



FULBOURN VILLAGE HISTORY SOCIETY

"To save Fulbourn's past for the future"

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**No
13**

**Summer
2003**

ANNUAL GENERAL MEETING

Formality First

Before proceeding to the fun part of the evening, the usual formalities were observed at the Society's Annual General Meeting held in May: Chairman Peter Halton thanked all who had contributed to the Society's continued success and then Secretary Glynis Arber reported on the various lectures and activities which had occupied members in the preceding year. The committee for 2003/04 was elected as follows:

Chairman:	Peter Halton
Vice-Chair:	Norman Osborne
Secretary:	Glynis Arber
Treasurer:	Rachel Thompson
Membership:	Pauline Hunt
Newsletter:	Linda Halton
Committee Members:	Richard Townley

Tony Goodall Pat White BryanWhite Jackie Newell
Bernie Gilbertson



Pat White brought along some of the photograph albums which the Society has put together from photographs it has been given and which provoked so much interest amongst those members who pored over them. The albums are kept in the History Hut and members can look at them most Monday afternoons between 2.00 and 4.00 p.m.

Tony Goodall and Peter Halton then gave a presentation and update on the Local Heritage Initiative; this provoked lots of interest from the audience, especially attractive was the computerised presentation of Fulbourn's pre-enclosure map. Work will continue on the LHI for at least a further year and volunteers are always most welcome to help with this worthwhile project.

LECTURE REVIEW (or what you have missed)

By Glynis Arber

EMIGRATION IN THE 19th CENTURY

In February the Society was delighted to welcome as guest speaker Chris Jakes. Those of our members delving into local and family history at the Central Library's Cambridgeshire Collection will already know of his patient and unceasing help towards their endeavours. He now emerges as an enthusiastic and knowledgeable exponent on the subject of Emigration during the 19th century.

It appears that while four out of five emigrants from that period were from Ireland, a significant number of the remainder came from rural English areas such as Cambridgeshire. The economy of our region was badly affected by the agricultural depression during the 19th century. Enclosure of the open field system also deprived many farm labourers of the safety net provided by access to common land. Poverty might lead to theft, and there were newspaper reports of sheep stealing in our locality.

With the help of slides, Chris Jakes drew an evocative picture of these times, when the population of small fen villages could be decimated as entire families migrated abroad. The most popular destination was America or Australia - one of the wealthier inhabitants of Fulbourn, Mr R Kelsey, was fortunate enough to establish a successful business in Australia, and his descendants are there still. For the less well-off, it was probably much more difficult and a few did, indeed, return somewhat disillusioned.

Finally, to put this aspect of our history into perspective, it is perhaps surprising to find out that it was only after the First World War that the net population of the United Kingdom increased as a direct result of the cessation of mass emigration.

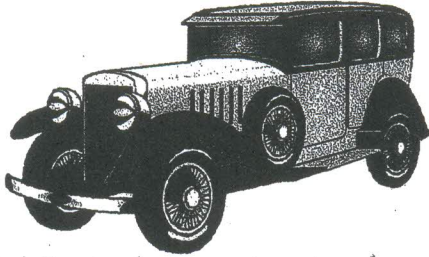


A HISTORY OF MARSHALLS

Our meeting of April 17th saw a speaker and subject (A History of Marshalls) which one suspects had been awaited with particular interest by many members and, as anticipated, was a well supported event. Those who were able to attend were certainly not to be disappointed in any way. We were fortunate to have as a speaker Mr. Terry Holloway who as a senior officer with the Marshall Group of Companies was in a very good position to educate us on the origins, developments and achievements of the group in not only a well informed but extremely engaging manner.

It very quickly became evident that, had for some reason Mr. Holloway wished to conceal his enthusiasm for and pride in the Marshall Group, then he would have found this particularly difficult if not downright impossible. We were not only treated to a first class speaker with a command and feel for his subject but to a very professional presentation using some remarkable old and new photographs tracing the progress of a notably local Company from very modest beginnings

involving catering assistance for a local college and 2 chauffeur driven cars through to a Group which can look back (although the impression was it was always forward looking) on a remarkable range of achievements which have helped shape not only the history of our region but of the Nation itself.



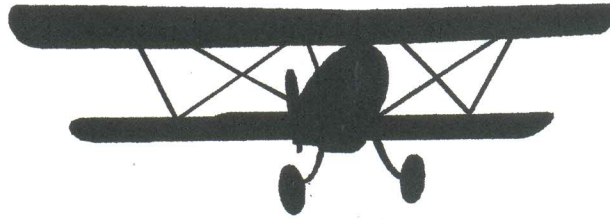
Mr Holloway made clear that the main driving force for success has been the various generations of the Marshall family who are still very much involved and their unique talents, foresight and determination. The Group has certainly maintained growth and influence but in so doing has generated great benefit for the area in terms of employment and valuable training in wide ranging skills for local young people and several in the audience felt called upon to applaud this policy which remains clearly ongoing. We were indeed assured that despite many rumours and press items, that



The Marshall Group had no plans for the foreseeable future to 'pull the plug' on this valuable local asset and

remains as a local Group operating from its current situation.

To be honest I feel that it is often difficult to make a history of a commercial Company or establishment interesting to even those involved let alone those from outside. Mr. Holloway evidently was not at all disadvantaged in this respect and I doubt that many in the packed meeting room were not totally fascinated by the seemingly



endless succession of earlier unsuspected facts emerging about the Group. I cannot claim to be able to remember them all but am certain that others will have

been as intrigued as I in learning of the athletic prowess (amongst others) of a Marshall family member and seeing a treasured old photo of him coming second to the famous Howard Abrahams of 'Chariots of Fire' fame.

In addition I was most surprised to learn of the revolutionary tactics devised by Marshalls in the training of military pilots far faster than previously and in time to benefit the RAF during the second World War. Where would we be today without this innovation one wonders? This training liaison with the RAF we were told is maintained to the present day.

The history of Marshalls is from its earliest days a slice of history of aviation itself and the development, adaptation, upgrading, servicing and development of aircraft is of importance not only to our own Country's military and commercial fleets but to those of many others. The fact that Marshalls developed the world famous and instantly recognised 'drop nose' of Concorde surprised many and the fact that it is always the part of Concorde that arrives first is obviously a source of pride within Marshalls. One of many sources of pride as we learned since Marshalls have had influence in various ways in technical achievement which have been involved with not only World War II but the Falklands and both Gulf war conflicts.

More recently, Mr. Holloway informs us, Marshalls have developed mobile communications centres, pioneered operating theatres and hospital units for both military and civil applications (increasing efficiency whilst saving time and costs) and extended their original chauffeur driven hire cars to a larger modern fleet as well as taking this service in to the air for Corporate use or the very impatient/indulgent.

On the ground their revolutionary single site multi-franchise car dealerships probably immediately affect more of us but again their unique centralised system brings economy of scale with knock on benefits to local consumers. I feel that many eyes were opened by Terry Holloway at this meeting to the effects of the efforts of the Marshall Group and how an important really beneficial working partnership exists between the Group and the Community. Furthermore it is re-assuring that possible points of friction (i.e. inevitable aircraft engine noise) are taken seriously and efforts taken to deal with these in a constructive manner. I did feel though that the part played in placement of communication satellites and ensuing benefits for mobile phone technology was possibly not unambiguous but there was no ambiguity at all on the benefit to the Society for the excellent and informative address by Mr Terry Holloway, to whom we are deeply obliged.

FULBOURN'S WORLD WAR I HOSPITAL

Rather nearer to home and - literally - in our own back yard, the lecture in March concerned the formation and operation of the V.A.D. hospital in Fulbourn which during the First World War admitted convalescent allied soldiers. Norman Osborne, using plans of the building and old photographs of patients and staff, provided a fascinating 'tour' of this very local piece of history. Many of the nurses were from Fulbourn families, as were members of the Ambulance Brigade - the latter also volunteered to take over the night shift from the hard-pressed nurses.

The human aspect of the hospital was well illustrated by the delightful photographs, if suspiciously posed, of nurses 'driving' ambulances, the Hospital Band and the obligatory formal group picture of patients and staff (Norman's father, I believe, as a teenager of 15 was amongst the latter).

It must also be remembered that the hospital was entirely self-funded by the village. It was housed in the school and had a seventeen-bed ward and an eleven-bed ward - with the

then Fulbourn Institute acting as the Mess and Recreation centre (a covered walk-way was constructed across the road, to link the two buildings).

Throughout the War, 1,344 patients from all nationalities (but no officers) convalesced in the hospital. After Armistice Day Fulbourn was the first V.A.D. hospital to take English patients although the record book confirms that only one soldier came from Cambridge. It is an episode in our local heritage of which we may be very proud and our thanks go to Norman for the hard work in both undertaking the research and then bringing the story to life.



AH!.. THE JOYS OF FRESH AIR - Volunteer members field walking at Croft Field



SO, WHAT HAVE WE GOT ?

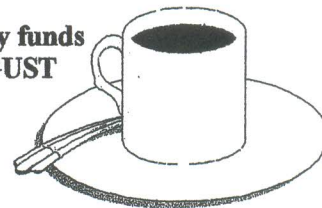
Many thanks to all the volunteers who both helped collect and have been washing finds obtained from Croft Field.

However, there are still many bags awaiting attention. The work is not onerous or hi-tech in any way... you only need a nail brush and can sit or stand as preferred. Artefacts already revealed include fragments of medieval (and possibly Roman) pottery as well as more modern work, tile, clay pipes, a mystery metal object(!) but perhaps you could be the one to brush the dirt off of a rare or historically significant find!!

So, if you have a few hours to spare and would like to spend them usefully in congenial company (tea/coffee/biscuits provided) contact Glynis (570887) to make arrangements for time well spent.

A COFFEE MORNING

Will be held to raise Society funds
on **SATURDAY 23rd AUGUST**
from 10.30 a.m. - Noon.
Entry only £1.00



WHERE ???

At Peter & Linda Halton's home
(No. 6 Cambridge Road, Fulbourn.)

WHAT ELSE ??

There will also be a raffle and a 'bring and buy' situation - All donations for which will be very gladly accepted.

DON'T MISS IT - MAKE A NOTE IN YOUR DIARY NOW !

The following is a further extract from the written recollections of **FULBOURN VILLAGE LIFE BY R. G. HART**

FULBOURN VILLAGE - part III

Mr White had a horse called Kate which one frosty morning fell down outside the Rising Sun Inn and spilt several gallons of milk. Kate was very stubborn and they had an awful job to get her up. Also there was a roadman with a large handcart by the name of Mr A Kirk who swept the roads; he used to call in for his usual half-pint of beer (2d). In those days you got a hundredweight of coal, a pint of beer, and a packet of Woodbines for 2/-! They also used to come and fetch coal in an old pram, half-hundred weight for 9d. In Cow Lane is the house called the Old Bakery where Mr G Legge used to live. Also Mr Plumb, a farmer and coal merchant, of which there were three - Mr J Stacey, also a farmer, and Mr A C Hart, a smallholder. Mr G Hardwick, market gardener with his two sons Percy and Sidney, and more thatched cottages. Then there is a very stately home, Holly Lodge, where a man named Boucher used to live. My mother was under-nurse there. I did have the pleasure several years ago of having a look inside, which is very old; it was later sold to a Mr O T Strapp. Barnsbury Farm, the home of the White family. Then there is Home Close, the home of Mr and Mrs Peart. Then there is another old house where Mr Whitmore lived with dove-cote. Then there is Poores Well with a water stand where they used to fill water tanks and wash the horses' legs. The old Water Works which later removed to Fleamdiike Pumping Station to which my late husband carted coal for 1/6d per ton. On the side of the Railway is a well which was built for filling the trains; it was built by the firm of Le Grand Sutcliffe Gill.

Mr H Rolfe had a wooden hut where he used to cut hair for 6d. Mr Golding used to have cows which grazed up an old dirt track, with a young lad named G Noble for a few pence a week looking after them. Then Mr H Rolfe used to farm with his sons. Then there was Mr Sillit who measured the water in the wells. Also two ladies that took in washing, Miss Goldsmith and Mrs J Beeton, which was all hand washed and ironed and conveyed by pony and cart back to Cambridge as a lot came from the Colleges. Then there was two thatched cottages owned by my late father-in-law and next a little Chapel which was part of Eden Street Baptist Church. They used to have a service Tuesday evening. Then another shop with Mrs N Wren used to keep.

Then there is Town Close with more thatched cottages which some were destroyed by fire one hot summer by a piece of glass which ignited and set the thatch alight. Miss Chambers lived at The Haven and was Scout Mistress and Mr J Hall at Peat Tree Villa was a farmer. Then a lovely meadow where Dr Nicholls had his horse. Then a dirt track road with one wooden bungalow where Mr W lived. The rest was allotments and later two more houses got built. Then there was P J Ellis the Bakers, who made lovely bread in coal ovens. Mr C Millar and Mr Harding, being the bakers, bread was brought round the village every day. A large loaf was 3d and a small 2d. Mr M Sargent had his builders yard and he could be seen pushing his materials on a hand cart. Then a lovely old house called The Hazels where ex-policeman A J Farthing lived. There was also The Manse. Mr J Wilson kept the grocer's shop which was later taken over by Mr G Tyrrell; it sold everything from groceries, chemist's supplies, clothes, paraffin, corn and also had a small library from which you could take out a book to read for 1d. The only heat in the shop was from oil stoves.
to be continued in the next issue

JUST FOR YOU ...

We are very fortunate to have accumulated lots of archive material which members are encouraged to use - either for pleasure or research. The archive is kept in the History Hut, at the back of the former Infant School site in Haggis Gap, and is open most Monday afternoons between 2.00 and 4.00 p.m. Call by and see what we can show you - you will be very pleasantly surprised.

COPY FOR MAGAZINE

If you'd like to contribute to this Newsletter, please send your copy to Linda Halton at 6 Cambridge Road Fulbourn. Deadline for Autumn issue: 30 September 2003.

**Another mystery photo from our collection -
Can anyone identify this local view ?**

