



Issue 9

June 18, 2020

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From the editor

Well we are still in semi Lockdown,, although our 'Dear Leaders' Dom & Bo have given us some new instructions, delivered in Bos' usual confusing manner, I am afraid I find his instructions very confusing, where do I get my Bubble from, and when I have got it where do I store it and deep clean it. No doubt it will all come out in the wash, excuse the pun.

I think their secret plan is as part of the test & track to resurrect the Bubbles from 'The Prisoner' as transport for infected people.

Mary Astley has informed us that Ant is in Whitchurch Community Hospital after spending a month in RSH. He has said he would welcome any letters, but any other form of communication phone etc is very difficult requiring the staff to wear PPE equipment.

"Our Probus Club Speaker Programme would have meant RAF Sqn Ldr Kim Leach presenting 'Secret Flights from Shawbury'. The Covid-19 lockdown has prevented that for now. Instead you may be interested to see a wide range of articles in the RAF Shawbury in-house magazine including one on Airies, the first British round-the-world military flight in 1944 covering 36,000 nautical miles. Sqn Ldr Leach sends his best wishes to us all and looks forward to coming to talk to us in due course."

Here is a link to RAF Shawbury in-house magazine

<https://www.raf.mod.uk/our-organisation/stations/raf-shawbury/documents/26022020-aries-magazine-raf-shawbury-ed1/>

Keep safe

Paul

PS many thanks to all the members who are submitting articles for the newsletter

"Views from the Crow's Nest

As ever, firstly hoping that you and your's are keeping well and safe. It has been an interesting and slightly encouraging week since our last Newsletter. Brexit has reared it's head again inevitably, so we've had the B word and the C word in the news (Brexit and Covid-19 in case you wondered!). The possible re-opening of most of our local shops imminently is great news provided that they can manage the current '2 metre' social-distancing' rules. Some folk seem to find it difficult to understand 'social-distancing' and some folk seem to simply ignore it. It would be dreadful for us to have a 'second spike' of the virus as they apparently have had in China this week. Please do all you can to help and encourage personal safety together. Do remember to get in touch with us if you need any help that you can't resolve, we are here to help.

Best wishes,

Jeremy

Tel 01691 624772, email jeremy.stretton@icloud.com

Ronnie Corbet "4 Candles



Click here  https://youtu.be/Q7LKJXvf_do

The Welshampton Rail Disaster

Extract from The Bugle, Royton Local History Society's Newsletter

Submitted by Ivan Jasper one of my team of researchers

On the 11th June 1897, members of Royton's seven local Sunday Schools set out on their annual



Wakes trip, this time to Barmouth in Cardigan Bay. 320 people left Royton that fateful morning at 8am arriving in Barmouth at 2.30pm. After what should have been a glorious day out in Barmouth the day ended in tragedy when, at about 10pm on the return journey home, their train was derailed just outside Welshampton station. All was well until at a point about 300yds through Welshampton station there was a bump and all the lights went out. Seconds later, the trippers train came to grief as coaches left the line, tearing up some 300 yards of rails and sleepers.

The daughter of the congregational minister, the Rev A J Bamford, told the Oldham Chronicle: "The train was smashed to atoms, parts of the coaches being thrown over a low hedgerow and squandered about into an adjoining field. In a twinkling of an eye the carriages crashed into each other with terrific violence. The next thing I remember was the carriage tumbling over and we were all of a heap. The carriage was on its side but fortunately none in our compartment was seriously injured. The middle of the train was smashed to pieces though and people were shouting and groaning in all directions".

There were nine people killed outright and these were named as:

Elizabeth Ledger, age 19 of Union St., Mrs Owen Mills, age 41 of Queen St., John Fish age 17 of Church Inn, Thomas Holt, age 18 of Market St., John Heywood, age 20 of Shaw Rd., George Wolstenhulme, age 19 of Church Rd., Frank Milnes, age 17 of Sandy Lane, Harry Green, age 18 of Spencer St. and Frank Harvey, age 19 of Rochdale Rd.

By 6am the following morning most of the unhurt were on their way back to Royton leaving 50 injured in Whitchurch and Oswestry hospitals. Later a further 2 people died from their injuries, John Biggs from Oswestry and Wallace Irvine from Royton. Back home Royton was shattered by the news. Hundreds of people milled around the Railway Hotel from late on Saturday evening to 6am on Sunday as telegrams were posted about the victims.

Inquests and a Board of Trade inquiry followed and there was allegations of excessive speed and poor condition of the track, but most of the blame fell on a 40 year old four wheeled Lancashire and Yorkshire brake van, the only L & Y coach in the Cambrian Railways train. In time large sums of compensation were paid to the survivors and at least one of them, Emma Broadbent, never travelled by train again. The final cost to the Cambrian Rail Company was £8,338. 4s. 2d.

On June 11th 1997, the 100th anniversary of the tragedy was remembered by the people of Royton who, with the vicar of St. Pauls Church, Royton, Father David Booth, travelled down to Welshampton and visited the site of the dreadful accident. The following Sunday they travelled down again and held a shared Eucharist at the local church followed by a meal. The event was attended by 100 people from Royton.



In 2004 Father David Booth and I successfully campaigned to have a memorial erected in memory of the people who died in this accident. The people of Royton and Royton Area Committee combined to finance a black granite memorial with the names of the people who had died inscribed on it. The unveiling ceremony which attracted hundreds of local and Welshampton people, was preceded by a service in St. Paul's Church. The memorial was fixed on the front of Royton Town Hall where it still remains to remind everybody of this very sad day in Royton's history.

Douglas Ashmore, Vice Chairman

Footnote: June 11th this year, marked the 123rd anniversary of the disaster. Details of the event and the aftermath are taken from the Royton Local History Society's Newsletter and are a re-

Art in troubled times.

By Alan Barker.

Art is the ultimo subjective topic to be debated and considered by all members of the community. In these strange times I find it relaxing to observe paintings from the great masters and marvel at their great skill.

I liked art at all levels of school but the system deemed that I would pursue a technical career and so I never picked up a paint brush for the next 50 years. With little or no confidence I started part time classes after retirement and found that most people were of the same ilk. My skill at this time is modest and erratic and perhaps in 100 years I will become competent.

What it has done for me was to appreciate master painters, I was recommended a book, which is a good basis for observing art namely **WAYS OF SEEING** by John Berger the maxim being is that sight comes before sound and that aspects of what a painting or sculpture is attempting to show us in the suggested beauty, truth, events, propaganda, status etc.

Since humans became established on this planet art has progressed and expanded over the continents and with great diversity. The skill utilising the available materials is breath taking e.g. Michaelangelo as a prime example but here in the Midlands we have possessed a group of great painters particularly in the Victorian era.

One of my favorites' was John Everett Millais ,founder member of the Pre-Raphaelite group of painters who spent his early years in Oxford and began to display his talents around 1849. In the following years the Pre-Raphaelites formed and developed with close connection to Oxford and it's University.

Simply this school of painting focused on vivid colour, detail, fantasy, stories and tried to make them real and challenged current Victoria art and wanted to get away from Raphael medieval religious interpretations. The group created quite a furore when it appeared in mid nineteenth century, such colour and detail in the painting was novel.

The painting above by Millais entitled James Wyatt and his Granddaughter was painted in 1849. The exceptional portrait study is complemented by fine detail, natural colours and the inclusion of the natural world. It is a truly outstanding piece of work that makes you feel within the room.

In conclusion I would heartily recommend having a go at art during this lockdown. It can be incredibly easy (a pencil and paper, cheap set of paints etc). The relaxing aspect can be derived from just looking at books on art picking your favorite and when the lockdown is ended going and seeking the original. There is a wealth of fine originals in the Midland area.

Alan Barker

PARK HALL CAMP - WWI - GERMAN P.O.W.s

My talk that Tanked by Don Roberts

Whilst still a member of the now defunct Oswestry Probus, I gave a talk to the Probusians of Ellesmere. It was supported by Campbell Keay, who is a whizz on the computer -projector - and is also, like myself, jetsam from Oswestry.

You know when you've given a good talk - eyes are sparkling, questions galore, a crescendo of clapping, a rapport between speaker and his admirers.

It was not like that. I ran out of material - but I kept my nerve and had a brilliant thought -- a few German songs. I am Welsh, but my voice is not

Nevertheless, I know a few hiking songs - a good simple rhythm.

They made the atmosphere even more dull. Then still quite confident of 'think on feet' ability I kept the same rhythm - but switched to marching songs.

There was a stir amongst the Probusians - I misinterpreted it as support, and ran out of WW1 songs but went smoothly into WW2 songs - nothing fascist - and ended up singing - WIR FAHREN GEGEN ENGLAND, - an innocuous ditty about a soldier saying goodbye to his girl- friend.

I should not have translated the title and I should not have mixed up W.W.1 with W.W.2. The vote of thanks mentioned the holocaust. The clapping was desultory, the air was leaden.

On the way home I had a contemplative pint at THE OLDE BOOTE.

Don Roberts - formerly Lecturer in German, [I.J.L.Bn.](#) Park Hall

A brief history of the Spitfire—By Paul

The Spitfire was designed by R. J. Mitchell, chief designer at Supermarine Aviation Works in Southampton. The Supermarine S.6B is a British racing seaplane developed by R.J. Mitchell for the Supermarine company to take part in the Schneider Trophy competition of 1931. The S.6B marked the culmination of Mitchell's quest to "perfect the design of the racing seaplane" and represented the cutting edge of aerodynamic technology for the era.



The S.6B was last in a line of racing seaplanes to be developed by Supermarine, followed on from the S.4, S.5 and the S.6. Despite these predecessors having twice won the Schneider Trophy previously, the development of the S.6B was troubled by wavering government support, being promised, withdrawn, and then issued once again following a high-profile public campaign encouraged by Lord Rothermere and a substantial donation by Lady Houston. Once government backing had been secured, there were only nine months remaining until the race, thus Mitchell decided to refine the existing S.6 rather than pursue a clean-sheet design, thus the type's designation of S.6B.

The principal design differences between the S.6 and the S.6B were made in its more powerful Rolls-Royce R engine and redesigned floats, providing much needed additional cooling; minor aerodynamic refinements typically aimed at drag reduction were also implemented. A pair of S.6Bs, serials S1595 and S1596, were constructed for the competition. Flown by members of RAF High Speed Flight, the type competed successfully, winning the Schneider Trophy for Britain. Shortly after the race, S.6B S1596, flown by Flt Lt. George Stainforth, broke the world air speed record, attaining a peak speed of 407.5 mph (655.67 km/h). Supermarine did not build any successive racing aircraft during this era, largely due to other commitments, including the development of a new fighter aircraft at the request of the British Air Ministry, known as the Type 224. Mitchell and his team's experience in designing high speed Schneider Trophy floatplanes greatly contributing to the development of the later Supermarine Spitfire, an iconic fighter aircraft flown in large numbers by the Royal Air Force; it has been viewed as Britain's most successful interceptor of the Second World War. Both the Spitfire and its Rolls-Royce Merlin engine drew directly upon the S.6B and its Rolls-Royce R engine respectively.



The Spitfire's specifications lent themselves to its initial role as an interceptor aircraft.

Designed around a 1,000-horsepower, 12-cylinder, liquid-cooled Rolls-Royce PV-12 engine (later dubbed the Merlin), the Spitfire first flew in March 1935. It had superb performance and flight characteristics, and deliveries to operational Royal Air Force (RAF) squadrons commenced in the summer of

1938. The Spitfire Mk.IX Top Speed: 408 mph

Ceiling: 44,000 feet, Weight: 7,500 pounds

Armament: two 20mm cannon, four .303 caliber machine guns, 1,000 pounds of bombs or rockets

The Spitfire's name is often assumed to derive from its ferocious firing capabilities. But it likely owes just as much to Sir Robert McLean's pet name for his young daughter, Ann, who he called "the little spitfire".

After the chairman of Vickers Aviation is thought to have proposed the name with Ann in mind, a clearly unimpressed R. J. Mitchell is quoted as saying it was "the sort of bloody silly name they would give it". Mitchell's preferred names apparently included "The Shrew" or "The Scarab". The Spitfire's maiden flight was on 5 March 1936. It entered service two years later and remained in service with the RAF until 1955.

The Spitfire featured innovative semi-elliptical wings this aerodynamically efficient Beverley Shenstone design was perhaps the Spitfire's most distinctive feature. Not only did it deliver induced drag, but it was also thin enough to avoid excessive drag, while still able to accommodate the retractable undercarriage, armament and ammunition.

As the war progressed, the firepower housed in the Spitfire's wings increased. The Spitfire I was equipped with the so-called "A" wing, which accommodated eight .303in Browning machine guns – each with 300 rounds. The "C" wing, which was introduced in October 1941, could take eight .303in machine guns, four 20mm cannon or two 20mm cannon and four machine guns.

Eager to help thirsty D-Day troops resourceful Spitfire MK IX pilots modified the plane's bomb-carrying wings in order that they could carry beer kegs. These "beer bombs" ensured a welcome supply of altitude chilled beer to the Allied troops in Normandy. It was one of the first planes to feature retractable landing gear this novel design feature initially caught several pilots out, however. Used to ever-present landing gear, some forgot to put it down and ended up crash landing.

In total 20,351 Spitfires were built each Spitfire cost £12,604 to build in 1939, that's around £681,000 in today's money. Compared to the astronomical cost of modern fighter aircraft, this seems like a snip. The cost of a British-produced F-35 fighter jet is said to be more than £100million!

Despite the Spitfire's strong association with the 1940 battle of Britain air battle, the Hawker Hurricane actually shot down more enemy planes over the course of the campaign.

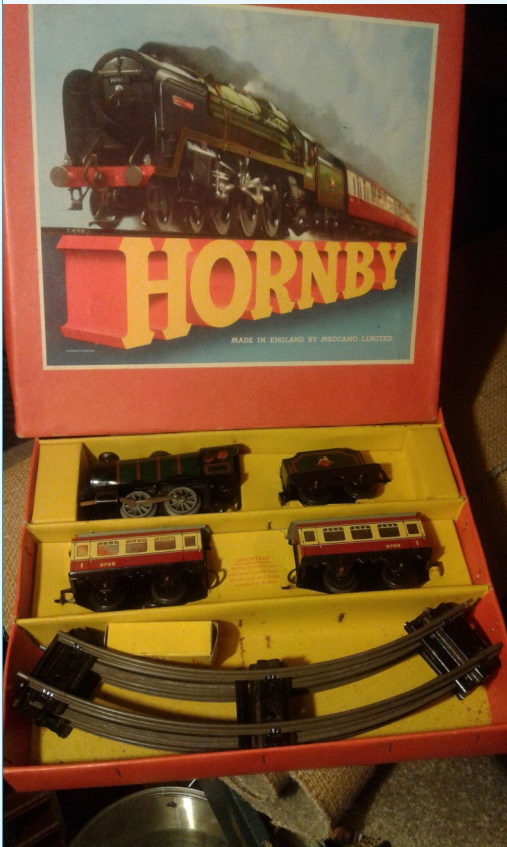
Model Railways By Ian Hutchings

Lockdown has been a trying time for everyone in different ways, and particularly tough for many people. It has, however, given a gift of time to some of us whose lives are often busy and active. Gardening, decorating and DiY jobs have been tackled like never before!

For a lot of us it has meant time for hobbies which have been neglected, and for me that has meant getting down to some work on my model railway.

Things have come a long way in the hobby. Many of us will have had hours of fun from 0 gauge clockwork train sets, probably made by Hornby at their factory in Binns Road, Liverpool. Perhaps we graduated to 00 gauge, with Hornby 3-rail or Tri-ang models and accessories – and our imagination could run riot. Layouts could be changed, Airfix kits were added to the buildings and accessories. But then other interests came along, trains were consigned to the attic or given to younger relatives. Some of those things would be collectors' items now, if only we had known – and kept the original boxes! Such was my story, when I became convinced that I had grown out of it all.

Somehow the imagination bit did not go away. Vivid memories of the last years of steam working passing my school on the line between Reading, Guildford and Redhill remain – and probably account for my dismal O-level performance (I even failed RE ... only to become a vicar). I needed to return, not to the train set but more seriously to model railways.



But what to do. I could try to model a particular place and time – but that demands accuracy, and there is sure to be someone who will point out mistakes ('rivet counters', we call them). Or I could build something that was complete fantasy, and run whatever I like – but I remember too much of the real thing for that to be satisfying. Gradually an idea took hold of me. It had to be based on the Southern Railway, for that is what I grew up with (albeit nationalised by my time). It needed a range of interest, scope for running a varied collection of locos and stock, and small enough to pack down into the back of the car. Clearly a circuit was out of the question, so another option was needed – the terminus of a branch line. It has been done many times before, but the options for building something with some originality are endless.

So, not a real place but a plausible scenario was needed. How about a seaside terminus? Regular passenger and goods services could be portrayed, bolstered by the summer holiday traffic bringing in bigger main line engines – perhaps in the heyday of such places between the wars. But so much was to change in 1939. Fewer regular services ran, but all kinds of other traffic appeared. On the south coast there were the evacuation trains taking

children to safety, the relief of Dunkirk, the build up to D-Day with troops and their equipment, and the eventual return to more normal services. Bomb damage meant breakdown and repair trains. Stock, particularly goods, moved all over the country, so there is some flexibility with the wagons and coaches, maybe even locos. Could this be it?

So, here goes! Three baseboards laid end to end, a track plan based on known Southern Railway practice and the project is taking shape. Now the work really begins. The track has to be laid and wired, including some third rail for Southern electric stock which reached the coast by 1939. Buildings, platforms and a street – houses, shops, church and hall - have to be planned and built, people and vehicles added – but I hope that the end product will be a satisfying layout which will bring pleasure to any who see it.

Where is it? "Somewhere on the south coast" is all I can say – remember place names were removed to confuse the enemy. But there might be a butcher's shop called 'Jones', an undertaker by the name of Frazer, Mr Hodges the greengrocer, a Bank, and even the Marigold Tea Rooms – we'll see.



General Knowledge Quiz

1. Who is the main character in the film 'The Raiders Of The Lost Ark'?
2. Complete the name of this Scottish football club....PARTICK _____?
3. Which Port is capital of the Falkland Islands?
4. What alternative name was given to German Shepherd Dogs after World War 1 because of the German part of their name?
5. What species of ape has a natural copper tinge to its hair or fur?
6. Kim Jong-Un is leader of which country?
7. In 69BC the Romans invaded Crete, which modern day city on the island was the first to fall?
8. According to the Beatles, who 'Picks up the rice in the church where a wedding has been'?
9. Which poem by Rudyard Kipling ends with the line 'And which is more, you'll be a man my son'?
10. Which Norfolk city was the first in the UK to adopt the postcode system?
11. In what film does John Hurt die in a gruesome chest bursting scene?
12. William H Bonney is one of the aliases of which cowboy bank robber?
13. What was Tarzans main item of clothing?
14. Which actress emerged from the sea in Dr No wearing a white bikini?
15. What is the full name of the first man to climb the Matterhorn?
16. Which British crooner sang, 'From Russia with love', 'Born Free' and 'The Impossible Dream'?
17. In the Star Wars films what is the real name of Ben Kenobi played by Alec Guinness and Ewan Macgregor?
18. What does the Greek word 'Portokali' mean in English?
19. Which Labour leader was filmed falling into the sea at Brighton beach in 1983?
20. The point directly above an earthquakes focal point is called what?
21. What is the first name of Posh Spice, married to David Beckham?
22. Which ground is home to the Warwickshire County Cricket Club?
23. Where in the USA would you find, La Guardia, JFK and Newark airports?
24. How many times have we had a full moon this month (Aug 2012)?

Answers on page 14

My book review *by Jeremy*

Lock-down has been an interesting, reflective time for Carole, me and our families.

It has given me the opportunity to step back from busy things and enjoy reading books again. 25 years as a civil servant in a technical/legal environment put me off reading books for pleasure other than poetry as technical journals/manuals, case law and the torrent of emails took the joy out of personal reading. I must have read every book before then by Agatha Christie, Thomas Hardy, C S Forester and Isaac Asimov to mention but a few.

Having at last recovered from professional technical overload I have recently been enjoying two particular books which I can highly recommend:

1. **'HHhH'** written by Laurent Binet, ISBN 978-0-09955-564-3. This is the fascinating story of Operation Anthropoid, Prague, 1942. Two parachutists are sent by London to assassinate Reinhard Heydrich, chief of the Nazi Secret Services. His boss was Himmler. All the characters are real and the events depicted are true. There is a link with Ellesmere but if you choose to read the book I don't want to spoil your surprise! A story of immense bravery and courage against all the odds.
2. **'Mere History'** by Christopher Jobson ISBN 978-0-9508637-7-1. Having lived in Ellesmere since 2002 (still newcomers!) I thought it about time that I found out about some of our local history and 'fascinating facts'. Many of you may be aware that in the early 1300's Ellesmere was deemed to be part of Wales but until I read this short book, I wasn't. Nor was I aware that the Ellesmere Workhouse (opened in 1795) isolation ward was used as sleeping quarters in the First World War for German prisoners. This book covers many centuries of Ellesmere's social history and is a captivating easy read, well illustrated.

If any of you would like to borrow these in view of the current library closure just let me know and I will drop them through your letterbox - 'first come, first served', lend them on to other members.

Jeremy, tel: 01691 624772, email: jeremy.stretton@icloud.com

This is part one of a six part true story of a young man 'Doing his Bit' by joining the RAF in 1938. Editor

Doing our bit Part 1

My name is Joe I was born in Formby which is a small town near Southport . When my best mate Tommy and I were 16 in 1938 we went to the RAF recruiting centre in Liverpool to join the RAF, but when they found out that we were only 16, we were told to come back when we were 17 and a quarter, so I had to go back to filling sand bags.

We used to finish a little early on a Saturday and there was no work on a Sunday, so most of my work mates would call in the local Pub on their way home on Saturday and have a drink of Beer. The measure they drank was called a Gill and of course I thought I was a big man at 16 ½ – 17 so I would have a Gill too it was less than ½ a pint but certainly enough for me having to ride my bicycle another mile and a half. I couldn't wait for the months to fly by until we were 17 and a half, the news forecasts were getting gloomy about the way that Germany was invading the small countries around its borders.

April 1939 came at last and Tommy and I got all dressed up and went to the recruiting centre in Liverpool, they gave us both a medical examination and told us to come back in 2 days time. When we reported back at the proper time we found out that Tommy had not passed the medical, so they sent him home and that left me on my own.



I was sworn in and given my number which was 639277, plus a Train Ticket to a place called Uxbridge in Middlesex. I found myself in a hut with 24 other recruits of all shapes and sizes, a lot were from the London area. The first day we were shown around the camp and how to make your beds, fold the mattress which were in 3 sections called biscuits, place our small kit such as towels and shaving kit, there must be 3ft between each bed holding one occupant only. We were also shown how to "Spit & Polish" our boots and Blanco out ceremonial belts. Apart from the 24 beds in the hut there was also a private room at the end where the Corporal lived. He was there to lick us into shape his name was Corporal Burke and he was a real disciplinarian, reveille was at 6:30am and everyone had to be standing by their beds washed, shaved & teeth cleaned etc by 7am then out

on the Parade Ground for Drill. After 2-4 weeks, we were issued with Lee Enfield Rifles and shown how to March with them for ceremonial exercises. The first activity in the morning was 30 mint PT then into the showers under cold water, get dressed then to the Canteen for Breakfast. Then the Drilling started with the Corporal in charge this went on for about 6 weeks until he was satisfied that we could pass on inspection by the Sergeant, After the inspection we were issued with Rifles and Bayonets and taught how to slope arms, order arms, present arms, trail arms and march with a Rifle and do all the movements while marching. We got rather good at it and were selected with a lot of other RAF squads to line the route in London when King George vi came back from Canada.

It turned out to be very hard and tiring work standing in the same place for about 4 hours holding a Rifle. While we lived so near to London we went to watch a First Division Football match it was really good. After 3 months we were inspected by an Officer, doing all the foot Drill and Rifle Drill we had learnt. Then we were posted to different RAF camps. I was posted to a newly built camp on the outskirts of Liverpool called Fazakerley and one of the other lads came with me his name was Billy Maguire and his home was Liverpool.

The camp was built as a Balloon centre to make Barrage Balloons, they were fixed to a steel pipe and anchored to a winch on the back of a Lorry, they could be winched out to a height of 500 Feet or more and winched down again. The idea was to try and stop enemy aircraft from coming down low in order to drop bombs. Being mounted on the back of a Lorry meant they could be moved around anywhere. Anyway Billy and I were sent to this camp to become Machine Gunners, our duty was to mount Machine Gun posts around the camp. The Gun posts were constructed of sandbags with one Lewis water cooled Gun. We worked 2 hours on 4 hours off around the clock day after day. When the enemy Bombers came over at night sometimes they would come down so low that we could see them in the Clouds but we were not allowed to fire until you were told by the Officer in charge in case you gave the position of the camp away, very frustrating. would start again.

One job Billy and I did when we were at Fazakerley was to take down the names of lots of new recruits from the Isle of Mann, they had a lot of strange Surnames.

Billy and I had put our names down to become Armourers and we were waiting to be called to the school when there was a vacancy. I wanted to become an Air Gunner but they had plenty of them because in peacetime Air Gunnery was a sort of fun thing anyone could take the course to become an Air Gunner and you were paid an extra 3d per week and you had to wear a Silver bullet on your arm so there were lots of them, they were 2 a Penny as we used to say.

But now it had became a serious thing with War approaching and the Bomber Aircraft were very primitive at the beginning of the War. In 1940 the Bombs started falling in Liverpool and when the Air Raid Siren sounded the Trams would stop running because of the flashes of light from the overhead wires. When that happened and you were in Liverpool City you had to walk back to camp, this was treacherous because of the shrapnel falling from our Anti Aircraft Guns firing at the German Bombers particularly around the Dock area and the City Centre.

Cont. page 8

I must emphasise that it was important that I got back to camp in time to relieve the man who had been on the gun post duty for the last 2 hours. Most of our off duty time was spent in the local Liverpool Dance Halls or having a Pint in the Pub. All Public Houses had mirrors on the wall and people would stick Pennies on the mirror for charity (comforts for the forces) they were always full but they were soon taken and the whole process would start again. One job Billy and I did when we were at Fazakerley was to take down the names of lots of new recruits from the Isle of Man, they had a lot of strange Surnames.

The Bombing of Liverpool was very heavy at times especially in the City and around the Docks. Apart from the Anderson Air Raid shelters in peoples gardens there were also large public Air Raid shelters some would hold over two Thousand people. I remember one shelter along Edge Lane that received a direct hit from a large Bomb and no one was rescued, nobody knew how many people were sheltering in the shelter but I was told it could hold 2,000 people. A terrible disaster indeed.

In January 1940 at last after six months waiting Billy and I were placed on an Armoury course we were given travel vouchers to a place called Cradon Hill in Hereford. It was a huge camp in the countryside and we soon found out that there were two parts to our daily routine. One was the Schooling from 9am until 5pm and it was great, but when we came out of the classrooms at 5pm the camp Flight Sergeant was waiting to march us back to the Canteen with lots of Bullshit. After tea he would be waiting again for more Drill and marching etc, even route marches, so long that he allowed us two rest periods. When resting it was an unwritten rule that you took your boots and socks off, rubbed your feet a few times then put the socks and boots back on again and it's surprising how good your feet felt after and for a while you felt as though you could walk for miles. Anyway after that long walk we were told that it was to keep us out of the camp for two hours so that the SPs (Service Police) could search everywhere even our sleeping huts because something had been stolen, but we never found out what they were looking for, or whether they had found it.

Sometimes we could get out into Hereford itself and sample the locally brewed Cider and what a kick it had and it was cheap too, just what we could afford on 10 Shillings a week. We were also advancing in the classrooms and learning all about Machine Guns, Revolvers, Rifles, Hydraulic gun Turrets, Pyrotechnics and everything else on the gun side. Then we started on the Bomb side, the smallest Bomb was 250lbs, then 500lbs and the RAF were working on a 1,00lb Bomb.

These Bombs were armed in the same way with a fuse screwed into the nose and a firing pin fitted which was held back by a simple coiled spring. To keep this safe or to stop the firing pin from moving there was a split pin inserted which held back the firing pin and stopped it from striking the detonator. When the Bomb was hoisted up into the Bomb bay in the Aircraft there was a thin steel rope fixed to the Bomb bay so that when it was released the split pin would automatically be pulled out so allowing the firing pin to be free so when it hit the ground the Bomb would explode. Simple really. If the detonator had to be fitted in the tail of the Bomb the firing pin was held back by a screwed vane like a propeller which unscrewed with the rush of air when it was released from the Bomb bay and was just left to free fall to the ground on its own.

Of course, all the Bombs had to be fitted with a tail fin to keep the Bomb stable when falling; these tail fins just clipped with three clips to the Bomb and fell to the ground with the Bomb.

The Browning Machine gun used in the gun turrets on Aircraft were a 303 bullet the same size that were used in Rifles, they were fitted in a flexible steel belt which was stored in a metal box on the side of the turret, one end was fed into the gun. There was also a .5 Browning machine gun but at this stage of the War they were not used in Aircraft. Another Machine gun used much later in the War was a 20mm cannon but it was not British, it was very effective though.

Working on gun turrets was very interesting but in the winter of 1940 it was very cold, and apart from keeping yourself warm everything you touched on the Aircraft and the gun turrets was icy cold. At last we had our exams and after a little swatting we passed as Armourers and were given different postings to RAF units throughout the country. I was posted to RAF Sealand where there was a flying School on one side of the road and a maintenance unit on the other side. There was a Sergeant Armourer already on the Flying school and I was the only other Armourer. My duties were quite simple really although busy and stressful at times.

Most of my time was spent on the firing range teaching the under training Aircrews how to use a Rifle and Revolver, and shoot at targets but it became stressful when Commissioned Officers arrived at the range for their exercises. It was difficult trying to tell them that in the British Services the Revolver was pointed at the ground and slowly lifted up to the target instead of pointing it in the air and bringing it down to the target as the Americans do.

Very often the maintenance unit across the road would send Rifles and Browning Machine guns to us and I was asked to fire a number of bullets through the Barrels and send them back without cleaning the Barrels, which pleased me because it was quite a laborious job cleaning Barrels.

Now the war was at its full height and the men were being called up into the armed forces girls were needed to keep the industry working especially the munitions factories. All the girls were encouraged to write little notes, and leave them in the containers around the materials so that the boys in the services would find them and hopefully write back and start a correspondence. A similar thing would happen in Hospitals and on Farms etc.

To be continued next week, Editor

North Shropshire is simply legendary

It's fair to say that North Shropshire in particular has more than its fair share of myths and legends. *Submitted by Paul*

King Arthur

Academics make the case that King Arthur was actually a king of the Votadini tribe, who lived around Viroconium, close to modern Wroxeter. H Oswestrye married a local girl, the good lady Guinevere - or Ganhumara - who came from Oswestry.

The Old Oswestry Hill Fort, known as Caer Ogyrfan after King Arthur's father in law, is said to be the birthplace of Queen Guinevere. It is also believed to have been the site for the final battle of the Powys King Cynddylan, the last descendant of King Arthur to rule in Shropshire.

Manuscripts in the British Library suggest that King Arthur historically existed (although he was known as 'Owain Ddantgwyn - The Bear', a great king of the Dark Ages). The earliest reference to Arthur suggests that he was in fact a king of Powys, a kingdom that once covered what is now Shropshire and Mid Wales.

The King Arthur Trail can be [downloaded here](#) and can help you discover the Shropshire of the real King Arthur, explaining some of those stories associated with Arthur and show you the real sites which connect back to them; including the sword in the stone, the Holy Grail, Camelot and Lady Guinevere.

The Holy Grail is said to have been kept in the chapel of Whittington Castle and historic Hawkstone Park and Follies in Weston-Under-Redcastle also has legendary associations with King Arthur. In 1920 a small stone cup was found hidden in the base of an eagle statue that then stood in the Grotto. It was identified as an early Roman scent jar, and recent research has suggested that it may have been the vessel that inspired the medieval Grail legend.

There are also many similarities between Robin Hood and the life of Fulk Fitz-warine, from Whittington Castle near Oswestry, a medieval landed gentleman who turned outlaw.

According to the tale, as a young boy, Fulk was sent to the court of King Henry II, where he grew up with the future King John. John became his enemy after a childhood quarrel and, as an adult, Fulk was stripped of his family's holdings and took to the woods as an outlaw. Unsurprisingly the tale of Fulk Fitz-warine has been noted for its parallels to the Robin Hood legend.

Whittington Castle was also home of Richard Whittington; the English merchant who went on to find fame as lord mayor of London (on no less than three occasions) and countless pantomimes ever since where he is more famously known as hero, Dick Whittington.

Whittington spent his childhood growing up at the castle and once visited the holy Well of St. Oswald. Following this visit he had a vivid dream that the spirits of the well had heard his wish to be a rich and wealthy man and they told him of a town far away where the streets were paved with gold.

Whittington went to London and suffered ill treatment from the shop keeper he worked for, but legend says as he was leaving he heard the prophetic Bells, 'Turn again Whittington, Lord Mayor of London.' Today there is free public access to Whittington Castle grounds all year round and improved access has been provided as part of a £1.5million restoration project, so exploring the trail of these two heroes is easier than ever.

Incidentally, St. Oswald's Well which may have inspired Whittington's dream has a colourful story behind it. Oswestry itself is named after King Oswald of Northumbria, who was nailed to a tree - hence the name 'Oswald's Tree'. A passing eagle took a limb but dropped it and where it landed a spring burst forth - St Oswald's Well.

Shropshire has many historic characters too, who have arguably not joined the ranks of legendary status, but there remains an air of mystery and intrigue around them. Was 'Mad Jack' Mytton really mad or just very eccentric? If folklore is correct North Shropshire's 'Mad Jack' inherited a fortune and devoted his life to daredevilry, risking it at least once a day and his liver more frequently, drinking up to six bottles of port. He is reputed to have kept 2,000 dogs and more than 60 finely-costumed cats. He once rode a bear across a dining room table and tried to cure his hiccups by setting fire to his shirt. His life of excess led to his eventual death in a debtor's prison. His funeral procession stopped at the Mytton & Mermaid Hotel in Atcham, then a coaching inn, on the way to Halston Chapel.

The small village of Nesscliffe between Shrewsbury and Oswestry was also home to Humphrey Kynaston - another possible candidate for a Shropshire Robin Hood! He hid in a cave on Nesscliffe Hill having been outlawed in 1491. He evaded the law with help from his horse, Beelzebub, which performed great feats such as jumping the river Severn at Montford Bridge. As you stroll around Nesscliffe today, amongst the trees and rhododendron covered hillside, you will come to the red sandstone cliff where Kynaston's cave was cut into the cliff face.

You may also find the remains of the defenses from the Iron Age hill-fort that crowned the hill 2000 years before Kynaston. The ditches and ramparts can still be found beneath the undergrowth.

A visit to Mythstories, a museum of myth and fables in Wem, provides a fascinating exhibition of these stories and even more Shropshire folklore, but perhaps the best place to discover the real folk behind these legends is to get out and see their legacies for yourself.

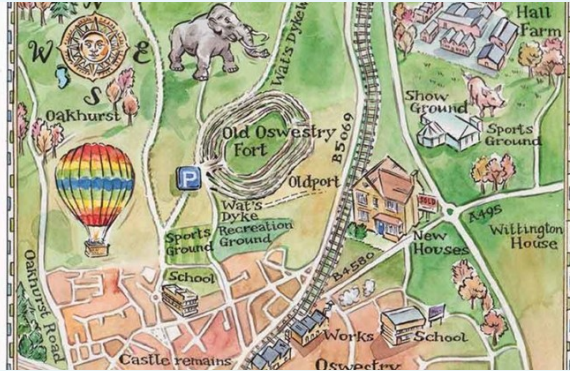
We recommend you take a picnic (filled with Shropshire goodies naturally) and make a day of exploring our mysterious county.

Moving in Iron Age Circles

‘Taking a Walk’ by Patrick Barkham

Submitted by Mike Grudy taken From the Oldie

This walk is a circle in a landscape of lines. Through the borderlands of England and Wales is the arrowing diagonal of Watling Street, paved by the Romans; and Wat’s Dyke and Offa’s Dyke, the linear ditches that once divided warring kingdoms. Amidst them,



rising majestically, is Old Oswestry hillfort, an epic circle of ramparts enclosing 20 acres of grassy hilltop where once stood an Iron Age city.

There was no sense of the scale of ‘the Stonehenge of the Iron Age’ when I climbed from the lane below its western boundary with my friend John Vidal and his partner, Jenny. (They live nearby in a cottage with a garden that contains the first industrial

forge in North Wales. ‘This is where the Industrial Revolution started,’ John likes to tell his guests, insouciantly waving at his dahlias.) There was no sense of much at all, to be honest, because we strode out, heads bowed, against a filthy late summer’s day, rain cascading from a gunmetal-grey sky.

There was no visitor centre or heritage factory nonsense; just a lane-side parking spot, a steeply ascending path and a couple of earnest, archaeological noticeboards proclaiming Old Oswestry to be a fine example of a ‘multivallate’ hillfort – one with more than three ditches.

These ramparts were constructed over a thousand years, from 800BC, during which the fort was in use. Legend has it that Queen Ganhumara – Guinevere of Arthurian legend – was born here.

The riddle of earthworks on the western side, their depths partly obscured by swaths of bracken and broom, may have been constructed to maze potential attackers or simply to display the mighty power of the possessors of the fort.

At the top of the hill we found two ramparts we could circumnavigate, making this a stroll of two laps; a pleasing circle within a circle. The large, flat top was almost cloud-struck but through the mizzle we could dimly make out the rolling, well-hedged hills of Wales to the west and the flatter plains of Shropshire to the east. On a clear day, such views will be spectacular.

There was no hint of another living thing in the murk, which helped these ancient earthworks grow in presence and meaning. They positively hummed with a sense of deep history and past lives. When we reached the centre of the inner circle, we stumbled on the most enormous cowpats but no super-sized bull. ‘They have elephants up here!’ exclaimed John. ‘No – mastodons!’

Anything seemed possible in a landscape wrought to an unfathomable scale by humans long before machines. This feat was as impressive as the grandest schemes of the industrial age. Such diggings have proved impossible for any following epoch to undig, although we have periodically put them to use. Soldiers, possibly including Wilfred Owen, were prepared here for the trenches of the First World War.

Old Oswestry today is under siege by a much pettier but irresistible force. New Oswestry has crept closer to the old hillfort, and now there are plans to build 52 homes (and possibly more) an intrusively close distance from its base.

As we circled the fort, eventually meeting one dog-walker whose coated terrier looked furious about his soaking, John told me of gathering resistance to the plans. Archaeologists have spoken out against the new houses, and there are enough protesters to link hands around one of Old Oswestry’s circles. Will they see off the marauding house-builders?

Even the developers appear to be aware of the absurdity of despoiling such a monument with something so feeble as red-brick homes with a 30-year lifespan. ‘The house-builders have been saying, “We can take these houses down again in the future and go back to nature,”’ said John. ‘Can you believe it?’

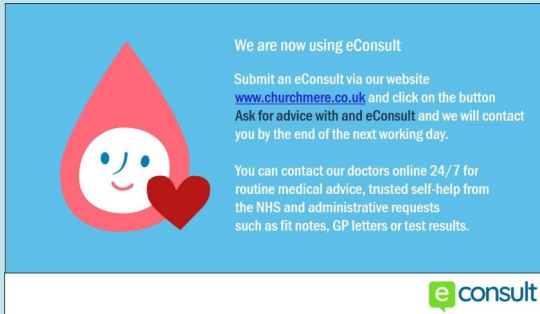
Local information

Message from Churchmere Medical Centre Ellesmere.

From Friday 12th June it is expected that if requesting an appointment or advice for a new problem or concern that a patient will fill in an ECONSULT online if they have internet access.

The aim is that patients will get a response from a clinician by the end of the next working day either by a telephone consultation, email, prescription or from a member of the team offering an appointment.

People who do not have internet access can still speak to one of our patient services advisors and arrange appointment but will be asked more detailed questions, in the strictest confidence, about their problem so it can be dealt with most appropriately by the right person.



Take 1 minute each day and help fight the outbreak.

Get the Covid 19 Symptom Tracker App from the App store or Google

Coronavirus (COVID 19) Guidance & Support

Click on this link—

https://www.gov.uk/coronavirus?utm_source=Members&utm_campaign=fdd441f999-EMAIL_CAMPAIGN_2018_06_08_03_15_COPY_01&utm_medium=email&utm_term=0_206970988f-fdd441f999-348581597&mc_cid=fdd441f999&mc_eid=d02ed78b4c

Urgent Care Centres

Urgent Care Centres (UCCs) at Princess Royal Hospital (PRH) in Telford and the Royal Shrewsbury Hospital (RSH) will temporarily relocate to the Minor Injury Units (MIUs) in Whitchurch and Bridgnorth to form two Urgent Treatment Centres (UTCs).

PLEASE CONTINUE TO KEEP AN EYE OUT FOR YOUR NEIGHBOURS

Key contact details: Ellesmere Covid-19 Community Support Group: 01691 596290 / 622689
www.ellesmerecovidsupportgroups.org.uk

Shropshire Council Helpline: 0345 678 9028

For people living in the Welshampton or Lyneal area - please contact the Parish Council on 01948 710672 or go on their website <https://www.welshamptonandlyneal-pc.gov.uk/> where you will find information about their local Community Support group.



Pastoral Support from the Churches in Ellesmere

Rev'd Pat Hawkins St Mary's Church

[01691622571](tel:01691622571) email revpat.hawkins@gmail.com.

St Mary's Ellesmere: follow Church of England

Services are streamed online [https://](https://www.churchofengland.org/)

www.churchofengland.org/



Pastor Phil Wright 'The Cellar Church'.

[07711 986694](tel:07711986694) email: pastor.phil@me.com

The Cellar Church online every Sunday 10am and Wednesday 6pm

Follow the link Directly on our Youtube channel: <https://www.youtube.com/channel/UCmxif6AT5w7IJH4Yxkbi6tQ>

On the cellar church website: <https://www.cellarchurch.co.uk/audio-video/>



Rev Julia Skitt Ellesmere Methodist Church

[01691 657349](tel:01691657349) email: rev.julia@mail.com

Ellesmere Methodist Church Services can be streamed from:

Wesley's Chapel in London - on Wednesdays 12.45, Thursdays 12.45 and Sundays 9.45 and 11.00am

<https://www.wesleyschapel.org.uk/livestreaming/>

Methodist Central Hall, Westminster - Sundays at 11.00am

[https://www.youtube.com/user/MCHWevents?](https://www.youtube.com/user/MCHWevents?utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update)

[utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update](https://www.youtube.com/user/MCHWevents?utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update)



Ellesmere Catholic Convent Chapel

The Chapel is open, the building on the left as you drive in. 8:30am - 6pm.

If you have anything that you'd like to ask the sister to pray for you: Phone

[01691 622 283](tel:01691622283)



Local Businesses providing Services - updated 16th June, these services can change anytime.

Many thanks must go to Ismay and Nicki Stokes members of Ellesmere Chamber of trade for compiling this list



Ellesmere Takeaways	Opening Hours	Home Delivery
(in alphabetical order)	Updated 15 June 2020 (Subject to change)	
Asian Spices Tel 01691 623689 Delivery 6.00pm - 9.00pm every day (except Monday). After 9.00pm collection only.	Friday & Saturday 5.00pm- 10.30pm Tues, Wed, Thurs & Sunday 5.00pm - 10.00pm. Closed Monday.	YES
Black Lion Hotel Tel 01691 623999	Real Ales and Lager Takeaways Wed & Thurs 4.30pm - 6.30pm Fri, Sat & Sun 4.00pm - 6.30pm	YES
Cherry Tree Cafe Tel 01691 624400	Thursday, Friday & Saturday 9.00am - 2.00pm Takeaway only. Telephone orders recommended. Updates on Facebook.	NO
Comrades Club Tel 01691 622419 & 07871 733375	Order Sunday Lunch by Friday. Ring any day between 9.00am & 5.00pm	YES
Coral Chinese and English Food to Take Away Tel 01691 622853	Sunday & Monday 5.00pm - 9.00pm Thursday 4.00pm - 9.00pm Friday & Saturday 4.00pm - 10.00pm	
Ellesmere Kebab House Tel 01691 624638	Tuesday - Sunday 4.30pm - 9.30pm Closed Monday.	YES
Meze Greek Restaurant Tel 01691 622660 & Facebook	Thursday, Friday, Saturday & Sunday Order by phone 9.00am - 8.30pm. Collect 4.30pm - 8.30pm	YES
More than a Sundae Tel 07711 986694	Takeaway Ice Cream and Waffle Shop Friday and Saturday. 11.00am - 3.00pm	
New Wan Loy Tel 01691 623479	Tuesday - Sunday 4.45pm - 10.45pm Ring to check times.	
Pete's Sandwich Bar Tel 01691 623414	Monday - Saturday 8.00am - 2.00pm Takeaway only. Details on Facebook. Please telephone to place an order.	
Shropshire Fish Bar Tel 01691 624287	Open every day 11.30am - 10.00pm	
Thai Gate Restaurant Tel 01691 239478	Tuesday - Saturday 12 noon - 9.00pm Sunday 12 noon - 8.00pm	Delivery coming
5 High Street, Ellesmere www.thaigate.co.uk/order-online	Closed Monday. Takeaway available. Collection only.	soon
The Red Lion Coaching Inn Tel 01691 622632 & 07854 191238	Friday and Saturday. Order by phone 5.00pm - 8.30pm. Closed Sunday.	YES

Ellesmere Takeaways	Opening Hours	Home Delivery
(in alphabetical order)	Updated 15 June 2020 (Subject to change)	
Pete's Meals on Wheels on temporary loan to The Red Lion Tel 01691 622632 Ring with any queries regarding meals and to place your order.	Order: Mon - Fri 10.00am - 12 noon Orders delivered to your door 11.30 - 12.30 Monday to Friday.	YES

Ellesmere Businesses - Food Shops	Opening Hours	Home Delivery
(in alphabetical order)	Updated 15 June 2020 (Subject to change)	
Co-op Vulnerable workers, NHS & key workers	Open every day. 6.00am - 10.00pm 8.00am - 9.00am (Sunday 10.00am - 11.00am)	
Ellesmere Newsagents Tel 01691 622498 Delivery of newspapers and provisions inc bread, alcohol, tinned, frozen & chilled food, pet food, tea, coffee, biscuits, toiletries and cleaning products.	Monday - Friday 5.00am - 5.30pm Saturday 5.00am - 5.00pm Sunday 6.00am - 11.00am	YES
Hawkins Butchers Tel 01691 622329 Welcome to ring ahead to place your order or for any enquiries.	Monday - Saturday 8.00am - 3.30pm. Local delivery services to those self-isolating.	YES
Maolach - Local Food Tel 01691 623532 Homemade ready meals - mains & puddings (inc freezer-ready). Savoury and sweet delights. Fresh veg, meat and dairy, Pizza, Teas & coffees.	Open every day. 9.00am - 6.00pm Deliveries undertaken within Ellesmere and to outlying villages during the Covid-19 lockdown.	YES
Stokes of Ellesmere Sausages & Pork Pies Tel 07814 889421	Local delivery service. Ring to place order. Ellesmere Market on Tuesday 16 June 2020.	YES
Sweetmere Sweet Shop Tel 07896 881242 or Facebook	Tuesday, Friday & Saturday 10.00am - 3.00pm Contact to place an order for delivery.	YES
Tesco	Monday - Saturday 7.00am - 10.00pm. Sunday 10.00am - 4.00pm	ONLINE ORDERS
Elderly and Vulnerable Priority time: NHS Workers Priority Time	Monday, Wednesday & Friday 9.00am - 10.00am Sunday, Tuesday, Thursday 9.00am - 10.00am	
Vermeulens Tel 01691 622521 Bakery (bread, baps, rolls etc), cakes, hampers, cold meats and speciality pies. Delicatessen. Sandwiches.	Monday - Saturday 7.00am - 4.00pm. Orders delivered 10.00am - 12 noon to those self-isolating. Order anytime.	YES
Pet Shop including pet/animal feed		
Pets Pantry Tel 01691 624492	Monday - Saturday 9.00am - 3.00pm.	YES

Gas and Electricity Cards
The Ellesmere Newsagents (01691 622498) can top-up cards - they will take a cheque or, if you have an account with them, they will add the amount to your account.
Mandy @ the Co-op (07971 250311) sell top-up cards.
The Ellesmere Post Office sell Gas & Electricity cards over the counter.
Mere Motors 01691 622343 Offers all Paypoint facilities - Gas, Electric, Bill Payments, Phone Top Ups, Parcel Point (NB not British Gas)

Ellesmere Businesses	Opening Hours
(in alphabetical order)	Updated 15 June 2020. (Subject to change)
ADT Carpets Tel 01691 624422	Mon, Tues, Wed & Fri 9.30am - 5.00pm Thursday appointments only. Sat 9.30am - 1.00pm
Courtyard Interiors Tel 01691 622550	Monday - Saturday 10.00am - 5.00pm
Ismays Tel 01691 623931	Tuesday - Saturday 10.00am - 3.00pm 3.00pm - 4.00pm. Booked time slots More details on Facebook page.
Maxwells Printings Services Tel 01691 623919	Monday - Friday 9.00am - 1.00pm
Mere Motors	Monday to Saturday 6.30am - 8.00pm Sunday 7.30am - 8.00pm Petrol Station includes a mini supermarket selling milk, eggs, newspapers, food and alcohol.
Nans Treasure Box Tel 01691 622781	Mon, Tues, Thurs, Fri & Sat 10.00am - 3.00pm Wednesday 10.00am - 1.00pm
Barlows	Monday & Wednesday & Friday 10.00am - 3.00pm
P4G Vehicle Repairs Tel 01691 622849	Monday to Friday 8.30am - 4.00pm Cargotec Industrial Park, Elson SY12 9JW
Post Office & Party Shop Tel 01691 622623 bkaur_po@gmail.com singh_po@gmail.com	Mon, Tues & Fri 8.30am - 5.30pm Wed & Thurs 9.00am - 5.30pm. Sat 9.00am - 1.00pm Post collections 12.45pm & 17.15pm Free local delivery. Please contact for more details.
Richards Auto Services Tel 01691 622421	Monday - Friday 8.00am - 5.30pm More details on Facebook page.

Ellesmere Businesses	Opening Hours
Rightways	Monday - Saturday 9.00am - 5.00pm
Shampoochies Dog Spa Tel 01691 238288	Monday - Friday 9.00am - 4.00pm Saturday 9.00am - 1.00pm
The Ellesmere Pharmacy Tel 01691 623118	Monday - Friday 9.00am - 6.00pm Saturday 9.00am - 5.00pm
The Washing Well Launderette	Open every day. 7.00am - 9.00pm
T6 Builders Merchants Tel 01691 622540	Monday to Friday 7.00am - 4.30pm & Saturday 8.00am - 12 noon
TSB Bank	Monday - Friday 10.00am - 12.30pm. 1.30pm - 4.00pm TSB Customers: If you have no mobile phone or internet banking please call the branch on 01691 594999 and the TSB will make a one-off payment for you. TSB Customers can be issued with a cheque book if required. Also: any TSB customer who is self isolating and needs to withdraw money please contact the TSB on 01691 594999.

Ellesmere Businesses CONTACT by telephone, email or Facebook ONLY.	
(in alphabetical order)	Updated 15 June 2020 (Subject to change)
A Mere Cycle Hire and Sales Tel 07988 842038 Email amerecycle@gmail.com	Working mobile until further notice. Monday - Saturday 9.30am - 5.00pm
Concept Town Planning Tel 07890 428918 mail@concepttownplanning.com	Office hours Tues & Thurs 10.00am - 4.00pm Available all other times Monday - Friday 8.30am - 6.00pm via email or mobile.
Gough-Thomas & Scott, Solicitors Tel 01691 622413 Email ellesmere@gtssolicitors.co.uk	GTS are still open for business however to protect both staff and clients they are not allowing visitors to the office. GTS can still be contacted by telephone or email.
J A Milton Upholstery Supplies www.jamilton.com	Online and telephone orders Open Monday - Friday 9.00am - 5.00pm
Lily the Pink, Florist Contact via Facebook	Contact to place an order. Delivery only.
Morris Cook, Chartered Accountant Tel 01691 622098 Email megan@morriscook.co.uk	Open most weekdays Email or telephone if you need to bring anything into the office. Letter box on Watergate Street.
Ortho-Bionomy UK Tel 07377 315865 Email dr.anna.hayes@outlook.com www.ortho-bionomy-uk.com or via Facebook	Open Monday - Friday 9.30am - 4.30pm Self-care packages tailored to cover your individual pain requirements. Contact Anna by email or telephone.
Princes LHS Ltd The Rennet Works, Market Street Tel 01691 624336	Still operating during the lockdown and providing essential plumbing, heating, electrical and renewable energy services.
Pure Beauty www.tropicskincare.com/helenhale	Shop online for Tropic products.
Sanchi Jewellers Tel 01691 622282 or via Facebook	For any purchases, leave a message by phone or Facebook. Payment made via card over the phone. We will be post free of charge any item chosen.
Susan Haskey, Chiropodist Tel 07974 091984	Open as usual, Mondays and Fridays

For up to date information please check the Ellesmere Covid 19 website

www.ellesmerecovid19supportgroups.org.uk

A few funnies to entertain you

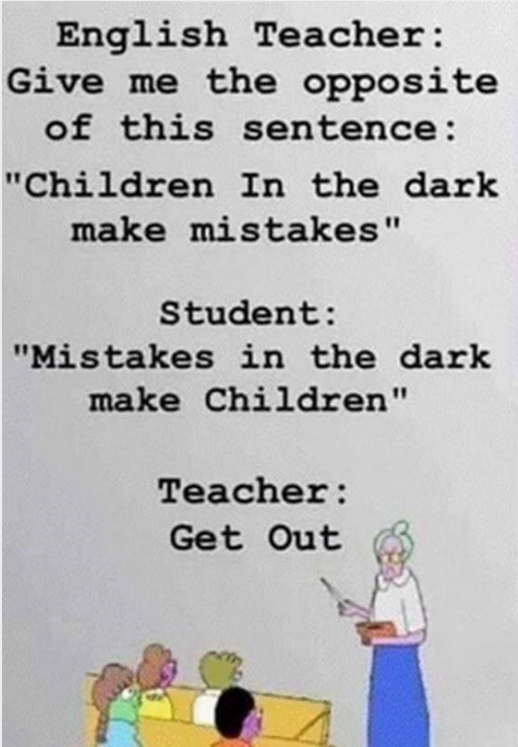
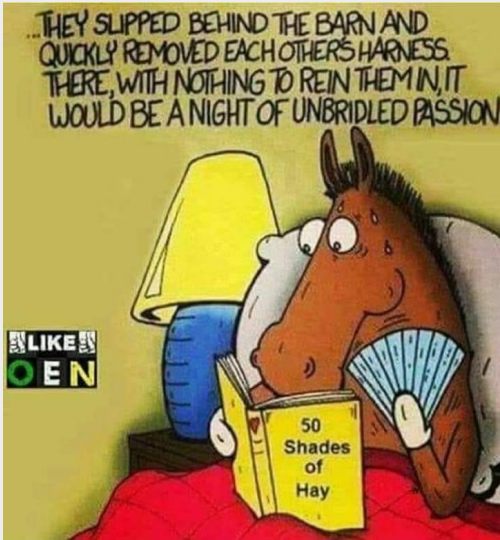
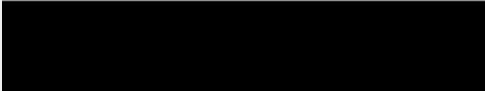


Highways England today confirmed that the A5 has been closed in its entirety from N Wales to Bedfordshire and will be dug up.

A department spokesman said these essential demolition works had to be carried out as this old Roman road, formerly known as Watling St, was built by slaves and the realisation of this fact has really, really, really upset some overly sensitive people who can't put history into context. The A2 in Kent will also be removed in due course.

Spokesman for the 'furloughed-halfwits-against-reality-and-in-favour-of-bandwagons' action group, Plantpot Tenderfoot said, "I'm really, really, really upset, ...and so is my friend Sideboard Hugetwat. How could these symbols of oppression be allowed in this day and age?".

Starting next week, works to remove the Fosse way from Leicester to Somerset will also commence.



- Quiz answers
1. Indiana Jones, 2. Thisle, 3. Stanley, 4. Alsatian, 5. Orangutan, 6. North Korea
 7. Chania, 8. Eleanor Rigby, 9. If, 10. Norwich, 11. Alien, 12. Billy the kid, 13. Loincloth
 14. Ursula Andress, 15. Edward Whympert, 16. Matt Monroe, 17. Obi Wan Kenobi, 18. Orange
 19. Neil Kinnock, 20. Epicentre, 21. Victoria, 22. Edgbaston, 23. New York, 24. Twice