	SFK	North Cove	All	12780
Jackson	SFK	Waldingfield	All	12758
Jarrold	SFK	Ipswich	1880-1950	12770
Jermyn	SFK	Shimpling/Shimplingthorne	Until 1900s	12738
Jolly/Jolley	SFK	Any, Cowlinge	All	12750
Jowers	SFK	Ipswich	All	12794
Kenny	ANY	Any	All	12783
Kent	SFK	Nacton	1590-1690	12788
Kettle	SFK	Brantham, Tattingstone	All	12787
Kingsbury	SFK	Groton, Boxford	1630-1890	12768
Knights	ANY	Any	1690 onwds	12790
Knock	SFK	Hintlesham	All	12781
Lambert	ANY	Any	All	12745
Larner	ANY	Any	All	12775
Leech	ANY	Any	1700 onwds	12790

Surname	Cnty	Place	Dates	Member #
Lees	SFK	Clare	1700-1800s	12788
Leggett	SFK	Any	All	12782
Leverett	ANY	Any	All	12745
Lines	ANY	Any	All	12737
Lingley	SFK	Lavenham	1600-1900	12773
Lomas	SFK	Barton Mills, Tuddenham	All	12799
Lummis	SFK	Thornham Magna	All	12760
Lynes	ANY	Any	All	12737
Mais	SFK	Thornham Magna	All	12760
Makin	SFK	Hadleigh, Monks Eleigh, Lavenham	1700-1900	12768
Malin	SFK	Brandon	All	12752
Marsh	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Mason	NIR	Belfast	All	12735
Mattock	SFK	Old Newton	1800s	12740
Mays	SFK	Thornham Magna	All	12760
Meadows	SFK	Brandeston, Kettleburgh	Until 1970s	12738
Mealing	SFK	Brandon, Hepworth	All	12752
Mills	SFK	Lavenham	1500-1720	12788
Mills	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Musk	SFK	Wilby, Burgate	1700 onwds	12749
Nock	SFK	Hintlesham	All	12781
Osborn	ANY	Any	All	12800
Packard	ANY	Any, except ex-ship Diligent, New England 1638	All	12764
Page	SFK	Bedfield, Woodbridge	1770-1850	12793
Parish	SFK	Alpheton	All	12781
Parish	SFK	Flempton, Drinkstone, Rattlesden, Shelland	All	12781
Peacock	SFK	Bury	All	12757
Pegg	SFK	Wetherden, Any	All	12769
Penning	SFK	Gosbeck, Hemingstone	Pre-1830	12777
Pool	SFK	Buxhall	1700s	12740
Poulson	SFK	Lavenham	1600-1900	12773
Poulter	SFK	Any, Cowlinge	All	12750
Prentice	ANY	Any	All	12751
Prime	SFK	Yaxley	18th C	12786
Quakers	SFK	Any	All	12745
Rackham	ANY	Any	1706-1902	12744
Radford	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Ragged School	SFK	Ipswich	All	12745
Read	SFK	Bramford	Pre-1850	12739
Rolfe	ANY	Any	All	12737
Rush	SFK	Woolverstone, Any	All	12769
Rye	NFK	N. & S. Lopham	All	12750
Scotcher	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Seagrave	ANY	Any	All	12735
Sier	ANY	Any	All	12757
Smith	SFK	Bedfield, Worlingworth area	1700-1899	12793
Smith	SFK	Beccles	1800 onwds	12754
Smith	SFK	Beccles	All	12755
Souter	SFK	Lavenham	1600-1760	12788
Southgate	SFK	Buxhall	All	12791
Sowter	SFK	Lavenham	1600-1760	12788
Sporle	NFK	Hempnall	Pre-1700	12765
Sporle	SFK	Levington, Nacton	Pre-1700	12765
Stannard	SFK	Stowmarket, Haughley, Any	All	12769
Stringer	ANY	Any	All	12753
Sutton	SFK	Alpheton	All	12781
Sykes	SFK	Ipswich, Barking	1800 onwds	12791
Tatam	LIN	Any	All	12767
Thain	SFK	S. Eltham-St Margarets, Metfield, Fritton, Any	All	12780
The-Slade	SFK	Westerfield	All	12745
Thurston	SFK	Redisham, Any	All	12780

Surname	Cnty	Place	Dates	Member #
Tipple	ANY	Any	All	12751
Vincent	NFK	N. & S. Lopham	All	12750
Wade	ANY	Any	All	12758
Ward	YKS	Hull	All	12735
Warren	ANY	Any	All	12751
Webb	SFK	Haverhill, Clare, Lt. Thurlow, Gt. Thurlow	1650-1930	12759
Webb	SFK	Bradley Gt., Bradley Lt.	19th & early 20th C	12784
Westrop/Westrup	SFK	Redisham, Any	All	12780
Wilson	SFK	Bury	All	12757
Woolnough	SFK	Wilby	1700 onwds	12749
Wright	SFK	Middleton	All	12792
Wright	SFK	Gosbeck, Hemingstone	Pre-1830	12777

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MEMBERSHIP SECRETARY'S REPORT

March and April saw a more than usually busy end of year, especially after Andy, our Chair, sent e-mails to chase up members who had lapsed at the end of March. I am pleased to say that this has significantly increased the renewals compared with the same period last year. Additionally, there have been 74 new members since the New Year, so we are still thriving, in spite of the popularity of commercial websites such as Ancestry and Findmypast.

I'm also pleased to report that a significant number of UK and Overseas members have opted for the downloadable (electronic) editions of *Suffolk Roots*, thus saving the cost of postage, which has increased dramatically since 2022.

Since the introduction of the electronic option, the membership application and renewal forms have been revised to reflect the amended categories. This may have led to some confusion, as a number of renewals appear to have switched from Senior to Full membership. Whilst we may appreciate the extra income, the Society is not currently short of funds!

The amended membership categories and associated subscription rates are set out on p.92 of this journal. Payment is preferred through the online shop, but cheques and standing orders are still acceptable. However, we hope to offer a direct debit facility in the near future.

Finally, some members have been experiencing difficulties accessing the website or subscribing through the shop. It is appreciated that there are issues with the system, but **Joseph Bridgwater-Rowe**, our new webmaster, is working hard to improve the content and accessibility. To that end, Andy and I have held regular Zoom sessions with Joe, who resides in California. Additionally, the Trustees are looking at alternative platforms with a view to simplifying subscription procedures.

David Horton
Membership Secretary

BAPTISM INDEX NEWS

'We'd all agree it would be wonderful to have an Index of all baptisms in Suffolk...'. This was how, 20 years ago, we announced that the Society had embarked on the Suffolk Baptism Index project with a call for *'volunteers to make this a reality'*. Our members responded with great enthusiasm, and continue to do so to this day with 196 dedicated volunteers to date, some of whom have been with us from the start, working in teams from home or at either the Bury or Ipswich branch of SRO – now Suffolk Archives.



Some of the Bury RO team 2013: seated l-r, Jane Porter, Christine and Dick Palmer with a member of RO staff



Ipswich RO team 2012: inc. the late Peter and Jeanette Phillips, Heidi Hughes, Michael Durrant, Margaret Barfield and Diane Kirby

It was back in May 2003 that transcription of the baptisms began, based on the successful format already in use by the Suffolk Burial Index.

Technology may have changed along the way, with the likes of exchanges by post of files on floppy discs now a distant memory, but the core of our work remains to transcribe all the details of each baptism accurately.

We worked from A-Y through all the Suffolk Anglican parishes for phase 1 (1813-1900), completed parishes being available from our Search Service and also published in part deanery areas on CD. Eventually we were able to offer complete deaneries, the first being Clare in June 2008, priced £15. Now, 15 years on, we'll soon be releasing our 45th CD by deanery area – more on that in a moment.

By 2009 we had started on phase 2 (1754-1812), with team leaders Diane Kirby at Ipswich and Christine Palmer

at Bury and working on individual deanery areas. In June 2018 we released our first phase 3 (1650-1754) deanery area, Fordham. Fast forward, through a difficult time of a pandemic and continuing restrictions at Suffolk Archives, we are now getting closer to completing phase 3 and starting our final phase, phase 4 (1538-1649) – surviving registers permitting, of course.

Today we're approaching 1.5 million baptism entries, and the next and 45th deanery area to be released will be Sudbury West (1650-1753), with work already begun on the one remaining phase 3 area in the west of the county, Sudbury East. In the east of the county we're getting close to completing another deanery area, with work well under way on three of the remaining four deanery areas – so watch this space and our website.

Amongst all those entries there are always a few odd ones, along with some 'notes' and 'doodles', but could the vicar have imagined that one day these would catch the eye of our helpers? My thanks to Christine and **Yvonne Hesketh** for these gleanings:

At Helmingham, one entry was placed prominently, and with no detail spared, on the first page at the start of a new register:

- *'Memorandum – That **Margaret Felgate**, servant of ye **Susan Blomfeild** of Helmingham, widow, was delivered of a Bastard daughter at ye house of ye widow Felgate in the parish of Ottley on the 4th day of May 1676: Layd or brought to bedd by **Goody Trappett** of Swilland'*

Origins of family names can sometimes be mystifying, but here are two which are very clear.

At Winston:

- *'**James Winston** an infant exposed in this parish on St James Day 1712 was baptised on the 27th day of December 1712'*

At Hadleigh it's even clearer:

- *'**Hadleigh Found**' – the name given to the child found and baptised on 1 Nov 1716*

At Henley, an unusual way of saying the couple hadn't 'tied the knot':

- *'June 28 1727 Thomas base child of **Nathaniel Creeting** and **Mary** his pretended wife baptised'*

At Hemingstone, a whole new dimension to random spellings caused by Suffolk accents:

- *'**Aba** ye daughter of **Robert** and **Elizabeth Morgan** was baptised Oct 15th 1724. NB This name should have been Phoebe, but being mis-pronounced was called **Aba**'. And it seems she stuck with it!*

At Bildeston, nothing new for **John** and **Wetherel Wordly** (var) whose children were baptised, from 1731:

- **Mary, Shadrach (2), Meshach, Abednego (2), William, Matthew and John**

Finally, at Pettaugh, the parson clearly had a few frustrations to vent, along with a bit of philosophy, and time too for some doodles:

- *'**J Slauging** wants hanging (1663)'*
- *'To a man whose chief pleasure is Society, solitude is Hell upon Earth'*
- *'There are 2 men only, fit to live at Pettaugh, Mr S – and Mr Y – the one always drunk, and the other so absent, that all places were alike'*

- There's a sketch of a smiling fiddler with a wooden leg sitting on a barrel – inspired by Mr S or Mr Y perhaps?
- Also, another of a blacksmith with tongs and an anvil – making irons for Mr S and Mr Y?

My grateful thanks to all our dedicated helpers over the past 20 years for doing such a brilliant job, going to great lengths to help us achieve what we've done so far and assisting many other members to grow their family trees. They've been a great help to the Society and have also become good friends, with fond memories shared by myself and my fellow team leaders. Further changes in technology are always on the horizon, with scanning of registers by Suffolk Archives and a commercial partner now planned, but we believe our transcripts are really good, and are all the more determined to continue with the project, hopefully completing what we set out to do.

Alan Bumpstead

Baptism Index Co-ordinator

NEW MARRIAGE INDEX RELEASE

Suffolk Marriage Index
Hoxne Deanery
1650* - 1753*



Athelington (1695-), Badingham (-1754), Bedfield (1659-), Bedingfield (1671-1749), Brundish, Denham (nr Eye) (1711-), Dennington (-1754), Fressingfield (1654-), Horham (1709-), Hoxne, Kenton (-1754), Laxfield (1653-), Mendham (1678-1754), Metfield (1655-1754), Monk Soham (1713-), Saxtead, Southolt, Stradbroke (-1754), Syleham (1658-), Tannington (1658-1754), Weybread (1687-), Wilby (1654-1754), Wingfield, Withersdale, Worlingworth (-1754).

 SFK-MI-18
PDF

We're delighted to bring you a double helping of good news this time regarding our phase 3 (1650-1753) marriages, with a new deanery area recently released and another expected shortly.

Our latest release of Hoxne deanery, covering 25 parishes around Stradbroke on the Norfolk border, was especially appreciated by members as it followed hot on the heels of its 'sister' release of baptisms, and so completes the set of Society transcripts of register entries for this area, enabling research to extend back a further 100 years – surviving registers permitting, of course!

This is the culmination of much dedicated work, and our thanks go again to all those members of the Society involved, including, most recently, Yvonne Hesketh, **Arthur Bird** and **Derek Wright** for final checking, formatting and presenting the data.

CDs and downloads are available from our shop: <http://www.suffolkfhs.co.uk/shop/index.php>, and CDs from our Publications Manager: **Jean Licence**, 60 Oldfield Road, Ipswich, Suffolk, IP8 3SE, with cheques payable to SFHS Publications Ltd.

For those of you with ancestors elsewhere, the other deanery area expected to be released soon is Bosmere & Claydon, which spans from Debenham in the north adjoining Hoxne deanery, down to Bramford in the south adjoining Ipswich. Keep an eye on our website for news of its release, and if you can't wait, or want to check first if you've any 'roots' there, most entries are already available from our Search Service – contact details at the back of *Roots*.

We're also making good progress with two other phase 3 deanery areas which we know are also eagerly awaited, Sudbury East and Hartismere, and hope to bring you more about these soon.

Pamela Palgrave

Marriage Index Co-ordinator

SOCIETY WEBSITE UPDATE

We have some updated content on our website. Most of these items are only available in the Members' Area, but *A Suffolk Chronology* is open access.

Printed parish register transcripts: The Society has some 19th century printed transcripts which were in poor shape. We recently had them scanned and re-bound before placing them back in our library at The Hold in Ipswich. The scans are indexed (and the transcripts have indexes anyway). The transcripts for Carlton (1538-1885) and Chillesford (1740-1876) were both privately printed for **Frederick Arthur Crisp** in 1886. We also have one for Kelsale which is in the process of being re-bound etc, to be added later.

1881 Almanac: We were donated a copy of *Glyde's Suffolk Almanack and Directory 1881*. This had seen better days, so was scanned (OCR and indexed) and then re-bound and put into our library. A few pages are missing, and some pages have had pieces cut off, but this is still a fascinating read.

Index to Apprenticeship Records of Suffolk 1448-1928: **Eileen Blythe** has donated her index based on records held in Suffolk Archives, by parish and time period, with the references needed to order a copy of the records online from the Archives.

John Dade of Fressingfield & Witton: His Ancestry: If you have been reading the instalments in *Suffolk Roots*, this is the complete piece.

Suffolk Chronology: As further explained below, we have (with his blessing) taken **Derek Palgrave's** 1997 *A Suffolk Chronology – Historical Events in the County: A Preliminary List* and added to and updated it, doubling the size. Thanks are very much due to

member **David P Gobbitt** for his work on this. It is now called *A Suffolk Chronology – Historical Events in the County: A List to 2023*.

The War Memorials of Ipswich Villages: We have moved this from the project pages of the Ipswich Group to the Resources page to increase visibility.

Lastly, we have updated our **Library List**, detailing the contents of our own library at The Hold. You can find this towards the bottom of the list on the **Resources** page – click on ‘**Society Library**’, and then about three-quarters of the way down that page, there is an invitation to ‘*Click here for a list of the contents of all 3 sections held in the library*’.

Andy Kerridge, Chair

THE SUFFOLK CHRONOLOGY

An updated version of Derek Palgrave’s Suffolk Chronology has recently been released. This is a list of historical events that have occurred in the county, with details of where the event was referenced. An extract appears below.

Printed copies will be made available to the Society groups, and to Suffolk Archives. They will also be available at Fairs that the Society attends. An electronic version of the Chronology has been added to the Society website (**Resources** page) for online viewing.

1888	Portman Road recreation grounds opened in Ipswich	IJ 4 Jun
1889	Creation of East Suffolk County Council, West Suffolk County Council and Ipswich Borough Council under Local Govt Act of 1888	Suffolk County Council 1989
1890	Prime Minister W. E. Gladstone visited Lowestoft	SWDN 19 May
1891	German Empress and princes spent holiday at Felixstowe	IJ 22 Aug
1891	Haverhill Congregational Church	Pevsner 1961
1892	Waterworks purchased by Ipswich Corporation	Redstone 1948
1892	Y.M.C.A. opened in Tavern Street, Ipswich	IJ 1 Oct
1892	Oddfellows' Hall opened in Orwell Road, Felixstowe	IJ 5 Nov
1892	Y.W.C.A. opened in Bolton Lane, Ipswich	IJ 31 De
1893	Coprolite workings in Waldringfield ceased	Simper 1986
1894	Christchurch Mansion presented to the Town of Ipswich	Redstone 1948

Andy Kerridge, Chair

THE WEST OF LONDON GROUP NEEDS A NEW HOME, A NEW LEADER AND A NEW LOOK!

Unfortunately, the West of London Group has had to go into abeyance, which we hope will be temporary.

Our Hillingdon venue is no longer accepting weekend bookings, so the Group is currently homeless. Recently, due to moving or ill-health, we have also lost four regular attendees. Not everyone can attend every time, so as things now stand the Group's future viability is uncertain. Finding live speakers has also become increasingly difficult.

Dave and I have run the Group for 24 years, and now in our late 70s feel that it is time to hand over the reins to a person or persons more technologically knowledgeable, who may be able to re-invent the Group and allow it to continue in a more modern format.

We held three meetings yearly, in February, May and October, but this is open to change. Our meetings primarily offered research sessions for members west of London who cannot easily visit the Suffolk Archives branches in a day, and the afternoon timing allowed for mostly daylight driving as attendees came from a radius of up to 30 miles. The sessions included a speaker or project, but otherwise members concentrated on researching the Society's parish register transcription CDs, which were available to view along with miscellaneous other CDs and material.

There are over 140 members around the Bucks, Berks, Middlesex/London, East Hampshire and north-west Surrey areas, so a new venue does not have to be as close to London as previously, provided there are good road and public transport links. Indeed, better value is more likely elsewhere. We did not have the use of wi-fi previously, so somewhere with wi-fi would open up many more possibilities for meetings, and give scope for hybrid meetings, obtaining speakers via Zoom, and Q&A sessions.

The Society would welcome offers from anyone with ideas and interested in running a new-look West of London Group. A new leader would be passed the Group's CD collection, and would receive new transcriptions as they are issued.

Dave and I would continue to attend, and I would be happy to undertake some speaker slots. We are both still actively involved in the Society as Trustees, and Dave continues to serve as Membership Secretary.

If you are interested in taking over this Group, please contact our Chair, Andy Kerridge; and for further information please contact Dave or myself (all e-mail addresses in the contact list).

We have made some good friends over the years with the Group whom we hope to meet again at various events, and hopefully in a resurrected West of London Group in due course. Meanwhile, we thank all our regulars for their support over the years, and wish you all the best in your future genealogical endeavours.

Joan & Dave Horton

WELCOME FROM THE EDITORS

We hope you enjoyed the last edition, which featured a wide range of our ancestors' occupations, from typography through to umbrella making. Since then, we have been saddened by the death of Gwyn Thomas. When we took over editing this journal, he continued as a proofreader for us for a while, and steered us in the right direction on more than a few editorial 'niceties'. He has also been a regular contributor of well-researched and interesting articles on a variety of subjects, the last of which appears in this edition.

On the subject of proofreading, member David Gobbitt has volunteered to help with this task, and we welcome him to the team.

The railway theme of this quarter's journal has proved popular, and we seem to have a plethora of ancestors who either met with an untimely end, or alternately had a long and glittering career in the industry. It must have provided a welcome alternative source of direct or collateral employment at a time when agriculture started to decline. We hope you enjoy these contributions, and are always keen to learn of any connections or memories they may lead to.

The theme for the September edition is '*Where Did They Go?*'. Many of our Suffolk ancestors left the area (maybe on the railway!) or departed these shores (voluntarily or otherwise). What became of them, how they fared, whether they stayed or returned, would all form the basis for interesting articles. We already have several contributions. More ideas appear in the Future Themes section towards the back of the journal.

We also welcome any articles about Suffolk ancestors or their lives – so don't feel you need to wait for a theme related to yours.

Lesley Hall and Rob Ward

Co-editors, Suffolk Roots

SUPPORT FOR THE RAILWAY IN STOWMARKET

Following the opening of the Stockton to Darlington railway in 1825, people quickly saw the benefits of faster transportation of goods than was possible either by road or canal. As steam engine technology improved, a railway boom ensued, particularly in the 1840s with railway companies funded by share subscriptions springing up all over the country, to create a network rather than a patchwork of local lines.

The Eastern Counties Railway company (ECR) gained permission to build a railway from London to Ipswich and then Norwich and Yarmouth. However, they ran out of money at Colchester in 1843, leaving a lot of disappointed citizens in Ipswich who saw the benefits of rail access for their businesses. A new wet dock had been completed

in 1842, and its success depended on rail for onward transport of the goods. Taking matters into their own hands, brewer **John Chevallier Cobbold** and former ECR engineer **Peter Bruff** were instrumental in setting up the Eastern Union Railway company (EUR), which gained parliamentary and royal approval in the summer of 1844 to build a line from Colchester to Ipswich, at a cost of £200,000 (a much lower figure than had been estimated for the same line by the ECR). During building, it was decided to make the line a double rather than a single track, at the additional cost of £50,000. The money was raised locally rather than in London, where the ECR was funded. The works were completed in May 1846 and goods services started in early June, followed shortly after by the inaugural passenger service, which arrived in Ipswich to lavish celebrations, even including a hot air balloon ascent.

The original railway station in Ipswich was at the junction of Croft Street and Wherstead Road, convenient for the old quay and its paddle steamer services. These railway works generated a demand for housing in the area, and it has been said that you could tell from where a person lived on Croft Street their seniority in the railway company, with labourers in smaller, cheaper housing at the bottom of the hill, and management in better quality accommodation further up.

The EUR had bigger plans, and soon after gaining approval for the line to Ipswich, it was seeking permission for an extension to Bury St Edmunds and onwards to Norwich, which spawned the Ipswich & Bury St Edmunds Railway company with many of the same directors.

On Wednesday, 27 November 1844, 18 months before the railway even reached Ipswich, the *Bury and Norwich Post, and East Anglian* carried a notice stating the intent of the EUR to apply to Parliament for permission to create an extension from Ipswich to Norwich.

The route northwards out of Ipswich was not straightforward – the line could not go directly on from Croft Street station, as there was not room between the River Orwell and Stoke Hill, so it branched off south of this at the nearby Halifax Junction, requiring trains to reverse in and out of the station. To pass under Stoke Hill, a tunnel was engineered by Peter Bruff and built on a sharp, continuous curve, one of the first such in the country. During the excavation, fossilised bones of woolly mammoths, lions and rhinoceros, dating from the Great Ice Age, were found (now in Ipswich Museum). But the digging was also fraught with difficulties, the ground being very wet, and was accompanied by various complaints of wells running dry in the Belstead Road area, because their spring water sources had drained into the tunnel. Further on, the route in the Stowmarket area went through bog, and the River Gipping was diverted as part of the project.

As with any major infrastructure project, the proposed work would be disruptive. The notice contained a very long list of the places that would be passed through by the railway or otherwise affected by the associated work; and also details of the

intention to ‘alter or divert or to stop up, whether temporarily or permanently, the River Gipping in the said places or parishes of Stowmarket-cum-Stowupland, Stowmarket, and Stowupland otherwise the Upland of Stow, in the said county of Suffolk, and all turnpike and other roads, Railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, townlands, and extra-parochial or other places, or any of them, which it may be necessary to alter, divert, or stop up, by reason of the construction of the said intended Works’. It went on to state intentions for the compulsory purchase of land and houses, for extinguishment of any existing rights or privileges associated with such property, and for the right of the company to levy tolls, rates and duties for use thereof, as the company saw fit.



Stowmarket Station – opened 1846, designed by Frederick Barnes.
Image: Geof Sheppard, CC BY-SA 4.0 via Wikimedia Commons

Despite this, and in stark contrast to the response to more contemporary English railway building projects, the proposal received widespread support in the area. The same edition of the *Bury and Norwich Post*, and *East Anglian* published the outcome of a residents’ meeting enthusiastically favouring this proposal – though not all were so supportive:

‘At a Meeting of the Inhabitants of STOWMARKET, and Neighbourhood, convened by Advertisement in all the County Papers, and held this 11th day of November, 1844, to take into consideration which of the intended Lines of Railway shall be supported.

SIR A R HENNIKER in the Chair.

PRESENT

Rev. C Hill
 Captain Windsor Parker
 Rev. A G H Hollingworth
 Rev. R Daniel
 Rev. Edgar Rust
 J A Webb, Esq.
 C R Bree, Esq.
 J R Moore, Esq.
 J M Moore, Esq.
 John Garnham, Esq.
 W Rodwell, Esq.
 J C Cobbold, Esq.

Rev. E B Barker
 Mr Sheldrake
 Mr Lankester
 Mr Archer
 Mr Marriott
 Mr Thos. Prentice
 Mr J G Hart
 Rev. Jno. Phear
 Mr H Cross
 – Burrows, Esq.
 J A Ransome, Esq.
 Dr Bedingfield

Geo. Joselyn, Esq.
Wm. May, Esq.
J Footman, Esq.
Robert Bussell, Esq.
Rev. B W Crawford

Mr T J Wood
L Squire, Esq.
Rev. Edward Paske
Mr King
Mr S Freeman

Rev. R Simpson

With many other residents in the Town and Neighbourhood.

Proposed by REV. COPINGER HILL
Seconded by THOMAS PRENTICE Esq.

That it is the opinion of this Meeting, that the proposed Eastern Union Railway from Ipswich through Stowmarket, to Norwich and Bury Saint Edmund's, is well calculated to preserve and promote the convenience and trading interests of Stowmarket, and the Agricultural Interests of this District.'

The **Rev. Edgar Rust** and **Rev. John Phear** followed this with a proposal to give undivided support to this scheme, and to submit a declaration to this effect to the Board of Trade, who had to decide between the scheme proposed by the EUR and that of the Diss and Colchester Railway, which this meeting deemed (as proposed and seconded by **Captain Parker** and **Joseph Antrim Webb**) would '*pass through Suffolk, in a way calculated to sever the greater part of the country from its principal Town and Post, and would divert the traffic and trade of this district from the ancient and accustomed course in a manner very injurious to established and existing Interests'*.

The many other residents alluded to above (including my ancestor, **Thomas Salmon**), affirmed their support in a separate piece:

'EASTERN UNION
EXTENSION RAILWAY
FROM
IPSWICH TO NORWICH,
AND BURY SAINT EDMUND'S,
THROUGH STOWMARKET

We, the Undersigned, being Inhabitants of the Town and Neighbourhood of Stowmarket, in the county of Suffolk, do hereby give our assent, and our undivided support, to the Eastern Union Extension Railway, as being well calculated to preserve and promote the convenience and Trading Interests of Stowmarket, and the Agricultural Interests of the District, and at the same time presents every prospect of certain advantages.

Rev. Sir AUGUSTUS B HENNIKER, Bt., Plashwood, Hawley, near Stowmarket

Rev. COPINGER HILL, Buxhall, near Stowmarket

Captain WINDSOR PARKER, Clopton Hall, near Stowmarket

ROBERT JOHN BUSSELL, Esq., Finborough Hall, near Stowmarket

Revd. EDGAR RUST, Drinkstone
Revd. Frederick Wm. Freeman, Stowmarket
Joseph Fison, Merchant, Stowmarket
George Stevens, Brewer, Stowmarket

R Squirrel, Merchant, Stowmarket

George Carr, Stowmarket

Oliver Prentice, Merchant, Stowmarket
Thomas Gross, Ironmonger, Stowmarket

John Mumford, Wine Merchant, Stowmarket

John George Hart, Stowmarket

Joseph A Lankester, Wine Merchant, Stowmarket
J B Cutting, Chemist, Stowmarket
T B Woolby, Bookseller, Stowmarket

Thomas Simpson, Chemist, Stowmarket
James Woods, Ironfounder, Stowmarket

Isaac Arnold Rust, Ironmonger, Stowmarket
John Pearsons, Plumber, &c, Stowmarket
Charles Gladwell, Wheelwright, Stowmarket

William Watts Purr, Ironmonger, Stowmarket
John Marriott, Attorney-at-Law, Stowmarket
Thomas Salmon, Tailor, Stowmarket
Wm. Gostling, Miller, Earl Stonham
Jonathan Abbott, Needham Market
Charles Oxe, Farmer, Shelland
Cornelius Whitehead, Miller, Great Finborough
Charles Hatten, Farmer, Finborough
Henry Cross, Farmer, Finborough
Richard Bear, Farmer, Stowupland
Robert Steggall, Farmer, Gipping

C R Bree, Surgeon, Stowmarket
Benjamin King, Merchant, Stowmarket
John W Stevens, Brewer, Stowmarket
William Prentice, Merchant, Stowmarket

Thomas L Prentice, Merchant, Stowmarket

William Hewitt, Merchant, Stowmarket

James Hunt, Stowmarket
Charles Peddar, Grocer, &c, Stowmarket

Thomas Sheldrake, Wine Merchant, Stowmarket

Spencer Freeman, Surgeon, Stowmarket

Richard Keen, Draper, Stowmarket
Samuel Ward, Surgeon, Stowmarket
James Steverson, Confectioner, Stowmarket

W Whitmore, Draper, Stowmarket
Robert Purr, Cabinet Maker, Stowmarket

Daniel Revett, Builder, Stowmarket
John Briggs, Upholsterer, Stowmarket
Thomas Cuthbert, Butcher, &c, Stowmarket

Fredk. Wm. Rust, Draper, Stowmarket
Thomas Blomfield, Miller, Stowmarket
Thomas Fowler Wood, Farmer, Combs
Henry Cross, Farmer, Stowmarket
Jeremiah J Oxe, Farmer, Onehouse
Charles B Law, Farmer, Stowupland
Zeph. Stedman, Farmer, Stowupland
George Pritty, Farmer, Haughley
Wm. Sheldrake, Miller, Creting
John Turner, Farmer, Old Newton
Joseph Lodge, Farmer, West Creting

Henry Bobby, Farmer, Wyverstone
Wm. Peddar, Farmer, Shelland
Joseph Kersey, Farmer, Old Newton
Edwin Pyman, Farmer, Stowupland

John Bobby, Farmer, Stowupland

Joseph Andrews, Builder, Stowmarket

Edward Reddish, Shoemaker, Stowmarket

George Bewley, Ironfounder, Stowmarket

Robert Buckenham, Butcher, Stowmarket

William King, Upholsterer, Stowmarket

William Gooding, Hatter, Stowmarket

Henry Lawrence, Currier, Stowmarket

Thomas C Colman, Innkeeper, Stowmarket

Robert Collins, Basket-maker, Stowmarket

John Bird, Innkeeper, Stowmarket

John Quinton, Carpenter, Stowupland

James Williams, Innkeeper, Stowmarket

John Raffé, Grocer, Stowmarket

Jos. A Webb, Tanner, Stowmarket

B Owen King, Merchant, Stowmarket

John Hunt Cuthbert, Brewer and Merchant, Stonham'

Thomas Pilgrim, Farmer, Buxhall
Francis Betts, Builder, Stowmarket

Robert Worledge, Farmer, Cotton

*Henry Herbert Gissing, Farmer,
Mendlesham*

*Samuel Wright, Harness Maker,
Stowmarket*

*Robert F Adams, Pipemaker,
Stowmarket*

Hunter Bewley, Draper, Stowmarket

*Thomas Kersey, Watchmaker,
Stowmarket*

Robert Tricker, Baker, Stowmarket

*Philip Scrivener, Watchmaker,
Stowmarket*

Samuel Hunt, Clothier, Stowmarket

John Day, Shoemaker, Stowmarket

Thomas Pooley, Broker, Stowmarket

Robert Williams, Grocer, Stowmarket

*Wm. Stevens, Basketmaker,
Stowmarket*

Dennis Bauley, Miller, Stowupland

*James Race Junr. Shoemaker,
Stowmarket*

Edmund Barnard Baker, Stowmarket

*Thomas Prentice, Merchant,
Stowmarket*

Robt. Ralph, Stowupland

The extension through Stowmarket to Bury was formally opened in December 1846, just months after the line between Colchester and Ipswich.

Lesley Hall Mb 11189

References and Sources

Wikipedia: Eastern Union Railway and Wikipedia: Ipswich railway station

LNER Encyclopaedia: The Great Eastern Railway: History of the GER's Constituent Companies:
www.lner.info/co/GER/prehistory.php

Borin Van Loon: Ipswich Historic Lettering: EUR: www.ipswich-lettering.co.uk/EUR.html

Ipswich Railway Station – on Croft Street!: sosuffolk.com/suffolk-history/ipswich-railway-station-croft-street/

WHY DID MY GREAT-GREAT-GRANDFATHER BECOME A RAILWAYMAN?

It all started with an innocent question a few years ago from my uncle: *'There's a rumour that grandfather (my great-grandfather) was an engine driver in Aylesbury'*. As the railwayman in the family, I was deputed to investigate. *'Perhaps that's where your interest came from'* said my wife. At that time, the railway employee records weren't available on Ancestry, but after they were published in 2011, I was able to ascertain that **Alfred Reeve** was indeed once an engine driver. He started at Aylesbury in September 1873 as an engine cleaner for the Great Western Railway, moved around the system and finally became a driver in 1887. Unfortunately, in 1897 he was diagnosed as colour blind, which disqualified him from being a driver, so he was demoted (on half-pay) to timekeeper at Gloucester, dying there in 1947.

My 2x great-grandfather **James Gladden Reeve** was born around May 1817, and baptised in the church of St Peter, Wangford (near Southwold) on 26 May. He was the son of **Robert Reeve** (1789-1874), a butcher, and his wife **Mary Ann (née Gladden)** (1783-1863). Both Robert and Mary Ann were from Norfolk (he from Neatishead and she from Marsham), having married by licence in Salle on 30 November 1812. They had six further known children, all born in Wangford: **Robert** (b. 1818), **Matilda** (1820-1821), **William** (1822-1888), **Maria** (1823-1824), **Sophia** (1825-1905) and **Frederick** (1829-1829).

James married **Caroline Taylor** in Wangford on 22 June 1836. She was a couple of years older than him, having been born in 1814 in nearby Wenhaston. The marriage was possibly precipitated by Caroline being pregnant with their first child, **Maria Taylor Reeve**, who was born on 18 November 1836 and baptised on Christmas Day that year, the record showing James as a miller. By the time of the 1841 census the family had moved to Wenhaston, where he was still shown as a miller and two more children had arrived: **Ann Sophia** (b. 1838) and **William** (1840-1888). A further daughter, **Ellen**, was born on 3 January 1843 in Stratford St Andrew. She was baptised in the Framlingham and Peasenhall Wesleyan circuit on 12 February. Again, James was recorded as a miller on the birth certificate.

Things appear to have gone downhill from there. On 2 November 1844, a notice appeared in both the *Ipswich Journal* and the *Suffolk Chronicle* about an indenture made on 26 October between James Reeve of Campsey Ash, miller, **Henry Collins** of Melton, millwright, and **Benjamin Moulton** of Woodbridge, auctioneer, under which all James' property and effects were assigned to Collins and Moulton on trust for James' creditors. There was a further advertisement for the sale of the mill at auction on 6 December. Unfortunately, James' name does not appear in the directory of Suffolk millers on the Society website. Although the middle name of Gladden is not mentioned, I believe this is my ancestor and that he had effectively become bankrupt.

The next time James Gladden Reeve, Caroline and family appear is on 16 January 1846, when a son (also named **James**) is born – in Frampton Mansell, Gloucestershire (near Stroud)! James is shown as a policeman on the birth certificate. Two years later, Caroline died of phthisis in Chalford Hill, near Stroud, with James Gladden Reeve, policeman, listed as the informant on the death certificate.

Obviously, with five children under 12 to support, James Gladden Reeve needed a wife. He took up with a local lady, **Rebecca Tyler (née Arnold)**. Rebecca had been born in 1825 in Frampton Mansell, and married **Isaac Tyler**, a yeoman, on 21 November 1844 in the France Chapel, Chalford, Glos. I have not been able to find a record of his death, and there may be another interesting story here, although I suspect I will never know. By 1850, Rebecca and James had moved to Appleford, near Abingdon in Berkshire, and on 6 January she gave birth to a son, **Robert Reeve**. On the certificate, Rebecca Reeve is crossed out and Tyler added. James and Rebecca married in Abingdon on 3 February 1851 – he is shown as a bachelor and Rebecca as a spinster! Finally, great-grandfather Alfred Reeve was born on Christmas Eve 1852, to James Gladden Reeve and Rebecca Reeve, formerly Arnold. James was now a railway policeman, which leads us back to the theme! Railway records reveal that he joined the GWR as a switchman at Didcot in May 1845. A switchman would have been a type of signalman. Signalmen effectively policed the railway lines, and to this day they are still known as ‘bobbies’. Didcot seems a long way from Frampton Mansell in 1845, but that may have been where he had to start. The railway had only opened between Swindon and Stroud on 12 May, but the employment record doesn’t show the day he started, just the month – perhaps this was the opportunity he had been waiting for to get back to work. James Gladden Reeve resigned in September 1885, aged 68.

Paul Reeve Mb 11276
paul@preeve.plus.com

THE ELMYS, DNA AND A RAILWAY TRAGEDY

The Elmy branch (no pun intended) of my family tree started with my 3x great-grandmother **Sarah Button** (1811-1846), whose daughter **Martha Elmy Button** (1834-1903) was baptised on 16 September 1834 at Middleton, Suffolk. Sarah was recorded in the register as a spinster. She then married **Richard Elmy** (1813-1894) on 23 November 1834 at Middleton.

I felt that before I could go any further back with my Elmys I first had to confirm that Richard was in fact Martha’s father, although from her baptism it seemed extremely likely.

I had completed a DNA test through Ancestry a few years back, and the only way I could be as sure as possible about the Elmys was to find a descendant of one of Richard's siblings who matched to my DNA. I had not used my DNA results for anything like that before, but that's what I managed to do!

I have a DNA match to a 5th-8th cousin 1x removed who is descended from Richard's brother (my 4x great-uncle) **Robert Elmy** (1806-?), who emigrated to Canada in 1836 with his family. This was an exciting start, as I now felt it was worth continuing with my research into the Elmys, an unusual name in my tree – and unusual is interesting.

Richard and Sarah had six children and, apart from Martha (my 2x great-grandmother), their lives all had a sad story.

Martha was the eldest, and over the years was recorded with various versions of her name:

- In the 1851 census, Martha Ann Elmy was aged 16 and a general servant to farmer **Robert Butcher** at Farm House, Blythburgh.
- In the 1861 census, Martha A Elmi was aged 25 and a general servant to farmer **James Beane** at London Road Farm, Pakefield.
- On 10 August 1861 at Middleton, Martha Ann Button married **Robert Smith** (1836-1920), a bricklayer. Martha's father was recorded as Richard Elmy, a labourer.
- In the 1871, 1881, 1891 and 1901 censuses the Smith family were living at Westleton.

Martha and Robert had seven children, the third of whom was **Sarah Ann Smith** (1866-1950), my great-grandmother, who married **Thomas Edward Chandler** (1864-1936) on 28 March 1886 at Westleton.

Martha Ann Smith died in 1903 aged 65, and she was the longest lived of the Elmy siblings.

The next born was **Samuel Elmy**, who was baptised on 7 May 1837 at Westleton:

- In the 1851 census he was aged 14 and working as a farmer's boy for **John Barker** of Westleton.
- In 1854 and aged 17 he joined the Merchant Navy at Whitby for 3 years and served on the vessel *Spring*.
- On 15 January 1861 at Whitby he married **Jane Harrison**, and just after this in the 1861 census he was recorded as aged 23 and a marine-mate on the vessel *Gamma*.

Samuel and Jane had two children, **William Elmy**, who was baptised on 22 December 1861 at Whitby (he became a master mariner) and **Jane Elizabeth Elmy**, who was born in 1863 and died in 1864.

Samuel died on 9 April 1863 aged just 25 and was buried the same day at Whitby. This is probably explained by his death certificate which states that he died from smallpox. The *Whitby Gazette* of Saturday 11 April 1863 included his death notice:

'On Thursday, the 9th inst., aged 25 years, Mr Samuel Elmy, mariner, Hagersgate'

The next two Elmy siblings were **Mary Ann** and **Betsey Elmy**. Mary Ann was baptised on 18 October 1839 at Westleton and died of pulmonary consumption on 7 September 1852, aged 13. **Betsey** (also recorded sometimes as Elizabeth) was baptised on 20 November 1841 at Westleton, and died on 1 March 1856, aged 15, also of pulmonary consumption. Harriet Elmy was present at the death (Harriet went on to marry Richard Elmy: see below).

After Betsey came **William Elmy**, who was baptised on 25 May 1845 at Westleton:

- In the 1861 census he was aged 16 and a blacksmith living with his uncle and aunt **William** and **Elizabeth Elmy** at Sizewell Road, Leiston.
- On 29 November 1869 he married **Blanche Palmer** at Kingston upon Thames.
- In the 1871 census William was a blacksmith and Blanche a schoolmistress.
- By the 1881 census they were living at Battersea.

William died on 8 June 1887 at the consumption hospital on Fulham Road, aged just 43. He was buried on 14 June 1887 at Brompton Cemetery. Probate was not granted until 1902: *'William Elmy of Brompton Hospital South Branch, Middlesex died 8 June 1887 Probate London 13 October to Blanch Elmy widow Effects £50.'*

But the saddest and most tragic story is that of the youngest of the Elmy tribe, **George Elmy**, who was baptised on 10 May 1846 at Westleton:

- In the 1861 census, he was aged 16 and a boy aboard the vessel *True Briton* located off Cromer, Norfolk.
- By the 1871 census he was aged 24 and an unmarried labourer, living at Sunderland, Durham.
- Later in 1871 at Sunderland he married **Emma Tombling**.
- In the 1881 census the family had moved to Long Cottage, Hinton, Blythburgh, in Suffolk, to live with George's father Richard, by then a widower aged 68.

On 31 July 1888 at Bramfield, George and Emma's son, also **George**, aged 5, drowned in a ditch that supplied the family cottage with water. From the coroner's inquest reported in the *Evening Star* on 2 August 1888:

'... Samuel Holmes, who recovered the body of the deceased, said the water in the ditch was four feet deep. He had known children to fall in the ditch from the roadside before. Mr P De Nyssen, surgeon, Halesworth, said death resulted from drowning. The jury

returned a verdict of accidental death by drowning, and requested the Coroner to draw the attention of the owner of the cottages to the dangerous character of the ditch, and to ask her to take steps to prevent the occurrence of such accidents as the above, in future.'

In the 1891 census at Bramfield, George Elmy, aged 44, was a plate labourer on the Great Eastern Railway and living with his wife Emma, aged 43, and their five children.

Three years later, on 12 September 1894, he was killed at Darsham in a shocking accident. The inquest was reported in the *Evening Star* on 15 September 1894:

*'The inquest on the bodies of the two platelayers, **George Moore** and George Elmy, who were killed when in charge of a trolley on the Great Eastern Railway, between Halesworth and Darsham, on Wednesday afternoon, was held at the Stradbroke Arms Hotel ... **Geo. Everett**, platelayer on the Great Eastern Railway, deposed that on Wednesday last witness, the two deceased men, and **David Warne** were engaged in lifting the rails, by placing ballast under them, the Darsham side of Willow Marsh Road crossing, and when they had done that they hoed weeds between the rails. They ceased work about quarter-past five ... the deceased men assisted in putting the trolley on the line, and then they took it down the line towards Halesworth ... **George Smith**, horseman at **Mr Lovatt's**, stated that on Wednesday last, about ten minutes or a quarter-past five in the afternoon, he was in his stable, about 300 yards from the line, when he heard the whistle of an engine – not an ordinary one, but long and broken. He ran out, and heard the engine wheels "shrieking" as if the brake was put on sharp. He went to see what was amiss, but could not see anything excepting that the engine had pulled up about 160 yards from the witness's house gate. The engine then backed to his house, and the fireman got down and went to his house, and as he was coming away witness asked him what was the matter, and he replied, "Come and help us; we have run over a trolley and two men." They then went up to the men, who were lying about 160 yards further up the line. Moore was lying on the six-foot way with his head on the metals of the up road, and Elmy was lying on the bank on the down line side. They were both dead ...'*

George Elmy was buried on 15 September 1894 at Bramfield, and the funeral was reported in the *Evening Star* on 17 September 1894:

'At Bramfield, on Saturday afternoon, the melancholy ceremony was performed of committing to their last resting places the remains of the platelayers George Elmy and George Moore, who it will be remembered were killed being run over by a light engine when in charge of a trolley between Halesworth and Darsham Stations, on the Great Eastern Railway. The bodies had lain at the Stradbroke Arms Hotel, Darsham, until the day of the funeral. The first to be removed was that of George Elmy, whose interment was fixed for three o'clock. The corpse was met and unhearsed at the Lodge Gate entrance to Bramfield Park, whence it was borne on a bier to the Parish Church,

*followed by Mrs Elmy, the widow, and her nine orphan children, together with other relatives and a large number of friends and neighbours. The funeral service in this case was performed by the **Rev. J. J. Warrington Rogers** (vicar of Bramfield), assisted the **Rev. Dr. Tennant** (vicar of Darsham). At four o'clock the body of Moore was conveyed slowly through the village to his late residence, where painful evidences of sorrow were observed on all sides, Mrs Moore, the widow, and other relatives being almost prostrate with grief. Thence the corpse was borne to the Independent Chapel, where the funeral service was conducted by the **Rev. D. M. Picton**, of Halesworth. The funeral procession was of great length, a considerable number of those who followed the remains of Elmy to the grave marking equally their sympathy for the relatives and friends of the two deceased men. In each case the attendance was augmented by several members of the branch of the Rational Sick and Burial Club. The blinds of the houses were drawn, and most of the shops and places of business were closed, and general mourning was observed throughout the village.'*

George was only 48 when he died and Emma never remarried. She died on 20 December 1922 at Bramfield, aged 74.

Returning to their parents, Richard Elmy and Sarah Button, Sarah died and was buried on 17 September 1846 at St Peter, Westleton, aged 34. In the 1851 census Richard was a widower and resident at Blything Union Workhouse at Blythburgh, with his children Mary Ann, Elizabeth (Betsey) and George.

In 1862 Richard married widow **Harriet Elmy (née Bedwell)** who had been married to **Samuel Elmy**, a fisherman who died on 23 September 1839 at Leiston. He was aged 29, and like many of the Elmys he died of consumption. Although I have been unable to find the exact connection, Samuel was probably a cousin of Richard's.

It is likely that Richard had known Harriet for a while before they married, as she was present at the death of Betsey in 1856, and by the 1861 census she was living with Richard as his housekeeper. They had at least three children together between 1853 and 1859, **James**, **Frederick** and **Betsy Louisa**. Harriet died in 1879 at Melton Lunatic Asylum, aged 62.

Richard died aged 82 and was buried on 30 April 1894 at St Andrew, Bramfield, his abode recorded as Bulcamp Union Workhouse (this was the Blything Union Workhouse, located at Bulcamp near Blythburgh).

So, I started out with excitement at researching an unusual name but ended up with some very sad tales which, though well worth discovering and recording, were not at all what I had expected. Family history always surprises me, and I expect it will continue to do so as I delve deeper into my Elmy branch.

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DEATH ON THE RAILWAY

Part of this tragic tale appeared in the Ipswich and District Historical Transport Society's *Transport Matters* in June 2016, where I told the story of the death in Stoke of **Francis Fisher** on 27 April 1875.

Stoke was once not much more than a hamlet, with a population of around 300 and a 100-seater village church, until 1846 when the Eastern Union Railway (later part of the Great Eastern Railway) arrived on its way north from London. Further progress of the line beyond or across Ipswich to the north and west was blocked by Stoke Hill. In consequence it terminated then in Stoke, ending with a station in Croft Street.

With the railway came not only hundreds of construction workers, but also a huge number of potential employees of this new industry. With them they brought needs – for housing, shops, transport systems, health care, schools and all the infrastructure necessary to support an exploding growth in the population. Then also came new industries wishing to tap into the labour force produced by this movement of population, of countryfolk moving to the towns.

One of the principal players in railway development at that time was Peter Bruff, born in Plymouth, an extraordinarily talented civil engineer who planned the line from London into the eastern counties. On the way, he virtually designed such coastal resorts as Walton and Clacton, and in the 1860s provided Colchester and eventually Ipswich with their water treatment works and sewerage systems.

It was no surprise that Bruff was given the contract to construct the tunnel under Stoke Hill in 1846 and to take the railway line on its further extraordinary journey to Bury St Edmunds and beyond.

Francis Fisher – in time to become my great-grandfather – was born in Wrabness, Essex on 27 September 1840 to **Francis (Snr.)** and **Elizabeth Fisher (née Osborn,** spelt Orsburn on her birth certificate). Francis Snr. was at that time shown as the innkeeper of the now closed Wheatsheaf Inn in Wrabness.

The family and their ancestors, like most of the local population, worked in agriculture and were known to have lived in the area for at least the previous 300 years. Francis Snr. was recorded in the 1841 census at an address in Queen Street, Wrabness.

Francis Jnr. was baptised in St Mary's church in the neighbouring village of Wix when he was a month old, but continued to grow up in Wrabness and eventually work there as a railway labourer.

On 8 October 1865, Francis Jnr. married **Harriet Rachel Gross** in Ipswich. Although she had been born in Tuddenham St Martin, she worked as a servant to **John Mulley**, a cabinet maker and upholsterer of Brook Street, Ipswich.

Harriet's father, **Philp Gross**, was born in Bromeswell, but moved to Ipswich where he met and married his wife, **Grace Roper**.

By 1872 Francis Fisher Jnr. was working for the Great Eastern Railway at the loco yard in Croft Street, Ipswich, and in 1875 he was a locomotive fireman living in Kemp Street with his wife Harriet and their four children, the oldest of whom was his 8-year-old son, **Frank**. Harriet was also expecting their fifth child.

On 27 April 1875, whilst on a locomotive which was being drawn from the shed, Francis stepped down onto the rail in order to change the points for their shunting operation. In doing so, he walked into the path of another locomotive just arriving in the shed, was struck and run down. According to the very full and horrific report in the *Ipswich Journal* on 1 May, he was taken into hospital but died the next morning. An inquest held later that day concluded that he died from injuries accidentally received '*caused entirely through the poor fellow's own want of care and no one but himself is to blame*'.⁽¹⁾

There was very little family history which recorded what subsequently happened to his now fatherless family or how it survived. It was not until my later research that I discovered how Harriet, his widow, had remarried and actually had two further children by her second husband.

Frank, that 8-year-old son of the first marriage, was not only to become my maternal grandfather, but would also eventually join the railway and become the Running Foreman of the Ipswich Loco.



Frank Philip Fisher (1866-1937), with wife Ellen (née Scopes), c.1893 (family photo)

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Sources and References

1. The report in the *Ipswich Journal and Advertiser* on 1 May 1875, containing several thousand words, gives the names and personal details of the many witnesses to the accident and their statements made to the coroner at the inquest. For any family historian investigating other families living in Stoke at this time, this could be a valuable source of information.

SHOCKING ACCIDENT AT RINGSFIELD

Many years ago I did some family history research for my sister-in-law. She had a list of names and dates for the **Griffin** family in West Buckland, Somerset. One year we were on holiday in the area and suffered one very wet day, so we went to the Record Office in Taunton and were lucky enough to find a corner to check these out (everyone else having had the same idea!).

Her list was mostly correct. Her great-grandfather **Joseph Griffin** was born in West Buckland in 1843, the eldest child (of 10) of **Samuel** and **Jane Griffin**. Within a few years the family had moved a few miles to Bradford, where they were in the 1851 census. By 1861 Joseph, then 17, had moved into Taunton where he worked as a general labourer.

In early 1866 Joseph was in Essex, where he married **Sarah Raven** in the West Ham Registration District. At the time of the 1871 census, Joseph, by now a railway porter, was lodging in West Ham while his wife was enumerated in Buckhurst Hill with their two daughters and son **Charles**, just 6 months old. She is listed as a gardener's wife! Perhaps because her husband was away from home, her unmarried sister **Martha** was also living with them.

In 1881 the family were in the census at Weston in Suffolk, where Joseph (37) was a railway gatekeeper for the Great Eastern Railway. Another son, **Henry**, had been born five years earlier in Tottenham. However, their lives were to be shattered when Joseph was killed in an accident on the railway on 1 September 1885. The *Norwich Mercury* of Saturday 5 September reported it as follows:

'SHOCKING ACCIDENT – Joseph Griffin, one of the gatekeepers at the Great Eastern Railway Crossing on the Ringsfield Road, near Beccles, was killed on Tuesday night by a passing train. It appears that two trains were approaching the crossing between six and seven o'clock, and that the guard of the up-train threw out a paper for Griffin, who picked it up, but had not got quite clear of the down-line when the ordinary passenger train struck him, and smashed his body violently against the gate, smashing his chin. The spot where he struck was marked by hairs from his beard. He fell in a doubled-up position, quite dead. The deceased was 44 years of age, and a very steady man.'

An identical report appeared in the *Thetford and Watton Times* of the same date, but Framlingham was a bit behind as the *Framlingham Weekly News* only reported it in their issue of Saturday 12 September as happening that week.

The *Diss Express*, on Friday 4 September, added further information. It reported:

'FATAL ACCIDENT – One of the gate-keepers, Joseph Griffin, 45 years of age, who resided at Cromwell's Lane Gate-house, 1½ miles from Beccles, on the Great Eastern Railway, met with his death under the following circumstances on Tuesday evening. The deceased was stooping to pick up a newspaper thrown out by a passenger by the 6.17 up train from Beccles, when the down train, due in Beccles at 6.24, came along,

*the approach of which the deceased appears not to have heard or, if so, could not get clear away in time. He was caught by the engine and dashed against a gate-post with such violence that his chin was cut off. Death was instantaneous. The accident was witnessed by the other gate-keeper **William Gutteridge** who was in the box.'*

The *Norfolk News* reported it in the same words and added that an inquest was subsequently held, when a verdict in accordance with the above facts was returned. The *Ipswich Journal* of Thursday 3 September reported that the inquest was due to take place that evening.

It seems that Joseph's younger daughter, **Mary Emma**, then 16, saw the accident that killed her father, as she was one of the witnesses at the inquest, as reported the *Norwich Mercury* on 12 September (although it calls the deceased Joseph Goffin!).

The inquest was held at Beccles Police Court. Mary Emma identified the body of the deceased as that of her father, who was employed as gatekeeper at the railway crossing at Weston. On the Tuesday, William Gutteridge was on day duty and the deceased was due to go on duty at 7pm. When the 6:17 up train from Beccles was drawing near, she saw the deceased standing near the hut door on the down side of the line. As the train passed, she saw the guard throw out a book or paper. The book fell in the six-foot way and the deceased went to get it.

The witness saw the deceased pick it up and return across the down line which had just got clear, when the down train, due at Beccles at 6:24, struck him. The deceased seemed to be hit in the side and was thrown on to the gate. The train went on, the witness immediately went to the deceased who groaned once and then died. Blood was pouring from his head and she believed his side was also injured.

The line at this point is straight and if the deceased had looked, he would have seen the train coming; if he had not looked, the noise of the up train was sufficient to drown out the sound of the approaching down train. The witness herself said she did not hear it until it was quite close. She thought the incident was entirely accidental and that no-one was to blame.

William Gutteridge said that he was on day duty at the gatehouse at the time of the accident which occurred in the way described by the last witness, but he believed it was the engine of the down train which struck the deceased. The train did not go over him and death was almost immediate. He believed the occurrence quite accidental.

Thomas Collins said he was the driver of the down train and that he passed the Weston gatehouse at a speed of 35 to 40 miles an hour. Witness saw nothing of the deceased and observed nothing unusual. He knew nothing of the occurrence until told about it the next morning when he examined the engine but found no unusual marks on it; he did not think it had struck the deceased. He said that he met the up train close to the gates and the tail end of it had just cleared the gate when his train met it. He would have been looking at the right-hand side of the train, which would account for him not seeing the deceased on the left-hand side.

The coroner briefly summed up and the jury, without hesitation, returned a verdict of 'Accidental Death'. The coroner thanked **Mr Wilkinson**, station master at Beccles, as the company had run a special train to convey the coroner and the jury to the scene of the accident.

Joseph was buried at Weston on Saturday 5 September. The register comments that he was '*killed at level crossing by down train*'.

In 1891, Joseph's widow Sarah was living in Beccles with her daughter Mary Emma and son Henry. Charles Griffin, a carpenter, was lodging in Lowestoft where he married in 1898 and continued to live. By 1901 Sarah and her daughter Mary Emma had moved to Tunbridge Wells in Kent, where they lived with another of Sarah's sisters, **Emma Raven**.

His father's accident did not deter Henry from making his career on the railway – in 1901 he was living in West Ham, a railway platelayer.

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*Railway shunters at Melton Station, Suffolk, in the 1920s – Charles Wade on the left.
Image courtesy of Jennifer McLinden*

A FATAL ACCIDENT

When wandering through churchyards, family historians are often tempted to read the inscriptions on tombstones they pass. Such was my early morning walk through the cemetery of Bury St Edmunds. It was early in the year and the sun was low and lit one stone so that its inscription stood out. It read:

IN LOVING MEMORY OF
JOHN WEBSTER
INSPECTOR ON THE G.E.R
WHO DIED MAY 4TH
1882
AGED 49 YEARS



This raised the question in my mind of what sort of person lists their job on their tombstone? On returning home I searched on the internet and turned up this story in the *Bury and Norwich Post* for 9 May 1882:

'FATAL ACCIDENT AT BURY ST EDMUNDS.

*On Thursday last a sad accident occurred at the Northgate Railway-station, Bury St Edmunds, by which **John Webster**, a well-known servant of the Great Eastern Company, who was for many years platform inspector here, and has of late filled the position of truck and sheet inspector for this district, came to an untimely end at the age of 42 years. It appears that at about one o'clock he was talking to **William Rayner**, the present platform inspector, on the main line on the north side of the station, and Rayner left him to attend to his duties on the south platform. Webster followed a few minutes later, just as a detached light engine was running into the station on its way from the Thetford branch to the engine shed. Another engine was standing in the station at the time, and it may be that this prevented the poor man from hearing the approaching engine, which, proceeding at a slow pace, about five miles an hour, would make very little noise. At all events, he neither saw nor heard the engine, which struck him just as he was stepping on the line in front of it. Webster endeavoured to seize the draw-bar in front of the engine, but was thrown down in the "four-foot," and the engine passed over him. Rayner saw the occurrence and called out to the driver, who stopped the engine almost immediately, but the mischief was done. Webster fell with his face towards Newmarket, but when he was picked up he was lying in the contrary direction, and this leads to the conclusion that his body was caught by the fire-box of the engine and turned completely over; the wheels did not touch him, nor*

were any of his limbs injured, but probably his back was broken. He was picked up at once but manifested no sign of pain, and although he uttered a few words as he was being carried down the stairs at the station he expired as he was being conveyed to the Hospital in the cart of Messrs. **Machell Smith and Oliver**, which was standing in the station-yard at the time.'

It looks as though the tombstone was set up by work colleagues or the railway company. John Webster was merely one of the numerous men who were killed in their place of work. A momentary lapse of concentration was all it took. This then led to the question of what sort of life did John Webster have and what happened to his wife and children afterwards?

The OS map from 1885 shows that the station at Bury had a branch to the west going to Cambridge and three to the east, one going to Ipswich, one to Thetford and one to Sudbury. The track bed to Thetford is now mostly built over and part of the track bed to Sudbury is now part of the A14. The engine shed referred to in the report lies to the west of the station.



Bury St Edmunds Northgate Station: OS Suffolk XLIV.NE six-inch map 1882-1884
 Pub. 1885, courtesy of National Library of Scotland – CC-YY licence

The census for 1881 gives us the situation at home for John at 14 Bishops Road, Bury St Edmunds. His occupation is given as Railway Goods Inspector, born in Needingworth, Huntingdon. He had a wife, Fanny (46), who was working as a letter carrier and was born at Six Mile Bottom in Cambridgeshire. They had seven children living with them: **Charles** (17), **Grace** (15), **Alfred** (12), **Isobella** (9), **Lottie** (7), **John** (4) and **Samuel** (2).

The 1851 census for Holywell-cum-Needingworth has John living at home with his parents, **William**, a publican, and **Charlotte** his wife. John (18) was working as an 'Ag Lab'. He married **Fanny Danby** in 1859 in the Chesterton District of Cambridge. In 1861 he is listed with Fanny at Railway Cottage in Stowupland, working as clerk and porter. I suspect he may have been the sole employee at the small station of Stowupland and did all the jobs, including selling and collecting tickets. In 1871 he is living in Long Brackland in Bury with his wife and **Clara** (10), **Frances** (9) and **Charles** (7), and working as a Railway inspector.

So how did the family fare after John's death? In 1891, Fanny is recorded as living in Cambridge and working as a charwoman with three of her children, John (14), Samuel (12) and **Herbert** (8). Fanny is not listed in the 1891 census but she is registered as dying in 1892 in Cambridge. The children seem to have fared well. In 1911, Herbert James is a railway guard in Watford, Herts, Charles is a police sergeant in Fulham, John is a plumber in Bramham, Beds, and Samuel is a boiler maker in Bedford.

John Webster was an ordinary workman who through a moment of carelessness lost his life. However, through his work, a memorial stone was set up which he may not have had otherwise.

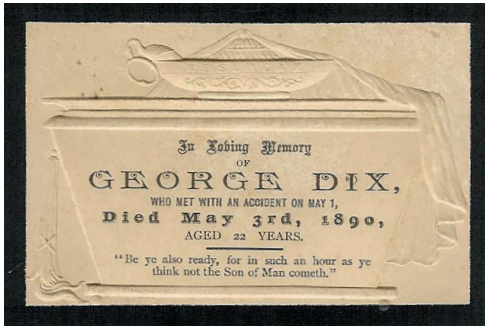
Kevin Pulford

Trustee

GEORGE AND CHESTER DIX – A SHOCKING DEATH AND A LONG CAREER

When I started researching my Suffolk family tree several years ago, my dad kindly lent me a box of old papers and photographs to see if I could link the various documents to the family members from Parham that I had discovered in my research.

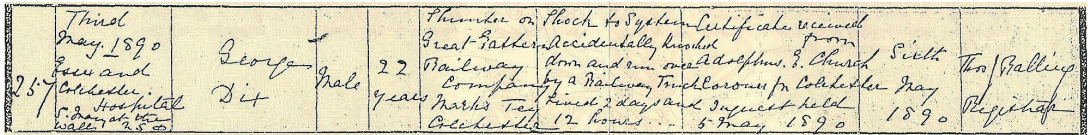
Amongst these items were several memorial cards, including one for **George Dix**, my 2x great-uncle, who died on 3 May 1890, aged only 22, with the wording '*who met with an accident on May 1*'. This intrigued me and so I investigated further.



Memorial card for George Dix

I ordered a copy of George's death certificate and discovered that he had died as a result of a tragic accident on the railway at Mark's Tey in Essex, where he was working as a shunter for the Great Eastern Railway (GER). The cause of death was reported as follows:

'Shock to system accidentally knocked down and run over by railway truck – lived 2 days and 12 hours'



George Dix Death Certificate – courtesy General Register Office (Crown Copyright)

The certificate showed that an inquest was held on 5 May 1890 in Colchester, and I was able to obtain a copy of the report from the Essex Record Office in Chelmsford.

I also found a newspaper article in the *Bury and Norwich Post* of 6 May 1890 reporting the accident and inquest, and discovered that George had been engaged and due to get married later that year:

'SHOCKING ACCIDENT AT MARK'S TEY

George Dix, age 22, a shunter, in the employment of the Great Eastern Railway, was knocked down on Thursday morning by a brake-stick which he had placed in the wheels of a truck to check its speed. He sustained a compound comminuted fracture of both thighs, his knee being terribly smashed. He was taken to the Essex and Colchester Hospital.

The injured man succumbed on Saturday night to the effects of the accident. He bore his sufferings with great fortitude, and his death is much regretted, the more so as he was to have been married at Whitsuntide.'

I was pleased to discover so much more information about George and his death, albeit under very tragic circumstances, and it all started because I was curious about the wording on his memorial card.

However, he was not the only Dix ancestor to be a railwayman. I discovered that one of George's brothers, **Chester Dix**, also a 2x great-uncle, had enjoyed a long career with the GER. He was born in the September quarter of 1873 in Dunwich, Suffolk, and was the brother of my great-grandmother **Ellen Louise Last (née Dix)**. Chester married **Thirza Elizabeth Brundle** on 30 September 1896 in London, and they had four children, **Ivy, Frederick, Daisy and Cecil**.

Census records show Chester working on the railway, and his newspaper obituary on 24 April 1949, which included a photograph of him, reads:

'HALF A CENTURY ON RAILWAY – BECCLES FUNERAL OF MR C DIX

'... A native of Dunwich Mr Chester Dix joined the old G.E.R Railway at Marlesford near Framlingham, as a porter in 1890. He occupied that position for eight years at different stations. In 1898 he was ordered to Beccles as a signalman. However, as the box was open for only three months of the year, and he was newly-married, he was transferred to Geldeston as a porter-signalman. In 1912 he was transferred to Beccles Swing Bridge as relief signalman. He remained there until 1920, when he was appointed ticket collector at Beccles Junction Station.

After three years in that capacity Mr Dix returned to the Swing Bridge as signalman. In 1926 he was moved to Wickham Market junction box but sustained an injury which led to his return to Beccles in 1927. From then until his retirement in 1938 he was one of the gate-keepers at Grove Road crossing.'

I also found from the *Beccles and Bungay Times* dated 21 February 1942 that Chester's eldest son, **Frederick Dix**, also worked for the railways:

'RAILWAY PARCELS CLERK – Mr Frederick Dix, of 87 Denmark Road, promoted to passenger guard on the Framlingham branch line. He is the elder son of Mr Chester Dix of 30 South Road, a retired signalman. He joined the GER aged 14 as a signal box lad at Beccles in 1913. Three years later he became parcels porter, but in 1918 left for service with the Royal West Kent Regt. Following demobilisation in 1920 he returned to Beccles as parcels porter. He has acted as guard and as an emergency motor driver.

Mr Dix joined the NUR at the age of sixteen and became secretary of Beccles branch two years ago. He has belonged to the Home Guard since its formation and is a Corporal.'

Yet again, the old newspaper archives proved invaluable in discovering more about my relatives, and their links to the railways of Suffolk.

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THE RAILWAY WORK, LIFE AND DEATH PROJECT

The Railway Work, Life and Death Project is a joint initiative of the University of Portsmouth, the National Railway Museum, and the Modern Records Centre at the University of Warwick.

The project looks at accidents to railway staff before 1939, and volunteers have been transcribing data from railway records. Recently, a new set of data has been added featuring details of around 25,000 British and Irish railway trade union members (Amalgamated Society of Railway Servants/National Union of Railwaymen) and how their union looked after them between 1889 and 1920. This increases the database coverage to over 50,000 individuals.

The database can be downloaded free, in a spreadsheet, from the project website for use in your research: <https://www.port.ac.uk/research/research-projects/railway-work-life-and-death>. This is the project information sheet:



Revealing the working lives and accidents of British & Irish railway staff, 1880s-1939
www.railwayaccidents.port.ac.uk @RWLDproject

What was it like to work on Britain and Ireland's railways from the 1880s to 1939? How were tens of thousands of employees injured or killed? Who were these people?

The 'Railway Work, Life & Death' project has been delving into these questions, creating an important new resource for anyone researching railway history, family history, labour history and many other topics.



Every year for much of the 19th and 20th centuries, thousands – sometimes tens of thousands – of railway workers were injured or killed in accidents in Britain and Ireland. Finding out more about some of these accidents involved was difficult.

Late in 2016, as a joint initiative of the University of Portsmouth and the National Railway Museum (NRM), the 'Railway Work, Life & Death' project started to try to make railway worker accident records more accessible and see what we could learn from them. Since then we've been joined by the Modern Records Centre at the University of Warwick (MRC) and we're working with The National Archives of the UK (TNA).

We're using records produced by the state, railway companies and trades unions and which documented accidents to staff and their aftermath. These reports are a fantastic resource, giving us plenty of detail about who was involved and working practices, as well as what happened and the lasting impacts on individuals and their families.

Our volunteer teams at the NRM, MRC and TNA have been transcribing surviving records, made freely available as a database via our project website. They've done excellent work, for which we're very grateful; so far around 4,500 records are available to check.

Our teams are now working on extending the coverage back to the 1880s and as late as 1939, to bring in an estimated 70,000 further accidents.

Who will be interested in the project and its findings?

All sorts of people: railway enthusiasts, family historians, academics, those in the current railway industry, museums and archives professionals and more. There is so much detail in the cases that have been documented – we're confident that it will interest all of you, as well as take you beyond what you thought you were looking for and open up new areas you might not already have considered.

When you do make use of the resource, please let us know! There is a quick feedback form on the website, or you can send us an email (railwayworkeraccidents@gmail.com). The more we hear from you, the more we can do to tailor things to your needs – plus it helps us to make the case for continued support and that the project should be extended to include more cases.

What do we cover?

The ease of searching and level of detail in the database are key advantages – hopefully you'll get answers to your questions, as well as generating new ones.

The data available so far gives details for around 4,500 individuals, such as date of accident, name of people involved, sex, age, location of accident, occupation, employer, time of accident, nature of casualty (fatal/ type of injury), type of accident and details, cause of accident, time on duty, and any recommendation for changes following investigation. This features accidents from across the UK - including, of course, what is now Ireland, as the period so far available (1911-23) pre-dates the formation of Eire/ Northern Ireland.

When will the data be available?

It's available now! See 'The Accidents' page of the project website. In addition to the database, there's a wealth of information and detail on the project website, including regular updates featuring some of the cases, guest blogs and findings from the accident reports.

What next?

We're currently extending our coverage – over the next few years we're bringing in around 70,000 more cases into the database, from the 1880s to the Second World War. They'll dramatically increase our knowledge of work and accidents on British and Irish railways.

We're also hoping to introduce a tool through which you can submit details of accidents to railway workers that you're aware of – to increase our understanding of cases already in the database or to capture cases that have otherwise escaped the formal record.

Also, to make it more likely we'll be able to extend the project further, we need to be able to show that what we've done so far has been valuable to you and that there's appetite for more. Please send us your feedback on the existing resource when you've used it.

Get in touch

We want to hear from you: how has the project been useful to you? What have you found interesting, or that you didn't know before? What questions has the project sparked? What would you like to see us do next? Do you want to help with the development of the project? If you can contact us with your feedback and your questions, we will get back to you with some responses. See: www.railwayaccidents.port.ac.uk

Project people

Thanks to our wonderful volunteer teams at the NRM, MRC and TNA. Without them, this resource wouldn't be available. The NRM team is ably supported by Craig Shaw, NRM Administration Volunteer, and at Portsmouth Stuart Taylor has done indispensable work ensuring the data is standardised and accurate. The project is being led by Karen Baker (NRM), Mike Esbester (University of Portsmouth) and Helen Ford (MRC), with help from Chris Heather (TNA). The project has arisen from Mike's research, which has been supported by the Arts and Humanities Research Council of the UK.

**RAILWAY
MUSEUM**



The project team are also keen to hear from you if you find someone you're researching, so please do let them know.

A FAMILY'S INVOLVEMENT WITH THE GREAT EASTERN RAILWAY – TWO MEN BOTH NAMED GEORGE HOWE

One of the consequences of writing an article like this is that you rapidly discover you don't know as much as you initially thought. Having started to write, I found I needed to go back over the information that I obtained three decades ago from family recollections and paper documents and to add more, if I could, from up-to-date sources. I find there are still large gaps in my knowledge.



*George William Howe
in GER uniform*

My great-grandfather **George William Howe** (1860-1910), and his father **George** (1829-1890), were both employees of the Great Eastern Railway. The photo (left) of George William shows him in uniform. What their jobs have shown me is how much more mobile this side of the family was compared to other ancestors, who were largely involved in agriculture. They moved around East Anglia to finally live in London.

To begin with, the older of the two, George, was born in Dullingham, Cambridgeshire, and had a tough start in life. Two older sisters had died as infants and he was born four months after his father's death at the age of 32. His mother survived another two years, dying aged 31. This left him (aged 2) and his brother **William** (9) orphans. Thus, we find him in Newmarket Union workhouse in 1841, aged 13. By then William had died too, as had George's grandparents, so he was quite alone.

He was an agricultural labourer lodging in the home of **Thomas Branford** in Dullingham High Street in 1851. Two years later he married **Rachel Piper** (1834-) who had been a house servant with **W B Portman** and family, a Royal Navy Lieutenant, at Home Park, Dullingham. Moving on, the 1861 census finds him still in Dullingham but now employed as a railway porter, living at Railway Cottages with Rachel and their first four children: **Catherine** (1853-1855), **Ellen** (1855-), **Ann** (1857-) and George William. I noticed that the first child, Catherine, was baptised only two months after the wedding. I still don't know when George joined the GER or whether he was employed first by the Eastern Counties Railway, which became part of the GER in 1862. Dullingham (Six Mile Bottom) was on an extension from Cambridge to Bury St Edmunds opened in 1854.

We can plot the family's mobile period by looking at where children were baptised. In 1859 **Catherine** (a second child of this name, possibly because this was Rachel's mother's name) was baptised in Dullingham, as was **Harriet Rachel** (1863), then

came **Thomas** (1866, St Peter Parmentergate, Norwich) and **Joseph** (1868, Kirkley, Suffolk). What I have found odd is that neither FreeBMD nor the GRO website has the births of Catherine (1853), Ann (1857), Catherine (1859), Thomas (1866) or Joseph (1868) registered. Catherine's death in 1855 is registered in Newmarket RD.



Kirkley Cliff, Lowestoft, from an old postcard

By the 1871 census, the family are living in Cathcart St, Lowestoft and George is still a porter, so I wonder what got them on the move from Norwich to Lowestoft? From now on George and Rachel remain in Lowestoft, although by 1881 they have moved to 2 Durrants Cottages, Arnold St. Only George W (fishmonger), Thomas and Joseph are at home, and it is a puzzle as to where the daughters are. I have the 1881 census on disc and searching countrywide for Ann, Catherine and Harriet has proved negative. Were they together, I wondered, and thought they might be in Surrey as Ann married first in Kingston, Surrey, on 8 April 1882 to **Emmanuel Newport Martin**. But no, only four months later, on 20 August, Catherine married **Alfred George Grummet** at St Margaret's, Lowestoft. Finally, on Christmas Day 1883, also at St Margaret's, came the wedding of Harriet Rachel (not Harriet Baker, as sometimes appears in indexes) to **John Edward Tuthill**.

George and Rachel did move again, as when George died in 1890 and was buried at Lowestoft Cemetery on 26 April, aged 61,⁽¹⁾ his address was given as Clement St. He was still a railway porter at his death.

Ann and Emmanuel Martin went to live at 45 Brettenham Avenue, Edmonton, in north London, and that is where we find her widowed mother, Rachel, in 1891. She is described as 'nurse' but probably is helping with the Martins' four children (**Sylvia, Annie, George** and **William**), as they are between one and eight years old. Then Rachel 'disappears', so I assume she died. Searching deaths on FreeBMD turned up three possibilities born c. 1834 – one aged 66 registered in St Saviour's, Southwark in 1901, the second aged 74 in Norwich in 1910, and the other in Wandsworth in 1920. With little to go on, it may mean getting all these death certificates. Sylvia Rosina, daughter of 'Emmanuel and Annie', born in 1883 and baptised on 30 March 1885, was married at St Mary the Virgin in Lower Edmonton in 1904.

Harriet and John Tuthill, a coal worker born in Uggeshall, had at least four children. They lived at 22 Union Street (1901) and later at 31 Bevan St. Both were buried in the same plot in Lowestoft Cemetery, Harriet Rachel on 17 December 1936 and John on 16 August 1956, aged 91. It explains a photo I inherited from my parents which has the enigmatic 'Tuthill, a relation' written on the back by my father. I assume it was taken in the 1950s (by the dress style) and this was a time we used to spend our one-week summer holiday with Aunt Matilda (see later in this article) in Pakefield. All I heard in the family was that a relative, **Bessie Tuttle**, married **Fred Read**, a kipper curer. Although we find Harriet Tuthill at her daughter's home at 45 Hertford Road, Enfield in 1911, she was only there temporarily as she was still married and keeping a sweet shop. Daughter **Lucy Annie Dolder** was only 24 but already had three children.

Catherine and George Grummitt had at least 11 children (like the Tuthills, I haven't looked for more) and they lived in Bevan St, Lowestoft. In 1901 it was at No. 83. George, born in East Dereham, Norfolk, was a fish packer. They had been married 29 years and nine of their children were still alive.



Lowestoft fish market, from an old postcard

From now on, there seems to be a drift towards north London. Family stories said 'Tom' and 'Joe' moved to Tottenham, and we certainly find Joseph Howe at 3 Somerford Grove, Tottenham in 1911. It must have been a crowded household, for there was his wife **Mary** with children **Eva** (6), **Joseph H** (5) and **Sidney** (1), and also his brothers- and sisters-in-law, **Timothy** (20), **Ernest** (18), **Fred** (16), **Albert** (14), **Nellie** (11) and **Myrtle** (10), all with the surname **Carter**. This was Joe's second marriage. His first, to **Eliza Burrows** in 1889, sadly was cut short by her death in 1891 aged only 23. She was buried in Lowestoft Cemetery and Joe quickly married again, to **Mary Carter** in 1892. Thomas, still unmarried and working as a sawyer, was lodging with his sister, **Annie Martin**, in 1891.

George William also drifted towards London, via Essex. Having begun employment as a fishmonger, he joined the GER. At least, this is what I was told, and that he

went in stages via Witham and Wivenhoe stations to London. He married, in Lowestoft, a local woman called **Sarah Ann Rushmere**, on Boxing Day 1881. Their first two children were baptised in St Margaret's, Lowestoft on 8 July 1887 – **Edith** and **Alice**, five and two. **Harriet Matilda** (Matilda as mentioned above) was born in 1888 in Lowestoft, but the next children, **Effie**, **George** and **Ethel**, were all born in Enfield. This town was the terminus of a line from Liverpool Street station, but other lines ran through the town either side with stations at Chase Side (from King's Cross) and Southbury Road via Edmonton from Liverpool Street. It must have been a quick move, as by the 1891 census George (30), a railway guard, his wife and four children are at 66, Churchbury Road, Enfield. They are still there in 1901, but George W's occupation is general labourer. Although daughter Edith's place of birth was still given as Lowestoft, Alice's and Harriet's were said to be Woodbridge – so some disagreement in the records. I'm told George William had an accident at Enfield Town station when he was crushed between two railway waggons. Although this didn't kill him, it caused his early death. This was on 31 October 1910, but I am wondering if the accident was pre-1901 and led to him leaving the railway's employ. Sarah was left poorly off. In 1911 she had moved to three rooms at 70, Churchbury Road, and was employed as a washer woman. She had son George (a 19-year-old learner wheelwright) with her. I never knew her but still possess a pair of her (tiny) spectacles. She lived until 1942, more years as a widow than a wife.



Sarah Ann Howe née Rushmere

They are still there in 1901, but George W's occupation is general labourer. Although daughter Edith's place of birth was still given as Lowestoft, Alice's and Harriet's were said to be Woodbridge – so some disagreement in the records. I'm told George William had an accident at Enfield Town station when he was crushed between two railway waggons. Although this didn't kill him, it caused his early death. This was on 31 October 1910, but I am wondering if the accident was pre-1901 and led to him leaving the railway's employ. Sarah was left poorly off. In 1911 she had moved to three rooms at 70, Churchbury Road, and was employed as a washer woman. She had son George (a 19-year-old learner wheelwright) with her. I never knew her but still possess a pair of her (tiny) spectacles. She lived until 1942, more years as a widow than a wife.

I have looked online for employment records which might help me trace the movements of both men, but without success. Is there any advice readers can give?

Having probed more deeply into this family and into another line of direct ancestors, I am rather taken aback at how little personal contact there was between subsequent generations of my family. I do not recall ever meeting distant cousins, even though I have now found a good number living within walking distance or a short bus ride of where I was brought up. Was this just my family not bothering, or is it common I wonder? There seemed to be more contact with relatives who had emigrated overseas than with those remaining behind. It can't have been the dispersal of the family, as most seemed to migrate to the same area, presumably for work reasons.

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Sources and References

1. Plot L/A/108 on Find a Grave.

THE DICKERSON AND PUNCHARD FAMILIES AND THE GREAT EASTERN RAILWAY

I have no ancestors with connections to railways, apart from possibly some of them using trains as a means of transport: **Noah Gosling**, my 3x great-grandfather, moved to Middlesborough with his family from Ashfield cum Thorpe sometime in the 1850s and would likely have travelled by train, although the family story is that he returned to Suffolk on foot. When his son **Daniel** returned to Suffolk due to ill health in 1872, and Daniel's son **Charles** visited his mother in Middlesborough in about 1884, their mode of transport would probably have been by train.⁽¹⁾

However, whilst investigating the family of my distant Dickerson relative in Ipswich, I discovered that he has ancestors who have connections with the Great Eastern Railway (GER). They are on both of his paternal grandparents' lines, the Dickersons and Punchards. Both families from the early 1800s had close connections with Nonconformist churches and chapels.

Dickerson family

This Dickerson relative is a direct descendant of **Daniel Dickerson** and his wife **Elizabeth (née Makings)**, whose son **Robert** was his great-grandfather.⁽²⁾ Robert Dickerson was born in Combs, Suffolk, in about 1819 but not baptised until 4 February 1827 at Hadleigh. He did not follow in the shoemaking trade of his father and three of his brothers, but became a wheelwright. As such he would have made and repaired wooden wheels for such things as carts, traps and coaches.

Robert (20) was recorded on the 1841 census in Combs, living with his parents Daniel and Elizabeth and brother **Daniel**. By 1851 his address was Cooks Yard, Church Street, Combs, where he was living with his wife Agnes and their two young daughters, **Deborah** (1) and **Mary**, just one month old, both born in Ipswich. Robert had married **Agnes Palmer** of Bricett in the December quarter of 1846. By 1861 the family had moved to Bemmants, Little Finborough. They comprised Robert (39) and Agnes (33), with children Deborah (11), **Robert** (7), born in Ipswich, **Emma** (4), born in Bradwell, Essex, **Daniel** (2) and **Betsy** (5 months), both born in Little Finborough. Their daughter Mary must have died. From 1871 the family settled in Combs and were living at Moats Tye. Three more children had joined the family: **Morris** (7), spelt as Maurice in all future entries, born in Little Finborough and later to be an employee of the GER, **Octavius** (5), born in Little Finborough, and **Betsy** (3), born in Combs. In 1881, 1891 and 1901, Robert was recorded as a journeyman wheelwright rather than a wheelwright. Perhaps he had had his own business, but as he aged, was employed by another. In 1891 his address was Broad Street Green, Combs and in 1901, Stowmarket Road, Combs. Robert died in September 1903 aged 84, and Agnes in March 1905 aged 77.

In 1881, Maurice Dickerson, the grandfather of my Ipswich Dickerson relative, was lodging at 45 Exeter Street, St Marylebone, Christchurch, London, and was employed as a clerk. His marriage to **Emily Childs** of Weeley, Essex was in the June quarter of 1883 in Tendring registration district. By 1891 Maurice (26) was living at Railway Cottages, Belstead, near Ipswich with wife Emily (27) and children **Arthur** (7), born in Long Melford, Suffolk, **Bertrum** (4), born in Leiston, Suffolk,

Emily (2) and **Robert** (6 months), both born in Belstead. Maurice was employed as a GER signalman and lodging with them was another signalman, **George Crane** (24) from Woodbridge.

Maurice's employment must have taken him to various locations in Suffolk, as by 1901 his address was 26, Quay Street, Halesworth. Emily died in 1893 at the young age of 28 and he married **Anna Maria Punchard** in the June quarter of 1897 in Blything registration district. In 1891, prior to her marriage, Anna Maria was a general servant in the household of **Thomas Baylis** at 10 St Peter's Lodge, St Mary Stoke, Ipswich. In 1901, Maurice (38) remained a signalman with the GER and was living with Anna (28), Arthur (17), whose occupation was described as '*Upper Closing (Boot Factory)*', Bertrum (14), an errand boy, Emily 12, **Thomas** (1), born in Wissett, and **James** (five months), born in Halesworth.

A signalman's job was one of the most important on the railways. He was responsible for the safe running of trains and the safety of all the passengers and freight. His work involved changing the points and signals and he was responsible for a section of track controlled by his signal box known as a block. For safety, only one train was allowed in a block at any given time. Signalmen communicated with each other by a system of bell codes to notify each other what type of train was running, for example an express or slower-moving passenger or goods train. This system was developed soon after the railways came into existence and remained manually controlled during Maurice's time. The signalmen kept a register of all train movements and times. If a train was running late, it was the signalman's responsibility to decide whether it was safe to let it run or to divert it into a siding to allow a faster following train to pass safely.

The Great Eastern Railway

The railway first came to Suffolk in the late 1840s to 1850s and was initially run by several small local companies. They all amalgamated in 1862 to form the Great Eastern Railway, serving Cambridge, Chelmsford, Colchester, Great Yarmouth, King's Lynn, Lowestoft, Norwich, Southend-on-Sea and seaside resorts such as Cromer and Hunstanton. Several smaller branch lines opened serving towns such as Halesworth, Framlingham, Stradbroke, Laxfield and Eye, with numerous minor cross-country routes. The company continued as the Great Eastern Railway until 1922 when it became the London and North Eastern Railway.

By 1911, the family had returned to Ipswich and were living at 36 Bulstrode Road. Maurice was still employed as a signalman and his son Bertrum as a lamp man with the GER. His job was to look after all the lamps on the trains and at stations, and signal lamps which would mostly be oil-fuelled. Other members of the family were Anna, also known as Annie (39), **William** (13), Thomas (11), **Edith** (8), **Bertha** (6), **Lillian** (4), these three girls being born in Halesworth, and **Ivy** (2), born in Ipswich. Anna Marie Dickerson remained living at 36 Bulstrode Road, Ipswich where she is recorded in the 1939 Register, her occupation being unpaid domestic duties. Her daughter **Evelyn**, born 13 September 1913, was living with her and working as a shop assistant in display.

Maurice died in 1919, aged 57, and Anna in 1948, aged 76. Both were living in Ipswich.

The Punchard family

The name Punchard is quite rare, and in earlier times was confined mostly to Suffolk, Norfolk and Devon, with spelling variations such as Ponchard, Pouchard, Pucher, Pucherd, Purnchard or Punshard. It is thought to be Norman in origin, derived from the village of Pontcardon in Normandy, where the family name of de Punchardon is noted in the 9th and 10th centuries. It first appears in England on the Roll of Battle Abbey.

The direct ancestors of Anna Maria Punchard, Maurice Dickerson's second wife, can be traced back to the 1600s in Hedenham, south Norfolk. There were at least five generations of William Punchard, and for ease of identification they are as follows (going back in time):

1. **William Punchard** b. 1837 in Halesworth.

William was born on 26 February and baptised on 26 March 1837 at the Walpole Independent Church near Halesworth, the son of William Punchard b. 1810 (No. 2) and Mary Ann Page. The baptismal entry is under the name of Pucher and Mary Ann is recorded as Maria.

2. **William Punchard** b. 1810 in Bedingham, Norfolk.

This William was born on 22 June and baptised on 15 July 1810, the son of William Punchard b. 1763 (No. 3) and Susanna Crow. He married **Mary Ann Page** at Cookley, Suffolk on 15 October 1834. Mary Ann Page was the daughter of **William** and **Mary Page** of Walpole. She was born on 9 June 1812 and baptised on 18 November 1812 at the Halesworth Independent Church.

3. **William Punchard** b. 1763 in Bedingham, Norfolk.

William was baptised on 6 February 1763 in Bedingham, the son of William Punchard b. 1733 (No. 4) and Mary Wright, and married **Susanna Crow** in Bedingham, Norfolk on 11 October 1791.

4. **William Punchard** b. 1733 at Woodton, a neighbouring village to Bedingham. He was the son of **William** (No. 5) and **Ann Puncher**, and was baptised in Bedingham on 9 May 1733. He married **Mary Wright** in Bedingham on 10 October 1760. He was buried on 20 June 1815, aged 82, at Bedingham, but was 'of *Ditchingham*' at the time of his death.

Further generations can be traced on Ancestry where the parish registers for Hedenham and Bedingham, Norfolk can be found.

William Punchard b. 1837



William and Sarah Punchard photographed outside their home at Kelsale. Photo courtesy of John Brodribb

Anna Maria Punchard was born on 4 December 1872 at Wenhaston, the daughter of William Punchard (b. 1837) and his wife **Sarah Goddard**. Sarah, born in Wenhaston, was the daughter of **James Goddard** and **Ann**. The 1851 census shows that James (48) was an agricultural labourer who himself had been born in Wenhaston, and his wife Ann was from nearby Darsham. They had at this time a family of six children: **Isabella** (19), **Charles** (15), **Sarah** (10), **Elizabeth Ann** (8), **Emma** (4) and **Susannah** (2).

William and Sarah married at Wenhaston on 22 April 1859, and in 1861 were living in Bramfield, Suffolk. William (25) was an agricultural labourer and the couple had two children, **Charles** (1) and **Emma** (4 months), both born in Bramfield. By 1871 they had moved to the Toll Gate House, Wenhaston, and William continued working as an agricultural labourer. A further six children had joined the family: **Sarah** (8),

born in Bramfield, and **Mary** (6), **William** (2), **Thomas** (1), **Catherine** (1) and **George** (1 month), all born in Wenhaston, indicating that they had moved between 1862 and 1865. The four older children were all at school.

By 1881 William was no longer an agricultural labourer but was working for the GER as a platelayer. His job involved inspecting and maintaining track, including all component parts such as rails, sleepers and fishplates (which join sections of rail, bolts, etc). It also included greasing points and watching for wear and tear along the line. Platelayers' huts were positioned every two to three miles along the track and were used for storing the platelayers' tools, as well as for shelter during meal breaks and in bad weather. Thomas, Catherine and George, the three youngest children on the 1871 census, were not listed in 1881 so had possibly died. However, five more children were listed, **Henry** (11) and **Anna** (9) (who married Maurice Dickerson), born in Wenhaston, followed by **Isaac** (7), **Herbert** (5) and **Arthur** (3), all born in Bramfield. It appears that William had been moved to Aldringham between 1878 and 1881, as their address was now Aldringham North Green Railway Gate House.

By 1891 the family had moved to Kelsale North Green Gate House, William still with the GER as a platelayer and Sarah employed as the gatekeeper. Their son Henry was also working on the railways as a 'Nightman (Points) at Great Eastern Railway Gates'; it's uncertain what this involved. Isaac, Herbert, Arthur and a new daughter **Kate** (6) completed the family.

Sarah, having given birth to 11 children, sadly died of hypertrophy of the heart on 25 May 1895, aged 56. William, in the December quarter of 1896, married widow **Lucy Elizabeth Baker** from Walpole. In 1901 they were living at the North Green Gate House at Kelsale with Lucy's two daughters, **Amy** and **Edith**. William had been promoted to foreman platelayer and Lucy was a 'Gate Keeper – Points'. In 1911, William was listed as a retired platelayer and railway pensioner and had moved to Buck Street, Wenhaston.

William died in 1921 and probate was indexed as follows:

'PUNCHARD William of Wenhaston Suffolk retired Platelayer died 10th September 1921 Probate Ipswich 9th May 1922 to Charles John Punchard Gatekeeper and Arthur Punchard Fishmonger. Effects £167'

William Punchard b. 1810

In 1841, William b. 1810 was living in Halesworth with his wife Mary Ann, a son **James** (5) and William b. 1837 (4). By 1851 he was living at Brook Hall, Bramfield. He was 41 and a farm bailiff of 160 acres, employing 15 labourers and 8 boys. His wife Mary Ann was 38. William b. 1837 was 14 and employed at home. There were three other children, **Isaiah** (9), **Thomas** (7) and **John** (2), all born in Halesworth, so the move to Bramfield must have been about 1850.

In 1861, William b. 1810 was recorded as an agricultural labourer and living with his son John, now 12. Perhaps he had fallen on hard times as his wife had died in 1858, or it was possibly an incorrect employment entry by the enumerator. However, by 1871 he was living at Sibton Road, Bramfield where his occupation had reverted back to farm bailiff. He had a new wife, Ann (59) from Devonport, Devon. There is a record of a marriage of William Punchard to **Anne (Bale) Dawe** in the Blything district in the June quarter of 1862. The baptism of a Mary Ann Dawe, daughter of **John** and **Elizabeth Dawe** of Plymouth Dock, is recorded in the Wesleyan Church in Morice Street, Devonport. There must have been a connection between the Suffolk and Devon Punchard families, for William's second wife to have come from Devon, together with a probable Nonconformist connection in the early 1880s. By 1881, William's fortunes must have changed again as, aged 71, he was living with the Shulver family at Dairy Lane, Seething in Norfolk. He was a servant and agricultural labourer and his wife Ann (69) was a general servant. The household consisted of **Henry Shulver** (27), an engine driver and farmer of 28 acres who had been born in Metfield, Suffolk, his wife **Charlotte** and their 2-year-old son **Herbert**. Also living with them as a boarder was **Thomas Punchard** (13). He was recorded as an imbecile since the age of 4 months and born in Monk Soham, Suffolk. William died in the December quarter of 1885 in the Blything district.



*Isaac Punchard in his Halesworth garden.
Photo courtesy of John Brodribb*

Anna Maria's brother **Isaac Robert Punchard** was born on 13 February 1874 at North Green Crossing, Kelsale. He was first employed by the railway in 1891, at the age of 17, and was a gate lad at Rendham Road, Saxmundham. In 1894 he was promoted to probationary gate man and night shunter at Saxmundham, soon attaining full status, and was also a porter. His starting wage was 8 shillings a week, rising to 15 shillings a week by 1896. He moved to Ipswich in 1900 as a probationary pointsman and signaller and in 1901 was a signaller at Ipswich No. 2 Goods Yard Box on a wage of 19 shillings a week. In 1907 he moved to the Halesworth signal box and continued to live in Halesworth until his death on 21 February 1951, aged 77. His highest weekly wage was 71s 6d in March 1921, but all employees' wages dropped as the economy declined. He retired in 1939

after 48 years of service. He was a staunch Methodist, a superintendent and Sunday school teacher, and married **Emma Annie Podd** at Saxmundham on 31 August 1896. He was also a keen gardener, and the photograph (above) shows him in his garden at home in Halesworth. Isaac's brothers, **James William** (b. 1868) and **Henry Thomas** (b. 1869), also followed careers with the railways, as did one of Isaac's sons, **Jack Punchard**, born in Halesworth in 1906.

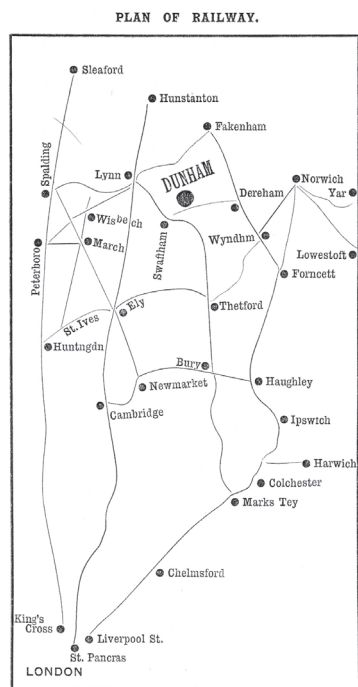
Further information can be found in the book *An Illustrated History of the East Suffolk Railway* by **John Brodribb** (Crecy Publishing, 2003, ISBN 0860935728). The author kindly gave permission for information about Isaac Punchard and photographs from the book to be used for this article.

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Sources and References

1. See further the author's article 'Noah Gosling of Ashfield cum Thorpe, Suffolk' in *Suffolk Roots* Vol. 46 : No. 4 : March 2021.
2. See further the author's article 'Who was David Dickerson of Bucklesham, Suffolk? His Story, and his Shoemaker Relations' in *Suffolk Roots* Vol. 48 : No. 4 : March 2023.



Railway plan included in the auction sales catalogue

WAS IT FASTER BY RAIL?

My great-grandfather **Charles Cooke** was a tenant farmer/horse breeder, and lived at High House, Litcham, Norfolk. He kept a large number of horses and was well known because in 1892 he sold a Hackney horse called 'Cadet' to America for £3000! With retirement in mind, he decided to sell the horses by auction in 1896. There were 55 of them, and many were Hackneys. During the 1800s, this breed became highly popular in Britain because of its speed and power as a light carriage horse. The auctioneers must have felt that this would be a popular occasion, and the sale catalogue, which I have (*Catalogue of High-Class Pedigree Hackneys, the property of Mr Charles E. Cooke, To be Sold by Auction ... Sexton, Grimwade & Beck, Auctioneers*), contains details of the special train that was organised for 'those desirous of attending' the auction, to travel from London and other places, with train times:

'A Special Train is arranged to leave Liverpool Street at 8.40 p.m. on July 28th, after Mr Waterhouse's Sale [in Edenbridge], arriving at Lynn at 10.42 p.m., where there is good Hotel accommodation and whence visitors can easily get to Dunham the next morning'.

The catalogue further stated that Dunham station was about 4 miles from the Litcham Stud.

Was it quicker to travel from London to Lynn by rail in 1896 than by other means? That may be difficult to determine, but probably – or rail would not have been so popular. However, was the rail journey quicker than it is today? Surprisingly, the answer is sometimes 'Yes!'.

TRAIN SERVICE.			TRAIN SERVICE—July 29th, 1896.		
<p><i>For the convenience of those desirous of attending both Mr. W. Waterhouse's Sale at Edenbridge on July 28th, and the Sale of Mr. C. E. Cooke's horses at Litcham on July 29th, the Great Eastern Railway Co. has arranged to run a Special Train from Cambridge to Lynn in connection with the 8.20 p.m. Train from London to Cambridge on July 28th.</i></p> <p><i>Visitors can obtain good Hotel accommodation at King's Lynn, at the Globe, the Duke's Head or the East Anglian, and can get to Dunham early on the morning of the sale.</i></p>					
July 28th, 1896.					
Edenbridge Town (L.B. & S.C.R.)	depart	P.M.			
London Bridge	arrive				
Liverpool Street	depart				
Cambridge	arrive				
"	depart (Special)				
Lynn	arrive				
July 29th, 1896.					
Liverpool Street	depart	AM.	AM.		
Cambridge	"				
Newmarket	"				
Ely	"				
Doncaster	"				
Lincoln	"				
Peterborough	"	AM.			
March	"				
Wisbech	"				
Lynn	arrive		PM.		
Lynn	depart	AM.	(Special)	PM.	
Dunham	arrive				
Colchester	"	AM.			
Ipswich	"				
Yarmouth	"				
Lowestoft	"				
Norwich	"				
Wymondham	"				
Dereham	"		AM.		
Dunham	arrive				
Dunham	depart	PM.	PM.	PM.	
Lynn	arrive				
"	depart				
Wisbech	arrive				
March	"				
Peterborough	"				
Lincoln	"				
Doncaster	"				
Dunham	depart	PM.	PM.	PM.	
Dereham	arrive				
Wymondham	"				
Norwich	"				
Lowestoft	"				
Yarmouth	"				
Ipswich	"				
Colchester	"				

Train timetable July 1896 from the auction sale catalogue

The timetable (above) included with the sale catalogue suggests journey times from London to Lynn of about 2 hours 20 minutes. Today's *National Rail Journey Planner* lists midweek journeys from London King's Cross to King's Lynn that can be completed in under 2 hours:

Departs at 20:39	1h 52m 0 change(s) view details	Arrives 22:31
London Kings Cross [KGX] Platform 6		Kings Lynn [KLN] Platform 1
		Buy from Thameslink

However, if the journey were to be made from **Liverpool Street**, at this time of day it could take 2 hours 23 minutes (mainly because it involves changing at Kings Cross!).

Richard Cooke Mb 7528
goshawks2@tiscali.co.uk

ARTHUR BORRETT BIRD – A RAILWAYMAN FOR 50 YEARS

My father, **Arthur Borrett Bird**, was a railwayman for 50 years. There was a family connection to the railway as he had two uncles who had both served in various capacities in Liverpool and Ponders End. Subsequently, two of his brothers became railway workers. Like all railwaymen in the early days, father was a stickler for time. We were never late for anything – maybe a bit early, but never late!

Born in September 1900, he just qualified as a Victorian. He left school aged 14 and, like most Lowestoft lads, joined the crew of a fishing vessel. One voyage was enough as he was badly seasick. This may have been a blessing, as fishing vessels were heavily targeted during the First World War. Following advice from his uncles, in 1915 he joined the Great Eastern Railway as a lad porter. Duties would have included helping passengers with luggage and keeping the platforms clean and tidy. He also had to announce the name of the station as the train pulled in. This station was Carlton, which is now Oulton Broad South. Apparently, he had such a powerful voice and was so enthusiastic he could be heard a mile away at the other Oulton Broad station!

After a year he moved to Lowestoft station with much the same duties, but he was keen to improve his prospects and was also courting my mother. This prompted him to become a shunter, which paid better wages. He remained in this capacity for several years, but eventually trained to become a guard, working mainly on goods trains. One tale he told us was that when he was a 'rookie', he was the guard on a cattle train and had been told by an old hand not to let the cows out at a country stop, and definitely not to let them drink. Father felt a bit sorry for the cattle crowded into the truck and did let them out to drink. As a result, he couldn't get them all back in – cows swell alarmingly after drinking!

During the Second World War he was seconded to Great Yarmouth and would cycle the 10 miles there and back each day. Bearing in mind he was working shifts, this would entail early mornings and late evenings – quite a hazardous journey as no lights were allowed. Although a pacifist at heart, he did join the local Home Guard and served as a sergeant.

His ambition to become an engine driver was thwarted when he found he was colour blind, so he decided to go into the goods side of the business. Eventually he became supervisor at Lowestoft goods yard in charge of overseeing the loading of all goods, but especially fish. The fish docks were owned by the railway company at this time so he knew all the merchants and we were never short of fish.

Dad was very socially aware as he had come from very humble beginnings, so it was no surprise that he was a Socialist. In time he became a town councillor, then an alderman, deputy mayor and in 1965 Mayor of Lowestoft. British Railways honoured employees who achieved public office and provided them with a dinner at the Great Eastern Hotel at Liverpool Street station. He was also an active member of the National Union of Railwaymen and attended their conferences many times as a delegate.

On retirement in 1965 he was presented not only with the obligatory present of a barometer, but also with an inscribed watch. He died in 1977, and it was interesting to see that there were representatives from both sides of the political divide attending his funeral, as he was such a respected man.

Ann Youngs Mb 679

ann.youngs@btinternet.com

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A TALE FROM THE MID-SUFFOLK LIGHT RAILWAY (MIDDY)

I can recall my father talking about the Mid-Suffolk Light Railway⁽¹⁾ which closed in 1952. He told me that the railway had a reputation for being a slow form of transport as it travelled between Haughley and Laxfield through an agricultural area, stopping at small stations.

One day, when he was a passenger, the train came to a stop in the middle of a meadow. On asking the conductor the reason for the delay, he was told that there was a cow on the line. Eventually the train resumed its journey only to come to a stop again. When the conductor came to his carriage my father asked if there was another cow on the line and received the reply 'No, it's the same cow'!

Brian Lummis Mb 5814

References and Sources

1. Introduction to the Mid-Suffolk Light Railway (Middy): <https://www.msrlr.org.uk/mslr-history/>

RECOLLECTIONS OF A SUFFOLK RAILWAYMAN

Editors' note: The following article has been provided by Brian Watson, secretary of the Great Eastern Railway Society, who is helping member Irving Silverwood compile his many memories of 50 years working on the railways into a book. If readers would like to contact Irving, or enquire about the book, please contact Brian (details at end).

Irving Silverwood was born in Seckford Street, Woodbridge on 13 November 1944. By way of an announcement of his birth, a bomb was dropped on the nearby Abbey Gardens on the day he was born. All the men in his family, including Irving's father (also named **Irving**), had been woodworkers or other kinds of craftsmen.

In 1948, when he was aged 4, his mother took him to Elmhurst Park in Woodbridge, by the railway line just north of Woodbridge station. Even in his pushchair, Irving used to stop by the stables at Woodbridge and see shunting horses that worked the Melton Tramway from the Up platform. Fish trains could be shunted onto the beginning of the tramway to allow expresses past. Later, the tramway was cut back to Sun Wharf, with a turntable to turn the wagons. One day, a 21-ton coal wagon ran away. It should have been hand-braked, but wasn't, and ended up in the turntable pit. A diesel locomotive was sent to rescue the 'troublesome truck' with the aid of a steam crane. After that, there was never traffic beyond the turntable other than to lift the track when the tramway closed.

In February 1953, Irving saw the floods that devastated much of the east coast. Woodbridge station being close to the River Deben, which is tidal here, the flood encroached between, and to the tops of, the platforms. It lay as standing water for many days. All trains between Ipswich and Lowestoft were suspended until the lines were usable again.

One afternoon at about 4:15 pm, while still of school age, young Irving heard a strange hooter. Whistle boards at Woodbridge station required all trains to signal their approach. The first diesel units were being used for training Ipswich crews on the route.

Irving Snr. was friends with **Mr Jenkins**, stationmaster at Woodbridge, and he was tipped off to the imminent arrival of one of the Southern Region locomotives being loaned to East Anglia because of problems with newly-introduced Britannia class engines. The Southern Region locomotives had electric lights fitted behind the white discs on the front that displayed the train routes, and also electric lights to illuminate the cabs. Woodbridge station being situated on a bend, the 'foreigner' locomotive clouted the platform edge as it passed through. It did not stop at Woodbridge to examine the damage.

As he grew up, Irving Jnr. became an avid trainspotter and helped load boxes of fruit that had been cultivated and harvested by boys from the nearby Hollesley Bay Borstal School. Irving became a member of the Progress Chaser trainspotting club, an initiative to encourage boys who might want to take up a railway career. When

he was old enough to get a job, it seemed obvious to join the railway, and he began on 2 January 1960.

Irving's first job was to assist **Mr Geen** who was the crossing keeper at Sun Wharf, off Deben Road, Woodbridge. Part of his first pay packet was spent on a pack of multi-coloured pens he proudly wore in his top pocket. Later, Irving was moved to the crossing nearer the station where he got his own hut. Even with just three trains an hour, the roads crossing there were very lightly used.

Sundays at Woodbridge were normally a lot quieter than the rest of the week, and the signalman on duty helped out as a porter when required. An exception to the more relaxed Sunday workload were the periodic boat sales. Irving welcomed these as an opportunity for overtime at the crossings. Also on Sundays, Ipswich drivers would work trains to Yarmouth or Lowestoft, spend the rest of the day with their families, then check in again for a return trip duty.

As a sideline to duties at the crossings, Irving grew asters that he would sell to crews as they passed. One driver complained that they were single bloomers, not double bloomers. You can't please some people! He wasn't the only railwayman with a sideline. In fact, many railwaymen had a second income source and could frequently be seen with a ladder on a rack on top of their cars. It was a bit of a giveaway, and at least one was challenged by a police officer about whether the vehicle was insured for business use.

An unusual arrival at Woodbridge in the late 1950s was a steam locomotive hauling three coaches which seems to have been an excursion of poor boys from London. It's possible the boys came from one of **Dr Barnardo's** homes in south Essex or London. They were all of secondary school age and came for a week's holiday at the Abbey School. The luggage was taken to and from the school on two railway lorries.

A small wicket gate on Woodbridge station allowed **Lady Quilter** to pass from her boat almost directly on to the Up platform. A pleasant cruise along the river would have been a very leisurely way to begin any rail journey, or to arrive there for a social weekend at Sutton Hall, many of which took place there for the 'country set' of the time.

Trains comprising wagons of three times the usual length called 'long blues' carried sleepers down the East Suffolk line from the sleeper depot at Lowestoft. The smell of the treatment on the newly-made sleepers as the train passed through any station was pretty overpowering in the summer.

In due course, Irving was promoted to become a messenger boy in the yards at Ipswich, logging all freight trains in and out. Because the pay was better, he worked night shifts until he was discovered to be under age for that. He took all opportunities for overtime and even worked at Lowestoft when it got busy just before Christmas, to help with the parcels there before commencing his night shift at Ipswich. It made him feel like a proper railwayman, he says, rather than just a boy.

The railway was always busy around Bank Holidays and, at 16 or 17, Irving volunteered to be a tablet runner at Derby Road or Trimley signal boxes. To use the single track, a tablet or token had to be held by the train's staff, and changeovers could delay a service. Mostly, the loop of the tablet would be caught by Irving's arm, but occasionally it landed looped over his head.

Later, Irving was promoted to under-shunter in Ipswich freight yards, initially in the Lower Yard, known as Hell's Kitchen as it was so hot in summer and bitterly cold in winter. There was a steep incline up from Lower Yard that was used to transfer wagons for the main line that had been sorted below. The incline became very treacherous when wet or greasy and, on one occasion, a rather nervous driver locked the brakes and the whole train of 49 wagons – the maximum allowed to be taken down at one time – slid right down to the docks. Who says the *Thomas the Tank Engine* stories are far-fetched?

One of the people Irving met while in service as a shunter in that Lower Yard was **George Kemp**, the grandfather of actor **Ross Kemp**. Kemp Snr. was a very kind man who worked as a relief marshalling yard supervisor, and he always looked after the younger staff. Kemp Jnr. was very pleased to hear about his grandfather from Irving while visiting Ipswich to open a shop. They were able to speak for quite a while, and Ross was clearly touched by Irving's memories, illustrated by a picture in a book of the Lower Yard.

Irving was made stationmaster at Ipswich for a time. An unusual find in one of the attics of the station buildings were boxes of telegraph messages from the West Highland Railway. How they got there remains a mystery. Rather a chore was to change the CCTV security tapes every 24 hours. This even had to be done during Christmas.

Although the parcels office at Ipswich station was closed on a Sunday, special arrangements were made to receive the work of the cartoonist **Giles** at mid-day on Sundays for conveyance in the care of the train's guard to Liverpool Street. It would be met off the train and taken to the *Daily Express* offices.

Many railwaymen had distinctive nicknames. Because of his name and the fact that his hair greyed relatively early, Irving was nicknamed 'Silver' by other railwaymen. One based in March, Cambs, had the appearance of a pirate and wore an earring before it became commonplace for men. '**Bluebeard**' **Freeman** lived between Beccles and Oulton Broad and, as was common in rural communities, he kept a goat. Unfortunately, the beast was run over by a passing train.

In due course, Irving passed the requisite exams and became a freight guard. After booking in, he would fill his paraffin hand lamp and go to the brake van at the rear of the designated train. Being possessed of a tidy mind, Irving would then clean the

van by sweeping through it, check it was displaying three red lights to the rear, and light the stove if the ambient temperature was chilly or cold. He'd then check the whole train and report the details to the driver. Back in his van, and once the points were set in the train's favour, Irving would give the driver permission to move the train out.

He had not been a guard for long when he was placed in charge of a train of sugar beet from Bury St Edmunds to the London area. It was diverted into a siding and stayed there for three hours because the busy period had begun. When eventually restarted, it stopped again at Leyton Yard, having been routed there via Stratford. Asking how he was supposed to get home, Irving was told he had to walk to Stratford passenger station and he just made it for the last train home!

One Sunday, he worked a special 'out of gauge' train, comprising a new bridge for east of Derby Road, Ipswich. The train travelled at 15 mph and the load was craned off upon arrival. Periodically, Irving would work as guard on the trains of flask containers down the branch to Sizewell nuclear power station. These were carried on 6-axle vehicles and required special paperwork. On one occasion, he left his gloves on top of one of the flask containers and it was only by chance that they were found and returned to him, fortunately not glowing.

A guard could work passenger trains as well as freight. At first, there would be a ticket inspector who would walk the train from one end or the other, the guard solely being responsible for other duties. In later years, of course, it became part of the guard's duties to be responsible for revenue protection by checking tickets and keeping an eye open for miscreants endeavouring to hide on the train and thereby travel without paying the fare. At the destination, Irving would walk through the train, pick up any discarded newspapers, etc, and the train would be towed out of Liverpool Street and into Thornton Fields carriage sidings. This generally worked well, but once Irving was surprised by a group of passengers who arrived in his compartment, having walked through the train on the way to Thornton Fields. Clearly, they had not recognised Liverpool Street upon arrival there.

'Deepdene' was the code name for the Royal Train. Irving never worked it, but says that the guard who did was famous for his consumption of any leftovers. Princess Margaret would travel to the area for social weekends, usually arriving on the 16:50 train from London to Saxmundham on a Friday, for a weekend in the country. This was the same train that carried pin-striped city gents returning from work in the City of London. One day, a diesel locomotive that had hauled the Royal Train the day before arrived at Ipswich with the four-disc royal headcode still in place. The new crew for the locomotive were to haul a coal train. It was decided to leave the royal headcode in place.

MPs travelled on travel warrants, as did released prisoners and members of the UK armed forces. The disgraced MP, **John Stonehouse**, was incarcerated in Blundestone Prison and his girlfriend would often visit on Wednesdays. The entertainer **Roy Hudd** and his wife were frequent travellers, and Irving moved him from 2nd Class to 1st Class as a goodwill gesture.

Once fully qualified as a passenger guard, Irving could work any train, and he worked four special duties as guard behind 4472 Flying Scotsman. Passing through Newmarket tunnel, because of the large size of 4472, it needed to be taken slowly as there hadn't been such a large loco through there for years.

When Anglia Trains decided to run a competition to name one of their Class 153 units, Irving had the bright idea to name it after **Benjamin Britten**, as Britten was born at Lowestoft and the Maltings at Snape were visible from the railway. Irving won the competition, met a relation of Benjamin Britten, and was selected to pull the cord to draw the curtains and unveil the plate in place.

Being a guard on Christmas Eve could have particular pleasures: families with excited children travelling away in festive mood, occasionally being invited to pull a Christmas cracker... even if dodging a passenger's proffered mistletoe was a (welcome) hazard. One Christmas Eve, Irving took a portable tape recorder on to his train and played Christmas carols through the PA system.

Dr Ian Allan, the well-known writer and photographer of railways, was a GP in Framlingham, and lived at Thorpeness. Irving knew him as a friend, and often went to his home from 1960 until Dr Allan's death. As Dr Allan liked to see an unusual train working, Irving would often tip him off to ones that were expected and meet him at Ipswich. There were no mobile phones back then, so the calls to make arrangements would be made from public phone boxes.

All good things come to an end, and on Irving's last day after 50 years of railway service, the family made their way to Felixstowe. Despite a hold-up due to a Freightliner being delayed by a car that had fallen onto the line from an overbridge near Cobham Road, management made a great deal of his leaving and there was considerable local publicity around it. Despite him being teetotal, his colleagues bought him a good bottle of whisky, and one lady presented him with one cycle clip.

Irving now lives in retirement in the village of Bramford, where he has been for 16 years, quite near the site of the former station there, and the sounds of passing trains still trigger memories of his long career working for the railway in various roles.

Brian Watson

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*From The Man in the Van (Reminiscences of Irving Silverwood, recorded in interviews during 2021-2023).
To pre-order the book, phone Brian Watson on 07939 567838.*

THE CAMBRIDGESHIRE COLLECTION

The following website, which may be of interest to those with East Anglian railway (and other) ancestors, was made known to us by Brian Watson, of the Great Eastern Railway Society. It contains links to numerous items in the Cambridgeshire Collection, catalogued by researcher **Mike Petty**.

Mike Petty's Guides for the Cambridgeshire Researcher: <http://www.mikepetty.org.uk/guides.html>

Many of the items are saved to the Internet Archive and are freely accessible online: <https://archive.org/search?query=creator%3A%22Mike%20Petty%22>

Examples relevant to the current edition are:

- A presentation with many pictures illustrating Cambridgeshire railways in the Cambridgeshire newspapers: <https://archive.org/details/cambridgeshire-railways-in-cambridgeshire-newspapers-a-presentation-to-the-great>
- A Cambridgeshire Railways Scrapbook 1897-1990 compiled by Mike Petty from newspaper articles in the *Cambridgeshire News*: <https://archive.org/details/CambridgeshireRailwaysScrapbook/>, which contains pages of records relating to tragic accidents, train wrecking, criminal incidents, planning decisions, and even disgruntled members of the public complaining about the train service. Many of these relate to the GER and LNER. A sample extract is as follows:

'1909 11 12

*An exciting incident occurred at the Mill Drove Railway Crossing near Soham. **Charles Asplan** was coming from his farm bringing a portable horse-drawn hen house filled with young fowls which had been turned out some days on a corn field. One of its wheels got jammed between the railway line and the wooden floor of the crossing and try as he would he could not get it free. Suddenly the Newmarket special train with racehorses for Liverpool dashed into the hen house splintering it across the line and killing 35 of the fowls. The engine sustained no damage whatsoever. CWN 09 11 12'*

- A similar scrapbook, but about the railway in and around Cambridge itself: <https://archive.org/details/CambridgeRAILWAYSChronicle>

The site contains links to numerous other scrapbooks on a wide variety of subjects and Cambridgeshire places, and also a number of audio memory recordings.

Lesley Hall

Co-editor, Suffolk Roots

ANATOMY OF A GRAND HOTEL – THE FELIX

‘The Felix Hotel leaves little to be desired in the way of cuisine, comfort and courtesy’⁽¹⁾

Felixstowe came into its own as a fashionable seaside resort towards the end of the 19th century. Key indicators of this development were the extension of the railway into the town centre in 1898, the erection of the pier in 1905, a visit by the Prince of Wales in 1895 and, perhaps most significantly, the visit of the German Imperial family in 1891.

The ensuing growth in visitor numbers meant an upgrading of the accommodation available to cater for them. Until the 1890s, there were only two old-established hotels in the town – The Bath (1839), burnt by suffragettes in 1914, and Fludyers (1841). Visitors tended to use one of the many small boarding houses or else rent a house for the duration. The decade from 1897, however, saw the building of four major hotels: the Grand (1897), the Orwell (1898), the Felix (1903) and Quilters Cliff (1906). Unquestionably the largest and grandest of these was the Felix.



Felix Hotel c.1903. J. & S. [Jarrold & Sons?] postcard no. 1892. Colourised. Courtesy of David Gobbitt

The hotel, on Cobbold Road, was commissioned by the **Hon Douglas Tollemache**⁽²⁾ who had also been behind the drive for the new town station. It was built by the Ipswich architect **Thomas W Cotman**,⁽³⁾ with gardens laid out by **R C Notcutt**⁽⁴⁾ of Woodbridge. The hotel stood in 12 acres of grounds, had 169 letting rooms, 52 bathrooms, and a dining room seating 450. In addition, there were bars, 20 grass tennis courts and eight hard courts, two croquet lawns, an 18-hole putting course, and garaging for 50 cars. Opened on 14 May 1903, it was the largest and most luxurious hotel in Eastern England.

The staff (on census night 1911)

These were the resident staff; doubtless there were others who cannot be identified in the census. The list indicates the variety of occupations involved in running a large hotel. Most striking, perhaps, is the fact that there were six different nationalities among the 36 staff, creating a small polyglot enclave in the heart of Felixstowe.

Emil Anna	31	Germany	Hotel Manager
Sara Anna⁽⁵⁾	27	Switzerland	Hotel Housekeeper
Gertrude Keeley	28	Harkstead	Chambermaid
Charlotte Laughlin	35	Whitton	Chambermaid
Florence Keeley	19	Stradbroke	Chambermaid
Julia Durrant	19	Ipswich	Housemaid
Nelly Andrews	25	Haughley	Housemaid
Mabel Leathers	19	Ipswich	Housemaid
Florence Mayston	20	Ipswich	Housemaid
May Manning	16	Ipswich	Housemaid
Elizabeth Gadd	30	Fulham	Stillroom Maid
Emily Cooper	35	Martlesham	Staff Maid
Ethel Serfitt	25	Ipswich	Linen Keeper
Beatrice Laurence	25	Hatfield Peverel	Linen Keeper
Augustine Dorflinger	28	France	Linen Keeper
John Watzeth	29	Austria	Waiter
George Schmidt	20	Germany	Waiter
Gerhard Genser	21	Germany	Waiter
Carl Tasche	29	Germany	Waiter
Paul Speckeneger	17	Germany	Waiter
Franz Kummer	17	Germany	Waiter
Frederick Farmer	43	Aldershot	Hall Porter
Leon Dorflinger	29	Germany	Chef
Elie Remier	26	France	Cook
Gaston Delicems	24	France	Kitchen Porter
Edward Riviere	48	Mauritius	Sculleryman
Gerhard Groschaube	23	Switzerland	Plateman
Edith Rogers	30	Ipswich	Barmaid
Dora Jennings	21	Ipswich	Barmaid
William Good	27	Saxmundham	Usher
William Nicholls	16	West Ham	Page
George Hickson	28	Clapham	Porter

Harry East	19	Kilburn	Lift Attendant
Harry Crane	32	Ipswich	Cellarman
Charles Morgan	16	Trimley	Stoker
Henry Butcher	37	Ipswich	Stoker

Visitors

The dominance of the Felix over its local rivals can be judged by the number of guests on census night. Even bearing in mind that ‘the Season’ had barely begun (the census was held on 19 April), the five other hotels in the town had only 15 visitors between them: there were 39 in residence at the Felix. A breakdown of their occupations reveals the social class of its clientele – they included a member of the Indian Civil Service, a Privy Councillor, a college lecturer, a Barrister-at-Law, a Fellow of King’s College, Cambridge, and a lecturer at Newnham College, Cambridge. In addition, there were five people ‘*of independent means*’, three ladies’ maids, and the six children of a merchant banker baronet (with governess and two nursery maids).

This visitor profile is consistent with the contemporary view that Felixstowe should remain an elite resort rather than one overrun by day trippers. There was even concern that the new pier would result in boatloads of trippers descending on the town, until it was pointed out that they would far more likely disembark at Clacton.⁽⁶⁾

The story since 1911

The Great War period (1914-1918) dealt harshly with the hotel – it showed a deficit in each year of the war – and in 1920 Tollemache sold it to the Great Eastern Railway (absorbed in 1923 into the London & North Eastern Railway). The hotel was in turn sold in 1952 to Fisons as their headquarters building. It was briefly owned by Norsk Hydro until 1984, when it was purchased by Rogers Brothers and converted into retirement apartments under the name Harvest House.

Gwyn Thomas

Editors’ note: We were contacted by Gwyn’s daughter while we were in the process of sending the March issue to print, to say that Gwyn was very keen that we should have what turned out to be his last article. We were very saddened to learn of his recent passing away.

References and Sources

1. *Pall Mall Gazette*, 15 May 1911.
2. Douglas Alfred Tollemache (1862-1944), 7th son of the first Baron Tollemache. Banker and brewer, he co-founded with his brothers the Tollemache Breweries.
3. Thomas William Cotman (1847-1925).
4. Roger Crompton Notcutt (1869-1938) of Cumberland Street, Woodbridge.
5. Also **Adolf** (2) and **Hilda** (1) **Anna** and their nursemaid **Edith Thurlow** (23, Harkstead).
6. L J Ramsey, *Edwardian Grand Hotel: History of Harvest House Felixstowe – the First Ninety Years* (1995), ISBN: 978-0952649700, p.25.

MY FAMILY'S 100 YEARS OF HISTORY IN LOWESTOFT

My great-grandparents **Antonio Boddy** and **Annie Maria Johnson** were married at St Mary's Church, Islington, London on 1 September 1879. The event was recorded on 7 September in *The Era* weekly newspaper, which provided theatrical content:

'... Annie, youngest daughter of Ray Simla (late Ritz), great tambourine artist, to Antonio Boddy Stone, of Penton-place, Pentonville.'

The marriage certificate says that they were both of full age. However, Annie was just 18 years old and Antonio is believed to have been 20 years old.

Antonio was a wanderer who hated London and dreamed of emigrating to the Orange Free State, South Africa, but Annie wouldn't go. So, they decided Lowestoft was a nice town to live and answered an advert for something to do with shoes and got the job. They moved to Lowestoft in 1892 with all the family, including a dog and a tame rabbit. Annie hated Lowestoft and was very afraid of country things, such as cows! She wanted to go back to London and used to say *'Take me back to the high lights of London'*. Children **Maud** and **William** loved living at the seaside.

Antonio

Antonio was born on 5 December 1858 (or 1859) in Westminster, London, although his birth does not appear to have been registered. A Mr Stone may have helped pay for some form of education, although Antonio never went to school (he didn't like it and only went for a week). Mr Stone also took him to France when he was a boy for holidays. He may have been adopted by Mr Stone, although his marriage certificate indicates that his father may have still been alive in 1879.



*Antonio Boddy
(1858/9-1947)*

Antonio was at one time a coachman/groom for a doctor who lived in Hammersmith and he lived-in at the doctor's home. At the time of his marriage he was living in Penton Place, Islington and working as a tinfoil maker, the same occupation as his father.

Antonio was a Volunteer. He had a nice voice and used to sing what Ivy described as *'the Volunteer song'*. He was smart and aristocratic looking, with dark eyes and a black beard. He was a man before his time and liked everything modern. He even made a telephone when they had a shop in Dukes Head Street, Lowestoft, to speak to the house next door. The end of the telephone was a funnel, but this was a mistake as then Annie could hear all that went on next door.

Antonio loved music and was very intelligent and a thinker. Although he never went to school, as a young man he taught himself (maybe with Mr Stone's help) to read and write and also to read music. He played the banjo and violin, and his daughter Ivy remembered him singing *The Village Blacksmith* and *The Golden Wedding*. He was

good with his hands and artistic. He liked **Charles Dickens'** stories. He was also a cheerful man and used to greet his granddaughter with *'Hello – here's my little Violet'*. He used to smoke cigarettes.

Annie

Annie was born on 14 February 1861. When she was young she had golden curls, grey eyes and a small nose, and was very pretty. She was a tailoress at Peter Robinson, London, and when she was born her parents were living at 25 Tottenham Court Road. Annie preferred boys to girls – the boys in the family were her favourites. She used to say of her grandson *'Dear Alfred, such a clever boy'*.



Annie Maria Boddy née Johnson (1861-1954)

Life in London

Antonio had a shop in London (Caledonian Road?) and he and Annie lived over the shop with an elderly man (most likely Mr Stone) who left Antonio the business when he died. After their move to Lowestoft, **George Pritchard** was left in charge of the business, but it *'went to pot'*. As mentioned, Antonio was a Volunteer and he was probably involved with the St Mary, Islington Volunteers, who were formed in 1797, or the Finsbury Rifle Volunteers, who existed from 1859 to 1908 with headquarters at 17 Penton Street.

Relationships

The Boddy and Adrian families were related, as Antonio's sister **Elizabeth** was married to an Irishman, **John Adrian**. The families lived in the same house in the late 1880s and Antonio and John were in business together as tinfoil manufacturers. They took over the business from **Henry Stone** after his death in 1883. It is possible that Henry was Antonio's father, as the newspaper announcement of the marriage in 1879 says that Annie married *'Antonio Boddy Stone'*, and on the marriage certificate Antonio's father is named as **Henry Boddy**, though information about Antonio's sister Elizabeth indicates that her parents were **William Body** and **Elizabeth Murphy**. This is a mystery to be solved!

Children

George, their first child, died aged 13 days in August 1880, just 12 months after they were married. Maud was born the next August and her birth was registered on 14 September 1881, when the family were living at 43 Bridge Road, Hammersmith. However, it is thought that Maud may have been the child of Antonio's sister Elizabeth, and was unofficially adopted by Antonio and Annie. Nothing was known of this by her children until Annie was an old lady. Elizabeth and John Adrian had a

family of three girls: **Nellie, Emily and Maud**, and they were very poor. Mr Adrian used to come to Lowestoft to visit. Annie used to say to Antonio *'I wonder what he would think of her now'*. Antonio responded *'Keep quiet, shush'*. William was born next in December 1885 in Islington (close to the Elephant & Castle public house). **Ivy** (my grandmother) was born in December 1894 in Lowestoft.



Maud Boddy
(1881-1962)

Ivy Tuttle née Boddy
(1894-1983)

'Hospital for sick boots'

Antonio had a boot repair shop in Dukes Head Street, Lowestoft, called the 'Hospital for Sick Boots'. He employed about five men, including son William and **George Pritchard** (son of the previously mentioned George Pritchard). However, George opened his own boot repair shop and took some of Antonio's trade with him. One day Antonio walked into George's shop and took him by the throat. They never spoke again! It was not until Annie visited her sister **Ada** in London and Mrs Pritchard was also on a visit that they met and so got talking. After this, the families were on speaking terms. Antonio later had other boots repair shops in both Lowestoft and Wrentham.



Antonio outside his Hospital for Sick Boots, Lowestoft, in 1908

Life in Lowestoft

Antonio and Annie lived in various houses in Lowestoft before WWI. When they couldn't afford the rent they moved to a smaller house, and when things got better, they moved to a bigger house again. They took in lodgers and holiday-makers when they lived in London Road South. Before WWI they were both members of the Salvation Army Citadel Band in Lowestoft. Annie would take daughter Maud to the

Salvation Army and she won a prize. They left at Annie's insistence because Antonio got too friendly with some of the girls in the band. Annie was very good looking and the men at the Salvation Army would talk to her. In the early days, relatives from London, including Annie's mother and sister Ada, would come to Lowestoft by train to visit. There was a fire in one of their houses in Lowestoft when various papers and documents were burnt and lost. This caused problems when they tried to get their pensions as birth certificates couldn't be found.

Later years

In 1916 Antonio and Annie moved to Wrentham because the war was getting worse and there was a fear of Zeppelins. In the mid-1920s their house was condemned as not fit for habitation and they were offered a council house, but turned this down. In the 1930s they were living in a house on the High Street with oil lamps (until grandson **Alfred** rigged up electric lights), and a water pump and loo in the garden. The house had been built in 1710 and was demolished in 1955 to be replaced by a bus shelter!

Antonio was a keen gardener and had a big garden at the house in High Street, Wrentham. He grew lots of fruit and Annie used to make jam. Annie would occasionally visit Lowestoft on the bus. Antonio died in 1947 aged 87 and was buried (with no headstone) on 1 July at Wrentham on a wet day. After Antonio's death, Annie moved to live with daughter Ivy at 21 Lawson Road, Lowestoft, although she also lived for short periods with her other two children. She lived to the age of 93 and was active until she died in 1954. She was buried at Kirkley Cemetery, Lowestoft (again with no headstone) on 15 January, when there was both a terrific wind and a rainbow.

Ivy Blanche

Daughter Ivy Blanche married **Alfred Arthur Tuttle** at the Sailors' Bethel, Lowestoft on 5 July 1915. Alfred was home on leave from the Army and wore his uniform for the wedding. The best man was **Charles Tuttle**, Alfred's brother. In the wedding photograph (left), Ivy's father Antonio Boddy is at the back on the far right. The bridesmaids were Maud Boddy (2nd from right) and **Rosanna Boddy née Self**, who had married Ivy's brother William in August 1913 (2nd from left). One of the remaining bridesmaids was **C A Hart** (I'm not sure which one she is), who was a witness to the wedding.



The marriage of Alfred Tuttle and Ivy Boddy, 1915

Ivy later wrote:

'I was only 20, he was 26, we married at the Bethel, and had a lovely wedding, although they were firing all day, we were making such a noise with singing and playing games, my dad had his violin and the piano was being played we didn't hear the firing. After our wedding my husband had to go back to the Army, as the war was getting worse.'

She continues:

'My mother and father moved to Wrentham during WWI because the Zeppelins were coming over so low, that one night our little dog got out and kept jumping up trying to catch one. We were afraid to go out after it and we thought the Germans would know they were over land if they heard a dog barking. We were also afraid we should be invaded, and the Germans were doing awful things to the Belgium's and French.

When I was expecting Alfred (early 1916) I went home to Wrentham, it was a Sunday. On the day Alfred was born, Lowestoft was bombarded from the sea and we brought down our first Zeppelin. The Zeppelins used to fly quite low over our coast, we had no guns, one night a Zep put all its lights on just for a second, just out of cheek, Maud saw it and said it looked like a ship in the sky. Next day it was reported in the papers, but after we brought down the first Zep they got less frequent in bombing us.'

After her marriage it was another 10 months until Alfred was discharged from the Army and during this time Ivy lived with her parents in Wrentham.

Ivy continues again:

'Then my husband was discharged from the Army because of his veins, varicose veins in the legs. So he got work at Norwich, Colemans Mustard factory and we lived in rooms for a time at my cousins Pritchard's, then we got a little house in Carrow Road. We lived there for 9 months and then we came back to Lowestoft.'

Next generation

Alfred and Ivy had two children, **Alfred William** and my mother **Violet Ivy**, who met my father **George Edwin Watson Loveley** in Lowestoft in WWII. He was from Boston, Lincolnshire and had been sent to Lowestoft to the Royal Navy's School of Cookery for a five-week course at the Harris School, which was in Church Road. George writes:

'The school classrooms were used some as dormitories and some as kitchens. The kitchens had trawler galley stoves. The teachers were women from the Lowestoft school of cookery under Mrs Dempster. She wrote a cookery book for Patrol Service cooks; we were given one each.



Violet Loveley née Tuttle
(1921-2002)

*The teacher in my class was a **Miss Rackham**, she would call the roll every morning and to save her blushing she would call me no.5 rather than Loveley, George. We were tested at the end of our training and I passed with 90% Excellent in October 1941.*

It was here that I met Violet. I was asked to help Violet, the secretary of the Cookery School, to weigh the rations of sugar. During our conversation she found that I was a Christian and that I was Pentecostal and I found she was a Salvationist. She then invited me to the Salvation Army and I said I was Pentecostal, but she said that if I invited her to the Pentecostals, I would expect her to come. So, I went to the Salvation Army quite often and enjoyed walks with her and also helped to deliver their magazine called the War Cry.

Violet and I kept in touch when I had to go to Egypt. We wrote to each other regularly. When my letters arrived, Violet's mother used to send them to her, because she went to the Salvation Army training college and then became an officer. Her mother used to say, "Faithful old George".'

George and Violet were married after the war at London Road Baptist Church, North Lowestoft, on 22 November 1945. The **Rev. Kingsbury** married them, and the reception was at Waller's on Pier Terrace. George wore his naval uniform. **Bobby Kay** was the best man and Violet's friend **Doreen Balls** was the bridesmaid. They spent their honeymoon in Lowestoft, because George had to wait there for several months before finally being demobbed. During part of that time, he was cook at the Anchor Hotel, North Lowestoft and later at the Hotel Victoria, where the Navy officers were billeted.

They lived initially in Boston, where I was born, but moved back to Lowestoft in 1954 where George worked as a wholesale fish merchant with his father-in-law, Alfred Tuttle. They lived at 167 Long Road for over 40 years until the late 1990s, when Violet developed dementia and they moved to Bedford to be closer to their children.

The family link with Lowestoft and Suffolk via the Boddy family ended in 2005 with the death of **Audrey**, the daughter of Antonio's second child Maud. Thus after 113 years the links through the Boddy family with Suffolk were over. However, Suffolk links through the Tuttle family go deeper into the past and could be the subject of another missive.

I, the oldest child of George and Violet, was born in Boston but lived in Lowestoft from the age of 6 to 18 when I went to university. However, we still enjoy our annual visits to Lowestoft to view the old haunts, walk along the beautiful promenade and beach, and consume a fish and chip lunch on the Claremont Pier. Great memories!

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ARMAGEDDON

Following the edition of *Roots* themed around Floods and Other Tragedies (December 2022), I decided to unearth an article I had published in *Practical Family History* magazine some years ago, about someone whose name has a similar connotation.*

Whilst searching the 1901 census for a family member, I came across one **Armageddon Margeram**. He was a visitor to a house in Childer Road, Stowmarket and his very appropriate occupation was Baptist minister. He was incorrectly transcribed as Wingerson. However, having looked at the entry closely I decided it was Margeram and so, fascinated, I decided to trace him back through previous censuses. I thought with his name it should not be difficult, and so it proved.

He was noted in the 1901 census as having been born in Spalding, Lincs in about 1833. In 1891 he was living in Plaistow with his wife, Elizabeth, and five children. His occupation was Baptist minister.

In 1881 he was living in Raunds, Lincolnshire where he was a Baptist minister with his wife and seven children (one of whom was named after his father, **Armageddon Danbury Margerum**). His children were born in places as far afield as Plymouth, Peckham, Grimsby and York. So, he was a much-travelled man for his time.

In 1871 he was in Spalding with four children and an elderly lodger, but fascinatingly this time his occupation was hairdresser and hatter! I also found him in a street directory around this time.

Intrigued, I went back another 10 years. I traced his marriage to **Elizabeth Danbury** (noted as Daubney) in 1860. In 1861 he was living in Grimsby with his wife and in-laws. Their surname explains the second name of one of his sons. His occupation there was given as schoolmaster. His wife was 18 and his age was noted as 30, though I think he was 28.

In 1851 he was an apprentice butcher, and living in Grimsby with a **Mr Pears**, hairdresser, and his wife, their niece and granddaughter.

The 1841 census showed him in Grimsby with his mother and father – who not surprisingly was a Baptist Minister. But he had two sisters who appeared to be called **Ruhamar** and **Reobeth**. Just out of interest I traced them: Reobeth did not appear in future censuses, and Ruhamar appeared to have died at the age of 20 in 1849.

Armageddon died in the third quarter of 1908 in West Ham.

A question arises as to why he was visiting Stowmarket, where he apparently had no connection.

Penny Pilbrow Mb 9638

** Editors' note: Practical Family History ceased publication in 2010, but the editor of the sister magazine – Family Tree Magazine – has kindly given permission for us to re-publish this article.*

PRIVATE HARRY SIMPER – A SUFFOLK MAN BURIED AT SUNBURY, MIDDLESEX

The editors are grateful to **John Seaman**, a member of West Middlesex FHS, who wrote in with the following information about Suffolk-born Private **Harry Simper**:

'The Commonwealth War Graves Commission records that Private Harry Simper is buried at Sunbury New Cemetery in Sunbury-on-Thames. He served with the Royal Army Service Corps MT (Motorised Transport) Depot at Kempton Park. He died on 29 October 1918. He was the son of Agnes Stones (formerly Simper), of 11, Aberdeen Place, Southgate St, Bury St Edmunds, and the late Amos Simper.

The marriage of Amos William Simper and Agnes Phillips was registered at Thingoe during the last quarter of 1897. In the 1901 census Agnes and Harry Simper were visitors at Ixworth Thorpe; Harry had been born at Great Livermere. The 1911 census recorded him living as a boarder at Barrow with Harry and Agnes Rowling. On 23 November 1918, the Bury Free Press reported that Harry Simper, the 'adopted lad' of Mr and Mrs H J Rowling of Stansfield, was accidentally killed at Kempton Park on 29 October 1918. He is commemorated by name on the war memorial at All Saints Church in Stansfield.'

The reference to Harry as the Rowlings' 'adopted lad' was intriguing and prompted further research into those named in John's account.

The birth of Amos Simper, Harry's father, was registered in Thingoe in 1863. Agnes Phillips, Harry's mother, was much younger, being born on 22 April 1876.⁽¹⁾ When they married in 1897, Amos would have been in his mid-30s while Agnes was just 21. Harry's birth was registered in Thingoe in the second quarter of 1900. He was the couple's only child. However, he was not his father's first-born, as Amos had been made the subject of a bastardy order in 1886 relating to the daughter of **Caroline Turner** of Troston.⁽²⁾ Amos had admitted paternity and told the court he would marry Caroline at once, but failed to keep his word.

In the 1901 census, Amos, recorded as a farm labourer born at Ixworth Thorpe, was by himself in Troston, presumably at the marital home. Agnes and Harry were a few miles away in Ixworth Thorpe, visiting the **Kemp** family. Next-door-but-one to the Kemps was **Eliza Simper**, a widow of 78 and possibly Amos's mother. This may have been just a short familial or social visit, perhaps to allow Agnes to

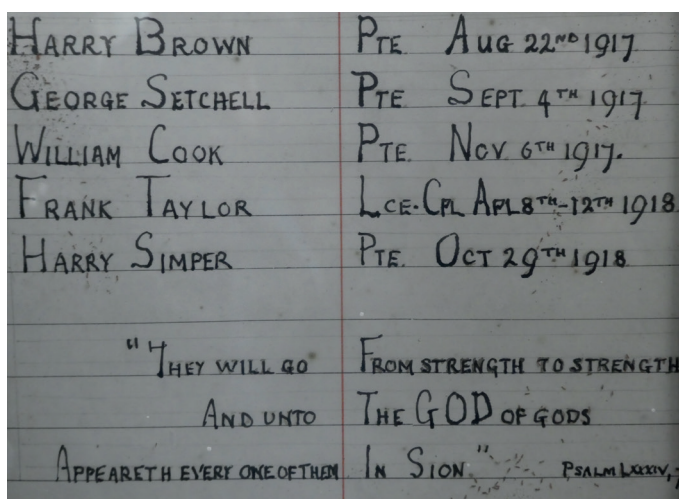


The grave of Pte Harry Simper, Sunbury New Cemetery. Courtesy of the sunburyatwar website

show off baby Harry. But there may have been more to it, as it seems that all was not well with Amos. By the start of 1903 he had already been an inmate of the Thingoe Union workhouse and a patient in the West Suffolk Hospital. In January that year he was convicted of attempted suicide after being found trying to cut his throat in the Saracen's Head Hotel in Bury. According to the report of the proceedings in the *Evening Star* of 24 January 1903, a doctor described Amos in evidence as 'weak-minded' and the Recorder found that he was 'not regarded as a full-minded man'. Amos was discharged on condition that he went back into the workhouse where he would be looked after. But matters clearly failed to improve, as in 1906 he was admitted to the County Asylum where he remained until released in 1916.⁽³⁾

According to the *Evening Star*, at the time of the 1903 proceedings Agnes was a housekeeper in Timworth, just north of Bury. By 1911 she was herself in the workhouse. As noted above, Harry, aged 11, was then living as a boarder at Barrow with Harry (Henry John) Rowling, a grocer's assistant, and his wife Agnes (née Woods). How this arrangement came about is unclear; no connection has been found between Amos or Agnes and the Rowlings (who had no children of their own). It is unsurprising, though, that Agnes and Harry were living separately, as she would have wanted to keep her young son clear of the workhouse if at all possible. Indeed, the arrangement with the Rowlings may have started even before Agnes herself became an inmate. With Amos in the Asylum, she was effectively a single mother; and if she was keeping body and soul together by working as a housekeeper, it would have been practically impossible to have Harry with her.

Whatever the circumstances, it is telling that it was the Rowlings (rather than Amos or Agnes) who placed the obituary notice in the *Bury Free Press*, referring to Harry as their 'adopted lad', and that he is remembered on the war memorial in Stansfield, the village in which they were then living. They clearly felt great warmth towards him,



The war memorial in All Saints, Stansfield and a close-up of Harry Simper's name, both courtesy of Hugh Douglas-Pennant

which suggests that he had spent a significant part of his young life with them before joining the Army. They must have been deeply affected by his death.

It seemed likely from John Seaman's information that Harry's posting to a motor transport depot may have had something to do with his demise. This turned out to be the case. Harry's death certificate records that he died in Avenue Road, Sunbury, not far from the Kempton Park depot, after incurring internal injuries in an accident. An inquest held two days later, on 31 October 1918, revealed the full circumstances.⁽⁴⁾ An operation was under way to park military lorries in a line, one yard apart, in Avenue Road. Driver **John Theobald** was drawing his Commer up behind the rearmost lorry but, unfamiliar with the vehicle, at the last minute he accelerated rather than braked and shunted the rearmost lorry into the one in front. Harry happened to be standing between the two parked lorries and was badly crushed, dying within minutes. The Coroner's report and Harry's service record both refer to Agnes as his next of kin – not Amos, and not the Rowlings.

What happened to them all after Harry's death?

It's unclear where Amos went immediately on his release from the Asylum, but the odds are that he returned to the workhouse. He is recorded there in the 1921 census. His death was registered in Bury in the first quarter of 1923.

By 1921 Agnes had left the workhouse and was housekeeper to a widower named **Hudson** in the hamlet of Higham, situated between Bury and Newmarket. Although the CWGC website refers to her as Agnes Stones, formerly Simper, she in fact became Agnes Stone, her marriage to **William Stone** being registered in Bury in the last quarter of 1923. According to the 1939 Register, Agnes (a 'ward maid daily') and William (a retired labourer) were then living at 285 Aberdeen Place, Bury. Aberdeen Place no longer exists, but was an area of poor-quality accommodation running off Southgate Street. Agnes's death, aged 79, was registered in Bury in the second quarter of 1956.

As for the Rowlings, in 1921 they were still in Stansfield where Harry, clearly an active sort, was combining the roles of sub-postmaster, grocer and baker. *Kelly's Directory* has him as the village sub-postmaster in 1916, a role in which he continued until his death in early 1936, when he was succeeded by **Miss A M Hibble**.⁽⁵⁾ Agnes had predeceased him, her death being registered in Bury in the last quarter of 1934. The editors would be delighted to hear from anyone who can throw light on how this couple came to form such a close bond with Harry Simper.

Rob Ward

Co-editor, Suffolk Roots

References and Sources

1. 1939 Register.
2. *Bury and Norwich Post*, 27 July 1886.
3. Lunacy Patient Admission Registers, 1846-1912, Ancestry.
4. The inquest records are held by the London Metropolitan Archives, ref. COR/MW/1918/007/03.
5. *Bury Free Press*, 5 December 1936.

JOHN DADE OF FRESSINGFIELD, AND WITTON: HIS ANCESTRY, IMMEDIATE FAMILY, AND LIFE – PART 3

Editors' note: This is the final part of this article, the previous parts being in the December 2022 and March 2023 editions of Roots. The author, Kelly Leighton, has kindly given permission for the entire article, including appendices (of wills referred to in the article), to be included in the Reference section of the Members' Area of the Society's website. The transcriptions in this article contain small apostrophe-like marks ("'). We are told that these marks indicate either a missing character or a possible doubling of the last letter shown. For example, in the text 'fadre in god' ...' the word 'god' could either be 'gode' or 'godde'.

What, then, can we know about John Dade the man? His friends or acquaintances, his business dealings, his socio-economic level? His life with Margaret? Are there any things we know that can personalise the man and his wife?

Possibly the quickest way to start is the way his contemporaries (and perhaps ours too) would regard him – by examining his wealth and status. It so happens the will of his father can provide some context, his own will more, and his legal affairs yet further evidence for what he considered 'normal' income due. The bequests of 1470 John Dade total some £144 10s 4d.⁽¹⁰⁸⁾ This is in addition to lands and tenements identified for both of his sons, **Nicholas** and John, and bushels of wheat for paupers and combs of malt for his godchildren. A comb equals four bushels, perhaps lasting a month or two and worth about 10 pence.⁽¹⁰⁹⁾ Dade's bequests represented a fairly decent sum. As his attempted insurance against Juliana contesting the will, he left her 100 marks (£66 13s 4d). We recall that Juliana leased out her lands from her second widowhood at 10 marks annually. It seems John provided for her for a number of years after his death, if not for her life, perhaps. John was willed half of his mother's amount in cash, but also the primary lands John Snr. possessed. This, then, is how 1505 John began his adulthood in 1470 after he lost his father.

One of 1505 John Dade's Court of Common Pleas cases (one of three separate cases in 1492) totalled £20 4s 1d:

*'John Dade in his own person offered himself on the fourth day against **Matthew Woode** lately of Ipswich in the aforesaid county "Bocher" on a plea that he render to him £13 20d. And against **Robert Dawys** lately of Stokeassh in the aforesaid county "husbondman" on a plea that he render to him 53s. 4d. And against **Gregory Knap** lately of Vfford in the aforesaid county "Bocher" on a plea that he render to him 40s. 4d. And against John Barbour lately of Fresyngfeld in the aforesaid county "Bocher" on a plea that he render to him 48s. 9d. That they owe him and unjustly withhold etc. And they did not come. And the sheriff was ordered to summon them etc. And the sheriff reports that they have nothing etc. Therefore let them be arrested that they be here three weeks from Easter etc.'*⁽¹¹⁰⁾

Another legal case – previously cited – from 1495 totalled some £16 16s 6d in debt allegedly owed to John. These are not insignificant sums for the period (each was

roughly a year's income per inquiries after his death), and though they do not qualify as exceedingly rich, they would indicate a fairly well-off family.⁽¹¹¹⁾ The will he wrote before his own death in 1505 parcelled out bequests of £247 10s, plus, like his father's, some combs of malt (this time to lepers of Norwich).⁽¹¹²⁾ The question has been asked by historians (unfortunately, rarely answerable): just what was the relation between what was written in a will and what was actually performed by the named executors?⁽¹¹³⁾ This is a valid point, of course, so we would do well to remember that Simon Wiseman referred to John in 1490 as a 'yeoman'. According to Wikipedia:

'The Concise Oxford Dictionary states that a yeoman was "a person qualified by possessing free land of 40/- (shillings) annual [feudal] value, and who can serve on juries and vote for a Knight of the Shire. He is sometimes described as a small landowner, a farmer of the middle classes."^(1A) *Sir Anthony Richard Wagner, Garter Principal King of Arms, wrote that "a Yeoman would not normally have less than 100 acres" (40 hectares) "and in social status is one step down from the Landed gentry, but above, say, a husbandman."*^(1B) *Often it was hard to distinguish minor landed gentry from the wealthier yeomen, and wealthier husbandmen from the poorer yeomen.*⁽¹¹⁴⁾

Thomas Grymston and Thomas Eyre, in the Star Chamber case previously mentioned, say that *'the said' Joh'n Dade is a man' of xx li' londe by yere and of gret substauins of good[es].*⁽¹¹⁵⁾ In a 1500 Common Pleas case, John is referred to as a *'gentilman'*.⁽¹¹⁶⁾ The inquests into John's holdings and annual worth, which were not returned until 1510, several years after his death (a delay possibly caused by the change of kings), equated the latter to over £16 in Norfolk and £2 in Suffolk.⁽¹¹⁷⁾ These all seem to point to the same social strata in 16th-century England. John was obviously not poor at his start, and was smart or dedicated (or lucky) enough to continue to prosper before his death.

The records appear to show that John was a cattle farmer earlier in his life, the legal cases continuously referring to debts owed him by husbandmen, or butchers; or how many of his cattle were made off with. This should not surprise us, since cattle farming has been a constant in East Anglia for a very long time. The area south of Eye has a 'Cowpasture Lane' (where John or his men could actually have walked their animals!) and numerous cow bells have been found – again, any one of which could be our man's!⁽¹¹⁸⁾ The average land holding was perhaps 50-60 acres,⁽¹¹⁹⁾ and Juliana's records and John's known finances seem to place him somewhere in this realm. Efforts to 'count backwards' from known numbers of cattle to number of acres have proven unsuccessful, there being simply too many variables for this to be beneficial.⁽¹²⁰⁾

We have records of John's involvement in several joint tenancies with associated right of survivorship as he grew older. This legal institution, possibly designed to provide flexibility from the limiting land transfer methods then common, was one of several joint ownership possibilities voluntarily entered into:

'The distinguishing feature of joint tenancy, as opposed to other forms of co-ownership, is the right of survivorship. On the death of one joint tenant, his right to the entire property accrues to his surviving joint tenant or tenants. Heirs and legatees of a deceased joint tenant are barred from asserting any right to the property against a surviving joint tenant.'⁽¹²¹⁾

Joint tenancy '*had necessarily to arise out of purchase*'.⁽¹²²⁾ These arrangements were, therefore, unlikely to represent inheritances. Buyers would grant property to a group of men, to the use of (in trust for) the grantor. They were routinely used to ensure property was disposed of as later directed in that grantor's will. By granting to a non-breakable group, it was less likely that any single person would try to abscond with the land title in some way. It seems evident that the 1506 Yaxlee case, previously mentioned, Dade's 1493 indenture for the manor of Beckhall in Wilby in Norfolk for the benefit of **William Mountenay** and his wife **Alice**, son and daughter-in-law of **Thomas Mountenay**,⁽¹²³⁾ and the 1503 Foot of Fines item (to be discussed shortly) for his own benefit all fit this standard interpretation. The latter land is mentioned in his Norfolk Inquisition Post Mortem (IPM), although it is quite a bit smaller than the foot of fine land description, implying a significant amount of parcelling and selling or trading, it seems. But there are several other joint partnerships evident in the IPMs that just may reflect what the 1491 partnership with Henry Everard appears to show – an effort to pool money to acquire land, with the addition of a possibly hopeful expectation of outlasting his partners to gain final possession.

As to character, we could rely on his associates and friends – if only we knew more about them than that they do not seem to be particularly notorious. But we can also reflect that, of the legal cases consulted for this study, we find that between 1480 and his death, John Dade was involved in 28 events – several of these obvious continuations of the same case. Of these, only three were as a defendant (and two of these were because he was a co-executor). Only one was against himself alone, that brought by Simon Wiseman, previously discussed. It had only a single entry in the plea rolls, suggesting John handled it out of court fairly quickly. John brought the remainder of the cases. But of these 25, six were as a co-plaintiff, again as part of executing a will.

From the surviving documentation, it appears that John was not reluctant to use force, but that it perhaps took some prodding to get him to that point. One primarily recalls the 1492 case against **John Bumstede**, who claimed that John beat or threatened to beat him if he did not sign the deed of obligation at issue. John's lawyer countered that any threats were irrelevant to the possession of a valid deed. The reader, when judging, might keep in mind that John had been trying to get his money from Mr Bumstede for over five years!⁽¹²⁴⁾ Even in an era when all legal cases dragged on for sundry reasons,⁽¹²⁵⁾ this was a long time. No other case involving John Dade took this long to resolve. Truth be told, this last plea record says nothing as to

whether Mr Bumstede finally made good, just that he was ordered to. The ways to delay and hinder were so plentiful that the standard work on the courts devotes an entire chapter to them!⁽¹²⁶⁾ It might further be instructive, then, to learn that on 6 February 1501, we find a charter from Bumpstede which confirmed to *John Dade, gentleman, Nicholas Dade, John Lofte, William Keryche and Robert Norton all those lands and tenements, meadows, pasture-lands, pastures, heaths, woods, rents and services, with all their appurtenances, in the vill of Weybrede...*⁽¹²⁷⁾ It would appear that this was land which Bumpstede *'lately had jointly with John Heuenyngh[a]m, knight, Robert Hoker and Thomas Dade, now deceased [plural], of the demise, conveyance, delivery and confirmation of Thomas Gardener, Richard Wright and John Dade as by their charter thereof made to us, dated at Weybrede aforesaid on the 20th day of September in the 5th year of the reign of King Edward the 4th after the conquest of England.'* Bumpstede had had this land in trust since 1465, then, and had retained it to the best of his ability! Of these names, we find Thomas Gardiner and John Hevenyngham in a charter with 1470 John Dade in 1462.⁽¹²⁸⁾ This may be an attempt to regain an interest in familial land, the John and Thomas Dade mentioned in the 1465 charter being 1505 John's father and likely uncle, respectively. Since Bumstede must have been of age in 1465, it is fully possible he was simply getting too old to continue the drawn-out fight with John Dade for this land any longer. We have already seen that John Dade and the others subsequently granted this hard-won land to Thomas Dade of Weybred and his wife and others in 1504.

What about politically? We see that in his later life, John was associated with James Hobart, King's Attorney, even naming him supervisor of his will. John's will describes land he had acquired from **Nicholas Goldwell**, Archdeacon of Suffolk. But as early as February 1492, John shows awareness of the realities of political life when he hires the deputy sheriff of Suffolk (**John 'Resshbrok'**) as his attorney in a Common Pleas case (yet more debts from butchers and husbandmen).⁽¹²⁹⁾ John has not appeared on any commissions of Oyer and Terminer (essentially, local investigative panels), but this may indicate lack of legal training rather than of appreciable local influence.

A John Dade was Suffolk Clerk of the Peace in 1486-87. We do not know if this is the same man (though reputedly so, it may conceivably have been the John Dade who made his will in 1494) who then held the same job in Norfolk and Suffolk, combined, from 1494 until (presumably his death in) 1505.⁽¹³⁰⁾ If the earlier man was our 1505 John also, we might wonder if the betrothal and movement north (and subsequent re-establishment of trust and goodwill among his new neighbours and associates) might have been the reason for the gap in service. Certainly, no royal changeovers, at least, can be to blame. This later man is nearly certainly ours. What did he do in this capacity?

'For centuries the Clerks were the principal officers of the Justices [of the Peace] ... In addition to their Court functions, their numerous duties ranged from such matters

as enrolling deeds of bargain and sale of lands to keeping registers of traders and recording presentments of absentees from Church; and of course they were responsible for executing the orders of the Justices when acting administratively in respect of such matters as the repair of highways and bridges or the control of prices and of labour. It is also interesting to note that for some two hundred years the Clerks of the Peace held office as Clerks of the Crown, and it was not until 1545 that their duties in this field were transferred to the Clerks of the Assize...'⁽¹³¹⁾

Certainly, we can expect some financial benefit to have accrued from this tasking, adding to his landed wealth previously described, though we do not know how much.

In wrapping up what we believe we can know of his political life, we might be able to conclude that John was astute and had some of the right 'associations'; and that with these connections, if he was not overly powerful nor highly influential in his own right, he was at least allied to those who were both. One might wonder if, like **Colin Richmond's** John Hopton, 1505 John Dade was somewhat less socially and politically engaged than might be expected of his station.⁽¹³²⁾

How much of this was in his character when John met Margaret Pakenham we can only wonder. It is likely she helped shape him into the person we have met; many of these events happened during their marriage. Perhaps the things that made him attractive as a husband we can't really know. Did he stutter? Did he have dark hair or light? Were his teeth crooked or straight? Was he too tall? We don't even know what her criteria might have been. But we do know that his brother-in-law Edmond Bohun had been knighted nearly a decade earlier. John might consider the deputy sheriff of Suffolk, the Attorney General of the King of England, Sergeant-at-Law **John Yaxlee**, an Archdeacon of the church, certainly Henry Everard, and possibly even Simon Wiseman as friends (or at least as associates). He was landed, and had already shown promise, as we've seen from the Common Pleas cases, in extending his financial condition. He may have already served as the Suffolk Clerk of the Peace by the time they met (maybe even embarking on the second tour of duty in this capacity). Finally, it is very possible that Henry Everard was labouring to arrange the match, his wife Olive possibly being a member of the Parker family with close ties to the Pakenham clan, as previously mentioned. This, then, is something of the man to whom Margaret Pakenham was betrothed.

But were they in love, as we in this century would understand the concept? As with most mediaeval relationships, lacking the available intimate correspondence of the Paston or **Stoner** letters⁽¹³³⁾ as sources, we cannot say. Unfortunately, those letter collections are so valuable precisely because they are so rare. We can only say that we have no records indicating conflict between the couple or their families. Further, marriage required the consent of both parties to be valid.⁽¹³⁴⁾ The marriage ceremony itself may have been quite anti-climactic: 'verba de presenti (*words in the present tense spoken with intent, such as 'I take you for my wife'*) constituted a full and

irrevocable marriage, even without the presence of witnesses.'⁽¹³⁵⁾ From the fact that the family moved to her holdings, and his wealth seems predominantly located there, we can acknowledge that John likely 'married up' with his match to Ms Pakenham. We can also suggest that they were at least physically compatible, five known/surviving children being born to the couple in an approximately 10-year span. John's will is very businesslike and not overly affectionate, but his wife (and his servants, one of whom, **Elizabeth Mounteney**, may have been Margaret's distant Pakenham kin) were well provided for, and there is none of the latent unease which his own father demonstrated regarding his mother Juliana's reaction to the 1470 will.

The researcher is also left frustratingly clueless about Margaret's life, beyond the barest understanding of what women of her class would have been expected to do as part of the familial unit: provisioning the household, selecting cloths, and perhaps sewing her choices herself, ensuring children and servants were taught and behaved appropriately for their 'station', and assisting her husband in managing holdings and finances to a greater or lesser degree.⁽¹³⁶⁾ We are left to wonder how often (and how well) she performed his tasks when her husband was away. Perhaps we are becoming used to the plethora of things we can never know about those who lived five centuries ago.⁽¹³⁷⁾ But on we push!

1505 John Dade's death seems to have been premature. He wrote his will on 15 October 1505 and died 22 days later, notably mentioning his mental state but ignoring his physical condition in the formulaic preamble. His date/cause of death cannot be correlated with known disease or plague timelines. It is significant that he was within a few years either way of his fifth decade, two fewer than his father and grandfather each likely lived. We cannot know for certain whether his death was premature or whether Juliana's bloodline reduced his natural lifespan from his father's line.

As slim evidence for a premature death, his widow's second husband Greg Caus was involved in at least three Common Pleas cases seemingly extended from John Dade's own time:

1. In 1508 **William Cadenham**, the Abbot of Bury St Edmunds, appears to have renewed his 1502 quest for a final portion of John Everard's estate.
2. In 1510 Caus brought a suit against **Thomas Botewright** of Cratfield and his likely brother **William of Fressingfield**, possibly having to do with the money John gave for use in the Cratfield church's period of renovation,⁽¹³⁸⁾ and
3. Caus brought another 1510 suit against **William Farwell** of Stanfeld – listed with (though not named as one of) John Dade's executors – for £10 for which Farwell had obliged himself to Caus and Margaret (and **Walter Stubbes**) on 14 February 1507.⁽¹³⁹⁾

In 1516, Caus was in litigation with a **William Bumpsted** 'of Wyllingham St Mary' for £8, and Roger Dade of Weybred for £6 (Roger was the son of Thomas Dade who, we

remember, was the ultimate beneficiary of the earlier John Bumpsted 'of Willyngha' struggle.⁽¹⁴⁰⁾ In addition, this same year Caus had a case (for £30!) against **Katherine Hoker**, widow of Robert Hoker, also involved in the Bumpsted case.⁽¹⁴¹⁾ Whether these last two cases indicate a certain ruthlessness in Caus or are yet further evidence of unfinished business by John Dade is unclear, as neither of these Caus-initiated cases references John Dade (or his executors) in any way, though it seems obvious they are related to the John Bumpsted disagreements.

Seeing John Dade's relatively short life in retrospect from so many years later, we might well wonder how far John would have risen – how far would he have chosen to rise? – had he lived somewhat longer. He was succeeded as Clerk of the Peace by a Henry Everard, though whether this Henry was the son of John Dade's friend Henry Everard or his brother-in-law John Everard (both of whom had similarly aged sons named Henry) is difficult to tell.⁽¹⁴²⁾

John and Margaret had five living children at the time of his death, named in his will: **Richard**, the oldest son (born about 1497 from John's IPM), **John**, **William**, **Nicholas**, and a daughter, Olive. If one assigns a tentative birth year of 1499 to John, 1501 to William, and 1503 to Nicholas, one is unlikely to be off by more than a score of months – on any of them save Olive – so tightly packed are they into the decade of marriage John Dade and Margaret Pakenham shared. Olive wrote her will in 1516, not yet married.⁽¹⁴³⁾ It seems very sophisticated and may indicate she was older than at least some of her brothers, if not all. She may even have been the oldest child.

John's widow remarried sometime in 1506 or 1507. She is tied to Greg Caus in February 1507, suggesting the remarriage was in 1506.⁽¹⁴⁴⁾ We can only speculate how eagerly she embraced the match. Margaret's second husband was an interesting man. It may be that her first husband (and perhaps Margaret too) knew Gregory and his parents. We have available a 1503 Foot of Fine whereby:

*'Thomas Cawse and Margaret and Thomas Befylde and Elizabeth have acknowledged the tenements to be the right of John Dade, as those which the same John, **Thomas Blakney** and **John Bradfyld**' have of their gift, and have remised and quitclaimed them from themselves and the heirs of Margaret and Elizabeth to John, Thomas Blakney and John and the heirs of John Dade forever.' For the warranty against any interests **John, abbot of the monastery of St Peter, Westminster**, and his successors might later claim, 'John (Dade), Blakney and John (Bradfyld) have given them (i.e. both Thomases and their wives) 40 pounds sterling.'⁽¹⁴⁵⁾*

Like the Pakenham clan, the Caus family is represented in Norfolk records going back centuries. Indeed, members of the family appear near Breton family ancestors of Margaret's in the 1327 and 1332 Norfolk Subsidy rolls!⁽¹⁴⁶⁾

It seems Gregory's father was Mayor of Norwich in both 1495 and 1503 (again, reinforcing our assertion of John's powerful connections).⁽¹⁴⁷⁾ From extant records,

Gregory does not appear to have been very much like what we seem to know about John Dade. Where Dade was a climber, and possibly a gambler, of sorts, with the multiple joint ownership ventures, we do not find cases against him which lead us to believe he was a bad man. Disagreements over money owed, certainly, some tantalisingly unresolved for us so many years later. But nothing showing malice or hurtful intent. With Caus, it seems different. We do have records which seem to illuminate Caus in not such a flattering light, unfortunately.

As an example, the case of Gregory Caus and **John Sturges vs William Barney** and his wife Elizabeth.⁽¹⁴⁸⁾ Sturges was Caus's brother-in-law (Caus having married Margaret (Pakenham) Dade after John Dade's 1505 death and Sturges having married Elizabeth Pakenham before Elizabeth's 28 October 1495 proof of age). It seems as if Sturges and Caus, perhaps in right of their wives, on 1 September 1523 violated a previous King's Bench verdict that had held for the previous six years and intruded on some property, assuming ownership of it. Barney brought complaint.⁽¹⁴⁹⁾ It seems, from our viewpoint 500 years later, as if Caus and Sturges believed that their wives were cheated of an inheritance purchased by Nicholas Parker and his heirs. Barney's case was that his wife had never released her right, whether his wife's mother did or didn't sell to Nicholas Parker.⁽¹⁵⁰⁾ The nagging question for us is whether this was a valid suit, and whether the sudden invasion of the property was warranted.

One of the most damning indictments of Gregory Caus comes from an aggrieved Norwich resident who claimed that after Caus was, essentially, caught for tax evasion on goods he shipped (Caus is nearly always stated to be a mercer in the multitudes of Common Pleas cases by and against him), he began to inform on others for the purposes of extortion! This involved a man named **Sir Richard Empson** who had access to the King's Privy Seal. While this may have begun as an effort to root out other tax avoiders during the latter years of King Henry VII's rule, the allegations in the Chancery case are that Caus was not as critical as he should have been of the actual guilt or innocence of those he identified, and that he may have received some financial benefit from the scheme.⁽¹⁵¹⁾ There are elements of this that we can confirm, but they are few – and not so conclusive that we can be positive that Caus was guilty of collusion as he was made to appear. What can be confirmed will fit an interpretation of Caus as a villain or as an unwilling victim.

Caus appears in numerous Common Pleas cases from 1508 to 1533. Indeed, there are few years where this merchant does *not* appear in legal cases! In addition, he appears in numerous Chancery records, perhaps culminating in February 1518 when he is labelled a debtor in the amount of £120 to a **Thomas Mirfyn** of London,⁽¹⁵²⁾ and May 1518 when he is in debt to **Adam Sparhawke** to the tune of £200!⁽¹⁵³⁾ His land and assets are assessed in the former matter (incidentally proving his relationship to the Caus family resident in Norfolk for centuries by his ownership of land in North Erpingham Hundred) to something just under £16 annual worth. The impression left

so many centuries later is of a man who controls hundreds of acres of land, but who is extremely cash poor. How much of this is due to his occupation – where carrying some level of debt for goods is presumably normal – is unclear.

The 21st-century jury, as it were, cannot be said to have rendered a complete verdict on Mr Caus. There is, however, a sense of vague discomfort about the dealings we seem to have records of. And also about what seems to be a desperation for funds, distasteful in any time because of the lengths one may go to in order to satisfy financial needs – such as possible extortion, possible theft of lands, or demanding of debts perhaps already settled.

But there is one final item that remains. The oldest two boys of John Dade and Margaret received their patrimony mentioned in John Dade's 1505 will. But the third son, William Dade, to be discussed in a future article, may *not* have. The records are unfortunately sparse, and again, not without ambiguity. What we know is that in 1514, Gregory Caus is in suit against a yeoman named **John Cabache** of East Bylney for 40s.⁽¹⁵⁴⁾ We don't have any record of our William Dade ever associated with any of the Horningtoft, Wissonsette, Mileham, Brisley, or Bilney lands John Dade left to his third son. Is it possible that Caus sold them? Is this the reason these lands seem to disappear from Dade control during William's minority?

This William is named in 1505 John Dade's will as the third son. His birth year is approximate, derived from the eldest brother Richard's age of '13 *and mor*' in the 1510 IPM of this same John Dade.⁽¹⁵⁵⁾

This William could be the man in the 1524 Subsidy lists for East Bergholt, Suffolk. He could be the man from 'East Barfelde' (which both the NRO catalogue and British History Online⁽¹⁵⁶⁾ tentatively equate to East Bergholt, Suffolk) in the mid-1540s. This man has a wife who had been married before to a man who died in the mid-1520s (**Robert Bowsye**). Thus, William Dade's wife **Johanne** was about the age one would expect if the East Bergholt William Dade had been born approximately 1502. If correct, this would imply that the *Genealogical Memoranda Relating to the Family of Dade of Suffolk*, the principle compilation for Dade data, has confused two separate William Dades – as well as conflating children of 1505 John Dade (clearly named in his will, perhaps unavailable to the compiler of the *Memoranda*) with those of his father (or perhaps his son William Dade).

As support for this confusing of two Williams, it seems highly implausible for a man born within a year or two of 1502 to marry and father a son sometime around 1556 and yet still be living until 1597. When one considers the seeming vigour of a man named **William Dade** in the 1570s (and the patterns of where and with whom he associated), it seems more fitting that this 1570 man was born c. 1530 and is the son of the first-generation William Dade, of whom we have lost track by this time, and who likely died bereft of his patrimony – possibly due to the actions of Gregory Caus.

We will hear more in the future of William Dade and his successors in Norwich, King's Lynn and Tannington, but this article must conclude with the question, regrettably unanswered, as to whether Margaret's second husband, Gregory Caus, was really the kind of man the above records can be interpreted as showing (and whether he was capable of interfering with the inheritance of a third son).

We do not know definitively when Margaret (Pakenham) Dade Caus died, nor whether Caus outlived her. We have no specific evidence of how her children responded to this step-father, only a sense of unease.

We will pick up the at times tumultuous history of her children and grandchildren in a following article.

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108. Mike H, 'pounds shillings pence format in Excel', blog contribution dated 15 April 2010, <https://www.pcreview.co.uk/threads/pounds-shillings-pence-format-in-excel.3996551/>. The author is indebted to 'Mike H.' who provided the necessary formula to facilitate the primitive financial analysis above.
109. Virgoe, *Private Life*, 46, 240. Dr Virgoe's page on currency and incomes is as helpful as his citation of a 1475 Paston letter for the going prices of a comb of malt, wheat and oats, each, in Norfolk at that time.
110. CP40/919 AALT 0522 (1492), http://aalt.law.uh.edu/AALT4/H7/CP40no919/aCP40no919fronts/IMG_0522.htm.
111. Virgoe, *Private Life*, 46 notes £20 as minimum income per annum for a Justice of the Peace, as a comparison, while a knight is said to have earned 2s per day (about £36 10s. per year).
112. See Norwich Consistory Court (NCC) will register Ryxe 314 for this will.
113. Richmond, *Hopton*, 248.
114. Wikipedia, *Yeoman*, <https://en.wikipedia.org/wiki/Yeoman>, citing, respectively, H.W. Fowler and F.G. Fowler (eds.), *Concise Oxford English Dictionary* (Oxford: Clarendon Press, 1972), 1516, and Sir Anthony R. Wagner, *English Genealogy* (Oxford: Oxford University Press, 1960), 125-130.
115. STAC 1/1/30, The National Archives, Kew. See endnote 32.
116. CP40/951 AALT 660 (1500), http://aalt.law.uh.edu/AALT1/H7/CP40no951/aCP40no951fronts/IMG_0660.htm.
117. C142/25/53, and C142/25/54, The National Archives, Kew. These are the Norfolk and Suffolk Inquisitions, respectively, each with a writ *diem clausit extremum* ordered 8 July 1510, and delivered to court on 29 November 1510.
118. Fairclough and Hardy, *Thornham*, 110-111, 130-131.
119. *Ibid*, 10-11.
120. National Resources Conservation Service, Balancing Animals with Forage, <https://www.farmers.gov/sites/default/files/2022-09/farmersgov-small-scale-factsheet-balancing-animals-with-forage-10-2022.pdf>. See also Silver Lake Farms, How Many Cows Can Be Farmed Per Acre? <https://silverlakefarms.com/how-many-cows-can-be-farmed-per-acre/>. Both cite a modern 'rule of thumb' of 2 acres per cow with numerous details of nitrogen, cow weight, days of sustainment required, etc. Realistically, however, 2020 United States weather and farming technologies may not be applicable to c.1500 English grasses. From even a cursory search,

it was clear that some for-profit cattle farms will attempt to get as many animals on as few acres as possible by additional feeding, soil enrichment, and other methods perhaps not available to our 15/16th-century ancestors.

121. Anne L. Spitzer, 'Joint Tenancy with Right of Survivorship: A Legacy from Thirteenth Century England', *Texas Tech Law Review* 16, no. 3 (1985): 635. [https://ttu-ir.tdl.org/bitstream/handle/2346/86018/30_16TexTechLRev629\(1985\).pdf](https://ttu-ir.tdl.org/bitstream/handle/2346/86018/30_16TexTechLRev629(1985).pdf).
122. *Ibid*, 636.
123. 14/42, Cambridge University Library: Department of Manuscripts and University Archives; Maskelyne and H. C. Maxwell Lyte. 'Inquisitions Post Mortem, Henry VII, Entries 1101-1150', in *Calendar of Inquisitions Post Mortem: Series 2, Volume 1, Henry VII*, (London: HMSO, 1898), 469-504. *British History Online*, <http://www.british-history.ac.uk/inquis-post-mortem/series2-vol1/pp469-504> (accessed 14 November 2020). See item number 1139, dated 30 Oct 1495. It is probable the Mounteneys were kin to Margaret Pakenham as the name occurs in earlier generations in Pakenham pedigree charts. Note: a 1524 Common Pleas case involves this same **Alice Mownteney** against a **John Mownteney** for what appears to be this property: CP40/1042 AALT 0501 (1524), http://aalt.law.uh.edu/AALT3/H8/CP40no1042/bCP40no1042dorses/IMG_0501.htm.
124. CP40/919 AALT 1063 (1492), http://aalt.law.uh.edu/AALT4/H7/CP40no919/bCP40no919dorses/IMG_1063.htm and CP40/919 AALT 1064 (1492), http://aalt.law.uh.edu/AALT4/H7/CP40no919/bCP40no919dorses/IMG_1064.htm.
125. Hastings, *The Court of Common Pleas*, 25, 215-216. Dr Hastings defines it as a 'ponderously slow and costly procedure'. She elsewhere (157, 169) opines that anyone should bother to endure such a process was either a wonder or a sign of Englishmen's litigiousness.
126. *ibid*, 211-236, chapter XV.
127. C146/3404, The National Archives, Kew.
128. Wells-Furby, *Cartulary*, 164-165. The researcher vainly wishes for more details and further clues as to how the other men in either the Cartulary or above Chancery items relate beyond gleaning that Hevenyngham was a 'wolf' and cultivated powerful friends in Suffolk (Richmond, *Hopton*, 114, 240), some of whom the Dade clan would of course also have known. Dr Wells-Furby is nearly certainly correct that the Thomas Dade who witnessed events in Fressingfield with John Dade II in 1457, 1458, 1459, and 1467 (*ibid*, 87, 116, 136-137, 156, 186) is the same man as the **Thomas Dade** *alias* *Rushey* who made his will from Wingfield in 1477. It is nearly certain this is the same man who participated in the 1465 event which ultimately benefitted Bumstede. This Thomas Dade must have been another – younger – son of John Dade I (1454). Of note, Thomas of Wyngefeld mentioned possibly having interests in Stradbrook/Starbrook and Fressingfield, just as his probable brother 1470 John Dade mentioned interests in Wingfield.
129. CP40/919 AALT 0572 (1492), http://aalt.law.uh.edu/AALT4/H7/CP40no919/aCP40no919fronts/IMG_0572.htm.
130. Edgar Stephens, *The Clerks of the Counties, 1360 to 1960* (London: The Society of Clerks of the Peace of Counties and of Clerks of County Councils, 1961), 137, 161.
131. *Ibid*, xi-xii. In the foreword, written in August 1961 from the House of Lords, 'Kilmuir C.' (presumably, **David Patrick Maxwell Fyfe, 1st Earl of Kilmuir**] defined what this office historically meant. Fyfe speculates that the 1361 Statute of Edward III which established the Justice of the Peace may have also been the 'occasion for the appointment of the first Clerks of the Peace'.
132. Richmond, *Hopton*, 112.
133. Coss, *Lady in Medieval England*, 107-108.
134. *Ibid*, 115.
135. Virgoe, *Private Life*, 184. The author points out, however, that for ill-considered marriages, both bride and groom might (would) be pressured to repudiate the alleged vow. We have no evidence either way for John and Margaret.

136. Richmond, *Hopton*, 120. See also Italian widow/writer **Christine de Pisan**'s informative early 15th-century description (conveyed in Leyser, *Medieval Women*, 287) of similar tasking expanding to managing the estates when her husband was away and the requirement that a woman be competent in this lest she be cheated of honest work by labourers or servants.
137. *Ibid*, 144. Dr Richmond brings to mind common preferences everyone has that shape one's personality. Food preferences, vices, temperature settings, social habits, among numerous others.
138. See endnote 85. It is possible that **Nicholas Botewright**, listed throughout the 1496-1507 timeframe as giving significant funds to Cratfield church, acted as surety for the Dade money and Caus was seeking to retrieve 10 Marks outstanding from these latter Botewright men. We can only wonder if Margaret agitated for this suit or against it.
139. CP40/983 AALT 0961 (Hilary 1508), http://aalt.law.uh.edu/AALT2/H7/CP40no983/aCP40no983fronts/IMG_0961.htm, CP40/990 AALT 1128 (1510), http://aalt.law.uh.edu/AALT2/H8/CP40no990/aCP40no990fronts/IMG_1128.htm, CP40/990 AALT 0214 (1510), http://aalt.law.uh.edu/AALT2/H8/CP40no990/bCP40no990dorses/IMG_0214.htm.
140. CP40/1013 AALT 0526 (1516), http://aalt.law.uh.edu/AALT2/H8/CP40no1013/bCP40no1013dorses/IMG_0526.htm.
141. CP40/1013 AALT 0525 (1516), http://aalt.law.uh.edu/AALT2/H8/CP40no1013/bCP40no1013dorses/IMG_0525.htm.
142. Stephens, *Clerks of the Counties*, 137, 161.
143. NCC will register Spurlinge 121 for this will. In addition to small bequests to her brothers Richard and John, she left '... to saint m[ar]garete of Witton & to saint Katherine of the same church to the guylding of iche of theim xxs' and to this same church where her grandmother's brass lay in the south nave, 'the said Churche a sleved s[ir]ples & a Rochet'. These traditional Catholic religious garments seem to be more than a young girl might think of.
144. See endnote 139.
145. CP 25/1/170/196, number 76, 3 February 1503 Foot of Fine, abstracted by Chris Phillips, http://www.medievalgenealogy.org.uk/fines/abstracts/CP_25_1_170_196.shtml#76. Note: CP40/998 AALT 0602 (1512), http://aalt.law.uh.edu/AALT2/H8/CP40no998/aCP40no998fronts/IMG_0602.htm has Gregory Cause as executor of Thomas Cause, alderman of Norwich, undoubtedly his father.
146. Timothy Hawes, *The Inhabitants of Norfolk in the Fourteenth Century the Lay Subsidies 1327 and 1332: Preserved in the Public Record Office: 42,000 Names and Payments. No. 4, North Erpingham to South Greenhoe Hundreds*, Norfolk Historical Aids, 23 (Norwich: Timothy L M Hawes, 2001), 362.
147. Mark R. Horowitz, *Daring Dynasty: Custom, Conflict and Control in Early-Tudor England* (Cambridge: Cambridge Scholars Publishing, 2018), 130, endnote 101, citing Exchequer records from The King's Book of Payments, E36/214 folio 90, The National Archives, Kew. The Thomas Caus mentioned in the Foot of Fine above must surely be the father of Gregory. What is less clear is why Thomas Caus was quit-claiming to John Dade and the other men, no familial link having been identified. The significant sum seems to point to a strictly business relationship.
148. A related group of four: The National Archives, Kew, items REQ 2/5/22, REQ 2/11/44, REQ 2/12/209, REQ 2/13/53, which appear to date sometime after 1 September 1523. At one point in the documents, John Sturges' son, **John Sturges**, is also involved and a **Richard Sturges**, possibly the son to whom we know John and his wife Elizabeth gave former Pakenham lands in August 1529 (NCR 25a/24/1096).
149. *Ibid*. For the Sturges marriage, see aforementioned NCR 25a/24/1096. Note that Francis Blomefield, *Essay Towards a Topographical History of Norfolk*, 11 vols (Fersfield, 1805-10), 1: 457 also mentions the marriage, but all of Blomefield's information on the Dade and Pakenham families here is not quite accurate, specifically the number of Henry Pakenham's daughters and their marriages. For the Margaret (Pakenham) Dade-Gregory Caus marriage, our

earliest proof seems to be CP40/983 AALT 0961 (Hilary 1508), http://aalt.law.uh.edu/AALT2/H7/CP40no983/aCP40no983fronts/IMG_0961.htm, although we have indications a year earlier. Unfortunately, we do not know how quickly after John Dade's early November 1505 death she married Caus. It was likely soon after, as she had five very young children to care for. For the Barney suit dating, only two contemporary male monarchs had 15 years of continuous reign, and Margaret Pakenham was still married to John Dade during Henry VII's reign. Only Henry VIII was on the throne during the Margaret Dade-Gregory Caus marriage; 1 September in his 15th year occurred in 1523 AD.

150. 'Seems' because it remains unsettled exactly how Elizabeth and Margaret Pakenham would have been entitled to land purchased by Nicholas Parker. That Nicholas Parker was the only known common linkage between Caus and Sturges is an assumption that might prove faulty given more evidence. Neither daughter was mentioned in the suit, but we know Sturges' wife Elizabeth was still alive in 1523. Margaret would presumably still be living also, since the courtesy of English tenure, whereby a widowed husband was entitled to retain the property his wife *was actually in possession of during her lifetime* so long as he then lived, would not otherwise have applied to Gregory. As she was not in possession of this land, he shouldn't have had legal standing were she deceased at this time.
151. Horowitz, *Daring Dynasty*, 129-130, and 234. Professor Horowitz cites Chancery item C1/289/58, The National Archives at Kew, dated to the period 1504-1515.
152. C131/102/19, The National Archives, Kew.
153. C131/104/40, The National Archives, Kew.
154. CP40/1005B AALT 0461 (Hilary 1514), http://aalt.law.uh.edu/AALT2/H8/CP40no1005B/bCP40no1005Bdorses/IMG_0461.htm.
155. C142/25/53, and C142/25/54, The National Archives, Kew, as aforementioned. See endnote 117.
156. 'Index: B', in *Letters and Papers, Foreign and Domestic, Henry VIII, Volume 11, July-December 1536*, ed. James Gairdner (London: HMSO, 1888), 606-617. *British History Online*, <http://www.british-history.ac.uk/letters-papers-hen8/vol11/pp606-617>.

THE UMBRELLA MAKERS – UPDATE

The March edition of *Suffolk Roots* featured an article about the Coleman family working in the umbrella trade. I have now made contact with the current proprietor of James Ince & Sons (Umbrellas) Ltd in Bethnal Green in London, **Richard Ince**. He confirms a definite Suffolk connection, as does the company's website.

Originally the Ince family were from Clare in Suffolk. Family members gradually moved to Spitalfields in London where they developed their umbrella business from the beginning of the 19th century. There are company archives both at Bury St Edmunds and at Bishopsgate in London.

The most recent Coleman working for the company was **Terry Coleman**, who retired a few years ago at the age of 82. Further research has established that Terry is a distant cousin of my husband **John**, descended from John's grandmother's sibling, **Joseph William Coleman**.

Ann Hunter Mb 11386
annh38353@gmail.com

ABANDON HOPE ALL YE WHO ENTER HERE – ONLINE TREES (A LESSON)

The downside to using the internet for family history – with credit to **Nivard Ovington** (ovington.one@gmail.com) for letting me share:

I happened to look for someone I knew who died 24 years ago, it was a salient lesson in why you should not just copy

I found 22 trees on Ancestry with his name in

15 have correct date & year of birth

7 have correct year of birth only

9 have correct county

4 have a wrongly spelled registration district and 5 counties listed (clearly copied from each other)

3 have the wrong county of birth

1 has the correct county but in the USA

2 have the wrong county and wrong country (USA)

Of those 15 trees who had his parents listed (7 were private trees)

3 only had the correct two first names, the others the wrong second name

12 had the wrong birth & death years for the father (15 & 7 years out respectively!)

2 had the correct year of birth and year of death for the father

I gave up at that point ;-(

Do not accept anything done by others as fact – check and check again.

Andy Kerridge, Chair

SFHS FAIRS AND EVENTS 2023

As *Suffolk Roots* goes to press (June 2023) there are both physical and online events being organised. These are often advertised on the Family History Federation's website at <https://www.familyhistoryfederation.com/events>

We also aim to bring Suffolk a little closer to those members living outside the county by attending a variety of events across the country, but as yet, unfortunately, not overseas! Below are details of out-of-county Family History Fairs at which Suffolk FHS will be present, with all available publications and up-to-date, searchable information on our database. Do come and make yourself known to us when we visit your area.

FHF Really Useful Family History Show

20 April 2024

The Society is involved with organising this event, and will also be exhibiting there.

See poster below.



**We're going LIVE on ...
Saturday 20th April 2024**

**FHF REALLY USEFUL
Family History Show**

**LIVE
in 2024**

Friendly **FAMILY HISTORY SOCIETIES**
Knowledgeable **SPEAKERS** and **MORE!**

**BURGESS HALL, Westwood Road
St Ives, Cambridgeshire PE27 6WU**

**LEARN MORE at
www.fhf-reallyuseful.com**

In addition, there are the following Family History Shows:

Wiltshire Family History Day
Michael Herbert Hall, Wilton

17 June 2023

Details: https://www.wiltshirefhs.co.uk/images/News_Images/WFHS_2023_FamHistDay.pdf

The Family History Show, York
York Racecourse

24 June 2023

Details: <https://thefamilyhistoryshow.com/york/>

The Family History Show, Kempton Park
Kempton Park Racecourse

2 September 2023

Details: <https://thefamilyhistoryshow.com/london/>

West Surrey Family History Fair
Woking Leisure Centre, Surrey

4 November 2023

Details: <https://wsfhs.co.uk/pages/openday.php>

We are planning to hold our 2022-23 AGM and Fair on two separate dates. The AGM will be held on Tuesday 10 October at 7:30pm via Zoom, to allow more distant members to attend; and the Fair is to be on Saturday 14 October 2023 at The Hold, with a series of talks, and stalls from other societies and related organisations. More information to follow.

GROUP PROGRAMMES

All Society members are entitled to attend any or all Group meetings.

**GROUP MEETINGS START TIMES VARY – PLEASE CHECK
THE GROUP CONTACTS PAGE. ALSO CHECK THE SOCIETY WEBSITE
FOR THE LATEST INFORMATION**

TBA = To be arranged : TBC = To be confirmed

AS WE GO TO PRESS, GROUPS HAVE CREATED PROGRAMMES OF
INDOOR PHYSICAL MEETINGS, AS LISTED BELOW. IN ADDITION,
A NUMBER OF ZOOM PRESENTATIONS HAVE BEEN ARRANGED

JUNE

LOCATION	DATE	EVENT	SPEAKER
Haverhill	08	Fig Leaves to Feather Boas	<i>Frances Saltmarsh</i>
Ipswich	07	An outside visit (contact: ipswichchairman@suffolkfhs.org.uk)	
Lowestoft	06	Photos of Old Lowestoft	<i>Bert Collyer</i>
Sudbury	27	For the Rest of Your Natural Life – Suffolk Convicts to Australia	<i>Pip Wright</i>

JULY

LOCATION	DATE	EVENT	SPEAKER
Haverhill	04	A guided walk around Bury St Edmunds at 10:30am	<i>Must Book</i>
Haverhill	TBC	A guided village walk	<i>Must Book</i>
Ipswich	05	A personal journey with Lord Gwydir through Stoke Park, Ipswich	
Lowestoft	04	Experiences of the 2011 New Zealand Earthquake	<i>Michael Jeffrey</i>
Sudbury	25	You'll Make a Lovely Sergeant The WWI Experiences of Flora Sandes	<i>Jannette Robinson</i>

AUGUST

LOCATION	DATE	EVENT	SPEAKER
Haverhill	08	No meeting	
Ipswich	02	TBA	
Lowestoft	TBC	A wander round our Parish Church of St Margaret's graveyard	<i>Thelma Waller</i>
Sudbury	29	No meeting	

SEPTEMBER

LOCATION	DATE	EVENT	SPEAKER
Haverhill	14	Blue plaque for Haverhill person – Who would you choose?	<i>Group</i>
Haverhill	16	OPEN DAY at Haverhill Library (CB9 8HB) 10am–3pm (TBC)	<i>Group</i>
Ipswich	06	TBA	
Lowestoft	05	Hi-De-Hi – A talk on local holiday camps	<i>Steve Ames</i>
Sudbury	26	Quiz – General questions. All welcome, up to 6 per team. Refreshments, raffle.	<i>Group</i>

Please check latest arrangements and details of the meeting topic on the Suffolk FHS website

Organisers: Please inform *Suffolk Roots* of your upcoming Group Programmes

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ZOOM TALKS

Zoom talks for members in June-September 2023 are listed below.

Please put these in your diaries and/or your computer-based calendars.

Further talks, prior to the next edition of *Suffolk Roots*, will be publicised via Facebook and in the News area of the website. Please check regularly for updates regarding upcoming talks, and any future talks.

We intend continuing our very popular Zoom talks even now our Groups are meeting again, as a bonus to members both at home and abroad.

Members will receive an e-mail **shortly before each talk**, notifying them of the event and giving a link to register. If you do not receive such an e-mail, please contact Andy Kerridge, at chairman@suffolkfhs.org.uk.

Please ensure that prior to watching your first Zoom presentation you have downloaded and installed the Zoom software, which may be found at <https://zoom.us/download>, onto your PC, phone or other device.

Monday 12 June 2023 at 7:30pm

Research and Records using the CWGC Archives

Stuart Durrell

Explore some of the gems in the collection and discover more about the Commonwealth War Graves Commission's war records.

Monday 3 July 2023 at 7:30pm

The Ill, the Impoverished and the Insane

Janet Few

Our wealthier ancestors left behind them wills, records of property ownership and evidence of careers in the professions. This presentation focuses on those who were less fortunate. In a society that made little provision for those who fell on hard times, often through no fault of their own, many of our ancestors became marginalised. Nonetheless, they may have left their own legacy that can be uncovered in the archives. The many and fascinating records of workhouses, hospitals, asylums and the overseers of the poor will be explained.

Tuesday 12 September 2023

The History of the Suffolk Fire Brigade

Chris Turland

.....

FUTURE THEMES FOR *SUFFOLK ROOTS*

The theme of September's edition will be 'Where Did They Go'. Please tell us about your migrating forebears. Where did they go, and when? Why did they leave – was it economic reasons, persecution, wanderlust? Did they return and if so, why? What did they do when they got there, and did they write letters home? How did they travel – what were the conditions like? Was it an emigration scheme? What was the impact on the family or community left behind? Also below are the provisional themes for upcoming editions, to seed ideas for future contributions.

STATUS	ISSUE	THEME TITLE	DATE TO THE EDITOR
Final	Sep 2023	Where Did They Go?	Deadline 20 Jul

Our Migrating Forebears

Many of us have found our ancestors moved away from Suffolk, either to other parts of the UK, or further afield:
Where and when did your ancestors go?
Why did they leave?
What did they do when they got there?
How did they travel to their destination?
What was the impact on the family left behind?

Provis'nl	Dec 2023	I'll Drop You A Line	Deadline 20 Oct
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In an age where everyone has a mobile phone, or uses e-mail or social media to communicate, many of us will remember trying to find a working phone box, or making reverse charge calls. But how did our ancestors manage?
Was any of your ancestors a Town Crier? A post runner? Did they use the mail coach? Work on the telegraph?
Did any of them work in the Post Office, or on early telephone systems?
How did your ancestors stay in touch, especially after migration or emigration?
Have you inherited any interesting letters between family members?
Do you have examples of problems due to miscommunication?

Provis'nl Mar 2024 All at Sea Deadline 20 Jan

Shipwrecks and Lifeboats, Mariners and Shipbuilders

2024 marks the 200th anniversary of the founding of the RNLI. The treacherous seas off the East Coast have meant that many of our ancestors may have volunteered with the RNLI or been involved in shipwrecks.

Was your ancestor a lifeboatman or rescuer of shipwreck victims?

Did they campaign for safety at sea? Raise money for lifeboats?

Were your ancestors mariners or passengers? Were they shipwrecked?

How did losses at sea affect the families and communities involved?

Were your ancestors shipbuilders, or work in shipyards?

Did your ancestors serve at sea in the armed forces?

Provis'nl Jun 2024 Animals Deadline 20 Apr

How did animals feature in our ancestors' lives?

2024 marks the 100th anniversary of the founding of the RSPCA. Our ancestors' lives may have been intimately entwined with animals. Did they work with them, e.g. on farms, in transport or in a circus? Did they breed them? Perhaps they had a favourite pet, or worked with animals in a war? Was your ancestor a butcher or purveyor of fine meats, or a leather-worker? Did outbreaks of animal disease impact your ancestors' livelihood? Or perhaps your ancestor had an animal/bird/fish-related surname?!

MEMBERSHIP SUBSCRIPTION RATES

Subscriptions for the Membership year beginning 1 April 2023:

A – UK Full postal membership/joint ⁽¹⁾	£12.00
B – UK Full electronic membership/joint ⁽¹⁾	£10.00
C – UK Senior citizen or young person/joint ⁽¹⁾ : Postal or electronic (over 60 on 1 April, or under 16)	£10.00
D – Overseas membership (air-mail)	£25.00
E – Overseas electronic membership	£10.00
F – Life membership ⁽²⁾	£120.00

¹ If joint membership is applied for, all members must reside at the same address

² Life membership is not available for overseas postal

Anyone joining during the membership year will receive or be granted access to copies of *Suffolk Roots* for that membership year. To enquire about membership, please contact the Membership Secretary whose details are in the list of Officers, below.

SUFFOLK FAMILY HISTORY SOCIETY

Member of the Federation of Family History Societies : Reg. Charity No. 1087748 : Company Reg. No. 4191740

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Douglas A. Howlett

TRUSTEES

Kenneth J. Finch, David Horton, Joan Horton, Andy Kerridge, Jean Licence,
Brian Thompson, Susan Flockton, Carolyn Alderson, Kevin Pulford

OFFICERS 2023

Chair:	Andy Kerridge 8 Wyvern Close, Broughton Astley, Leicester, LE9 6NH Tel: 07858 775171	e-mail: chair@suffolkfhs.org.uk
Vice Chair:	Post currently vacant	
Membership Secretary:	David Horton 26 The Crescent, Slough, SL1 2LQ Tel: 01753 537673	e-mail: membership@suffolkfhs.org.uk
Publicity Officer:	TBA	e-mail: publicity@suffolkfhs.org.uk
Secretary and Treasurer:	Kenneth J. Finch 65 Churchill Avenue, Ipswich, IP4 5DT Tel: 01473 423870	e-mail: treasurer@suffolkfhs.org.uk
Editor <i>Suffolk Roots</i> :	Co-editors Lesley Hall and Rob Ward can be contacted by e-mail Tel: 01276 679747	e-mail: editor@suffolkfhs.org.uk

If you are interested in taking up a vacant post or becoming
a member of the team, please contact any Trustee.

Please address your queries, letters and e-mails
to the appropriate officer at the corresponding address.

GROUP CONTACTS FOR 2023

Bury St Edmunds:

This group has its AGM on 17 May (after *Suffolk Roots* has gone to press). At the moment it looks very likely that the group will decide to close. If you would like to help with restarting this group or indeed starting up a group in another place, please e-mail chair@suffolkfhs.org.uk.

Haverhill:

Meet 2nd Thursday of the month, at 7:30pm unless otherwise stated, at:
Old Independent Church Hall, Hamlet Road, Haverhill, CB9 9EF

Contact – Secretary: Charmian Thompson, 5 Hadrian Close, Haverhill, CB9 0NH

Tel: 01440 712652

e-mail: haverhill@suffolkfhs.org.uk

Ipswich:

Meet 1st Wednesday of the month, at 7:30pm unless otherwise stated, at:
The Salvation Army Citadel, 558 Woodbridge Rd, Ipswich, IP4 4PH

**Contact – Secretary: Jenny Rawlinson, 10 Carlford Court, 112, Parliament Road,
Ipswich, IP4 5EL**

Tel: 01473 902367

e-mail: ipswich@suffolkfhs.org.uk

or **Chair: Howard King, 11 Bodiam Road, Ipswich, IP3 8QP**

Tel: 01473 274300

e-mail: howard.king1@outlook.com

Lowestoft:

Meet 1st Tuesday of the month, at 7:30pm (doors open 7:00pm), unless otherwise stated, at:
St Margarets Church Hall, Hollingsworth Road, Lowestoft, Suffolk, NR32 4BW

Contact – Chair: Janis Kirby

e-mail: lowestoft@suffolkfhs.org.uk

Sudbury & District:

Meet last Tuesday of the month, at 2:30pm unless otherwise stated, at:
Long Melford Village Hall, Long Melford, CO1 9LQ (Opposite Bull Hotel)

Contact – Chair: Sheila Piper – Preferred contact is by e-mail

Tel: N/A

e-mail: sudbury@suffolkfhs.org.uk

West of London:

This group no longer meets. If you would like to help with restarting this group please e-mail: westlondon@suffolkfhs.org.uk.

SFHS DATA CO-ORDINATORS AND SEARCH SERVICES

BAPTISMS

Index Co-ordinator Alan Bumpstead **Phone: 01440 704157**
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Please state approximate date.
Please send your request and payment to:
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SFHS LIBRARY

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librarian@suffolkfhs.org.uk 60 Oldfield Road, Ipswich, Suffolk, IP8 3SE

SFHS WEBSITE

Webmaster Joe Bridgwater-Rowe **Contact by e-mail**
webmaster@suffolkfhs.org.uk Website: *www.suffolkfhs.co.uk*

All the above-named are volunteers. Please allow adequate time for research and delivery. To avoid any delay if you are paying by PayPal via the Shop, please be sure to state clearly for which service you are making payment.

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MEMBERS' INTERESTS

You can search for Members' Interests on our website at
<http://suffolkfhs.co.uk/index.php/interests>

SFHS PUBLICATIONS

We carefully transcribe, check and index parish register entries from across the county of Suffolk and publish these on a series of data CDs and downloadable files often including information recorded in the registers which is not available in data provided by commercial genealogy sites. We are well on the way to our objective of publishing all remaining records from the 1538 start of parish registration up to 1900 (to 1837 for marriages).

A full list is available from the Shop on the Society's website
www.suffolkfhs.org.uk
or please request a list (post free) from Jean Licence (see below)

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