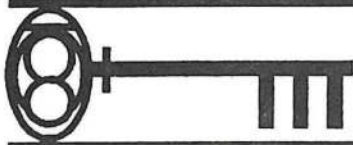

THE KEY



A NEWSPAPER for NORTH SKELTON & LAYLAND

Happy Easter to



all our readers!

Hello Everybody

WE'VE DONE IT!!!

And it's all due to your wonderful response to our appeal for funding.

Thank you very much to each and every one of you who gave so generously and many thanks to RURAL DEVELOPMENT, CLEVELAND COUNTY COUNCIL and REDCAR & CLEVELAND COUNCIL for granting us £890. Put all this together and we have enough to carry us through another year.

Have you a story to tell or are you in need of a moan - tell us and if it's good we'll print it.

Once again, North Skelton's streets rang with the sounds of the Brass Band playing carols on a bitterly cold Christmas and New Year's Day. Thank you ladies and gentlemen.

Norma Templeman
7 Bolckow Street
North Skelton
Tel: 653853

Letterbox



Dear Norma

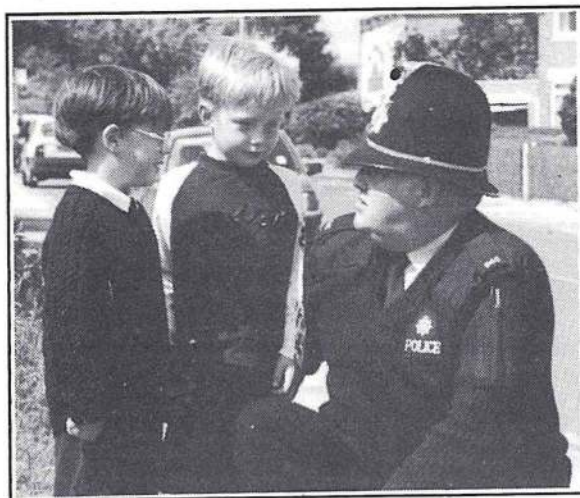
Just a line to say how much I enjoy reading 'The Key'.

I think all the photos are great. I remember Mr Porte - if I'm right he used to be our postman.

Well, carry on with the good work, Norma. This is one house where we look forward to your paper and we wish you good luck in the future.

Mrs Olwyn Hassett
Layland Rd

Tom Towers Retires



Tom with a couple of his pals

It seems like only yesterday that I was told I would be moving to Skelton.

Skelton had only been a place I passed through to the coast. I was unaware of all the Skeltons - New, North, Green as well as the main village itself, and the surrounding eight farms.

I had spent all my career in areas of high crime rate and public order so I approached Skelton with trepidation wondering how it would be being a village Community Policeman - would I be accepted?

Seven years on I have come to love Skelton, the people, the friendliness, the area.

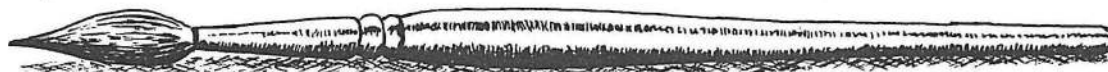
The points that have been special are the children growing up over the years, being accepted as their village Policeman, helping community links and crime prevention, forming Neighbourhood Watch, trying to link neighbours with each other, even being accepted as a member of the Allotment Association! On 8th March I will wear my uniform for the last time and retire from Cleveland Constabulary, reaching the compulsory retirement age - don't they make you retire young?

The last seven years will always have a special place in my memory and career.

I would like to thank you for being part of this.

Tom Towers
Local Beat Officer

'Pip' Harrison - Our Local Artist



H.A.

Not many houses in the village boast a Rembrandt or a Picasso but several exhibits of local artist Harold 'Pip' Harrison would certainly enhance any sitting room. A winning exhibit at London's Tate Gallery, three local exhibitions and two albums full of photographic miniatures of his works bear testimony to his talent.

Born at 2 William Street, North Skelton, drawing and painting came easily to young Harold who's parents, Eva and Dick Harrison, gave him every encouragement. Unfortunately, painting was the furthest thing from a young athlete's mind - 'Pip' preferred the smell

of liniment or rubbing oils to the paint and oils used on canvas. Football was 'Pip's' first love and it soon became obvious that he would rather play outside-right for the 'Boro than paint the Sistine Chapel.

On leaving school he became an apprentice mechanical fitter at ICI Wilton thus breaking a family working tradition that had all its connections at the local ironstone mines. When he became old enough 'Pip' followed in his father's footsteps becoming a winger in the village football team. Even though he did not achieve his childhood dream of becoming a professional footballer, his passion for the game never wavered, finishing a long career as a full-back.

Painting re-entered 'Pip's' life about 1966. It was almost as if fate had decreed that his talents should flourish once again. Newly married and now living at Hollybush, his wife, Pat, commissioned him to do a painting for their living room. This sparked off a

latent interest that is now a hobby - although not too time consuming it takes more of his leisure time than ever before. Local demand gave him the opportunity to hold two exhibitions at the Hollybush Hotel with approximately 30 exhibits of land-

scapes, birds, dogs, wildlife and still life paintings on show.

1987 - 88 saw ICI change direction and its policies towards its workforce. With the amalgamation of their different works within its complex jobs began to disappear and personnel were encouraged to either take the 'golden handshake' or pursue other careers. Harold eagerly took advantage of



Harold and his wife, Pat

their offer of a one-year adult sponsorship at Middlesbrough College of Art & Design. Whilst there, several of his works were admired and this resulted in him being invited to hold another exhibition at Tees-side Development Corporation, Stockton. Unfortunately, however attractive it seemed to be, the thought of being a full-time artist was not a realistic proposition. He returned to Wilton where he still works but now for British Petroleum.

Now a local celebrity, Harold was invited to submit paintings of local scenes and places to adorn the 1991 Langbaugh Council calendar.

He is now combining both his hobbies - painting when and where the desire takes him and supporting his favourite team, the 'Boro, now that they are in the Premiership.

I'm sure 'Pip's' parents (now deceased) would smile approvingly at his efforts.

Jim Ramage

All gone now ...



THE SMALL VILLAGE SHOPS

Vaughan Street

No 28 - Large General Store - sold everything - owned by Gordon Dowson whose family also had a large store in Skelton

No 26 - Family Butchers - firstly owned by the Cross Family and then by Mr and Mrs Ruddock. Now owned by David Brown who took it over from his father.

No 24 - The Bull - long established village pub. Had numerous landlords but always a meeting place for miners and their families.

The Village Hall - once the 'Institute' maintained by miners subscriptions. Contained a small shop for cigarettes, lemonade and sweets, a Billiard Table, Reading Room, Dance Hall, Lending Library as well as a centre for village activities.

No 21 - Billy Stevenson Bicycle Shop

No 17 - Mrs Bowers moved from William Street to Vaughan Street and made a larger General Dealers.

No 13 - General Dealer owned my Mr Calvert of Wharton Street and then by Mr and Mrs Harbron.

No 11 - Mrs Matson Music Teacher

No 8 - Firstly Fresh Fish Shop started by Mr and Mrs Boothby who owned a Fish & Chip Shop at No 6. This was then turned into a General Dealers and Post Office. It is now a Chinese Takaway.

No 4 - Coal Business owned by Mr and Mrs Ike Smith, taken door to door by flat cart pulled by a horse named 'Charlie'

Holmbeck Road

North Skelton Workingmens Club - another meeting place for the community.

No 2 - Miss Kirk's Dressmaking moved from 9 Richard Street in 1934.

The Garage - now Mr Blands storage, was a garage owned by Mr Harold Patton and then by Mr Jacky Carr and then by Mr George Boocock and Sons who transferred to the other side of the road

Fernlea - Newsagent Mr J Burluraux [Editors Grandad] sold to Mr and Mrs Ingleby in 14 William Street who then moved to Vaughan Street where the present newsagents is.

What is now the Second Hand Shop was the North Eastern Co-op consisting of a large store, drapery and butchers shop.

Jean Spychala

A Fireman's Life in Skelton

During my ten years as a Fireman at Skelton [sorry that should read Firefighter - old habits die hard] I have had the pleasure of working with a few of the characters from the area and have certainly had some laughs with them.

I remember once we were sent to a blaze on a pig farm. Once the crews from Guisborough and Skelton had got all the animals out and brought the blaze under control, Mick Mathews and myself were given the task of damping everything down. There we were, stood up to our welly tops in pig @#!? spraying water all over and as usual Mick was busy talking my ears off. Unfortunately he hadn't noticed a young police woman busy taking notes. As he turned around he directed his jet at the floor and sprayed @#!? all over her. Fortunately she saw the funny side of it as the rest of the crews collapsed into uncontrollable fits of laughter - Mick was mortified.

When we are called on a 'shout' its the first six Firefighters to the station that actually ride the engine, so as you can imagine, once in the confines of the station yard everyone's pretty keen to get through the door first. On one particular shout, as I pulled into the station yard I noticed Bob Husband running up the path all dressed up for a wedding. Unfortunately, Les Turner was rushing from the car park also and they ended up colliding at the door. Bob ended face down in the garden at the side of the fire station, covered in mud and furious. By the time he'd picked himself up and actually got into the station Les and the fire engine had long gone. Strangely enough he was not amused by the fits of laughter from the rest of us..... more tales next time.

F.F. S Webster

In the last 4 issues of The Key I've made a plea for a Filing Cabinet. The Key team wish to extend their grateful thanks to ICI, and to Peter Weatherley who personally delivered one to my door.

TV QUIZ

1. What is the longest running TV show to have the same presenter?
2. Which family lived at The Ponderosa?
3. Which type of car was driven by Emma Peel in The Avengers?
4. Which police series was set in Newtown?
5. What were the character names of The Professionals?
6. Which part did Roger Lloyd Pack play in Only Fools and Horses?
7. Who was the main presenter of the Antiques Road Show before Hugh Scully?
8. In which country was investigative reporter Roger Cook born?
9. Who created Emmerdale Farm and which year was it first shown?
10. Who were Tom and Barbara Good's neighbours in The Good Life?
11. And where did they live?
12. What is Channel 4's equivalent of Points of View?

(Answers on Page 9)

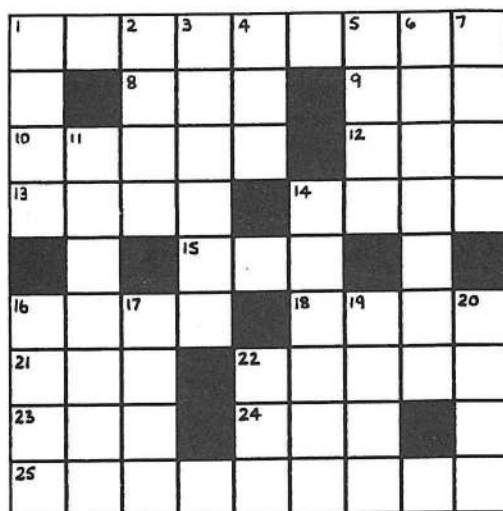
WORDSEARCH

A N L P R O B L E F T H
W O O D P E C K E R H N
N T B I D R S L W O R T
S K Y L A R K O B L U S
O P R I A M R F L T S T
B S C N S C O R U B H A
S L U N E P K O E W K R
G B D E A R D B T E C L
W U V T G E H I I N E I
T O P R U G O N T R O N
D N D N L M H E R N D G
R O B U L L F I N C H E

BLACKBIRD ROBIN
BLUE TIT SEAGULL
BULLFINCH SKYLARK
CROW STARLING
DOVE THRUSH
LINNET WOODPECKER

CROSSWORD

by Mark Thirkettle



Across: 1. Rock clinging shellfish 8. Not at home
9. Beer 10. Roof material 12. Sunned skin
13. Damage, hurt 14. Better than all the rest
15. Spike of corn 16. Male deer 18. Leave out
21. Point a gun at 22. Marsupial bag 23. Frozen water 24. Deed 25. Makes longer

Down: 1. Thick shrub 2. Lion sound 3. Hard seed used as spice 4. Consumed 5. Unpunctual
6. Flexible rubber 7. Conveyed 11. Structure of crossed laths 14. Ornamental pin 16. Go by water
17. End of prayer 19. Silent, dumb 20. Like this
22. Lump of butter

(Answers on Page 9)

ANAGRAMS

Unscramble the following anagrams to find the names of famous cities:

1. SPIRA
2. MADMASTER
3. ORICA
4. YYSDEN
5. GANCOIC
6. BRUMGAN
7. GANTOASI
8. BINGRUHED

(Answers on Page 9)

Teenage Views

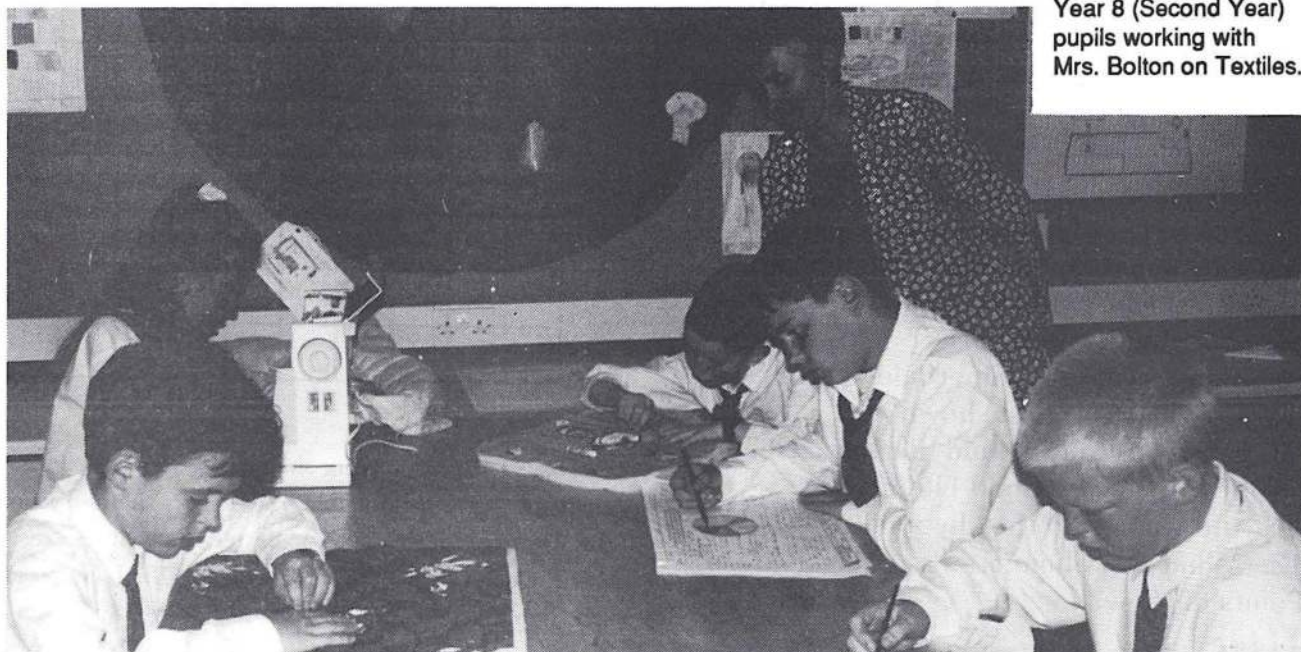
First and second year pupils at De Brus School write about their interests.

Cricket at Skelton Castle

Skelton Castle Cricket Club has been running for about 140 years. I got involved with the club because my dad is the second team captain and he runs the under-13 team. We have to move to a new ground because they are building the new by-pass through our cricket pitch. There has been a lot of progress on this.

I have been playing for the club since I was 10. I have enjoyed and would like to keep on doing it.

Andrew Powell (12)



Year 8 (Second Year) pupils working with Mrs. Bolton on Textiles.

Animals in danger

There are a lot of animals that are nearly extinct. For example, whales are killed for their natural oils and meat. It is not fair that they are taken away from their families and sometimes put into captivity.

Elephants are another kind of animal which are nearly extinct. They are killed for their tusks which are used in medicine, jewellery and ornaments. They are also killed for their meat, and in some cases are killed because they trample down trees. I think they should be put in an area just for elephants and fed daily.

Tigers have a lovely coat that people are mad about. They are shot and skinned so that people can show off, saying that their coat was from a rare species. Mountain gorillas are nearly extinct. They live in rainforests and eat 20 kilos of leaves a day which they strip off the branches of the trees. They do not eat meat and can not do any harm to humans, but humans cut down 1,000 tons of trees each week which also cuts down the gorillas' food supplies. Gorillas are killed for their meat and skins while their babies are taken away as pets and performers. There is a charity called "Care" which helps the gorillas to survive. Is wildlife important or do we want some animals to be lost in the mists of time?

EXTINCT IS FOREVER!

Louise Tinsley (11), Gemma Bourne (11),
Rebecca Jackson (12), June Chung (11),
Emma Lethbridge (11).

Swimming

I belong to Saltburn and Marske Amateur Swimming Club. It is a club for all ages. I go four times a week, training for five hours altogether. You have to discipline yourself to go to every session.

One good thing is that you get a lot of medals if you're good, but if you're not there is the club gala where you can win something. At the club you meet and talk to loads of new people which makes you more confident.

Amanda Mitchell (11)

Jazz Band

Anyone wanting to join a junior jazz band may be interested in this. We have a jazz band (age range 15 - 18) which marches and plays music in competitions (starting from April).

The band goes to different places to compete, mostly on Sundays but sometimes on Saturdays.

We win medals and trophies.

Our uniform is a blue skirt and yellow top for girls and a red top and black trousers for boys. For more information contact Donna Mathews (Year 8) or Stacey Taylor (Year 11) at De Brus School.

Donna Mathews

Picture Gallery



Founder Members of North Skelton Badminton Club

Back L. to R: Will Gibson, Annie Boothby, Jack Burluraux, Eric Wright,
Jim Scurrah, Sid Goodall, -?-, Frank Symons

Centre L. to R: Kate Morgan, Frances Pashley, Mrs Gibson,
Dolly Riddiough, -?-

Front L. to R: Fred Pashley, Lily Leeks, Duncan Turnbull,
Claris Ruddock, Joe Bolton



Eva Foster and Meda Sanderson & friend
notice the front doors left wide open
- a far cry from today

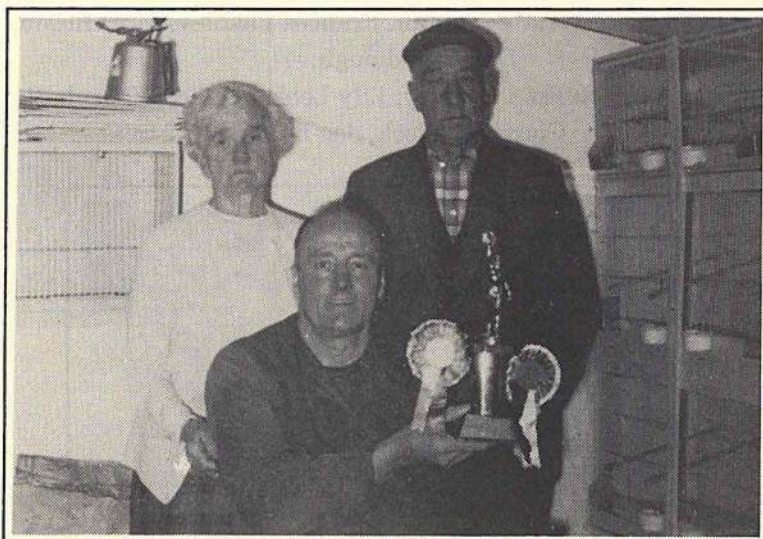
Stanghow Lane School - 1955



Top Row L. to R: J Barker, M Ward, F Chilvers, O Laffey, R Ellingham

Middle Row L. to R: R Trower, C Robinson, E Howe, B Bonnard, J Sleeman, Y Dobson, G Tansley, P Young, S Berwick, T Boyes, T Scott

Bottom Row L. to R: I Tindall, P Bennison, C Brown, E Johnson, J Dent, B Laughton, Mr Edmondson, P Bonnard, J Calvert, B Yates, J Baker, I Garrett, M Lowe



Tommy Larder with his Mam & Dad

Tommy Larder had a cobbler's shop on the allotments to the side of Stanghow Lane School. Tommy was in a wheelchair but was always cheerful and if he wasn't cobbling he was winning prizes with his cage birds.

North Skelton Cricket Club Kerridge Cup Winners - 1930



Back Row L. to R: F Symons, J Shaw, Bob Butler, J Hessay, G Kime,
J Porte, Mr Featherstone (President)

Front Row L. to R: Cliff May, C Barwick, A Turnbull, Roscoe Butler, J Scarrat,
Don Turnbull, George Berwick

Sitting: Duncan Turnbull

(Don Turnbull later captained Middlesbrough NYSD first team for several seasons
and George Berwick was father of former Saltburn captain Colin and grandfather
of Alan Ramage (ex-Boro FC and Yorkshire CCC)



Which team & which year? - please let Norma know

Back Row L. to R: -?-, J Hudson, 'Pos' Butler, Eddie Horner, J Nellist, Harry Butler,
Micky Smith, 'Noddy' Noble, Charlie Summers (Trainer)

Front Row: -?-, J Shaw, J Hauxwell, George Last, 'Sailor' Southwick

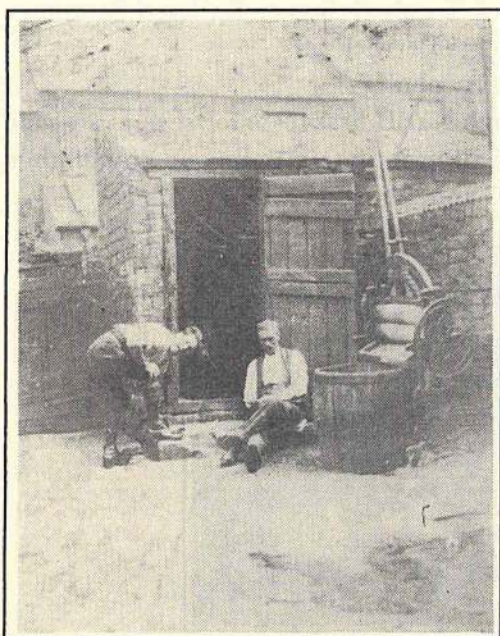


David Swan (Swanny) with
horse and cart. Also featured are
Alan Pearson, Jeff Templeman,
Ralph Brown, Ann Berwick &
Doreen Payne

Can you remember the name of
the pony?

Answer: Dinky

A rare photo of Brotton Hippodrome
'picture-house' as it stood in 1932
when owned by Bice & Garner. It
was situated on the corner leading
into 'The Park'- what a 'magnificent'
structure



George Porte looks on while his son
polishes his boots - notice the old
'poss-tub' and mangle



Scouts at Liverpool Camp - 1928

Back Row: Reg Pratt, Arthur Bowers,
Rev Atkins, Kell Morgan, Walter Mogridge
Kneeling: Joe Allen, Claude Richardson,
'Spike' Walker, -?-, -?-

Just A Heartbeat Away!

Every Sunday in summer about one quarter of the British population gulp down their tea to gather round the telly at 7.30 pm to watch a popular police show. For the next hour power surges across the country are created as people rush to put the kettle on during the commercial breaks. What am I on about? 'Heartbeat' of course.

I go round the Classic Car Shows every summer travelling the length and breadth of the country and if you want attention just mention you live in 'Heartbeat' country and you're the centre of attraction.

So what's the appeal in 'Heartbeat'? In a word - nostalgia - and 'Heartbeat' dishes up plates of it. The story lines are simple, the music good, scenery first class and the cars are great!



Kate's Triumph Herald is the second example to be used as the first was unavailable for the next series. The Herald you all see now was originally white with black inside so it had to be painted and the interior changed. It uses false number plates with the first Herald's number on it. The only non-standard extra is the Pye mobile radio set.

by
**Eddie
Hartley**

What make is Gina's 'Bubble Car'? Yes, you're right, it's an Isetta which was originally orange and had to be painted red for filming as red is a more period colour.



The big police Rover 100 makes only occasional visits to Aidensfield as it's used only for police 'top brass'. Like the Anglia 105E it wears a clip-on police sign and magnetic blue light.

PC Rowan's Francis-Barnett motorcycle has been a trademark since the series began. Most

police forces used Velocettes but they weren't powerful enough to carry bulky policemen and their kit up the hills of North Yorkshire so local police were allowed these instead. The radio phone is only a prop and doesn't really work.



There's no doubt about it the 'Heartbeat' series has certainly put the North Yorks Moors on the map. Is it because of the scenery, vehicles or general nostalgic period of the 60's? Whatever it is I hope there's a lot more episodes in store.

Doc Spot

By Dr Roger Neville-Smith

Croup:

Wacky Treatment in 1890

Croup still affects many children, usually in the cold wet weather, as it did 100 years ago. It is very unpleasant for the child who often feels quite panicky, having a choking sensation and a dry painful cough. The noise of the cough has been described as a 'seal barking' and a 'saw cutting through wood'.

The treatment in 1890 was as follows:

- 1 A warm bath
- 2 Hot water constantly applied to the throat
- 3 Ipecacuanha wine until the child vomits
- 4 Continue with a mixture of wine, potassium iodide and syrup of orange peel
- 5 After an attack avoid drafts, wear flannel next to the skin and a comforter around the neck.

Medical advice is now rather different although we still recommend steam. Making a child vomit seems very strange to us now, and must have made the situation even more difficult and smelly! Potassium iodide has antiseptic properties, being used when 'scrubbing up' for operations; taken internally it can counteract vomiting but is no longer used today.

It is interesting to note that some of these 'old fashioned' medicines are used in dilute form in Homoeopathic medicines. In this form Ipecacuanha treats severe nausea and vomiting, Potassium Iodide treats restlessness and catarrh conditions, and Orange Peel treats headache with nausea, vomiting and vertigo. Isn't life full of odd contradictions!

PS - As they often say on the telly, I do not advise you to try these medicines at home without advice [and a safety net]!!

The Lamps

Davy opened the back door and there she was, poor Tilly in tears. "Oh Davy" she cried "Philip and Christine have just been and they've put rent up and I can't pay it an' am at the end of me tether". Davy looked at Tilly. "Don't upset the' sen Till, it'll only be a few bob, we'll manage". A tearful Tilly said "It isn't Davy, they've doubled it". "They've what" shouted Davy "by, the greedy devils - well we're not paying!". It was a lovely warm Easter afternoon and Davy had had a good morning's rabbiting. He'd met Stan who was selling the very pigeon Davy had been after for months, but Stan wanted too much brass for it and he'd niver gerrit now t' rent had doubled. Davy stood looking out of the window and gave a start "Tilly, a' won't be long luv".



Davy made his way over to Sparrow Park and there, sat on the seat holding office from 2pm-4pm was Jigger Jackson, North Skelton's Department of Social Security Officer, what he didn't know, Social didn't. "Now Davy" said Jigger "how ist the". "Well Jigger, am' in a bit o' trouble, Philip and Christine 'ave doubled rent an' a' can't pay. Can the' tell me what t' do?" Jigger was confident "Yis, 'am sure a' can, tell me your special circumstances Davy". "I don't think I 'ave any special circumstances Jigger", "Course you 'ave Davy, everybody 'as circumstances, now sit your bum down 'ere an' we'll 'ave a tack". Half an hour later Davy's face relaxed and he began to smile. "So Jigger" smiled Davy "a' go to the Post Office an' ask Tony for form B1-11 and B-36 and come back". Davy ran there and ran back. An hour later Jigger had finished filling them in. Davy sat down to check they were correct "Eeh! Jigger, that's nut right, and that bits wrong" said Davy. Jigger sighed "Davy, trust me, its nearly right and that'll do for them, you should git a reply by next Friday. A week later Davy waited oft' post lass. "yes it had come, Tilly we're rich, we've got it". Davy rushed to tell Jigger. "Thu's a marvel Jig" cried Davy, "stick wi' me an' by't time we've finished you'll think you've won't lottery" laughed Jigger. Davy danced back home thinking as he went. Yes! They were going up int' world, him and Tilly. They were now on Income Support with special circumstances. By 'eck, tomorrow he was goin' to see 'ord Norm' to get a plaque put on Sparrow Park seat, N.S.D.S.S. NORTH SKELTON'S DEPARTMENT OF SOCIAL SECURITY, "Will you present it to him Norm?"

Ed's Reply - Yes a' will Davy - and it was me who saw you sneaking out of Stan's loft wi' that pigeon.

"I got it wi' me special circumstances money Norm", Say nowt!".

The History of Our Local Pubs

As early as 1753 an Act of Parliament required Clerks of the Peace to keep registers of Ale-housekeepers. Victuallers were required to enter into recognizances before two justices to guarantee good behaviour on their premises. The amounts required to be lodged in those days were all of ten pounds.



County archives at Northallerton show that by 1776 there were five such recognizances in Skelton, and seven in Brotton. By 1808 there were still five in Skelton but Brotton's number had shrunk to three. Unfortunately the records only show the names of the Victuallers, and not the addresses. Thus we are unable to link these records to any particular building.

The earliest Directory available in the County Library is 'Baines' in 1823. This shows that there were only four Public Houses in the area and no licensed Clubs. Those then in existence were The Royal George, The Duke William, The Green Tree and The Ship Inn.

By 1840 The Wharton Arms had been added but most of the others were built in the 1870's to cope with the huge increase in population due to the expansion in the mining industry. The Hollybush is the only one to have been built in the post war period but there have been two losses over the years - The Shoemakers Arms in Brotton High Street and The New Inn at Cleveland Street in Skelton Green.

The Royal George is known through Baines' Directory to have existed in 1823 but is likely to have existed long before that as a coaching inn on the Guisborough to Whitby road. Until recently, the sign outside depicted King George but this has now been replaced by one showing the First Rate Man of War, HMS Royal George. It is believed that this is more historically accurate and that the premises were originally named after the battleship. In this case it is possible to get nearer to the date of origin of the inn. HMS Royal George, flying the flag of Admiral Kempenfelt, sank with a huge loss of life whilst undergoing repairs in 1782. This tragic accident is now commemorated on the walls of the pub lounge.

Recent excavations prior to building a new extension

have revealed the old sandstone foundations of the inn's stables together with an old lemonade bottle and a clay pipe. The pipe has been dated as being of the kind in regular use between 1770 and 1840. The Royal George has undergone two name changes in its life before reverting to its original title. By 1909 it had become known as 'A. Bunn's Old Royal George Commercial Hotel' and a photograph is in the possession of the present landlord with this legend painted on the front wall. Alfred Bunn was listed in Kelly's Directory as the licensee between 1909 and 1913. By 1937 it had become 'Ye Olde Royal George' but is now once again simply The Royal George.

The Bull's Head at North Skelton is one of the many pubs in the area which were built in the 1870's to serve the much increased population. It is believed that in its early days it performed the role of a coaching inn. Certainly there existed at the rear of the premises not only stables but a 'smithy'. These were demolished in the early post war years. Many of North Skelton's inhabitants remember The Bull's Head being referred to as 'The Trust'. This seems to have arisen from the time when miners and others only paid for their beer once a week, the rest of the time being held on trust. During the 1930's The Bull's Head was the meeting place for one of the three local lodges of The Buffs which no longer exist.

Gordon Fowler

Quiz Answers:

1. Sky At Night 2. The Cartwrights
3. Lotus Elan 4. Z-Cars 5. Bodie & Doyle
6. Trigger 7. Arthur Negus 8. New Zealand
9. Kevin Laffan, 1972 10. Margo & Jerry Leadbetter
11. Surbiton 12. Right To Reply

Crossword Answers:

Across: 1. Barnacles 8. Out 9. Ale 10. Slate
12. Tan 13. Harm. 14. Best 15. Ear
16. Stag 18. Omit 21. Aim 22. Pouch
23. Ice 24. Act 25. Lengthens

Down: 1. Bush 2. Roar 3. Nutmeg 4. Ate
5. Late 6. Elastic 7. Sent 11. Lattice
14. Brooch 16. Sail 17. Amen 19. Mute
20. Thus 22. Pat

Anagrams: 1. Paris 2. Amsterdam 3. Cairo
4. Sydney 5. Chicago 6. Hamburg
7. Santiago 8. Edinburgh

Where Are They Now?



Barrie Austin



For all practical reasons I left North Skelton when I was eighteen. Like a bad penny, however, I keep recycling: a couple of summers working on the UNITED, at least half a dozen stints as relief postman for Skelton Post Office and, of course, numerous visits to see my mother, Annie Austin. In 1962 I left England 'for just a couple of years' in America - and I'm still here.

After umpteen years at the old Guisborough Grammar School and three years at Durham University reading Solid State Physics I went to the United States on a scholarship to study psychology and economics. I spent the first year at DePauw University in Greencastle, Indiana, followed by three years in Ann Arbor at the University of Michigan where I picked up a Master's Degree in Business Administration. It was in Indiana that I learned to drive lorries (trucks over here) on the right side of the road - or if the truth be known, right down the middle - and for some three years, while I was at Michigan, I expanded on my UNITED experience by driving buses. Meanwhile, I did research on throat cancers. The correlation between smoking and throat cancer is just about as good as the correlation between age and date of birth.

The years at Michigan were particularly good years. I parlayed my part-time bus driving job into delivering cars to 47 of the contiguous states in America and effecting an introduction to my wife, Margaret. I unsuccessfully offered her a ride home one night but she preferred her bicycle to arriving home by bus. She's an American who spent a couple of years teaching in Japan before going back to school for her post-graduate work. We were married a couple of years later in Massachusetts and now have two children. Both graduated in Chemistry from the University of Michigan. One is in Medical School and this afternoon the other is working at the local ski shop before taking off for a class in emergency medical and paramedic certification.

For the past thirty years I worked for Boeing, the Aircraft Manufacturer. I retired earlier this year as Chief Engineer, International. Most of my time at Boeing, however, was involved in things other than engineering; mainly Sales, Marketing and Politics - and particularly the latter. It is odd to have an Englishman in charge of political affairs - after all some people fought a war over that sort of thing some two hundred years ago. But Boeing is essentially an international company. It has airline operators in as many countries as there are representatives at the United Nations and much of my work was in representing all of the aerospace manufacturers worldwide before United Nations Committees. Before that I was involved in negotiating international trade agreements that now comprise part of the World Trade Organization and set the rules under which countries import and export goods and services.

I read in recent articles in THE KEY that Adrian Johnson and his wife had spent time in China and Winifred Harrison was still in Australia. Margaret and I were in those countries about the same times although I had no idea others from North Skelton were so close. Who knows, we may have seen each other and not known it! I bet we have been equally close to Skeltonites in other off-the-beat spots in South America, Asia, Africa or on the Continent.

I noticed that Adrian Johnson, whom I last saw when he was still at college, was into the diplomatic thing. I was never quite so gifted. For example, at museums and other attractions in China that have potential tourist value there are signs that say something like 'Foreigners and Returning Chinese' and 'Others'. Being neither 'foreign' nor a 'returning Chinese' I went with the flow through the 'Others' entrance. It cost me the equivalent of ten pence. Margaret went as a 'foreigner' and paid at least ten times as much! I didn't run into Adrian though. He was probably standing in line with Margaret!

I never cease to be amazed at the number of times I run into people from what we used to call the North Riding - I still cannot get the hang of Skelton's being in Cleveland County instead of Skelton-in-Cleveland being in Yorkshire. Anyhow, many years ago, Margaret and our baby daughter, Kristen, rented a couple of horses and a mule to explore the Canadian Rockies. I did not expect to see anyone. I was almost right. We ran into two parties each of two: my old room mate from college and his wife and a couple of women from Saltburn! They had gone to the Canadian Outback so they wouldn't 'keep running into people we knew'. I didn't know them but both knew my mother and Nurse Wardhaugh. They also knew Janet Lilly and just about every other girl I had taken out!

As I said earlier, much of my working life has been in support of United Nations efforts in the civil aviation area and, in particular, on navigation satellites - the so called Global Positioning System (GPS) of the US and the Global Navigation Satellite System (GLONASS) of Russia. A few years ago, of course, these systems were super secret. Today both countries are working together to make sure aircraft from every country can use them to navigate safely in congested areas and in bad weather. I have been in the thick trying to get all the systems to talk intelligently to each other and to the airplanes they are supposed to be supporting.

It's hard guessing what I might finish up doing these next twenty or thirty years now that I have more time to myself. I have been lucky enough to spend much of my life right in the middle of quite a few major political and technical events but, no matter where I am, or what I'm doing, I find a heck of a lot of folks have some identity with Cleveland or the Dales or Yorkshire of yore.

Barrie

P.S. Doris is now in a Nursing Home in Edlington, near Doncaster. That is where vicar Tom grew up. I still hear from her through her sister, Annie. She can be reached at: Doris E. Smith, C/O Annie and Len Watson, 9 Roberts Road, Edlington, nr. Doncaster, S Yorks DN12 1JF.

Letterbox

Dear Norma

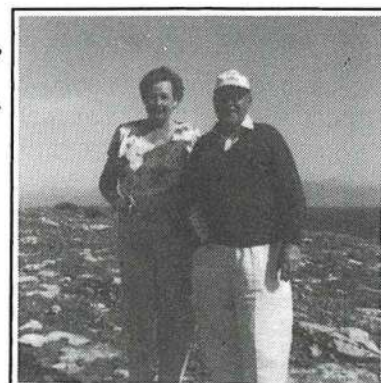


I have just received the August & December editions of 'The Key' from my brother Dave Perrow and his wife Edna. I take great joy in reading every word from the first to the last page. I find it a wonderful store of information and it brings back a host of memories of our village life.

I came to South Africa in 1951 on a contract for the South African Steel Corporation having served my apprenticeship at Skinningrove Iron & Steel Works. At the end of the 3 year contract I moved to, what was then, Rhodesia - a wonderful country. I spent a year working for Costains on the Kariba Dam site building the African Housing Scheme.

Later I moved back to South Africa and travelled for a firm erecting water tube boilers. In 1961 I had a trip back home to see everyone before returning to South Africa with the same firm and job. In 1967 I married my wife and settled in Johannesburg working in the steel works. In 1976 I decided to move to the coast and set up my own business in the refractory field.

In 1992, at the age of 69, I decided enough was enough so I built a house near the beach at Langebaan Lagoon on the west coast and I'm now enjoying the peace and serenity of it all. I love to go fishing and watch the sunsets with lovely weather most of the year. My wife and I visited home in 1993 and toured Britain and Europe. We went again in 1994 and Dave and Edna took us all around the moors and villages. My wife, Jean, was enthralled with the way of village life and the local pubs. In 1995 we visited the Far East which was very enjoyable but seeing all the different places there always seems something that never lets you forget the place you were born - Yorkshire and all the villages are something special to me. Best wishes to you all and I look forward to future editions of 'The Key'.



Bill Perrow, P.O.Box 169, Langebaan 7357, Cape Province, R.S.A.



The History of Racing Pigeons



The history of the racing pigeon goes back a very long way. Indeed evidence exists that it was taking place as far back as 3,500 years ago. Experts on prehistoric remains have unearthed records which provide us with concrete proof of the high regard in which pigeons were held by the ancient races of the Middle East. They were well aware of the ability of the pigeon to find its way home over strange terrain and at varying distances. There is even evidence that pigeon fanciers were considered unsuitable for duties as jurymen because of their irresponsible way of earning a living by gambling on pigeon racing!

Leaving prehistory behind, we find Pliny, the Roman historian and naturalist, stating that pigeons were successfully employed as messengers at the siege of Mutina in 43 BC and we know that Julius Caesar used them in this way during his conquest of Gaul. Some hundreds of years later, during the Crusades, the efficiency of the Saracen pigeon service caused trouble for Richard the Lion Heart who was frequently surprised by the speed with which the enemy were apprised of his troop movements.

At the siege of Leyden in 1574 the Dutch are known to have used pigeons and readers will perhaps recall the passages in 'The Black Tulip' in which Alexander Dumas so delightfully describes the pigeons of Holland whose safely delivered messages, informing the besieged that help was coming, inspired the brave Dutch to even greater efforts to withstand the fierce onslaught of the Spaniards.

Other famous sieges when pigeons were used were the siege of Venice in 1849 and the siege of Paris in 1870-71, during the Franco-Prussian War, when the pigeon service was such an enormous success that over a million messages and letters were delivered from outside the walls of Paris to the besieged within.

From this time onwards the militarists in Europe began to realise the immense value of pigeons in times of war - so much so that the Germans, around the year 1887, established a wide range of military pigeon posts. In the First World War pigeons played an enormous part and there are soldiers who fought in that war still alive today only because of the timely arrival of a pigeon with an all-important message. Such a message was contained in a tubed capsule attached to the bird's leg or concealed in a gelatine-covered capsule previously slipped down its gullet and into its crop, where it remained until it was safely delivered at signal headquarters.

Again, during the Second World War, not only were many lives saved but valuable information was received by the Allies concerning the whereabouts of cleverly concealed and closely guarded headquarters of high-ranking German military leaders planning the annihilation of London. Information about the secret Rooket sites obtained at the risk of their lives by the cleverness and patriotism of members of the Free Underground Forces of Belgium, Holland and France was also delivered by British pigeons in time to avert the use of the Rooket III.

These pigeons were supplied by the civilian lofts co-opted by the War Office into a National Pigeon Service - a voluntary service which did a magnificent job of work throughout the entire war, and Londoners, although they may not be aware of the fact, owe a great deal to the racing pigeon.

With the advent of the railways a new use was found for the instinctive talent of this bird. The sport of Pigeon Racing was born and grew rapidly in step with the rail network. As railways were streamlined, pigeon racing took to the roads and has continued to grow to its present 100,000 fanciers who raise around two million young birds per year.

When competing in races the birds are taken to a predetermined release point in large air conditioned vehicles, some carrying as many as six thousand of these avian athletes. The release is a spectacular sight.

Each pigeon carries a secretly numbered rubber band in addition to its permanent identity ring. On arrival home the rubber band is removed and placed in a tamper proof clock which stamps the exact time of return. The distance from the release point to each loft is known to the nearest yard.

When clocks are returned to the club house, the rubber rings are checked, times read and speeds of the birds calculated by computer. The bird with the fastest speed wins the race and is awarded a prize.

'A Pigeon Fancier'

The final stages of Harry Heathcock's

CHALLENGE OF A LIFETIME

British Steel's round the world yacht race - no experience necessary

H.H.

Southampton to Rio de Janeiro

The week before the start, final preparations were being made to all the yachts. Each skipper and crew had their own ideas as to what equipment they wanted on board [and some what they wanted off the yacht]. For example some yachts had curtains put up instead of doors into the heads [toilets] to save weight. On British Steel the skipper wanted to keep the doors, so there was at least one place with a bit of privacy. He asked me to install a fan above each bunk to keep the off watch crew cool and make for a better nights sleep when we neared the Equator. I managed to install the fans before the start but had to use self adhesive hooks to hang them up with as I could not put holes in the existing wood or metal of the boat.

The choice of food on board the yachts was left to each individual skipper and, to keep weight to a minimum and get a better boat speed, some skippers chose very little fresh food and utilised dried to last them the rest of their journey. British Steel opted for as much fresh food as they thought would last and the remainder was dried food. An example of dried food would be things like powdered milk, orange to make orange juice, brown and white bread mix, packets of soup [each one for 14 people] instant mashed potato, spaghetti and pasta.

With all the training now completed and the yachts prepared, it was time for Princess Anne to start the race from a Brittany Ferry. I watched from one of the support vessels and could see thousands of other boats all waiting for the start gun. Spinnakers could be seen being hoisted and billowing out to get up to speed in time to cross the mark just before the gun went off. There were two marks down to the start route which had £2,000 on each for the first yacht to pass each mark. This gave a more exciting start to the race and meant each yacht tried right from the start rather than taking it easy as there was still 4,800 miles to go.

What a spectacle it turned out to be, with nine of the ten yachts hoisting their spinnakers with the respective companies' logos on them, all fighting for first position. As it developed the Pride of Teesside started to edge out in front flying its lightweight spinnaker which didn't have a logo, but was suited to the light following winds that were blowing at the time. It was first past the two marks and so it won £4,000. The only thing was they had to get to Rio before they could enjoy it.

As the race progressed out into the Bay of Biscay the yachts were vieing for position when they hit fifty knot winds. These gave a foretaste of what was to come in the Southern oceans. The yachts were quite spread out as they approached the Equator, with up to 200 miles between them. It was still anybody's race but it wasn't until the yachts were in line with the Gambia that things really began to change. British Steel was in third position, well over to the east - close to the African coast before they began to cut across the Atlantic to Rio. This gave them the best wind angle and boat speed compared to the other yachts and put them in the lead until they crossed the finishing line in Rio. The other yachts weren't far behind though. After four weeks and three days there was only two minutes separating the third, fourth and fifth. This just goes to prove that the quickest route is not necessarily the shortest. The final positions were:-

- | | | | | | | |
|---------------------|---|---------------------|---|--------------------|---|---------------------|
| 1 British Steel 11 | - | 2 Innerspray | - | 3 Heath Insured | - | 4 Pride of Teesside |
| 5 Hofbrau Lager | - | 6 Group 4 | - | 7 Nuclear Electric | - | 8 Rhone Poulenc |
| 9 Coopers & Lybrand | - | 10 Commercial Union | | | | |

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friends and customers
for their kindness and
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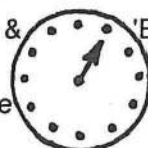
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