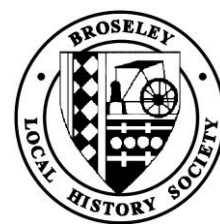


NEWSLETTER

Newsletter of the **Broseley Local History Society**

INCORPORATING THE WILKINSON SOCIETY



NOVEMBER 2015

MEETINGS

Meetings of the Broseley Local History Society are held on the first Wednesday of each month at 7.30pm at the Broseley Social Club, High Street, unless otherwise announced. Car parking is available at the back of the Club.

Members are requested to be seated by 7.30pm to allow our speakers a prompt start.

Visitors are welcome but are asked to give a donation towards Society funds.

PROGRAMME

- | | |
|-------|--|
| 2 Dec | Annual Dinner |
| 6 Jan | <i>An Evening with Ron Miles</i> |
| 3 Feb | <i>The KSLI in the First World War</i> by Wendy Palin |
| 2 Mar | <i>Annual Wilkinson Lecture; Thomas Turner's Transport Requirements at Caughley</i> by Neil Clarke |
| 6 Apr | <i>Anglo Saxon Shropshire</i> by Shelagh Hampton |

Further details from Neil Clarke 01952 504135.

NEW MEMBERS

The Society would like to welcome the following new members:

Mrs. V. Wilson, Broseley
Melinda Evans, Broseley.

CHRISTMAS DINNER

Wednesday 2nd December

The Lion, High Street, 7.00pm for 7.30pm

£17.95 per person

The Society's Christmas dinner is always an event which members look forward to. As in the past, it is to be held at The Lion Hotel in the High Street since it makes it easily accessible to most people.

Please book your place by Wednesday 25th November at the latest by completing the form on page 13 and returning it with your payment to:

Gill Pope,
Rivendell,
2 Dark Lane,
Broseley, TF12 5LH.

Cheques should be made payable to the Broseley Local History Society.



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Previous meetings

At the first meeting back after the summer break
Bernie Jones, Chairman of the Shrewsbury and Newport Canal Trust, gave a talk outlining the history of the canal before telling us more about its route, the trust and its work.

The construction of canals in the mid to late 18th century enabled raw materials, coal, limestone etc. to be moved much more quickly and cheaply than had previously been possible using pack horses or horse and cart. This allowed the expansion upon which the Industrial Revolution was based. In the area of what is now Telford a number of canals were built which greatly aided the development of the coalfields and ironworks of the area.

The first was the Donnington Wood Canal opened in 1768 and by 1792 a network had been built extending to Coalbrookdale and Coalport in the Severn valley. These canals carried tub-boats which were about 20 feet long and 6 feet wide, could carry 5-8 tons of cargo and were pulled in trains of up to twenty, often by one horse. In 1797 this tub-boat network was extended to Shrewsbury.

The Shrewsbury Canal was 17 miles long, had 11 locks, an inclined plane at Trench which was 223 yards long and raised boats 75 feet up to the Wombridge Canal and a tunnel 970 yards long at Berwick. The locks were only 6 feet 2 inches wide, but at 81 feet were long enough to take four tub-boats.

This Shropshire network operated until 1835 isolated from the rest of the canal network which had built up covering much of the country. In that year a branch was built from the new Birmingham & Liverpool Junction Canal at Norbury Junction, through Newport, to connect with the Shrewsbury Canal at Wappenshall. The two narrow locks between Wappenshall and Shrewsbury were widened to take the narrowboat that had become the basic craft of the Midland canal network. Thus, at the very end of the canal era, Shrewsbury was connected to the national canal network.

In 1846 many canals, including the Shrewsbury and the Newport branch, were brought together under the common ownership of the Shropshire Union Railway

& Canal Company, which later became part of the London, Midland and Scottish Railway. The company's canals traded reasonably successfully into the twentieth century but as trade declined with railway competition the canal was gradually maintained less and less. In 1921 the Trench inclined plane, the last to continue working in Britain, closed and trade on the tub-boat section of the network ceased.

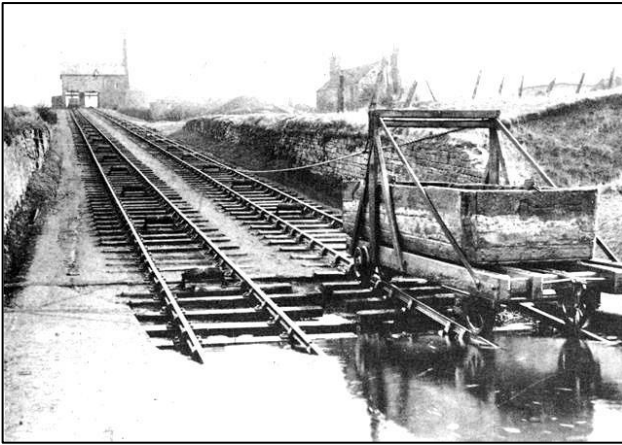
The last working boats reached Shrewsbury in 1936 and Longdon-upon-Tern in 1939. In 1944, along with many other of the Shropshire Union's canals, the canal route from Norbury Junction to Shrewsbury was officially abandoned. Following abandonment the canal passed from railway ownership into the ownership of the nationalised British Waterways. In the 1960's they began to sell off much of the line of the canal even as canal enthusiasts were looking at the possibility of restoration and reopening.

The Shrewsbury & Newport Canal Society was formed in 1965, but after the canal was sold off they turned to other projects and reformed under the name Shropshire Union Canal Society (SUCS). Gradually the destruction of the canal continued with many of the locks being buried, Dukes Drive aqueduct destroyed and even the unique Longdon-upon-Tern Aqueduct was threatened by the suggestion that it be removed to the Ironbridge Gorge Museum (although this never occurred).

Only in Newport was the canal retained after the purchase by Newport U.D.C. of the section within the town boundary in 1967. Later Wrekin District Council protected the part under their planning control from the erection of permanent structures across the alignment.



Tub Boat as used on the Shropshire Canal



Trench inclined plane C1921

The route of the canal to Shrewsbury begins at Norbury Junction, where the Newport Branch leaves the main line of the Birmingham & Liverpool Junction Canal (now better known as the Shropshire Union). The community which has grown up here owes its existence totally to the canal. In its heyday it was an important maintenance depot for a large mileage of canals with over one hundred men based there.

From the Junction Bridge, numbered 1 on the route to Shrewsbury, the short stretch of the canal to the first lock is used as moorings. This lock, the first of the "Seventeen Steps" flight, is now used as a dry-dock.

Many of the locks in the flight have been buried whilst the remainder are deep within wood and scrub growth. Much of the very fine stonework of both the locks and bridges is in good condition although not surprisingly little remains of the wooden gates.

Near Forton is a most unusual aqueduct which carries both the canal and a road over the River Meese. Close by is the very fine Skew Bridge which derives its name from the angle at which the road crosses the canal. This remarkable combination illustrates the art of the stonemason and canal builder.

The Newport by-pass crosses the canal at Meretown and shortly after the one and a half miles of canal which remains fully in water through Newport begins. On this length can be seen a number of locks (capped with concrete but largely intact), the fine Summer House Bridge, a typical lock-side cottage at Fisher's Lock and Newport Basin, once a busy wharf, of which one original building remains.

By Edmond the canal has descended 23 locks from Norbury and the remainder of the route to Shrewsbury is virtually level. The canal passes through Preston-upon-the-Weald-Moors and then crosses the Duke's Drive, although the fine aqueduct was sadly demolished in the 1960s. This was a smaller version of that on the Shropshire Union Main Line at Stretton familiar to many travelling the A5.

On this length the Humber Arm runs one mile to the south towards Donnington. Originally it was planned to run to Lilleshall and have seven locks.

At Wappenshall the Newport branch of Thomas Telford's canal meets the earlier Shrewsbury Canal. The splendid bridge at the junction still clearly shows how it carried both a roadway and the towpath of the Shrewsbury Canal, the two being separated by a wall. A fine transhipment warehouse also survives.

Eyton is the site of the final two locks. These were widened from the original very narrow locks when the Newport branch was built and are unusual in that they have guillotine bottom gates rather than the usual mitre gates.

At Long Lane the bridge that originally carried the A442 over the canal has been by-passed and the road now crosses the canal almost at water level.

At Longdon-upon-Tern is the oldest surviving iron aqueduct in the world. The 62-yard long trough was cast at Ketley, to the design of Thomas Telford, using one inch thick plates and carried the canal over the River Tern. However, it was not planned this way and only came about when the original stone aqueduct was swept away in a flood on 12 February 1795, before it had ever been used. The cost of the iron aqueduct was £2000!



Wappenshall Junction

At Rodington the canal crosses the River Roden. Here was another notable stone aqueduct, which has sadly been destroyed, although nearby an aqueduct over an entry to a field survives.

The canal continues through Withington, Upton Forge, and Berwick Wharf to Uffington. On this stretch of canal is Berwick Tunnel which is 970 yards long and was notable for the fact that it originally had a wooden towpath, although this was removed in 1819. Sadly this stretch has also been crossed at two points by the new A5.

From Uffington to Ditherington the canal has for many years been used as a public footpath and now features some nature pools. At Pimley the canal comes very close to the River Severn.

At Ditherington, the canal passes in front of the Maltings (the world's oldest iron framed building), and from here to near the terminus the line of the canal can be followed on foot to the Canal Tavern. The observant will spot the sign for Factory Bridge set in to a wall opposite the Maltings. The terminal warehouse in Shrewsbury is now the Buttermarket night spot near the prison.

A number of canal enthusiasts got together in 1968 to form the Shropshire Union Canal Society. Their immediate aim was to protect the Shrewsbury & Newport canals, which although legally abandoned for over 20 years were still largely intact, from impending piecemeal sale. This it was felt would inevitably mean that parts of the canals would be filled in and structures destroyed and that any hope of restoring them to navigation would be gone for ever.



Telford's cast iron aqueduct carrying the Shropshire Canal over the river Tern at Longden. The aqueduct opened in 1797 replacing an earlier stone structure that was swept away by floods in 1795

At that time the expansion of the navigable canal network was not a popular concept and in their aim they were unsuccessful. Their fears appeared to be justified. The Society moved its prime concern to other parts of the Shropshire Union system, notably the Montgomery Canal, whilst much of the route of the canal from Norbury Junction to Shrewsbury was sold off to neighbouring landowners.

Despite the ravages of nature and of man on the canal over the intervening years very little, apart from in Shrewsbury, has been built on the line of the canal. It is not too late to restore navigation into the heart of Shropshire. In other parts of the country communities have seen the benefits to be gained from canal restoration, in many cases of canals that have been abandoned for far longer than the Shrewsbury & Newport. Many have gone through the stage of looking like they were attempting the impossible. But they are now close to achieving that "impossible dream" and with the Shrewsbury & Newport Canals we could be doing the same. This will be a long-term project which will involve major investment but would bring new life, new recreational opportunities and new, environment-friendly business to the countryside, towns and villages between Norbury Junction and Shrewsbury.

To promote restoration The Shrewsbury & Newport Canals Trust was formed in 2000 to which interested parties and individuals can belong in order to demonstrate commitment and work together to ensure that the Shrewsbury & Newport Canals are no longer just a dotted line on a map but a living and vibrant waterway for the 21st Century.

The Trust aims to protect, conserve and improve the route of the Shrewsbury and Newport canals, and branches, for the benefit of the community and the environment, with the ultimate goal of restoring a continuous navigable waterway linking Norbury Junction to Shrewsbury by -

- Convincing local authorities, government departments and local organisations of the benefits and feasibility of the proposed restoration.

- Convincing landowners, local commerce and the general public of the merits of restoration.
- Securing the route of the waterway and adequate water supplies.
- Developing partnerships with local authorities and other bodies that will facilitate restoration of the canals.
- Implementing an agreed programme for full restoration of the canal.

Membership of the Trust is open to anyone who would like to support their aims. The membership fees are:

- Individual Membership (Annual) **£8.50**
- Individual Membership (Life) **£100.00**
- Annual Family Membership **£10.00**
- Annual Youth Membership **£3.50**
- Group / Corporate Membership **£20.00**

To apply for membership see the Trust's website for more details

<http://cms.snct.co.uk/home>

AGM

On Wednesday 7th October the Society held its Annual General Meeting which was well supported by members.

The chairman Gillian Pope gave a report on the activities of the Society over the past year during which members had enjoyed a varied and interesting programme. She thanked all members of the Committee for their hard work during the previous twelve months.

Jennie Osborn was elected onto the Committee and all of the other members of the Committee agreed to stand again for the ensuing year and were re-elected en bloc.

After the AGM Jim Cooper gave a talk entitled **"Race courses in East Shropshire"**

Jim summarises his talk below -

This was a look at horse race meetings at Pain's Lane (now St George's), Bridgnorth, Newport, Shifnal and Wenlock. There is little evidence today of these past events though at Bridgnorth there is a Racecourse Drive, at Wenlock a Racecourse Road and a cul de sac named The Paddock. At St. George's there is The Turf public house but at Newport the grandstand is still there in the guise of a house called Audley Villa. The Wenlock racecourse was where the Much Wenlock Primary School is situated on the A458 leading to Bridgnorth. From 1832 the races at Bridgnorth were held on land behind where Nock



Example of a Coalport china trophy presented to winners of the Pain's Lane Stakes

Deighton Auctioneers are today. The Pain's Lane course is now the site of St. George's Church of England Primary School. These races were largely in the control of the Lilleshall Company; they allowed the use of the ground, they provided 75% of the committee members, but after John Lloyd "who from conscientious motives, objects to the races", became general manager in 1875, the races were never again held in St. George's.

In 1851 the Shropshire Conservative newspaper described a temporary grandstand:- *"The grandstand annually erected at Pain's Lane is formed of wood. From what transpired on Monday and Tuesday last, we should advise the builder to see that the boards, comprising the flooring, are more closely connected for the future; or the Bloomer costume will become a matter of necessity."* The following year John Slaney recorded in his journal *"Attended Pains Lane Races, a miserably wet day, the Grand Stand very full & in the midst of the races it broke down without a moment's notice: I escaped very well but many had bruises & one poor man that was under nearly killed."* We could speculate on the motives of the "poor man"; was he sheltering from the "miserably wet" weather, or was he checking for the "Bloomer costume". At Bridgnorth in 1832 a permanent grandstand was built with a footprint about 12 feet by 25 or 27 feet, a Privy and a building 8 feet square for weights and scales for the jockeys; the cost was £362. Clerks of the Course were responsible for the general management of the meetings, receiving entries and



Colonel Henry Forester

preparation of the course; he was often a local business man, a publican or similar. Thomas Nock held this role at Bridgnorth from 1831 to 1846. He was an auctioneer (founder of Nock Deighton) and landlord of the Crown and Royal public house. He also provided livery for the racehorses. Shifnal racehorse trainer Henry Wadlow was clerk at Wenlock 1829-44 and at Shifnal 1831-46. He was a jockey in the first Grand National in 1839 when he came in 6th. In the 1854 Grand National he trained the winning horse named "Bourton". John Wadlow his younger brother owned a thoroughbred stallion which toured Shifnal, Bridgnorth, Munslow, Ludlow, Craven Arms, Church Stretton and Much Wenlock to service mares at those places. John was clerk at Wenlock 1851-55 and 1859-67. He was also landlord of the Raven in Wenlock from 1865 till his death in 1867.

Stewards of the races were appointed to ensure that the rules of racing were observed and to adjudicate in disputes. Their chief qualifications were *"to have been to a good school and to have no experience of riding a race."* They were honoured V.I.P. guests. One of the most noteworthy mentioned was Col. Henry Forester, the last of eleven children of the first Lord Forester. Colonel Forester was, above all things, a lover of hunting and "enjoyed" more falls than most men. No matter how often the surgeon was

required during his long hunting career, advancing years neither lessened his nerve nor diminished the number of his accidents,. He had one glass eye, and wore eye-glasses as well. In the course of one run he lost the lot, and it was noticed that he did not ride with his usual judgement. He took big fences when there were little ones and so on. At last the run came to an end, and alighting he said, *"I do not know what I have been jumping or where I have been, but this is the best horse I ever was on in my life."* He managed his brother-in-law, the Earl of Bradford's racing stable.

Finally we had a look at some Coalport china trophies presented to winners of the Pain's Lane Stakes; five of these were shown including one now owned by myself and another in the possession of the Coalport China Museum.

SUBSCRIPTIONS FOR 2016

Subscriptions are now due for the year 2015-2016. If you have not paid please complete the form below and return to Janet Robinson, Membership Secretary BLHS, 26, Coalport Road, Broseley, TF12 5AZ. 01952 882495

The cost of a year's subscription is £7 or £12 for couples.

Cheques should be made payable to Broseley Local History Society.

Name.....
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Address.....
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Telephone.....

I enclose £.....

E.Mail (If you would like to receive Newsletter electronically).....

Henry Dibblee



This encaustic tile from the Society's archives, measuring 6" square and dated around 1880 was, as it says manufactured by Maw's for "THE HENRY DIBBLEE CO., of CHICAGO, ILLINOIS, USA", but who was Henry Dibblee?

Henry Dibblee was born on 20th August 1840 in New York and moved to Chicago in January 1873, joining William R. and John S. Gould in a foundry and iron business, trading as Gould and Dibblee. On 26th November 1873 he married Laura Nash Field, (a sister to Marshall Field owner of a large department store in Chicago that later became Macy's) they had 2 daughters, Bertha, born 1875 (Mrs John King) and Frances Fidela born 1877 (Mrs A. Sprague).

In 1878 the Gould and Dibblee partnership was dissolved and Henry continued as a dealer in ornamental ironwork and later extending his range to include mantels and tiles. "Chicago – The Building Interests" published in 1891 described the company as "one of the best known in Chicago" with a "high reputation" and "a large and lucrative patronage". The tile business, so the book continued, was very extensive "with large quantities imported from Shropshire, England, where they are manufactured by Maw & Co."

For eight years Dibblee conducted this extensive and growing business, until 1886 when it was decided to form a stock company; Henry then retired from this concern and entered into real estate where he organised a business partnership with George Manierre becoming Dibblee and Manierre.

MANY of the Readers of the JOURNAL must require something out of the ordinary in
Mantels, Fire-Places, Mosaics or Special Furniture
To all such we will furnish designs if they will communicate with
THE HENRY DIBBLEE COMPANY
149 and 150 Michigan Avenue, Chicago

Henry Dibblee was the senior partner when he died suddenly of heart failure at his home on 19th December 1907

The Ironbridge Gorge Museum Trust has a similar tile; their web site states that:

"The spelling of Dibblee is incorrect, the company name should only have one "B"; hence large numbers of these tiles were used to floor part of the Maws works!"

However this is clearly not so, as the advert shows, the spelling is correct; there are any number of reasons why Maws were left with this stock. Perhaps the company was wound up or taken over during the early decades of the 20th century; no reference was found to the business after the death of Henry in 1907.

The Hayward Mosaic Headstone

Janet Doody writes-

A number of readers may be aware of the elaborate mosaic headstone in Madeley (St. Michael's) Churchyard, to a young boy, Charles Arthur Turner who died on 6th November 1906. His mother is said to have brought the tile pieces home from her work at Maws Tile Works and constructed the design on the family kitchen table.



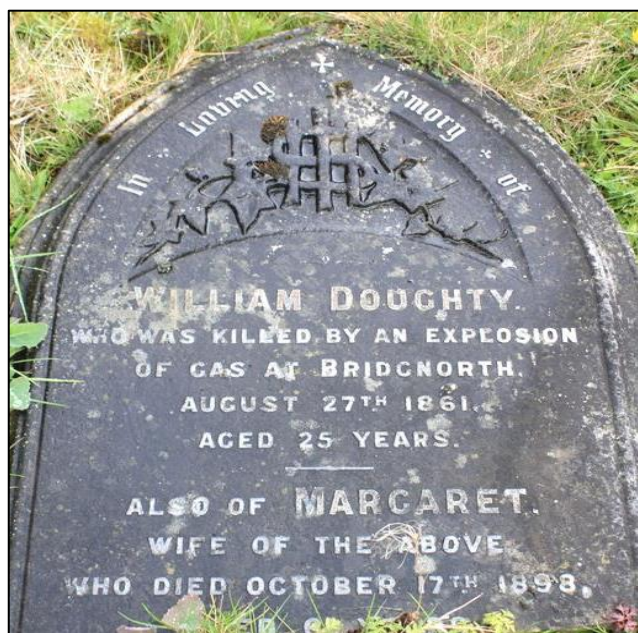
Broseley Cemetery too, has a mosaic headstone, to a father and son, George and John HAYWARD; George, the father was born in Sutton Maddock on 8th April 1838. Following his marriage to Catherine in 1858 he moved to Madeley parish and initially worked as a labourer constructing the Severn Valley Railway. He continued to live in the Ironbridge area, working as a coalminer and at the time of his death, 14th November 1908 was living in Waterloo Street.

John HAYWARD, his son was born in Ironbridge on 1st May 1871, one of 4 children; he remained single living with his parents until the 1891 census when he moved to 21 King Street, Broseley to live with his sister Jane and her family. Jane had married Matthew Davis in 1882, a butcher and dairyman, John worked for him, as a slaughter man and assistant butcher, before his death on 4th April 1907.

Jane had 16 children, 11 of whom were still living in 1911, Francis William (1887); Edith Rose (1888); Hayward (1890); Charles Henry Percy (1892); Cecil (1894); Arthur (1896); Archibald (1897); Elsie (1898); Olive (1900); Ellen; Jane Ann.

Both mosaic headstones appear to have been individually made and whilst there is an obvious connection to Maws with the Turner one, the same cannot be said for the Hayward family stone. Anyone any ideas?

Where's Welly?



Editor: Where in Broseley have I been this month? The answer will be printed in February's copy of Newsletter. A browse through some old copies of the Society Journal may help you identify the resting place of the unfortunate William Doughty (see above).

In the last edition of Newsletter we were looking for the identity of the building below, built in 1663. How many people guessed correctly that it was Raddle Hall in Church Street? Raddle Hall was home to local historian, John Randall. Randall was born in Broseley in 1810. For much of his life he worked as a china painter at both the Coalport and Rockingham China Works, specialising in painting birds. He lived through major changes in the district. When he was born Broseley was a major ironmaking and mining district. By the time he was 20 ironmaking had all but ceased and Broseley had become a depressed town. Mining gradually declined, such that by the time his book about Broseley was published, there were fewer than 200 people working in the mines of Broseley. During this period ironmaking and mining were replaced by the clay industries of Brick and Tile making as well as Pottery and Clay pipe manufacture.



Raddle Hall

ERIC JOHN COX – AN OBITUARY

Of Eric Cox it could never be said that he lacked a sense of humour. When at some social gathering or other the conversation turned to “Where I was educated” Eric would casually announce “Shint and I were at Oxford” and then look to me for confirmation. “At Christ Church” would be my reply. Presently he would admit to his bewildered hearers that our residence at the University’s poshest college was temporary, at a seminar mounted by the Civic Trust lasting a week-end. The week-end offered time for networking. It was the beginning of the process, which led to the declaration of the Broseley Conservation Area.

It will be his public spiritedness for which Eric will be best remembered, for example with the Broseley Society; by breathing life into the [then] Wilkinson Society; with Broseley in Bloom; membership of the Carnival Committee; interesting Shropshire Building Preservation Trust in the Duke Street cottages and of course his vision for the Birch Meadow Centre. Beyond Broseley there was his work with the Newport Navigation Trust and membership of The Lions. There were though, lesser known hands on achievements, such as those in connection with the maypole in Broseley Wood or the hours spent with Dot and others stripping the floors in The Lawns outbuildings. He was the first to admit that his attention span was sometimes short, but it was appropriate that having been a councillor for 7 years his service to Broseley was rewarded by the Coxes being made Town Mayor and Mayoress.

There were two things of which Eric was proud. When one of his projects had proved to be a success he would admit “Not bad for a lad from the east end of London. Eh?” In days when every Tom, Dick or Harry proclaims himself to be an engineer Eric had completed a proper apprenticeship. As a result of my problems with sumps, mower engines and the rest, I was glad of it.



Picture courtesy of Joan Banks

Eric leaves behind his wife and companion Dot, their offspring Vicci and Charlie with their spouses. His early death at aged 68 deprives his young granddaughters of the pleasure of growing to know him better.

Since I heard of his death there has been running through my mind that old military song “Once I had a comrade a better never was.”

The Reverend B D SHINTON

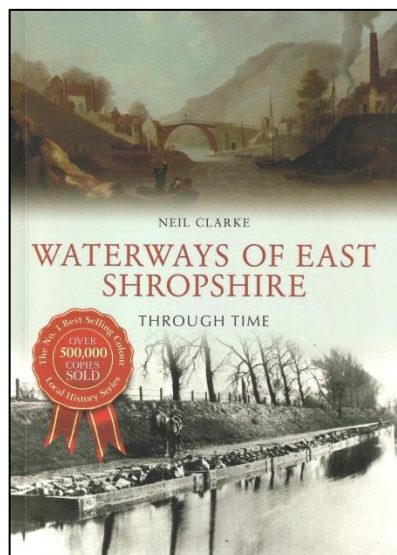


Some of Eric's car enthusiast friends formed a procession through town to show their respect.

Picture courtesy of Joan Banks

Book Review

Waterways of East Shropshire by Neil Clarke



The second of Neil Clarke's three transport books relating to east Shropshire has recently been published.

A recent addition to Amberley Publishing's "Through Time" series, *Waterways of East Shropshire* is the second of three transport history books by Neil Clarke. The first, *Railways of East Shropshire* was published a few months ago while *Roads of East Shropshire* is scheduled for publication in 2016.

To say Neil is an expert on aspects of historical transport in East Shropshire is something of an understatement. His knowledge, culled over several enthusiastic decades, is always evident during the talks he has given to specialist societies and public gatherings over the years. However, giving talks is one thing; writing books is quite another, not least because harsh decisions have to be made concerning what detail should be included and what needs to be omitted.

Waterways of East Shropshire is a comprehensive collection of photographs, sketches and drawings which effectively paint vivid pictures of activities and life on, and use of waterborne transport on the River Severn and numerous canals, each one an essential artery which collectively supplied the lifeblood for industrial development in the area from the eighteenth century to the present day. Bridges and locks, tunnels and inclined planes ... even types of aquatic transport like ferries, tub boats and barges do not escape the author's attention.

Many of the illustrations are rare gems worthy of careful scrutiny; all are accompanied by clear, descriptive information indicating the depth and breadth of the author's knowledge.

For once, the oft-used phrase, "essential reading for anyone interested in the history of East Shropshire"

is absolutely true. Without a doubt, *Waterways of East Shropshire* is one of those must-have books.

Allan Frost

Editor- Allan Frost is a local author and editor of "Wellingtonia", the magazine of the Wellington History Group.

For sales of Neil's book contact him on 01952 504135.

What's On?

Wed 18 Nov

Wellington History Group, Wellington Pubs, Inside Stories, by Allan Frost. 7.30pm Wellington Library. 01952 402459

Wed 25 Nov

Friends of Ironbridge Gorge Museum, Reliving the past, by Glyn Bowen. 7.30pm Boardroom Coalbrookdale. 01952 433522

Tue 1 Dec

Ironbridge Academy Seminars, The Archaeology of the Jackfield Stabilisation Project, by Shane Kelleher. 6pm Museum of the Gorge 01952 435946

Thur 10 Dec

Friends of Ironbridge Gorge Museum, Captain Webb, the Dawley Man, by Paul Wolfe. 7.30pm Boardroom Coalbrookdale. 01952 433522

The above "What's On?" is a taster of what's going on locally. Details of these meetings and more can be found at the Wrekin Local Studies Forum website.

<http://www.wlsf.org.uk/calendar.html>

Mailbox

Does anyone know when Broseley Wood Primitive Methodist Chapel was used as a Church of England chapel of ease? There is nothing on the Primitive Methodist website but I thought there was a chance someone in the society might know.

Christina Eastwood.

Steve Dewhirst replies-

This is the information from the Victoria County History <http://www.british-history.ac.uk/vch/salop/vol10/pp257-293#h3-0020>

A mission church at Broseley Wood opened c.1928 in the former Primitive Methodist chapel. There was weekly evensong and monthly communion 1931-46; communion was weekly or fortnightly from 1955 until the church closed in 1971

Dave Shinton replies-

The building in Broseley Wood was at the time of its sale known as The Broseley Wood Gospel Hall.

In 1928 the Hall was purchased jointly by the Church of England which had received a loan of £50 from Lord Forester and the Scouts, who also put in £50. The two each had use on 4 evenings a week and the church on Sunday as well. Then or later it was dedicated officially to St Leonard, he having historically been the patron saint of Broseley, but better known as The Mission. The Church of England relinquished interest in the late 1960s and the accoutrements - an altar, candlesticks, statues of St Leonard and Our Lady, were removed to the War Memorial chapel in All Saints. In a strictly legal sense it was not a chapel of ease.

There were a number of personalities connected with the Mission, not least of whom was Mrs Gwen Jones, who because of her dedicated work there was better known as Mrs "Mission" Jones.

I want to read an article (Veronica West (1982)

Broseley Hall and Thomas Farnolls Pritchard) in Journal no.10. Can you point me to it anywhere please? I am trying to find out what the temple/summer house looked like which he designed in the grounds of the Hall. I assume it is no longer standing.

Christina Eastwood.

Steve Dewhirst replies-

The article is available here
<http://www.oldcopper.org/Broseley/Chronological.htm>

Attached is a scan from Thomas Farnolls Pritchard of Shrewsbury – Architect and “inventor of cast iron bridges” by Julia Ionides.

Christina replies-

Thank you so much for the fascinating information and the sketch of the temple. I am working on the life of Mrs. Mortimer - hence the interest in Broseley Hall - and am most intrigued by the reference to a Victorian novel mentioning the death of her husband. Frustratingly there are no footnotes to the article and the author is no longer living. You don't know what novel it is do you? Can you suggest anyone who might know?

Editor-

If anybody knows anything about the novel that Christina is referring to then please contact Steve Dewhirst and he can pass the information on.

Correction

Member John Willock has pointed out two corrections to the account in the August Newsletter

of the Society's visit to Soho House in June. The partnership between Boulton and Watt was formed in June 1775, and the second Watt engine was erected at Wilkinson's New Willey Works in 1776. Matthew Boulton did indeed produce some very fine coins, tokens and medals at his Soho mint, and Wilkinson's tokens were produced for him there by Boulton.

COMMITTEE MEMBERS

<i>Chairman</i>	Gillian Pope
<i>Secretary</i>	Dot Cox
<i>Treasurer</i>	Jim Cooper
<i>Membership Secretary</i>	Janet Robinson 26 Coalport Road Broseley TF12 5AZ 01952 882495
<i>Programme Secretary and Journal Editor</i>	Neil Clarke
<i>Newsletter Editor</i>	Andy Wellings
<i>Publicity</i>	Michael Pope Jan Lancaster Janet Doody Richard Sells Jennie Osborn
<i>Website</i>	www.broseley.org.uk
<i>Email</i>	steve@broseley.org.uk

DISTRIBUTION OF NEWSLETTERS

Thank you to those members who have indicated that they would be happy to have an electronic copy of the Newsletter. If there are any other members who would prefer it this way, please contact the membership secretary, Janet Robinson, email: pandjrobinson@hotmail.com. Those of you who would still prefer to have it in its printed version can continue to look forward to receiving it through the post.

To see this Newsletter in full colour visit the website at www.broseley.org.uk.

There have been several requests not to publish peoples personal e-mail addresses along with their queries in the Mailbox section of Newsletter. If you would like to respond to any of the Mailbox items then please do so via- Steve Dewhirst steve@broseley.org.uk Or Andy Wellings broseley@talktalk.net

Newsletter

*Would like to thank all those
who have contributed to this
publication during 2015 and
wishes both them and
all its readers a*

Merry Christmas

and a

Happy New Year





**CHRISTMAS DINNER AT
THE LION HOTEL BROSELEY**

**Wednesday 2nd December 2015
7.00pm for 7.30pm**



Please reserve me _____

place/places at a cost of £17.95 a head

Name/s _____

I enclose cheque/payment for £ _____

payable to Broseley Local History Society

Please return to Gillian Pope

Rivendell, 2 Dark Lane, Broseley TF12 5LH

BY WEDNESDAY 25th NOVEMBER 2015

Address _____

TEL _____

Please indicate your choice of starter and main course from the menu below. Give one tick for each person

STARTER

MAIN COURSE

Stilton and Broccoli Soup _____

Roast Turkey with stuffing and cranberry sauce _____

Battered prawns with sweet

Roast topside of beef with Yorkshire pudding

chilli garnish _____

and horseradish sauce _____

Melon with seasonal fruits _____

Salmon with hollandaise sauce _____

Duck and port pate with

toast and salad garnish _____

Courgette and brie crumble _____

Christmas pudding and brandy sauce

or

Selection of desserts

Coffee with mince pies

Please indicate any dietary requirements

