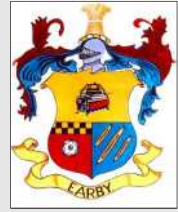


Earby Chronicles



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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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EARBY AND ITS RAILWAY STATION IN MINIATURE

Over the last few years the Pendle Forest Model Railway Society has been building an "n" gauge model of Earby Railway station and its environs as it was in the late 1940s .



Recent features

Page 2 Part 1 Rodney Hampson's Recollections of Earby Station 1949-1952

Page 10 Imperial War Museum

Page 15 Matilda Rushton, Ken Ranson

£2.50
Members of
Society free

At the inception of the project the Earby and District Local History Society were asked for help in supplying period photographs from the photo archive. A good deal of work has gone into research and the model captures the look of the station and surrounding area based on photographs and records available. Most of the buildings have been created using a 3D printer and the detail created is quite amazing.

Although the model is an on-going project the railway modellers were keen to show it in Earby and agreed to bring it along to the Spring Fair at the New Road Community Centre on 29th and also on 30th April. A good deal of interest was stimulated and the modellers were happy to gain information to incorporate into or alter on the model.

The History Society put on a display of railway images from the archives and some items from Frank Fisher's railway drawings and paintings.

The following is Part 1 of an extensive memoir by Rodney Hampson, who worked as a clerk on EARBY STATION from 1949 to 1952

Introduction

Readers must bear in mind that I am recalling memories of over sixty years ago as accurately as I can, but certainly not infallibly. I worked as a clerk at Earby Station from 1949 to 1952. Previously, I'd been a junior clerk at Barnoldswick Station from 1943 to 1946, when I joined the RAF. 'Wartime' employers were bound to offer jobs to returning servicemen. Demobilised in late 1948, I was offered a post at Earby. I lived at Barnoldswick and my fiancée lived at Sough, so it was all very convenient – except for Kenneth Walker of Colne, who'd been a very good but temporary clerk at Earby, who I unwittingly displaced. I married Marjorie Hesketh in September 1949, and we lived at Sough until I was appointed station master at Dent in March 1952.

Location and trains

Earby station was on a branch line from Skipton to Colne, distinguished from the other lineside stations by being the junction for a branch line to Barnoldswick. As a 'Midland Railway' branch, the up line was to Skipton, and thence to London St. Pancras. Up trains from Earby terminated at Skipton, but down trains, starting from Skipton went always of course to Colne, but then variously to Manchester, Preston, once a day to Liverpool, and perhaps also to Blackpool. Skipton had an afternoon train to London St. Pancras, and Colne had a morning train to London Euston, both taking about six hours by entirely different routes. Later than my time, I think the Euston train started from Skipton, giving Earby a through train to London.

Trains came and went, then steam-locomotive hauled of course. No loco shed or carriage sidings at Earby. Down trains were made up and serviced at Skipton, as was the branch-line train to and from Barnoldswick. The regular branch train comprised an engine at the Barlick end of the train, drawing two maroon painted carriages. The typical engine was a small Class 1P tank engine, successor to the 'Spud' or Spud Roaster' which gave the train its local title. At the end nearest Earby, there was a compartment for the guard *and the driver*, with three windows facing the track. This compartment had the usual screw-down brake handle for the guard to use in emergency, and also regulator,

vacuum brake and whistle handles for the driver to control the engine when running brake first down to Earby. This was known for obvious reasons as a 'pull-and-push' arrangement, the fireman remaining on the engine to maintain steam pressure. This pull-and-push arrangement obviated transferring the engine from end to end between journeys. There was a once-a-day interloper; that was the 'rail motor', a once-a-day train from Rose Grove to Barnoldswick, arriving 4.20 p.m. and returning five minutes later. This was a steam train, pull-and-push like the 'Spud', which spent its days shuttling between Rose Grove and Colne, serving Burnley Bank Top, Brierfield and Nelson Stations. The carriages were fitted with steps for passengers to and from intermediate halts. It brought a few schoolchildren home from Colne.

There were several freight trips from Skipton or Earby to Barlick, servicing Earby goods yard en route. There was an early morning trip, then a second morning trip about 0930, a third trip around mid-day and a mid-afternoon final trip. All these ran in gaps in the passenger service, under the one engine in steam' rule.

A two-carriage train scuttled the 2.75 miles between Earby and Barnoldswick, about twenty-five times a day pre-war, down to ten a day during the war. I have no information about the postwar timetable. There were no trains to Barnoldswick on Sundays.

The 'competition' was buses: Ribble buses between Skipton and Colne (later to Manchester) and Burnley, Nelson and Colne Joint Transport buses between Earby and Barnoldswick. Apart from schoolchildren to Skipton and alternate winter Saturdays Burnley football supporters, by the late 1940s most railway passengers were random, travelling further afield. There were minor peaks for the July and September mill holidays, with Friday night and Saturday special trains to seaside destinations.

Station buildings

The up platform had only waiting rooms and a men's urinal. The main station buildings were on the down island platform, between the Skipton – Colne line and the Barnoldswick branch line. Earby station was gas-lit, and suffered from 'water in the pipes'. From time to time the lights would dim and 'plop'. The short-term cure was to illicitly add weights to a governor in the gas meter house; the long-term solution was a visit from the railway gas fitter stationed at Skipton, to pump out the pipes. I don't think the real solution of electric lights was ever achieved.

Because the main buildings were on the down 'island' platform, they were long and narrow. From the southern end, the sequence was the station master's office, stone-built and possibly a later addition; followed by the general waiting room, entered from the down platform, fireplace at the south end, ticket window at the north end, flanked by fixed bench seating along east and west walls. The booking office obviously came next, followed by the ladies' waiting room, the porters' room and finally the men's toilets.

The booking office was entered from the down platform, with fitted ticket drawers, cash drawer, counter, ticket racks and ticket window on the south side. There was a long 'stand-up' desk along the east wall, with space beneath for high stools and in-coming parcels. On the north side, there was a fireplace, flanked by built-in cupboards . Moveable furniture included a parcels weigh-scale on a 'copying' stand, between the door and the ticket counter. A digression - this copying stand had held a screw-down press, and dated from the period before carbon paper, when documents were written with special blue



Ticket Office Earby Station

copying pencils, then 'copied' in a tissue book, the pages being damped with water to activate the blue pencil, making a reverse copy on the tissue. The whole book was then put through the press. By my time, the railway had progressed to 'Manifold' pens, specially hard to make carbon copies, and ink made by mixing ink powder. Ball pens were developed in the 1939-45 war, but the railway was slow to adopt them – and when they did, they found a supplier of wooden ones!

Although there was a stand-up desk, there was an office table between the fireplace and the entrance, much preferred in winter. It supported a 'candlestick' GPO telephone, with separate earpiece, resulting in inadvertently moving away from the microphone which was fixed on the candlestick. After a long campaign, it was changed for a desk-type phone. Earby town had gone 'automatic' before 1939, so we at least had dialling of local calls – we were Earby 3134 .

The ticket racks were the standard Edmundson type, rows of tubes each holding fifty paste-board tickets, needing to be re-filled from the drawers beneath as sold. For an anticipated rush, several adjoining tubes could be filled in advance. Every ticket was dated before sale, at both ends if it was a return ticket. The date of sale was applied by an Edmundson press, a tall black tube with an opening on the clerk's side to push in the ticket. Dating was by moveable metal type (06DE48 for 6th December 1948) through a wide inked ribbon. The date was changed each night. Booking clerks quickly became adept at extracting the ticket from the bottom of the correct tube, and dating it one-handed with the characteristic thump-thump of the press. There were printed tickets for popular destinations, single or return, and 'blank card tickets' to be filled in for unusual places before sale. For a known rush, one could pre-date tickets, careful not to do too many which of course became unsaleable afterwards.

The clerk had a 'float' or 'balance' of five shillings. He accounted for sales in a 'Trains Book', and losses and surpluses of any consequence had to be explained. I write 'he' but at least through the 1939-45 war, Earby booking office was 'manned' by two ladies: Miss Isabel Edmundson and Mrs Clarice Wray. Mrs Wray was the wife of the goods foreman at Barnoldswick, and they had a schoolboy son, Hubert. Miss Edmundson used the Edmundson ticket system mentioned above, but it was actually named after a Mr Edmundson, a Victorian station master on the Newcastle-Carlisle line. In place of hand-written tickets, he devised the printed paste-board tickets, ticket racks and dating presses which were in general use until the 1960s.

Both Miss Edmundson and Mrs Wray retired at the end of the war, and there was a succession of young male clerks, including myself from 1949 to 1952. Beside ticket sales, we dealt with inquiries, mostly face-to-face through the ticket window; and with parcel des-

patch. Charges were by weight and distance, using the aforementioned weigh-scale. Each parcel had to be stamped, Post Office style, though our stamps were not self-adhesive and a paste-pot and brush was used. Stamps in sheets of popular values had to be accounted for regularly.

I had an exciting phone call one afternoon, from the district office in Manchester, telling us that 'Special Cheap Day' tickets were to be introduced. These were to local stations, not before 0930, probably half the regular fares. Incidentally, they were printed on lavender coloured card. They were popular of course, in that they reduced the cost of travel to existing passengers, but I don't think they influenced any greater interest in rail travel.

Besides miscellaneous items from the public and shops – the Post Office only accepted up to fifteen pounds weight, and road parcel delivery was in its infancy - Armorige sent occasional samples of leather-cloth to customers. Bristol Tractors was our principal source of packages by passenger train, usually urgent spares to agricultural engineers – Hanley Garages at Stoke-on-Trent and Shukers of Shrewsbury come to mind. Their packages were usually heavy, most memorable being caterpillar tracks. They were about 4 cwt. each, wired up into coils. How were they brought onto our island platform? I can't recall, but the porters were perforce adept at using four-wheel trucks and two-wheel barrows. And how were they weighed? Once established, the weight was afterwards assumed; they certainly weren't weighed on our modest parcel scale!



Bristol Tractors Train

RE THE ARTICLE ON EARBY'S BRASS BAND BY SALLY TURNER

The above article was published in last month's Chronicles, but June Hipgrave would like to correct it. The man with the handle- bar moustache and not in uniform is her Grandfather William "Bill" Knight. He was president of the band when the cups were won at a contest in Bentham. She says that a copy of the photo was on her grandmother's wall when June was a girl and they were often told stories of his Band days.

NOSTALGIA



Our photo was taken just after the Second World War at one of the early May Day processions. The vehicle is a 1938 Ford V8 purchased by Earby Urban District Council during the war as a utility lorry. The driver in this picture is John Lord, a former farmer and then a council employee, with Peter Dawson in the passenger seat.

Peter vividly remembers this trusty old vehicle, having learnt to drive in it, having to double de-clutch to change gear and there was certainly no power assisted steering then. The engine was mounted in the cab which was an advantage on cold winter days but the cab became unbearably hot in the summer time; hence it had an opening roof for ventilation. Peter painted the lettering on the cab sides.

The lorry was used for many purposes. There was a bulldozer attachment for snow ploughing and a demountable semi-circular cover with sliding doors for the back. In the covered mode it was used for collecting salvage for the war effort.

It was also used to collect clinker, from the coal fired mill boilers, which was mixed with salt for gritting roads in winter.

The lorry has been specially prepared for use as a float for the Road Safety Committee in the May Day Procession. Note particularly the walled tyres painted for the occasion.

Thanks to Peter Dawson for loaning the copy of the photograph.

**22nd JUNE 1887 – QUEEN VICTORIA'S GOLDEN JUBILEE – 130
YEARS AGO**

The Editor

The Earby Correspondent for the Craven Herald sent the following report on the Beacon Fires:

“On Tuesday many ascended the hill towards the Mount and other eminences to watch the beacon fires, and they were well rewarded. From Mount House about 17 fires could be seen, stretching from Embsay Crag, Ingleborough, Bolland, Marton, Pendle and Hambledon. They were all lighted within half-an-hour of each other and the blazes along with the fireworks that were sent up made a fine sight. The monster pile on Pendle blazed most brilliantly, and for several hours the illumination appeared as steady as a clock. That at Marton by reason of its nearness, appeared the brightest. The scene about half past ten was a grand one, but a grander was reserved for those who had the inclination and strength to tramp another couple of miles along the moorland till they reached Pinhaw Hill, 1,300 feet above sea level. Here about fifty people had assembled, and from few other points in the whole country could more beacons be seen. The summit commanded both valleys, and as many as 37 fires were counted. Pinhaw would have made a splendid connecting link between the bonfires blazing on the Malham side and those down the Keighley valley, but Mr George Lane Fox, the owner, in consequence presumably of the great damage done to the moor and grouse by the firing of the ling some weeks ago did not wish a proper beacon fire to be lighted. Only a small quantity of ling therefore was placed on the old stone pile shortly after eleven o'clock. On the match being applied the dry heather burst at once into a brilliant flame. Amongst those present were Mr William Slingsby, Mr Cecil Slingsby, Rev. T C Barker, Miss Barker, Mrs W Slingsby, Miss Slingsby, Mr & Mrs W C Slingsby, Mr George Whitehead, Mr William Carr, Mr & Mrs Aspin, Miss Todd, Mr Wilson Green and others. Something more than mere sight-seeing followed and it was to the Carleton party that the company were indebted for the pleasant scene. Champagne and good old English ale were handed round, the Queen was pledged, the National Anthem was sung, and loyal cheers were enthusiastically given. Before leaving, the fire was seen properly out and the company, a singular musical one, parted with a very melodious rendering of “God save the Queen”.”

Earby did nothing to celebrate the Jubilee except to fly the Union Jack on the Victoria Mill. The factory and sheds ran all day, the employers having left it to the operatives to decide whether they would have a holiday then or an extra day at the Feast, and they chose the latter. The Earby Brass Band, before going to Gargrave, played the new Jubilee March down the village about eight o'clock, and a flag was flying from the Grammar School.

Royal celebrations, such as the Golden Jubilee of 1887 are a small part of Stephanie Carter's forthcoming new book “Wish You Were Here – Earby Holidays of Yesteryear”. It will be available in September.

EARBY AND DISTRICT 50 YEARS AGO – 1967

Taken by the Editor from the Craven Herald

April

- Ken Tennant, leader of Earby Youth Club reported that interest in and attendance at the club had increased. There were 104 paid-up members and an average attendance of 59. New classes to be introduced at the centre included archery, ladies hairdressing, motor cycle maintenance and flower arranging.

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- In appreciation of 40 years devoted work a reception was held at Kelbrook at which Dr. Jagoe was presented with a portable transistor radio set, a framed illustrated address and a portable TV set. Additional plugs were to be installed in his home to accommodate the TV. Rev. J J Clack presided and referred to Dr. Jagoe as “Beloved Earby Physician”.
- The annual tea and concert organised by the Old Age Pensioners Association was held at Linden Road. 230 people attended.

May

- Nancy Wormwell received a medal from Mr T Broughton on behalf of the St John Ambulance Service. This was in recognition of 30 years’ service to the Nursing Division.
- History was made when Mr C Pickles was appointed chairman of EUDC for the third time.
- A Bank Holiday regatta and rally was held near the Anchor Inn at Salterforth. Many small boats from East Lancs. and West Yorks. gathered on the Leeds Liverpool canal.
- Earby celebrated its 21st May Day organised by the Earby Social and Festival Committee. But “down came the rain – gallons of it - cold, saturating stuff which soaked to the skin”. It was to have been a big event to celebrate the coming of age of the festival and all previous queens had been contacted, 13 of whom were present on the day. The procession was the longest for years and would have been colourful had not the participants been hidden in anoraks and shielded by umbrellas. The crowning of the May Queen, Miss Glenys Dawes, took place in the Albion Hall. Mrs Margaret Foster, better known as Margaret Halstead, the first of Earby’s May Queens, reminisced about her crowning in 1947.

June

- A Service was held at George Street Methodist Church to celebrate Earby Civic Sunday.
- Earby Band had a new conductor, Mr A Walmsley from Blackburn. There were a number of young players in the band “including a very tiny girl Pamela Whitehead aged 9”. The name Whitehead is synonymous with brass band music in Earby. To the older generation park band concerts were one of the pleasures of a less affluent era. Band concerts were held both in Earby and Letcliffe parks with music to suit all tastes.
- Members of the Ancient Order of Buffaloes flocked to the Station Hotel to meet the Grand Arimo of England, Brother R J Armes.
- Street traders and hawkers selling vegetables on the streets of Earby were causing annoyance to trades people, as they were charging a lower price. The Council was to keep a watch on the situation.
- The British Legion Field Day was held in a field adjoining All Saints Church



STOCKS

Ken Ranson writes:

The second Statute of Labourers (1350) ordered the punishment of the stocks for unruly artisans. It further ordered that "stocks should be made in every town and village in England".

The photo opposite is of West Marton stocks.

The stocks consist of large, wooden boards in a stone framework, with holes for a person's feet to be locked in and even sometimes as well, their hands or head.

Since stocks served as an outdoor public form of punishment, its victims were subjected to the daily and nightly weather. As a consequence it was not uncommon for people kept in stocks over several days to die from exposure.

The practice of using stocks continues to be cited as an example of torture, cruel and unusual punishment. Insulting, kicking, spitting and in some cases urinating and defecating on its victims could be applied at the free will of any of those present. The hapless feet were also taken advantage of by such savage cruelties as inserting burning materials between the toes or by such nuisances as rubbing faeces all over the feet and hair.

The stocks were popular among civil authorities from medieval to early modern times. They were widely used in Elizabethan England and by the Puritans in the colonial period of American history. Their last recorded use in the United Kingdom was in 1872 at Adpar, Newcastle Emlyn, Wales.

DOWN MEMORY LANE

Squire Firth's first photograph shows students from Alder Hill School with teachers Misses Carlisle and Green at the top of York Minster on a trip in 1948. Can you spot Squire?



The second photograph shows St John Ambulance Brigade in Earby in the 1930s. Madge Firth is on the second row right.



IMPERIAL WAR MUSEUM

It is well known that we are in a period of WWI centenaries at the moment. What might be less well recognised is that 2017 is the centenary year of the Imperial War Museum. **Matthew Lee, head of film archives**, gives us a brief history of the museum.

The Imperial War Museum (IWM) was founded on 5th March 1917, while the First World War was still being fought. The museum was not formed as a monument to military glory, but as a record of the toil and sacrifice of those who had served in uniform or worked on the home front. In 1917, Alfred Mond submitted a proposal to the War Cabinet for a museum to be founded to record the events of the war. For the first time in Britain, a national museum would be dedicated to a specific conflict and would set out to record the contribution made by all sections of society. Alfred was a driving force for the creation of IWM, becoming the first Chairman in 1920. He believed that: 'every individual, man or woman, soldier, sailor, airman or civilian... may be able to find in these galleries an example or an illustration of the sacrifice he made or the work he did.' Accordingly, the museum's original purpose was to act as a memorial to record publicly the events that had taken place and to provide a place where the history of the war could be studied.

The museum stationed a small team of staff at General Headquarters on the Western Front and at British GHQs in other theatres of war who were tasked with gathering material for the museum's collections. The first collections went on display at Crystal Palace in 1920.

In November 1917 the National War Museum was renamed the Imperial War Museum after interest from Dominion governments persuaded the British Government to broaden the remit of the museum to reflect the Empire's contribution to the war effort.

Potential exhibits were acquired from battlefields, government departments, industry and commerce as well as private individuals. The Imperial War Museum was formally established by an Act of Parliament in 1920 and at this time the museum had amassed over 136,000 items. On 9 June, 1920 it was opened by King George V at Crystal Palace where it remained until 1924.



In 1924 the museum was moved into two galleries adjoining the former Imperial Institute in South Kensington. The collections were held in unsatisfactory conditions and in 1930 it was proposed that the museum be moved to a permanent home at the surviving portion of Bethlem Royal Hospital - commonly known as Bedlam - on Lambeth Road in Southwark. In November 1935 the museum closed its doors at South Kensington and reopened in its present home on Lambeth Road on 7 July 1936.

In January 1941 the museum suffered a direct hit from a German bomb. Some exhibits were damaged, including a seaplane flown in the Battle of Jutland in 1916.

IWM's remit was further extended in 1953, following the end of the Korean War, to include all major conflicts which Great Britain and the Commonwealth had been involved in since August 1914. During the 1970s and 1980s IWM underwent a period of unprecedented expansion, with the establishment of three new branches – IWM Duxford in 1976, HMS Belfast in 1978 and the Churchill War Rooms in 1984. The fifth member of the IWM family, IWM North, opened in Trafford, Greater Manchester, in 2002.

COMMITTEE REPORT AT AGM HELD ON 21st FEBRUARY 2017

The committee report was given by the society's secretary Margaret Brown; as we do not have a chairman at the moment it was decided that we should have a committee report

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instead of a chairman's report. As we are unable to fill the role of chairman, the committee has had to "double up" roles. We are now down to 5 active members and unless new committee members are found this year then the society is in real damage of failing. We really need some more committee members; it is not too hard a task. We have 6 committee meetings a year, and organise the speaker meetings, produce the Chronicles, and organise any other events. If anyone would like to help in any small way we would be very grateful. Thanks to Carole and Terry Banks and Michael Jackson for all their help in setting up the room, delivering posters and Chronicles. Thanks also to all those who have helped at meetings clearing chairs away and giving out posters and Chronicles.

We will have a stall at the NRCC Spring Fair and provide a raffle prize. Our stall will be a small display of railway photos, and information leaflets about the society. If anyone would like to help man the stall please get in touch with one of the committee. We feel that it is important to support the Community Centre as if groups don't give their support then the centre will not be able to function which would be a great loss to the people of Earby.

Our other event this year will be the book launch for Stephanie's latest book on holidays. This will take place in September; the date is to be decided. We are looking for a speaker with a background in the holiday industry to open the event. If there is anyone who could do this role please get in touch with Stephanie. Stephanie is still looking for any stories photographs and other memorabilia to include in the book.

Despite the lack of committee members the society has been fairly active this year with well attended speaker meetings with averages of 25 – 30 people attending. We had also a very well attended talk by Dr. Keith Boughey on Welbury Holgate and his research on the ancient history of Earby. With regret, due to the lack of committee member, we have stopped serving tea and biscuits this year, but if anyone would like to restart this please get in touch with the committee. It would involve shopping for tea, milk and biscuits for each meeting, money for which would be reimbursed, and setting up the cups and washing up afterwards. You don't have to be a member of the committee to do this.

The archive room is very active; it is open most Friday mornings 10 – 12. We have had many visitors over the year. One of the most satisfying was from Luke Edwards from Pendle Borough Council who is in charge of sorting out the flood problems in Earby. He spent a couple of hours with us looking at our large collection of plans and maps. We managed to solve a few mysteries for him. He sent us a lovely email back see below

Hi Margaret

Thank you kindly for inviting me along and the trip was very useful indeed – you hold some excellent historic documents on record and I'm sure the maps will prove invaluable.

The photo and map of Seal beck are brilliant, highlighting the reason why properties in that particular area are so vulnerable to flooding, being in the natural low-spot where the stream originally flowed before the area was developed. It also indicates the importance of the culverts running through this area, which take a substantial amount of water. These need to be checked and maintained much more frequently, to ensure they are free-flowing thereby reducing flood-risk in the area as much as possible.

I am sure I will be back in the future to look at more plans and photo's, as the archives you hold contain documents that would be very difficult (if even possible) to find elsewhere. So thank you once again for your hospitality and I look forward to meeting with you again next time.

It shows how valuable the collections we hold can be. Many of the old maps and photographs would have been destroyed and lost by people who do not understand the importance of these documents. We are only too pleased to help in such an important job in helping to solve Earby's flooding problems. Again if anyone is interested in helping out with the archives or research or help producing items for the Chronicles please come along to the archive room, or if you just want to come and look at what we have and have a coffee and a chat with us you would be very welcome.

Donations of documents and artefacts still keep coming in. Two important collections we received this year were a donation from Peter Dawson of WWII memorabilia including gas masks of various shapes and sizes and copies of WWII posters and from Geoff Lumb a large collection of scouting memorabilia which includes badges, photographs and small items of uniform.

We have not started any new projects this year but the Corn Mill project is ongoing. We have made several visits to archive rooms looking for documentary evidence of the corn mill and the old town of Earby. Interestingly when we visited Craven museum we discovered that they held the Day book of Taylor, Blacksmith. It was a wonderful window on work in Earby in the early to mid- 20th century. You never know what you might uncover. We had a visit to the mill site by Janice Heward and from a team from Bradford University. In the autumn we had a return visit with Janice to her home patch of Nidderdale looking at a mill site she is working on. If anyone would like to know more or join us in any of these visits please get in touch with either Margaret or Wendy. The guide stoop project is now finished and information boards have been made. One is displayed in the bus station where the replica stoop is placed and the other is to be put up next to the original stoop which is in the Grammar School grounds.

The quarterly Chronicles are being well received but as always we need more articles/photos, so please help if you can.

The Community Centre appears to be safe for the moment in its new role as a community hub, but we cannot be complacent; so we need to be aware of any local government changes and continue to use and support the centre in any way we can.

And finally we would like to give thanks to Bob for being chairman for the last 20 years. He led the society right from the start in 1995, helping to shape the society, setting up the frame-work and planning of the events carried out by the society over the years. We are not losing him as he is staying on a committee member.

There were no new nominations for the committee, so all standing members were re-elected.

MINING EXHIBITS FORMERLY HOUSED AT GRAMMAR SCHOOL

Hawes, 11 April, 2017

The Dales Countryside Museum in Hawes has won support from National Lottery players to re-house and exhibit one of the country's most fascinating lead mining collections.

A total of 860 objects, including mining wagons and tools, were given to the DCM by the Yorkshire Dales Mining Museum in Earby when it closed in 2015.

A grant of £90,600 from the Heritage Lottery Fund (HLF) means that the artefacts can now be re-examined and displayed, while the stories of miners and of the members of Earby Mine Research Group who assembled the objects over 50 years can be told.

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The project is being called, "A Rich Seam: Lead Mining and Textile Heritage in the Yorkshire Dales".

As well as bringing the lead mining collection back to life, new exhibitions will be created from the DCM's extensive textile holdings. The lead mining and textile industries were once vital to the Dales, especially in the 19th century. They went hand-in-hand, with miners often knitting on the way to work to supplement their income.

"A Rich Seam" will run over the next 18 months. Significant building work will take place at the DCM, which is owned and run by the Yorkshire Dales National Park Authority (YDNPA). A mezzanine floor will be extended to create more space, while the lighting, electrics and decoration will be improved. Designers will be commissioned shortly.

A team of around 20 volunteers will be recruited to work alongside staff on the re-interpretation and display of the lead mining collection. One of the most challenging tasks will be to reassemble what has been described as the most complete water wheel and double roller ore crusher in the country. The wheel was rescued from the Providence Mine near Kettlewell in Wharfedale and was transferred to the museum in pieces.

Four former trustees of the Yorkshire Dales Mining Museum have agreed to tell the stories which lie behind each of the artefacts. Objects range from personal items, such as hats and bottles left underground by miners, to tools and ventilation equipment.

The project will include a raft of creative and learning activities. The DCM will work with North Country Theatre, as well as local schools and drama groups, to create performance pieces inspired by the collection.

The money from the Heritage Lottery Fund covers 82% of the project costs. Other funding has come from the YDNPA (£10,000); the former Yorkshire Dales Mining Museum (£6,000); Friends of DCM (£2,000); and a private donor (£1,250).

DCM Manager Fiona Rosher, said: "We are thrilled to have been successful with our application to the Heritage Lottery Fund. We've been given a wonderful opportunity to highlight the importance of lead mining within the Yorkshire Dales. The money means we will be able to display our collections in a way which reflects their significance.

"In the past whole families in the Dales would be involved in both lead mining and knitting. Women and children worked at the mine top, processing the ore, while knitting was a constant activity. We have an iconic collection of knitting sticks.

<http://www.yorkshiredales.org.uk/living-and-working/other-services/press-office/news/recent/rich-seam-project-receives-lottery-cash>

MEETINGS

The 2018 programme of speakers is now being planned. If you have any suggestions for speakers or topics you would like to hear about, please let us know. As a local history society we will endeavour to book speakers on local topics but obviously this is not always possible and topics of a more varied yet still interesting historical theme have to be included.

Contact the Secretary or by e-mail infi@earbyhistory.co.uk

MATILDA RUSHTON

Ken Ranson

Matilda Rushton was born in 1893 at Myrtle cottage, Salterforth, second youngest of four girls and a boy, children of King (stood in doorway of cottage) and Ann Rushton.



Matilda grew up in the environs of a small village with three elder siblings and a sister seven years younger, whom she would probably have to look after. She would probably take at times the half mile walk up the hill to see the bright lights of Barnoldswick.

Schooling would be at the National school (left) which was only a few minutes walk from her house, where she would go full-time until she was twelve when she would go part-time to the mill until she was fourteen, then work full-time. The whole family were weavers and would work at Slater's mill in the village.

In 1902, when Matilda was nine, her father, King, died, leaving a widow and five orphans the youngest Nellie being only two.

The 1911 census shows Matilda is 18, a cotton weaver; then shortly after her life changed dramatically. At the onset of WW1 in 1914 Matilda's teacher training record shows her being an assistant mistress at New Road primary school at Earby. There is no record of her taking any training prior to her becoming an assistant but a Board of Trade report noted that of the 54,000 male teachers in the labour force nationally 34% had enlisted by July



1916; so possibly Matilda was allowed to become an assistant to make up for the shortage of teachers. Talking to my primary school teacher, some while ago she had to do a two-year training course prior to starting teaching at Salterforth School.

As was the custom in this time Matilda was a spinster and never married. Until the Sex Disqualification Removal Act was passed in 1919, no married women were allowed to work as teachers. The Act should, in theory have meant greater equality for women entering the profession, but in the 1920s, working women were frowned upon as there were so

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many men on the dole.

The authorities used "marriage bars" to prevent married women working as teachers. This rule meant that if a woman teacher married, she had to resign from her job; if she was already married she was sacked. Some women found a way around the marriage bars by marrying in secret and then living apart from their husband, or by having a very long engagement. Marriage bars in teaching weren't lifted until 1944.

Matilda worked at New Road School for two years and then moved to Gisburn Road primary school in Barnoldswick where she stayed for six years until she was promoted to headmistress back at New Road School and was headmistress at Springfield school when it opened in 1939. Her record shows she took some training courses during her holidays at Bingley Training College. Her autograph book shows the names of the people she trained with at college and also shows her artistic bent.



189 1912		MEMBERS' ATTENDANCE AT THE LORD'S SUPPER.												REMA	
NAME	ADDRESS	No. of Ticket.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.		December.
<i>Matilda Rushton</i>	<i>Salterforth</i>	<i>84</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	<i>/</i>	

SALTERFORTH.

GARDEN PARTY.—The Baptists held a successful garden party last Saturday in a field near the Council School lent by Mr. S. King. There was a highly entertaining list of amusements, games, sports, etc. Old English dances, under the supervision of Miss Matilda Rushton, were one feature of the afternoon's proceedings, which wound up with community singing under the conductorship of Mr. J. Hartley. The proceeds were in aid of the church funds.

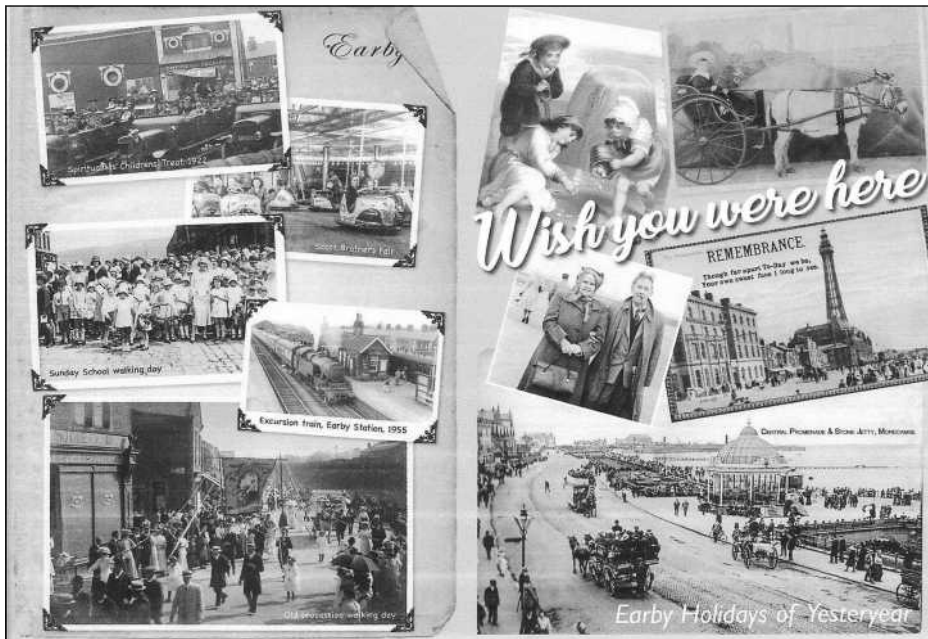
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She lived a short but very full, and probably a very enjoyable life.



Matilda Rushton 1893-1940

STEPHANIE'S NEW BOOK



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The Society plans to launch Stephanie's new book on Saturday 30th September in the Community Centre, so please put the date in your diary. There will be more details nearer the time.

The book is entitled "Wish You Were Here—Earby Holidays of Yesteryear" and is a nostalgic look back at our holidays from the mid 19th century up to the late 1950s. It is full of recollections of local folk, past and present, and begins with a look at Earby Feast—a forerunner of Earby Holiday Week/Fortnight, when the Sunday Schools processed round the village—not as many think at Whitsuntide but in July. There are chapters on fairs and circuses, Wakes Holidays, the Seaside, Butlins, Royal Holidays and Celebrations and Postcards, with many illustrations and all relating to holidays taken by folk in Earby, Thornton, Kelbrook and Salterforth.

We hope you will find it interesting.



PROGRAMME

Tuesday 10th September Fountains & Byland Granges in Nidderdale – Liz Dent
Tuesday 17th October History of Castercliff Iron Age Fort – David Turner
Tuesday 21st November History of Burnley Football Club – Rev. David Wiseman
Tuesday 19th December To be arranged

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DATA PROTECTION ACT

Members details are held on computer for mailing and compilation of a membership list. The details will not be used for any other purpose without the express permission of the member. If you do not wish your details to be held on computer please inform the Treasurer immediately.

THE SOCIETY

Meets at the Community Centre, New Road, EARBY on the 3rd Tuesday of the month at 7.30 p.m. (except for outside visits).

**ANNUAL
SUBSCRIPTION
£7.00
UK £9.00
Overseas £13.00**

Contents:

Whilst every effort is 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
01756 794099