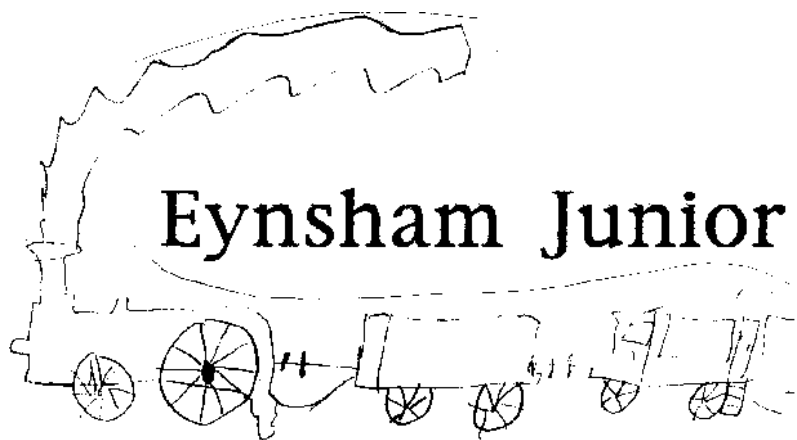
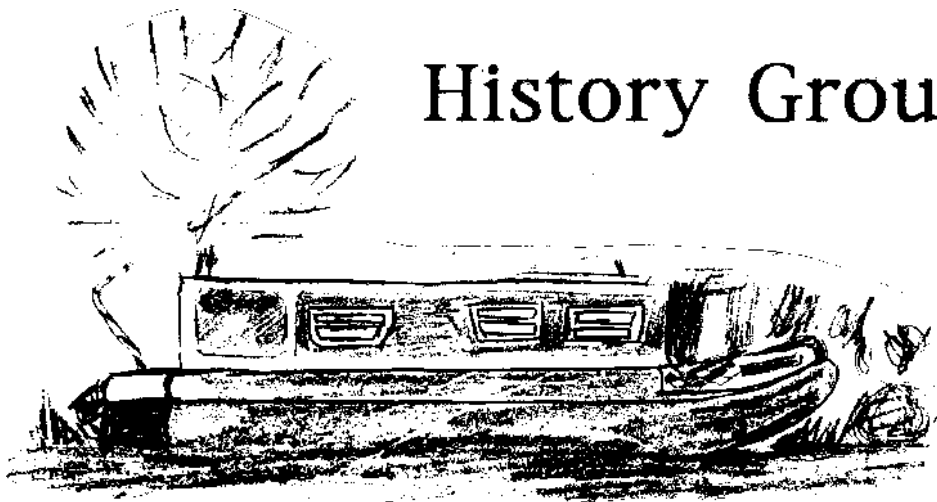


# **GOOD HISTORY**

**Journal  
of the**



**History Group**



**Number 8  
Summer 2000**

# GOOD HISTORY

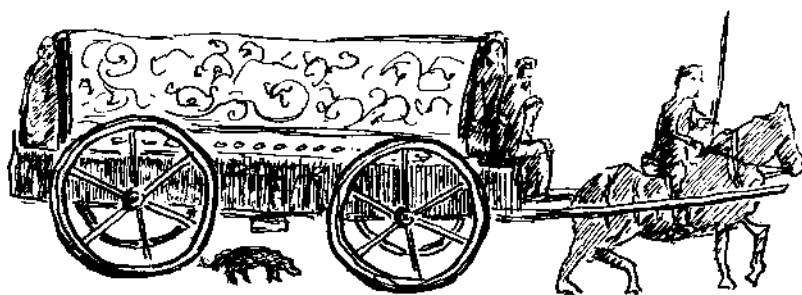
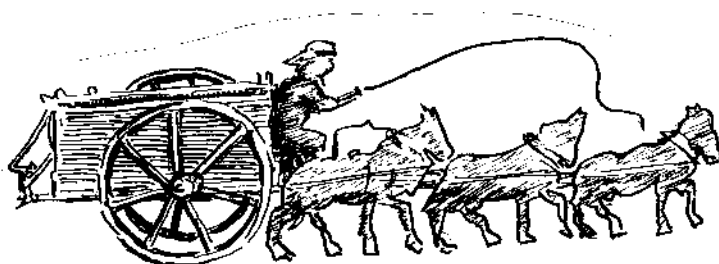
## The Journal of the Eynsham Junior History Group

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Uncredited articles are a result of Group discussion.

Picture of toll gate taken from photograph published by Oxfordshire County Council Libraries

**Front Cover:** Drawings by Darren & Luke Stratford.



Copy, by D.S.Richards, of a mediaeval picture showing the four wheeled cart, which in Tudor times, was taking over from the two-wheeler. By world standards, England had efficient transport in those days!!

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## EDITORIAL

We were very pleased with the response to our last issue. Firstly, Mrs J. Smith won the competition on the back page and has been rewarded with a free subscription to following issues. The complete answers are printed on the back page of this issue.

Secondly, we had a response from the Oxfordshire Archives to our query about the item which we could not read in the accounts from Swindon Farm. They offered some very interesting possibilities but it was Mr D.Richards who finally spotted the clue to the problem on another page of the accounts, where a contribution to the Church Army magazine was included. When we looked closely again at the problem item we realised it was *Ch Army* but written so that it looked like one word.

From Accounts January 1914

We have also received some interesting letters regarding other items. It seem likely that words we could not identify may have been names. Mr J.L.Blakeman has been researching families living in the Eynsham and Cumnor area and has made some suggestions and Mrs Cornish who originally provided Mr Whelan with the documents has also passed on some of her research. We hope to look at these suggestions and new information in our next issue.

We have considered communication as our topic this time but found that it was a much greater subject than we realised. We have looked at the network of canals and the workings of the locks. We have frightened ourselves by thoughts of highwaymen and tried to think of all the ways and means of communicating we could. This edition of the journal is a small sample of the things we have discovered.

I am pleased that Mrs Mary Orde and Professor Margaret Marker are now very much at home in the Group. I have had to be away quite a bit recently and it is good to know that the Group can continue quite happily without me. We have, of course, missed Mr Whelan but we intend to carry on as he would have wanted us to. Thanks, as always, to Mr Keates.

Pamela Richards, Senior Member & Editor.

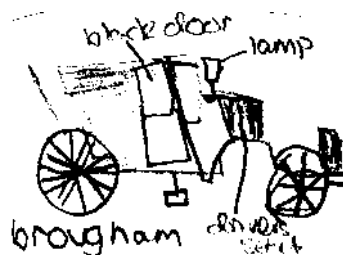
## Gigs and Carriages in the Eighteenth Century by Lydia Ferres

There were many different types of horse drawn transport during the 18th century, but what variety you used highly depended on your status and wealth. Here are some examples.



Dogcart - This light carriage was very popular as its wheels enabled it to move very fast. It was designed to take hunting dogs to race meetings or to hunts, although it was used for other things.

Brougham Like the dog-cart the brougham was also light but one attraction was that it was enclosed. Inside it could hold two people and had opaque windows for privacy. Only one horse was needed to pull it.



Barouche - This French designed open carriage was often hired out to couples going for summer outings.



Gig - The light two-wheeled gig was very popular with young gentlemen. It was cheap to run, needing only one horse, and was easy to drive. The 'sports car' of its day.



Fire Engine - In those days even the fire engines were pulled by horses. Dapple greys were always used so that they could be seen through the smoke.



Coal Carts - These carts were usually pulled by pit-ponies. The true colour of the pit-ponies was rarely seen as they were often poorly cared for and had coats stained with soot. These horses would pull huge amounts of coal all over the place and got little rest. There are now less than five pit-ponies left in Britain.

Some horses were bred specially for carriage pulling. Horses, whose parents had pulled carriages, tended to learn quicker as it was a sort of instinct. Carriage horses would have fetched as much as £300 which would have been a lot of money at the time.

## Horse Transport by Lydia Ferres

Ever since man discovered that horses weren't just good for eating, and clothing, the horse has been used for something. Oxen sometimes did ploughing instead of a horse but an oxen (or team of oxen) pulling a stage coach wouldn't have looked very good. In nearly every case the horses jobs have been taken over by a machine.

horses ploughing	Tractors
horses transporting people	Bicycles, cars, trains, trams, buses
horses transporting goods	Trains, trucks, vans,
horses transporting letters	post, telegrams, telephones, radio, e-mail

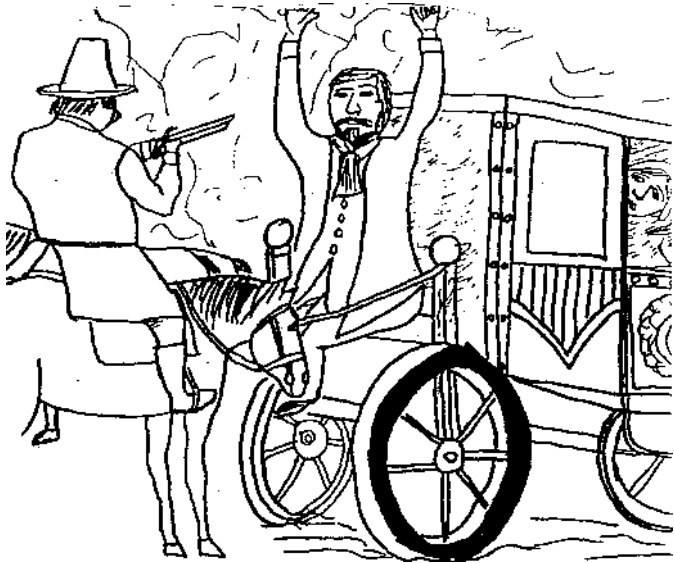
I find it rather sad to think that the industrial revolution that did so much to and for the people, rid the horse of its jobs. The most common things horses are used for nowadays are riding, show jumping, dressage and cross country and racing, although the army uses horses for ceremonial occasions and the mounted police use them for controlling crowds etc. Some breweries still use large cart horses for pulling their beer wagons.

## The Perils of Travelling in the 18th century by Lydia Ferres

Highwaymen would stop people travelling on roads and demand "Your money or your life."

Highwaymen disguised themselves by wearing masks to cover their faces and often a hat which also acted as a disguise. They were mounted on horses and carried guns. Highway robbers who did not have horses were called footpads.

The roads were bad, often rutted and muddy, and a coach full of passengers could not go very fast and many of the routes went through lonely stretches of countryside or woods so that the highwayman with a fast horse had the advantage. In extreme cases the highwayman took your money and then took your life! Dick Turpin was a famous highwayman.



## The Morse Code

INTERNATIONAL MORSE	
A	•—•—
B	—••—••
C	—•—•—•
D	—•—•—
E	•—
F	•—•—•—
G	—•—•—
H	•—•—•—
I	•—•—
J	•—•—•—•—
K	—•—•—
L	•—•—•—
M	—•—•—
N	—•—
O	—•—•—
P	•—•—•—•—
Q	—•—•—•—
R	•—•—•—
S	•—•—•—
T	—•—•—
U	•—•—•—
V	•—•—•—•—
W	•—•—•—
X	—•—•—•—
Y	—•—•—•—
Z	—•—•—•—
1	•—•—•—•—
2	•—•—•—•—
3	•—•—•—•—
4	•—•—•—•—
5	•—•—•—•—
6	•—•—•—•—
7	•—•—•—•—
8	•—•—•—•—
9	•—•—•—•—
0	•—•—•—•—
Period (.)	•—•—•—•—
Comma (,)	•—•—•—•—
Hyphenation (-)	•—•—•—•—
Colon (:)	•—•—•—•—
Semicolon (;)	•—•—•—•—
Apostrophe (')	•—•—•—•—
Slash (/)	•—•—•—•—
Question (?)	•—•—•—•—
Quotation (")	•—•—•—•—

A form of communication used up until quite recently by the services especially was Morse Code, an international signalling code invented by Samuel Morse (1791-1872), an American who was a pioneer in the use of electric telegraphy. It is made up of an alphabet in which the letters are represented by arrangements of dots and dashes. It is transmitted by flags held in the hands (a short movement representing a dot, a long one a dash), by flashing lights, by radio waves, by electric impulses along wire, or by sound, the dots and dashes being represented by short and long flashes, transmissions or sounds.



Thomas Sutherland was awarded a certificate by the North Norfolk Amateur Radio Group for sending his name in code last year.

Teaching is a form of communication. The Middle School have been learning about Eynsham in the past.

### **Eynsham Schools** by Ashley Bowerman

When he died in 1701 John Bartholomew left some money for the school to be set up.

The Bartholomew School in the square was built in 1703.

The National School in Station Road was built in 1847.

A new Board School was opened on Witney Road in 1878.

In 1879 the National School became an Infants School.

After 1958 the buildings of the old board school became the Primary School. In

1967 a new Primary School was opened in Beech Road.

Swinford Toll Bridge - article spotted in the Witney Gazette of April 7th 1900 by the Editor, but not at the time!

#### **Bicycles and the Toll-Gate.**

#### **Bicycles ruled to be two-wheel vehicles for purposes of toll**

In the Queen's Bench Division on Tuesday Mr Justice Bingham and Mr Justice Phillimore heard the action Cannon v. Earl of Abingdon, which came before them as a special case, stated at the request of the Cyclist Touring Club, raising the question of whether a bicyclist, when riding his machine was liable to pay the toll chargeable on a two-wheel carriage, or as a foot passenger.

Mr MacMorran, Q.C., and Mr Glen appeared for the plaintiff, while Mr A.B. Shaw represented the defendant.



Mr Glen, in opening the case, said a predecessor of the Earl of Abingdon owned a ferry across the river Thames at Swinford, near Eynsham, and he constructed a bridge in lieu of it. By a statute he was entitled to charge tolls for vehicles, foot passengers etc., passing over the bridge, and the defendant contended that bicyclists were liable the toll chargeable on a two wheeled carriage, which was twopence, and not as a foot passenger, who had to pay a halfpenny. He (the learned counsel) submitted, in the first place, that a bicyclist was not liable to pay any toll, as the statute made no provision for bicycles. Secondly, he maintained that if a bicyclist was liable to pay a toll he could only be charged as a foot passenger, and not as the owner of a two-wheeled carriage. It was clear that a bicyclist had to use his feet to propel his machine.

Mr Justice Bingham: How would it do if he put his feet in the air while coming down the hill?

Mr Glen said in that case he would not be liable to pay anything according to his construction of the statute. A bicyclist would clearly be a foot passenger because he worked himself along the road with his feet.

Mr Justice Bingham: Supposing a man had two wooden legs, would he be a foot passenger?

Mr Glen said he would, because he would have feet for the purpose of this act.

Mr Justice Bingham: Do you say a man on roller skates would be a foot passenger?

Mr Glen: Yes, otherwise he would have to pay the toll in respect of two four-wheeled

vehicles.

Mr Shaw, on behalf of the defendant, said at the time the Act was passed there were no bicycles, and he submitted that the words of the statute, "or other carriage whatsoever," were intended to include everything which by its function was a carriage. In considering what was a vehicle or carriage the Court must disregard the question of motive power. He contended that a bicyclist crossing the bridge, was liable to pay the toll chargeable on a two-wheeled carriage, and not as a foot passenger.

Mr Justice Bingham, said in his opinion a bicycle was a carriage, and that the plaintiff was liable to pay the toll of twopence,

Mr Justice Phillimore concurred.

Judgement for defendant accordingly with costs.

The Act governing the charges which could be made for crossing the bridge was made in 1769, or as the actual words of the Act say the seventh year (anno septimo) of the reign of George III (Georgii III.Regis.) Further details of the history of the bridge can be found in the Eynsham History Group publication *Swinford Toll Bridge 1769-1969* by E. de Villiers.

### Communication by Poster

This poster can be found in The Newlands Inn, and we thank Julie Free for the photograph.

**WITNEY RAILWAY.**

ON AND AFTER THURSDAY, NOV. 14, 1861,  
THE  
**WITNEY RAILWAY**  
WILL BE  
**OPENED**  
FOR PASSENGER TRAFFIC,  
AND TRAINS WILL RUN AT THE FOLLOWING TIMES:

UP TRAINS.

STATIONS.	11.15	11.45	12.15	12.45	FARES FROM OXFORD		
WITNEY	8.15	11.45	4.00	7.25	1st	2nd	3rd
21 SOUTH LEIGH	8.25	11.75	4.07	7.32	0.75	0.50	0.40
12 EYNSHAM	8.35	11.45	3.55	7.20	1.00	0.75	0.60
91 YARSTON	8.45	11.55	3.15	6.40	1.10	0.85	0.70
11 OXFORD	8.55	11.55	2.55	6.19	1.25	0.95	0.75

DOWN TRAINS.

STATIONS.	11.15	11.45	12.15	12.45	FARES FROM OXFORD		
OXFORD	9.00	11.20	2.30	5.30	1st	2nd	3rd
21 YARSTON	9.10	11.30	2.08	5.09	0.10	0.05	0.04
7 EYNSHAM	9.15	11.35	1.55	4.45	1.50	1.10	0.90
9 SOUTH LEIGH	9.25	11.45	1.25	4.25	1.10	0.80	0.65
14 WITNEY	9.35	11.55	0.15	3.15	1.25	0.95	0.75

**A. C. SHERRIFF,**  
GENERAL MANAGER

Reference: November 10, 1861.  
WITNEY RAILWAY opening notice dated 8 November 1861. The 14 mile East Gloucestershire extension to Tisbury opened some 12 years later on 15 January 1873. (Author's Collection.)

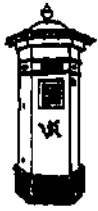
A copy of this poster was found amongst Mr Whelan's papers

### An Early Method of Communication by Rosemary Hammond

In the days of the Greeks runners were used to take messages across long distances. The Athenian runner Phidippides was believed to have been sent to request help from Sparta before the battle of Marathon, which took place during the Persian Wars. He is said to have covered the distance between Athens and Sparta, 150 miles, in two days. Today the marathon race is not so far.

You can communicate by post, by letter or card. You can send post from far away or near.

29/2/2000



جمهورية مصر العربية  
 I thought this a good date to write POST CARD  
 Since leaving Eynsham, Egypt  
 have travelled by car, coach, plane and taxi.  
 I have seen the felukas on the Nile but no ships of the desert i.e. camels.  
 It is sunny today but the wind is cool. We are told this is the season of the sand storms. Hope you are all working hard.

من كتبت من النيل في مروب  
 New Richards  
 CAIRO - Sunset on the Nile  
 KAIRO - Sonnen - Untergang am Nil  
 Le CAIRE - Coucher de Soleil sur le Nil

جمهورية مصر العربية

Pub: AL AHIRAM Est - Galaa St. - CAIRO

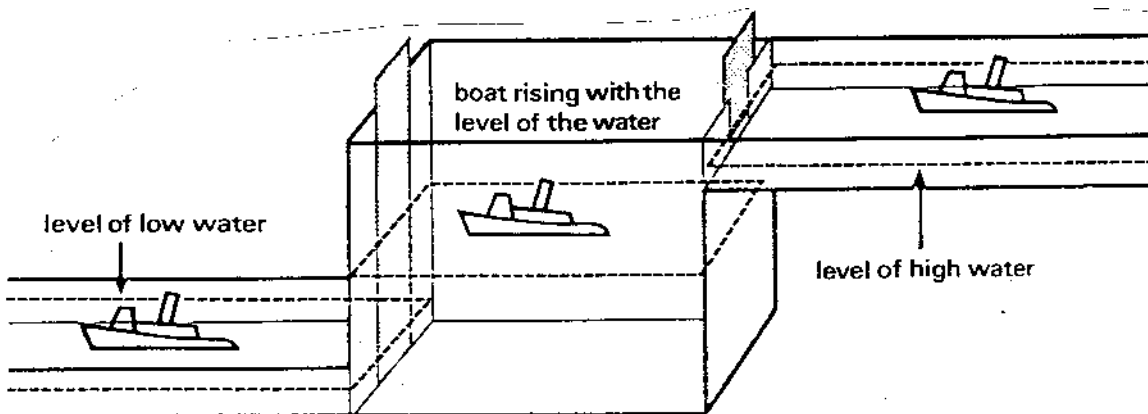


Rosemary Hammond,  
 Secretary, J119,  
 Eynsham Primary  
 School,  
 Beech Road,  
 Eynsham, Oxon.  
 ENGLAND

## Canals

A canal is really a sort of water road with steps in it called locks to help boats go up and down hill.

A lock is made up by putting two sets of gates across the canal. On one side the water is at a high level (on the right of the diagram). On the other side the canal continues at a lower level (on the left of the diagram). In between is the lock, which acts as a step between the two levels because the amount of water in it can be increased to reach the high level or let out to the lower level. So a boat going up the canal would go into the lock through the low level gates which shut behind it. Then slowly water is let in from the high level and the boat rises with the water until it is the same height as the high level water. The top gates are opened and the boat proceeds up the canal.



The canals were used for carrying big and heavy things like coal from the pits to factories and to coal merchants to be delivered to houses. Wheat was collected and taken by boat to the flour mills. by Keiran Burden.

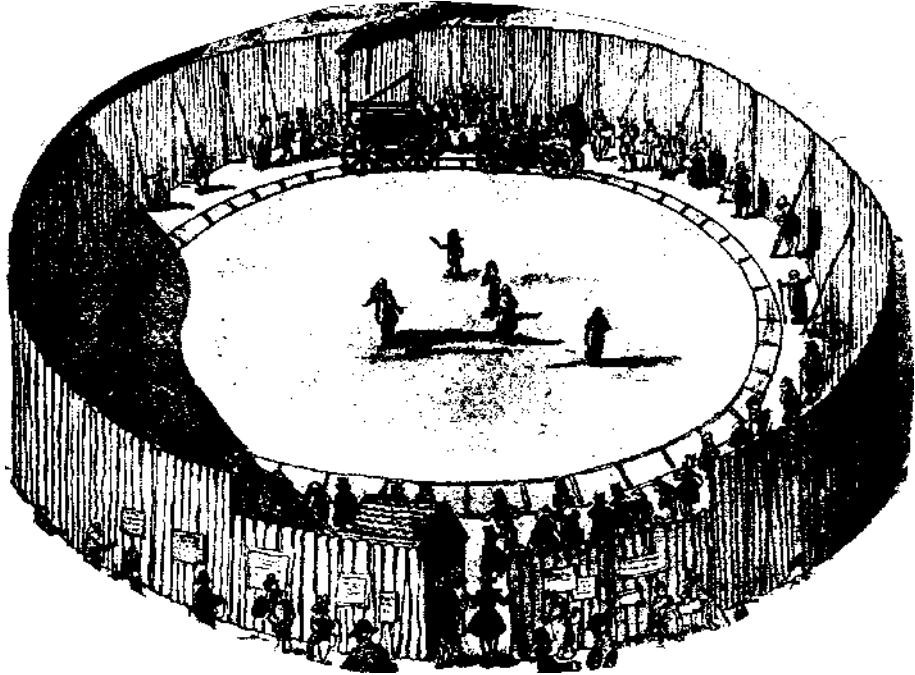


## The Early Railway

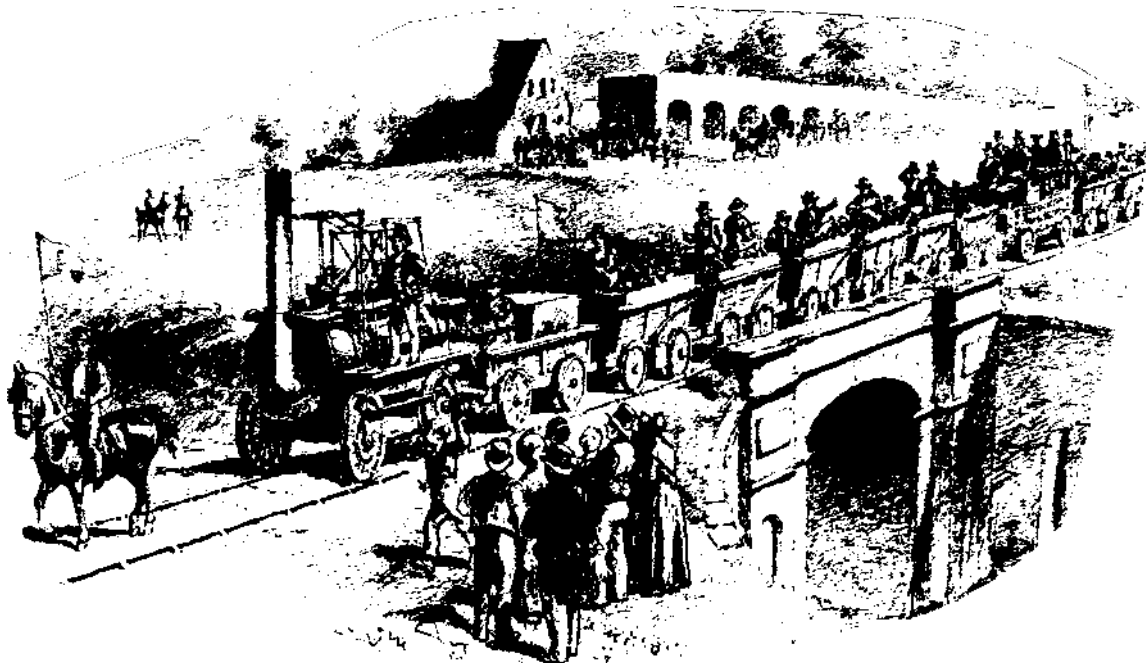
The railway came to Eynsham in 1861[see *Eynsham Record No 5*] but remarkable engines and trains had appeared earlier in the century.

### Circle Line

Following the failure of his engines in working conditions the inventor Trevithick set up a demonstration track at Euston in 1808 and charged the public a shilling a ride. When this failed he went off to South America.



The Stockton and Darlington line was opened in 1825 and George Stephenson became a celebrity throughout Europe.



**Information from Newspapers** [spotted by Mr Ferres, Lydia's Dad] Drawing by Darren Stratford.

We learn from the Oxford Mail of May 5th 2000 that the Oxford Preservation Trust has bought 58 acres of unspoilt land next to the Thames for the people of Oxfordshire through the generosity of an environmentally friendly farmer Mr Jim Burton. It means that one of the most attractive stretches of the Thames footpath from Swinford Farm, beside the toll bridge, to the Eynsham Cruiser Station is secured so that the public may enjoy an area rich in riverside wildlife. A survey by the Farming and Wildlife Advisory Group found 180 different species of plants in the river meadow area. The section of river has been fished by the Oxford and Abingdon Anglers' Alliance for 180 years.



**A Walk by the River** by Rosemary Hammond with drawings by Darren Stratford a former pupil.

Some of the group, with Mrs Orde, Mr and Mrs Richards, Mr Ferres and Mr Stratford went on a walk along the river bank.

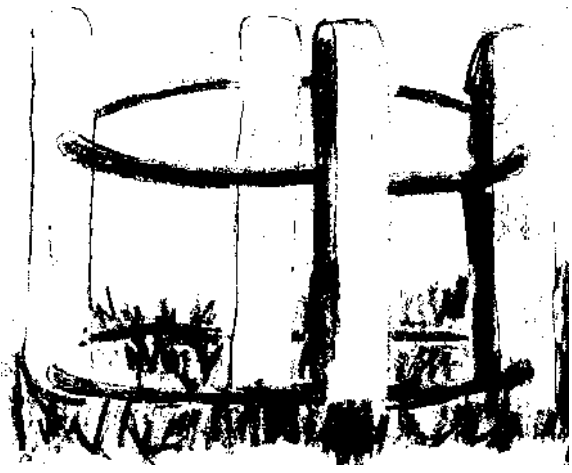
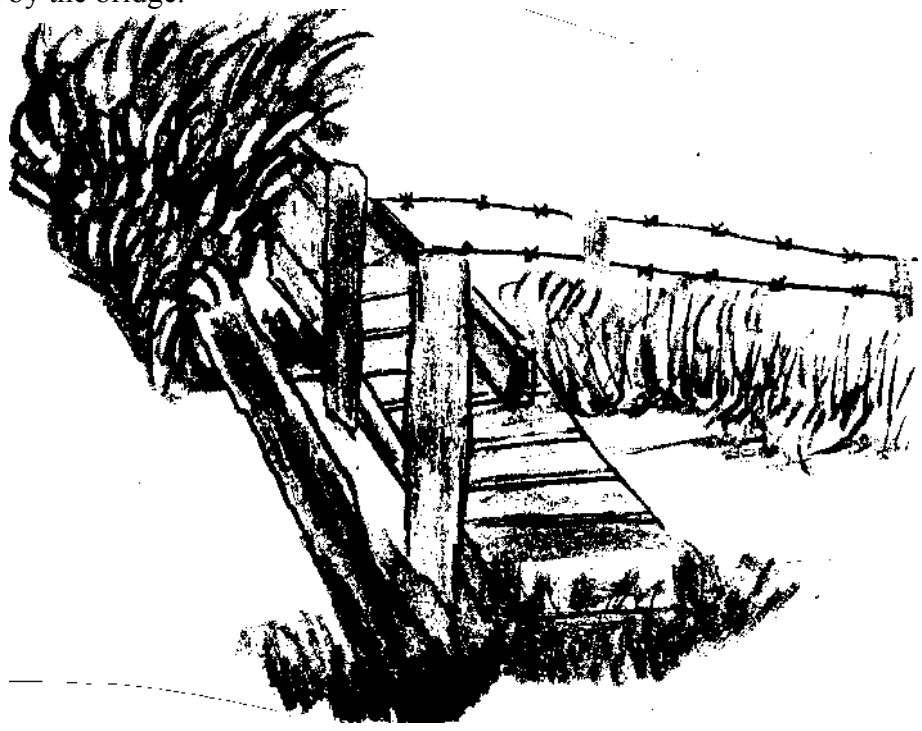
We went from our school car park, along the very overgrown path known as the Salt Road [it is believed that this is the track on which the salt was brought up from the wharf], on across the by-pass and through a field and on to Mead Lane at the end of which we looked for evidence of the old railway. There was little that could be seen. On the way Luke, Chantal and I had noticed an old tank kind of thing on which it said Lime Stone Filler

We looked for evidence of the old weir gate and saw the thing in which they kept the 'paddles' for closing the weir. It was a hot day and the walk seemed very long. When we came to the new weir Mrs Richards took us along the walkway a few at a time.

Then at last we got to the lock which operates today, Swinford Lock, and we were able to see two boats going through the lock and to help operate the gates.

We walked back through the fields and then along the roads and most people went back to the school car park, but Mrs Orde took me home. When I got home I was shattered because it had been an exhausting walk but it was fun. Anyone can do it, (there are footpath signs) but it can be very very muddy so make sure you wear wellingtons.

The old watergate beam by the bridge.



The weir paddle enclosure erected in 1924 by the Oxford Canal Company.

The stone bridge.

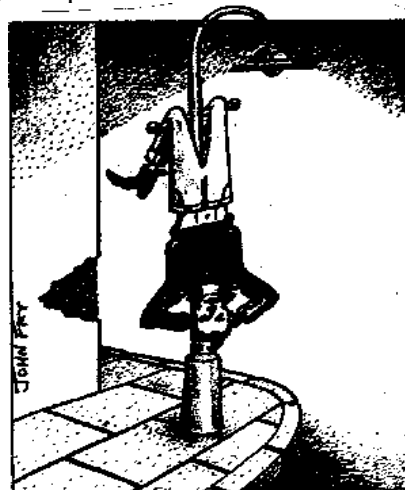


### Answers to the Quiz in Good History No.7

1. I had 5s. I spent 3s.8d. How much have I left? = **1s 4d.**
2. David had 1 1s.6d. He bought a ball for 2s. and a pencil box for 3s.6d. Then his uncle gave him 4s. How much had David then? = **10s 0d.**
3. To get to work Father paid 5d on the bus and 1 s.9d on the train. How much did it cost him to go to work and back home again. = **4s.4d.**
4. Jack has 6 pennies, Jim has the same number of half-pennies and Tom has the same number of farthings. How much have they altogether? = **10.1/2d**
5. Mother pays the milkman 5s.7d a week. How much does she pay in a month (4 weeks)? = **£1 .2s .4 d.**
- 6.

A poorly fish = sick squid	£. 6.	0	0.
A boy's name = Bob		1.	0
An old form of transport = pennyfarthing			1.1/4
A singer = tenor	£.10.	0.	0
A weight = pound	£. 1	0	0.
Mars, Saturn, Venus =three far things			3/4
A girl's name = Penny			1.
A kind of pig = guinea	£. 1.	1.	0.
A maker of leather = tanner			6
Total	£18.	2.	9.

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>7. a) Leightonward = Gardener</li> <li>c) Pikeman = an assistant to a miller</li> <li>e) Cafender = Carpenter</li> <li>g) Hacker = maker of hoes, mattocks etc.</li> <li>i) Ackerman = Oxherd</li> <li>k) Hillier = slater/tiler of roofs</li> <li>m) Elliman = oil man</li> <li>o) Furner = baker</li> <li>q) Pigman = crockery dealer</li> <li>s) Hogringer = checked on the rings of pigs on common land. The rings were to prevent the turf being rooted up.</li> <li>t) Lorimer = spur maker</li> </ol> | <ol style="list-style-type: none"> <li>b) Litster = Dyer</li> <li>d) Whittawer = Saddler</li> <li>f) Costermonger = apple seller originally</li> <li>h) Badger = pedlar of food/corn dealer/miller</li> <li>j) Lavender = washerwoman</li> <li>l) Cashmarie = fish pedlar</li> <li>n) Caffler = rag &amp; bone man</li> <li>p) Couper = dealer in cattle &amp; horses</li> </ol> |
|---|--|



Cousin Teal spent much of his youth hanging around on street corners  
**SURELY NOT !!??!!**

Found amongst Mr Whelan's papers