

# Ludlow Heritage News

No. 9 April 1988

Published twice a year by Ludlow Civic Society 50p

## 14-15 KING STREET, LUDLOW

*Dr Stephen Johnson, the Editor, has kindly given us permission to reproduce the following article which appeared in the February issue of the Conservation Bulletin, a quarterly publication by English Heritage.*

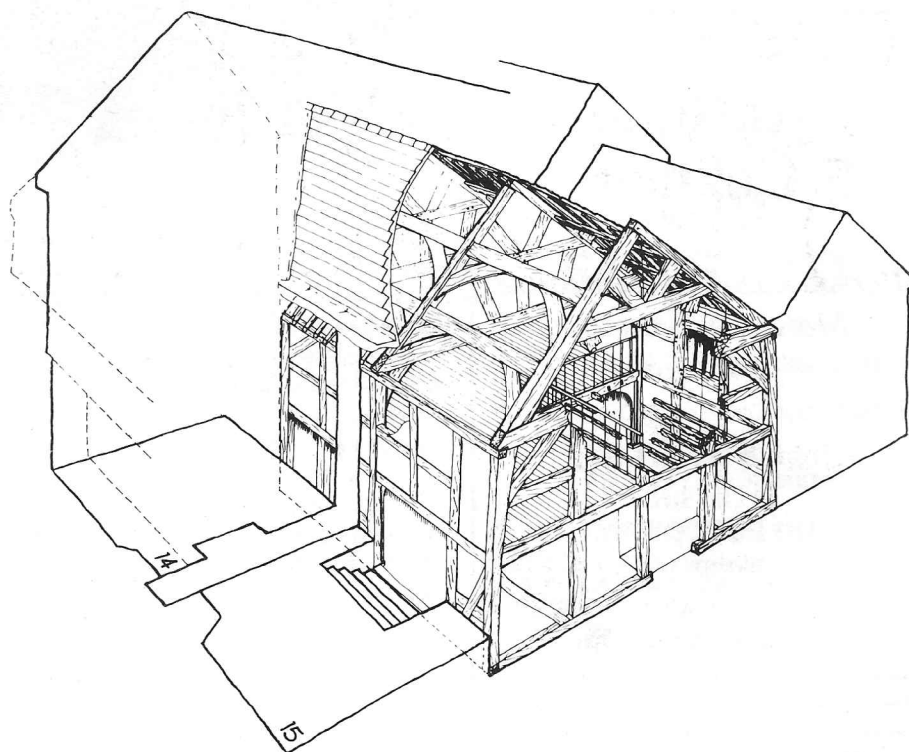
3A of the Historic Buildings and Monuments Act 1953 towards the cost of repair of both the rear building and the sixteenth century timber-framed shops fronting onto the street. The offer, amounting to £82,000, indirectly compensated the developers for the reduction in the anticipated return on the buildings resulting from the commercially less attractive split-level floor.

In mid-1986, buildings to the rear of 14-15 King Street, Ludlow were stripped out as a preliminary to their partial demolition and reconstruction. Members of Ludlow Civic Society discovered that this work had revealed an early framed structure of unusual interest. Further investigation showed this to be a building two storeys in height, two bays in length. The main trusses were of tie-beam configuration, with a central strut from tie-beam to collar and V-struts to the principals. Between the principals spanned two rows of chamfered purlins with curved wind-braces. The central truss also incorporated chamfered brackets to support both the tie-beam and the main beam forming part of the massive first floor structure.

One quarter of the first floor was clearly originally left open, and, though the precise purpose of the building, dated to the early fifteenth century, has not yet been established, this large void suggests a commercial use, requiring the movement of goods between floors.

English Heritage's Historic Buildings Advisory Committee in July 1986 declared the building to be of outstanding national importance, and the owners, Messrs Simons of Lincoln (Estates) Ltd, who had already received consent to demolish it, agreed to join in discussing how their rehabilitation scheme could be modified to allow for its retention and incorporation. In these negotiations with South Shropshire District Council, English Heritage was represented by Paul Drury and Christopher Brereton from the Historic Buildings Division. Messrs Simons appointed Ian Stainburn of Ledbury as their historic buildings consultant.

Central to the discussion was the considerable difference in floor levels between front and rear buildings, which necessitated a substantial linking staircase. It was agreed that the rear building could be adapted for commercial use, and moreover that the floor void should be reopened to provide visual continuity between the two floor areas and to give some impression of the original configuration. English Heritage, considering that the revised proposals would preserve and enhance the character of this unusual building, offered a grant under Section



14-15 King Street, Ludlow: drawing by Ian Stainburn

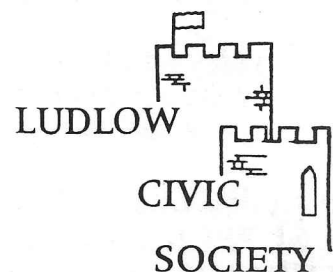
Ian Stainburn collaborated with Simons Design Associates in drawing up plans and specifications for the repair element of the revised scheme and in monitoring the progress of the work. A high standard was achieved, especially in the piecing-in of new oak to make good defects in the frame, and the wholesale replacement of timber was avoided. Interesting finds during the course of the work included a massive moulded stone fireplace lintel believed to have been removed from Ludlow Castle. Work was completed in April 1987.

This case illustrates the successful cooperation between English Heritage, the local planning authority, and an owner sensitive to the special nature of the building, prepared to

respond constructively to the discovery of its significance at a late stage and to accept the loss in development value involved in changing his proposals. It demonstrates the effectiveness of a prompt offer of grant in such circumstances, as well as the crucial role of a vigilant local amenity society in saving an intact medieval building of hitherto unrecognised importance.

Robert Chitham

*Members reading this article will realise the importance of such discoveries being made public as soon as possible so that expert advice can be sought when renovation work is planned.*



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**CHARLES FOXE MUNICIPLE CHARITY**

*Foxe's Coat of Arms*



Ludlow Civic Society has decided to give a new look to the façade of Foxe's Almshouses in Corve Street by restoring the coat of arms to its original colourful splendour.

A hooded stone tablet, showing the date 1590 and the initials C F, encloses the shield which bears the arms of the charity's founder, Charles Foxe of Bromfield.

To quarter his arms, Charles Foxe, obviously proud of his ancestry, went back to the time when his family were new gentry. William Stoke of Stoke married Jane, daughter and heiress of George Otley of Steventon. John Foxe of Knighton (said to have been killed in battle against Owen Glendower about the year 1410) married their daughter and heiress, Jane.

The sinister side of the shield bears the arms of the three families. First and fourth quarter (Foxe). On a silver background three fox's heads in red separated by a red chevron.

Second quarter (Stoke). Three embowed dolphins in gold on a black bend against a silver background.

Third quarter (Steventon). Per pale indented black and silver, a billet urdè in black on the sinister side.

Charles Foxe's second wife, Katherine, was the daughter of Edward Leighton of Wattleborough, a leading Shropshire gentleman, and Sheriff of the County in 1568. The dexter side of the shield bears a single coat of arms of the Leighton family. (Leighton) a pale of four lozenges indented in alternate gold and red.

The Foxe family was the most important and influential of the Ludlow area, acquiring great estates, mainly from lands of the dissolved monasteries and by marrying rich heiresses.

Charles acquired the estate of Bromfield Priory which included Oakly Park. The house he built there incorporated part of the chancel of the priory church. The ruin of this house still remains. The plan of his great town house is preserved by the buildings around Quality Square. He would certainly have been thought of as a gentleman of Quality. He was a man of wealth, power and ambition; a lawyer, once a member of the Inner Temple, who pursued his career in Ludlow at the Council of the Marches; a pluralist who held several offices: Secretary, Clerk of the Council and Clerk (in partnership) of the Signet. He became member of Parliament for the years 1539-44 and 1547-53. By repute he was a man of few scruples who took full advantage of his offices.

In his will of 12th October 1590 Charles Foxe declared that he had begun a foundation to erect four almshouses on land which he had recently purchased and on which stood the chapel of St Leonard. This foundation was for 'the relief and maintenance of four poor and impotent persons'. If the houses were incomplete at the time of his death (which was the case) his executors were to complete them and to maintain divine service in the Chapel of St Leonard. The monies arising from his mortgaged lands to be used for these purposes.

From Bromfield, he gave two bells to be hung in the steeple of St Leonards and 'to remain there for evermore'. To two of his executors, Edward his brother and Edmund his son, and their heirs and assigns for ever, he bequeathed four messuages in Worcester. The income from these properties to be used to maintain the charity.



*Foxe's Almshouses Today*

The occupants of the almshouses were to be paid a pension of £4 yearly, to be divided equally and paid quarterly. Forty shillings yearly was to be paid to a chaplain to read and say divine service at certain times and six shillings and eightpence to a preacher at Christmas and Lent for preaching a sermon 'for the edification and instruction of the inmates'. The residue of the income was to be used for the repair and maintenance of the almshouses and other necessary expenses.

By means of conveyances and assignments the trusteeship remained with the Foxe family until about 1771.

The last trustees were brothers Henry and James Foxe who had lived abroad since infancy. When they returned to England the whole estate was in disrepair. The occupants of the Worcester houses had set up a right to them and Henry had to resort to legal action to restore them to the use of the charity. The family connection with the charity was finally severed about 1771 when James, the trustee and manager, assigned the whole of the estate to the Corporation of Ludlow. The Corporation verbally agreed to put the chapel into good repair but did not honour the agreement. In 1773 the chapel was unroofed and the materials sold. In 1787 the building was illegally demolished and the stones used to build a bridge over the River Corve. The site of the chapel and its graveyard was used as a garden and building land. These actions aroused the anger of the Parish and resulted in a long and bitter legal battle with the Corporation.

The old chapel is lost to us but the

almshouses remain safely in the trusteeship of Charles Foxe Munciple Charity. Their founder lived through the reigns of four Tudor monarchs, witnessing the dramatic events and discoveries of the sixteenth century and their effect on life in Ludlow. At that time the Council of the Marches was at the height of its power, making Ludlow an important and prosperous town which hummed with the activities of lawyers and bureaucrats going about the business of the Council.

Charles Foxe's generosity gave shelter and security to needy people, but to all of us he left a visible legacy from Ludlow's halcyon days.

#### **Dorothy Arrowsmith**

*The work on the Coat of Arms has been undertaken by Derek James, who also carried out the work on Hosiers Almshouses and St Leonard's Churchyard gate on behalf of the Civic Society.*

*The article has been researched by Dorothy Arrowsmith, a member of the Society and the Historical Research Group. Information on the colouring and quartering of the Arms was provided by the Shropshire Local Studies Library, and verified by Dorothy Arrowsmith and Stephen Dorman who undertook a visit to the Foxe family tomb to check their facts absolutely.*

*As stated in the text, the Almshouses are administered by the Charles Foxe Munciple Charity, to whom application should be made if one wishes to be considered for a tenancy. Preference is given to residents of Ludlow town and the Parish of Bromfield, however each application for a tenancy is considered on its merits.*



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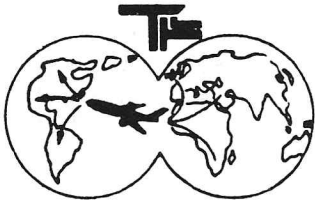
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## LUDLOW IN, AND ON THE MARCH

Here are a few diverse meanderings on Ludlow transport and communication from medieval times up to, but not including, the 'one vast, shoulder-rubbing, petrol-smelling, cigarette-smoking cheerio' of the twentieth century.

Standing on a main north-south Ancient British trackway and an obvious staging post between Shrewsbury and Hereford, Ludlow, once established, must have had a goodly proportion of medieval traffic, even in its earliest days, though actual evidence to substantiate this is lacking.

Although in the thirteenth and fourteenth centuries a third of the entire country was still covered in forest and scrubland, many other parts by fens and wastes, although between cities and towns so-called 'roads' were rutted tracks, bridges were few and fords not numerous, nevertheless there was trade and traffic between Ludlow with not only its near neighbours, but centres as far away as London, Leicester, Oxford and Bristol. The growing importance of its castle in the government of the Marches and Wales and its development as a main wool- and cloth-making town increased its links with the outside world. Travelling overland to Bewdley, by the Severn to Bristol and thence overseas, cloth made in Ludlow - 'Ludlow whytes' - could be bought not only in Flanders and the Netherlands but as far afield as Florence and Genoa. The great Ludlow cloth merchants, Sir Laurence de Loodlowe and William of Orleton are national, if not international figures of their time.

Over this period, the roads to Ludlow would carry men-at-arms for garrison duty there against the Welsh, lords with their retainers journeying from one manor to another, pedlars selling Coventry ribbons and other fal-de-lals, tumblers and mountebanks to entertain at the castle, craftsmen, tradesmen, horses and mules laden with goods, royal and other messengers. To the governing Council of the Marches, established shortly after its Charter in 1461, in Ludlow would come lawyers, clerks, officials, litigants, petitioners and prisoners for trial, pardoners and palmers to the Headquarters of their Guild there, friars to the Austin and Carmelite Friaries, to say nothing of pilgrimns seeking hospitality at the Priory of St John, close by Ludford Bridge, on their way to the Blessed Well of St Winifred in Flintshire.

What nature of transport was available then? The wealthy, the officials, the merchants and more affluent tradesmen travelled on horseback, the general populace and the poor, walked. Until the side-saddle was introduced from France in the fourteenth century, women travelled astride or on pillion. Ladies of quality or travellers too sick or old to ride might be conveyed by litter - a kind of covered day-bed,

slung on two poles between two horses in tandem, whose last survival was to be seen in the funeral biers in the wilder mountain parts of Wales at the beginning of this century.

Goods, chattels and merchandise were carried by men or women back-packing, or mostly by pack-horse and mule, then increasingly in rough wooden carts with solid wood wheels, drawn by horses or, in country districts, by oxen, initially used by villeins and tenants to carry produce to their lord as rent, or as tithes to their priest.

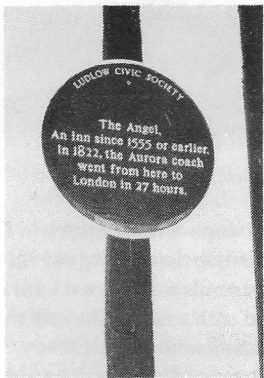
Gradually in the fourteenth century from this simple cart there developed the 'long cart'. This seated eight to twenty persons on benches, generally with no roofing and with a huge wicker basket attached at the back for luggage and goods. It was drawn by six to eight horses, travelled at about four miles an hour and in it people would travel from Ludlow as far as London. Men operating these became known as 'carriers'; some carried goods only, and most would convey post and parcels. In 1641, for instance, the doughty Lady Brilliana Harvey of Brampton Bryan sent parcels and letters 'by the post of Ludlow, which is newly set up', running weekly, to her son, an Oxford student. The 'long cart' was the forerunner of the late seventeenth century French 'diligence', immortalised by Mr Jorrocks in his journey from Calais to Paris, and of the English stage-coach.

Much transport was also by water, using the main navigable rivers such as the Thames, Trent and Severn, the last was then navigable as far up as Shrewsbury. Ludlow's 'port' on the Severn was Bewdley. Here, passengers and goods from Ludlow would be loaded on flat-bottomed barges, known as 'Trows' and sailed down to Bristol for further journey inland or overseas. Merchandise and passengers for the Marches would be loaded at Bristol, tack to Gloucester and then be hauled up the upper reaches of the Severn sometimes by horse, but more often by gangs of leather-harnessed 'boatmen'. By horse, on foot or by cart from Bewdley they were then despatched to Ludlow. Later, of course, the use of water for transport was greatly extended by the canal system in the eighteenth and nineteenth centuries.

The early sixteenth century introduced from Holland travelling coaches for the wealthy. These, at first, were a doorless, open-windowed, square-roofed box structure, usually seating four or six, decorated, but with no form of springing, with wooden wheels and axles, so leading after but a few miles to a painful paralysis of the posterior. Over the next two hundred years great improvements were made in these vehicles by introducing sash windows, leather upholstery and steel springs, when no doubt Ludlow's local noblemen and landed

gentry vied with each other in the splendour of their equipages as they dashed about the county at a spanking pace, on main roads, which, at long last, began to be improved under the turnpike system.

The eighteenth century saw increasing numbers of carriers and the evolution of the stage-coach system which reached its zenith in the 1830s. Carriers then made weekly journeys from Ludlow to London via Worcester and Oxford. The Shropshire Journal refers in 1803 to 'T. Taylor of Ludlow - a highly respected carrier' and in 1810 to 'John Taylor of Ludlow, the London Carrier'. The latter's business passed to Messrs Roberts and Clover and a then advertisement stated, 'Robert's London Wagon starts from his warehouse in Corve Street, Ludlow every Monday night and arrives at the George Inn, Smithfield, London on Saturday about 1 o'clock: sets out from there every Sunday morning and arrives in Ludlow the Friday evening following.' At that time reference was also made to 'Weaver and Hughes' Waggon to and from Bewdley (to Ludlow) several times in the week, each convey parcels by water to Birmingham, Stourport and Bewdley from London, Bristol and other parts of England.'



The stage and mail coaches, carrying post, passengers and luggage, usually with four inside and eight to twelve outside travellers, a coachman and a guard, by the early 1800s operated in Ludlow from the two main coaching inns, the Angel and the larger Crown (now Roberts, Hardware and Flambards Restaurant) in Broad Street. The Feathers was never a coaching inn, but a posting-house with post-chaises and horses for hire. In 1809 there was



The Great Western Railway making deliveries to The Feathers earlier this century. (kindly loaned by Shropshire Museum Service).

advertised that a Royal Mail Coach would leave the Crown at 4 am and travel through Bishop's Castle, Montgomery, Newtown, Llanidloes, Devil's Bridge and arrive in Aberystwyth the same evening. The fares were £1.12.0d inside and £1.0.0d outside and all luggage over the value of £5.0.0d had to be paid for additionally. Coaches for London left Ludlow at 4 pm, reached Worcester for the night at 7 pm, left at 5 am, arrived at Oxford at 11 am and at The Golden Cross, Charing Cross, London about 6 pm. There were other coaches through Shrewsbury, itself a main coaching venue, and Hereford and in the 1820s a daily Birmingham coach known as 'The Red Rover'.

The invention of the railway engine and the lines that spread throughout the country with the rapidity of mushroom spores, within a few years saw the decline and disappearance of the stage coach and carrier. The opening of the Shrewsbury-Hereford line through Ludlow in 1851-2 meant that Ludlow ceased to be a prosperous winter social centre, as the Shropshire gentry and wealthier Ludlovians were whisked off from the new station to the greater delights of London, Bath or Tunbridge Wells. There were branch lines connecting Ludlow with Bishop's Castle, Much Wenlock and the little spa of Tenbury Wells. Coal and stone from the mines and workings on Clee Hill instead of being carried away by cart to Bewdley or Stourport canal basin, came down an incline and short branch line to Ludlow and thence onwards by rail.

The coming of the railway saw the abolition of many old journeying traditions and practices. For instance, for many years it had been the custom for the Mayor and Council of Ludlow to entertain Her Majesty's Judges as they passed in their coach with their mounted outriders through Ludlow on their way from the Shrewsbury to the Hereford Assize. From 1852 the judges travelled by train, but the custom was not allowed to lapse. The Mayor and Council then repaired to Ludlow station, where the train with its other passengers waited whilst they entertained the judges there 'with sweet cakes and wine', who then proceeded on their way, fortified, if not perhaps rejoicing. Alas, in 1857 it was necessary for the Red Judge to write from Shrewsbury to the Mayor, saying that there was so heavy a list for trial at Hereford that Term, that, with great regret, the judges would be unable to spare time to stop at Ludlow for their entertainment on this occasion. The Mayor and Council never invited them again. A pity, but then all good things, like this article, must come to an end, and, not before time, you may say.

#### Derrick Banks

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*The Shropshire Journal* for 1803, 1807 and 1810.

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*The Case Mill, Temeside, as it stands today*

I left school at the age of 13 in 1920. This was allowed because I was awarded a certificate to show I had achieved full school attendance for the previous five years. This system was abolished the following year (1921) and everyone attended school until 14 years of age.

In 1920 the scope of work for girls in Ludlow was very limited, so the opening in 1921 of the Temeside Casemills was greeted with great optimism and enthusiasm. The mill made all types of cases for jewellery and cutlery, fittings for shop windows and in some cases, individual cases for specialist necklaces.

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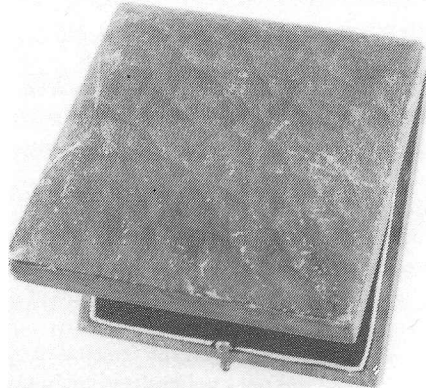
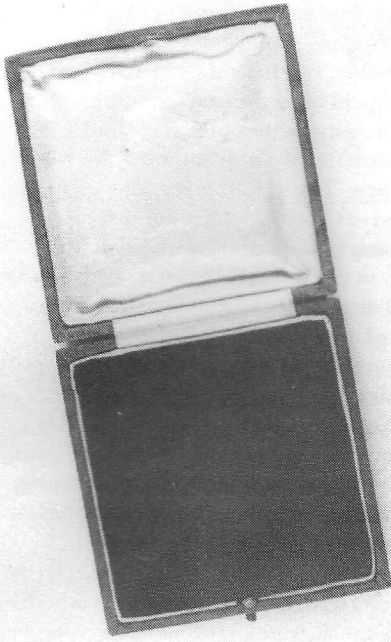
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Dated the 1<sup>st</sup> day of April 1932

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*An example of the certificate such as that received by Dorothy Evans which permitted her to leave school one year early*



One of the 'Cases' made by Dorothy Evans

The starting wage for me at 13 was five shillings a week, but I did learn an interesting trade. The separate jobs are too numerous to describe in detail, but from start to finish, a case went through seven different processes. The work began on the ground floor of the three storey building, which housed the machine shop, driven by a water-wheel. It was a very noisy place and an all-male department, working at cutting and sanding the boxes. One man was given the exclusive job of repairing the glue pots – too many visits to him resulted in some choice language.

The first floor housed the office and stock room, but I and the other girls were on the top floor where the finishing was done. Here, the cases were covered, hinged and lined, some with gold decoration. The velvet, leather and linings were all kept on this floor by going through a trap door which was noisy when opened. This was handy when we were gossiping at other benches, because it was a warning that the boss was on his way and we could quickly get back to work.

The working day began at 8.00 am. There was no 'clocking in', a bell rang, and anyone not waiting outside to walk through the door, was locked out for a quarter of an hour, and that money stopped from wages. There was an hour allowed for lunch, and no other official breaks. However, the management didn't seem to mind how long, or how often, visits were made to the toilet, which was kept locked. The key was available on request and hung on a large metal ring when jangled when carried, telling everyone the destination of the carrier. Work finished at 5.00 pm. At Christmas the mill closed for about four weeks; staff were not paid during this 'holiday', and this practice led to many staff changes because workers found other employment.

The mill closed in 1932, by which time I was earning about one pound a week, and in charge of four girls. My boss joined a Birmingham firm and took two of us with him. We became very homesick and returned after only a few months – nothing was the same as the old Temeside Case Mills.

#### Dorothy Evans

During the middle ages there were eleven mills on the River Teme in Ludlow. Three of these were fulling mills. The Case Mill was originally a paper mill, and has had a long and varied history.

After the Case Mill closed in 1932, we know of such diverse uses as the manufacture of sausage skins and the production of false teeth. More recently it was used as the Export Sales Department of F. W. McConnel, and now serves as a base for the assembly of woodburning stoves for Earthworks.

We realise that both Castle Mill and Hockey's Mill are still standing, but only the Case Mill is still used for an industrial purpose. Do any more of our readers have personal memories of working in this mill?

Members are urged to increase their local knowledge in visiting

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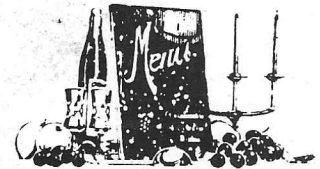


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AA ★★★RAC

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## To the Editors, 'Ludlow Heritage News'

Sirs,

On reading your very interesting 'Ludlow Heritage News', I did experience a moment of confusion which you will perhaps allow me to mention in your columns.

You do indeed demonstrate a very caring attitude towards many Ludlow buildings, but there were two, so I believe important buildings that you appeared to be pleased to have seen destroyed; two fine buildings, one of the late nineteenth and the other early twentieth century.

I refer, of course, to the old Town Hall and the Clifton Cinema. I remember these as both being extremely useful public buildings, providing the only cinema space and the only sizeable covered market space in Ludlow and one of the few large performance spaces. And the Clifton was an interesting and the Town Hall a superb example of architectural styles of their times, not at all well otherwise represented in Ludlow.

Tastes change. Timber framed buildings, now the pride of Ludlow, were at one time found so ugly that many were destroyed or refronted in the Georgian style. Leominster's magnificent old timber framed Town Hall was sold by the council for – was it ninety pounds?

So many of our national monuments, so much of Avebury and Stonehenge and, closer to home, Ludlow and Wigmore Castles were destroyed by people who thought them not worth preserving.

Is it not part of the job of Civic Societies and Conservation Groups to be watchdogs of all parts of our heritage and to call 'foul' at wanton vandalism or demolition, or do I misunderstand your brief? Where does it stop?

Is it also proposed to dispose of Ludlow's magnificent equestrian statue, or did I misunderstand that part of your account?

I hope you will not find it 'out of order' for me to express these confusions. But, in the battle for conservation of our environment in which you state you are involved, I do feel personally in need of some clarification as to where you stand in relation to fine late nineteenth and early twentieth century buildings, especially those of considerable style and beauty.

Yours  
Jeremy Sandford

Dear Mr Sandford

Thank you for your letter – we are delighted you found our Newsletter of interest. We note you believe we have lost two buildings of architectural importance: we believe we have lost two buildings which were indeed typical of their age, but disagree as to both their architectural importance, and their value to Ludlow.

Tastes do indeed change, that is the charm of Ludlow, we have the tastes of individual builders reflected in all of our streets. Medieval was, as you so rightly say, demolished to make way for Georgian; in its turn, Georgian was demolished to make way for Victorian, and in the case of the Clifton, the 1930s. It is our brief to call foul at wanton vandalism; however, when a building has outlived its function, and has no great architectural merit, surely it is better to create something of our own time, and suited to present needs – as did those Ludlovians of earlier times.

We should point out that the removal of the Town Hall was not a policy decision, but was necessitated by the fact that it had become a public danger, due mainly to its fundamentally unsound construction; demolition was the only practical solution. The hall was denigrated by both Pevsner as 'Ludlow's bad luck' of 'fiery brick and useless Elizabethan detail', and Alec Clifton Taylor's 'obtrusively prominent' and 'detestable'; an overwhelming number of our members agreed with these two gentlemen. While it did provide a covered market space, the market has blossomed out of recognition in its present outdoor site. The area is far lighter, cleaner, and altogether more pleasant than was previously the case. The first floor hall, while having a beautifully sprung ballroom floor, and a stage for performance space, had severe restrictions with regard to audience numbers because of structural faults in the building. The permitted audience capacity was only marginally more than that of the hall of Ludlow College – a ground floor room giving access for all. The hall at Ludlow School can, of course, hold a far larger audience than was ever possible at the Town Hall.

The Clifton Cinema – a building typical of so many 1930s cinemas, itself stood on the site of a large Georgian house, demolished to leave a very ugly gap in the street. The building ceased to be useful when the film going public declined, and as a cinema, it was no longer financially viable. While some urged that the building could be used as a Community Centre, usage for this purpose would not have been possible with the raked floor in position, and without the raked floor, its use as a theatre/concert hall/cinema, was also limited. We believe, financial surveys indicated that vast outlay need on this building could only be justified if it was to be hired out morning, noon, and evening, for every day of the week. Few people would have argued for its retention on aesthetic grounds.

The needs of elderly people wanting sheltered accommodation are being met on the Old Street site of the Clifton Cinema. The aging

population of the country is of very real concern, and we feel strongly that elderly people are far happier being independent for as long as possible; and their sheltered accommodation should be in the centre of things, not tucked away on the outskirts of town.

A most important point to watch, we feel, is the new 'Town Hall'. Generation after generation of Councillors has decided more imposing headquarters are needed from which to run Council business. Each time a new Town Hall has been built, it has been allowed to fall into decay, only to be replaced with something even grander and more costly to maintain. We now hear whisperings of a new Town Hall, this time in the guise of a Community Centre. We hope this will indeed be the case, a building of the 20th century, designed to compliment its surroundings and for the use of the people of the town.

We have recently spoken to Mr G. Kellet, the Chief Executive of South Shropshire District Council, who shares our concern for the future of the equestrian plaster cast by Adrian Jones. This very large work has caused problems because of its size and fragility. Many avenues have been explored so far without success. However, as stated, we await developments, and very much hope that the statue will soon be restored to mint condition, and be displayed in suitable surroundings.

Joan Nash  
Chairman, Ludlow Civic Society  
Joint Editor, Ludlow Heritage News

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### LUDLOW CIVIC SOCIETY

President	Julian Critchley MP
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Vice-Chairman	Bill Acklam
Secretary	Jeanne Rhodes
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Members of the public wishing to join the Society should contact the Secretary: Mrs J. Rhodes, 1 Cliff Villas, Ludford, Ludlow. Telephone 2006

Committee	Derrick Banks	David Lloyd
	Howard Cheese	Ran Ogston
	Stephen Dornan	Ellis Shaw
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*All photographs in this issue, unless otherwise stated, are by Peter Bartlett of Ludlow.*

**We hope you have enjoyed this edition of the newsletter – made possible by the generosity of those who have advertised on these pages. We hope you will support them as they have supported us.**