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Weston-sub-Edge Village Hall (Registered Charity No.267532)



offers an excellent venue for up to 100 people. It includes a well equipped kitchen and all amenities for business or leisure. The spacious hall has good lighting, power points and gas fired central heating all included in the hire fee.

Ample parking, hearing loop and WiFi available.

Hall bookings can be made by calling
wsevillagehall@gmail.com

Becky White - email

MESSANGER



September 2021

WESTON SENIORS

A Warm Invitation from Peter, Valerie, Anna and Viv
New villagers are always welcome.

Contact Anna for more information 840725

Come along and join us for a chat and some refreshments

We usually meet in the village hall
on the second Monday of each month
10.30am - 11.30am

Our next meeting is on 13th September



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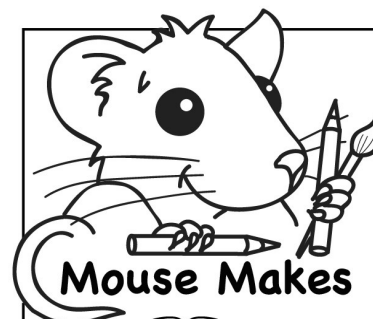
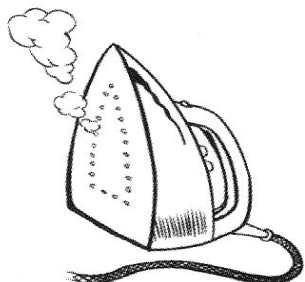
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Read this story in
1 Kings 17:7-16

The bowl of flour and the jar of oil

It had not rained for months and months,
there was a drought in the land.

God sent His prophet **Elijah** to the
town of Zarephath. At the town gate he
saw a widow gathering firewood.

"Please bring me a drink of water
and some bread." he asked her.

She answered "All I have is a handful of
flour and a drop of oil in a jar, it is our last meal."

"Do not worry." Elijah said,
"Make the meal and make a small loaf for me."

The woman did what Elijah had asked and God blessed her ...

... The bowl never ran out of flour and the jar never
ran out of oil until it rained again!



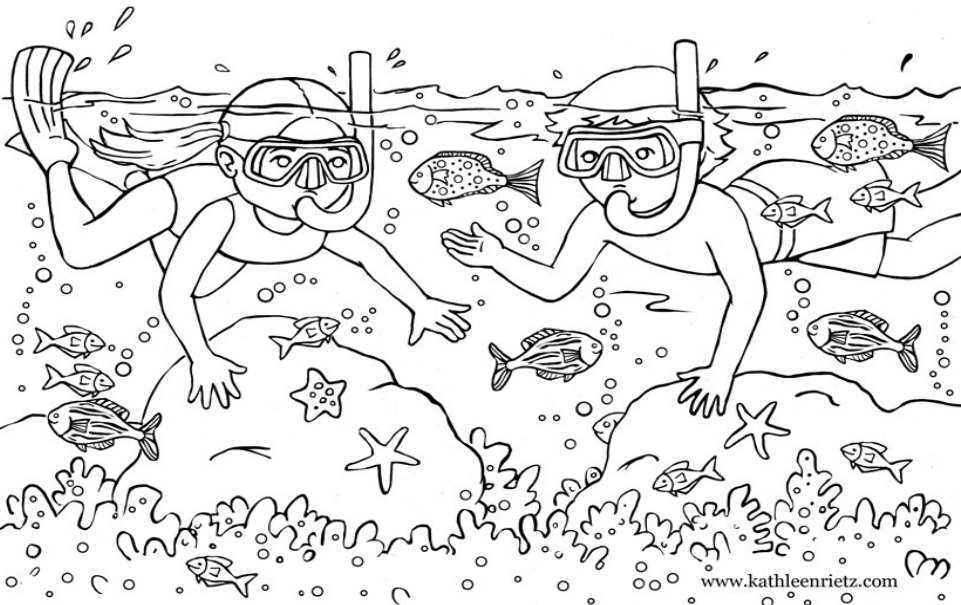
Find these words from the story in the word search:

WORD • LORD • GOD • ELIJAH • SENT • ZAREPHATH • GATE • CITY • WIDOW
STICKS • WATER • DRINK • BREAD • FEED • HANDFUL • FLOUR • LITTLE
OIL • SON • EAT • DIE • FULL • WENT • MAKE • BAKED • ATE • JAR • JUG • MANY
DAYS • LIVE • NEVER • EMPTY

It is over one hundred years since the first tractor was brought to England. The tractor was produced in America by Ford, the same company that makes cars. The tractor was needed on the farms as so many men were away fighting in World War I.

worker	good	scattered
heaven	happen	farmer
evil	sort	enemy
pull	wheat	plants
spotted	same	people
weeds	field	darnel
world	seeds	night
angels	harvest	sprouted

Picture to colour



It turned into a field! The tractor down. A transfarmer. A bull-dozzer.

g	f	n	p	w	d	f	i	e	l	d	o
j	e	v	i	l	o	d	a	r	n	e	l
b	b	v	r	g	a	r	c	r	p	y	p
u	h	o	p	x	h	n	k	s	m	p	b
j	w	a	s	c	a	t	t	e	r	e	d
k	s	l	p	j	r	g	n	s	r	o	r
p	o	p	r	p	v	e	w	o	w	p	s
d	r	u	o	w	e	v	s	e	h	l	e
j	t	l	u	t	s	n	p	s	e	e	e
w	c	l	t	o	t	e	h	g	a	d	d
d	o	h	e	a	v	e	n	j	t	m	s
g	o	o	d	g	l	a	d	n	v	a	e

CRACKERS

Did you hear about the magic tractor?
 How did the farmer find his lost cow?
 What do you get when you cross a robot and a tractor?
 What do you call a sleeping bull?



Learning lessons from a graveyard
 If you're looking for a quiet oasis away from the bustle and busyness of everyday life, there's a place where nature, heritage and the life histories of hundreds of local people are on peaceful display.

Take a walk in your local cemetery. The chances are it's a place where nature abounds, where socially-distant peace can be found, and you can meditate on the deeper issues of life.

It's true that graveyards seldom feature in most people's favourite places to visit. Many find them morbid, reminding them of their own mortality.

Or they can prompt memories of loved ones no longer with us, and the sadness overcomes the happy memories of the life shared together. Others simply rush past cemeteries or graveyards, without even noticing that they are there.

But walk among the gravestones, read the inscriptions and you find the stories of people's lives. Samuel Ryder, the Hertfordshire seed merchant who devised the United States v Europe Ryder Cup golf tournament, is buried in the cemetery opposite the church where I minister. When I visited recently, someone had left golf balls on his grave.

In the same cemetery, there are more than 200 plain white graves of local and Commonwealth service people who died during the two world wars, and a memorial to the many local soldiers who died in the First World War.

To wander around any cemetery or graveyard is to enter into the lives of generations of families. To see the grave of the still-born baby close to the child who died in infancy, both near to the grandmother who died in her nineties. The husband and wife who died within months of each other, are alongside the wife who outlived her spouse by decades.

I'm always struck by how people are described. Most are defined by their family relationships – beloved grandfather, grandmother, father, mother, wife, husband, son or daughter.

Others are described by their roles in life – actress, golf professional or for the war graves, by their ranks. How long, I wonder, had the young men and women been in uniform before meeting their deaths – and being remembered ever after as soldiers? In some cases, it may have been just a few months.

What, I find myself asking, would I like to have written on my gravestone? How would each of us like to be remembered? How can long lives be summed up in the few words you can fit on a gravestone?

And what is it that we are doing in life that will be of lasting value? Cemeteries are places that can make you consider your own life and think about what is important in it.

Revd Peter Crumpler

The North Cotswold u3a is open to new members

'Now I understand why the North Cotswold u3a is known as "The Friendly u3a" (Freda)

'My life can be divided into two parts, before the u3a and after the u3a. The "after" part is so much better' (John)

'I don't know how I ever found time to go to work' (Leslie)

'Walking, reading, taking photographs, painting, improving my French, improving my cooking (not difficult this!) – the NCu3a fills my life with so much interest and pleasure' (Margaret)

Never heard of the u3a then click on the **u3a** link below to learn more.

No qualifications are offered and no qualification is required other than that you are not in full-time work. There's no age restriction either! Come and join us to learn, laugh and live!

On the afternoon of the second Thursday of each month, we hold an Open Meeting when we are entertained and informed by a wide variety of speakers.

We hope that our Open Meetings at the newly refurbished Willersey Village Hall will re-start in September with the provisional programme below.

Thursday – 9th September

Places to see and things to do after Covid – Helen and Steve Wilkes'

A collection of photographs from the places we have visited in our travels all over the world'.

Thursday – 14th October—Severn Freewheelers

Severn Freewheelers is a group of advanced motorcyclists, providing a free out-of-hours courier service for hospitals in Gloucestershire, Worcestershire, North Wiltshire and Herefordshire.

We carry blood, pathology samples, patient scans / x-rays, human milk, in fact any medical essentials, between hospitals and healthcare facilities in the area. This meeting will be followed by our AGM.

Thursday -11th November Tuneful Tubes? – David Wornham

A light hearted demonstration of the world-wide history of musical, and some not so musical, wind instruments. A cornet player from the age of 10 to 20, led from the school orchestra to the local town band. I played bugle and military flute in my school Army Cadet Force, then played nothing for over 40 years whilst working. On retirement from full-time work, I bought a euphonium and, five years later, joined a band again and now play in three local concert bands. I am a collector of musical wind instruments, giving talks and demonstrations to local groups using a selection from my assembly of over 300.

More information on the Website:-

<https://u3asites.org.uk/north-cotswold>



Please check walk details carefully including whether booking is necessary.

<https://www.cotswoldsaonb.org.uk/visiting-and-exploring/guided-walks>

A King's Swell Battle – Tuesday 7th September – Moderate 3.5hr 7ml

We walk north and west across the (disputed) locations of the last battle of the first Civil War near Stow and back via the Swells.

Start: 10.00 am Public car park next to Tesco north of Stow on the Wold.

OS Map ref: SP 191 262.

Andoversford on the Gloucestershire Way – Tuesday 21st September – Moderate 3hr 6.5ml

A lovely walk taking in some lovely agricultural land and quaint villages. Lunch is available in the Royal Oak or drop down into Charlton Kings.

Start: 10.00 am Andoversford, Station Road at the end near the Royal Oak pub.

OS Map ref: SP 024 196.

CW50 – Up, Up and Away – Tuesday 28th September – Moderate 5hr 10ml

This autumn walk along a lovely stretch of the Cotswold Way, showcases some pretty villages. We then climb up the scarp to get fine views in all directions. The return route uses the Winchcombe Way. Please bring a packed lunch.

This walk forms part of the celebrations of the 50th Anniversary of the Cotswold Way.

Start: 10.00 am Stanton village car park. OS Map ref: SP 067 344.

Chipping Campden Town Walk – Every Tuesday and Thursday starting from Tuesday 22nd June – Easy 1.5hr

We will walk along the High Street and provide a historical tour of the town. From the granting of Campden's Charter in the 1180s, the growth of the town and its magnificent buildings, to the arrival of the Arts and Crafts movement. Refreshments available in the town after the walk.

Start: 14:00 on Tuesdays and 10:00 on Thursdays. Meet at the Market Hall in the centre of town. OS Map ref: SP 151 392.

PLEASE use appropriate footwear as some walks may be steep and muddy in places. EASY - Length may vary but terrain is mainly flat (level); MODERATE - includes some hills and rough ground. STRENUOUS – may be rough underfoot and ascents and descents may be steep. We welcome guide and hearing dogs - sorry, others not allowed.

Walks are free although we do invite donations to help fund our conservation and improvement work.



In praise of motorway services

What have you got in common with the Beatles, the Rolling Stones, and Eric Clapton? You have all visited the Watford Gap Services on your way up or down the M1.

Back in the early 1960s, the M1 transformed the way that bands could travel, and visiting the service station was an integral part of their trip. In the 60 or so years since motorway services opened, they have also become part of life for tens of millions of us.

Motorway services not only provide a much-needed break from the road, they are also a great place for people-watching. All sizes, shapes and varieties of people can be found in one. As one journalist put it: “a motorway

service station is the ultimate human zoo.”

Not everyone used motorway services back in the 1960s. Many people just pulled over onto the hard shoulder and unpacked a picnic. There was even the true story of the family who pulled their car onto the central reservation of the motorway to have lunch – and survived to tell the tale.

Motorway services also confused people. One distraught couple, heading north, reported their car had been stolen. The police found they had crossed the pedestrian bridge, and then could not find their car in the south-bound car park.

Today there are 111 service stations in the UK. The law states that they must not be more than 28 miles apart, or 30 minutes of travelling time. By law, they must provide two hours of free parking, free toilets, and a free play area for children.

The first two motorway services were Watford Gap and Newport Pagnell, both of which opened in early November 1959, along with the M1.

We were deeply sorry to learn that on 24th July 2021 we lost our good friend Martin Grinnell to Covid-19.

Martin was under treatment at Worcester Royal Hospital where he passed away. He was a much loved character, entrepreneur and had been a funeral director in Evesham for many years.

We remember his family at this difficult time.



How to make the most of a meeting

Open and close every meeting with a welcoming smile and crossed fingers.

Apologies for absence. These are just an acknowledgement that someone knew the meeting was on, but hasn't turned up.

Quorum. A quorum is the minimum number without which you cannot have a meeting. It is usually a third of the total.

What is a good number? The importance of each member increases as the size of the group reduces. If you only have four people, then each member's attendance is essential.

Ex officio. This simply means members who are automatically members and are not elected. There is no difference in voting rights.

Chair. There should always be a chair and preferably a vice chair. The chair has a second or casting vote.

Time. It is often true that the earlier the meeting starts, the sooner it ends. The chair should say “we aim to finish at 9 (or whenever)”.

Elections. If you have the same number of candidates or fewer than the number of posts, you do not need an election. So, if you need two members on the sandwich subcommittee and two people stand, you do not need an election.

Proposer and seconder. This is not always necessary.

Voting. You only need a vote if there is a disagreement. If everyone is happy

with fish paste sandwiches, you do not need a proposer, seconder or vote. But you do need fish paste.

Minutes. A minute is a brief record of what was decided and why and any relevant comments. For example, “It was decided we would have fish paste sandwiches again, but Mrs Bloggs said she would like tuna next year.”

Every so often stop and ask, “what did we actually decide?” And if you manage to decide something, who is going to do it and when? (Some minutes helpfully set this out in an extra column, which may be used as evidence when the action is not completed.)

AOB. Unless it is urgent, any other business should be discussed at the next meeting. The purpose of an agenda is to set out what will be discussed. Members can decide on whether to attend based on the agenda. It is unfair to discuss cucumber sandwiches if it is not on the agenda.

Next meeting. Agree a date, time and place.

End with the sign of relief. Thank people for coming. Remember fish paste is important but not that much.

As always, this is a light-hearted guide. There are plenty of good books and websites for the rules and regulations on holding meetings.

David Pickup



VILLAGE HISTORY

The Railway Station – Part 4

The planner for the Cheltenham to Honeybourne line was Great Western Railways Chief Engineer, James Inglis, and the final route he chose reflected the shortest distance but with diversions to avoid difficult terrain.

One feature that could not be bypassed was the valley and stream near to Stanway, which required a 210 yard long viaduct, incorporating fifteen 36 ft wide arches. The 50ft high structure also needed to incorporate a gradual curve and a 1 in 150 slope down from the Toddington end towards Broadway.

Work on the viaduct started in March 1903, and the gang of 50 or so regular men began by excavating for the pier foundations down to a depth of 12 ft. By the Autumn, all the blue brick piers and arches were nearing completion. However, at 8.15am on Friday 13th (!) November, arch No 10 collapsed without warning, bringing down a 14 ton steam crane which had been used to hoist up materials from ground level. The noise of the collapse was heard over a mile away.

Men from all parts of the line rushed to the site and immediately commenced a rescue operation. They managed to find the crane driver, a man named Smith, and placed him under arch No 9, while they tried to get another fellow who was under the remains of the crane. However, arch No 9 then collapsed, burying Smith again along with four other men. Just 40 minutes later arch No 8 fell in, with cracks appearing in arch No 7. Smith was eventually pulled from the debris, but tragically died later that night in the Cottage Hospital in Winchcombe.

He was one of four men killed, with seven others injured. The death toll could well have been much worse as the men generally took their breakfast at 8.30am beneath the same arches that collapsed. One of the injured men remained in hospital for seven months, so severe was the extent of his injuries, but he must have been well looked after, for after his discharge, he married the Matron!

The subsequent Inquest returned verdicts of 'accidental death', but with a rider concluding that, considering the state of the weather, insufficient time had been allowed for the lime mortar to set before the supporting centres were removed. The positioning of the crane was also criticised. The Coroner also recommended that arches of this type should be built using cement mortar during the winter period.

The viaduct was eventually completed without further mishap by the summer of 1904. The contractor also paid compensation for the loss of life and injuries.

Any comments to: tonykemp@clara.co.uk



These may be funny, embarrassing, and...oh, just read them yourself. Enjoy, and share them with someone who needs a laugh!

SMILES

Before setting off on a business trip to Birmingham, I called the hotel where I'd be staying to see if they had a gym. The hotel receptionist's sigh had a tinge of exasperation in it when she answered.

"We have over 100 guests at this facility," she said. "Does this 'Jim' have a last name?"

Why is it that everyone can remember their childhood phone number, but can't remember the password they set up yesterday?

Overall, chickens have probably flown further as an airline meal than they have as a species.

Men don't want to see what's on television. They want to see WHAT ELSE is on television.

Online meetings: Not muting your mic is the new Reply To All.

If people from Poland are called Poles, then why aren't people from Holland called Holes?

Why do croutons come in airtight packages? Aren't they just stale bread to begin with?

Gloucestershire Warwickshire Steam Railway

Following the relaxation of COVID measures by the government, the railway returned to a normal timetable from 20 July. The timetable is similar to the pre-pandemic timetable, but there is now an earlier train from Cheltenham Race Course to Broadway, arriving at 1039. This allows visitors to send a relaxed few hours in Broadway village before catching the last train back to Cheltenham at 1510. Please keep an eye on the railway's website, www.gwsr.com for details, updates and developments as they occur.

Our volunteers are continuing to keep the station area looking well-cared for, and the footbridge team continues to progress work on the platform 1 staircase panelling.



Sudoku Each line, column and square must contain the numbers 1 to 9.
Easy *Intermediate*

	1	3	2	7	4		9	
		6	9	5				
	8	2				7		
	5			4		2		6
	7						3	
8		9		3			1	
		5				9	4	
				1	5	8		
	6		3	9	2	1	7	

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		7		6				3
1	6		4		3	9		
			1				8	
7	8							
9	2		8		4		6	1
							7	2
	1				2			
		8	9		1		3	6
2				3		1		

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RURAL CINEMA

*We hope to resume showing films in
 September at 8.00pm in WsE Village Hall*

Please check on the village website for further information.

Thank you to all those in these parishes who voluntarily give
 their time to Weston and Aston-sub-Edge and their residents,
 both old and young.

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 about the Messenger and to contact the Editor on 01386 859625

VILLAGE HISTORY

The Railway Station – Part 5

The summer of 1904 saw a concerted effort to open the line from Honeybourne to Broadway. This included completing construction of the station serving Weston, but being midway between two villages, it was originally named 'Bretforton and Weston-sub-Edge' with two hyphens!): this was subsequently shortened to 'Weston-sub-Edge' in 1907.

Weston station had the usual 400ft long platforms, with a waiting shelter on the far platform – this was accessed by way of a footpath from the nearby road bridge that had been built to carry the Weston – Bretforton road over the new track. The main building on the platform closest to the village comprised Station Masters office, Booking Hall, Ladies Waiting Room and Gents Toilet. There was also a signal box, goods shed and a short siding to the weighbridge.

Staffing extended to a Station Master, Mr D G Merritt, with one Porter/Signalman. There was a house for the Station Master, and two other dwellings for the track maintenance team of ganger and platelayer. All shared a pump, supplemented by a churn of water sent to each house every day by train from Toddington. Throughout its life the station was lit by oil lamps.

Sometime during July 1904, a small fire broke out at the station site. A telegram was sent to the nearest fire brigade at Broadway, who arrived some 45 minutes later to find the blaze all but extinguished. This response time was considered good for the 3½ miles travelled, together with the time taken for the men, all being volunteers, to assemble and then catch the horses to pull the fire engine!

This incident doesn't appear to have delayed the opening of the station, as the first train bound for Broadway left Honeybourne at 07.14am on 1st August 1904. It comprised six all third class coaches, but with only 15 passengers on board. Several others boarded at Weston, to be greeted at Broadway by a large crowd.

The service soon increased to ten trains a day in each direction with freight forming a significant proportion of traffic. Milk was sent from Weston by Tredwells, Brodys and Robinsons, together with fruit and vegetables by J Haydon. Apples were also sent by Merivale Fruit Farm and if Webbs at Mickleton couldn't get all their cauliflowers out via Long Marsdon, they would dispatch some from Weston to ease congestion. Not too far from the station was the slaughter house of D Perkins, who sent meat regularly up to London in casks. When he had enough bones, these would be sent to the Sheppey Glue Company in Kent.

Next month; What did Weston Station look like?

Any comments to: tonykemp@clara.co.uk

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