

Holme Heritage - An Introduction

Everywhere in HOSM lies under the spell of the Church on the Hill : it has watched over this village for centuries and continues to do so: wherever you are it can see you and you can see it.

IMPORTANT HISTORY

HOSM is a parish with a rich, diverse and dispersed heritage .It is the largest historic parish in the East Riding, covering more than 11,500 acres , with an extensive village core and a number of outlying former hamlets and farms with a distinct character .

There is so much of interest from the iron age log boat at Hasholme to the 20thC airfield at Tollingham . The superb medieval All Saints Church standing high and isolated on the hill above the village recalls much of the history of the parish and is a key feature along with the 18thHallIC and R C chapel.

Farming has been the major occupation in the parish which, until the late 18thC, contained the vast 7000 acre Holme Common, its draining and enclosure involving the digging of the Market Weighton Canal along the eastern boundary, created the familiar and distinctive geometric field pattern which can still be seen today. Long forgotten is the importance of the parish for pottery making in the Roman and medieval period and hemp growing in the 17thC and 18thC. 20thC changes brought the mechanisation of agriculture, Northern Dairies milk factory and the airfield which continued post war as a test flight facility, both major employers, replacing the declining number of jobs in agriculture.

CYCLE ROUTES AND WALKS

Take the road past the famous sign for The Land of Nod to Sod Houses and you will pass the WW2 airfield at Tollingham, one of the seven hamlets in HOSM parish on your way to Wholesea and the MW canal. If you continue through Hotham Cars you will reach N&S Cliff and N&S Cave. The canal was built with the dual function of transport and drainage, it still drains our land today but now it is also important as a reservoir for wildlife which finds its way into all corners of the parish.

Further on by Bursea Throlam and Hasholme the River Foulness (pronounced foona) joins the MW canal before heading South for Newport and the Humber at Faxfleet.

Passing the ancient woodlands at Sotherton Plantation and Arglam Woods via three lane ends and on to Station Lane you will arrive at the old railway station and the Bubwith Rail Trail. You can turn left for Foggathorpe and Spaldington to connect with the Howden 20 and Wressle and Brind or turn right and, passing the remains of Harswell Station, on to Harswell, and the Pocklington Canal via Everingham Seaton Ross, Bielby and Melbourne.

Every inch of the way is steeped in history and wildlife. It is on our doorstep and it is beautiful.As the village has expanded greatly in recent years the Holme Heritage Project will help to cultivate a much needed sense of place for the many newcomers, visitors and long established residents.

Valley of the First Iron Masters

The Valley of the River Foulness in Yorkshire has become known as “The Valley of the First Iron Masters.” It is an area rich with achaeology with finds dating from the Palaeolithic period onwards. In the Iron Age the valley was home to one of Britains oldest and largest prehistoric iron industries. In Roman times it was an area of settlements, villas and pottery industries.

Iron Age



Welham Bridge Iron Age Slag Heap (1985) Standing 1m high is one of the oldest and largest discovered in Britain.



Hasholme Iron Age Log Boat (1984) Made from a single large oak tree, felled between 322-277BC. The tree was hollowed and trimmed, to make a vessel over 41 feet (12.5m) long.

Romano - British



Roman pottery kiln in Hasholme (1971). The picture on the right shows the floor supports which were found still in situ. (photos: J.Wilson)



An example of a Face Pot which was found during excavations in Holme-upon-Spalding Moor, in the 1920's or 1930's, and probably dates from the 1st century AD. (photo: Dr. P. Halkon)

An example of one of the interactive maps on The Valley of the First Iron Masters website.



It depicts the expanse of water coverage in this area, and how the people throughout history have established settlements, industries and farming around it, until draining for the canals in the 18th century.

More information can be found at www.ironmaster.hull.ac.uk

Return of the Australian Tranby Oaks

In 1829 a ship named 'The Tranby' set sail from Hull docks, bound for the southern hemisphere. Eastern Australia had been settled a number of years earlier, however there was a race to claim the lands on the western coast before the French. Incentives in the form of land along the Swan River, in exchange for investment of £3 for every 40 acres were set to motivate potential emigrants to move more quickly to the area.¹ In East Yorkshire several Methodist families, including the Clarksons from HOSM, grasped the opportunity and set about finding a suitable vessel to carry them. The Tranby was chartered after a programme of extensive refurbishment, as she had previously been lying as a wreck in the River Humber for some time. The emigrants from Holme were two sons of Barnard Clarkson, who built Holme House in 1780 and had been responsible for the conviction of Snowdon Dunhill, a notorious local villain. Similar to the other families intending to travel, Michael and James Clarkson were farmers attracted by the prospect of fertile land, after a period of difficult harvests and disruption due to enclosure.

The ship took 14 crew, commanded by Captain John Storey and carried 29 passengers, including servants, along with livestock from cattle and sheep to cats and dogs. They arrived at their destination in February 1830 after an eventful five month voyage and went on to establish several settlements. The Clarksons acquired land on the Avon River and named it York; a short time later, Michael and James were joined in Australia by Barnard, who had by then become bankrupt. Interestingly, the family built an identical replica of Holme House on their land, which still exists.

One of the other dwellings to be built by the group was named Tranby House, after the ship. A huge oak tree today stands in the grounds, the product of acorns taken across with the settlers. In 2012, Hull University's Dr. Robb Robinson presented Holme with two saplings, grown from this tree. The first was planted at the School and the second at Clarkson's Holme House, where it is thought the tree that produced the original acorns still stands.

In Australia, a celebration is held to commemorate the first Swan River settlers, known as 'Tranby Day', perhaps illustrating the significant contribution that these East Yorkshire pioneers made to the development of Western Australia.

Jayne Fisher, HOSM Primary School, September 2013.



RAF Holme - on - Spalding Moor

Arriving in August 1941, the squadron conducted its first operation in October 1941, and remained until January 1942.

No squadrons were allocated until the extension of the runways was completed, and it was August 1942 before one flight of the Handley Page Halifax equipped 460 Squadron RAAF (Australian) arrived. This stay only lasted a few weeks before the 460 Squadron aircraft left, and 101 Squadron RAF arrived on transfer from 3 Group. 101 Squadron was in the process of re-equipping with Avro Lancaster aircraft, and did not fly any operations until November 1942.

76 Squadron

In June 1943, a reorganisation of group boundaries within Bomber Command saw the station transferred from 1 Group to 4 Group. This change in command resulted in a change of squadrons, with 101 Squadron being replaced by the Halifax equipped 76 Squadron RAF. 76 Squadron remained at Holme until after the end of the war in Europe. 4 Group transferred from Bomber Command to Transport Command in May 1945, and during its final weeks at Holme, 76 Squadron was re-equipped with the Douglas C-47 Skytrain (or Dakota as it was known in the RAF). The Dakotas of 76 Squadron were replaced by the same of 512 Squadron in July 1945, before leaving in October 1945.

From February 1944 to May 1945, 1689 Bomber (Defence) Training Flight flew Hawker Hurricane aircraft on fighter affiliation duties. Also based at Holme during 1943–1944 was 1520 Beam Approach Training (BAT) Flight of 23 (Training) Group, Flying Training Command flying Airspeed Oxford aircraft. After the departure of 512 Squadron, the base was reduced to "care and maintenance" status with just a small number of men to look after it. Part of the airfield was also used as store for surplus bombs.



Percival Prentice aircraft. This use of the airfield did not last long, and 14 AFTS was disbanded in January 1953.

The station was then handed over to the USAF while the proposed main airfield for the USAF in Yorkshire, Elvington was under development, Holme being used to

import large amounts of equipment. The USAF use did not last long, and the airfield was returned to the RAF in 1957; however, the USAF had lengthened the runways, including extending Runway 12/30 to 2,000 yards (1,829 m).

Blackburn, Hawker Siddeley and British Aerospace

During the post war years the airfield was used by the USAF and RAAF but the main user became Blackburn Aircraft who came to the airfield to carry out heavy lifting trials on the Blackburn Beverley. This marked the beginning of over a quarter of a century association of the airfield and the village with Blackburn, Hawker Siddeley and finally British Aerospace.

In 1958 the airfield was acquired on a rental basis by Hawker Siddeley Aviation for the testing of Buccaneer Aircraft. The airfield and facilities were extensively modernised to provide support for testing modern jet aircraft. The old wartime buildings were converted to provide a Flight Test Department, Avionic Systems Test Department, Computer Analysis Department, Administration Offices and many more facilities.

In the late 1960s Hawker Siddeley won the contract to support the Phantom F4 aircraft which the government of the day had acquired for the use of the RAF and Fleet Air Arm. This required the lengthening of the main runway, the addition of runway arrestor equipment and expansion of the repair and refurbishment facilities for both the Phantom and the Buccaneer. Other work included development flying of Harriers and Hunters and the use by the RAF as a training/emergency airfield.

Over many years all the Buccaneers, their wings safely folded, were towed by road from Brough, where they were manufactured, to HOSM. Many villagers still remember the sight of a Buccaneer hitched to the rear of a converted bus making its way down Cave Lane, Howden road and then on to Tollingham Lane.

In 1980 the site became British Aerospace property when it was purchased from the Ministry of Defence and remained in use until the final lift off of Buccaneer XV350 and Phantom XV429 on 7th December 1983 which marked its sad closure. This is an era that will be remembered by many villagers who were employed for many years at the airfield. There was an indomitable team spirit that made it one of the most pleasurable places to work in East Yorkshire.



RAF Holme-on-Spalding Moor, or more simply RAF Holme as it was also known, was built during the Second World War, it was used by the Royal Air Force (RAF) as a bomber station, and after the war as a transport airfield and bomb store before being "mothballed". In the 1950s, the RAF used the station as a training camp before it was transferred to the United States Air Force (USAF) as a reserve station during the Cold War. After USAF use, it became a testing airfield for Blackburn Aircraft and its successor British Aerospace until 1983, when the airfield was closed. Many of the airfield buildings survive as an industrial estate, but most of the runways have been demolished.



Construction of the airfield began in late 1940 and the airfield was built with three concrete runways and hardstandings for 36 aircraft. The site totalled more than 400 acres taking large parts of Tollingham Farm, Throlam farm, Skiff Farm and Ladies Parlour Farm.

Three hangars were constructed, a type J and two type T2. The technical buildings, including the administration and control buildings, were to the north east of the runways. The accommodation area was further to the north east of the site, and at its maximum housed over 2,000 service personnel. This was well away from the munition stores, that were to the north west of the site.

Operational command of the station was given to 1 Group of RAF Bomber Command. The first squadron allocated to Holme was 458 Squadron Royal Australian Air Force (RAAF), equipped with Vickers Wellington aircraft.

Heritage Timeline

1. 322-277BC: Hasholme Boat

Hasholme Iron Age Log Boat. Made from a single large oak tree, felled between 322-277BC. The tree was hollowed and trimmed, to make a vessel over 41 feet (12.5m) long. (Photo by: Dr. P. Halkon)



2. 11th Century: All Saints Church

The present building dates mainly from the 13th and 15th centuries with later additions. However, there is evidence of a church from the Domesday Survey of 1086 and there is a Saxon carving in the tower, which is probably from a Saxon Cross. The octagonal foot dates from the 14th century. The tower holds six bells the earliest of which is dated 1602. There is a memorial window to 76 Squadron who were based at the airfield during the Second World War. A gravestone in the churchyard dated 1810 has an inscription which ends "She was a virtuous but not a loving wife."



3. 12th Century: Hermitage

There was a hermitage in Holme in the 12th century, founded by Adam Tison, on grant of croft of woodland to Selby Abbey, probably at Monk Farm, the other possibility being Welham Bridge. Several charters mention the hermitage. For example, Maud de Beauver, the granddaughter of Adam Tison, gave to Selby Abbey land in Holme for the enlargement of the hermitage. It is thought the cell had two monks, one who guided travellers over the marshland and the other prayed for their safety on the journey.



4. 1541: Henry VIII

Henry VIII and his wife Catherine Howard stayed in Holme on 27 September 1541 on their Tour of the North. They had just left York and were on the way to Leonfield. At the time of his visit the estate of Holme was owned by Henry VIII. Previously, it had belonged to Sir Robert Constable, however, he was executed in 1537 for his part in the Pilgrimage of Grace, and his estate was forfeited to the Crown. They would have stayed at Holme Hall, possibly on the site of, or near the present Hall.



5. 16th Century: The Beacon

The original beacon stood on Beacon Field to the south of the Church on Church Hill. It was used in Elizabethan times to warn of invasion, such as the Spanish Armada. It was blown down in 1840 but a beacon was lit on the site in 1897 to celebrate Queen Victoria's Diamond Jubilee. In 1988 a new beacon was erected in the field at the junction of Harswell Lane and Market Weighton Road, and this has been lit to celebrate occasions such as the Diamond Jubilee of Elizabeth II in 2012. (Photo by: Neil Holmes Photography, www.nh97.com)



6. 1720: Holme Hall

The present building dates from 1720 when Lord Langdale commissioned the architect, William Wakelfield to build a new hall. There was a hall on or near this site probably dating from the 16th century, though aerial photographs reveal crop-marks suggesting the existence of an earlier high-status medieval walled garden near to the site. The present hall had extensive alterations in the 19th century. The Hall and estate was owned by the Langdale family, and passed to the Stourton family by marriage and then to Mrs Harford, the daughter of Henry Stourton. In 1924 it was purchased by the Duchess of Norfolk (a descendant of the Lord Langdale who built the present hall). The Franciscan Sisters bought the Hall in 1929 staying there until 1958 when it was acquired by the Oblates of the Assumption who were also missionary nuns. It is now a Sue Ryder Home after they purchased the building in 1979.



7. 1770's: Sod Houses Lock

Sod Houses Lock was built in the 1770s. It was the first of three locks built in the parish on the Market Weighton Canal. The Irish Navvies who worked on the canal, built a house of grass sods near lock, thus giving the lock its name. A house was also built for the lockkeeper. The canal ran from Weighton Lock on the River Humber near Broomfleet, through Newport and the eastern edge of Holme, terminating at Riverhead, two miles from Market Weighton. There was also a spur called Vavasour or Holme Canal which ran from Lock Farm to Stray Farm on the Market Weighton Road. There is now a public footpath along most of the canal.



8. c1790: The Workhouse

The Workhouse was probably built around 1790. There was a Governor's House in the centre, with men's quarters and women's quarters on either side. The circular structures at both ends were the Lock Ups, where inmates who had broken the rules would be confined. The Lock Up on the West (Men's) is the only surviving part of the original Workhouse. It is thought to be of historic and architectural interest as it is probably the only surviving workhouse to be built in the East Riding before 1834.



9. 1825: Old School (National School)

In 1824 a committee was set up to build a National School. The site of the old pinfold was chosen and the school was opened on 4 July 1825 (the foundation stone on the side of the building is dated 1824). The cost was £214, 11/- 10½d. The National Society contributed £70 and the rest came from subscriptions of residents and non resident proprietors. The first master was John Brooksbank. In 1836 Terms of Admission for the school for boys ranged from 1/6d per quarter for reading only up to 7/- for the full range of subjects including writing, grammar and accounts. Fees for girls ranged from 2/- for reading only, to 5/- for reading, knitting, sewing and marking. The National school closed when the Board School was opened in 1876. It then became a Sunday school and is now the Old School serving the parish of Holme on Spalding.



10. 1826: Methodist Chapel

The present building dates from 1826. It was built by Bernard Clarkson and opened in 1827. However there are records of a Methodist Meeting house in 1764 and a chapel was licensed in Thomas Smart's yard in 1787. In 1848 the Trustees bought an adjacent piece of land to the chapel and built a day school. This closed in 1876 when the present school was opened, and it is now used as a meeting room.



11. 1848: Railway

Holme was on the Selby to Market Weighton line which opened on 1 August 1848. It was later renamed Holme Moor. Originally it only had one platform but another was added when the line doubled circa 1889. The main station building had a booking office and waiting rooms. There was also a small timber shelter on the other platform, along with the signal box. Many residents will have happy memories of the outing to Bridlington every summer. The station closed on 2 August 1965 and the old railway line is now part of the Bubwith Rail Trail and is a wildlife haven and the 'spine' from which almost all of the parish footpaths, bridleways and quiet lanes are accessible. It is a valuable amenity for the village and it's visitors.



12. 1872: Bursea Chapel

Bursea Chapel was built by Thomas Sotheron Estcourt and was dedicated to the memory of his wife, who died before the building was completed. It was opened in 1872 with a service and festive tea. The architect was William Butterfield who also built Keble College, Oxford, and the builder was Henry Kassell of Goole. It is built of red brick with blue brick diapering and seats around 100. There was an earlier medieval chapel in Chapel Field nearby and some of the stones from this building can be viewed in the porch. The chapel is a Chapel of Ease to All Saints Church.



13. 1876: Primary School

Following the Education Act of 1870 the National School was inspected and declared unsuitable for teaching. A new Board School was built in 1876 on land purchased from Henry Stourton of Holme Hall. Thomas Amos, who had been headmaster at the National School, became the first headmaster of the new school. One of the most well known headmasters was Samson Feather (1907–1933) who established the school garden and museum.



14. 1941: Airfield

Work on the airfield started in 1940 and it became operational in 1941 under Bomber Command. Squadrons based there throughout the war included the Australians flying Wellingtons and the RAF with Halifaxes. In 1951 the USAF took over the airfield for supply and storage purposes, employing a fair number of Americans (which evidently caused a deal of excitement in the village). In 1958 Blackburn Aircraft Co. took over the site to flight test their new Buccaneer for the Fleet Air Arm and in later years, the RAF Phantoms. Flying finally ceased in 1983 and Blackburn (which by then had become Hawker Siddeley and ultimately British Aerospace) left the site to operate from RAF Scampton. The airfield then became Holme Industrial Estate, leaving the Squadron Memorials by the entrance gate to commemorate the wartime endeavours.



15. 1937: Milk Factory (now Meadow Foods)

In 1936, a meeting took place at the Station Hotel, Hull, where six dairy firms met: Pape and Co Ltd (Condensed Milk agents) represented by G Horsley and A S Horsley to discuss forming a partnership to build a Condensary. As a result, a complimentary partnership was formed between George Southwick (wholesale dairymen and butter makers) and Alec Horsley. A cream licence and approval for a new manufacturing premises had to be obtained from the Milk Marketing Board. Mr W A Rigby of Airedale Dairies and George Southwick of Southwick Wholesale Dairies surrendered their licences to manufacture all products at Hull. The cream licence could then be issued for the Dairy at Holme upon Spalding Moor and on 20 October 1937 milk was condensed for the first time at Holme. In 1972 it changed its name to Northern Foods. In 2002, Meadow Foods bought the dairy. Currently it is the only manufacturer of Condensed Milk in the UK and Chocolate Crumb in Western Europe.



16. 1957: The Village Hall

The foundation stone for the new Village Hall was laid in 1957 by Mrs Jibson and the Hall was opened by Professor Norman Feather on Saturday, 12 December 1959. It was built by volunteers from the village. This replaced a wooden hut which was bought in 1920 and known as the Institute which was used for many activities including cinema, Holme Players, whist drives and dances such as "sixpenny hops". During the war, many of the airmen based at the airfield attended the dances.



17. 1985: Welham Bridge

Welham Bridge Iron Age Slag Heap. Standing 1m high is one of the oldest and largest discovered in Britain. (Photo by: Dr. P. Halkon)

