

Meeting Report 17th June 2025

'The Mystery of Auntie Kath' by Allan J. Kathleen Mary Joyce Jones, Allan's paternal grandfather's 4th child 1926 – 2004. She was 'passed' to her grandparents at birth. She was a Jones, but not Allan's Joneses! Mum Ada, no dad. Born at Crosby Maternity Hospital, which was then the Salvation Army's Star Hall, now demolished. In 1927, Kath lived at an address in Bucknell, Shropshire, three doors away from Allan's grandparents, Raymond and Fanny. Kath grew tall, other family members were small. Did Ada do a runner? In 1928 she married Bertram Leslie Wright (1899 – 1975). Ada made a will in February 1945, died at Hendon one week later. Bertram, who appears to be a scoundrel, married Ellen Rouse 26 days later. Ada's sister Amy Jones was left £76, and that Amy should be guardian of her infant children. Husband Bertram was excluded from the will. In 1939, Amy Jones b.1901 is housekeeper for Henry Jones b. 1891, a railwayman. Amy marries Henry in 1944, living in south Shropshire in 1945. No children, but Gwendoline, Ada's youngest, is living with them. Gwen stays in Shropshire and settles down there, married with two children.

There followed an interesting discussion on the records held by the Salvation Army, suggested by John W. as a useful supplement to official PRO/TNA & BMDs.

Roger B tried to follow that with **'Dynasty'**, a tongue-in-cheek account of several generations of railwaymen who led to Roger driving a locomotive on the Severn Valley Railway. It wasn't LNER, it was an Ivatt 2-6-0 designed for the LMS. Never mind, at least it was proper steam. In that first railway generation was Joseph Wilson, illiterate in 1835 when he married Sarah Jordan. By 1851 he was so literate that he was station master at Cross Gates, NER. Well done, Sarah, whose sampler demonstrates her own reading and writing, as does her well formed signature on that same marriage certificate, and educated her husband to lift him, them, out of the Ag Lab class. Joseph became station master at Bardsey in 1876, and was still in that role when he died there, in 1890. In 1878, Grandad Fryer started work on the NER at Leeds New station, as cleaner at the engine shed, in 1881 fitter mechanic, stoker in 1887, fireman (same as stoker!) in 1891, transferred to Starbeck where he was engine driver until his death in 1932. His brother John was a railway ganger (plate layer) for the NER at Crimble junction. Grandad Fryer's dad briefly worked for the NER, as a Guard, at Malton, but he never held the same job down from one census to the next. Roger's dad just liked trains. The two of them went round Dundee Tay Bridge engine shed, on the morning of our David's wedding, and got scolded by mum because she didn't know where we were, and we were late. It had been great though, a local engine driver showed us round and let us inspect the cabs of a couple of pacifics. Roger is now just a Friend of Knutsford Station.