



October 2019

Dear Member

Welcome to the October issue of our monthly Newsletter. I do hope that you enjoy reading it and find it both interesting and informative. Feedback is always welcome be it good or bad otherwise I will never know if you like what I put out or not. Please consider writing articles for the Newsletter, local memories and information is always very welcome and longer articles can be serialised as required. As have the memories of Celia Hornbuckle, part two, of which follows later.

Last month I asked if there was anyone available to help with Bosworth Links as either a Secretary or a Social Media expert. Thank you indeed to those who offered their services, I am, most grateful to you. As the two vacancies are quite specialised, we have yet to fill them. If you are interested or know of anyone who may be able to fill either role, please put them in touch (see below for contact details). I am sure someone knows someone who is always on Facebook and Instagram for example who could help us out. The time is not onerous and will fit in around other responsibilities. Don't be shy and don't hesitate to have a chat with me or any of the Bosworth Links sub-committee.

### **Meeting Report Women of the Great War – Our October lecture**



Can it really be 12 months ago since David Humberston was here last? Time seems to fly these days. You will remember that David researched those men from Market Bosworth who fell in the First World War and told their stories by explaining the battles and campaigns they were taking part in when they died. It was a tribute to the men who gave their lives from Market Bosworth. This time David returned and told us about the women who took part in the Great War but this time, just not from Market Bosworth.

David explored the vital role played by women on the Home Front. During the First World War years. David went on to tell the mostly forgotten stories of many women who played an active role in the First World War. I have listed them here for you. Most are on Google.

Frieda Lawrence (nee Von Richtofen)	Violet Jessop
Edith Cavell	Flora Sandes
Mata Hari (Margaretha McLeod)	Elsie Inglis
Louise De Bettignes	Nicole Giraud-Mangin
Gabrielle Petit	Dorothy Lawrence
Gertrude Bell	Emmeline Moreau
Madame Marie Depage	Yvonne Vislet
Elsie Fenwick	Elsa Brandstrom
Elsie Knocker & Mairi Chisholm (The Ladies of Pervyse)	
Crown Princess Margaret of Sweden	
Lady Dorothy Feilding	
Princess Patricia of Connaught	
Marie Curie	Marguerite Gault
Bertha "Betty" Stevenson	Frances Stephens
Kathleen Scott	
Ex-Empress Eugenie of France	
Oriana Wilson & Edith Bowers	

Yes, you are correct. Freda Lawrence was married to D H Lawrence and she was the 5<sup>th</sup> cousin, once removed of Manfred Von Richthoven the German Fighter Pilot Ace. This link meant that the Thomas's were exposed to official harassment and censorship causing them to leave the UK immediately it was safe to do so.

Some familiar names, such as Edith Cavell, Margreet MacLeod (Mata Hari), and as can be seen some less well-known heroines, across all theatres of conflict, including nursing, espionage and armed service on foreign soils. We also heard of the women who took over the roles of the men conscripted to serve becoming, railway porters, policemen, coalmen, bankers, the list went on. We admired the tenacity and patriotism of the munitions workers who endured yellow skin and hair together with claw like hands due to the TNT. Thirty-five were killed in an explosion at the Barnburn Factory with many more mutilated and badly injured. David illustrated his lecture with many images and photographs of each of the women mentioned, painting a vivid picture of life in the Great War for many women.

The Great War was as equally catastrophic for women as it was for men. Many lives lost not only in death but also on active service in many other ways. Lives being changed forever by events many miles away or just around the corner. War took its toll and had little regard for the sex of those caught up in it.



## On the weekend of 18<sup>th</sup> - 20<sup>th</sup> October the Battlefield Line celebrated 50 years

Here is a special report by our investigative correspondents Glynis Oakley and Ingrid Davison who visited the event on Saturday 19<sup>th</sup> October.



We paid a visit to Market Bosworth Station and enjoyed the sound, the smell and the steam from two traction engines.

One of the road rollers is pictured left. These could be seen working right up to the 1960 mending the roads around the United Kingdom. They were fitted with special gears which enabled them to reverse direction without, seemingly a pause. A pause caused a furrow in the new tarmac road, something best avoided in the days before the sleeping Policemen we must endure these days.



On the platform Paul Mason proudly holds the 50 years plaque.

There was a large model steam train display in the engine shed much enjoyed by both children and adults.

In the ticket hall at Shackerstone, there was a very interesting video presentation arranged by Coen Bos which included information about Market Bosworth Station and the World War 2 petrol dump. Hopefully there will be an opportunity to view this at the Christmas lights switch on at The Forge..

We travelled to Shackerstone on one of three steam locos which were running over the weekend.



There was great excitement amongst the many photographers when the Wightwick Hall 6989 arrived.

The loco was subject to extensive restoration over 40 years. We were given interesting information about this from one of the men who had been involved in the restoration. He had travelled from Buckinghamshire with his son. They were members of the Quanton Railway Society

We enjoyed afternoon tea in the Victorian Tea room and Johnathon said that he'd had a very busy day.

Fortunately, the weather was mainly dry, and all three stations had plenty of visitors. A most interesting afternoon and it was clear that all the Battlefield Line volunteers had worked very hard on this event.

Glynis Oakley & Ingrid Davison.

Thank you, ladies, for your report, it certainly sounds like you had a lovely time at the Steam Festival. I am just wondering if that might have been a cream tea, you enjoyed?

For those interested in Wightwick Hall 6989 I have conducted a little research on the phoenix like rising of this, yet another 'Barry' engine.

### **The history of 6989 'Wightwick Hall'(Revised 6 May 2019) Jeff Jackson.**

In 1944, F. W. Hawksworth of the Great Western Railway introduced an improved version of the Hall class 4-6-0 introduced by his predecessor, C. B. Collett. The locomotive was classified as 6959 Modified Hall 5MT 4-6-0. Changes to the 5900 Hall Class engines were; plate frame 'one piece' mainframes (the originals were made in two sections joined behind the cylinders), plate frame bogie, separately cast cylinders and a larger three-row super-heater and header regulator. New flush-sided tenders were paired with the engines, although these soon became swapped round as visits to the works for repair took place. 6989 ran with at least 10 different tenders and we have pictures of the loco in service with both Hawksworth flat sided and Collett flare sided types. Boilers were also routinely swapped between locos to keep them flowing through the workshops so 6989 ran with five different type 1 boilers. 6989's current boiler, serial number 9296, ran in 7902 *Eaton Mascot Hall* and 6979 *Helperly Hall* before being fitted to 6989 in March 1961, steaming 468,161 miles in total, 90,895 of them in 6989.

The Hall Class was a development of G. J. Churchward's 1907 Saint Class, so the original design was now on its third iteration. In all 71 Modified Halls were built between 1944 and 1950, of which six survived into preservation:

*6960 Raveningham Hall.*

*6984 Owsden Hall.*

*6989 Wightwick Hall.*

*6990 Witherslack Hall.*

*6998 Burton Agnes Hall.*

7903 *Foremarke Hall*.

7927 *Willington Hall* was used as a donor for *Betton Grange* and *County of Glamorgan*.

*Wightwick Hall* was built at Swindon under Swindon Works Lot Number 366, was completed on 25th March 1948 and entered service the same month with British Railways Western Region based at Hereford Shed, to replace one of the Saints that was withdrawn. 6989 was the second last steam locomotive to be ordered by the Great Western Railway Company before British Railways took over under nationalisation and cost £9,686 to build, including the tender.

(1)(2) The locomotive is named after *Wightwick Hall*, located on the outskirts of Wolverhampton. The hall was built in the 1890s for Sir Alfred Hickman, MP and industrialist. The Hall became a school in 1956.

6989 was out shopped in G.W.R. lined green livery with the number on the front buffer beam and British Railways in capitalised G.W.R. style letters on the tender. This is confirmed by Angus Brymer, who was a cleaner at Hereford where 6989 was assigned ex- Swindon and pictures we have of 6989 at Tyseley in 1949. (3) The following account sheds some light as to perhaps why the loco was not in B.R. black, as might have been expected. Around February 1948, B.R. gave instructions to Swindon that by the end of that week no more green paint was to be made in the Swindon Paint Factory. Five hundred gallons of Brunswick green was hurriedly made to beat the deadline and stored in unlabelled five-gallon drums. Hence, when B.R. (WR) engines needed repainting and the drums were opened, they were found to be green and not the expected Black. Having opened the drums, they had to be used! We have a picture taken in September 1956 by Dick Blenkinsop at Leamington Spa, where he confirms 6989 was in B.R. black. (4) According to observations recorded at Swindon Shed in September 1955, class 6959 engines were being turned out post overhaul in Brunswick green, whereas non modified halls were being painted black. Most of the pictures we have of the loco show it is sporting a smoke box number and shed plate, but we have one taken at Birmingham Snow Hill without these and showing the number painted on the buffer beam in Great Western style. Our conclusion is that 6989 left Swindon Works in green, was repainted black at the heavy general overhaul in October 1950 and back to green at the intermediate repair in September 1956. We have a photograph of 6989 on Swindon Shed in lined Brunswick Green that we believe was taken on 6th March 1961 after a heavy general repair.

*Wightwick Hall* covered 640,645 miles in 16 years of service, operating in an area mainly bounded by Cardiff, Paignton, Banbury and London, working in the fast freight and express passenger role. We know that 6989 did get as far afield as Crewe and Bournemouth. The loco spent ten years working out of Hereford (shed code 85C), four years out of Worcester (shed code 85A) and finally two out of Gloucester Horton Road (shed code 85B). We have sightings of 6989 in all these areas. 6989's career was not without drama. When based at Hereford the loco was working a 11:55 Hereford to Paddington train on 4th June 1956 when the engineman passed over a 15mph speed restriction at 45mph with no apparent ill effects! The driver probably did not get off so lightly

(5) During November and December of 1959, when allocated to Worcester shed, 6989 alternated with sister engine 6984 *Owsden Hall* on the *Cambrian Coast Express* between Shrewsbury and Wolverhampton. We are informed by Geoff Peverill, who was a loco fitter at Worcester that 6989 substituted on top runs for failed Castles on several occasions. (6) In May

1961, 6989 did a very fast run from Oxford to Paddington of 58 minutes, including a speed restriction running into Paddington.

6989 regularly worked the *Cathedrals Express*. We were able to borrow the original wooden pattern for the *Cathedrals Express* headboard and had a new one cast. This went missing for several years, but thanks to some detective work by Dusty Miller, it is now firmly back in our possession.

6989 often worked into Wembley on football or hockey specials. We have a picture of the loco at Neasden Junction on the Schoolboy International held at Wembley on 30th March 1957. In the same month, 6989 was pressed into service on the *Cornishman*, filling in for a failed castle. During the dying days of steam in September 1962, 6989 was taken off a goods train to replace failed D1000 Western *Enterprise*, which was only nine months old at the time, on a Birmingham to Paddington express. We have a picture in our collection of 6989 at Bridgwater in 1963 rescuing a Warship Class diesel heading the noon Penzance to Paddington Travelling Post Office.

Eventually, the shed was unable to keep 6989 gainfully employed and the loco was condemned on 1st June 1964, sold to Woodham Brothers Scrap Yard in Barry South Wales on 17th July 1964, making its last journey on B.R. metals as part of a special train from Gloucester to Barry on 6th August 1964 in company with 6960 *Raveningham Hall*, 7F No 53809 and Class 48xxx No 48431. 6989 then spent 13 years five months languishing in the salt air of Barry, before being rescued by the Quainton Railway Society. The loco was the 88th engine to leave Barry to go into preservation. Mike Lawrence Low Loaders moved 6989 and tender to Quainton. Mike recollects 6989 was the fifth of over 80 engines he liberated from Barry.

The *Wightwick Hall* Appeal Fund was launched in 1975 and by 1977 had raised enough to buy the engine and Collett pattern tender 2825, that was last coupled with 7927 *Willington Hall*. (7) Tender 2825 previously ran with 5998, 4934, 5908, 4098, 4991, 6939, 4939, 6995, 6972, 4956 and 5089. (8) The Collett tender 2933 that went into Barry with 6989 was acquired by the Great Western Society when it bought *Dryslwyn Castle/Earl Bathurst* and left Barry on 14th February 1970. Our tender arrived at the Buckinghamshire Railway Centre on 24th July 1977. Tender 2825 was renumbered 4019 to bear a historically correct number consistent with all welded tank construction. A small batch of Collett pattern all welded tank 4000-gallon tenders were built under Lot A186, 4019 being outshopped in in June 1946. (9) Tender 4019 was scrapped sometime after June 1961 and had previously run with 7007, 4022, 7012, 7013, 5095, 5086, 6972, 7008, 5097 and 6911.

*Wightwick Hall* arrived at the Buckinghamshire Railway Centre on 9th January 1978. The restoration of 6989 was to take almost 42 years. 6989 made preservation history when it became the 150th ex- Barry loco to steam when it moved under its own power on 11 December 2018. The loco performed its first passenger service since 1964 on 2 March 2019 and was launched to the public on 3 March 2019.

My thanks to Jeff Jackson, Historian, Buckinghamshire Railway Group.

I think it wonderful that these fine examples of human ingenuity and engineering are preserved for us to see. Not just standing idly in dusty museums but doing the work for which they were designed. Albeit at a much more leisurely pace as befits a worker's retirement!



## **The role of the Barber surgeon in the Wars of the Roses.**

**November 21<sup>st</sup> 7:30 pm**

Our November lecture will, as usual be in the Free Church, Barton Road, Market Bosworth and will commence at 7:30 pm. Do please come along for what promises to be a great finale to



our lecture and visit season for 2019. We welcome a newcomer to our lecture evenings, Eddie Smallwood who is more often seen traipsing around the Bosworth Battlefield Heritage Centre and Country Park leading groups on guided walks, giving a running commentary about the battle as he goes. Tonight, Eddie will tell us (and more worryingly attempt to show us) what a Barber Surgeon had to do in the Wars of the Roses. Eddie promises information, participation, amputation, and a whole load of fun. Well, hopefully, just three out of four

Why not bring a friend? Or friends, everyone will be made very welcome but do remember (for those who attended the Great Escape, they may not be able to forget) that we are limited to 70 occupants so there may be some disappointed people around. Arriving early may avoid being disappointed. Entry is free to MBS Members; guests are asked to pay just £3.00 to help cover some of the costs. Not much these days for an evening's entertainment.!

## **Christmas Lights Switch On 1<sup>st</sup> December 2019**



Once again Brian and Glynis Oakley have kindly agreed to open The Forge for this event. It seems to make the event more authentic as we inevitably think of Dickensian Christmases. Children running around and laughing, parents chatting, vendors advertising their wares and in the background the sound of a hammer on hot iron as it has sounded for hundreds of years. Come and visit us, enjoy the spectacle of a working forge and Brian's museum. Come and have a chat with us in the Studio over a hot Mince Pie and Mulled Wine. It would be lovely to see you all there.

## **The Town Pump – Refurbished by the Market Bosworth Society**



I expect that everyone knows the Town Pump, opposite the junction of Rectory and Sutton Lanes. It was looking a little jaded and in need of some tender loving care. Your committee contacted one of our members, Paul Grundy for advice and discovered that we would need a permit as it was a Grade II listed asset and also as it was situated near to the highway, a permit to actually carry out any work. Paul put us in touch with Leicestershire County Council (LCC). In the meantime, we contacted Brian Oakley and asked if he would be prepared to undertake the work and if so provide us with a quotation. Brian was very happy to help and gave us a very competitive quotation which the MBS Committee accepted unanimously. There were a

few delays with LCC in obtaining a permit, but the work was started at the end of September/Early October and was completed in time to avoid all the recent rain we have had

Brian has done a splendid job of work and the pump is safe for the long-term future, welcoming visitors to Market Bosworth and residents of Market Bosworth home. I would like to give a mention to David Harrison who owns Rainbow Cottage. David very kindly allowed Brian to plug in his equipment to his electrical supply which saved a lot of time and elbow grease. Thanks David. I hope that you will all agree that the pump looks as good as new.

## **Memories of My Childhood by Celia Hornbuckle Nee Crawford (part 2)**

I can still picture our big sitting room, when the sun shone through the windows, it showed up the snail trails and we used to put salt on them. My parents had lots of records and belonged to a record club and had all the latest 'hits'. Dad liked Bing Crosby and mum liked Frank Sinatra. We children had a gramophone and lots of Walt Disney records including Snow White, Pinocchio, Three Little Pigs, we also had Rusty & Dusty and Hush here comes the Bogeyman. We used to fight over who would turn the handle to wind it up. In another room there was a Billiard table with a brass scoreboard on the wall. My mother later told me that she was able to get back all they had paid for it after my father died, as they were in short supply.

My father used to make handbags and purses and we loved to play with the hole puncher that he used before thronging the leather together. He was very good with his hands and built me a lovely Tudor dolls house and big aircraft carrier for my brother, with tiny guns and a platform to take the aeroplanes down to the lower deck. My father was also good at drawing I can remember him having lots of sketch pads with drawings of aircraft and ships, had he got better we would have been off to America where he had been offered a job as a cartoonist.

We had our own driveway down an Avenue of trees to the canal and although overgrown had an old Lifeboat abandoned on it. It was quite rotten, but we had many a game playing sailor on



the high seas. We used to go down to the canal with a bucket, stick and a piece of cotton with a wiggly worm tied to it and go fishing. We would sit until we got fed up then stick the bucket in the water bring out lots of tiddlers and go home happy.

One day we sat there, and all these oranges came floating down the canal. We fished some out and took them home to show our parents only to find out that Mum had been to the Bank in Maguall to get some money out and after shopping had fallen off her bike and the shopping had fallen into the canal, hence the oranges. Fortunately, someone had managed to rescue most of her things, including her purse, from the water.

Things must have been quite hard for our mother being a town girl although a butcher's daughter living at the Hermitage especially when my father was dying with three young children and all the animals to look after. I can remember my mum coming into bed beside me and telling me that my father had died during the night and her taking us in one my one to see him laid out on their bed and giving him a kiss.

Later a coffin was brought to the house and he looked happy and peaceful when we saw him in this. I don't know where the funeral was held as I remember Bill and I were kept at school long after the others had left school until a phone call came to and we made our train journey home.

My Mother was only 29 when my father died in May 1949 aged 35, we children were 9, 8 & 4.

Prior to this our Grandparents had moved and bought another corner shop in Birkenhead where we stayed from time to time. Birkenhead was where my father was born.

As the Hermitage was just too much for my mother it was time for us to move on too.

My mother buying a newsagent and tobacconist shop in Borough Road Birkenhead, to help with the finances of bringing three children up alone.

I can remember it being a very sad day for us when we left all our friends and animals behind except for our two Alsatian dogs which we took with us. Odd-Eyes was run over again and I can see her two front legs dragging her body behind her up the driveway.

Someone put her in a sack with a brick and put her in the canal along with the sides of bacon left over from our pig.

It was strange moving into a shop with no garden- just a backyard. Oh, how we missed our dad and the countryside.

But we had been very lucky when I think back now because we were through my father's illness able to spend more time with him than other children.

Our Dad at least came back from the War and he was there to read us bedtime stories even though we were good little readers. Dad would give us piggybacks to bed shouting "Who wants a bag of coal" on the way. Then we would all get into Barry's bed while dad and sometimes mum would read or tell us stories until Barry fell asleep then we would go to our own rooms to bed.

Saturday was always bath night, when we all had our hair washed, nails cut and a teaspoon of Syrup of Figs. I really liked this but wasn't aware at the time it was to make us 'regular'. My dad used to spend ages brushing my hair, which always looked a mess and still does, but I still enjoy having my hair done.

This was all so long ago and many 'moves' away and in 1995/6 my husband Geoff and I came up to Formby to take our youngest of four, Tony to his friend's house He was going to take part in a 100 mile cycling race and was riding for his university. I said to my husband I would like to go to Melling to see if I could find where the Hermitage was. Geoff wondered if we would be able to find it after all these years, but I felt that if we could find Maghull station I would find it. We arrived at the Station to find the level crossing closed and as there was a fault on the line we were advised to find another route, Amazingly enough I found a sign 'Rock Lane' and spotted the overgrown gate and was sure that was the gate to The Hermitage. I was very disappointed to find that a new roadway had been cut through my memories. But after persuading Geoff we decided to go to the bun allow next door, which had been built in what was once the orchard and knock on the door.

The gentleman there was very kind and after explaining to him that I used to live he told us that he along with his brothers and sister had bought the house in 1950 and after sometime was fighting a losing battle to maintain it, Planning permission was given to build a bungalow in the orchard on condition that The Hermitage was pulled down. He has a lovely garden very well kept, and I asked if he would mind if we took a look at the old part where the house had once been, and he very kindly allowed us. It was like going back in time and although the house wasn't there it was to me.

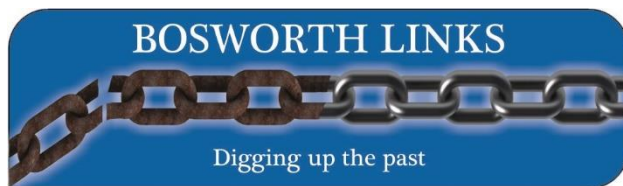
I could picture the tennis court and I'm sure the two trees we had our swing fixed to are still there. We found an old shed, although tumbling down and full of old clay flowerpots. I'm sure it was the one we kept the goat and my father's racing bike in. One night someone broke in and stole my father's bike and damaged the door so that we couldn't get in so I climbed in the broken window and cut my hand on a nail another scar which can still be seen quite plainly. We tried to keep to the pathways, but they had been left to nature. It was beautiful; we lifted away brambles to find lovely roses growing underneath and every corner unlocked memory hidden away over the years.

While the walled Victorian type garden had gone to make way for the new road, I could picture the rows of vegetables, peas, runner beans (my Mum's favourite) and soft fruit trees and the tomatoes in the greenhouse and the cucumbers in the cold frame, and raspberry vinegar to soothe our throats, Kilner Jars of Jams and Gooseberries and our tears peeling the shallots. While I can't remember whether we had a nut tree I could remember my dad making us knickerbocker glories with chopped nuts on top. He used to make us Ice cream and broke more than one knife trying to cut it.

We could make out a line of tree and I'm sure it was the drive that led down to the canal. We found a number of greenhouses abandoned, but one, although only June was full of bright red tomatoes. The gentleman told us that he always sows his seeds at Christmas time, They certainly were something to be proud of, I reluctantly had to tear myself away in the end and it wasn't just because we were not suitably dressed but because we had arranged to see my brother while we were in the north -west and not having his phone number couldn't let him know that we would be late. On the way back to say thank you to the gentleman I noticed a little brick built building standing on its own this is where I think we used to cut up the potatoes and put them on to boil before going to school and then mixing them with meal to feed the pigs when we got home.

Perhaps one day I shall be able to go back in time once more and walk around Melling and remember a bit more.

Thank you, Celia, for sharing your lovely memories with us. I have really enjoyed reading them as they evoked many long-forgotten memories for me. I hope you; dear member has enjoyed reading them as much as I have. If they have evoked memories for you, then do share. You are more than welcome to send me an article to add to a future Newsletter.



Very little to report this month, except you may be able to help with a mystery! But first, work continues behind the scenes putting together our bid to the National Lottery Heritage Fund. Not very exciting but very important if we are to secure funding and to take Bosworth links into the nearby villages. I hope to have more to share next month.

Now for the mystery. I recently had a conversation with Ken Lowles who worked at the Market Bosworth High school (now The Bosworth School) in the early 1970's. Ken was my Religious Education teacher when I was there, and he told me of an interesting event. Whilst out walking one day he came across a quern. This was a medieval method of milling grain and consisted of two stones. The upper one having a hole into which the grain was poured. Turning the stones against each other ground the grains into flour and husks. Ken handed the quern to the Headmaster at the time., Philip Jenkins. Also, at the school around that time was Mairwen Colquhoun a founder member of the Market Bosworth society who lived at the Dower House but moved sometime in the early 1980's who may have realised the importance of such a find.

Does anyone remember seeing the quern? Is it still at the school? If any member has any knowledge of the quern or in contact with someone that might help, please do follow this up. As you will know Saxon pottery was found in the area and so the presence of a Quern may well be significant. Do please help if you are able.

## **For your Diary**

### **The Story of Two Crosses**

On Wednesday the 6<sup>th</sup> of November at 2:30 pm the Friends and Neighbours group will be meeting at the Free Church as they do each month. All are welcome. In November they will hear from Tim Coltman, grandson of William Coltman who was one of the bravest men in the first world war, who was awarded a Victoria Cross for gallantry. This promises to be a very interesting talk and one which I believe many MBS members will enjoy.

## **Celebrating 70 Years Worship at the Free Church in Barton Road, Market Bosworth**



As we approached our 70<sup>th</sup> anniversary year it seemed an appropriate time to look back and reminisce about events and people connected with our church. Together with Ingrid Davidson and Glynis Oakley from Bosworth Society we started to document our history.

A timeline has now been created of non-conformist worship in Market Bosworth from the 1700s to 1949. By then the Methodists, Congregationalists and Baptists worshipped in the upper room, called the Toc H Room, over the Central Café which was accessed via the Wheatsheaf Courtyard. The Church was by then well established and in 1949 became a united church to be known as Market Bosworth Free Church. Our next task was to set about creating a timeline of significant dates and events from 1949 to the present day.

A permanent home was required and the derelict church in Barton Road seemed to be the answer. After many months of negotiations with the Barton in the Beans Church it was renovated and reopened as the Free Church in March 1951 and as they say the rest is history. Over the past 70 years the Church has served the community in many ways and is committed to doing so for many years to come.

We will be holding an **Open Morning on Saturday 18 January 2020** when we will display all the archive material we have gathered over the last couple of months. I hope that it will generate interest, invoke a few memories and perhaps add even more to our history.

### **Contact Details**

Getting in touch to donate to the Archive, to answer or to ask a question could not be easier. Please see the website [www.marketbosworthsociety.com](http://www.marketbosworthsociety.com) for information or email on [info@marketbosworthsociety.com](mailto:info@marketbosworthsociety.com) or if you would like to call me then 07930149408 or 01455290160. Correspondence can be sent to Market Bosworth Society, c/o 29 Warwick Lane, Market Bosworth, Leicestershire. CV13 0JU or simply contact one of the Committee members.

A handwritten signature in black ink, appearing to read 'Nigel Palmer'.

Nigel Palmer, Chairman