

Annex A: Prominent Sleafordians and Local History.

Three ambitious Sleaford families were the Hussey's (1390 to 1537), the Carre's (1520 to 1688) and the Hervey's. At the end of the 17th century the Carre estates passed by marriage to the Hervey family, who were later to become the Earls (and later Marquesses) of Bristol, who were Lords of the Manor until recent times (1688 to 1979). Two other prominent names connected with Sleaford in the second half of the 1800s were the architectural partners Kirk and Parry. Sir Joseph Banks and Cecil Rhodes were also well known international figures associated with Sleaford.

The Husseys:

The first ambitious family associated with Sleaford were the Husseys. The Hussey family were first recorded in the reign of Richard II (c1390) and were particularly influential in Royal circles up to the reign of Henry VIII. Sir William Hussey was Lord Chief Justice and had served four English Kings: Edward IV, Edward V, Richard III and Henry VII. Before the Reformation, Sir William's son, Lord John Hussey was Henry VII's Finance Minister and then became a senior courtier and politician in Henry VIII's court. He was also the Bishop of Lincoln's steward, looking after the Bishop's financial affairs in Sleaford, as well as being the Sheriff of Lincolnshire. He lived at the old Manor House, later known as the *Old Place*, on Boston Road in Sleaford. Unfortunately, because he was a staunch Catholic as well as being the County Sheriff, Lord Hussey failed to subdue the *Lincolnshire Rising* against the Reformation in 1536. Therefore, he was declared a traitor to the king and was beheaded at Lincoln in 1537; his estates were then confiscated by the crown.

The Carres:

The Carre family also had a strong influence on Sleaford. George Carre was a successful *Merchant of the Staple* and had accumulated considerable wealth dealing in wool; he lived in an impressive house near to St Deny's Church, on the opposite side of Eastgate. The house was later

changed to the Carre's Hospital and Almshouses and it is still there today. George Carre died in 1520 and he had three sons: Richard, who died as a

minor; Sir John Carre, who was also a favourite in the court of Henry VIII, who died in 1521; and his youngest son, Robert Carre the Elder, who inherited the estate. Robert Carre was ambitious and envious of Lord Hussey; it was Robert Carre who took advantage of the *Lincolnshire Rising* by providing evidence against Lord Hussey.

He eventually acquired much of the Hussey estates, including Sleaford Castle and he became Lord of the Manor of Sleaford from 1559. Soon after that date he started to dismantle the old Castle and the Great Barn, which were becoming too extravagant to maintain, so that he could reuse the materials for new buildings. "Old" Robert Carre, who died in 1590, had four sons: George; Robert, who founded Carre's Grammar School in 1604; Sir William; and Sir Edward. Sir Edward became First Baronet in 1611 and died in 1618. His son, another Sir Robert and Second Baronet, founded Carre's Hospital in 1636 and his son - also Sir Robert and Third Baronet was Chancellor of the Duchy of Lancaster and MP for the County of Lincoln for twenty years; he died in 1682. This last Sir Robert left two children: Sir Edward, who died at the age of eighteen, and Isabella Carre, the last of the Carre family, who married John Hervey in 1688.

The Herveys / Earls of Bristol:

In 1714 John Hervey became the first Earl of Bristol and his descendants have left a legacy of buildings to add to the history of Sleaford. Unfortunately, they owned most of the land in and around Sleaford, but their family home was in Suffolk. Therefore, they were absentee landlords - not a good prospect for the local people! By 1794, Lord Bristol was thought to have owned about 90% of the farmland around Sleaford. He became the major beneficiary of the Enclosures Act, to the detriment of his tenants, when the three large medieval open fields to the north of the town were converted from the traditional system of furlongs and strips to modern enclosed fields with hedges and fences.

There is no doubt that Lord Bristol made the most of his title *Lord of the Manor* and that the people of Sleaford paid deference to him, even if their welfare was not at the top of his priority list, or possibly not on his list at all. In 1827 Lord Bristol was made a Marquess and the name of the Angel Inn, in Eastgate, was changed to the Bristol Arms and the old Hen Lane off Southgate was renamed Jermyn Street, in honour of his oldest son's new courtesy title of Earl Jermyn. In 1835 the Marquess of Bristol formally appointed a new head-master to Carre's Grammar school and later agreed to lease some of his land to the new grammar school in Northgate. An ornate Memorial Fountain was erected in 1874, to the south-west of the Market Place, in memory of the second Marquis and when the town's public baths were opened in 1886 they were named the Bristol Baths.

Messrs Kirk and Parry:

Thomas Parry and Charles Kirk Junior were well-known builders and architectural partners in the second half of the 1800's. Charles Kirk the elder also left his mark in Sleaford as he built the Sessions House, in 1831, which is still used as the meeting place for Sleaford Magistrates Court. Kirk and Parry left many buildings for us to see today in Lincolnshire, and in other parts of England. They specialised in the restoration of churches and the construction of railway stations, particularly between Peterborough and Retford.

Kirk & Parry owned the limestone quarry at Bully Wells and used the River Slea to transport their limestone to their new lime-kiln, at the top of Westgate in Sleaford. In about 1849 they built the ornate French Gothic style Westholme House for Parry, and the Jacobean style Mansion House in Southgate for Kirk - later to become the Sleaford & Kesteven High School for Girls. We can assume that Kirk & Parry were also responsible for the design and build of Parry's Court, which was at the east end of Westholme Drive, leading to Westholme House, between Nos. 21 & 23 Northgate. Other notable buildings in Sleaford by Kirk & Parry include Carre's Grammar School, at the top of Galley Hill in Northgate, built in 1834 and, next to it, the Northgate Almshouses, built in 1857 as an extension to

the Carre's Hospital in Eastgate.

Lafford Terrace in Eastgate was built by them in 1856 as middle class housing for doctors, lawyers, etc., but was later converted to Council Offices. Other examples are the railway station in Southgate and the Corn Exchange in Eastgate, both built in 1857; the latter was subsequently used for social events, including the NAAFI during and after the second war, but then demolished in 1964. When we moved into 19a Northgate the ground floor of No. 21, next to Parry's Court, had been converted to Miss Onion's Ladies' Outfitters shop, but became a restaurant and, at the time of writing this book, was used as offices for Pygott & Crone Estate Agents.

An Introduction to Sleaford's Local History

Mareham Lane, once known as King Street, was originally a track used in the Middle Iron Age (c400 BC - 150 BC). A large stockade, or enclosure, together with many Iron Age artefacts have been discovered in the Old Sleaford area. In the 1960s a remarkable find of over 4,000 coin moulds were discovered; the largest find of such moulds in Europe, strongly suggesting that there was an important mint at Sleaford in the period well before the Romans arrived. There is also plenty of evidence of Roman activity in the area, including graves, roadside buildings and agricultural items. It is also clear that there was a significant Anglo Saxon community here as a large cemetery, dating to about 500 AD, was discovered in the 1880s; much of the gold and bronze jewellery found there is now in the British Museum, in London. An Anglo Saxon settlement has also been found under the Market Place in the centre of modern Sleaford.

A Charter, dated 852 AD, refers to "the estate of *Sliforda*", but any other evidence relating to it was probably lost when the Vikings and Danes invaded the area a few years later. The Domesday Book, of 1087, shows that the church of *Eslaforde* already existed before that time, as well as twelve water-mills along the River Slea. By the early 1200s only six of Sleaford's water-mills were still working and now the only remaining one is Cogglesford Mill, known as *The Sheriff's Mill* in 1216. That site is almost certainly Anglo Saxon in origin but the current building dates from about 1750, with the top floor added in the 1830's. Until fairly recently, it was

thought that Old Sleaford (about half a mile to the east of the present town centre) was replaced by New Sleaford, around 1250 AD, but modern research has questioned that.

The old diocese of Lincoln was once the largest in the country, stretching from the Humber in the north to the River Thames in the south. In 1070 William the Conqueror granted the Bishops of Lincoln the town of Sleaford and that was to mark the beginning of nearly 1,000 years of landlord domination of the town; the first 500 years by the Bishops of Lincoln, followed by the three successive, ambitious families mentioned above. Bishop Alexander of Lincoln decided to increase his political and economical power in the region by building Sleaford Castle, between 1135 and 1148 AD; the castle was defended by water and marshland to the west, with the town lying to the east. Bishop Alexander also established a borough of Sleaford, with local courts and a Royal Charter to hold a regular fair and markets. In the early 1100s the market was held on Sundays to catch the trade from people attending church, but that changed in 1202 to a Thursday. By the end of the Middle Ages the Market Day had moved to Monday and it has remained there ever since.

The building of the magnificent St Deny's Church, in the centre of Sleaford and to the east of the Market Place, started in about 1180; its size and design were almost certainly influenced by Bishop Alexander of Lincoln. In later centuries St Deny's Church was enlarged by adding aisles, side chapels and a north transept. Sleaford Vicarage stands in the churchyard to the north of St Deny's and, dating from 1440, it is probably the oldest house still in permanent use in the town. Although the main wing, with its timber-framed gable, is from the 15th century the red brick-wing was added by Charles Kirk in 1861. Although Sleaford was only a small market town, it did have some distinguished visitors and residents in its time. After losing his jewels in The Wash, the dying King John spent a night in Sleaford in 1216, on his way to Newark Castle, and Henry VIII visited Sleaford twice in 1541.

The population of Sleaford in 1800 was estimated to be about 1,500 people; by 1850 it had increased to 3,500 and by 1880 it was 4,000. As most of the land around the town was owned by Lord Bristol, who made a lot of money from agriculture, the expansion of the town was concentrated within

the centre of Sleaford, particularly along Northgate, Southgate and Westgate. By 1850 it is estimated that about one-third of the population lived in the over congested area of Westgate. The housing conditions became increasingly poor, with overcrowding and virtually no effective clean water supplies or waste disposal systems. Most of the waste from the houses ended up in the River Sleas, which was also the main source of drinking water for the poorer people in the area! In 1850 there was a critical report by a public health inspector from London on the inadequate sewers and open cesspits in the town. In 1879 Lord Bristol sold some poor quality agricultural land to the west of Sleaford so that the Council could build a water reservoir and pumping station for the town. He then eventually agreed, after years of negotiations over his overpriced land, to sell more of his land to the east of the town for new sewage pumping facilities.

In the 1890s the Urban District Council tried to buy the market toll rights from Lord Bristol, but they then had to abandon the idea because Lord Bristol's asking price was too high. There was a very poor track record of Lord Bristol's interest in repairing or rebuilding the properties that he owned in Sleaford and, over a number of years, he started to sell off his assets in the town rather than spend money on them. The selling continued to escalate in the 1960s and, by 1979, the 6th Marquis of Bristol decided to move abroad and it is understood that within ten years he had sold all of his land around Sleaford. That departure brought to an end almost 1,000 years of landlord domination of the town.

By the start of the 1900s Sleaford started to grow dramatically in other ways. In 1901 the electricity generating station was built to the west of the town, on the site of the old rope walk. It was built next to the River Sleas, at the east end of the newly built Electric Station Road. A far more impressive building was to follow, to the south the town, on Mareham Lane: the Bass Maltings complex was opened in 1905. The Maltings is a fine example of English industrial architecture on a grand scale, with a frontage of 1,000 feet. The massive four-storey square tower is in the centre of a line of eight other large interconnected brick buildings, each with five bays, six storeys high. It is thought that this complex was probably used by the Luftwaffe as a navigation aid when a Zeppelin raid passed over Sleaford in 1916.

That now leads to the next major development, a few miles to the north of the town. In 1914 the Royal Navy Air Service selected a remote, flat area about six miles north of Sleaford, as the site for their new pilot-training school and named it HMS Daedalus. In 1918 It was handed over to the newly formed Royal Air Force and about ten years later building work started on the famous RAF College Cranwell. The main college building was officially opened in 1934 by HRH The Prince of Wales, later King Edward VIII. Just less than five years later I was to arrive at RAF Cranwell for the first time!

Bibliography & Sources of Information

The following sources were used as references to check details of memories that lay half-hidden in my memory. Sometimes, inevitably, there are conflicting versions of our history, but I have usually chosen the versions that feels right to me. It is also possible that I have interpreted some facts incorrectly, but I must stress that this is a book by a very ordinary man, telling a story about his life, and it is certainly not an academic book of reference! For all that, I don't think that there are any hidden howlers; if there are, then please forgive me. The following books proved to be very interesting and my thanks go to all those authors who now make me wish I had paid more attention to my history lessons at school!

Lincolnshire, by Arthur Mee
 Lincolnshire, by Nikolaus Pevsner & John Harris
 Lincolnshire Towns and Industry 1700 - 1914, by N R Wright
 The Book of Sleaford, by Simon Pawley
 Sleaford and the Slea, by Simon Pawley
 Our River Slea, by Les Gostick
 Bygone Sleaford, Kem Worsencroft
 History Trail of Sleaford, by Peter Harris
 Sleaford and the Wapentakes, in the County of Lincoln, by the Venerable Edward Trollope
 The William Alvey School, Sleaford 1729 - 1998, by Peter Thornton
 Carre's Grammar School, Sleaford 1604 - 2004, by Lloyd Harmston with Douglas Hoare

Annex B Summary of Montgomery Family Service in the Royal Air Force, by Year: 1937 - 1996

Country and / or RAF Station	Richard (Father)	Brian (Brother)
RAF Uxbridge	1937	
RAF Henlow	1937	
RAF Cranwell	1937	
RAF West Drayton	1939	
RAF Cranwell Hospital	1938	
RAF College Cranwell	1939 -1942	
RAF West Drayton	1939	
RAF Halton	1942	
RAF Blackpool, 5 PDC	1943	
N. Africa: HQ NWAAF	1943	
Algeria: HQ MAAF, Algiers	1944	
Italy:	1944	
RAF Conningsby: 54 Base	1944	
RAF Chedburgh	1945	
RAF Cranwell	1945	
5 PDC, RAF Burtonwood	1948	
Egypt:BAO MAAF, Ismalia	1948	
N Africa: El Hamra,	1948	
Egypt: BAO MEAF, Abu Sueir,	1949	
Home Embarkation	1950	
RAF Martlesham Heath	1950	
RAF Hereford: 2 S of AT	1950	
RAF Syerston	1950	
RAF Cranwell	1951	1951– 1952
RAF Locking: No. 1 RS "		1952– 1953

Country and / or RAF Station	Richard (Father)	Brian (Brother)	Country and / or RAF Station	Brian (Brother)	Peter (Self)
RAF Woodvale (Detached)	"	1953	Iran	1969 (Detached)	"
RAF Full Sutton	1953	"	Cyprus, RAF Akrotiri	1969 - 1972	"
RAF Locking	-	1953	RAF Newton	"	1971-1972
RAF North Weald	1954	"	RAF Marham	1972 - 1974	"
RAF Newton	1955	"	RAF Bruggen	"	1973 - 1976
RAF Scampton (Detached)	"	1955	RAF Cosford: No. 2 STT	1974 - 1977	"
RAF Coningsby	1955-'59	"	RAF Innsworth	"	1976 (Hospital)
RAF Waddington	"	1955-1965	RAF (H) Wegberg	"	1976
USA, Florida: Pine Castle A Base	"	1957 (Detached)	RAF (H) Halton	"	1976
Canada: Goose Bay, Labrador	"	1959 (Detached)	RAF (H) Wroughton	"	1976
<i>Discharged from RAF</i>	<i>1959</i>		REU, RAF Henlow	"	1976 - 1977
			RAF Kinloss	1977 - 1979	"
			RAF Henlow: OCTU	"	1977
			RAF College Cranwell	"	1977 - 1978
			RAF Conningsby	"	1978 (Detached)
			RAF Wattisham	"	1978 - 1980
			Germany, HQ RAFG	1979 - 1982	"
			RAF Swanton Morley:	"	1980 - 1983
			<i>Discharged from RAF</i>	<i>1982</i>	"
Country and / or RAF Station	Brian Peter (Brother)	(Self)	Country and / or RAF Station	Peter (Self)	Michael (Son)
RAF Waddington	1955 -1965	-	RAF Swanton Morley	1980 -1983	-
RAF Bridgenorth	"	1958	RAF Swinderby	"	1979
RAF Locking: No. 1 RS	"	1958 (&'59,'60'62)	RAF Halton	"	1979-1980
RAF Yatesbury: No. 2 RS	"	1960 (Course)	RAF Kinloss	"	1980-1982
RAF Waddington	"	1959 - 1963	OCS, RAF Henlow	1980	"
Malaya: RAF Butterworth	1960 (Detached)	"	RAF Staff College:Bracknell	1981(& 1987)	"
Malta, Luqa	1962 / 1963	"	RAF Swanton Morley	1980 - 1983	"
RAF Lindholme	"	1963 - 1964			
Australia (Detached)	1963 / 1966	"			
Singapore	1967 (Detached)	1964 - 1966			
Lima: (Detached)	1967	"			
Peru: (Detached)	1968	"			
RAF Wyton	1965 - 1969	"			
RAF West Raynham	"	1966 - 1973			
Oman: Maharaq	1968 (Detached)	"			

Country and / or RAF Station	Peter (Self)	Michael (Son)	Honours and Awards:	
RAF Finningly	"	1982		George Richard Montgomery (Father):
RAF Wittering (Detached)	1982 (& 1984)	"	1944:	African Star and Rosette,
RAF Honnington (Detached)	1982	"	1948:	African Star and Clasp,
RAF Swanton Morley	1980 -1983	-	1948:	Italy Star,
RNAS Culdrose	"	1982-1995	1948:	Defence Medal,
Senegal, Dakar (Detached)	"	1983	1948:	War Medal,
Ascension Island (Detached)	"	1983	1948:	1939 - 1945 Star,
Falkland Islands (Detached)	"	1983 (& 85.88,90)	1955:	Long Service & Good Conduct Medal
Anarctica: S.Georgia (Detached)	"	1990		
RNAS Culdrose	"	1982-1995		John Richard Brian Montgomery (Brother):
Germany: HQ RAF	1983 - 1984	"		
RAF Cottesmore	1984 (Detached)	"		
Germany: RAF Wildenrath	1984 - 1987	"	1958:	AOC in C's Commendation
MOD (AFD) DTES, London	1987 - 1989	"	1961:	AOC's Commendation
RAF College Cranwell	1988	"	1968:	AOC's Commendation
RAF Scampton: TRRU	1989 - 1991	"	1969:	Long Service & Good Conduct Medal
RAF Headley Court	1991 / 1992	"	1979:	MBE
RAF Scampton	1992	"		
<i>Discharged from RAF</i>	<i>1992</i>	"		
RAF St. Mawgan	-	1996		George Peter Ferris Montgomery (Self):
<i>Discharged from RAF</i>	-	<i>1996</i>		
			1968	Clasp to GSM 1962 Malaya Peninsula
			1976	Long Service & Good Conduct Medal
			1989	MBE
			1992	AOC's Commendation

