

Swinnerton Family History

The Journal of the Swinnerton Society



ISSN 0508 6755

VOLUME SEVEN

NUMBER THREE

DECEMBER 1987

The Swinnerton Society

A non-profit making organisation devoted to the research and publication of Swinnerton Family Records and the welfare of St.Mary's Church, Swynnerton.

Registered as a Charity No.518184

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Subscription £3.50 per Annum

Senior Citizens & Students (UK only) £2.00

FROM THE EDITOR'S DESK

The December Editorial has become something of a report on the year just gone and I am sorry to say that 1987 has not been a particularly good year for the Society.

After the tremendous enthusiasm shown last year for the Domesday Anniversary Gathering and the consequent growth in membership, this year has seen us slipping back very badly and we have lost a total of 44 members. 29 of these were from the United Kingdom, 13 from the USA and 1 each from Canada, Australia and Denmark. Only 3 of these losses were due to the death of the member.

Admittedly we have gained 14 new members (1 replacement for a deceased member, 2 re-joined and 11 new) but this is still a nett LOSS of 30.

WHY?

I have been asking myself this question for some time now, I have asked Council and I asked at the AGM (to which only 14 members came) but no-one could come up with any answer except 'apathy'.

But is it really apathy?. Every member gets a normal renewal notice for the subscription with the December Journal. If it is not paid, a reminder is sent with the March Journal. If the subscription is still not received, a final reminder together with a note saying that unless it IS received no further Journals will be sent, is sent with the June Journal.

Surely no-one can be so apathetic or forgetful as to ignore THREE reminders?

Is the answer that I/we are not giving the members what they want and they are therefore losing interest? Is the format of the Gatherings/AGMs not right? Or is it this Journal that is at fault and the contents are not holding their attention?

Other family journals I see have articles contributed by several members and a regular lively letters column. This rarely happens in ours - why are we so different?

10 members of the family who were not members of the Society came to the Gathering last year as a result of our PRO's publicity but not one has subsequently joined the Society despite being asked several times. I even did quite a lot of research for one who knew nothing of his antecedents and succeeded in linking him in to one of our major branches but he did not join or offer to contribute to the costs of certificates which had to be purchased.

We have had several cases over the last few years where people have joined but have dropped out once their ancestry and connections have been traced and verified.

Why?

Only you, the members who do continue to support the Society, can answer these questions. I am very concerned at the trend and would very much welcome your observations and suggestions.

Finally, my very Best Wishes to you all, wherever you are, for Christmas and the New Year and my grateful thanks for your support.

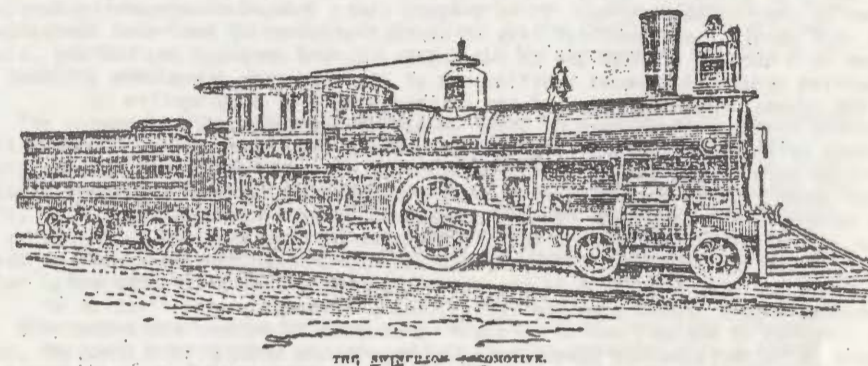


MAY THE BLESSING
OF CHRISTMAS
GO WITH YOU
INTO THE NEW YEAR



"ONWARD"

It has always been supposed that one of the most important points in the construction of wheels for locomotives and cars was to get round ones, and great pains have been taken to secure absolute accuracy in turning the tires. But now there comes an inventor and upsets all these preconceived ideas, and tells railroad men that, instead of having the wheels perfectly round, the driving wheels of the locomotive should have the periphery composed of a series of plain facets connected with each other by very obtuse angles. In other words, the tread of the wheel should have a number of flat surfaces that would give greater adhesion to the track. So potent have been the arguments of the inventor that a company has been formed for demonstrating the truth of the ideas, and yesterday the first locomotive belonging to the Swinerton Locomotive Driving Wheel Company came out of the shops of the Hinkley Locomotive Company on Albany Street. The machine is very properly named "Onward" and it is so different in many features from the common locomotive that it deserves a detailed description. It will be seen from the accompanying cut, in the first place that the engine is a large and powerful one, designed for passenger service.



It weighs with its tender, ready for business, some 144,000 lbs and its total wheel base is over 50 feet. To the majority of people the arrangement of the wheels would be a novelty, the single driving wheel on each side being about the centre of the engine, while a four-wheel truck under the forward end and a pair of trailing wheels under the cab steady the machine and enable it to run round curves very easily.

The boiler is made of the best Otis Steel, is 52 inches in diameter and 25 feet long, it has 219 tubes, 14 feet long by 2 inches in diameter, having a heating surface of 1375 square feet and is designed to run under a working pressure of 175 pounds. The Belpatro fire-box, used on Belgian state railroads, has surfaces either parallel or at right angles with each other,

so that the stay bolts are at right angles, enabling them to have a full thread being in a position to stand the greatest strain. The fire-box is 90 inches long by 42 inches wide, fitted with a sloping grate, the unusual width being obtained by placing the box partly outside the frame. The grate area is 2600 square feet, and the heating surface of 112 square feet of the fire-box combined with that of the boiler tubes gives a total heating surface of 1487 square feet.

The cylinders are 18 by 24 inches, the driving wheels are 67 inches in diameter, and thus the tractive force per pound pressure on the piston is 110 pounds. The ordinary Stephenson shifting valve motion is used. Instead of the ordinary sliding T valve, piston valves are used giving practically a balance valve and reducing to a minimum the strain and friction. The travel of the valve is $5\frac{1}{2}$ inches, the outside lap being $\frac{1}{8}$ of an inch, and the inside lap 1.32 of an inch. The crank pin of the driving wheel is of unusual size, 5 inches by 6, giving ample surface with less liability to heat.

The Swinerton locomotive driving wheel is the peculiar feature, however, of this engine. It differs from the ordinary driving wheel in that it has a series of plane facets of any length from one to two inches around its periphery or tread and these facets are continuous and connected with each other by very obtuse angles. It is evident that, instead of presenting to the rail merely a mathematical line of contact obtained by the round wheel, there is a contact of from one to two inches, as the case may be, thereby obtaining greatly increased traction and at the same time preventing slipping of the wheels. The operation of the driving wheels of a locomotive is entirely different from that of other wheels of the train. The former produce friction, both dynamic and static, while the latter produce dynamic friction only. When the driving wheels obtain traction sufficient, or in other words, adhere to the rails with sufficient force to move the train or the weight behind them, then for the thousandth part of a second, more or less, the wheels are still and for this instant of time they employ static friction, or the friction of rest, which is only another name for cohesion or adhesion; but when the train is too heavy the wheels lose their grip and immediately spin around upon the rails, thus producing dynamic friction or the friction of motion, and it is plain that when this takes place the only course is to decrease the power until the wheels are brought to a state of rest. The convex surface of the wheels cuts a corresponding concave surface in the rail and the parts are thus fitted to each other by absolute intimate contact, covering a space of an inch or more, and the process of welding is commenced. Now if the engine stopped a few seconds and steam is given to it gradually it will be able to draw a greater load than before the wheels began slipping, the simple reason being that now the wheels have a contact with the rails of an inch or more, whereas in the first case they had a contact of merely a mathematical line. The driving wheels of this locomotive are 67 inches in diameter, while the circumference of the tread is $210\frac{1}{2}$ inches. The centre of the wheel is cast iron, and it has a Krupp steel tire $3\frac{1}{2}$ inches thick, held in place by retaining rings. The periphery of this tire looks to the untrained eye perfectly round, but in reality it has 105 flat facets each two inches long. There is only one driving wheel on each side, thus the dangerous parallel rods are done away with, and it is claimed that the increased "grip" obtained by the peculiar construction of the wheels will

make one driver fully equal to two for passenger engines. Although this engine has been built with only two driving wheels, specially designed to exhibit the great advantages of polygonal tires, similar wheels can be used with benefit on any ordinary locomotive. Indeed, an eight wheel engine equipped with polygonal tires has been running for 4 years on the Boston and Lowell railroad with very satisfactory results, and another engine, similarly equipped, has been running on the same road for three months with an equally good record. So satisfied are the gentlemen interested that the problem of traction has been solved, that orders have been given for the making of polygonal wheels for use on electric street cars.

The arrangements of the wheels of this locomotive is similar to that of an eight-wheel passenger engine. The usual four-wheel leading truck is there, but the rear pair of driving wheels is dispensed with, and in its place is a pair of trailing wheels, contained in a very ingeniously constructed truck, designed to give lateral motion of $2\frac{1}{2}$ inches on a true radius taken from the centre of the driving wheels, thus enabling the engine to take curves more readily than the ordinary type of passenger engines with rigid wheel base. The leading truck wheels are 30 inches in diameter and the journals are $5\frac{1}{2}$ inches by 10. The diameter of the driving wheels is 67 inches and the journals are $8\frac{1}{2} \times 8$ inches. The trailing wheels are 42 inches in diameter, with journals of 7×8 . The wheel base of the engine is 25 feet 8 inches; 12 feet from the centre of the truck to the centre of the driving wheels, and 10 feet 9 inches from the centre of the drivers to the centre of the trailing wheels.

The engine has the extension front, or smoke box, fitted with the latest spark-arresting device. It is fitted with the Eames vacuum brake on the driving wheels, the brake shoes on each side of the wheels being of the Ross pattern. The Westinghouse automatic air brake is provided for the tender and train. All the modern improvements common to the best passenger locomotives are applied to this one. An excellent way of providing steam for all the valves in the cab is secured by means of a steam chamber connected with the boiler by one opening protected by a valve.

The tender is of large capacity, in anticipation of long runs without stops, the tank holding 3500 gallons, and it is also provided with a scoop for taking up water from a track tank while running. The tender frame is built of channel iron thoroughly braced. The trucks are the Theilsson pattern, the journals are of the M.C.R. standard, and the brake shoes are of the Ross pattern. All the wheels of the engine and tender, with the exception of the drivers, have Krupp wrought iron spoke centres, with Krupp steel tires, and were imported from Germany.

The engine has been built regardless of expense, and with the well known thoroughness and attention to detail that characterize the Hinkley Locomotive Company, and Col. William E. Burrows, the general manager, and Mr Hugh Conrad, the superintendent, have both given their best services.

The essential parts of the machine were designed and constructed under the personal supervision of Mr H.S. Kalseth, the master mechanic of the southern division of the Boston & Lowell railroad.

Through the courtesy of General Manager Furber of the Boston & Maine railroad the engine will soon make its trial trips on the tracks of the Lowell system in charge of Mr F.F. Coggin for several years engineer on the Boston & Lowell railroad.

The engine has been built for the Swinerton Locomotive Driving Wheel Company of which Mr C.E. Swinerton of New York is President, Mr J. Hopkins Smith of New York is Secretary and Treasurer, and Messrs. N.W. Rice of Boston, J.F. Merrow of Boston, Jeremiah Prescott of Boston, J.S. Ricker of Portland, George Burnham Jr., of Portland, and George P. Westcott of Portland are Directors.

* * * * *

A LETTER FROM INDONESIA

November 1987

Dear *Sau & Family*

It seems like only yesterday that we sat down to write our Season Greetings for 1986, and now 1987 is not far from its end.

This year was not one of dramatic events for the Dalls, such as the move from one continent to another in 1986 or - of a different kind - the drought and famine in Ethiopia the years before. And yet it was a busy year in many ways involving quite a bit of travel.

The beginning of 1987 found us in cold and therefore wonderful Copenhagen where we also plan to end the year. Hans returned to Jakarta already during the first week of January, whilst Val stayed for two weeks more to enjoy what turned into the coldest winter for many years. The change from -20°C there to $+32^{\circ}\text{C}$ in Jakarta was not easy.

Val on return became deeply involved with the UN Women's Association, of which she now is the President, like she was in the Philippines.

June saw Val back in Europe to visit her parents in England, Christian in Copenhagen and Susan and Ditlev on the Faeroe Islands, way out in the Atlantic Ocean, where they were completing several summer's fascinating archeological digging.

With Val back in Jakarta mid-July we finally made it, at the end of that month, to the fabled island of Bali, which for us even surpassed its reputation. A visit to Bali, where Hans had official business to attend, but where we stayed on for a few days on our own, can be thoroughly recommended.

Hans was in Rome early in September for a pre-FAO Conference meeting of all FAO Representatives. He also managed a long week-end in Copenhagen, which was most enjoyable. Hans has during the year also travelled considerably within Indonesia, which indeed is a beautiful country. Visits to Jepara, Central Java, to look at shrimp production, to Malang in East Java, to look at cotton and citrus fruit, to Manado in North Sulawesi, to follow the FAO coconut project there, and to the areas around Medan in Sumatera, to discuss improved tools, come to mind.

Val continues to play a lot of tennis and was the captain of the British Women's Association Tennis Team playing against Australia-New Zealand (The Brits lost honourably).

Indonesia has suffered from an unprecedented extended dry season. We had no rain for 5 months from June to October. Although some islands experience food and water shortages, plenty of reserves were available in the country. Many people lost their harvest but few suffered from hunger. At the end of October the rains came and within few days Indonesia was its usual lush green again.

Val's sister Denise and cousin Betty visited us for three weeks last month. How nice to have family here to show beautiful Indonesia off to.

Val's parents are well and we are looking forward to seeing them and the family and friends in Denmark soon. We so enjoyed being home last year for the festive season inspite of - or because of - the Arctic weather, that we, as mentioned earlier, are doing it again this year. It will be nice to see the children again, but we are also hoping that they might be able to visit us in Indonesia next year.

Wherever you are in the world dear friends, we think of you often but especially at this time of the year.

All our good wishes go to you for a joyful Christmas and a peaceful and happy New Year.

All the very best.

Val
Val

Hans
Hans



ANOTHER MYSTERY SOLVED.

Over 15 years ago, I was sent this advertisement from a Middlesbrough newspaper by a friend who knew that I was interested in all references to our name.

SWINNERTON
High Class
Family Butcher
15, BERESFORD BUILDINGS,
THORNTREE ESTATE,
Middlesbrough
Tel. M'bro 42308.
ALAN, MARION, WINNIE
AND STAFF
Would like to take this opportunity
of wishing their many valued
customers SINCERE CHRISTMAS
GREETINGS AND BEST WISHES
FOR A PEACEFUL AND PROS-
PEROUS NEW YEAR.

At the time it meant nothing to me at all, I was not aware of any members of our family living in that area.

Then, in 1984, Mr Ian Swinnerton of Northampton joined the Society and on his family record form he said that he had been born in Middlesbrough. His father had also been born there but beyond that he could not go.

One of our members, Mr David Swinnerton, actually lived in Middlesbrough although he had originally come from the Wrexham branch of our family. However, he had offered to help with the Society work in any way he could and so I asked him to have a look at the local newspapers of the period to see if he could fill in any of the gaps. He not only did that but also searched the local cemetery records and came up with a lot of useful information and he also managed to contact and visit two descendants and was able to obtain copy certificates etc. - a really splendid job all round.

Using the information that he had gained, I was able to apply for the marriage certificate of the earliest man for whom we had any details and this turned to be most interesting indeed - not only did it bring the family back into the Midlands but it revealed that he, who had been entered in the Register at his burial as THOMAS SWINNERTON was known at the time of his marriage as Thomas SWINFORD alias SWINNINGTON.

Obviously the Vicar was thoroughly confused by the local accents (you will notice that neither Thomas or his bride could write) and wrote down what he heard, Swinington is a very common pronunciation in the Black Country. Also - the next parish to Sedgley is Kingswinford and next to that is Oldswinford.

In the New Year, when we have some research funds again, shall attempt to take the story one stage further and find the Birth Certificate of Henry Swinington, the father.

Our thanks to David Swinnerton for a job well done.

* * * * *

I always have outstanding queries like this and they can often be progressed by a little local work. If any member would be willing to help in this way, I would be most grateful if they would let me know and I will see if we have any outstanding mysteries in their area.

Mr Frank Swinnerton is currently working on one for me in the Isle of Man.

* * * * *

With this Journal is a renewal form for your subscription for 1988. I do hope you will support us and it would be a very great help if you could pay this PROMPTLY, it costs me a great deal of time to have to keep writing and reminding people apart from the cost of the postage.

SWINNERTON of MIDDLESBROUGH

2nd Revision

December 1987

HENRY SWINNINGTON = ?

Shingler

b.

d.

(HS.191)

THOMAS SWINNERTON = Alice Lewis
or SWINFORD 20Mar1881
alias SWINNINGTON Sedgley
b. c.1864
bur.31Dec1917
Middlesbrough
bur.27Sep1916
Middlesbrough
Ironworker
(TS.106)

Brother

THOMAS JAMES SWINNERTON b.20Nov1887 Dudley d.1Mar1935 (bur.5Mar) Middlesboro (TS.207) Ironworker	= Jane Elizabeth Finkell 21May1910 Middlesboro b.c.1892 d.10Apr1943 (bur.14Apr) Middlesboro	EDITH(ES.357) b. = McGuire	ROSE(RS.239) 'POLLY' ANN (Mary Anne) b. 1882 b. 1883Dudley bur.9Jan1932 Middlesboro = William Kemp Wilcox 16Apr1900 Middlesboro	LILY(LS.74) b. Fred Abbot James Finkell 1915 Wharfedale	ELSIE(ES.368) b. Donaghue
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THOMAS JAMES SWINNERTON b.9Aug1812 Middlesboro d.23Apr1964 Middlesboro (IS.208) Butcher	= Beatrice Lilian Bendelow 19Jul1937 N.Ormesby	ALICE JANE(AS.275) b.7Dec1910 Middlesboro = Albert Hornby 21Feb1932 Middlesboro d.c.1950/1	RONALD SWINNERTON b.29May1914) d.2Feb1915)Middlesboro (bur.7Feb) (RS.240)
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IAN SWINNERTON b.6Apr1943 Middlesboro (IS.28)	= Judith Doyle nee Brown 16Dec1967 Middlesboro	RONALD SWINNERTON b.3Jun1944 Middlesboro (RS.238)	= Barbara Rowlands 14Oct1967 Middlesboro
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CRAIG IAN SWINNERTON b.12Apr1970 Middlesboro (CS.158)	ANANDA LEIGH (AS 274) b.22Sep1975 Middlesboro
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GAIL(GS.122) b.19Dec1969 Middlesboro	GARY SWINNERTON b.26Jul1972 Middlesboro (GS.154)
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52

Application Number Y99767

Registration District Dudley

1881. Marriage solemnized at the Parish Church
in the Parish of Sedley in the County of Stafford

No.	¹ When married	² Name and Surname	³ Age	⁴ Condition	⁵ Rank or profession	⁶ Residence at the time of marriage	⁷ Father's name and surname	⁸ Rank or profession of father
182	March 20th 1881	Thomas Swinford 'Alas' Swinington	21	Bachelor	Furnace-man	Ladygrove	Henry Swinington	Shingler
		Alie Lewis	19	Spinster	—	Ettringshall	John Lewis	Roll-Turner

Married in the Parish Church according to the Rites and Ceremonies of the Established Church after Banns by me,
Thomas Swinford, Alas, Thomas Swinington ^{Alas} George Henry Turley
 This marriage was solemnized between us, Alie Lewis Marx mark in the presence of us, W. Griffiths Vicar
Mary Robbins

Given at the GENERAL REGISTER OFFICE, LONDON, under the Seal of the said Office, the

6th day of February 1987.

MB 353864

This certificate is issued in pursuance of section 65 of the Marriage Act 1949. Sub-section 3 of that section provides that any certified copy of an entry purporting to be sealed or stamped with the seal of the General Register Office shall be received as evidence of the marriage to which it relates without any further or other proof of the entry, and no certified copy purporting to be sealed or stamped with the seal of the General Register Office shall be received as evidence of the marriage to which it relates unless it is sealed or stamped as aforesaid.

CAUTION:—It is an offence to falsify a certificate, to make or knowingly use a false certificate, or to deliver or knowingly use a copy of a false certificate intending it to be accepted as genuine or to be prejudicial to the public interest.

It is also an offence for any person, or to possess a certificate knowing it to be false without lawful authority.



HOW THEY GOT AROUND!

It is a popular misconception that our ancestors stayed in one little village all their lives and only left it once or twice a year to go to the Fair at the nearest town.

This is very far from being the truth, in fact there was always a great deal of movement and this was accentuated, of course, by the Industrial Revolution. London, in particular, has always been a magnet and if you study the records of the period, you will find many instances of men going there 'to seek their fortune', probably marrying and having one or two children there, and then moving on - often back to their roots. Not this one though - he was of the Warwickshire Branch and his father Richard was born & baptised at Fillongley on 11 Apr 1795.

He moved to London where he worked as a coachbuilder and he had 6 children born there in St. Pancras. Now Mrs Pamela Palgrave, in the course of her researches into our Yorkshire Branch, has discovered one of them, John, also a coachbuilder, in Doncaster, he having previously lived in Kent.

When he was young, he went to Australia for a while but on his return settled in Stockport/Manchester where his descendants were until 7 years ago.

1861 CENSUS DONCASTER RG 9 3520 Enm Dist 22 Fol 72.

32 Oxford Street.

John Swinnerton	Hd	M	33	Coach Maker	St. Pancras Middx
Rebecca	"	Wf	M	36	Swanersby, Cambs
John	"	So	8	Scholar	St. Pancras Middx
Louisa	"	Da	4	"	Ashford, Kent
Richard	"	So	1 mo?		Doncaster

1822 May 3 Ann of Slindon 7 Eccleshall
 1825 Jun 15 Miss Ann of Great Sugnall 73 Eccleshall
 1836 Jun 17 Anne of Hanley 81 Newcastle St Giles
 1836 Jul 20 Ann widow of Blakelow 79 Swinnerton
 1809 Aug 9 Benjamin 3 years 2 months Newcastle
 1817 May 10 Benjamin SWINERTON 17 Stoke on Trent
 1825 Dec 19 Betsey of Blakelow 35 Swinnerton
 1825 Mar 5 Britain son of Thomas & Frances of Sugnall 6
 1839 Dec 29 Charles of Soudley 57 Adbaston
 1809 Sep 7 Charlotte 4 Newcastle
 1821 Mar 20 Charlotte of Standon 47 Swinnerton
 1829 Aug 17 Edward SWINERTON 9 Darkhouse Chapel (Stranger) *
 1815 Jun 30 Eleanor SWINERTON of Club Houses 10 Stoke on Trent
 1819 Jul 10 Elizabeth 64 relict of the late Rev. Swinnerton Eccleshall
 1832 Jul 16 Elizabeth of Honeywall 77 Stoke
 1832 Jul 21 Elizabeth of Soapworks 25 Stoke
 1827 Mar 16 Elizabeth sp. of Seabridge, Stoke on Trent Trentham
 1837 Jan 5 Elizabeth of Soudley 58 Adbaston
 1821 Feb 23 Frances 52 Newcastle St Giles
 1828 Mar 24 Hannah 80 Betley
 1814 Jan 7 Helen 26 Stafford St Mary
 1834 Feb 16 James 32 Burslem St Paul
 1819 Oct 31 John 63 Newcastle St Giles
 1825 Apr 1 John son of Jos. & Eliz. 4 Stone
 1826 Apr 15 Margaret wife of George of Shebdon 44 Adbaston
 1832 Aug 30 Martha SWINERTON of Princes End 10 Coseley
 1822 Apr 16 Mary Ann dau of Charles & Elizabeth of Sowdley parish of Cheswardine Adbaston
 1823 Nov 20 Mary of Honey Wall 28 Stoke
 1824 Jun 10 Mary of Newcastle 60 Uttoxeter
 1837 Jun 21 Mary of Shebdon 83 Adbaston
 1839 Dec 18 Mary of Knighton 19 Adbaston
 1816 Mar 14 Matthew of Knighton 20 Adbaston
 1829 Jan 20 Rachel of Stych infant Burslem St John
 1832 Aug 8 Samuel 2 Betley
 1805 Jan 29 Sarah 75 Newcastle
 1837 Aug 24 Sarah of Tipton 10 years 11 months Coseley
 1796 Nov 11 Thomas 76 Newcastle
 1820 May 14 Thomas 62 Newcastle
 1824 Apr 30 Thomas of Stafford 64 Uttoxeter
 1831 Sep 30 Thomas of Blakelow 65 Swinnerton
 1831 Oct 5 Thomas of Honeywall infant Stoke (Swinerton spelling)
 1835 Aug 23 Thomas of Snibdon 18 Adbaston
 1836 May 21 Thomas Esq of Butterson Hall 83 Trentham
 1824 Mar 21 William of Wootton 8 months Eccleshall
 1829 Mar 19 William of Knighton 71 Adbaston

1667 Feb 15 The infant of John SWINERTON & Mary Biddulph

Also in Index - M.Is of Newcastle (8 names) and Adbaston (1 name)
 These you are sure to have.

*The register of Darkhouse Chapel Coseley has 'M' 'A' or 'S' after each entry
 this means 'Member', Attendant, or 'Stranger'

(ex F.C.Markwell)

Minutes of the Annual General Meeting of the Swinnerton Society held at Swynnerton on 7th November 1987.

14 members were welcomed by the Secretary who read apologies from Mr T.F.Swynnerton, Mr R.P.Swinerton, Miss L.E.Swinerton and Mrs Sybil Sawbridge.

1. The minutes of the last Annual General Meeting held on the 6th September 1986 which had been printed in the December 1986 Journal were approved and signed.
2. There were no matters arising from those minutes.
3. Financial Report and Accounts for the year ending 30th June 1987.

The Treasurer, Mr John Swynnerton, presented the accounts (see following) and went through them item by item. The Gathering had shown a profit due to the large sales of the special commemorative glassware and books despite the fact that 8 people who had said they were coming had not turned up and an examination of the visitor's book showed 7 people not on the list of attenders and who thus had not paid! Overall, we had made a loss on the year, this being due to the provision in the accounts of £1200 for the new West Doors but by the close of the financial year only part of this had been collected and quite substantial stocks of Ties and Binders had been purchased.

In fact, the final cost of the doors was £1607.70 and the amount collected only just over £1000 so there was a considerable shortfall and there was not sufficient in the Society's funds to make this up. We have been saved by a member of the Society who had made us an interest-free loan for 6 months until the new 1988 subscriptions came in.

Sir Roger Swynnerton proposed the accounts be approved, this was seconded by Mrs Doris Swinnerton and they were adopted.

4. Chairman's Report.

Colonel Jeremy Swynnerton reviewed the year which had included the highly successful 900th Anniversary Gathering and the installation of the new West Doors. He pointed out that, due to the unforeseen extra cost, we were now severely restricted financially and that we should be unable to undertake any more projects for the church for some considerable time and until we had the Society back on a sound financial footing. Sadly, this also meant that research would also be held up. He urged all members to pay their subscriptions promptly and to take advantage, if at all possible, of the Covenant and Banker's Order schemes which were now available. These would, hopefully, bring extra income to the Society and save on postage - a very large item of expenditure in our budget.

5. Secretary's Report.

Colonel Iain Swynnerton reported that we had started the year with 220 members (160 full, 58 UK Senior Citizen & 2 Student) and had ended the year with 190, a nett loss of 30 members. In fact, we had lost 44 but this had been offset by the gaining of 14 new members. This very large loss was concerning him great concern and he was unable to give an explanation for it. Council had discussed the matter but they had not been able to offer any reasons either. He then asked the meeting for their comments on whether they thought it was because of lack of suitable content in the Journal, or perhaps because people were upset that he had not physically been able to get round and speak to everyone at the Gathering. All present disputed this and suggested that it was simply apathy on the part of the members concerned.

The loss of members had, of course, played a part in the present financial position as this represented a loss of subscription income of approximately £100. Research had been somewhat hampered but he was very pleased with two lines of enquiry that had resulted

in two unconnected branches being brought into the main family. In one, he had been greatly helped by member Mr David Swinnerton who had done a lot of local research despite it having nothing to do with his branch of the family! Despite a certain amount of professional help, he was sorry to say that no further progress had been made with the ancestry of the Yorks, Oswestry or London Branches, the latter being that of the author and former Vice-President, Frank Swinnerton.

He reported that he hoped to see our first Australian Gathering next year, on the lines of the very successful one organised by Bill Swinarton in America two years ago, during his visit to Sydney in October 1988 for the Bi-centennial Australian Genealogical Congress in his capacity as President of the International Federation of Family History Societies. At present we only have 14 members there but he hoped to have a special drive for new members for a Gathering. We did have a member of the 'First Fleet' who sailed in 1788 - not one of the convicts but one of the Marine Guards and Mrs Nightingale had discovered that he had stayed out there and been granted a piece of land so we hope we might discover some descendants.

6. Election of Officers.

The Chairman (Col.J.C.A.Swynnerton), Treasurer (J.R. Swynnerton), Secretary (Col.I.S.Swynnerton) and Council (Messrs.L.W.Swynnerton, The Rev.Edward Swynnerton, J.E.Swynnerton, D.G.Brock and Mrs Vicky Leighton) were all elected for a further term of office. of one year.

7. Date and place of next AGM.

It was agreed that this should be on 24th September 1988, venue to be announced later.

8. Any other business.

Mr Joe Swinnerton said that the Church Hall was in need of carpets and curtains and he appealed to any members who were replacing these items to consider letting the caretaker have the old ones.

The secretary announced that the Church's Christmas Fair was being held on the 21st November and asked for members who lived in the area to support it.

Mrs Vicky Leighton suggested that next year the Society might have a stall at the Fair to raise money for the Church and ourselves and it was agreed that was an excellent idea.

The Chairman closed the meeting at 4.25pm and thanked the Secretary and Treasurer for all the hard work they put into the Society.

* * * * *

Composition class

In the inward reach for words
there radiates

an active quiet,
a soundless hum

that emanates above the
whispers here and there,
the quick conferring.

Thinking is a noisy process
with melodic overtones—
depending on what's thought!

Emily A. Swinnerton

THE SWINNERTON SOCIETY Income and Expenditure Account for the year ending 30 June 1987

1986 £	INCOME	1987 £	1986 £	EXPENDITURE	1987 £
664.01	Subscriptions	673.50	25.00	Subscriptions to Societies	5.00
-	Sales at Gathering	1505.18	9.75	International Directory entry	9.00
47.25	Sale of books	25.65	-	Costs of Gathering	1067.30
69.00	Sale of binders	20.00	387.01	Research	498.12
17.00	Sale of stick pins	-	-	Computer programmes and discs for Swinnerton Society	79.81
-	Donations to Church Doors	1001.69	-		
172.78	Sale of ties	10.50	396.61	Printing of Journal and Directory	405.92
51.03	Donations to Church Hall	-	443.73	Postage, Photocopying and Stationery	389.29
87.94	Donations to General Fund	-	5.75	Kneelers for Church	6.54
344.58	Donations to Research Fund	403.45	-	Ties	324.96
71.78	Building Society interest	45.15	-	Binders	107.52
1525.37		3685.12	-	Bank Interest and charges	53.03
	Movement in stocks of binders, pendants, stick pins and ties	244.45	137.50	Depreciation	217.20
97.50		-	-	Cost of Church Doors - provisional	1200.00
-	Excess of expenditure over income	434.12	1405.35		4363.69
			217.52	Excess of Income over Expenditure	-
			£ 4363.69		£ 4363.69
			£1622.87		

Balance Sheet at 30 June 1987

1986 £	1987 £	1986 £	1987 £
1116.50	Excess of income over expenditure:- At 1st July 1986	1334.02	550.00
217.52	Less for the year to 30 June 1987 (434.12)	(550.00)	-
1334.02	At 30 June 1987	899.90	-
124.70	Creditors	1432.34	79.50
		76.50	Debtors
		1126.76	Building Society deposit account
		202.07	Balance at bank
		3.89	Cash on hand
£1458.72		£2332.24	£1458.72

Report of the Auditors

We have examined the above Income and Expenditure Account and Balance Sheet and find them to be in accordance with the records and vouchers submitted.

R P Swinnerton - Auditor

R P Swinnerton

P A Swinnerton - Auditor

P A Swinnerton

George F. Swinnerton: born in 1839 at Wellington, in Shropshire. His first distinctly religious impressions were received in the Sunday School, and his conversion took place when he was sixteen years of age, under the ministry of the Rev. Thomas Nightingale. As a local preacher he had the joy of seeing many convinced of sin and savingly converted in the village churches of his home circuit. After three years at Richmond, he was appointed to British Guiana, and for five years was constantly fighting with attacks of malarial fever, barely escaping at last with his life. Returning to England, he faithfully served for nearly thirty years. He read much and thought more, and had that culture that comes from a deeply reflective habit of mind. He was an adept in the beautiful art of doing kindnesses, and possessed in large measure the gracious gift of comforting those in sorrow. He loved good people and good causes. The extension of the work of God in general and in the Methodist Church in particular was a passion with him. In 1899 he retired to Harlesden, in the Kilburn and Hampstead Circuit, and continued there in quiet seclusion, until the time of his departure, December 8th, 1917. The anniversary of his conversion to God, July 8, was to him the greatest day of the year, and was always spent in praise and thanksgiving. His years of retirement were largely devoted to communion with God, and earnest prayers for his brother ministers and the prosperity of the churches.

Geo. F. Swinnerton: Stations.

1865	British Guiana	
1871	Bodmin	(Cornwall)
1872	Downham	(Norfolk)
1874	Bungay	(Suffolk)
1877	Cinderford	(Glos.)
1880	Reeth	(Yorks.)
1881	Masham	(Yorks.)
1884	Stainland	(nr. Huddersfield, Yorks.)
1887	Pateley Bridge	(Yorks.)
1890	Brynmawr	(Wales)
1893	Brecon	(Wales)
1894	Hayle	(Cornwall)
1896	Wolverhampton, Darlington Street.	(Superintendent)
1897	London, Kilburn.	

GEORGE FREDERICK SWINNERTON was a great-grandson of William Swinnerton of Adbaston, the founder of the Adbaston Branch.

Happy Christmas

PUBLICATIONS OF THE SWINNERTON SOCIETY

Swinnerton Family History

(The Journal of the Society)

- Vol.1 1974-75 (Indexed) (10 issues in Binder) A4.
Inc.postage - U.K. £2.50, airmail USA/CANADA \$8, AUSTRALIA/NZ £3.80
- Vol.2 1975-77 (Indexed) (10 issues in Binder) A4.
Inc.postage - U.K. £2.50, airmail USA/CANADA \$8 AUSTRALIA/NZ £3.80
- Vol.3 1977-79 (Indexed) (10 issues in Binder) A4.
Inc.postage - U.K. £2.50 airmail USA/CANADA \$10 AUSTRALIA/NZ £4.60
- Vol.4 1979-82 10 Issues New format. A5
- Vol.5 1982-84 10 Issues
- Vol.6 1984 on (Single copies 50p ea.)
- Inc.Postage UK. £5.00 USA/Canada \$10 Australia/NZ £6.50
Per Volume.

A5 Binders for Vols.4,5 & 6. Hold ten Issues and an Index (in preparation) Gold Blocked on front with badge and on spine with title. £2.50 ea.

Swynnerton & the Swynnertons (1971) by the Rev.B.T.Swinnerton

Inc.postage - U.K. £0.75, airmail USA/CANADA \$3, AUSTRALIA/NZ £1.25

Swinnerton Family Trees Vol.1 (1974)

Inc.postage - U.K. £0.75, airmail USA/CANADA \$4, AUSTRALIA/NZ £1.50

Reprints of the works by the Rev.Charles Swynnerton

No.1 Two Early Staffordshire Charters (1979)

Inc.postage - U.K. £1.00, airmail USA/CANADA \$3, AUSTRALIA/NZ £1.35

No.2 Two Ancient Petitions from the Public Record Office (1979)

Inc.postage - U.K. £1.00, airmail USA/CANADA \$3, AUSTRALIA/NZ £1.30

No.3 Introduction to "A History of the Family of Swynnerton" (1979)

Inc.postage - U.K. £1.00, airmail USA/CANADA \$3, AUSTRALIA/NZ £1.45

**** Please send Dollar Notes (USA/CANADA) wherever possible - we can lose as much as 55p in changing a \$ cheque.