

Earby Chronicles



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SOCIETY AIMS:
to raise awareness,
foster an interest
and facilitate
research into the
heritage of Earby &
district including
Thornton in
Craven, Sough,
Kelbrook, Harden,
Hague and
Salterforth.

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In Flanders Fields



by John McCrae, May 1915

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

Recent features

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CENTENARY OF PASSCHENDAELE, THIRD BATTLE OF YPRES SOME THINGS YOU MAY NOT KNOW

Courtesy of Forces War Records

The first two battles of Ypres had seen the Germans attack the British, but the Third Battle of Ypres saw Field Marshal Douglas Haig take the initiative with an attempt to break the German line and push through in the direction of Bruges. In the event, the gains were minimal- the Allies advanced just 5 miles at most- and the battle has gone down in history less as a victory than as period in which troops and tanks endured appalling conditions in a period of unprecedented weather.

DID YOU KNOW?... The preliminary barrage was exhaustive, starting on 16th July and using up 4.5 million rounds by the time the troops advanced.

In fact, it was by far the most vicious of the whole campaign, but then it needed to be to crush the barbed wire surrounding six lines of deep, well-protected German trenches.

DID YOU KNOW?... To add to the Allies' misery, this was the first battle in which the Germans used mustard gas, the horrible weapon that was to inflict the vast majority of the gas injuries for the rest of the Great War.

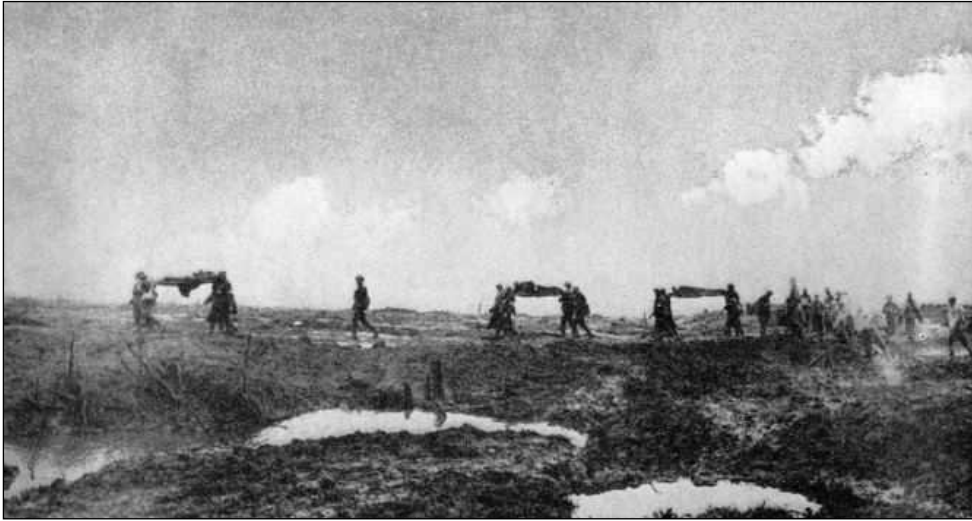
DID YOU KNOW?... The Battle of Passchendaele lasted for 99 dreadful days, until 6th November 1917.

Progress continued to be slow, with the weather making advances of any sort, on either side, very difficult indeed. The British Expeditionary Force sustained 260,000 casualties, the French 112,000 and the Germans 260-300,000 (Field Marshal Haig almost got the sack because of the heavy losses, and indeed many of his senior staff did, but he remained simply because they couldn't think of anyone better to replace him).

DID YOU KNOW?... The soldiers, they fought bravely, as they always had and would, and 61 Victoria Crosses were awarded for Passchendaele, 14 for actions on 31st July alone.



The Battle Fought in the Mud



Stretcher bearers bringing in wounded during battle of Passchendaele

EARBY, KELBROOK AND THORNTON'S BRAVE YOUNG MEN

Colin Dalby and Stephanie Carter

31st July to 10th November became known for the scale of casualties who fought and fell in the mud. Among those gallant men from our own local area who fought with distinction and gave their lives were:

BERRY MC 2nd Lieutenant John Granville
BROOKES Pte William
BUTLER Pte Sammy
COWGILL Pte Bertie
DAVIES MM Gunner Harry
DRIVER Pte John Willie
GARDINER Pte Fred
GROVES Pte James William
HALSTEAD Sapper Joseph
HEALEY Pte Herbert
KAY Pte Edgar
KNIGHT MM Pte James
NUSSEY Sergeant Ernest
PARKER Gunner Edgar
RAINFORD Pte Caesar
SEYMOUR Pte James
THOMPSON John
TOWNSON Driver Thomas
TOWNSON Pte Richard
WHITTAKER MM Act Bombardier Hartley
WILLIAMSON Pte William John
WINTERSGILL Pte Jabez
YERKES Pte Foster

Herbert Healey died from wounds and from gas poisoning at the very beginning of the battle. The cemetery where he lies at rest is Essex Farm Cemetery, the place where Lieut. Col. John McCrae of the Canadian Army Medical Corps wrote the poem “Flanders Field”.

Bertie Cowgill had been missing, believed killed. It was reported that he was seen in a shell hole dead two weeks into the battle. His section leader wrote “My word it was horrible. Kill or be killed was the motto that day”.

Caesar Rainford, son of the landlord of the Stone Trough Inn Kelbrook, was killed going over the top.

Edgar Kay was killed instantly by a shell.

Edgar Parker from Kelbrook died from gunshot wounds.

Foster Yerkess was severely wounded in the spine and thigh and died from these injuries.

Harry Davies was killed by shellfire. He was awarded the Military Medal. A native of Wales he was residing in Thornton and working in Earby.

Hartley Whittaker died from wounds. He was described as “one of the best and most promising boys one could desire in the battery, quite fearless and devoted to duty. He set a magnificent example and the decorations he was awarded he richly deserved” (first intimation his parents had that any decoration was conferred on him).

James Knight died from wounds. He was awarded the Military Medal for bravery and was 19 years of age.

James Seymour died from wounds.

James William Groves died from gunshot wounds to his abdomen and a hospital matron wrote to inform his relatives.

John Granville Berry had been missing since 16th August, and he had been seen to be wounded in the arm whilst commanding a company at the time. He was “an irreparable loss to the regiment” and was awarded Military Cross for gallantry.

Joseph Halstead was killed instantly by a bullet from a German aeroplane, described as “the sort of man any officer was proud to have in his section – dashing and fearless”. He left a wife and 7 children.

Sammy Butler was killed in action.

Thomas Townson was killed in action. Two officers and a party of signallers lost their way in the dark and got almost into the German lines. Three of the signallers were killed by machine gun and it was impossible to recover their bodies.

William Williamson was a stretcher bearer “whose one thought on the battlefield was to get his wounded comrades away to a place of safety”. He was hit by a shell in the dug-out.

The Battle of Passchendaele was immortalised in the words of soldier and poet Siegfried Sassoon who wrote “I died in hell—They called it Passchendaele”.

Among the many local men severely wounded were:

Pte Albert Burbridge had his right leg amputated

Pte James Kidd had bullet wounds in the back

Pte Joe Grimshaw had an arm amputated

Pte Lawrence Smith had a shattered right arm and a wound to the head

Pte Tom Nicol had his left leg amputated

Those who gave their lives at Passchendaele will be remembered with special crosses at the War Memorial in Sough Park at the Remembrance Day in November.

EARBY & DISTRICT 50 YEARS AGO – 1967

Culled by Chronicles' Editor from Craven Herald

July

- Refusal by EUDC for petrol station in Skipton Road on land between the railway crossing and the Punch Bowl. The applicant was Mr Boxwell of Morris Ing.
- Earby councillors hear about the difficulties in the textile trade.
- A slump in the cotton trade was one reason for the stay-at-home holiday for many in West Craven. Others took advantage of the many day trips organised by local coach tour companies. Seaside resorts such as Blackpool, Morecambe and Southport remained popular during the driest and sunniest holiday period for ten years. Many used their own transport and enjoyed picnics in the Lake District, Peak District and Yorkshire Dales. Fossett Bros' Circus was a popular attraction in Victory Park, Barnoldswick. Special excursions to Blackpool were organised from Earby Station but the response was poor. On the first day only four passengers boarded the special eight-car diesel from Earby. Shop keepers reported a brisk business, selling out of newspapers by mid-morning and with customers queuing for provisions.
- The Editor of the Chronicles was married at All Saints Church.

August.

- There was weather havoc in North Craven, where cottages were demolished in Wray. There were torrents of water in the Bowland area and severe flooding in Barrowford.
- Steps were planned to clear up and landscape the Aspen Lane area where demolition had taken place.
- MP Mr Drayson was involved in the area's future with development status recommended.
- Proposed rail closures were advertised with the planned withdrawal of passenger services from Skipton to Leeds and Bradford. Passengers to Settle and Morecambe would also be affected.
- Brass band stalwart James Cowgill died aged 89.

September

- Earby Band honoured Mr Harry Turner on his 90th birthday with a concert. His association with the band went back 74 years and he conducted the band in a performance of "Rimington".
- Lewis Wright, who spent many years in Earby where he began his career working in the mill, was appointed chairman of the TUC.
- Earby & District Old People's Welfare Committee held a barbecue in the field adjoining the church. Boys Brigade members were in charge of the barbecue.
- Invaders from Thornton, Messrs J Rishworth and W Woof, were among the main winners at Earby Gardener's Show. Mrs N S Aldersley, daughter of the show's president R S Shaw, was the runaway winner in the ladies class.
- Kelbrook's clogged dykes were said to be responsible for repeated flooding affecting Dotcliffe Road after heavy rain. It was hoped that residents wouldn't have to wait 30 years before some action was taken by EUDC.
- Earby's £200,000 scheme for re-development of Aspen Lane area was shelved for 5 years. The area was to have been re-developed with houses, flats, maisonettes and garages. A sub-committee were deciding what to do with the area to make it more attractive and it was to be landscaped as an open space.
- Elslack's 14 year old Kenneth Marsden dominated the Kelbrook Young Farmers Club Show held at Springfield School. John Dinsdale of Bell's Farm won a trophy and the Guy family were among the winners. Others included H Southwell of Spen Head

Farm, J Bowker and J Rushton.

- It was likely that a new automatic half barrier would be installed at Earby Railway Station level crossing and at the level crossing at the bottom of School lane in the near future. The Council were pressing for full barriers.

MARTIN HOYLE'S "LIFE AT HODGE SYKE EARBY"

I am Martin Craven Hoyle and I was born on Sunday 4th February 1923. I was told later that on the day of my birth my two brothers were sent off for a long walk to Lothersdale with instructions not to come back until it was dark and my young sister Vera stayed at home to help with the birth. When my brothers returned I had been born.

My father was Albert and my mother Pauline (always known as Mary). I had two much older brothers, Roger who was 19 years older and John who was 11 years older. I also had two sisters, Vera who was 9 years older and Norah who was 7 years older. Norah was a poorly child and died soon after I was born. We were a very happy family.

Hodge Syke was the last house on Mill Brow in the small town of Earby and had a large garden surrounded by farm land. Standing at the top of Mill Brow there was a clear view right across Earby, to the church looking towards Barnoldswick

I have no memories of life there until I was four years old, when one day I was playing in the garden and Vera came home from school and told me I had to go to school the next day. So I started in the baby class at Alder Hill school and after a year I went up from Miss Hartley's class into standard two, taught by Mrs Spencer. It was a happy time. In the school hall were display cabinets and in one was an owl which my Dad found on the railway during the First World War. The card said it was presented by John (my brother).

Roger and John slept in the back bedroom; Dad in the middle bedroom (which was open to the stairs) and Mum and Vera in the front bedroom along with me. Roger worked for Barclays Bank in Lancaster and caught the early train from Earby station. Soon he married May and moved to a new house in Morecambe. Then I moved into the back bedroom to sleep with John.

There were no drains at Hodge Syke. All washing water went into a surface drain and into the stream that ran through the garden. There was no bathroom and all family washing was done in the kitchen sink. Two buckets were carried from the well across the road and stood on a plinth at the side of the sink and ladled out with a special ladling tin. Water was heated in a side boiler of the kitchen fire. Baths were in a tin bath in front of the kitchen fire. John was working as a pupil to the surveyor of Earby Urban District Council and came home for lunch on an office bicycle. When I was 7 or 8 John had a hen pen across the back fields with Jim Bailey and he bought a sheep dog pup from the Rushtons at Windle Field farm for ten shillings. He called it Bob and for a while it used to go back to its family and John had to bring Bob home and he had to be chained to his kennel by the back door.

Bob was a great watch dog and he was very good at rushing out of his kennel barking when any stranger came to the back door. Mother always felt safe there. Bob was my nurse. We used to wander about the fields and streams and Mum would blow a whistle if she wanted me. Bob would hear and bark and we would set off at a run for home. Bob died during the War aged 19.

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About an hour each day had to be given over to filling paraffin lamps, trimming wicks and cleaning glass chimneys. There were two lamps used downstairs and upstairs was candle lit. Paraffin was sold from a horse and cart which called weekly and the horse was called Parishine by John. It was actually called Prince and spent each night in the back field so it had to be caught each morning to start the daily round.

The Co-op was a good place to shop. Earby Co-op was taken over by Colne Co-op in the 1930's and Mum's membership number went from 722 to 10722. My Dad got a new spade from them about 1930 and I carried it home on my shoulders. I still have it in the tool shed. The Co-op butcher's van called every week and Francis Lancaster came round with green-grocery on a cart; so Mum was well supplied.

Roger was a radio fanatic and built his own sets on a board on a table in the front room. The first set was a cat's whisker crystal set. So we had very early radio programmes. It worked from two batteries. One was a large dry battery and the other a wet lead acid battery which had to be carried down to Jack Symmonds electricians shop for recharging each week. It had to be left for 24 hours to be recharged.

My Dad rose at 5.30 every day so that he had time to light the fire and boil the kettle to make a pint pot of tea. He then ate half a sponge cake before setting off for the mill in time for a 7 am start. If you were late, the gates were shut and you had to wait until 8.30 before you could get to your looms. If the overlooker had put someone else on those looms you were out for the day with the loss of a day's pay. The mill then ran until 12.30, started again at 1.00 until 5.30. It was very noisy, dusty and smelly with hot oil from the looms. The shuttle would sometimes fly out of the loom and hit a weaver and I remember some women who had lost an eye. One was Mrs Eastwood who made her front room on Red Lion Street into a sweet shop. She was a widow with one son Victor, who later built a new bake house on some spare land by Earby Beck in Red Lion Street and a man came round with a large basket during the evenings, filled with warm bread and cakes. When John and Mary (Pickles) were courting they would be at Hodge Syke on a Friday evening and would buy us cakes and pasties as a treat.

John was a lovely big brother to me. He built model aircraft which would fly by means of wound up elastic. He made boats to sail on ponds by damming up the beck across the back field. Later in about 1937 he bought a Morris 8 from a garage in Nelson for £180.00 and took me when he went to buy it. In those days no one bought a car unless there was a garage to keep it in. So the first job was to alter one of the huts into a garage with a gap in the wall to drive through.

As I said Hodge Syke had no connection to the town drains so there was an outside toilet with what was known as a bucket and chuck it system. Below the seat was placed a bucket and each day the bucket had to be emptied. So ground was needed to bury the contents and so my parents rented a piece of land across the stream where the contents could be buried – very primitive.

All the cooking was done over the kitchen fire or side oven. Mother was a good baker and she and Vera spent Thursdays baking. All meals were taken round the kitchen table. John, Vera and I sat on wooden stools (bought from the Co-op and which the family still have). The main meal was usually lunchtime. We were well fed and rarely ill.

Mother was a good seamstress with a Bradbury treadle sewing machine in the front room. She made all my clothes, shirts and short pants. Then she was always knitting pullovers and socks. I remember going out to play one day in a new jersey and sliding down a grassy slope on my stomach until a large hole appeared in the front of the jersey. Mother was not best pleased. Socks always required holes darning and Vera was adept at that task.

We had some super parties in the front room at Hodge Syke. Vera would organise them, play the piano and arrange games like pinning the donkey's tail on. There was lovely party food, streamers and party hats. All the surrounding farm children came and many years later a lady Pat and I met at the waterfalls remembered the "super parties" and how at one of them she had eaten so much she was sick. I asked who she was and she said she was one of the Holden girls from Fiddling Clough.

One of John's friends was Alton Hartley. When Alton's parents went to live and work in Bradford mother took him in and we emptied out the stable, cleaned and lime-washed it and he lived with us until he found a job in Bradford.

About 1930 the Ruddy family came to live in the bottom house in the row below Hodge Syke. John and Doris were newly married. John was a loom sweeper and Doris was a weaver. Soon Clive was born and Doris needed to work so Clive was brought to our house each morning at 6.30 and stayed all day until 6.00 in the evening. Rita soon followed and then Martin and all were looked after by mother. (The Ruddy family remained very close to the Hoyle's and were and are thought of as family.)

I was at Doris's house when Mother ran in saying "come quickly" and we were outside in time to see a large German airship – Hindenburg - flying over us to disappear over Pin-haw Moor going to drop a wreath on a grave in Keighley.

When the War came John Ruddy joined a Highland Regiment and went to France. Our John soon went to the Air Ministry and in 1942 I was called up. Just before D Day in 1944 a family friend called to say goodbye to Mother and Father and as they waved him away my Dad collapsed and died soon after. I was sent home on leave and Dad was buried with his first wife in Bacup cemetery and this was my first visit to Bacup.

MORAVIANS AND INGHAMITES

Mary Bowford

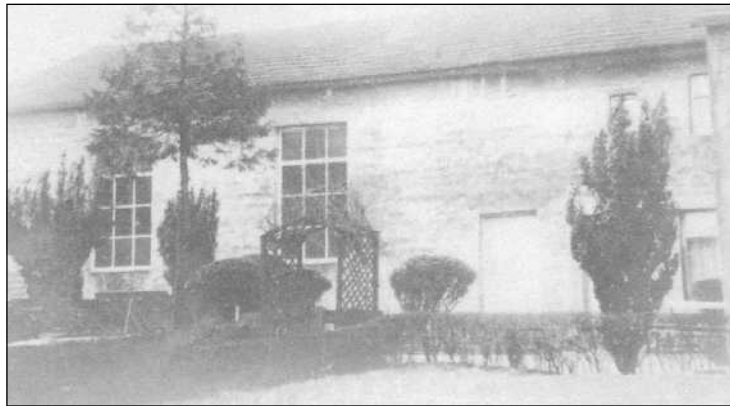
I am a Southerner or to be more exact South Midlander, and although I had travelled the length and breadth of Britain had never come across Moravians or Inghamites. This fact was rectified when, in the 1980s I returned to the land of my forefathers, Yorkshire. Having settled in Baildon, I made enquiries at the local Church of England as to the availability of a place for my daughter in their brownie pack. The C. of E. pack was full, so they suggested enquiring at the Moravian Church. "What are they?" I asked. "Very nice people" was the reply. So that was that, and my daughter duly joined the "Moravian Pack". Once a month was church parade, when all the uniformed Associations attended church. So, as a good parent, I went along, and have been with the church ever since.

For those, like me, who knew nothing about them, the Moravians or United Brethren was founded in Bohemia in 1457 and in simple terms they are a non-conformist Christian church dating back to the life and martyrdom of John Jus in 1415. By the time of the settling

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of the British province of the Moravian Church in 1742, they were among many disillusioned Christians seeking a more relevant mode of worship.

One of my hobbies since the arrival in 1980 of a birth certificate for James Harrison, born at Birch Hall, Earby in 1839, my Great Grandfather, has been family history. In due course, and with the exceptional help of a distant relative from Lytham St. Annes, we have traced that side of the family back to Edmund Harrison, abode Brown House, baptised 1708, son of William (1680) and Martha Wilkinson (1680-1747). Edmund's wife was Elizabeth Kendall. He signed the original deeds of land for Salterforth Inghamite Chapel (see below) along with Thomas Brogden in 1754. "Inghamites!" I said, when discovering this fact. "Are they an American sect?" No, I discovered, just another non-conformist group, led by Ossett born Benjamin Ingham, wanting a simpler and more meaningful way of worship, and life without the trappings and hierarchy of the established church.



Like many families from humble backgrounds, the Harrisons had been attracted to the more inclusive Christian teachings of the Inghamites. They probably responded to the evangelical teachings of the itinerant preachers, long before the chapels were established. Even so, it is noted that "when Ingham visited the Salterforth Society he admonished Edmund Harrison for neglecting to reprove and correct his son". A fairly strict regime was the order of the day.

Whilst doing my research on these two religious denominations, I discovered that Benjamin Ingham had been very much impressed by the Moravians, to such an extent that he handed over his followers to the communities of the Moravians where possible. At first he had no intention of establishing permanent places of worship if there was a satisfactory substitute. Unfortunately this arrangement was not to last and the two denominations went their separate ways and Benjamin Ingham built his own Inghamite chapels.

Having discovered these two denominations I then found a link within the family. Edmund Harrison had a son, Elisha Harrison, baptised 1754 at Salterforth Inghamite Chapel. Elisha married Susannah Brogden, baptised Salterforth Inghamite Chapel 1759, in 1777 at Thornton Parish Church. At this time marriages had to take place in the "established" church.

Susannah was the daughter of Thomas Brogden, whose brother was Henry Brogden. Henry's name appears in the Moravian archives as early as 1743 when he married Elinor Metcalfe, a Moravian follower, and in 1749 he came up to Yorkshire to the Moravian settlement near Pudsey, now called Fulneck. Henry and Elinor had five children, a girl and a

boy born at Broad Oak, Essex and two boys and one girl born in Pudsey. Unfortunately no boys survived their parents and so any inheritance went to Henry's nephew. This family, to the best of my knowledge, are the only ones in our family tree to join the Moravian Church, until my own daughter, Hannah, was received into membership in 1993 and became a "Sister".



Postscript: As mentioned previously a difference of opinions apparently occurred in 1753 between the Moravians at Fulneck and Benjamin Ingham. In July of this year a service took place at Fulneck Moravian Church attended by members of Wheatley Lane Inghamite Church (the only surviving Inghamite Church). The aim was to celebrate the 275th anniversary of the handing over by Benjamin Ingham of his Societies in the West Riding to the Moravians and to acquaint each church about each other's history down the years. The photograph shows Rev. Matthew Butler, minister at Wheatley Lane (left) and Rev. Michael Newman of the Moravian Church Fulneck (right).

For further information see Chronicles Issue 83 "James Harrison Man of Many Occupations" and Chronicles Issues 68/69 "Short History of Salterforth Inghamite Chapel" - Editor

EARBY STATION 1949-1952 Part 2

Rodney Hampson

Signalling

The line through Earby was mostly on a low embankment, with two public level crossings: one at the station and another at the north end of Earby. The station crossing was controlled from the adjoining Earby Station signalbox, the gates worked by the signalman winding a geared handle within the box. The gates at the other crossing were operated manually by three disabled railwaymen, working shifts: Ralph Godfrey who lived at Sough, Mr Richardson who lived near the crossing on Skipton Road, and a third man who lived in a cottage adjoining the crossing.

The station crossing was on Salterforth Lane near its junction with the main Skipton-Colne Road. Earby Station signalbox was on the south-west, Salterforth side. Access to the station was on the north of the crossing, by a wide entrance to the goods and coal yard, and by wicket gates at the southern end of both down and up platforms, lockable by the signalman when trains were approaching. There was a passenger footbridge at the southern end of the platforms. The crossings were only closed to trains on Sunday nights.

Earby Station signalbox was manned by three signalmen, working round the clock except for Sunday nights, when the line was closed and the gates shut across the railway. There was a second signalbox at Barnoldswick Junction, where the single branch-line diverged. That was manned Monday to Saturday, from early morning to mid-evening, later on Saturdays, by two signalmen. There was no conventional signalling on the branch. Safety

was ensured by the use of a 'staff', a hefty piece of metal, appropriately labelled and with a key at one end. This key unlocked and locked the main points at Barnoldswick station. The 'safety' aspect was ensured by the 'one engine in steam' rule, engine drivers being forbidden to enter the branch without the staff. If an engine failed whilst on the branch, the staff had to be taken by road to Barnoldswick Junction signal box to allow an assisting engine to enter the branch. Similar arrangements applied on many British railway branch lines.

Station Staff

When I went to Earby station, the station master was Bob Grisedale. He had worked as a purser on the railway-owned Lake Windermere pleasure boats, and once regaled us with his account of a storm on the lake. Bob was due for retirement, and told a porter's little son that on the day he retired, he'd throw his uniform cap over the footbridge – and he did, to the boy's delight! Bob Grisedale was succeeded by Bobby Lemmon, formerly a relief station master in the Leeds–Heysham–Garsdale area. The Earby station master also supervised Thornton-in-Craven and Elslack stations, each staffed by a single employee, but we clerks did no more for them than calculate their wages.

On the passenger side, Earby and Barnoldswick were judged to need one-and-a-half clerks each, so the two Earby clerks took it in turn to spend their afternoons at Barnoldswick. There was no convenient passenger train, so we travelled on an afternoon freight train. We helped the single resident clerk with routine office work. Most travellers started their journeys in the morning, so there were very few tickets to issue.

Passengers

I have no record of train times from Earby in my period there, 1949-52, but I do have a pocket timetable from 26 September 1938, I suppose a typical pre-war winter service. Mondays to Fridays, Earby had fifteen trains a day to Colne, from 0713 to 2137; on Saturdays three more trains, until 0005. To Skipton Mondays to Fridays, sixteen trains between 0631 and 2231, with another train on Saturdays, the last being 0021. On Sundays, five trains to Colne, 0951-2113; and six to Skipton, 0755-2114.



c1950 Local Passenger Train with ex-LMS Crab Class 4 Engine

Barnoldswick was better served with twenty-five trains Monday to Friday, 0643-2240; six more on Saturdays until 0002. There were no Sunday trains on the Barnoldswick branch.

For the 1939 holiday week, Earby had a number of special through trains: on Saturday, 8 July, 0725 to Filey, Bridlington and Scarborough, and 0845 to Morecambe,. Through trains ran during the week to Blackpool on Sunday, Monday, Tuesday and Wednesday; to Morecambe on Sunday, Monday and Wednesday; Southport and Liverpool on Monday; and Arnside, Grange and Windermere on Sunday. Earby of course also shared in Barnoldswick holiday excursions. These were traditionally later in July than Earby's, creating more operating work than extra originating travellers: passengers changing trains, trains reversing to go up the Barlick branch, and so on.

Earby supporters of Burnley football club went by train on alternate Saturdays through the season, and might amount to a hundred if Burnley was playing well. That was our nearest approach to a rush-hour, when we'd stock up with change, see the ticket tubes were full, and possibly pre-date some tickets. No ticket barriers – tickets were collected informally at the end of the platform.

I recall an incident when one of our porters challenged a passenger leaving a Skipton-bound train, who didn't offer a ticket. He'd travelled from Liverpool without a ticket, and left the train at Earby to complete his journey by bus, avoiding the barrier at Skipton station. That cost him dearly at Skipton magistrates' court.

To be continued

EDITED SECTION OF A PAPER ON SALTERFORTH'S FIRST WORLD WAR AMMUNITION DUMP

I P McKay

By mid-1915, the lack of supplies of shells to maintain the prodigious feats of consumption at the front line led to a political scandal known as the shell crisis. The British shell production was neither maintained at its highest efficiency in terms of numbers of output nor of their quality. Heads rolled. The munitions factories were thrashed into overdrive. Almost imperceptibly at first, the supply of shells and munitions improved. But the raw materials for these had to be stockpiled somewhere so that they could be sent out to the shell filling factories.

Up to September 1915 the Ministry of Munitions of War (War Office) only had suitable magazines (a magazine is a building used for explosives storage) at Woolwich Arsenal, Purfleet and Weedon. These were just about sufficient for the supplies of home-produced cordite but were totally inadequate for dealing with propellants from overseas in addition. It was estimated that storage for twenty thousand tons would need to be found.

Initially caves and quarries were used as shell storage space but this proved to be insufficient for the huge quantities involved. A study of potential storage sites was made.

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Sites were selected on the basis of a number of criteria which were specified as being appropriate for a storage site for such hazardous and strategically important materials. These criteria were :

- Isolation from other buildings
- Expenditure in adaption
- Suitability from a military point of view
- Outside the area of air raid attack
- Capacity about 2,000 tons
- Suitability for traffic
- Cheap handling on site
- Distribution to (shell) filling factories (like Leeds, for example)



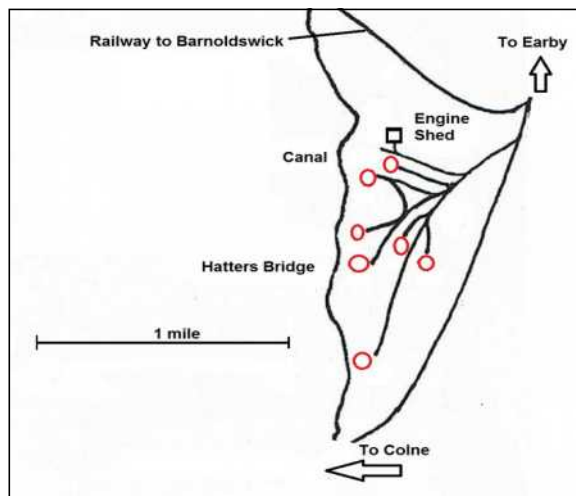
Section of 1923 and 1931 OS Maps



Railway Gunpowder Van Built in 1915

In October 1915 therefore it was decided that two large propellant storage depots would be built, one in Gloucestershire at Slimbridge (HM Magazine 23) and the other at Salterforth. In 1916, the depot at Salterforth came into use. It consisted of seven storage buildings for cordite, which is a propellant explosive used in shells. Note in this context that the reference to the site as His Majesty's Magazine is proof positive that it was for storage alone and that it was not used as a place in which munitions were made or filled, which would be referred to as a "factory", a "filling factory" or an "ordnance factory".

The Midland Railway main Skipton- Colne line had its junction to Barnoldswick about a mile south of Earby station. The branch was a single track line which had been opened by Midland Railway on 8th February 1871 and was closed to passengers on 27th September 1965. The company identified the 'Earby Ammunition Works Sidings' as coming off the branch line 13 chains (about 300 yards) from the Barnoldswick Junction by a single track line. Both of these are shown in the OS map extracts and sketch plan. There is contradiction in detail however between the 1931 OS map and the 1923 edition. There was also access to the depot from the Leeds & Liverpool Canal.



Plan showing Location of Cordite Stores

The depot appears to have finally closed in 1923, though there is no record known of it being in active use after the end of hostilities. Even by 18th June 1927 the sidings themselves had not been listed as having been removed: the date of them being lifted is not known with certainty. Part of the line of the railway itself was obliterated when the new road from Kelbrook to Barnoldswick was built. Work on this road began in 1922 but it was not opened to Kelbrook until 1934. There can still be seen in the fields some vague outlines of

Earby Chronicles

buildings now demolished and part of the canal wharf is also still visible a few hundred yards from the Anchor public house at Salterforth.

Some of the details known about Salterforth depot are:

Magazine reference number	22
Location according to War Office listing	Skipton, Yorks
Consignment address	HM Magazine, Earby, Yorks., Mid-land Rly, Skipton to Colne line
Postal address	The Superintendent, HM Magazine, Salterforth via Colne, Lancs.
Telegraphic address	Magazine, Barnoldswick
Telephone number	Barnoldswick 41
Name of Superintendent in 1917	W. Currie
Superintendent's salary	£400 per annum

**DOWN MEMORY LANE
CAN YOU NAME THESE GIRLS?**

The following photograph was sent to the Society by Judy Pejda of York. It was taken at New Road School about 1946/47.



PENDLE WALKING FESTIVAL

Margaret Brown

Pendle Walking Festival was held from Saturday 12th August to Sunday 20th August. This year it was celebrating the 30th anniversary of the Pendle Way.

Margaret Brown and Wendy Faulkner led a walk starting at the Old Grammar School in Earby, looking at several of the historical areas of Earby.



At the Start—Old Grammar School

These included the corn mill on Mill Brow, the Bronze Age burial cairn on Hare Hill, the Roman fort in Elslack and the Roman road between Elslack and Thornton in Craven. The walk was just over 8 miles and 12 people attended. The weather was just right for once with clear skies and some sunshine. So we were able to take advantage of the long distant views from the top of Hare Hill. (see over) After the walk we all enjoyed tea and biscuits at the Grammar School. Walkers on the festival came from all over the country; our walk had people from Oldham, Cheltenham, Doncaster, and Sheffield. They all enjoyed the walk and many commented on the lovely scenery and how interesting the history of the area was.



From Pennine Way—Rectory Allotment

POSTSCRIPT TO NEW BOOK “WISH YOU WERE HERE— EARBY HOLIDAYS OF YESTERYEAR” - Editor

Earby Feast or festival, held in July, was the forerunner of Earby's traditional Wakes Weeks summer holiday. When Earby became an industrial community the annual Feast retained its popularity, together with its religious associations, the Wesleyan Sermons and the Sunday School Walking Days. Those who stayed at home during the Feast obviously made their own fun as can be seen from the photographs below and over. Copied from an old newspaper, (The Times 23rd February 1968), and of very poor quality, these pictures were taken during the Earby Feast of 1905 and show local residents enjoying donkey rides through the town centre. In the background is the recently gutted Grove Mill and the meadow behind the group later provided the site for the Empire Cinema.





PROGRAMME

Saturday 30th September 11.00 am Launch of Book "Wish You Were Here- Holidays of Yesteryear"
Tuesday 17th October – Richard III, Lynda Telford
Tuesday 21st November – History of Burnley Football Club, Rev. David Wiseman
Tuesday 19th December – Christmas Meeting – Local Film Show

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Local History
Society.**

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THE SOCIETY

Meets at the
Community Centre,
New Road, EARBY
on the 3rd Tuesday
of the month at
7.30pm

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made to ensure
accuracy of
information in this
edition, this cannot be
guaranteed.

**NOTE FROM THE
EDITOR**

Don't forget this is
your newsletter. Send
in articles, photos and
any other anecdotes,
so that we get as wide
a flavour of Earby &
District, yes that
means Thornton in
Craven, Kelbrook,
Sough, Harden and
Salterforth as well.

EDITOR

Stephanie Carter
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