

# SOMERSET HERALDRY SOCIETY

Journal No 14 March 2009

## COLLEGE NEARLY BURNS DOWN

On 5 February 2009 fire-fighters tackled a blaze at the College of Arms. Parts of the third and fourth floors of the six-storey College, on Queen Victoria Street in the City of London, were alight. The Fire Brigade was called shortly before 11.00 am. Their spokesman said on the day: "Eight fire engines and around 40 fire-fighters currently are tackling a blaze at a six storey office building on Queen Victoria Street in the City. Parts of the third and fourth floor are currently alight. Fire crews from Dowgate, Islington, Clerkenwell, Soho and Euston are attending the incident." Later a spokesman said 35 people were evacuated from the College of Arms, and a further 100 people were moved out of adjacent buildings. The spokesman said the blaze was under control by 2.30 pm. He said there had been a "small amount" of damage to the fourth floor and to a mezzanine roof level.



The college building, just south of St Paul's Cathedral, dates from the 1670s and replaced Derby Place, which burnt down in the Great Fire of London in 1666. There is no need for a second relocation as the damage has been minor. Hundreds of heraldry records were thought to be under threat and the College has a library of genealogical and heraldic works and manuscripts dating from the 14th century.

It is understood that the blaze started in the chambers of Henry Paston-Bedingfield, York Herald. It seems that nothing of serious value has been lost, although we understand that Thomas Woodcock, Norroy King of Arms, was concerned at the time that his extensive library of old and rare books might be damaged by the water. In the event it seems that they escaped, even though his rooms are below those of Mr York.

The cause of the fire is under investigation. It is hoped that it will not be possible to tie it back to the recent visit to the College of the Somerset Heraldry Society, who were guests of Garter King of Arms, Peter Gwynn-Jones, in October.

Few people realise that railways in this country date from as early as the time of Elizabeth I, first serving mines and later as feeders to canals. These were private affairs and the first public railways, which relied on an Act of Parliament for their incorporation and compulsory land acquisition, were founded in the early 19th century. The Stockton & Darlington Railway was opened in 1825 whilst in 1830 the first line which catered for passengers as well as goods traffic was the Liverpool & Manchester. During the 1840s in particular, hundreds of companies were floated during the so-called 'Railway Mania' - many fortunes were made and many lost when the bubble burst. Most companies were local affairs but the first big 'inter-city' railways also appeared, eg the London & Birmingham and the Great Western. By the late 1850s most of the railway network we know today had been built but construction continued right up until the Edwardian era, by which time there were about 120 railway companies in the British Isles of which about 30 had become fairly large and prosperous undertakings.

Amalgamations and absorptions continued up until the First World War when the railways came under a degree of state control. In 1923, the government required almost all the companies in mainland Britain to group into four main companies, the LMS, LNER, SR, whilst only the GW, much enlarged, retained its old name.

In the Second World War the railways were again placed under government control but, on return to private ownership, they were run-down and tottering on the edge of bankruptcy, such was the toll that 5 years of war had taken. Nationalisation followed in 1948 and British Railways lasted until 1995/96 when the railways were privatised. We now have about 30 passenger companies and a handful of freight concerns. People do not realise that a significant proportion of railway operation in this country is now owned and operated by the German Federal Railways !

Unlike many countries our railway network was built up by private enterprise with virtually no state intervention or direction. By law each company had to have a company seal and the designs on these were often loosely heraldic. One must remember, however, that much of the civic heraldry with which we are familiar today did not exist in early Victorian days. Modern local government did not acquire its present structure until the 1880s and 1890s and many of the County armorial bearings originated only in the last years of the C19 or the early ones of the C20. Often, therefore the ancient arms of a city or county town were used to represent territory claimed by a new company.

Naturally, companies soon evolved colour schemes for their rolling stock and originally an inscription of ownership would appear, some in full, others by initials or monogram. Coloured devices also appeared, usually based on the company seal but these had to be individually hand-painted. Some companies produced cast brass plaques to adorn their locomotives; at one time principal GWR engines had three on each side, depicting the arms of London and Bristol within a garter, flanked by castings of the crests of both cities. A major break-through occurred in 1856 with the

invention of the printed transfer and thereafter great use was made of various devices, many of a quasi-heraldic nature. These also appeared on stations, sometimes in stained glass, on bridges, tunnel mouths, uniform and cap badges, buttons, stationery and timetables.

The lack of interest by the College of Arms and the Office of Lord Lyon is amazing. Perhaps the heralds of the day regarded railways as new-fangled and certainly not relevant to the traditions of heraldry. It is on record that in 1846 the newly-formed Manchester, Sheffield & Lincolnshire Railway asked the advice of Lancaster Herald regarding the design of its seal but it was over half a century before any railway company sought an official grant of arms, interestingly by the successor to that company. Only a half dozen or so grants have in fact ever been made.

I have confined this talk to the British Isles but Continental railways often made good use of heraldry in various ways. Today, the most heraldically-aware railways are almost certainly to be found in Switzerland where mainly civic heraldry abounds on stations, trains and locomotives.

**CORNWALL RAILWAY** Incorporated in 1846 but it was 1859 before the company

achieved its objective of bridging the Tamar and connecting to the national railway system. **Arms** 15 bezants, the county motto surmounted by the badge of the Heir Apparent (usually but wrongly referred to as the Prince of Wales' Feathers) and his motto *Ich Dien*. Supported by various tools associated with mining, and a fishing net.

**WEST CORNWALL RAILWAY**, also incorporated in 1846 It depicts the ancient arms of Truro, Penzance, Falmouth and St Ives (ivy). The ancient seal of Penzance (showing the head of John the Baptist) also appears in that of the Borough Arms Foundry, Penzance shown at bottom right.

**HELSTON RAILWAY**  
The seal is almost identical



Three Railway seals and one other

with that anciently used by Helston itself, St Michael & the Dragon, but what the 'retorts' are I have been unable to discover.

**EAST SOMERSET RAILWAY** - the preserved railway based at Cranmore has recently re-adopted a version of the seal of the original ESR which ran from Wells to Witham Friary. The City Council of Wells seem so far to be unaware of the use of its arms!



## **LONDON & SOUTH WESTERN**

**RAILWAY** dates from 1834 and originally was styled the London & Southampton Railway. The first device it used bore the shields of those two cities but the final version shows London, Salisbury, Southampton, Winchester and Portsmouth, with the dragon's wing crest of London. The estoile and crescent of Portsmouth is said to have been a crusade badge of Richard I, who established the naval base there.

**LONDON, BRIGHTON & SOUTH COAST RAILWAY** uses a far more fanciful device. Its first version went as far as being topped with a royal crown and roses. London, Brighton, the Cinque Ports and Portsmouth.



## **SOUTH EASTERN RAILWAY**

started life in 1836 as the London & Greenwich Railway and later acquired the Canterbury & Whitstable Railway, the first in south-eastern England, opened 1830. **Arms** the red cross of London with the white horse of Kent at fess point; the Cinque Ports on the chief, **Crest** Dover Castle. The motto *Onward we shall meet again*.

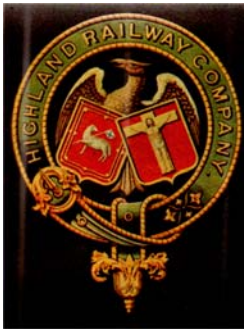
**LONDON, CHATHAM & DOVER RAILWAY** was a 1859 amalgamation of various smaller companies. The shields are the White Horse of Kent, London, Rochester and to right Dover, not from the Borough's seal but from the arms of Robert de Hathbrand, one time abbot of St Martin's Priory, Dover, who bore sable the cross and leopards' heads argent. The LCDR changed the tinctures to red and gold, presumably for artistic reasons!





**SOUTH EASTERN & CHATHAM RAILWAY** was the amalgamation of the two previous companies in 1899: an example of how not to do it. It was used on locomotives and coaches; an example from the National Railway Museum.

**CALEDONIAN RAILWAY** dates from 1844, running basically from Carlisle to Glasgow and Edinburgh. It regarded itself as the premier Scottish railway and appropriated the Royal Arms of Scotland. It looked superb on its rolling stock but where was Lord Lyon? Note that the Latin motto is misspelled *LACESSET*. (It was originally *Lacesset*, ie 'May No-one Hurt Me'; as *Lacessit* it became a statement of fact 'No-one Hurts Me'. Ed)



**HIGHLAND RAILWAY**, formed 1865 by the amalgamation of the Inverness & Aberdeen Joint and the Inverness & Perth Joint Railways. Arms Burgh arms of Perth and of Inverness.

**GLASGOW & SOUTH WESTERN RAILWAY**, an 1847 amalgamation of the Glasgow, Dumfries & Carlisle with the Paisley, Kilmarnock & Ayr Railway, it also incorporated the oldest Scots railway, the Kilmarnock & Troon. Classical inspiration: caduceus of Mercury (messenger of the gods) for speed; the distaff of Minerva (goddess of handicrafts) for local industries and the trident of Neptune for the Ayrshire ports.



**GREAT NORTH OF SCOTLAND RAILWAY** This is a neat device; the Scottish lion quartering castles from the arms of Aberdeen. Royal crest - a lion affrontee.



**NORTH BRITISH RAILWAY** dates from 1846; originally from Edinburgh to Berwick, part of the East Coast Main Line. Burgh arms of Edinburgh and Berwick, surrounded by roses and thistles.



### FURNESS RAILWAY



This is a crib of the seal of Roger Pele, Abbot of Furness in 1532. BVM with a globe, as 'Queen of the World'; the two shields of lions to denote

England and Lancaster. In base is a wyvern, the badge of the 2nd Earl of Lancaster. The motto *CAVENDO TUTUS* (secure by caution) is a pun on the name Cavendish and is used as the 7th and 8th Dukes of Devonshire were Chairman of the company.

**MARYPORT & CARLISLE RAILWAY** A minor company dating from 1837. The quarters are: 1 Maryport, 2 J P Stenhouse of Netherall, the first Chairman(a popinjay), 3 Sir Wilfrid Lawson the fourth Chairman (compare St Barts Hospital) and 4 Carlisle.



**WIRRAL RAILWAY** A late company from 1883; the bugle horn is taken from the arms of the Borough of Wallasey and has been associated with the Wirral area since at least the time of Edward III, probably because of the Royal forest which was there.

### LANCASHIRE & YORKSHIRE RAILWAY

This originated in the Manchester & Leeds Railway of 1836 and acquired its name in 1847 after a series of amalgamations. Roses of York and Lancaster, together with a Royal Crown.





**LONDON & NORTH WESTERN RAILWAY** formed 1846 with the amalgamation of the London & Birmingham, the Grand Junction and the Manchester & Birmingham Railways. All three used the arms of the principal places served - the GJR - Liverpool, Manchester, Chester & Birmingham. The LNWR with some justification regarded itself as the premier railway in Great Britain and adopted Britannia - from the design on the share certificates of the Liverpool & Manchester Rly (the first true passenger railway). Several different versions.



**NORTH STAFFORDSHIRE RAILWAY**, a small company. Arms of Nottingham and Stafford. The design makes good use of the Staffordshire Knot.



**MIDLAND RAILWAY** dates from 1844, the amalgamation of the North Midland, Midland Counties, and Birmingham & Derby Junction Railways. In the 1860s it successfully sought to change its status as a provincial company to a truly national one with extensions northwards over the Settle & Carlisle line and southwards to its splendid London terminus at St Pancras. Its device - Birmingham, Derby, Bristol, Leicester, Lincoln and Leeds with the wyvern of Mercia as crest. It used the wyvern on

everything from buildings and bridges down to china, cutlery and chamber pots in its hotels. Even the tombstone of its one-time Chief Superintendent, Sir Ernest Paget, displays the full heraldic design. (Sutton Bonington).

**LONDON, TILBURY & SOUTHEAST RAILWAY** dates from 1852 and was taken over by the Midland in 1912. Tilbury Fort, originally a blockhouse built by Henry VIII for the defence of the Thames. London, Essex and Kent (as it operated ferries between Tilbury and Gravesend).



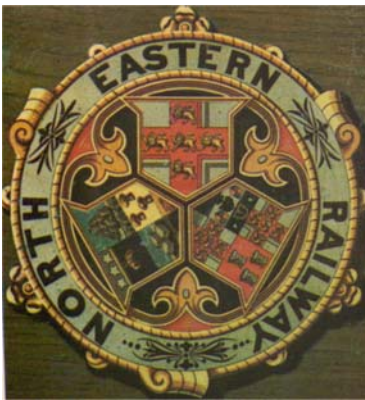
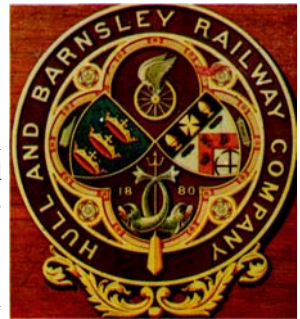
**METROPOLITAN RAILWAY** Crimson and ermine mantling; London, Middlesex, Buckinghamshire, Hertfordshire - cherished fist for electrical energy. Motto: *VIS VINCTA SERVIT*, strength subdued serves.



### CENTRAL LONDON RAILWAY

The quarters are 1 London, 2 Parish of St George, Hanover Square, 3 Parish of St Marylebone ( from arms of Barking Abbey), and 4 Middlesex. Crest: London

**HULL & BARNESLEY RAILWAY** a quatrefoil with roses. Hull (ducal coronets) and Barnsley (shuttles and pickaxes). The two dolphins refer to the company's maritime interests.



### NORTH EASTERN RAILWAY

an amalgamation of the York & North Midland, the Leeds Northern and the York, Newcastle & Berwick Railways (1854). Y&NM: York; YN&B: the arms of the three places (castellated towers representing Newcastle); LNR: Leeds, a ship, 3 bales of wool, sheaves of corn, the principal traffic. The NER had two designs, this one was used on coaches, the other, a much

grander affair with upright shields on locomotives. It can be seen in the spandrels at York Station.

**GREAT NORTHERN RAILWAY** very flamboyant; London, English rose, Scottish thistle; (1) Huntingdon, Peterborough (both the See and the Dean). (2) Grantham (part), Nottingham, Sheffield, Manchester (part); (3) Doncaster, Leeds, York (part), Bradford (part); the small fleur-de-lys for Wakefield.





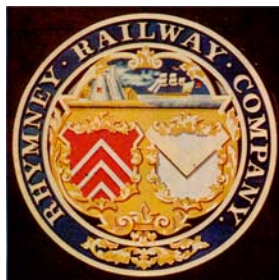


**TAFF VALE RAILWAY** 1840. This company paid dividends as high as 21%. First used the Prince of Wales feathers, then a goat within a garter. The final version: the arms of the native Princes of Wales on a red dragon supporter. Crest: Goat.

Motto: CYMRU A FU, A CHYMRU A FYDD.

### RHYMNEY RAILWAY

The old Cardiff arms but with white chevrons, not gold and Newport (which the line never reached), which should be red on gold. Crest: A 1820s furnace for Rhymney Iron Works and a sailing ship, for Cardiff.



**CARDIFF RAILWAY** a late company, with an aborted main line. Docks and a very short railway.

**Arms** Old Cardiff and Stewart, Marquess of Bute.

**Motto** WRTH DDWR A THAN, which is on the Pierhead Building, later the first home of Welsh Assembly.

### BRECON & MERTHYR

**TYDFIL JUNCTION RAILWAY** From the seal of Brecknockshire (Brecon) - fleur-de-lis and bees (substituted for bats) accollée with Glamorgan (also used by Old Cardiff) - the chevrons of the de Clares, Lords of Glamorgan.

Motto: PER ARDUA FACILE !



### BARRY RAILWAY

A very late company, which was to break the virtual power of the Taff Vale and the Rhymney, and also to take on the GWR. It also planned a Severn Bridge and a new main line to London. A Welsh dragon with a crest of a stag at gaze, from arms of Windsor-Clives as Lord Windsor, later Earl of Plymouth was the company's only chairman 1884-1922.



**CAMBRIAN RAILWAYS** The largest Welsh company in terms of area but nearly all was agricultural, the only company to have a plural title. **Arms** the Welsh dragon (but green!) and a demi-rose for England. Significance of this and the trefoils is not known.



### **GREAT SOUTHERN & WESTERN RAILWAY**

The largest Irish railway (1844-1925). Quarters: 1 Dublin, 2 Kilkenny, 3 part of Limerick and 4 Cork.



### **MIDLAND & GREAT WESTERN RAILWAY**

Quarters: 1&4 Dublin, 2 Lord Blayney and 3 Longford. But nearly all tinctures are wrong. Dublin has a blue field; the Blayney nags' heads should be erased not couped and the field black; the Longford griffins and boars are blue on silver and silver on ermine respectively.



### **DUNDALK, NEWRY & GREENORE RAILWAY**

Not heraldic. Britannia (LNWR) shaking hands with Hibernia (with harp and wolfhound).

**MANCHESTER, SHEFFIELD & LINCOLNSHIRE RAILWAY** At first a regional railway but eventually became the last great British railway company in the pre-1923 period. Shields: Manchester, Sheffield, Lincoln, East Retford (two eagles), Great Grimsby (chevron between 3 boars' heads). In 1897 it became the Great Central Railway (see next).





**GREAT CENTRAL RAILWAY** In 1906 it completed the last main line, that from Manchester to London Marylebone. The only later line to be built was the Channel Tunnel Railway nearly a century later. It was the first railway company to obtain a grant of arms from the College of Arms, on 25 Feb 1898. The arms include parts of arms of Manchester, Sheffield and Lincoln; the hollow cross and swords for London; the wings and winged helmet of Mercury, signifying speed. The crest was an express steam locomotive affrontée with golden wings, again for speed. The motto FORWARD - possibly suggested by the Chairman, Sir Edward Watkin. (The SER used ONWARD.)

Their grand plan was to amalgamate with the GCR, the Metropolitan Railway, the SER, and the Channel Tunnel and Northern Railway of France. The First World War ended such dreams.

### LONDON & NORTH EASTERN RAILWAY

**Arms** granted 1924, incorporating the Red Cross of London, lions of York, Edinburgh Castle, roses, thistles, 2 London griffins.

**Supporters:** two lions with collars of roses and thistles respectively.

**Crest:** Mercury (from GCR) running through clouds of steam and

**Motto** FORWARD (again from GCR). They adopted a logo in the 1930s using the new Gill Sans typeface.



**GREAT WESTERN RAILWAY** - (originally the Bristol & London Railway!) . Shields and crests of London and Bristol - originally within a garter. Composite motto. The 'Button' monogram was adopted from 1934 to 1942 but the old device was revived until nationalisation. (Brass elements on locomotives).



**SOUTHERN RAILWAY** It applied for a grant in 1938 but it was not granted until March 1946. **Arms** include allusions to London (sword), Dover (leopard's head), Southampton (rose) and Brighton (dolphin); the barry wavy represents coastal areas and maritime operations. Superb **Crest**: a Bulleid-Firth Brown locomotive wheel with a flash alluding to the extensive electrification of the SR system. The sunburst alludes to the SR slogan 'South for Sunshine'. **Supporters**: Red dragon (London) and White Horse of Kent (resting a foot on another railway wheel). Too late, but used on post-war Channel ferries, on one locomotive commemorating Sir Eustace Missenden, the last Chairman and prominently on the remodelled Charing Cross station.



**PULLMAN COMPANY** a company from the USA dating from 1882; until 1908 all Pullman cars built in America. Armorial device is a sort of Royal Coat-of-Arms but including Wales (on a white background only) and having two lion supporters. Lasted almost up until privatisation in the mid-1990s and is still to be seen on preserved Pullmans, eg on the VSOE trains in this country.

**ULSTER TRANSPORT AUTHORITY** granted by the College of Arms in 1960; **Arms** a green field for Ireland; six earl's coronets for the six counties; the bend for a road or a railway. **Crest** a gold flying horse charged with the red hand of Ulster. **Supporters** Red Lion and Irish Elk.

**Motto** TRANSPORTATIO CULTUM SIGNIFICAT (transport is civilisation).







**BRITISH TRANSPORT COMMISSION** granted jointly by the College of Arms and Lord Lyon in 1956. There was a need to allude to all the nationalised transport industry executives, Railway, Docks & Inland Waterways, Road Transport, London Transport and Hotels. **Arms** The symbolism is a green field for open countryside; barrulets for railways; wheels for road and rail transport; portcullis for ports and harbours. **Crest** demi-lion holding a wheel. **Supporters** red lions charged with wheels. **Motto** VELOCITER SECURITER (swift and sure). BTC was abolished in 1962 but the arms are still used by the British Transport Police.

‘**FERRET & DARTBOARD**’ introduced 1948 (based on seal of BTC); the design was also used by British Road Services. Following the 1956



BTC crest for locomotives



BTC crest for coaches



Chrome finished metal BTC crest for electric locomotives



grant, it was revised in 1957 (as opposite) and survived until the advent of the double-arrow symbol in 1965. The latter is also quite heraldic and, although it was dropped on privatisation in the mid-90s, it still survives as a direction symbol for a railway station.

There is an alleged controversy about right-handed and left-handed versions of these British Railways symbols, but those facing to sinister were used on the right of the train, so facing the front, as arms on the walls of a church will respect the altar. There was another controversy about the ‘double-arrow’ symbol, which was also used as a house flag, white on a red field..

## GREAT NORTH EASTERN RAILWAY

With the advent of privatisation, there was a spate of largely unsatisfactory logos. The only new company to produce anything remotely of interest to the heraldist was the GNER, a subsidiary of Sea Containers Ltd. It won the franchise for operating the East Coast Main Line from London to Edinburgh in 1996 and its coaches were adorned with the slogan 'The route of the Flying Scotsman', above which an heraldic device - somewhat in the tradition of what we have seen - was displayed, at first on painted brass plates. These plates led to corrosion problems, however, and later a transfer of the same design was used.



This, believe it or not, is an official coat-of-arms granted by Lord Lyon in July 1998; the agent being Rothesay Herald (Sir Crispin Agnew). I have seen a copy of the grant. GNER lost its franchise in 2007. The brass plaques are now highly sought after by enthusiasts and railwaymen alike.

The significance is: red lion (Scotland); the five black bars for railway lines, the golden lion (England); a black and white wreath. Both lions have green flags for 'a clear way ahead'. The two green and the 5 gold dots are for the principal cities served: London, York, Leeds, Durham, Newcastle, Edinburgh and Aberdeen. The crown is formed of a circle of railway track with roses, thistles and oak leaves.



John Uncles gave this talk to the Society on 4th March and finished his presentation with this splendid painting. As the talk was of outstanding interest and very detailed and complex, this edition of the Journal has been almost entirely given over to it.

## REVIEW OF AUTUMN 2008 EVENTS

The autumn's events were kicked off by the Bath Heraldry Society, who held their Bath Heraldry Day on Saturday 30<sup>th</sup> August to celebrate the Bath Society's Diamond Jubilee Year. A number of Somerset members, some joint members, attended and enjoyed good talks and an interesting heraldic tour of Bath. In September Alex gave a talk about the adoption of a new motto by the Earl of Nithsdale, to celebrate the restoration of his earldom.

In October we visited the College of Arms as guests of Garter King of Arms, Peter Gwynn-Jones. This was an excellent meeting, first on the pavement of Queen Victoria Street, before we were allowed in and then in the reception room of Garter House, where we enjoyed a few glasses of wine with Garter. We saw the Library, where Garter and his assistant Julia produced a splendid collection of manuscripts.

Later the same month we had our annual dinner, this time in the Old Wharf Warehouse in Langport. We were not able to continue in the Bishop's Palace at Wells, as they had very substantially raised the prices. The new venue was voted a success. Joan Jordan was guest of honour and gave a most interesting talk on the chatelaines of Dunster Castle. In November Ron Gadd talked to us about the heraldry of the Chichester baronets of Arlington Court. Arlington is a beautiful house with a fascinating history, as recounted by Ron. Finally we all enjoyed the Chairman's Christmas Reception in December, where some of us remembered to come in our heraldic hats - and some didn't, including me!

Alex Maxwell Findlater

### **DIRECTIONS: THE GRAMMAR HOUSE, THE HILL, LANGPORT**

Coming from Taunton: after the town square, when the road does a sharp left turn, go straight ahead up the Hill.

Coming from the East or the North: come into Langport and after Tesco, LOOK OUT. At a sharp right-hand corner, turn left round the Post Office, up the Hill;

Both: Park; walk back down until you come to the first house on the left (coming down) on the incline of the hill. Go down the alley next to the house and knock!

### **SOMERSET HERALDRY SOCIETY**

#### **Officers**

Chairman	Ronald Gadd, MBE, RD
Hon Secy	Alex Maxwell Findlater
Hon Treasurer	Anthony Bruce
Committee Member	David Hawkings

#### **Objects**

The aims shall be to promote and encourage the study of heraldry especially in the historic county of Somerset.

#### **Address for correspondence**

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#### **Annual Subscription**

for ordinary members £10 pa  
for family members £15 pa

## PROGRAMME OF EVENTS    Spring 2009

- Sat 18<sup>th</sup> April**      2.30 am    **Visit to Nynhead Church and Court**  
meet at Church; tea served afterwards, or meet at the  
Anchor at Hillfance for lunch at about 12.30 pm
- Sun 17<sup>th</sup> May**      2.30 pm    **Visit to Berkeley Castle and Church**  
guided by John Hamilton Gaylor  
meet at the Church at 2.30 pm, or at 12.30 pm at the  
Berkeley Arms for lunch.
- Sat 13<sup>th</sup> June**      2.30 pm    **Visit to Wellington and Burlescombe Churches**  
meet at the church in Wellington: heraldry and tombs  
of Sir John Popham, the Sandfords and Ashfords
- Sat 18<sup>th</sup> July**      4.00 pm    **Chairman's Reception**  
to 6.00 pm      at 20 Priestley Way, Burnham on Sea, TA8 1QX  
please confirm on 01278 773954

### ROOKE FAMILY

#### Query for the Somerset Heraldry Society

Whilst studying the officers of the Bishop of Winchester's estate who were involved with the manorial administration at Taunton, I came across the following coat of arms. The original is on a document in the Hampshire Record Office at Winchester, which was signed and sealed by George Rooke Esquire in his capacity as general steward of the Bishopric of Winchester.

The sketch below was taken from a wax seal approximately the size of a 5 pence piece. Hopefully my rough sketch will enable one of my more learned colleagues in the S.H.S. to identify which George Rooke it belonged to. All I know at present is that he was general steward in the 1620s but where he came from, or when he was born or died, I have no idea. Like other men who filled the office of general steward he was probably of some importance in county matters, but of which county I do not know.

Although the seal is very small the sketch of the bird is reasonably accurate but the symbol was very difficult to copy correctly because to its size.

Any information is very welcome.

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