# LOVELOCK LINES

*Gates at the former Black Dog Halt, now a cycleway*

The Lovelock Family Newsletter
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Railway Issue

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# Editorial

LAST YEAR it was suggested that since so many Lovelocks had worked for the railways, there might be the makings of an article there. People wrote in that they had had a second cousin four times removed working as a porter at some long vanished country station and they were sorry, they couldn't tell me what company had run it. As the names accumulated, it struck me that one could write a chapter of social history based on the experience of railway Lovelocks alone, but I'm not that expert a historian. In the end I asked two correspondents who had sent me the most detailed information to make articles out of them and I am very grateful to Alan Whitaker and Basil Wright for taking such pains in doing so. In addition, Rootsweb correspondents had become intrigued at mention on the internet of a certain 'railway historian' of the family who had grown up in the station house at Black Dog Halt. There were no contact details for him but fortunately Don was a keen photographer as well, so I tracked him down through the club he belonged to and asked him both for photographs and an account of his home. He has been generous in sending me a selection of his pictures of the station and ingenious in his handling of the article.

Basil Wright's South African experience is a reminder that family members didn't work just on English railways. Gwen Eastment's father worked for the Australian railways and there is a cameo portrait of him in Max Lovelock's entertaining article "Father's iron horse and the other one" in our second issue. During the 19th century one of the members of a well-heeled St Pancras branch worked for the East Indian Railways for a while. That might have been in the accounts department, since many in the family worked as clerks at banks or insurance brokers. And over in Chile there was Juan Loveluck Macpherson, the son of a Welsh immigrant, who worked as an accountant for the state railroad. Amalia Loveluck Fernandez-Velarde has told me how his mother came to arrive in the country. '*Patrick O'Higgins came to Chile as a railroad engineer, and he invited Alexander McPherson, his closest friend, to come over too to work in the railways. At that time, in Chile, all the train drivers were from Britain. Alexander's daughter, my great grand mother, was 18 when she arrived from Edinburgh; here she married William Loveluck, Juan's father.'*

I'll end with a letter sent to Gwen Eastment when she was building up her archive of Lovelock autobiographical accounts (see #7). '*Firstly, I'll introduce myself. I'm Arthur Lovelock, son of Stephen Lovelock - son of Thomas George Lovelock. My age is 82, in June 1989 (born 1907). I was surprised and pleased to receive your letter and will endeavour to reply - so please forgive any mistakes.*

*I note in your record you have possibly found my great grandfather and that is George Lovelock - born 1802, Great Bedwyn, Wiltshire, because my father's father, Thomas George Lovelock could possibly be, as father said he was a Wiltshire man from the Marlborough area, which includes Great Bedwyn. My father's father died 3rd December 1904, age 73 (two and a half years before I was born) and is buried in the chapel graveyard here. When I was a youth, father, who died on 1st March 1962, in his 91st year, often spoke of his parents and I can always remember him saying about his father being a Wiltshire man, coming to Wales as a young man for work, and eventually married a Welsh woman from Llantoct Major and lived in Peterston, South Ely - my home - and had 5 children - four boys and one girl.*

*I spent most of my working days in Wiltshire in Westbury on the railway, as a passenger guard on the trains, and found the Lovelock name more common there than Wales. On occasions when travelling from Westbury to London we called at Bedwyn Station. In the 1950s one of the station staff was named Lovelock, and we could be related. He asked me and I told him quite possible, although I was born in Wales. Also during my travels by rail, I found the name Lovelock on farmers' milk churns we used to convey by rail.*'

It's therefore fitting that we end with Graham's account of some earlier Lovelocks who had moved from their original home (in Gloucestershire in this case) in search of work.

# KEEPING THE TRAINS MOVING

***Alan Whitaker looks at the railway Lovelocks of Derby***

THERE ARE at least five Lovelocks in my family tree who worked for the railways. They all feature in the Shipton Moyne and Derbyshire tree on the Lovelock website.

Firstly, Charles Lovelock (*b.1845 Shipton Moyne, Glos., d. 1904 Derby*). The earlier censuses show him working as a groom or coachman in his home village, Shipton Moyne. In 1873, Charles married Bertha Hulance, who came from a family of stonemasons in Alderton, a village in Wiltshire, though the marriage took place in Stratton St Margaret near Swindon. I wonder if they had in fact eloped, as the marriage was by licence and not in either of their home parishes. The marriage register shows Stratton as Bertha's residence, but shows no occupation for her, so she might have been staying locally just for the convenience of marrying there. Another clue is that neither witness was a close member of the family, although one of them (Maria Reames) was most probably a relative of Bertha's mother, being by birth a Lea from Somerford Magna. I can't find Maria in the 1871 census, but in 1861 she was, as a girl of 9, boarding with Charles' cousin Lewin Tanner. She seems therefore to have connections with both Charles' and Bertha's families; I wonder if she had some part to play in introducing them? At the time of the marriage, Charles was still a coachman and still resident in Shipton Moyne, according to the register.

Their first child, Henry Charles Lovelock, was born in Clifton (near Bristol) in the first half of 1873. Perhaps one day I will find his baptism and get a clue to Charles' occupation at the time. Was he still a coachman, or already working on the railway? According to their grand-daughter Eva Harvey, Charles trained as a signalman in Swindon before they moved to Derby, which was before the birth of their second child in 1875. It was doubtless with the Great Western Railway that he did his training, yet it was with the Midland Railway that he spent most of his working life. The Midland Railway staff records show that Charles worked in Derby Station North Junction signalbox from 15 May 1877, when this new box replaced the old Bell Box Junction signalbox. Charles worked there for the rest of his life. Between 1877 and 1892 Derby station was expanded with additional platforms and as the track layout was revised, more signalboxes were added and others rebuilt. Charles' own box was renewed in October 1892.

The picture shows the scene in the 1960's, and the signalbox itself had again been rebuilt by then.

I have had contact with some of Charles' other descendents, and found that one of them, his great-great grand-daughter Lucy Southern, was working in the modern Derby signalbox and was very proud that she was following in his footsteps.

Charles and Bertha lived in Liversage Street in Derby. The freehold of their house, (no. 30, but formerly numbered 28) was advertised in the *Derby Mercury* as being for auction with nos.29, 31 and 32 at the Bell Hotel on 4 July 1879. The advertisement, which even named the occupiers, claimed that the houses benefited from "an

excellent and never failing supply of pure Artesian well water." Whether or not the house was sold I don't know, but the Lovelocks continued to live there (the street being re-numbered again, and their house becoming no.61) until they moved to 45 Canal Street in about 1886. Charles and Bertha were living in a modern house at a reasonable rent, and he had a very good job, enabling him to support his family of eight children.

In the *Derby Mercury* for Wednesday 29 March 1893 there was a report of the inquest into the death of Daniel Kay, a Midland Railway fireman, who had been travelling on a brake-van – against the rules – and had got run over in the sidings after falling from the van. Charles, who had been on duty in the signalbox at the time, was called to give evidence.

Of Charles' children I know of only one who definitely worked for the railways, his daughter Lilian May (*b.1894, Derby*), who was employed as a Sewer in the carriage works at Derby from August 1910 until April 1923, when she gave notice shortly before her marriage to Walter Elliott. Her record card shows that her rate of pay started at six shillings a week and gradually increased to 22 shillings, plus a war bonus of up to 23s 6d from 1916.

Having witnessed one fatal accident on the railway, Charles was to be affected more personally by another one in 1918, when his half-brother, William Arthur Lovelock (*b.1860 Shipton Moyne, Glos.*), died in a marshalling yard accident. Orphaned in 1874 at the age of 13, by the 1881 census William was living in Derby with Charles and Bertha and working as a labourer in the locomotive works. The following year he was employed by the Midland Railway Carriage & Wagon Department as a wagon repairer at nearby Chaddesden, at 38 shillings a week. William married Bertha's sister, Eva Georgina Hulance, in Derby in 1888, and she bore him four children.

He was killed in an accident on the railway on 28 August 1918, being crushed between two wagons. The *Derby Mercury* for 6 September 1918 records: '*Thirty-eight years in the employ of the Midland Railway, Wm. Arthur Lovelock, 57, of 62* [actually 162] *Siddals Rd, Derby, met with his death while performing his duties as a wagon examiner at Chaddesden Sidings. No one actually witnessed the accident, but at the inquest held on Saturday by the Borough Coroner (Mr J. Close) it was stated by Thos. Gore, head shunter, that he saw the deceased walking up the 6ft way doing his work while shunting operations were in progress, and a few minutes later found him dead by the end of the rails on which three wagons had been steadily shunted up to others which were stationary. He had apparently been caught between the buffers, there being rust marks therefrom on his clothing. He was a steady, careful man. According to Dr. S.M. Jobir, house physician at the Royal Infirmary, deceased had a bruise over the heart and two ribs were broken on each side, the lungs being penetrated. The jury returned a verdict of accidental death'.* The probate records show that he left his widow effects worth £173.0.6.

The wagon repair depot where he was based was very familiar to me as a boy of 8 or so, as I often went there to watch the trains, though I was unaware then that my great-grandfather had worked and died there. This little picture shows it in about 1983, round about the time it closed. There isn't much left of it now, as it was badly damaged by fire, ironically when it was occupied by a fireplace company.

At least two of William's children also worked for the Midland Railway. The 1911 census shows his eldest daughter, Minnie Gertrude Lovelock (*b.1889 Derby 1889, d.1969 Nottingham*) as a french polisher at the railway company's works – almost certainly the "Carriage Side", as the Carriage & Wagon Works were known. William's only son, Frederick John Lovelock (*b.1897 Derby, d.1976 Derby*) was a tailor's errand boy in 1911, but he too went on to work for the Carriage & Wagon Department. His works record card

(preserved in Derbyshire Record Office) shows he started on 29 January 1912 as a foreman's labourer at six shillings wages – but gave notice at the end of the week! Re-employed as a stores labourer on 17 August 1914 at 12 shillings a week (13s from 18 February 1915), he volunteered for military service in the Derby Yeomanry the following June and was demobilised in February 1919. That March he returned to the Carriage Works as a stores labourer, starting at 27 shillings plus 21s 6d war wage. In August 1923 he became a storesman on 32 shillings plus 16s 6d war wages. He was transferred to another department in 1924 and I know nothing of his working life after that.

At the time of the 1911 census, William's family lived at 5 Leeds Place, in one of the terraces of cottages built for its employees by the railway company in the early 1840's. The wedding photograph below, from 8 October 1912, was almost certainly taken there. The happy couple are Minnie Lovelock and Tom Leach, while at the left are William's second daughter Annie Elizabeth and the best man, Annie's husband-to-be Harry Scull. To the right are William and Nellie, his youngest daughter. In 1913, at the time of his marriage to Annie, Harry was a boiler-maker, so might have worked at the Loco Works, though the 1911 census records him as a plater at an iron foundry. Tom was a pork butcher and had no railway connection that I know of.

Also in that same little street (Leeds Place), the Midland Railway had, I believe, its own ticket-printing works. It's possible that it was here that William's youngest daughter, Nellie Lovelock (*b.1893 Derby, d.1954 Weston-super-Mare*) worked, as she is shown as a printer's folder in the 1911 census. However, it is more likely that she worked at the Bemrose print-works in nearby Wellington Street, which did a huge amount of work for the Midland Railway. Nellie (my great-grandmother) married another Carriage Side employee, Samuel Whitaker, when he returned from his war service in the Royal Engineers. Sam was the son of another Midland Railway worker, and had served his apprenticeship as a joiner in the carriage works before becoming a coach finisher at 22 shillings a week in 1914. Three months later he was sent to France with the BEF, having been in the Army Reserve, and did not return to the Carriage Works until April 1919, although he then stayed until 1954 when he left due to ill health. Nellie died that same year in Weston-super-Mare, while on her first holiday in 34 years. I was only a few months old at the time and so have no memories of her at all, sadly.

Though none of my Lovelock relatives worked in very glamorous jobs on the railways, there were so many different tasks which needed to be done in order to keep the trains moving, so they all played their part. And, as we have seen, fatalities could occur here too in the service of the country.

*My thanks are due to Judith Flack for help with this article.*

# STOPPING BY REQUEST

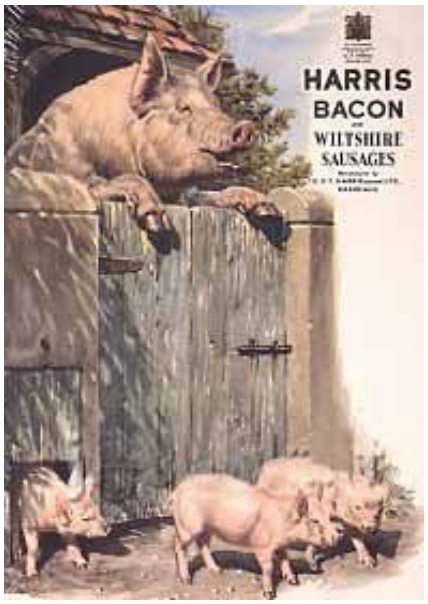
## The Lovelock connection with Black Dog Halt

*ON November 1859, with the local canal failing to meet business needs, a meeting was held to discuss opening a branch line from the GWR at Chippenham to Calne in Wiltshire. Parliament granted the necessary Act in1860 and the line was opened to passengers in November, 1863. From the start the service was operated by the Great Western Railway on behalf of the Calne Railway Company, which it absorbed in 1892.*

*Initially there were no intermediate stops on the line except for a private station at Black Dog Siding (named after a local hill) for the use of Lord Lansdowne at Bowood House. Although there was no restriction on its use by the public, it did not appear in a timetable until 1952 and until that date anyone wishing to travel to the station had to buy a ticket to Calne and ask the guard to stop.*


*The station had a single platform to the west of the line with a wooden station building. On the opposite side was a goods platform served by a single siding. This was often used by Lord Lansdowne for the temporary transfer of valuables to his London residence. During the First World War a top level war cabinet meeting took place in a carriage berthed in the siding. At the time a military unit was stationed in outbuildings opposite the station.*

*The branch was still producing a good profit in the 1950s but as the Harris bacon factory began to use the roads to transport more of its products the railway saw a drop in revenue.*




*Following the closure of the nearby RAF stations, passenger numbers diminished rapidly and by late 1963 freight services had been cut to one a weekday, while Sunday passenger services had been withdrawn.*

*On 1st February 1960 Black Dog was downgraded; the siding was last used by a local coal merchant on 1st November 1963 and was lifted shortly afterwards. Freight services were withdrawn on the line the following year and passenger services the year after that. Most of the track was lifted between Easter and June 1967. By 1972 a section had been opened up to the public as the Marden Nature Trail and today most of the six mile route between Chippenham and Calne is part of the National Cycle Network.*

*Douglas George Hazel Lovelock (1900-93), its final station master, looked after Black Dog between 1930-60. His son Donald (born in 1928), a photographer and historian of the Calne Branch, also lived there between 1930-66. He often tried to get his father to talk about the past in a structured way, which he never would. When we asked Donald to write something for LOVELOCK LINES, he agreed to gather together the bits of information he picked up from his father over the years and wrote the following account as if in his name. The two photographs used are his also.*

My years on the Great Western Railway started when I was twenty years of age.

I wrote to the GWR at Bristol Temple Meads, asking if there were any vacancies. The letter also contained 3 references. One of them was from the vicar at Lyneham, which was where I was born and living at that time. I was asked to attend an interview, which was taken by H. R. Griffiths. I was successful and accepted a job as Porter at Axbridge on the Cheddar Valley Line, where Mr Hayes was the Station Master.

My first job consisted of acting a booking clerk, shunter, signal lamp man, ticket collector, as well as loading and unloading milk churns. There was a considerable, seasonal amount of strawberries and blackberries to Robertson's jam factory at Brislington. I also did relief work at Shepton Mallet. A bit later I was given the job of relief Station Master at Burrington on the Blagdon branch, but this only lasted two days as I went ill with appendicitis.

On Bank Holidays we would be sent to Locking Road, Weston Super Mare, to collect tickets for the many excursions which would come from London Paddington. I recall the return fare was 5 shillings. From Bristol Temple Meads a half day return was just a shilling. Trains also came from Birmingham and we collected tickets by the bucketful.

After the General Strike in 1926, things went along fairly uneventfully until I almost derailed an engine. Shunting a goods train, I passed over points which had not been set correctly and the leading wheels of the engine left the track. With the help of the Head Ganger and Driver using rerailing plates, we were able to reverse the engine back onto the track. What a relief!

A few months after this I was told by the Yatton Inspector, Johnny Active, that I was one of the five people selected for the post of Grade One Porter at Black Dog Siding on the Calne branch. Following an interview at Bristol with T. G. Pole, the Divisional Superintendent, I was given the job and my house contents were moved by rail free of charge during June 1930.

The station house at Black Dog (left) was built in 1874. It was owned by Lord Lansdowne but I was allowed to rent it at £10 per year. Lord Lansdowne paid the rates and kept the house in good repair. I was somewhat disappointed that the job had been downgraded from Station Master and that I had to pay rent for the house, but this turned out to be a blessing in disguise as you'll see later.

At Black Dog I had to work a single shift from 7.15 in the morning until 5.15 p.m., with a half-day off Saturday afternoon. It was a busy little country station. We received trucks full

of coal for the local coal merchant, who had a wharf in the station yard with a weighbridge. Coal for Bowood estate and other large houses would arrive by the truck load and cattle feed and grain from Avonmouth docks for the three local mills, nearby on the River Marden. We also received loads of fertiliser, seed potatoes and sugar-beet pulp.

Outgoing loads consisted mainly of timber from W. E. Beint & Sons at nearby Studley. My predecessor had rented part of the embankment nearby, which I was able to take over from him. Part of this had been turned into an orchard and resulted in a healthy supply of wild rabbit. I also kept poultry, which gave me a nice sideline in supplying some of the train crews from Bath and Bristol with fresh eggs and wild rabbits.

Black Dog Halt, looking towards Chippenham from the siding. The line of the old canal is on the far right.

With the onset of war in 1939, things changed somewhat, with duties taking me to Thingley Junction to load ammunition and to Calne on Sunday mornings to load meat products from the Harris factory. On most Sunday evenings I was collecting tickets from RAF personnel returning to their camps at Yatesbury and Compton Basset. I also took on fire watching duties at Calne Station and was a member of the Home Guard. The Germans tried bombing the line and there were a couple of near misses.

The end of the war changed things dramatically. The two Landsdowne heirs had been killed fighting in 1944 and Bowood Estate was hard hit by death duties, so the agent started to sell off the house and land. Being a sitting tenant at the station house, I was asked to make an offer for its 1½ acres, including the loading bank and siding buildings. It was accepted and I became the owner in 1950. This meant that, when working on the loading bank for what was by now British Railways, I was in fact working on my own property. I would like to think that this was a unique situation.

I was kept busy until the mid 50's but, with the decline of goods and passenger traffic, it was decided to make Black Dog an unstaffed halt. I was offered a choice of jobs at Devizes or Melksham, but after 40 years of working and now I owned the house, I decided to terminate my employment with the railways.

Since I was still living there, I was on hand when the Calne branch was closed on 18 September and the contractors moved in during 1967 to lift the track and dismantle the station site. Talking to the workmen, I jokingly offered them five quid for the station building, only to have them eagerly accept the offer on condition that I did all the work. This I did with the help of my son and grandson.

I must say, I had mixed feelings after working there for so many years, but I suppose this was a fitting end.

# THE SOUTH AFRICAN RAILWAYS

*some reminiscences by Basil Wright*

BOTH MY father and I were railwaymen employed by South African Railways & Harbours (SAR&H), as they were called then. He started as a steam locomotive cleaner, then fireman and finally a driver, first class, until his early retirement due to ill health in 1958. I joined the railway as an apprentice Turner/Machinist in 1948, becoming a journeyman in 1953. We were both stationed at Greyville Loco in Durban. This was known as a running shed, which was a steam loco and maintenance depot.

From Durban, the main line went to Pietermaritzburg in the West (Midlands Line), Port Shepstone in the South (South Coast line), and Empangeni in the North (North Coast line). The line south ran alongside the sea nearly all the way, with only a bush-covered sand dune between the track and the sea. Drivers and firemen would "book-off" at Port Shepstone, have a couple of hours sleep, and return to Durban. The same procedure was followed on the Pietermaritzburg trip.


The most interesting line was to Empangeni, which was very wild in the early days. My father told me of the driver having to stop the train, while he was a fireman in the 1920s, and wait until wild animals, particularly hippos, decided to move off the track. On one occasion there was a herd of elephant alongside the track. The driver had to slow down and, as he passed the herd, a bull elephant made a charge at the loco but fortunately changed its mind at the last minute. Several times, while taking on water at stops, snakes would drop off the water tower into the coal bunker. The fireman would get a nasty surprise when he shovelled up a snake with the coal.

On at least two occasions, when he was a driver, his loco was the cause of the death of pedestrians on the track. On one, while on the Umgeni River bridge in Durban, an Indian chap on his way to work was walking on the walkway next to the line on the

bridge. Dad blew the whistle but, as the loco approached him, for some reason he jumped from one side to the other, but he never made it. His body was never found, but his packet of sandwiches remained on the walkway. Another time, as he pulled out of Amanzimtoti station, a chap dived in front of the loco and committed suicide. He was still alive when dad tried to pull him out, but he kept trying to crawl back, shouting “leave me, leave me”. He died very soon after.

When the Second World War broke out, my father joined the Railways & Harbour Brigade and was sent to the Middle East to drive troop and supply trains. Whilst in Syria, a fully laden tanker lorry in a convoy tried racing him to a level crossing. In the ensuing collision, he was doused with flaming diesel from neck to waist. Troops from the convoy rolled dad in the sand, extinguishing the flames. A young American doctor who was in the convoy ripped the burnt flesh from him. He said he had just learned that this was the latest method of burn treatment. He certainly knew his stuff as the only scars Dad was left with was a white patch on his left upper arm and another on his chest. Both were hardly noticeable.


After his release from hospital, Dad was seconded to the 61st Tunnelling Company, clearing the tunnels which the Germans destroyed on retreating. One of these was the 12.5 km long Mount Cenis Tunnel, on the railway line between Turin and Paris that cuts through the Western Alps. The tunnel was demolished at both ends by the Germans, blocked by debris and barbed-wire entanglements, heavily mined and booby trapped, and flooded for over 3 km at the eastern end. A small exploratory tunnel had to be driven through the top of the break in order to find out how far it extended. As this was being cut through the demolition itself, great care had to be exercised, as there was considerable danger of the fractured rock falling or caving in. When they finally holed through, the engineers found the demolition to have about six million gallons of water dammed up behind it. This was the South African Engineering Corp's last final major assignment of the war and 61 and 62 Tunnelling Companies, operating respectively from Bardonecchia at the Italian end and Modane at the French end, were detailed to clear and repair the tunnel. After considerable progress, the South Africans were recalled home and the task had to be completed by Italian and French contractors.

My own modest brush with death is connected with the innocent-looking photo below. Behind the shed in the background is the ash pit, filled with water, where fires are cleaned after a trip. On that day an Indian was found floating in the water, after being submerged for a few days. He had apparently taken a short cut through the loco yard one Saturday evening after he had been to the horse races. When found, he was still clutching money which he had obviously won. This happened even though the pit had

a pole fence around it. He must have walked along the track over the pit. The Railway Detective had to take photos before and after removing the body from the water and, as we had helped him retrieve it, he took our photo too. I'm the one in the black shirt and, apart from the chap kneeling at the front, the only survivor of those days.

While I was at Greyville Loco, I would be sent to all the Natal out-stations to relieve the Turners there, when they were on leave or sick. I worked at Stanger and Empangeni on the North coast, Dundee and Glencoe on the main line, and Port Shepstone and Umzinto on the South Coast. The last two had narrow guage locos for the branch lines. The others had loco's stationed for shunting the coal mines and sugar mills.

Empangeni was the worst place for relief duties. Their locos worked the sugar mills, and also travelled to Pongola on the Swaziland border. In the early 1950's, Empangeni was separated into rail and village. At the rail there was a store, the loco shed, station and the single quarters. If we wanted entertainment, it was only to be found in the village, which was also very small – a bakery, two hotels, a town hall (where they showed movies on a Saturday night) and various small shops. The only way to get there was along a 2 mile long dirt track through the sugar cane fields. It was alright going, but coming home at midnight after a few beers and a game of snooker, all sorts of sounds were heard – cane rats, bush pigs, and who knows what else. Very scary!

By the time I left the railways in 1969 (to go farming, as I saw the writing on the wall), steam was almost a thing of the past, being replaced by diesel electric goods trains, and electric driven passenger trains, which required less maintenance; with this came the demise of out-stations, and the large loco maintenance sheds, with the loss of a great many jobs.

# THE ISLINGTON CARPENTERS

*Graham Lovelock describes how to build a family tree from a series of coincidences - and the odd clue*

A REVISION of one of our Lovelock Family Trees appeared on the Website towards the end of April. This is the story of how the random collecting of Census records associated with Islington led to that revision.

The 1841 Census reveals that a Thomas and Job Lovelock were living adjacent to one another in Holloway Road, in the Parish of St Mary's, Islington, in London. Both of them were carpenters by trade, which, together with them living so close to each other, might suggest that although Thomas was aged 65 and Job 51, they may have been brothers. At first glance Thomas's age looks to have been rounded down by the Enumerator, in accordance with the issued instructions, but Job's is presumably true. Job's wife Kitty is recorded as 56, and an Apprentice in the household as 16, so the Enumerator may not have been entirely consistent in his recording of ages.

The 1841 Census does not, of course, identify places of birth, and alas Thomas seems to have died in 1848, thus precluding any chance of unequivocally identifying his origins. All the 1841 Census tells us is that he, like Job, was not born in Middlesex. With Job, however, we have more luck: he survived until 1857 and the 1851 Census reveals that he was born in Dowdeswell in Gloucestershire. Upper and Lower Dowdeswell are small adjacent villages about 4 miles to the south-east of Cheltenham: just off the A40, for those who know Britain's roads. The church, dedicated to St Michael, is in Lower Dowdeswell.

Robert Sterry identified a few Lovelock entries in the IGI extracts from the records of St Michael's Dowdeswell, and a National Burial Index entry, which are as follows:

| Dowdeswell Baptisms | Dowdeswell Marriages | Dowdeswell Burials |
|---|---|---|
| *1773 Feb 21 Thomas s. Unknown Lovelock*<br>*1775 Feb 5 John s .Unknown Lovelock*<br>*1777 Mar 31 Henry s. Unknown Lovelock*<br>*1779 Mar 7 George s. Unknown Lovelock*<br>*1781 June 10 Henry s. Unknown Lovelock*<br>*1784 June 6 Richard s. Unknown Lovelock* | *1771 May 12 Abraham Lovelock and Elizabeth Roberts* | *1821 Mar 18 Elizabeth Lovelock, aged 77* |

It seems most likely that the baptisms are actually the children of Abraham and Elizabeth, and presumably the epithet 'Unknown' results only from a failure of the incumbent to record the parents' names in his Baptismal Register.

The important piece of information that can be extracted is that the Thomas baptised in 1773 would have been 68 years old at the 1841 Census, and would have been recorded as 65 by an Enumerator following his instructions. What is disappointing in the Dowdeswell records above is of course that there is no mention of a Job, who would presumably have been baptised in about 1790. At that time Elizabeth Roberts would have been about 46 years old, perhaps a marginal age back then for child-bearing, but there are no daughters listed above who might have had an illegitimate son, and at 17 Thomas would have been unlikely by the standards of the age to be married and a father.

If Abraham was indeed the father of the Thomas and Job who were in Islington in 1841, it is interesting to note that in the same Census in another part of the area – Georges Place – was an Abraham Lovelock, aged 25, who was also a Carpenter. This may seem to be just too coincidental for there to be no relationship between the three men, and if indeed it is then Abraham was presumably the son of Thomas or Job. In 1851 Abraham's age, presumably a truer one than in 1841, was given as 37, placing his birth in 1813/14

There is no direct evidence in our website data that Thomas married, although since a 20-year-old Henry Lovelock was living with him in 1841 this seems likely to be a son. Also with them was a 20-year-old Rosina Lun, who is actually the Rosanna Lovelock that Free BMD shows married a Thomas Henry Lunn in the Bermondsey Registration District in 1840; she could well be a daughter of Thomas. In 1851 Rosanna and Henry, with their respective spouses and children, were occupying the same dwelling at 82 Great Suffolk Street in Southwark. Their ages were recorded as 33 and 31 respectively, suggesting births in 1817/18 and 1819/20. A marriage of Thomas in 1817 or earlier is therefore suggested - but where? Rosanna and Henry were both born in Holloway, but if Thomas was a proper Journeyman Carpenter he could have married almost anywhere.

Indeed, his brother Job, if we can now call him that, obviously did move about. His wife is recorded in both 1841 and 1851 as Kitty, and this allows us to home in on the marriage in Banbury, Oxfordshire on 20 January 1817 of Job Lovelock 'carpenter of St Bartholomew the Great, Middlesex' and Kitty Blaby Cocks, 'spinster, of this parish', although she later claimed to have been born in Daventry in Northamptonshire. The only child of this marriage – Caroline Eleanor Lovelock, born in 1819 or 1820 in Shoreditch - never married and eventually died in 1902. But the 1851 Census entry for Job and his family provides us with another clue. Also in the household was Catherine E Woodroffe, Job's 11-year-old niece. She leads us back to a Woodroffe family in Rose Court, St Leonards, Shoreditch, in 1841 that consisted of William, 25, Susannah, 20, and Catherine, 2.

Looking for a reason why Catherine should have been with her uncle Job in 1851 we find in Free BMD that a Susannah Roberts Woodroffe died somewhere in the Islington Registration District in 1847. The use of Roberts in her name perhaps suggests a link back to the wife of Abraham Lovelock in Dowdeswell, strengthening the case for Job to be Abraham's son, and Susannah to be a daughter whose baptism, like Job's, has not been captured in the IGI Dowdeswell data. But that would be at least in part an incorrect deduction, as we shall see.

Casting our net over yet more of the data on the Lovelock Family History website, we haul in the following:

**St Bartholomew the Great Baptisms (City of London)**

*1807 July 22 (born 20 June 1807) Catherine Elizabeth daughter of George Lovelock and Ann*
*1809 July 16 (born 13 June 1809) William Abraham son of George Lovelock and Ann*
*1811 Feb 3 (born 1 Jan 1811) Susannah Roberts daughter of George Lovelock and Ann*

'Elizabeth', 'Abraham' and 'Roberts': these three names point very strongly to the conclusion that George here is the son of Abraham and Elizabeth from Dowdeswell, but matters are rarely that simple in family history research. If Susannah Roberts Lovelock and Susannah Roberts Woodroffe are one and the same person then her age should have been recorded as 30 in 1841, or perhaps only 25 if she was a little economical with the truth, but the Enumerator's '20' is both positive and clear. The question to ask is perhaps 'How likely is it that two girls would be given the forenames Susannah Roberts if they were not actually the same person?'

No doubt it will not have escaped notice that these baptisms of the children of George and Ann took place in the same parish as Job was said to be from at his marriage in 1817. And to pile on yet one more coincidence, although William Woodroffe was recorded as a French Polisher in 1841, by 1851, when he had remarried following Susannah's death, he was a Carpenter, suggesting that he might have met his future wife through working with her brothers.

We are not finished with the 1841 Census. At an address simply recorded as 'Grove, Islington' we find John Lovelock aged 36, in a household which also contains William Lovelock aged 26. Both were born in Middlesex, and both were Carpenters. Another Enumerator not following instructions, placing the births in 1804/05 and 1814/15 - but where? In 1851 John, aged 46, and promoting himself as a Carpenter/Undertaker, was in Georges Grove in Islington, claiming to have been born in Portman Square, which was quite an upmarket address even then. William, meanwhile, had married and accumulated a family of his own and was to be found in Henry Place in Islington. He gave his age as only 34, but he was still a Carpenter, and now his birthplace is revealed, like that of Rosina and Henry above, to be Holloway. As William was living with John in 1841 it seems reasonable to suppose that they were brothers, and the Holloway connection to suggest their father was Thomas.

There's yet another piece of information to be squeezed out of the 1841 Census: in Clerkenwell is to be found a Thomas Lovelock, aged 30, a Plumber by trade, born in Middlesex. Not very enlightening, but in 1851 Thomas had changed his occupation to Painter (we presume of the decorating rather than the portrait/landscape kind), and revealed his place of birth to be Holloway in 1810/11. Another Holloway birth, so perhaps yet another son of Thomas?

The 1861 and 1871 Censuses do not seem to provide any further illumination, although by the latter date John the son of John had carried the profession of Carpenter into another generation, as indeed had Thomas the son of William by 1881. He was joined by Henry the son of Thomas the Plumber/Painter, and Henry alone it is who was still exercising those woodworking skills in 1901.

And now, I promise, to the very last scrap from the 1841 Census. At Upper Marine Terrace in Margate, Kent, lived Henry Lovelock, wife Eleanor, and daughter Harriet, none of them born in Kent. Nothing very revealing there, but if we move on to 1851 we find that Henry has transformed himself into a Lodging House Keeper, and declares himself, at age 69, to have been born in Dowdeswell. Not only, therefore, can we account for a fourth son of Abraham Lovelock and Elizabeth Roberts (or a fifth if we include Job), but we can now extend the tree which they started in 1773 well and truly into the 20th century, and as far as Australia, for Henry and Eleanor are the progenitors of what had sat on the Lovelock Family History website for some years as the 'Shoreditch-Queensland' tree.

A collection, then, of coincidences, hints, and bare facts....but how fragile do you think the overall conclusion is? Can you spot any flaws in the arguments, or indeed can you add any information or speculation that has been missed? If so, please send a message to the Mailing List without delay and we will revise the tree published in April yet again!