



# UNDERCLIFFE CEMETERY NEWSLETTER

**AUTUMN  
2021**

## **Bradford's History in Stone**

• NEWS ROUND UP •

### • Remembering Ted and Heather •

It saddens me to have to announce the sudden deaths of Heather McGregor and Ted Trett, who lost their lives in an appalling road accident in Northumberland in July.

Both were motorbike enthusiasts, attending motor cycle rallies throughout the British Isles most weekends and their popularity was evident by the 400 to 500 mourners who attended their funeral on 2nd August.

Their main holidays were spent touring many different overseas destinations: touring Europe, USA, South Africa, Australia, New Zealand, India and many other countries. They often travelled by motorbike and sidecar; sometimes they rode separate machines.

Ted and Heather's weekly contribution to the Charity's maintenance team was tremendous. Ted was a retired skilled engineer, his wide practical knowledge and skills – which he openly shared with others – helped to restore and repair numerous fallen monuments and stabilise their return.

Their enthusiasm and commitment to not only the maintenance of the Cemetery but also to the Charity's restoration programmes are legendary.

I am confident their legacy of making such a huge difference will live on for many years to come.

**Allan Hillary**



### • Cemetery History – Part Four •

Compiled by Sue Crossley and Jacqui Ambler

• The Colin Clark era •

The previous instalment of the Cemetery's recent history explained the importance of the MSC scheme in restoring the fabric of the Cemetery site, including refurbishment of the perimeter and retaining walls, resurfacing of the main boulevard and historic core, repair of many monuments and clearance of the overgrowth in some areas. Rapid and visible improvements were made from the outset in January 1985, year one of the intended three-year project.

But the project came to a juddering halt as national funding was suddenly terminated and the fledgling Bradford (Undercliffe) Cemetery Company, was left, literally, to pick up the pieces of large quantities of building materials left scattered across the site.

I remember sitting in the Portacabin, which served for meetings at that time, and feeling utterly bewildered by the sudden turn in events. We had been riding the crest of a wave, and we seemed to be shipwrecked again.

Christine and Tony Chapple had moved to York. Even my erstwhile lodger, Alice, who had been the MSC Education and Ecology Officer and a fellow Cemetery enthusiast, had departed to Japan.

The directors of the charitable company took responsibility for all aspects of the running and upkeep of the Cemetery without the workforce and resources that the MSC scheme had provided; all would now have to be done by volunteers. However, as sometimes happens, leaders emerge in crises, and Colin Clark stepped forward.



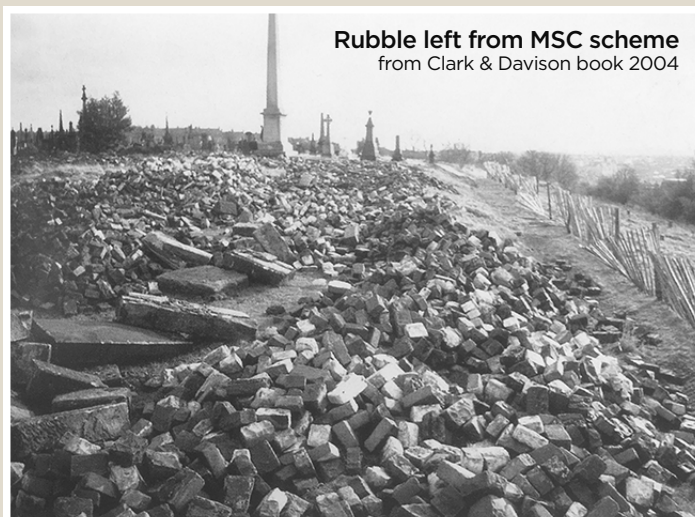
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Colin had already been a stalwart as a founder member of the Friends of Undercliffe Cemetery, and was one of the ten original directors. He had always been involved at a practical level but now went into overdrive, recruiting a small band of maintenance volunteers and tackling the challenges of the unfinished restoration programme. He became the unofficial site manager, using his professional background in construction industry supplies to decide where and how the remaining materials would be used – and the force of his own vision served to sustain the commitment of ‘his’ very loyal group of maintenance and refurbishment volunteers.

But that, too, was soon to change. Chris Hughes, a Trustee of the Cemetery and Senior Planner at Bradford Council, had become aware of a derelict building on the Mitchell estate on Rooley Lane that might act as a replacement for one of the demolished Cemetery lodges. After much preparation work, including the numbering of all the stones in the derelict building, it was moved to Undercliffe and now stands proudly guarding the Undercliffe Lane entrance. The old MSC Portacabin was removed and a car park was created in the vacant space to complement the Lodge. This provided a much-needed focal point for meetings and visitors and was opened by the Lord Mayor, Sydney Collard, in 1991. This was a high point in this phase of the Cemetery’s history, along with the BBC ‘It’s My City’ award in 1989. There was no question about who would represent us, and Colin duly appeared at the televised event to collect the award in person in 1989.



**Rubble left from MSC scheme**  
from Clark & Davison book 2004



Steady progress was made during the nineties, but a new crisis hit in 1998 when the Council’s grant – which had supported the Cemetery since the creation of the charitable company – ceased. It could be argued that there were reasons for this, but to Colin who had put in thousands of hours of voluntary work over the years, it must have felt like he was a victim of his own success. Within a few years, Colin’s wife Ann started talking about the need for both herself and Colin to retire from their respective roles. A business plan was commissioned to make recommendations that would inform the post-Colin phase. But the Clarks’ tenure ended on a series of high notes: Colin collaborated with Reuben Davison to publish a history of the Cemetery in 2004; in 2008, the Cemetery Charity held an event at City Hall to celebrate Colin’s work; and there was recognition at a national level in an invitation to a royal garden party.

Several years into his retirement, Colin sadly passed away. In 2015, the Trustees marked his contribution in a more permanent way by unveiling a stone near the Lodge commemorating his years of dedication.

## • Geophysical Survey – Undercliffe Cemetery •

As much as we're rightly proud of Undercliffe Cemetery's rich historical heritage, we must emphasise we are still working as a fully operating cemetery business, having to contend with similar challenges to those experienced by other businesses, not forgetting the trials of these difficult times. Our AGM will show we are in a sound financial position, but, like all businesses, we always have to look for new opportunities.

Large areas of the Cemetery have been used for burials and the committal of ashes, but we are looking for opportunities to identify sites that could be used for these in future. In May this year, Professor Christopher Gaffney, of TV's Time Team, and a team of archaeology students from Bradford University embarked on a geophysical survey at the Cemetery. The brief was to survey several areas of the Cemetery with a view to finding out if these areas would be suitable for future burials.

The team began its survey on the lawns where the two chapels used to stand. From there, the students progressed to several areas within the historic core. Finally, they surveyed an area adjacent to the gazebo at the western end of the main promenade and Professor Gaffney will shortly be sharing the results with us.



## • Reclaimed Angel •

Andy Tyne

Our groundwork volunteers do truly outstanding, and sometimes literally monumental, work and the latest we'll share here is a classic example. We really could do a supplement to each Newsletter detailing their work; please have a look at our Facebook sites and monthly member updates for more regular information, or even better, come and join them!!

For some time, the beautiful marble head of an angel lay at the back of the Volunteers' cabin, no one knowing her original home. She'd last been on public display in 1985 at Bradford Central Library to promote the restoration of the Cemetery after its compulsory purchase by Bradford Council (see page 39 of Colin Clark and Reuben Davison's book *In Loving Memory*). One of the volunteers, Pam Dooling, pictured below, had focused her efforts on a row of graves by the wall to Undercliffe Lane in Consecrated A section. She, like many of us, noticed the bare slab on top of a grave remembering Margaret and William Hodgson and Margaret's son John Bairstow from her marriage to her late former husband, Wright Bairstow. For reasons she can't explain, she measured the lengths of the bare slab, compared them to the base of the angel by the cabin and they were absolutely identical. The stone types too were a perfect match, she'd found the angel's home!



Lifting the angel would be a big task and we said we'd approach a specialist company to price us for lifting and relocating her on to her stone base.

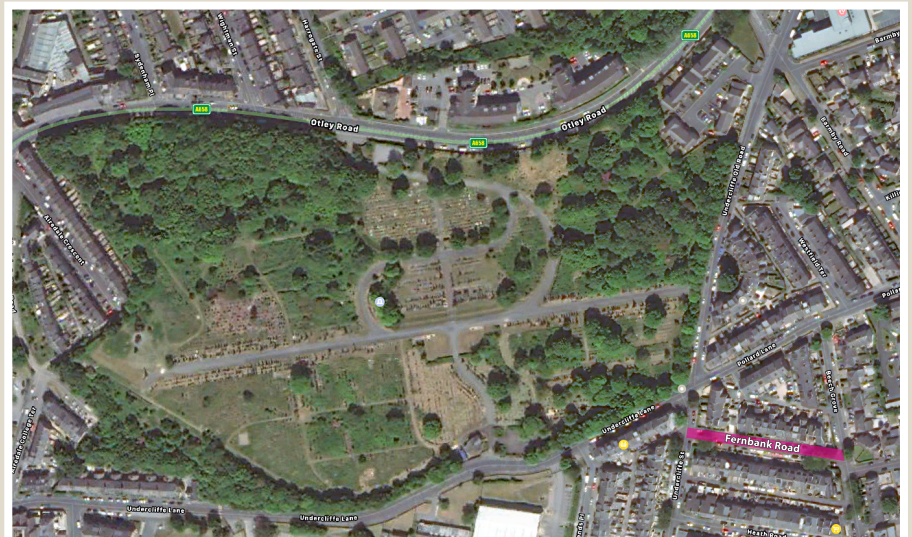
A couple of weeks later, Pam got talking to an interested Cemetery visitor standing by her area and told her the story of the angel and our efforts to rehome her. Much to Pam's amazement, the lady said she had contacts who could do the job, at no cost, took some details from Pam and the following week a fully equipped team came to Undercliffe and got the job done. They said they were 100 per cent sure that the angel and base were a perfect match. Before and after photos show the contrast, truly remarkable!

Another point: we find many who lie in, or are remembered at, Undercliffe often lived very locally. See the map of the family home on Fernbank Road, it's difficult to get much closer to the Cemetery.

And finally, I do Military tours at the Cemetery, there was another one on Saturday, 16 October about the Bradford Pals in the Great War, and we often finish tours standing by Bandsman John Bairstow's grave; he spent 16 years with the prestigious Black Watch or Royal Highlanders, sadly dying of pneumonia in Scotland having, as his stone reads, 'answered his last roll call' before being brought home to Bradford.

We use the grave as our last roll call, finishing at his graveside and paying our respects to Bandsman Bairstow – an Undercliffe name if ever there was one – now following his angel, encouraging us, like her, to look on high to remember him and his lost comrades.

RIP Bandsman Bairstow and all who lie in Undercliffe.



## • Bradford Movie Makers •

We're delighted to announce that we're working with Bradford Movie Makers, one of the oldest film-making clubs in the country, to record the fruits of our research – particularly around the topics of The Great War and The Industrial Revolution, both of which had huge impacts on Bradford. School curriculums include both these subjects and we're very keen to record some of Undercliffe's stories for the benefit of local school children as well as our Facebook and social media audiences. Watch this space!

### • Charles Edward Caudwell & Ernest Knowles - 1925 •

Charles and Ernest were praised for not leaving their posts as the tramcar lost control and, after hurtling down Bradford Road, Idle, eventually embedded itself into the front of the Alexandria pub. Both men were killed.

These were two very ordinary men who showed themselves to be extraordinary when they managed to avert a worse accident, with no care for their own safety

Charles originally came from Cleckheaton but moved to Eccleshill with his family: parents William and Susan and six siblings. His father was a commercial traveller selling artistic tiles. Charles sold milk. During the war he joined the Royal Navy, serving on two ships: the Vivid I and then the Devonshire.

(Grave Area A Consecrated)

Ernest was born in Baildon, the son of Alfred and Hannah. Alfred was a harness maker and in 1891 the family lived in Shipley. The family later moved to Bradford and Ernest acquired a brother, Francis. When Ernest married Christiana Gibson on 12 June 1909, he was a waiter living in at the Queens Hotel, Bridge Street, Bradford. Ernest became a tram driver a few years before his death.

(Grave B491 Consecrated)



The accident happened early on 7 December 1925. The driver was Ernest; Charles was the conductor. The morning was very foggy and Ernest had difficulty seeing the lines in front of him. On the bend at the junction of Thorp Garth and Albion Road, the tramcar left the lines and crashed into the Alexandria demolishing the front of the building.

The landlord, Mr Brayshaw, was away for the night and fortunately most of his family slept at the back of the property, with the remaining members sleeping at the front but in the attic. The result of the crash left the first and second floors open to the street but one strange point recorded was that none of the glasses were broken in the bar. Both Charles and Ernest were buried in the rubble and there were rumours that Charles had been decapitated.



At the inquest, it was established that the tram was in good working order and the jury's decision was that the accident had been caused by atmospheric conditions and ice on the rails.

The Coroner pointed out 'that since the inauguration of electric tramcars in Bradford, 1,540,743,163 people had been carried up to March 1925 and during all that time, while he had been interested in the court, there had only been three fatal accidents caused by cars getting out of control.'

#### TRAM HEROES' FUNERAL. All Yorkshire Pays its Tribute.

The funeral of the two victims of the Idle tram smash, Driver Ernest Knowles and Conductor Charles Edward Caudwell, who, in the words of an ex-Lord Mayor of Bradford (Mr. J. H. Palin, M.P.), "stuck to their posts and lost their lives in order that a greater catastrophe might not take place," was attended by tramway workers from Bradford, Keighley, Leeds and distant parts of Yorkshire at Undercliffe Cemetery yesterday.

The manager of the Bradford City Tramways (Mr. R. H. Wilkinson) was present. A telegram of condolence was received from Mr. Ernest Bevin, on behalf of the Executive Council of the Transport and General Workers' Union.



Charles Edward Caudwell



Ernest Knowles

- Births, Marriages and Deaths
- Shipley Times & Express: 24.12.1925
- Leeds Mercury: 11.12.1925
- Yorkshire Evening Post: 07.12.1925



• Herbert James Moss (11 June 1895–17 December 1915) •  
Debs Stirling

Herbert was a local boy first living in White Terrace, Manningham and later at Roydstone Road, Bradford. He followed his father Thomas and older brother, Thomas A. into the dress cloth merchant business. His father was from Colchester and his mother, Elizabeth Amelia, from Wellington, Shropshire. The household was busy with five children and other family members living there. When war broke out in 1914, Herbert joined up and was sent to the Royal Horse Artillery and Royal Field Artillery. He was a gunner and he and his brother Thomas joined the 4th West Riding Howitzer Brigade.

In 1915, Herbert became sick and wrote to his parents from hospital in Boulogne saying he was being shipped home. They never heard from him again. However, around 24 November 1915, the War Office wrote to his parents explaining that he had been aboard the hospital ship *Anglia* which had hit a German mine in the Channel and Herbert was missing, believed drowned.



A collier, the *Lusitania* (not to be confused with its more famous namesake, which was torpedoed earlier the same year, with many lives lost), went to the help of the stricken ship and had just launched boats to rescue those on board when it too hit a mine and exploded.

All the crew were saved from the *Lusitania*, however, it was believed those bedridden on the *Anglia* had no chance.

When the *Anglia* sank, it was said that the Red Cross flag on its mast could still be seen above the waves.

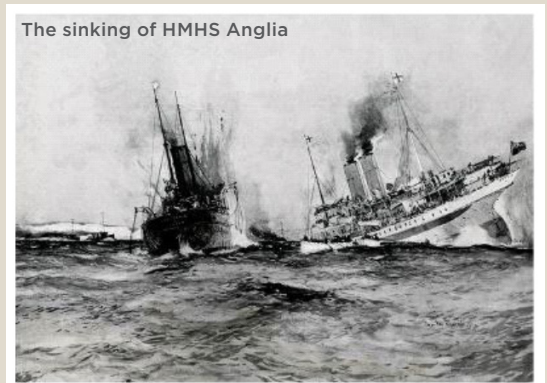
## HOSPITAL SHIP DISASTER HELPLESS PATIENTS' PLIGHT

Private Isaac, RAMO, writing to a relation from a southern hospital regarding the *Anglia* disaster, says:

*'The story almost too ghastly to relate. My chum and I had served a few of the many helpless patients. When the explosion occurred there was loud report, and splinters flew in all directions. I rushed out on deck to see what had happened, and was horrified to see the forward part of the ship dipping down very much. She was listing greatly to port, and it was with difficulty I stood upright. immediately I rushed along with my chum to my ward. I cry when I think of the wreckage there. Struggling in the water were my poor patients.'*

*I was waist deep in water. The stairs were unsafe, and the floor was blown away. Along with my chum, I managed to drag at least eight men to the starboard deck. On going back for the last time I found that the water was only two feet from the ceiling. We then turned our attention to the ward above mine.'*

Private Darwen then relates how he assisted many of his patients, who were by this time in the water, to keep afloat. He handed a great number of the men on to a fender, and only dived clear of the ship when she was about to take the final plunge. One boat sank with its human cargo, but Darwen was eventually picked up. \*



HMHS. "ANGLIA."- Mined off Dover on 17th November, 1915, in the afternoon; 14 officers and 374 men, sick and wounded on board; 9 officers and 244 men were saved by destroyers, patrol boats. etc.; 5 officers and 128 men were lost, also 1 sister and 9 men of the RAMC staff.



- Yorkshire Post and Leeds Intelligencer 24 November 1915
- Leicester Daily Post 18 November 1915
- Yorkshire Evening Post 24 November 1915
- \* Edinburgh Evening News 15 November 1915



## • Return of the Tours •

There was a full house for the Bradford Victorian Retailers tour on Saturday, 4 September. Four of our volunteers acted as tour guides covering the stories of some of Bradford's most well-known and best-loved retailers of the past, two of which are still in business. We covered Brown Muffs, Christopher Pratt, Lingards, Rimmingtons and Appletons. We even had time to fit in a fishmonger. Perhaps Humbug Billy, the market trader, was the odd one out, not so loved and not so popular after he accidentally poisoned over 200 people with his arsenic-laden sweets. The law was changed due to this case and poor old Humbug Billy (William Hardacre) will always be remembered for all the wrong reasons!

One visitor said afterwards on Twitter ...

*'Fantastic walking tour of @undercliffcem today learning more about #Bradford retailers of bygone times. Incredible to visit the graves of the people who were ultimately responsible for both my bedroom furniture and my #CovidVaccine.'*

Steve Lightfoot

## • Scouts at Undercliffe •

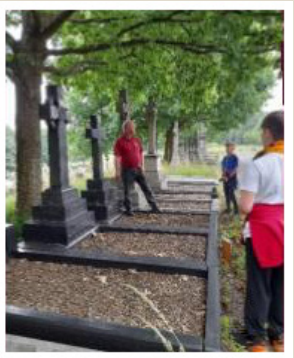
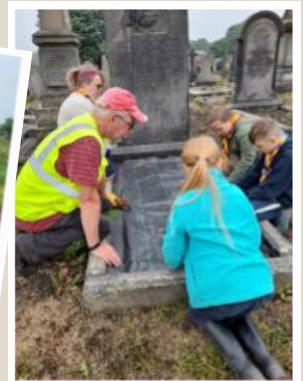
In July, 65th Shelf Scouts were at Undercliffe Cemetery, providing valuable assistance to some of our dedicated groundwork volunteers in refurbishing graves and tidying up the Cemetery.

The Scouts were all between 10 and 14 years old and they were supervised by Scout Leaders. They were all working on their Community Impact Badge. With a packed lunch and some extra treats, the Scouts worked really hard and really enjoyed their time working with our volunteers.

Here are some great photos of the Scouts hard at work.

Some of the Scouts tackled a First World War Grave which was badly in need of work. Overgrown and sinking, this grave is the last resting place for two brothers, George and Herbert Lee. The brothers lived locally, just off Otley Road, and Herbert was awarded the DCM – Distinguished Conduct Medal – for his brave and heroic work laying radio lines across the trench network.

Dangerous work indeed as you can imagine. The DCM is next in prestige below the Victoria Cross and wasn't awarded lightly.



Digging out and shovelling soil, loading up pea gravel into the wheelbarrow, tamping down soil, lining graves and pouring pea gravel – the Scouts worked very hard along, with their Scout leaders.

The day ended with volunteers Andy Tyne and Sue Crossley giving a short WW1 tour along with a short Gruesome tour of the cemetery.

**65th Shelf Scouts are kindly returning to Undercliffe Cemetery in October to help refurbish more graves with our groundwork team.**

Undercliffe Cemetery Charity thanks 65th Shelf Scouts and their Scout Leaders for giving up their time to help the groundwork volunteers with maintaining the cemetery. Our groundwork team were very impressed with their hard work and dedication.

Many thanks go to our groundwork volunteers for giving up their Saturday to work with the Scouts.

