

# *A Golfing Odyssey*



*Just after Christmas 1982 a pictorial stained glass window was installed over the staircase in the clubhouse. Designed and painted by Sep Waugh, a local glass painter, it was presented, assembled and installed by Norman Allen, a member and a stained glass technician.*



York Railway Institute Golf Club

# *A Golfing Odyssey*

*100 years of golf on the  
Knivesmire, Hob Moor  
and at  
Pike Hills*

1904-2004

by

Hugh Murray

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## Foreword

It is my pleasure to introduce this chronicle, by Hugh Murray, of 100 years of golf on the Knavesmire, on Hob Moor & at Pike Hills.

We are indebted to Hugh for the research, time and professionalism he has so willingly given in producing such a comprehensive story of the origins and development of Pike Hills Golf Club. The Club is part of the family of the York Railway Institute and fifteen years ago he wrote the history that marked the Institute's centenary. This revealed that his father was a Vice President, Secretary of the Institute and a member of the Golf Club, so we are very pleased that Hugh's contribution has continued the connection. It is very much appreciated.

The book reveals that the success of the Pike Hills Golf Club as it is today is due to the valuable contributions over the last hundred years by a wide range of supporters, namely: -

Those members of the York Golf Club who decided to remain and who inaugurated the Knavesmire Club when York moved to Strensall in 1904. The Council of the Railway Institute for their faith in the future of the club by financing the significant deficits during the difficult years at Hob Moor and the early years at Pike Hills. The management of British Rail and the BR Staff Association until 1989, for their encouragement and tangible assistance. The 'Associate' members who bolstered the finances, albeit without always getting the recognition they deserved.

However, above all, it was the dedicated members of every persuasion who gave and those members who still give unstintingly of their time and talents to further the interests of the club. Their contributions over the years have combined to place the Club in the sound position it is in today. Their vision has given us a Club to be proud of and has provided the foundation for a secure and progressive future.

I have been closely associated with Pike Hills for more years than I care to remember. It has given me real personal satisfaction to have been involved in and now to read, recorded for posterity, of the progress that has been made during the last hundred years.

I can strongly recommend this history. Whether you are a member, golfer or just interested it definitely makes an excellent read.

Mike Newsome, Chairman of the York Railway Institute.



*Centenary year membership badge.*

# Introduction

On 13 January 2003 the Royal and Ancient Golf Club agreed that the club now playing golf at Pike Hills had a continuous history that would allow it to celebrate its hundredth anniversary on 26 July 2004. During this time it has had three different courses, on the Knavesmire, on Hob Moor and latterly at Pike Hills, and two different names, the Knavesmire Golf Club and the Railway Institute Golf Club. But it can trace its inception to an earlier event in September 1890 when the York Golf Club was founded, only the third in Yorkshire after Cleveland in 1887 and Beverley in 1889.

That club owes its origin, presciently, to a railwayman, George Stegmann Gibb, an Aberdonian who had taken his articles as a solicitor in London and, after working for the Great Western Railway and for a time in private practice, moved to York in 1882 as solicitor to the North Eastern Railway before becoming General Manager in 1891. His co-promoter was Henry John Ware, a local solicitor, and these two were respectively the first captain and vice-captain of the new club. The course was on the Knavesmire, one of the strays belonging to the freemen of York who, for many centuries, had the traditional privilege of pasturage, that is, being allowed to graze their cattle on them. The land for the course, including a pond and a quarry, was rented from the Pasture Masters and a twelve hole course, soon to be reduced to nine holes, was laid out. Accommodation was first provided in a herdsman's hut and then in a back room of The Fox public house, conveniently near the first tee. In 1902 a well equipped clubhouse was opened, built on land leased from the owner of The Cross Keys public house.

The next year the course was enlarged and reorganised to eliminate the continual crossing of players going out and coming back. On the consequent circular route it was now possible, by making two circuits of the course, to play 18 holes. These improvements were offset by the long grass on the course. Originally play had only been possible in the winter between September and April when the grass was short and was, even then, made more hazardous by the presence of cows still being grazed there, horses from the nearby stables and, even, the general public exercising its right to roam freely on the Knavesmire. Indeed, an early instruction advised members to 'refrain from striking when people or cattle are in the way'. Something better was required and eyes were turned to Strensall Common, six miles outside York, where sufficient land for an 18 hole course was leased from the military authorities. The new course was officially opened on 9 June 1904 and by the 16 August the transfer from the Knavesmire was complete.



## The Knavesmire

Not everybody was happy with this move. A breakaway faction of 48 members, 41 gentlemen and seven ladies, decided that, despite the problems of the Knavesmire course they preferred that to the journey by bicycle or train and foot to Strensall. The leader of the stay behind group was J. Edmund Jones, a solicitor who had been secretary of the York club since 1893. Jones had resigned from his office prior to the AGM of the York club on 27 February 1904 at which the move was approved. For those who did not wish to move to Strensall a new club, the Knavesmire Golf Club, was formed on 26 July 1904. It took over the pre-1903 course at the same annual rent of £6 0s 0d that the York Club had been paying to the Pasture Masters. This, of course, re-introduced the problem of crossovers which the enlarged course had eliminated. For a clubhouse the caddy shelter on the course was purchased from the York Club for £8 0s 0d. The ground where this building was situated was thought to be entirely unsuitable for the requirements of the new club and it was moved, at a cost of £3 15s 0d, to the yard of the Cross Keys. The landlord, John Wilkinson, was paid an annual rent of £2 2s 0d, which it was assumed would include the use by members of the nearby stables to store their bicycles. The new clubhouse seems to have been beyond the means of the new club and it did not take over the lease of its site.

Jones had explored the possibility of the members of each club using the other's course at a reduced subscription, thereby gaining the advantage of the alternatives of a quick game of golf on the local course or a more prolonged game, when time permitted, on the new course at Strensall. At the first AGM of the Knavesmire Golf Club, held in Jones' office at 1 Market Street, it was reported that this matter remained in abeyance as it had been found that a certain amount of danger occurred when a large number of players visited the course owing to certain holes where crossing was necessary.

In 1893, shortly after the opening of the course, the following entry had appeared in the *Golfer's Handbook*:

The course is on Knavesmire, a flat common of about 300 acres where the York race meetings are held. The putting greens are at the south, Middlethorpe, end about one and a half miles from the city walls. Of the nine holes, three are long with pretty fair lies for the second drive which should land you hole-high; four can be reached from the tee by good drivers; the remaining two require a mashie as well as a driver to get to the green. The soil is mostly clay, which is apt to be soft and sticky in wet weather, and much too retentive of hoof prints in dry. There are, however, patches of light and almost sandy soil, which support a considerable number of whins, and most of the holes are in these patches. The hazards are ditches, posts and rails, whins, a pond, and the inevitable hoof prints, from which, however the immediate neighbourhood of the greens is tolerably free.

This was the nine hole course taken over by the Knavesmire Golf Club. It was remembered by Bernard Darwin in *Green Memories* published in 1927 as ‘a marshy moor, unbroken by any form of hazard’. In all, its length was just over 2000 yards and the bogey score 40 (reduced to 38 in 1914). Three plans of the course were made in 1909 by J. Hervey Rutherford, an architect, to be displayed at the club and in the Theatre Royal and the Opera House. The latter two, it was hoped, would attract theatrical golfers to the club.

The former caddies’ shelter in the yard of the Cross keys was, in effect, the clubhouse. It was partitioned into three portions, rooms for ladies and gentlemen at opposite ends, with the central section used for the storage of equipment and clubs. At the shelter the members were notified of the draws for competitions and, in turn, entered the results of qualifying games on charts displayed there. Towels were provided for members personal use but this privilege was sometimes abused when the towels were used for cleaning balls. To overcome this problem dusters and a tin were provided. Members could buy keys at a 1s 0d each from the secretary to enable them to gain access to the shelter but John Wilkinson, the landlord of the Cross Keys, also had a key for use by those who did not wish to make such a purchase. In 1910 it was considered that this facility should be withdrawn as certain members and even non-members were abusing the system. The stables of the pub, for the storage of members bicycles, was not always available as had originally been promised. The alternatives were either to use the central portion of the shelter or the ladies compartment. Only one objection was raised to this latter proposal and the ladies were told that they could use the gentlemen’s room instead.

There are hints in the description of the course of the problems that were to beset the club for all its life, bad drainage, damage, intentional and unintentional, by other users of the Knavesmire and the condition of the greens. To try and ameliorate the problems the club employed a full-time greenkeeper, at first G. Bradley and, by 1908, C. Doughty. Doughty was employed at a wage of around £1 0s 0d a week supplemented by an annual commission of 17% on the green fees he collected. His wages were increased by 1s 0d a week in November 1910. At first he was given an annual Christmas box of 10s 0d. but, after a list, posted in the shelter inviting members to make their own contributions, had raised a considerable sum, no further gifts were made out of club funds.

Strangely Doughty’s duties and hours were not defined until at least two years after he commenced work. First on 30 December 1910 his hours were provisionally fixed at 8.30 am to 4.00 pm except on Saturday when he could finish at 12.00 noon. However when the Greens Committee, to which he was to be responsible, met on

31 March 1911 he found that they required more work out of him:

That during the months of April, May, June, July, August and September he should commence work at 8.30 am and cease at 5 pm with one hour off for dinner except on Saturday when he will cease at 1.00 pm.

He is required to be in attendance on the links on Saturday afternoons for the purpose of issuing Competition Cards and receiving green fees.

He may also do any teaching or playing during Saturday afternoons or Summer evenings so long as it does not interfere with the issue of Competition Cards and it is understood that he will be on the links during Summer evenings when Competitions are being played for the purpose of issuing cards.

His duties consist of doing whatever work may be requested on the links including the removal of manure and he is also required to clean up the shelter from time to time.

He is to work under the direction of the Greens Committee and the Hon. Secretary.

He shall be under the same terms of employment for the remaining months of the year excepting that he may cease work at 4.00 pm instead of 5.00 pm.

He was obviously not too dismayed by these terms as he continued to work for the club until September 1915 when he enlisted in His Majesty's forces thereby 'terminating his engagement with the KGC.' Thereafter his duties in caring for the greens was carried out by casual labour.

Doughty was in all but name the club professional, teaching and playing golf, when time allowed. In September or October 1911 he played in an exhibition match on the Knavesmire course between the professionals from local clubs, Edward Cheal from Strensall, Major of Fulford, and Day of Scarborough. Cheal had been Doughty's predecessor on the Knavesmire, having commenced work with the York Club in 1903. A good crowd followed the players who were afterwards entertained to dinner at the Cross Keys.

Doughty's main task was the maintenance of the tees, fairways and greens. He received a constant flow of instructions on mowing and rolling the course for which he had to hire a horse, applying top dressings of worm powder, ground lime, sea sand and fine river sand, weeding the greens, and scything down the tufts of grass on the fairways. He was instructed in 1910 to get a turf iron, and then the next year he had to buy an edging knife but even using this he did not maintain the holes to the members satisfaction. Thus in 1914 he was ordered to trim all the holes with scissors. At the AGM that year complaints were voiced that he did not pay enough attention to his work. As a result in March he was formally summoned to appear before the hon. secretary and the chairman of the Greens Committee in the secretary's office in New Street. In his defence it must be stated that the public access to the course brought particular problems in addition to the nature of the

land on which it was laid out but in his latter years with the club he does seem to have become less enthusiastic about his job.

The Knavesmire, belonging, at that time, to the freemen of York, was in effect a public open space, where people and animals could wander freely. To enable the greens to be preserved from hoof marks and other depredations they had been roped off, thereby providing practice jumps for the horse riding fraternity! Golf could be freely played by all on the fairways but to prevent unauthorised use of the greens a system of tickets was introduced. Only holders of these tickets could have the privilege of playing on the greens though what sanction could be applied is not clear. Golf, of course, was played to the rules of the Royal and Ancient Club but the special circumstances of the Knavesmire required some local rules to be applied:

- 1 The Knavesmire Club shall adopt the Rules, general and special (but not local), from time to time adopted by the Royal and Ancient Golf Club of St Andrews, subject as follows:
- 2 A ball is out of bounds when it lies outside any of the boundary fences of Knavesmire, or within the fences in such a manner that the ball cannot be struck without striking some part of the fence.
- 3 If a ball lie in water, in ditches or ponds, the player (in match as well as medal play), may, at a cost of one stroke, lift and drop on the side most remote from the hole (for which he is playing) and opposite to the spot where it lay, and if a ball lie in a whin or touching a whin, the player must lift and drop in similar manner at a cost of one stroke. The Rule for casual water also applies, and a ball lying in casual water in a ditch may be dropped without penalty in the ditch.
- 4 A ball lying on a putting-green other than that of the hole being played must be lifted and placed off the green (but not nearer the hole) without penalty.
- 5 A ball lying on the putting-green of the hole being played, to which mud is adhering, may be lifted and cleaned in the presence of his opponent, care being taken to replace it as nearly as possible in its original position.
- 6 A ball lying within two Club lengths of any of the short protecting posts or the posts round the Greens (as distinguished from the Railings of the Race Course), may be lifted and dropped back without penalty not more than three Club lengths from the post.

A strange addition to these local rules, made in 1910, was ‘a Ball lying in Hoof Marks where a Club can be passed over the mark without touching the Ball may be lifted and dropped away from the Hole at a penalty of one stroke’. The rationale for this Draconian measure, in direct contradiction of the spirit of the earlier local rules is unfortunately not stated, but it could hardly have been any players intention to land in one of the hoof marks with which the Knavesmire was covered and if they were so unlucky as to do so it is hard to see what advantage could have been

gained. In the present more enlightened days relief from this situation would surely be given without penalty. The local rules were again revised in 1913 when, astonishingly in view of the parlous state of the club at that time, 150 copies were printed.

The York Golf Club, not unnaturally, took their trophies, the Ware Cup presented by Henry John Ware in 1897 and the Smithson Cup presented by E.W. Smithson in 1899, to Strensall with them. To fill the gap Mrs Isabella Ware, in September 1904, presented a very handsome bowl in memory of her husband, (Henry) John Ware, a co-founder of the York Club and its captain for three years between 1894 and 1896, who had died on 5 January 1902. He had taken such an interest in the Knavesmire course that it was entirely fitting that a trophy in his name should encourage competition there. However the weather in autumn 1904 was so inclement on the dates fixed for the competition that play had



*The Ware Cup, the club's oldest trophy, was presented to the Knavesmire Golf Club in September 1904 by Mrs Isabella Ware, in memory of her husband (Henry) John Ware.*

only been possible on one of them but eventually H. Dennis Taylor became its first possessor in 1905. In 1909 the rules for the Ware Cup Competition were:

The Committee hope that as Qualifying Rounds may be now played every Wednesday and Saturday during the Season, many Members will return Cards.

To enable the Committee to satisfactorily revise Handicaps, Members are requested to return Scores whether they enter for Competitions or not.

- 1 There shall be no Entrance Fee.
- 2 There shall be no Handicap Limit.
- 3 Rounds of 18 holes (Medal Play) under the Handicap in force at the time of play may be played any and every Wednesday and Saturday commencing 1st May, 1909, up to and including 1st September, 1909. Scoring Cards to be vouched by a Member of a recognized Golf Club, dated and marked "WARE" Cup Competition, and placed in the Scoring Box in the Shelter immediately after the completion of the Round. A Member may return any number of Cards. Play under the above Rule must be strictly Medal Play.
- 4 On the 1st September, 1909, the 16 Competitors who have returned the lowest scores shall be drawn in pairs for the Final.



- 5 The Final Competition shall be played by Match Play under Handicap. Match Play Handicap is the usual three-fourths of Medal Handicap allowance.
- 6 The Competitor winning the Final Competition shall have the custody of the Cup for a year, and be presented with a souvenir as a memento.
- 7 The Member first winning the Cup three times (not necessarily in succession) to become the absolute owner thereof.
- 8 The Rules Committee shall be the Committee of the Club with power to add Members of the Club to their number, and shall have full power to regulate Handicaps, alter Rules and Dates, postpone Competitions, arrange for the playing off of Heats and Ties, and generally to settle all questions that may arise.



*The Lycett Green Challenge Bowl presented to the Knavesmire Golf Club in 1907 by Edward Lycett Green of Ashfield.*

A second trophy was given to the club in 1907 by Edward Lycett Green who lived at Ashfield, the house now forming the basis of York College. He was the eldest son and heir of Sir Edward Green Bart., the West Riding industrialist whose family fortunes were built on a device for re-using the residual heat in the flue gases of steam engines which would otherwise be wasted. Edward Lycett Green, who was born in 1860, had been captain of York Golf Club in 1903 and in 1905, after the move to Strensall, presented a cup to that club. He had, however, also joined the Knavesmire Golf Club, located conveniently near his home, and became its captain and also its

president in 1907. To celebrate this double honour he presented a trophy to be known as the Lycett Green Challenge Bowl. The club's memory was very short for when electing Captain Edward Walker, of Mill Mount House, late of the 15th Hussars, as president in 1911 it was recorded that he was the first.

The rules of the 1909 competition for the new trophy were:

- 1 No Entrance Fee.
- 2 Rounds of 18 Holes under 'Match Play'. By the term "Match Play" is meant the usual hole by hole form of competition, in which the Winner of the Round is he who wins the greatest number of holes. He then passes into the next Round and plays against one of the other Winners and so on to the Final.

THE KNAVESMIRE GOLF CLUB, YORK.

“LYCETT GREEN” CHALLENGE CUP, 1909.

*Please enter my name as a Competitor.*

*Name* .....

*Address* .....

.....1909.

*An entry form  
for the Lycett  
Green Cup  
Competition in  
1909. It had to  
be returned to  
the Assistant  
Secretary, WE.  
Puckering, at  
his office at 11  
Market Street  
by 1 May.*

- 3 The Rounds must be played on or before the following dates, viz :

1st	on or before	9th June 1909
2nd	do.	23rd June 1909
3rd	do.	7th July 1909
Semi-final	do.	21st July 1909
Final	do.	11th Aug 1909

- 4 Competitors have been drawn by the Committee in pairs. A copy of the Draw is printed within together with Match Play Handicaps.
- 5 A Competitor who is unable to play in any Round, must scratch, and his opponent will be the Winner of that Round.
- 6 After each Round, the Winner is requested to fill in the Chart which will be found hung in the “Shelter” at Dringhouses.
- 7 In the event of a Round not having been played off, or a Competitor scratched by the date stipulated, both Competitors for that Round will be scratched.
- 8 The Competitor winning the Final Round shall have the custody of the Cup for one year, and be presented with a Souvenir. The Member first winning it three times (not necessarily in succession), shall be the absolute winner thereof.
- 9 The Committee shall have full power to regulate Handicaps, alter Rules and Dates, arrange for playing off of Ties, and generally to settle all questions that may arise.

The first winner of this trophy was Charles J. Youell in 1907. He resigned from the club in July 1909 having had to remind the committee that he was entitled, as a winner of the cup, to receive a special souvenir.

Even with these prestigious trophies to compete for the members do not seem to have had great enthusiasm for using their course. The full committee had initially assumed the responsibility for handicapping but were finding it difficult to perform

their task as not enough score cards were submitted to them. The solution to this problem was to devolve their duties on to a sub-committee, first appointed in 1910, consisting of the hon. secretary, the captain and two other members. This committee was given authority to reduce all handicaps by two on 1 May and again on 1 November unless two score cards had been submitted in the previous six months for its guidance. In other words play some golf or be penalised by unrealistically low handicaps in matches and tournaments where, in any case, the maximum handicap was set at 18. In the subsequent work of the handicapping committee no gentleman was given a handicap greater than 24 but the maximum allowed for ladies was 60! Nevertheless it does seem that the committee were over-zealous in their duties as in 1912 they considered increasing all handicaps to bring them into line with other clubs - in the event they took no action but in 1915 the handicap limit was raised to 30 for men. Consequently the previously set club handicaps had to be revised.

Another incentive to create greater enthusiasm for the game was the introduction of monthly competitions, twelve in number, to be held on alternate Wednesdays and Saturdays. The entrance fee was 3d for each competition which would offset the cost of the silver spoon which was to be awarded as a prize if there were not less than six competitors in a round. George Jackson was the winner of the first monthly bogey competition which was held in June 1910. A similar competition for ladies was introduced in July, the first of two were to be held in October that year. The next year the number was increased to six held monthly.

The competition for the Lycett Green cup was played on a simple knock-out basis and there was no difficulty in arranging and playing off the heats. For the Ware Cup a much more complicated system existed involving members in submitting score cards to qualify for the final rounds. This they seemed unwilling

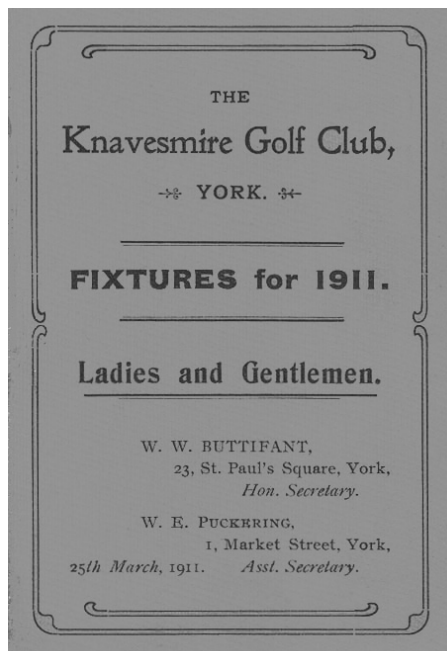


*To encourage greater enthusiasm amongst members monthly spoon competitions were introduced in 1910. The entrance fee was 3d and a spoon could only be awarded if there were at least six entrants. This implies that the silver spoons, bought from E.S. Stanhope & Co, cost about 1 s 6d each. The centre spoon, for comparison, is one awarded for later competitions on Hob Moor.*

to do. In 1907 the dearth of competition for it was bemoaned but it was thought the conditions of entry were not quite suited to a small club. It was not until 1911 that a solution to the problem was found by merging the Ware Cup and the monthly Spoon Competitions. The latter now became medal rounds of 18 holes, with a handicap limit of 24, played two or three times a month during the spring and summer. The winners and runners-up of each event were then eligible to compete in the knock-out final rounds of the cup competition held in September.

There was a major danger that the golfing skills of a few of the members would deprive the club of its two major cups under the three wins rule. To avoid this they were to be made perpetual club trophies provided the previous winners agreed. No member had won the Lycett Green cup twice but Bernard Linney had won the Ware Cup in 1908 and 1909 and thus stood poised on the brink of making it his own. Nevertheless, with great magnanimity he ceded his right thus ensuring that the two cups are still available for members to win today. Had he not, the Ware Cup would have disappeared into private hands when he won the competition for a third time in 1911.

For most of its life the activity of the club was insular, games, matches and competitions being played only amongst the members. At the AGM in 1909 it was asked if it was possible to arrange a match with the York Golf Club, by then not the only other local club for Fulford Golf Club was formed in 1906 with a course in Naburn Lane. No match appears to have been arranged. Perhaps the York Golf Club members were reluctant to leave their superior course to return, even if briefly, to their former and inferior course on the Knavesmire. The question does not seem to have been raised again until 1915 when the committee were asked to consider playing "Home" and "Away" matches. Heworth, founded in 1911, Fulford, The Yorkshire Insurance Company, Selby,



*In contrast to today's fixture list, packed as it is to overflowing with competitions and matches, that of 1911, the oldest still extant, is almost completely filled with the rules for the Ware Cup competition. The only fixtures are the 12 qualifying rounds for this competition and the six ladies' monthly competitions. Its cover was bright red.*

Malton and North Cliff, Scarborough were all clubs on the committee's list of possible opponents but in the event the only match arranged was against Fulford on the Knavesmire on 24 July 1915. The members chosen to represent the Knavesmire Golf Club did not even get a chance to play on another course. The result of this encounter is not known.

The Knavesmire Golf Club operated on a shoestring. Its major expenditure was around £55 on the wages of the greenkeeper and any extra casual help required. The rent for the course and any work required on the tees, fairways and greens varied between £14 and £32 while general administration accounted for between £16 and £34. An average annual income of only £102 was necessary to break even. The two major sources of income were the members subscriptions and entrance fees and the green fees paid by non-members. Together with some other very small amounts the annual income averaged £101 - in other words the classic Micawber formula for misery. For most of the life of the club the annual subscriptions were 1 guinea (£1.05) for gentlemen and ½ guinea for ladies. Both paid an entrance fee of ½ guinea.

Membership	Start	1904	1905	1906	1907	1908	1909	1910	1911	1912
Gentlemen	41			61	60	61	54	65	55	
Ladies	7			14	16	15	15	26	24	
Honorary					2	2	2	2	2	
Juvenile					1	1		1		
Total	48	54	63	75	79	79	71	94	81	66
New Members						22	14	50	14	23
Resignations						22	22	27	27	38

Both recruiting and retaining members was a continuing problem. In 1908, when the membership stood at 79 the secretary, Thomas W.L. Terry, gave his opinion that this was the minimum required to keep the course open, a figure exceeded only twice. The peak year of 1910 was only achieved at the expense of dropping the entrance fees for new members joining in that year. It was offset by a mass exodus of 38 members in 1912 to other clubs. In a vain attempt to improve matters the gentleman's subscription was dropped to ½ guinea, but this was too late. The writing was on the wall for the future of the Knavesmire Golf Club.

The principal problems were the course on public land and the shelter which provided the only off-course facilities for members. In 1909 a consensus of opinion was in favour of seeking alternative accommodation in the race course buildings to which members could cycle on a good road rather than the ash track from the Tadcaster Road. The possibility of obtaining any rooms there was out of the

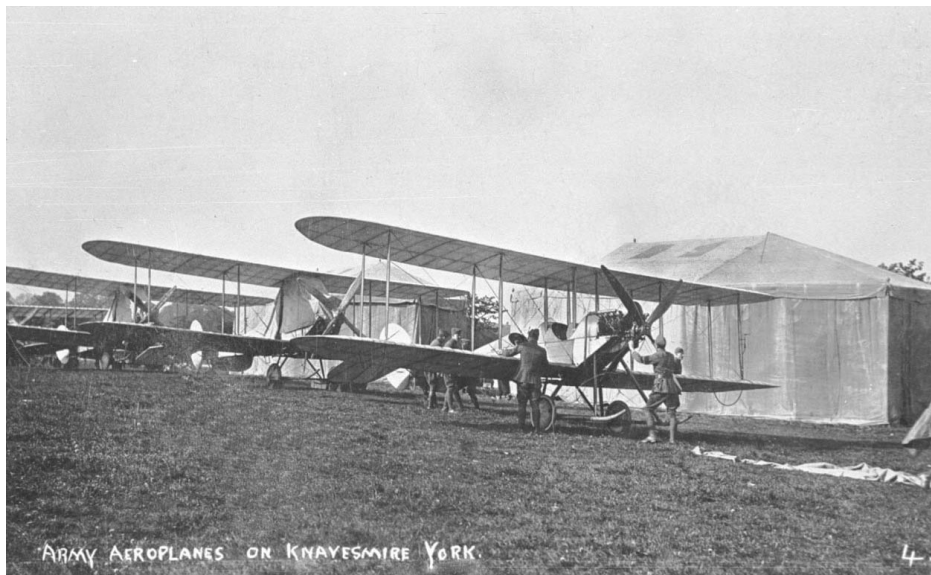


question at that time and, in any case, the opening of the electric tram route to Dringhouses the following year provided an alternative means of transport to the golf course not available on the race course side of the Knavesmire. An alternative course was seen as essential for the club's continuance and it was suggested that there was suitable land available in Askham Lane occupied by Handley Taylor and owned by Algernon Barlow of Bossal Hall, Boroughbridge. On hearing from Barlow that he did not own this land secretary Terry promised to look for land in the neighbourhood and in Holgate Road but to no avail. A sub-committee was then appointed to approach York Corporation to see if it would make a financial grant towards the general improvement of the course but its efforts were rewarded with little success.

It was continually felt that there were great difficulties for members of the Knavesmire Club and in July 1911 Dr Hopkins, secretary of Fulford Golf Club, was asked if the members could be transferred there without entrance fee. The disappointing reply was that, as Fulford were not going to extend their course to 18 holes, it was not possible to accommodate such an increase in membership. With this avenue closed it was decided in January 1912 to give members the opportunity of resigning before they paid their subscriptions in case they wished to join the newly opened Heworth Golf Club. At the AGM a month later the chairman, J. Watkinson expressed the view that there was room in York for the Knavesmire as well as the other two or three clubs. He looked hopefully to the future. Nevertheless at the end of that year there was major defection from the club of 38 members, 35 at one fell swoop. But not entirely disheartened by this exodus an advertisement was placed in a local newspaper in 1914 'drawing attention to the club'.

Maintaining a playable course was the major problem and another solution proposed was for York Corporation, since 1907 the owners of the Knavesmire, to take it over as a municipal course. While, at first, it seemed there was every prospect of the Corporation adopting this solution war put paid to this plan. In July 1915 the competition for the two major trophies had been abandoned and by the end of the year the Knavesmire was being used as an airfield by B Flight of 33 Squadron of the Royal Flying Corps whose activities encroached on parts of the course. The prospect was that it would be so badly damaged that playing golf there would be impossible. The members present at a special general meeting held in November could not decide whether or not it was worth continuing. The RFC moved to Copmanthorpe aerodrome in June 1916 but its brief stay on the Knavesmire marked the effective end of the game there. Doughty had already gone, having enlisted in the armed forces in September 1915.

The Knavesmire Golf Club continued to exist in name only, its minute book silent, until 23 April 1920. Then, at another special general meeting, at which 10 surviving members were present, it was agreed to hand over the balance of funds, after paying various dues, and the club's materials, including the Lycett Green and Ware Cups, subject to their donor's permission, to the newly formed Railway Institute Golf Club. In consideration of these gifts the new club was to admit 20 members of the Knavesmire Golf Club.



*By the end of 1915 the Knavesmire was being used as an airfield by B Flight of 33 Squadron of the Royal Flying Corps. Its activities encroached on parts of the course and the playing of golf was abandoned and never resumed even though the RFC moved to Copmanthorpe aerodrome in June 1916.*

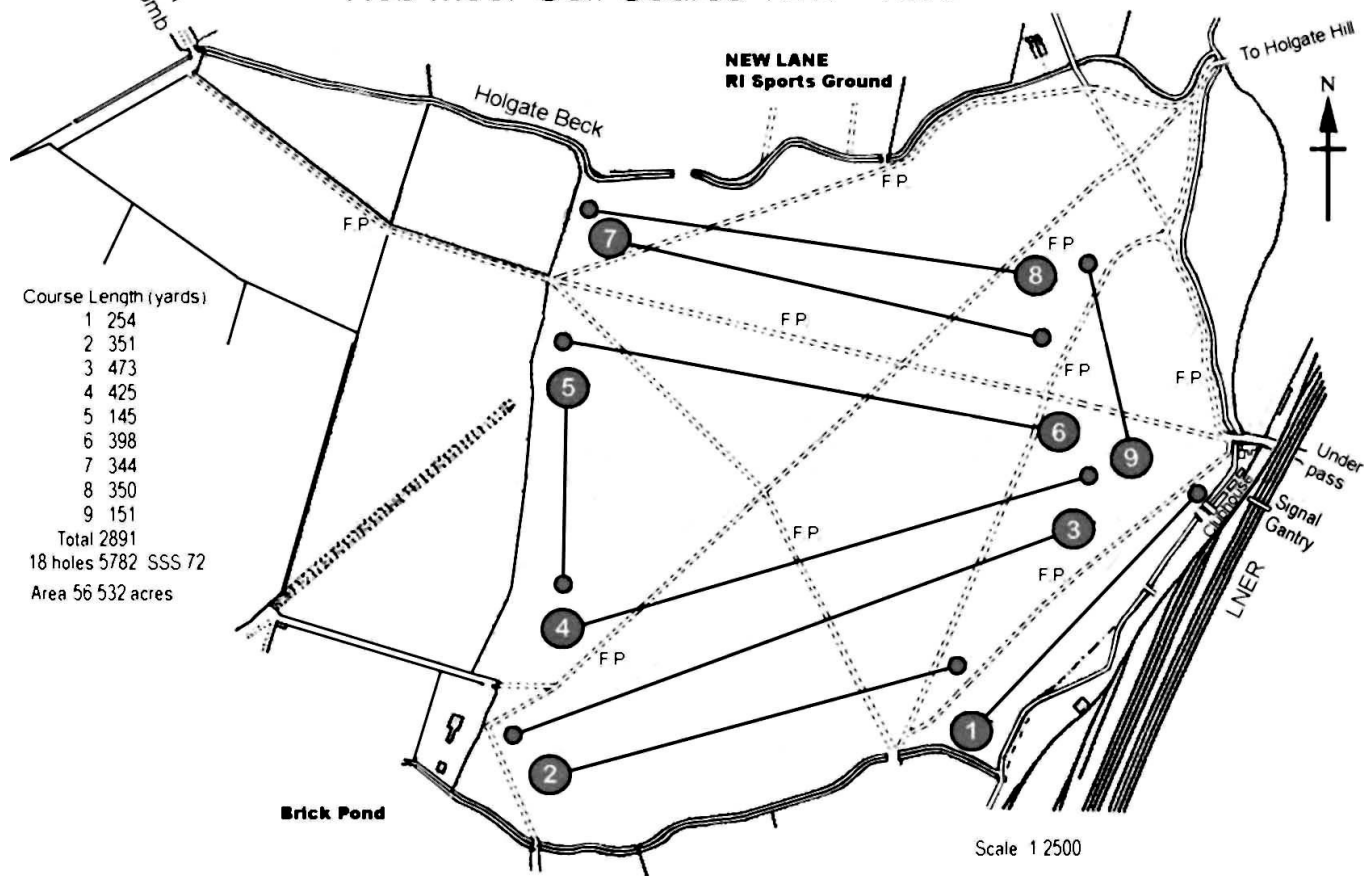
## Hob Moor

York Railway Institute opened on 4 July 1889, its purpose, in the words of Henry Tennant, general manager of the North Eastern Railway Company (NER), was 'to convey information and spread education of a variety of subjects'. This would be achieved by its library, reading room, recreation room and, in the winter, by lectures concerts and classes. The classes, which became the principal activity of the Institute, provided continuing education for railway staff, who in those days, had left school at an early age to seek employment. In the same year it came under the Technical Instruction Act 1889 and was thus eligible for government grants. In return for this the classes had to be opened to members of the public. Sensibly it was agreed with The York Institute for Popular Science, Art and Literature in Clifford Street that the two organisations would not compete. The York Institute was to offer classes on Drawing, Commercial subjects and Building while the Railway Institute would teach Metallurgy, Mechanics, Steam and the Steam Engine. The Railway Institute was thus very firmly a part of the adult education provision in York.

In 1919 York Corporation took over the whole of the adult educational work of the Railway Institute, which necessitated it finding a new role. From the beginning three rooms on the second floor of the Queen Street premises had been provided for card and board games, bagatelle and billiards as well as allowing a place for those 'who wished to indulge in the doubtful activity of smoking'. To provide them with an outlet for more physical energies the members made frequent requests for a gymnasium which was not provided until 1926. Consequently after the cessation of its educational activities in 1919, the first new Institute 'recreative and social' activity and first outdoor sport introduced was golf.

The Council of the Institute proposed that a golf club under the title of the York Railway Institute Golf Club (YRIGC) should take over the course used by the Knavesmire Golf Club which was then practically defunct. Some preliminary discussions with the Knavesmire Golf Club resulted in that club, at a meeting on 23 April 1920, deciding to transfer its assets and appliances to the YRIGC on condition that up to 20 of its members could be allowed to join the new club. This was two days after the first meeting of the working committee of the YRIGC at which it was announced by A.C. Mitchell of the Civil Engineers Department, that York Corporation had agreed to a nine hole golf course being laid out on Hob Moor at a rate not exceeding £1 a hole. Mitchell and a colleague from the same department, R.A. Gray, were given authority to prepare three greens and three tees as quickly as possible. As the course was on Corporation land membership could

# Hob Moor Golf Course 1920 - 1935



not be confined to Institute members. It was to be limited to 200 railway staff and 25 outside members in addition to the 20 members of the old club. This was the first occasion when the Railway Institute had any outside members. The subscriptions were to be

Institute	Ordinary Members	£1 1s 0d
	Lady Members	12s 6d
Non Institute	Gentleman Members	£1 11s 6d
	Lady Members	16s 0d*
Members Sons & Daughters (under 17)		10s 6d
Entrance fee (introduced after two months)		10s 6d
Knavesmire Club Members - same terms as Institute members		

\* Increased to £1 1s 0d in July 1922

There was no provision for a subscription for vice-presidents but in July 1923 they were reminded that they were expected to pay 10s 6d unless they were playing members when the full £1 1s 0d was demanded.

In fact Mitchell and Gray made such good progress that by 14 June six holes had been prepared on the 56½ acre moor and, although not by any means in perfect condition, play could start five days later on 19 June. A General Meeting could now be held to inaugurate the club formally and elect its officers and committee. Sir Henry Meysey Meysey-Thompson, Baron Knaresborough, chairman of the NER since 1912, was invited to become President. The general manager, Sir Alexander Kaye Butterworth, and a number of high ranking railway officers, together with James Hamilton, general manager of the Yorkshire Insurance Company and D.L. Pressley, editor of the Yorkshire Herald were invited to become Vice Presidents. It is somewhat ironic that Sir Alexander and Pressley had both previously been members of the Knavesmire Club but had resigned, Sir Alex in 1910 and Pressley in 1912. R.O.J. Dallmeyer,



*Sir Henry Meysey Meysey Thompson, Baron Knaresborough, chairman of the NER since 1912, was president of the Railway Institute Golf Club from 1920 to 1923.*



runner-up in the Irish Amateur championship in 1897, was elected captain (his wife became lady captain when a ladies section was formed in June 1921). Mitchell and Gray became secretary and treasurer respectively. Two trustees were retrospectively elected on 28 July 1921, H.A. Evans, secretary of the Railway Institute council, and a Mr Boothroyd. These two gentlemen are not mentioned again and it is not clear what their role was. They were additional to the two Railway Institute nominated members of the golf club committee.

The Knavesmire Golf Club handed over £6 6s 8d, The Lycett Green and Ware Cups, although not without a reminder having been sent in April 1921, and the hut which had stood in the yard of the Cross Keys. This was re-erected at a cost of £20 9s 7d on land belonging to the NER near the cattle creep under the railway lines and was soon joined by an old carriage body purchased for £15. This was to be the home of Tom Russell of Ripon and his wife. He started work on 22 October 1920 as professional and green-keeper at a weekly wage of £2 15s 0d but the club insured him for Unemployment, National Health and Workmen's Compensation. His first task, completed by December 1921, was to enlarge the course to nine holes. There is no mention at this time of holidays for the professional but in May 1922 he was granted a day off on Whit Monday but was asked to find a locum. However better things were to come. He was allowed to take one week in August 1924 as holiday. The members usually contributed to a Christmas bonus to him which in 1922 was £6 14 6d.



*The South Bank Working Men's Club cricket team in 1925. At the right hand side of the group stands Tom Russell, professional at Hob Moor 1920-35.*

The Corporation objected to the carriage being used as a house thereby starting a long saga as the Committee attempted to find alternative accommodation for Mr and Mrs Russell. In November 1921 it was suggested that a cottage on Hob Moor might become available but in March 1922 the Acomb Working Men's Club was asked, without success, if it could house him. In February 1923 the NER Estate Department was approached to see if they had a house as a number of railwaymen had moved to Darlington. Russell's family was increasing and it was suggested that some increased living accommodation would be a suitable reward for services. This did not materialise and the next move came in February 1925 when an application was made for him to have a house on the Acomb Hall estate, but to no avail. The Corporation were not building any new houses there. The matter was finally resolved in February 1926 when an old East Coast Sleeping Car was bought for £5 and paid for by members' donations. The first donation of £1 came from C.F. Bengough, the chief engineer. The new coach was placed alongside the old one, although no connection was provided between them. By June 1926 water and drainage was provided and Russell, who had previously been living rent free, was charged 3s 0d a week, exclusive of rates, from 25 July 1927. The Corporation had by this time forgotten about its previous objections and agreed to the new coach being lived in for a rental of £2 a year for two years.

Many of the problems previously experienced on the Knavesmire now occurred on Hob Moor. Both were Corporation property and the public could not be excluded. Boys played cricket on the greens when golf was not being played and when it was, they followed the players and stole their golf balls. They then had the cheek to try and sell them back to the players. To discourage them the greens were fenced in with posts and wire and the Town Clerk was asked, with limited success, to provide police supervision. Only children acting as caddies were to be allowed on the course and in an attempt to control their number Russell was asked to make a list of eligible caddies who were to be paid 3d for nine holes and 6d for 18. Cattle and horses were also a problem at Hob Moor but only during race week and other special occasions when they were temporarily moved to Hob Moor from the Knavesmire. The owners were, however, usually loath to move them back and it often took some persuasion to get the course returned to normal. This was improved after a new agreement was negotiated with the Corporation in 1923. Cattle and horses were only to be allowed on Hob Moor in race weeks and then only for a maximum of a week at a time. It was also agreed that bunkers could be made and the fairways mown when necessary. For these concessions the club had to pay an increased rent, £20 for nine holes and £2 a hole added thereafter.

Until 1924, when a special committee was appointed, handicapping was the responsibility of the general committee. Five hundred score cards were printed in

April 1921, to be sold at 2d each, and spoon competitions were arranged on 6 and 9 July to encourage members to submit cards to enable their handicaps to be assessed. The maximum handicap was to be 24 and members who did not submit cards or did not have a handicap from another club were to be given a temporary handicap of 10. In January 1922 the handicaps of all members of other Yorkshire clubs were increased by three and the YRIGC followed suit.

Competitions for the Lycett Green and Ware Cups restarted in 1921 on the same conditions as previously. Both trophies were won by Guy Russell who was also awarded a souvenir which was to cost no more than 10s 6d for each award. Special competitions were arranged for Christmas 1921, an Eclectic competition for ladies and a Sweepstake competition for gentlemen. At Easter 1922 both sections of the club came together for a Mixed Foursome competition. Inter club matches had started on 19 November that year with a fixture against the Yorkshire Insurance Company, followed on 9 May 1922 with a match against Heworth and another shortly afterwards against Selby. Fulford, York, Pickering and the NER Offices at Stoopdale, Darlington had also been approached with no success in these early years.

The cost of the tea at the Selby match and all future matches was to be shared between the members of the club team. The lady members had been asked if they would provide tea on these special occasions serving it in the open air on tables on the railway side of the clubhouse. The club wanted teas to be available at other times for the benefit of members and, of course, the profits for itself. It was suggested that Russell and his wife should provide teas consisting of tea and bread and butter and jam for which a charge of 8d would be made. On match days cakes would be provided by the committee. Russell thought the demand for teas would be uncertain but he would ask his wife if she was willing to do the catering. That she was willing is apparent from the making of a "Teas" compartment in the new coach purchased in April 1923.

This additional coach was purchased to enlarge the clubhouse. It was old East Coast stock and had a saloon, three compartments and two lavatories. The Saloon was marked 'Men Only' and they were given the exclusive use of the adjoining lavatory. One compartment and lavatory were 'Ladies only' while the one remaining became the secretaries office. The provision of lavatories in the clubhouse must have brought some immediate relief to members who had previously used the urinal on adjacent railway property, but even so, they could only be used as urinals until they were connected to the main drain. One wonders how die-hard railwaymen were able to overcome their built-in reluctance to perform in a stationary vehicle!

Golf on Hob Moor was, of course, played to the rules of the Royal and Ancient Club but a number of local rules, agreed in May 1921, were necessary

1. The Boundaries of the course are the fences, hedges and ditches surrounding the same.
2. A ball driven out of bounds shall be lifted and dropped within two club lengths of the point where it left the course but no nearer the hole, under penalty of one stroke - if irrecoverable another ball may be dropped under similar conditions, under the same penalty.
3. A ball lying in any hedge, bush, or ditch, or in an unplayable place on the course (such as a hoof mark) may be dropped behind the obstacle under penalty of one stroke.
4. A ball lying in or touching any whin must be dropped behind the same under penalty of one stroke.
5. If the ball lie on a putting green other than the one being approached the player shall lift the ball and drop it without penalty clear of the green but not nearer the green that is being approached.

These had to be temporarily added to in 1924 when the Corporation was draining Hob Moor

1. A ball lying on any new drain on a fairway or on the new ground on either side of the roadway across the approach to no. 4 green, and in the grip across the approach to no. 7 green, should be picked up and dropped behind the obstruction without penalty.
2. During the time the ground is under repair a ball played onto a green with mud or clay adhering to it may be cleaned.

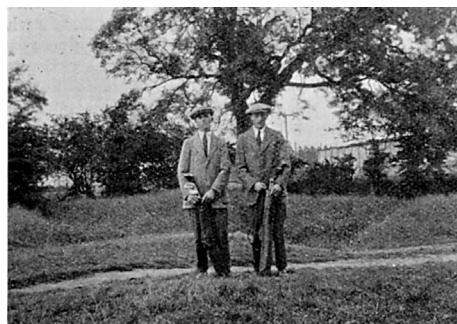
Less tangible was the etiquette of golf. To avoid congestion caused by members playing three and four ball matches, these were banned in March 1922 on Wednesdays and Saturdays and after 5pm any evening. This was to be a constantly recurring problem and rather than enforce the rule the committee usually posted a notice reminding the members of the etiquette of golf which required the slower three and four ball players to give way to the faster two ball players. More extraordinary was the continuing need to remind lady members that they should not play in high heels as this damaged the greens. The replacement of divots was also a problem. A notice in the clubhouse reminding members of their responsibilities was ineffective so 'REPLACE TURF' in letters 9 inches high was painted on the locker room door. Even this was not enough and notices saying 'Turf must be replaced' had to be erected at each of the tees. While ladies and gentlemen could enjoy the facilities offered by the club, man's best friend could not. Dogs were banned from entering the club's premises and accompanying members playing golf!



*Sir Alexander Kaye Butterworth driving off at the first tee at the official opening of the Hob Moor course on 13 July 1922. The signal gantry in the background confirms that it is indeed the first hole.*



*Sir Alexander, on the left, with his partner, Ernest Riddle, on the first green.*



*H. Nicholson, H.A. Watson's partner, and Ernest Riddle stand on one side while their principals play. The match, won by Watson and Nicholson, was not decided until the last hole.*



*Amongst the spectators were, left, A.C. Mitchell, secretary, and, centre, R.O.J. Dallmeyer, captain, who is talking to Sir Alexander.*

*These four photographs were selected from snaps taken by J. Benson, assistant secretary, A.V. Cooper and A.S. Pearson.*

The club and golf playing were well established on Hob Moor when the course, measuring 2335 yards, was formally opened on 13 July 1922 by the recently retired general manager of the NER, Sir Alexander Kaye Butterworth. Partnered by Ernest Riddle he played a foursome with H.A. Watson, General Superintendent and a member of the R. and A., and H. Nicholson, losing only on the last green. Afterwards he presided at the Annual General Meeting. He remarked that his idea of golf was that the game was a matter of deeds not words. He knew from experience there was a time when golf was a matter of words and not always good words. He thought that all would agree with him that one of the great objects of sport, of which we are so proud - or at least used to be until other nations took the trophies away from us - was the moral effect. The club seemed to have answered many useful and desirable purposes and he was pleased to observe that it was open to railway employees in all branches of the Service.

Even before its opening in 1922 the nine hole course was proving to have limitations. Russell had been asked in April 1921 to lengthen the existing holes and provide three more to avoid congestion on the course. This had certainly not been done by October 1922 when he was again asked to make recommendations. The Captain thought that three extra holes could be provided without difficulty. There was also the possibility of renting two fields on the Acomb side of the course. A plan was presented to the committee on 4 December demonstrating it would be possible to increase the length of the course to 18 holes by laying down 3 holes on vacant land towards Dringhouses and, for the remainder, using the Acomb fields. Although it was proposed in January 1923 to build two new holes on vacant ground between the beck and the railway and another towards Dringhouses, nothing was, in fact, done to extend the course until 1934. The drainage of the course and the formation of bunkers 'to add variety and interest' was, however, considered.

In the event the Corporation agreed to drain Hob Moor and while that work was going on the extension was deferred. The new leasing agreement with the Corporation had allowed the provision of bunkers so Russell was asked in October 1924 to provide them but he felt, because of other work, that he could not start this task for about two months. By December he had made the first bunker, near the ninth green. Another 15 were provided by Backhouses during 1925 at a cost of £2 7s 6d each. In 1927 after a visit to the Fulford Golf Club where advice was sought from H.H. Allen, the professional there, Backhouses were asked to return to make improvements.

In preparing the original nine hole course a man and machine were hired to mow the fairways, but by buying its own equipment and a horse this work could be more economically done by Russell. The original intention had been to sell the horse after the growing season was over and buy a new one every Spring. However Russell thought that this would be a mistake as he would have to retrain a new horse every year. The solution reached was to loan it out every autumn on a 'meat for work' basis. The horse was obviously fairly elderly as it had to be replaced in December 1925 by a younger animal. In fact it was beyond further work and was destroyed in February 1926. Its replacement in October that year was a Dennis motor mower although the treasurer had demonstrated the economic viability of horse mowing. The annual cost of this was £40 8s 4d against £70 for the motor mower. The purchase price was £78 15s 0d of which 83 members contributed £40 17s 6d. The sale of the horse and harness raised another £11 8s 0d leaving a relatively small amount outstanding which was covered by the profits of social events.

Russell's work in making and maintaining the course at this time was very much appreciated. At the official opening of the course on 13 July 1922 A.C. Mitchell, the secretary said

I must take this opportunity of paying a well-deserved encomium to our professional and groundsman, Tom Russell, whose systematic and persevering efforts have had such good results on the course, and if any members are perplexed as regards their faults in play (and who is without them?) they cannot do better than take a lesson or two from him.

Russell was occasionally given bonuses for work outside his normal duties. In September 1922 he was granted £2 10s 0d for his work in fencing the greens to keep off unwanted intruders. This was followed by a similar amount in October 1924 for special work on the greens and a further £1 in December 1925 for making a rack for clubs in the clubhouse.

Nevertheless his duties were onerous and he asked in July 1922 if he could have a boy assistant. The reply he got was not very encouraging. The club could not afford an assistant but, if he wanted to, he could engage an apprentice at his own cost. The club finally relented in June 1923 when George Castle was engaged at 10s 0d a week. He was replaced in March 1924 by Norman Dalton at the same rate of pay, increased on 1 January 1925 to 12s 6d. His duties included the systematic cutting and rolling of greens and tees and raking the sand in the bunkers.

Even with an assistant Russell was still overworked and complaints were received in July 1926 that the course was not getting proper attention. While the Greens Committee had been given the power in June 1925 to hire any extra labour to keep the course in good order its authority was rescinded when £5 17s 0d had been spent. All the work had, therefore, to be undertaken by Russell and his assistant. His duties were defined for the first time as the result of the complaint

1. Hours of duty to be 8am to 5pm in accordance with his agreement on appointment. The whole of this time to be spent on attending to the course.
2. All fairways to be cut by the mower at least once a fortnight during the growing season and as required at other times. Fairways to be rolled whenever the ground is fit to roll.
3. All greens to be cut and rolled twice weekly. Grass not to be left on the green.
4. All tees to be cut and rolled once a week and kept in repair.
5. All bunkers to be cleaned and raked twice weekly.
6. Sand boxes to be kept filled with suitable sand and watered whenever necessary. All greens to be weeded and sanded during the autumn and afterwards kept free from weeds.
7. All rough to be cut by the reaper at least twice a year.
8. The clubhouse provided for the use of members to be kept clean and tidy and soap and towels provided in each lavatory.

With these restrictions how could he do any coaching? How did he manage to give demonstrations on the newly opened golf target practice range at Queen Street? The Greens Committee were given the power to instruct him on the maintenance of the course, but in view of its past profligacy, could make no expenditure at all without the full committee's agreement.



*In 1924 Lord Knaresborough, the president and last chairman of the NER, and his fellow directors provided a trophy, the Directors' Cup, for competition amongst railway members only as a memento of that now defunct company.*



*Ernest Riddle, with his son Gordon, who was later to join the club, pose with the trophies he won in 1924, the Directors cup, first played for in that year, and the Ware Cup.*

For internal competitions the club had started with two trophies inherited from the Knavesmire Golf Club and a railway reorganisation on 1 January 1923 provided the opportunity to gain another. On that date many railway companies were regrouped into just four. The NER lost its identity when it was absorbed into the London and North Eastern Railway (LNER). On 5 February 1923 Lord Knaresborough, the president and last chairman of the NER, was asked if he and his fellow directors could provide a trophy for competition amongst railway members only, as 'a memento of the now defunct company'. The response was quite slow. Only £16 had been contributed by six directors by 13 April. The sum had reached £24 2s 0d by 1 June and a further letter was sent to the directors who



had not subscribed. By 5 October £32 5s 0d had been collected and this was sufficient to go ahead. A design was approved on 17 January 1924 and an order was placed with Messrs Walker and Hall of Sheffield in March for the Directors' Cup which was to cost £32. It was first competed for in the same year when the winner was Ernest Riddle who also won the Ware Cup.

The other consequence of regrouping was that Lord Knaresborough severed his connection with the railways and, consequently, with the golf club. To replace him the club turned to another aristocratic railwayman, Viscount Grey of Fallodon. As Sir Edward Grey he had been elected a director of the NER in 1898 before becoming chairman in 1904. He was also MP for Berwick and, having been appointed Foreign Secretary in December 1905, resigned his railway directorship. Still in office in 1914 he presaged the Great World War with the words "The lamps are going out all over Europe; we shall not see them lit again in our lifetime". Failing eyesight led to him leaving the Foreign Office in 1916 with a viscountcy and he returned to railway service, first as a director of the NER, and then, after regrouping, with the LNER. It is hoped that the golf club were not motivated by snobbery in inviting him to be its president but rather by his past sporting prowess. Between 1889 and



*Sir Edward Grey, Viscount Grey of Fallodon, a director of the NER and then the LNER, became the club's second president in 1923 but only held the office for a year .*

1898 he had been English amateur tennis champion on five occasions. In the event he was only president for one year, 1923-4, and the club then contented itself by selecting a succession of senior railway officers as its figure head.

During the opening years on Hob Moor many of the problems experienced on the Knavesmire recurred, the presence of the public and cattle on the course, problems with the work of the greenkeeper and professional, the retention of members and the generation of sufficient income to pay its way. The first two of these have already been touched on.

Although there was a first flush of enthusiasm for joining the club it started to abate in 1923 and for the next two years the membership numbers fell. The major defections occurred in June and July 1924 when 40 members resigned. This coincided with the start of the drainage work by the Corporation. After it was completed in 1925 the club started a slow recovery of its fortunes. Membership fees formed the bulk of the income of the club and outside members, at their higher subscription rates, were encouraged. Originally set at 25 the number of outsiders was increased to 45 in April 1921 and by a further 12, the shortfall of former Knavesmire Golf Club members, in June 1922. Subscriptions, however, were often difficult to collect and generally only some two thirds of the members paid in the current year. The rest had to be reminded of their obligations and for railway members one tactic adopted by the treasurer was to draw attention of the transgression to their departmental heads. In addition a list of defaulters was given to Russell who, to the detriment of his popularity, was required to report them to the committee if he saw them playing on the course. The club's income was supplemented by green fees paid by non-members, 1s 6d per day or 9d for nine holes. Russell was not always assiduous in collecting these fees and had to be reminded in August 1925 not to refund green fees to visitors who had started a round but failed to complete because of bad weather.

Membership	1920	1922	1924	1925	1926	1927	1928	1929
Railwaymen	17	91			93	96	91	
Railwaywomen	5	39			36	28	37	
Outside men	4	40			49	40	40	
Outside women	6	33			43	48	62	
KGC members	1	8			5	4	4	
Juniors					5	2		
Total	33	211	187	170	231	218	234	241
Men	22	137	122		149	141	134	
Women	11	74	65		82	77	100	

While the club teetered between surplus and deficit in its early years it managed to complete its first nine years with an accumulated surplus in hand of £99 6s 4d. Its income in 1920 was just £162 but by 1929 it had risen to £428. Expenditure, happily, was kept marginally below this but the small amount in hand meant that it could not afford to be complacent in managing its finances. However, unlike the Knavesmire Golf Club the YRIGC had a lifeline; it was part of a much bigger organisation which, although expecting it to be self sufficient, could, if necessary, have seen it through lean times.

1928 did not start well for Russell. The agreement with the Corporation that he could live with his family on Hob Moor in the two adjoining railway carriages



*A. Watt, winner of the Lycett Green Rose Bowl in 1927.*

expired on 2 January and was not to be extended. Then at the AGM on 26 January, when replying to a vote of thanks, he raised the question of his status and from whom he should receive instructions. Although he had been told a year earlier that the Greens Committee had been given the power to instruct him on any item concerning the daily maintenance of the course, he obviously did not like this, especially as his defined duties required him to work entirely as groundsman. This is certainly how the Greens Committee regarded him and referred to him as the groundsman in a new list of duties produced in July. Then someone remembered he had been appointed as greenkeeper and professional and this title was substituted.

Many complaints had been received about the unsatisfactory condition of the course and it was necessary to make

improvements if 'the life of the club is to be preserved'. A new list of duties was drawn up including not only the detailed maintenance of the course but the cleaning of the clubhouse and the provision of towels, soap and paper in the lavatories. Green fees were to be collected from all visitors and tobacco and refreshments were only by sold by permission of the committee.

To get control of the situation Russell was given one month's notice but told he could, if he wished, re-apply for his job. He appeared before the committee on 3 August and was given a list of specific complaints, including:

1. His unwillingness to carry out the instructions of the Greens Committee.
2. The lack of attention to the new bunkers.
3. Not getting the best out of his assistant, Norman Dalton.
4. Not reporting damage to machinery.
5. Removing a fence round a bunker contrary to instructions.

In his turn he raised the question of hours of duty, annual leave, and a rent book for his accommodation. The committee did not wish to stipulate hours of duty, he

would in future be given a week's annual leave with pay but he could not have a rent book as the details of his payments, in accordance with LNER practice, were recorded on his pay slips. He did, however, wish to continue in the club's employment so new conditions of service were prepared in September. While they were being prepared he showed 'great interest' in the removal of dung from the fairways before a match and was rewarded with a gratuity of 2s 6d. He accepted the new arrangement in October and the difficulties seem, at face value, to have been resolved.

Simultaneously with the complaints about the condition of the course the club was battling with the ultimatum from the Corporation that Russell must vacate his house. After some delay and re-negotiation with the Corporation Russell was given six months notice expiring on 18 May 1929. The LNER Estate Agent was asked to consider him for a company house but basically it was Russell's responsibility to find himself a new house. The club, magnanimously, agreed to pay for an advertisement to be placed in the local newspaper but it met with no response. To help matters the Corporation agreed to extend the notice to vacate his carriages to 30 September. In June he was offered the chance to buy a house in Mount Ephraim but this was clearly beyond his pocket. In October Russell was still in residence at the course, reluctant to give up his cheap accommodation, but the patience of the Corporation was exhausted. He must move out by 24 October. The club was extremely worried that its tenure of the Hob Moor course could be endangered if it did not comply with this ultimatum. At the last minute a three bedroom house was found for Russell on the newly built Tang Hall estate at 8s 6d a week rent plus 2s 6d rates, considerably more than he had paid previously.

On 18 December 1928 an event took place which was to mark a change in the fortunes of the club. In the list of new members whose election was approved was a John Miller, Engineer, York, together with his wife. This person was not just any engineer but had been the chief engineer of the North Eastern division of the LNER since 1925. He was an Irishman, a keen sportsman and chairman of the Council of the Railway Institute (1926-35). As an officer of the LNER he was already a vice-president of the golf club but now as full member he would use his influence and authority to its benefit. This was immediately felt on 20 February 1929 when John Benson, the vice-captain and John Miller's chief clerk, reported 'on the position concerning the new pavilion'. Similar laconic reports followed throughout its building with no mention whatsoever of its cost.

The new building, designated as the Clubhouse, was formally opened on 23 July 1929 with a match between the club and the Railway Institute. Each team consisted

of 12 ladies and 12 men. Because the clubhouse was not fully equipped the teams repaired to the Railway Institute after the match for a tea paid for by the men. After tea was over a bus conveyed the players back to Hob Moor for the formal opening of the new building by John Miller. Shortly afterwards a 'tangible form' of the club's gratitude, costing between five and seven pounds, was presented to George Hall for his services in the erection of the clubhouse. This is one of the few expenses incurred in its provision. Benches and chairs were provided by the Railway Institute and second hand lino for the floor was obtained from the Stores Superintendent.

Clothes were not allowed to be stored in the new clubhouse and neither were lockers to be placed in it. Some additional accommodation was thus necessary. The solution to this problem was to move the two carriages vacated by Russell in October to a position inside the railway fence. The large carriage was placed five feet from the clubhouse and linked to it with a covered passage. Half of this carriage was equipped as a kitchen and the other half fitted with 70 lockers which could be rented out to members for 5s 0d a year. The smaller carriage, fixed across the end of the larger with one end supported above the beck, was to be used for cleaning clubs. The completion of this work was another occasion for a celebration and a match, again with the Railway Institute, was arranged for 16 April 1930. Tea could now be provided from the new kitchen and this was consumed after nine singles matches had been played. The day was completed with nine mixed doubles matches. The official opening was, of course, performed by John Miller.

Mrs Russell was asked if she would continue to provide refreshments for members and, additionally, clean the extended premises. For 10s 0d a week she was willing to provide tea, coffee, etc. to any player daily from 2.30 pm until a reasonable hour thereafter between 16 April and 30 September at 'her hitherto reasonable charges'. However reasonable the prices were they were to be fixed by the officials of both sections of the club. The weekly payment to her also included the cleaning of the interior of each separate building at Hob Moor. The committee reserved its existing right to provide the entertainment for visiting teams when the captain could, at his own discretion and expense, serve beer. In October her allowance was reduced to 5s 6d weekly for cleaning but she would continue to provide teas on Fridays if she was given notice the previous day. The summer allowance of 10s 0d was reinstated in April each year but in 1933 she was given 1s 0d increase.

The ladies of the club had always operated as a separate section in the club with their own officials and competitions but on 28 November 1928 the mixed foursome competition was recognised as a club event and the winners rewarded with

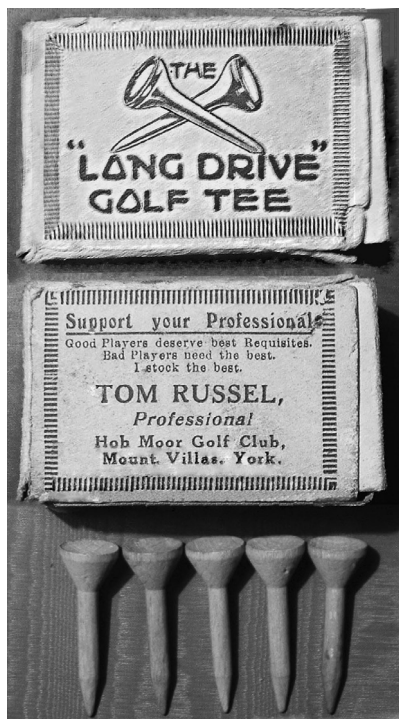
engraved silver spoons. This concession was extended on 22 January to the winners of the ladies' 1928 American Tournament and Knock-out Competitions. Silver spoons for men were awarded merely for winning the preliminary rounds of the Ware cup and the ladies were surely deserving of a full scale trophy of their own. On 21 February 1930 the Railway Institute Council was asked to present a ladies' trophy. While that body had donated £5, the cup, ordered from Fattorini of Bradford, cost £6. The club committee was to provide the additional £1 out its own funds but, in the event, the Railway Institute Council covered the full cost of the new trophy, which was to be known as the Institute Council Cup.



*The ladies got their first trophy in 1930, presented by the York Railway Institute. Costing £6 it was decreed that it should be known as the Institute Council Cup.*

The difficulties with Russell and his maintenance of the course appeared to have been resolved by the new agreement in October 1928 and 'the best thanks' of the club were accorded to him on 24 January 1930 for the 'very efficient manner in which he had carried out his work'. However in 1929 discontent was seething beneath the surface. He was once again not following instructions and it was suggested that they be given to him in the form of a diagram so that there could be no misunderstanding. The problem apparently was that he thought the Greens Committee did not have the expertise in running a golf course that he had. In April 1931 a suggestion was made, but not acted upon, that he be given a free hand for six months to see 'what he can produce on Hob Moor ..... by way of a golf course'. The unrolled and uncut state of the fairways and the condition of the greens continued to worry the members. Despite a special form, which was devised to detail the work Russell was required to do, concern was expressed in February 1932 about the 'dilatatory manner' in which he carried out his instructions. Then in April it was found that he was not coming to work, from Tang Hall, on time and members were not able to get their clubs out of the locker room at a reasonable hour. The problems continued in 1933 when a complaint was made not only of his 'serious neglect of duty and indifference' but also that of Dalton, who seems to have been affected by Russell's malaise. Earlier

Russell had said that his time was taken up with the upkeep of the course to the exclusion of any possibility of playing golf or giving lessons. The vote of thanks offered to him 'for his attention to the condition of the course' at the AGM in January 1934 seems somewhat ironic.



*A match box size container holding 12 "Long Drive" wooden golf tees. It has been personalised for Tom Russel [sic] to sell in his shop. Mount Villas is the group of large houses fringing Tadcaster Road near the entrance to Little Hob Moor.*

That Norman Dalton had been included in the complaint is surprising. He was the golf club's blue eyed boy. He was appointed in March 1925 at 10s 0d a week and had received regular increases until March 1933 when he was advanced to 40s 0d a week. Additionally, from 1930 he was paid 10s 6d for covering Russell's duties when he was taking his week of annual leave. During the same period Russell had advanced from £2 15s 0d to £3 by two increments of 2s 6d each. He might well have been aggrieved by his less generous treatment. It is true Russell benefited by sales of equipment and his wife also had a wage from the club as well the profits from the sale of refreshments. Whenever Dalton was on sick leave he continued to receive his full wages without any deduction of the full amount of National Health Insurance. When it was alleged in October 1929 that Dalton had sworn at Mrs Russell his explanation was accepted. His duties, which included the systematic cutting and rolling of the greens and tees and raking the sand in the bunkers were increased in June 1931 when he was given the full responsibility of cleaning, oiling and adjusting the club's mechanical plant.

The club had become affiliated to The Yorkshire Union of Golf Clubs in 1930 and was a founder member of the York Union in 1931. The former organisation was responsible for fixing the scratch score of the clubs under its aegis and in April 1932 YRIGC was notified that it was to be 72. This was, of course, for two rounds of the course which had been measured the previous November at 2891 yards. The individual holes measured:

1	254 yards	4	425	7	344
2	351	5	145	8	350
3	473	6	398	9	151

Finally, in March 1932 the ladies' section joined the Ladies' Golf Union.

Golfing etiquette, or rather, the lack of it, continued to be a problem. Players in four ball matches still would not give way to their faster colleagues and dogs continued to accompany their owners while playing on the course. Three dogs owners were specifically cited for this offence in July 1931 and Major-General G.H. Jackson, G.O.C. West Riding T.A. area, had to be written to in May 1932 about the damage caused by his dogs. Players could not be persuaded to replace divots, a problem solved only by the appointment in April 1932 of a member, J.W. Law, as course ranger. Equipped with an official badge he was so successful that he was reappointed the next year and rewarded by not being required to pay a subscription. Nevertheless it was still thought necessary in November 1932 to print an extract from the section of Rules of Golf dealing with etiquette to display in the clubhouse and to give to all new members. Strangely, Law's services were dispensed with at the beginning of 1934 and the result was that the problem of divots returned. Dalton was instructed to draw members' attention to the necessity of replacing them and the words 'Replace Turf' was painted in large letters on the clubhouse roof!

The difficulties created by transferring cattle from the Knavesmire on to Hob Moor during race weeks was solved in 1931. The Parks Committee and Colonel Eason Wilkinson, the lord of the Manor of Dringhouses agreed that a fence could be erected on the Knavesmire from the bandstand to Harkers (later The Chase) Hotel to form a temporary cattle pen. At last the course could be properly mown and there would be no embarrassing reminders left behind for Russell to remove.

Such now was the success of the club that York Corporation could hold it to ransom to gain a higher rent. Notice was given in April 1932 that the agreement dated 6 March 1925 would be terminated at the end of the year in order for the rent to be reviewed. After months of negotiations a new agreement was made on 4 January 1933 increasing the charge for using Hob Moor from £20 to £50 a year on condition that the 9d green fee for visitors for nine holes was dropped and substituted by 1s 6d for 18 holes. This new agreement was to last for only another 12 months when the club envisaged it would be renewed but, to its horror, in January 1934 it was extended only for three months. York Corporation had plans to build a municipal aerodrome and Hob Moor had been considered for this as early as 31 December 1928 when it was inspected by the Air Ministry. After several



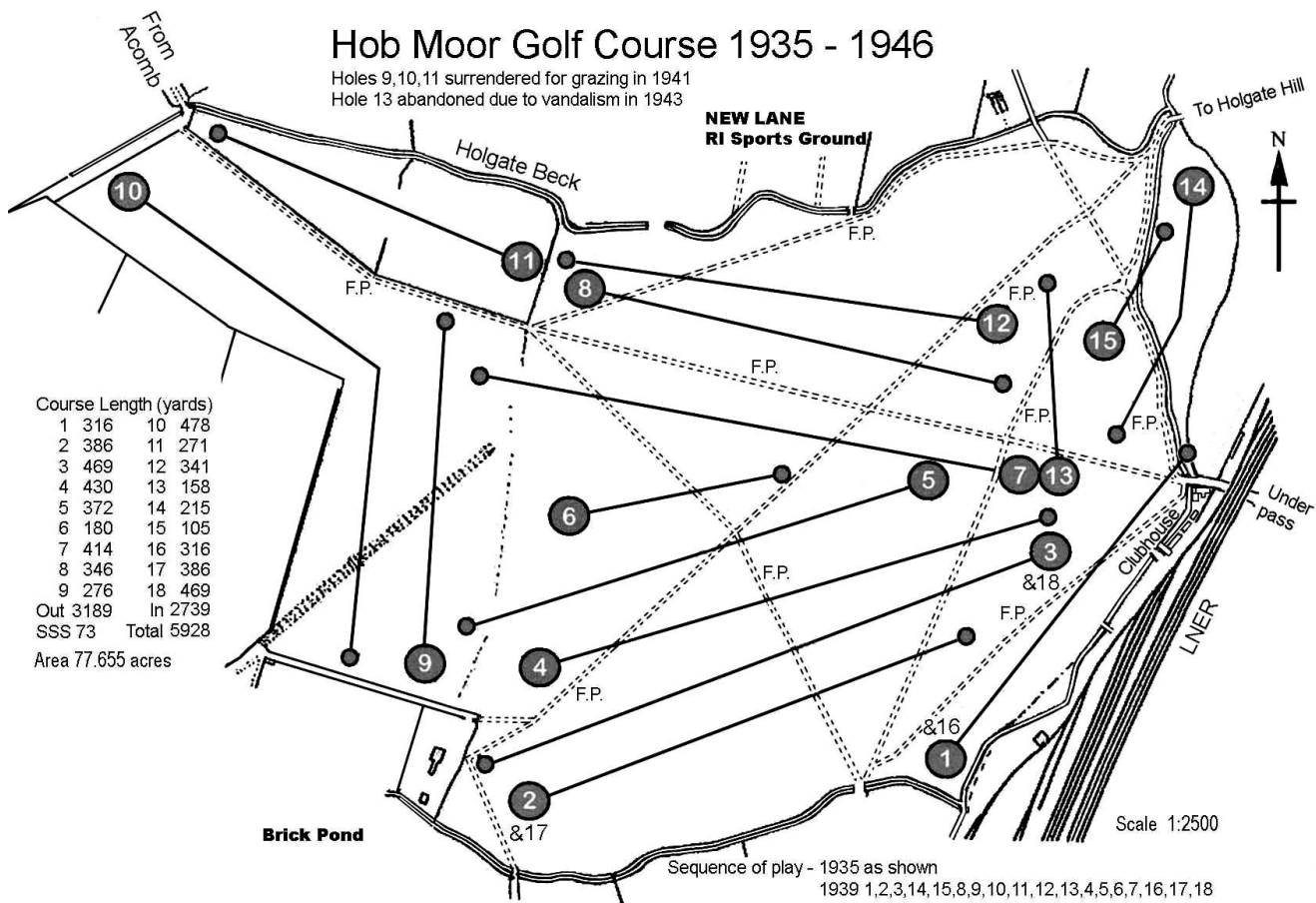
other sites had been considered attention returned to Hob Moor and the Corporation purchased some adjacent land in readiness. It was thought that the golf course could be rearranged around the edge of the Moor with the bunkers resited to positions at least 50 yards from the perimeter of the circular landing area. The prospect of extra green fees from visiting pilots did not impress the club which could only hope that an alternative course would be provided for it somewhere else.

And then, when all seemed lost, came the reprieve, and not only the reprieve, but the chance to extend the course. Over the years the club had made a number of desultory proposals to provide three additional holes but on 15 March 1934 the Corporation, while agreeing to extend the tenancy until 30 June, now offered to receive any suggestions the club could make for using the land it had acquired adjacent to Hob Moor as a golf course. This land had been intended for the municipal aerodrome but this was now to be built in Clifton Without as Hob Moor was protected by the Micklegate Stray Act 1907. This preserved the area as 'an open space to be maintained for the full recreational enjoyment of the citizens'. Establishing an aerodrome contravened this Act so the Corporation was left with surplus land on its hands. Here was the golden opportunity to make a further nine holes to extend the course to the desired 18. Russell was asked to prepare plans for the extension but in April more expert advice was sought from Major A.C. MacKenzie. The committee had hoped that they could acquire the use of the extra land for £20 a year but the Corporation held out for £25 for the additional 21 acres towards Acomb but not the three fields to the south towards Dringhouses measuring 13½ acres.

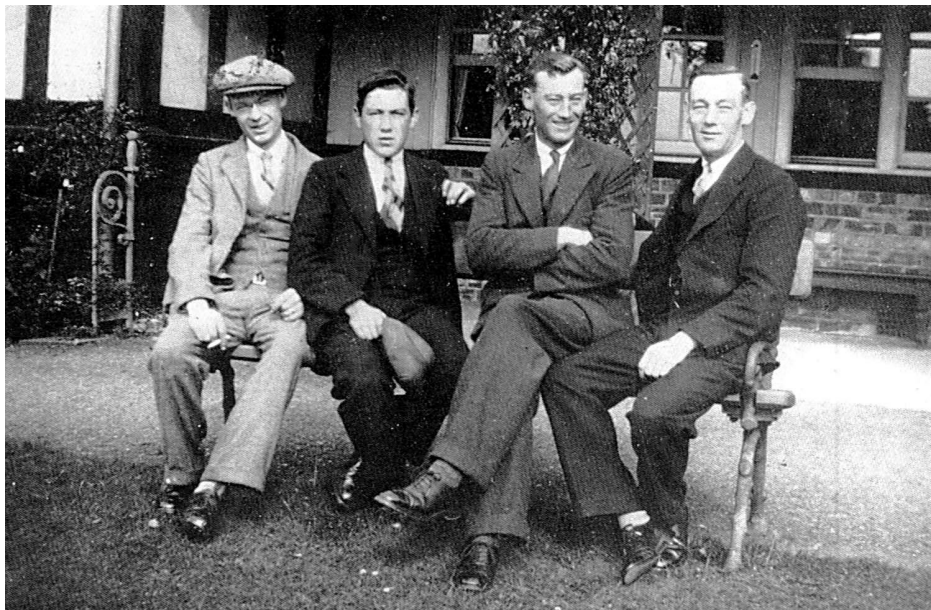
The revised rent, to start on 1 January 1935, was reluctantly accepted as the land available, now totalling 78 acres, could only comfortably accommodate six additional holes. After some months of discussion and the consideration of several alternative plans for the extension it was finally agreed in September 1934 to start the work to make the additional land playable and construct three new holes on it. Two additional holes were made crossing the beck to use existing land in the north-east corner of Hob Moor and a further two were built in place of the old fifth hole in the middle of the course. There was also the matter of the number of staff required to maintain the enlarged course. The Greens Committee considered that three were necessary, a professional, a head green keeper and an assistant greenkeeper, and that the first two posts should be advertised. This was seen by the full committee to be a direct snub to Russell, who, however unsatisfactorily latterly, had worked for the golf club for 14 years. Nevertheless he was 'not exactly the man for the position' of professional so he was given notice that his previous

# Hob Moor Golf Course 1935 - 1946

Holes 9,10,11 surrendered for grazing in 1941  
Hole 13 abandoned due to vandalism in 1943



agreement would be terminated on 16 March 1935. Shortly before this date he was seen and given a full list of the duties of the groundsman, who would be responsible to the new professional. After some consideration, he accepted the groundsman's post at the reduced weekly wage of 50s 0d. The third post of assistant groundsman, was offered to and accepted by Dalton at 40s 0d a week.



*Ernest Wilson, Norman Lister, Sydney Wilson and Tom Wilson at Strensall in 1931. All were to become professionals; two, Tom Wilson 1935-45 & 1947-54, and Norman Lister 1945-47, at Hob Moor Golf Club.*

Four interviews for the post of professional were held on 21 February 1935 when a short list of two was selected. George Acomb of Heworth Golf Club was offered the job on 5 April but, three days later, declined it. A further four were seen on 11 April when C.A. Illingworth of Wakefield was selected but he had another offer from Salisbury. Had they heard that Russell was to be retained at a reduced status? Finally, on 25 April, Tom Wilson of Thirsk Town Golf Club, was appointed. He was a 'local lad' from Strensall and had previously been at the Calgary Club in Canada where, in 1925 he was runner-up in the Western Canadian Professional Championship. He began work on 28 May at 40s 0d a week with one week's holiday a year. His wife was to take over cleaning the club premises from 31 May and the provision of refreshments on 4 June for 11s 0d a week. He was welcomed to the club with a ladies versus gentlemen match. Hardly had Wilson started his new duties when, in June, he won the Open Championship of the York Union of

Golf Clubs - a good omen indeed, a feat not to be repeated for another 68 years when Martin Brown won it in 2003. The annual report of the Railway Institute that year recorded, somewhat enigmatically, that

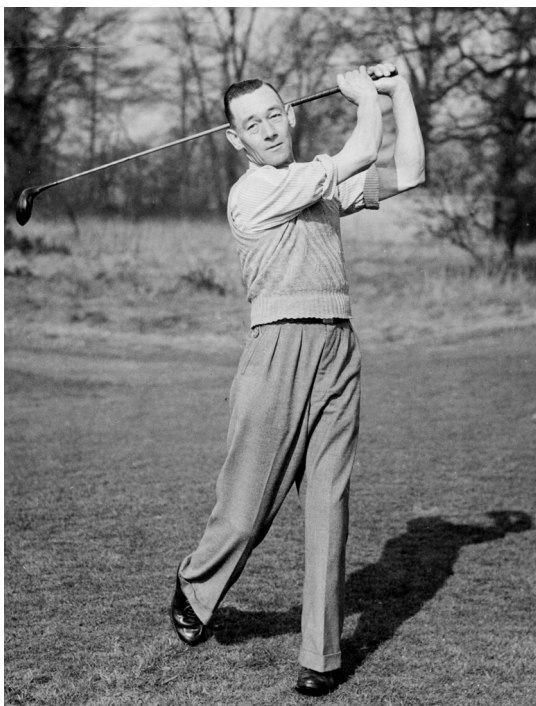
in appointing a professional the [golf] committee had made a step in the right direction and one which has helped to raise the status of the club.

At the end of the year, in addition to his duties on the course, he had taken on an evening commitment, running golf practice classes in the driving range in the Institute gymnasium at Queen Street.

There were, however, some members who thought Russell had been unfairly treated. Not

only was he working at a reduced wage but he had lost the profits he could make in his professional's shop and his wife had lost her cleaning job and refreshment perks. An unauthorised notice was displayed in the clubhouse asking for contributions towards a testimonial to him which eventually raised £4 2s 6d. An extraordinary general meeting to discuss his treatment was held on 1 April when 160 members were present. John Miller, club president, took the chair and, after hearing a number of suggestions, said that they would all receive full consideration as the club was desirous of doing the best it could for its employees consistent with its financial stability. A vote of confidence in the actions of the committee was passed with only two dissentient votes. The strain of the situation seems to have affected Russell who shortly afterwards started an extended period of sickness.

All the while work on the preparation of the new course had been progressing and it was ready at the end of May coincidental with Wilson's arrival. It was opened informally on 3 June when John Miller and Wilson played a round after which the ladies provided an excellent tea. A formal opening was to be held at a later date when the new extensions to the club premises were ready. Once again these were



*Tom Wilson in 1935 when he won the Open Championship of the York Union of Golf Clubs.*



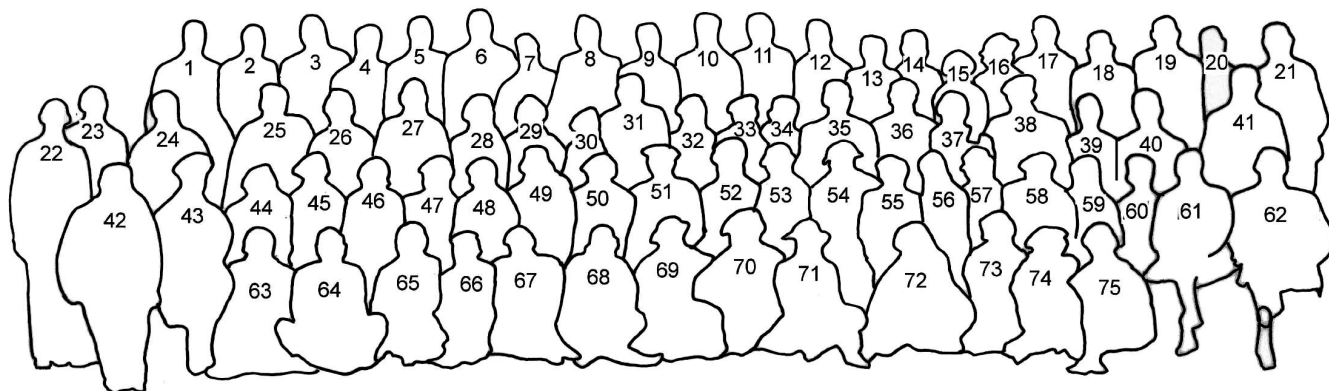
*A group of club officials pose on Hob Moor on 9 May 1936 when a presentation was made to the founding secretary, A.C. Mitchell, who had retired from that office in 1935. Left to right, John Benson, committee member and clerk to John Miller; T.H. Ellis, chairman 1927-36; J.J. Willan, captain 1936, A.C. Mitchell, secretary 1920-35, Mrs John Miller, lady president 1933-39, John Miller, president 1933-37 and chief engineer of the NER; E. Watson, committee member; J.H.Cooke, treasurer 1927-39; and J.H. Breen, secretary 1936-39.*



*The members had subscribed £10 to buy the wireless set standing on the table to present to A. C. Mitchell. The presentation party are, left to right, JJ Willan, JH. Breen, A.C. Mitchell, T.H. Ellis, Mrs Miller and John Miller.*



*The club members at the presentation to A.C. Mitchell on 9 May 1936 pose for a group photograph with the sprawl of clubhouse building behind them.*



1 Mr. H. Brown  
2 Mr. Fisher  
3 Bill Hood  
4 Cecil Wright  
5 Mr. E. Watson  
6 Mr. G. Watson  
7 Unknown  
8 David Smith  
9 Harry Caine  
10 Mr. Sparrow  
11 John Fearn  
12 Mr. Gargett  
13 Mrs. Eric Kay  
14 Arthur Rispin  
15 Freda Taylor  
16 Mollie Stead

17 Tom Holliday  
18 Mr. McInchey  
19 Bob Hall  
20 Norman Dalton  
(Groundsman)  
21 Tom Wilson  
(Professional)  
22 John Benson  
23 S.H. Dodds  
24 E.A. Harrop  
25 Wilf Curry  
26 Miss Maud Barker  
27 Edgar Holliday  
28 Ella Taylor  
29 Bee Ballance (May)  
30 Doris Dark

31 Mr. J.H. Cooke  
(Treasurer)  
32 Doris Pashley  
33 Alice Jewson  
34 Frank Fearnside  
35 Mr. Smith  
36 Mr. Mitchell  
37 Traffic apprentice  
38 Frank Cuthbert  
39 Mr. Longfield  
40 Mr. Whitfield  
41 Mr. J.J. Willan (Capt.)  
42 T.H.Ellis (Chairman)  
43 Hilda Hargrave  
44 Winnie Stead  
45 Mrs.CecilWright (Ivy)

46 Gwen Longfield  
47 Mrs. Selby Graham  
48 Unknown  
49 Mrs. Sparrow  
50 Clara Harrison  
51 Mr. A.C.Mitchell  
52 Mrs. John Miller  
(Lady President)  
53 Mrs.Allan  
54 Mrs. Gargett  
55 Vera Benson  
56 Mrs J.Gordon  
57 Mrs. Holliday  
58 Hilda Evans  
59 Unknown  
60 Lydia Sellers

61 Jim H. Breen  
(Secretary)  
62 John Miller (President)  
63 Biddy Carroll  
64 A.B. Dodds  
65 J.K. Dodds  
66 Miss. M. Cooke  
67 Mrs. Harrop  
68 Mrs. A.B. Dodds  
69 Mrs. Gargett  
70 Mrs. Dorrie Hood  
71 Marjorie Guffick  
72 Ida Harrop  
73 Mrs. Readman  
74 Mrs. Taylor  
75 Mrs. Brocklebank

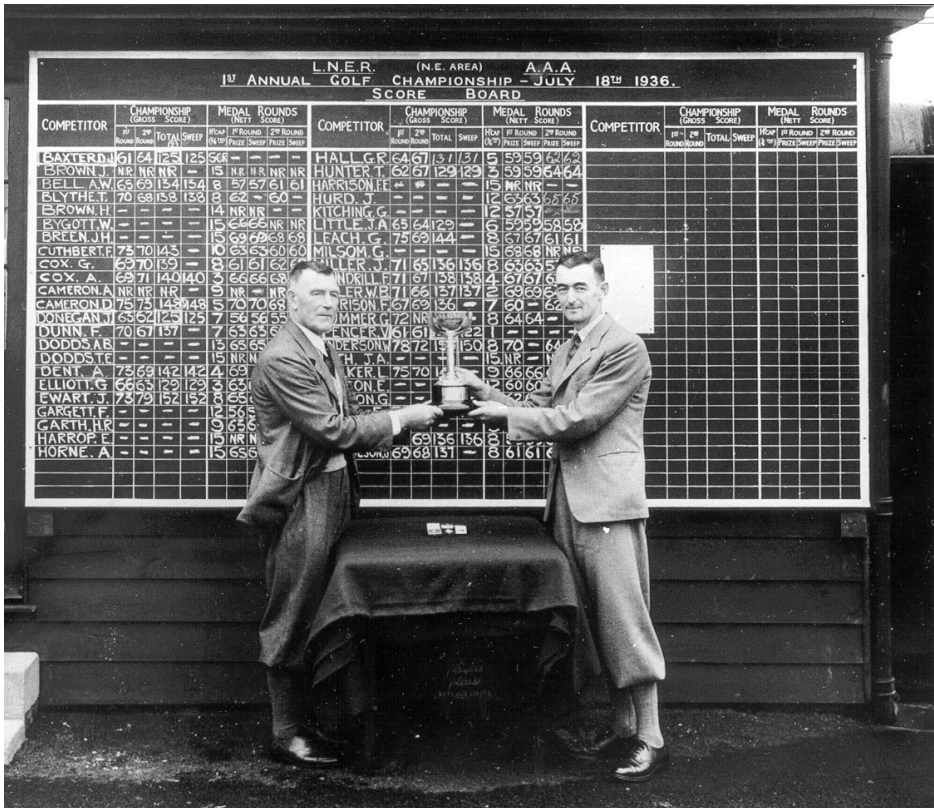
provided through the influence of the president at no apparent expense to the golf club. In the event the formal opening was superseded by the retirement of John Miller. A special day of sporting activities by all Railway Institute members was held on 10 April 1937. At the golf club a mixed foursomes match was played followed by a tea in the extended clubhouse and possibly some alcoholic refreshment afterwards, a club licence having been granted on 28 March 1936. After tea John and Mrs Miller were made honorary life members and presented with a scroll recording their great work and interest in the club. As well as his behind the scenes influence John Miller had been men's captain in 1932 and president from 1933 to 1937 while his wife, the usual presenter of prizes at AGMs, had been ladies' captain in 1931 and 1932 after which she became ladies' president until 1939, a post which was uniquely hers. John Miller's name was, of course, inscribed on the Captain's Board that had been put up in the clubhouse in February 1935 but neither for his wife nor any other of the lady captains was there any similar recognition.

The Russell saga continued through 1935 and 1936. After going off sick in April 1935 he went to an institution in Castleford to recover and was reported in July to be making good progress. He resumed work on 30 September but was often absent from work and, when he did appear, his time keeping was irregular. In January 1936 he was told that payment would be deducted for any unexplained lost time. He continued to perform his duties so unsatisfactorily that it was decided to terminate his services with the club on 28 March but, before this happened, he was given a stay of execution. Wilson reported in May that Russell was 'not equivalent to 50% of an efficient man' and that only after a good deal of extra supervision. He was then demoted to assistant groundsman and his wages reduced to 40s 0d a week. Matters did not improve but in October a strong plea resulted in him being kept on the club's books in view of his past services. After much soul searching it was concluded that 'the kindest thing to do' was to give him notice and Russell finished his employment with the club on 27 February 1937.

This brought to an end a very unhappy chapter in the club's history. Russell, by his earlier actions, had largely brought the problems on himself but making him subservient to the new professional, a post he had once held himself, could only have aggravated the situation. It would have been a far cleaner and less controversial solution to have dispensed with his services before appointing Wilson, as had originally been intended. The immediate beneficiary of this turn of events was Norman Dalton who was appointed groundsman at 50s 0d a week in April. Dalton's duties were taken over by J.H. Cowe who was appointed on 29 March 1937 at 42s 6d a week. By this time there was also a third member of the



ground staff, F. Knapton, who had been employed by the club since 7 September 1936 at 20s 0d a week.



*V. Spencer, first winner of the LNER (Northern Area) Golf Championship which was held at Hob Moor on 18 July 1936, receiving his trophy from John Miller.*

The extended course had, to some extent, solved the problems of congestion on the course, except on the first three holes which had to be repeated to make up a full round of 18 holes. The scratch score of the new course, agreed in September 1935 by the English Union of Golf Clubs, was:

Out 4 4 5 3 3 4 4 5 4 - 36  
 In 4 3 5 4 3 5 4 4 5 - 37      Total 73

The ladies scratch score was fixed at 74 as they were allowed an additional stroke at the fourth hole. The length of the course was 5928 yards for men and 5348 yards for ladies. But even with improved facilities on the course and in the clubhouse the etiquette of golf was still proving to be a problem. Members were now to be found wearing steel studded or even dirty boots in the clubhouse and all the other sins

were still being committed. The only thing to do was to appeal to the members' higher principles and a notice was placed in the clubhouse which read:

Members who adhere to the etiquette of golf will ensure the maximum of pleasure to themselves and to others.

But, despite these internal problems, the club, in February 1936, joined yet another union of golf clubs, the East Riding Golf Alliance. Were the members who represented the club in the events organised by various unions specially selected for their ability to do the right thing?

An 18 hole course was still a much desired objective of the club but this could only be solved by moving away from Hob Moor. That, in itself, could solve other problems. The problems of the Moor being a public place, damage to greens and bunkers by walkers and, particularly, boys and the occasional presence of cattle during race weeks, still continued. This 'trespass' was exacerbated by the tenants of new houses recently built near the fourth, previously the fourteenth, fairway putting footways across the beck to gain access to what was actually common land. To make matters worse a new housing estate had been built on the north side of the course which caused the club's insurer to raise the premium. The only solution was to buy a course elsewhere. For an 18 hole course at least 100 acres of land were required and this would require between £3000 and £4000. The LNER management were not willing to provide such a loan as a considerable proportion of the golf club members was not connected with the railway and other railway centres had stronger claims for the provision of recreational facilities. The Government Scheme for the provision of sports grounds could possibly provide the necessary funds and an approach was made to the Corporation to see if it could suggest a solution to the club's difficulties.

Sir Edward Lycett Green, who had become a vice-president of the club in 1922, was asked in January 1939 if he had any land for sale or rent. His agent, F.W. Yeomans, replied on his behalf to say that Sir Edward had nothing approaching 100 acres available. However he also acted for the trustees of David Cecil Lycett Green, Sir Edward's second son, who lived at Bilborough Manor. This trust owned land in Acomb and Askham Bryan which would be very suitable. The club was, however, warned not to be too hopeful because of restrictive covenants in the trust deed which appeared to prevent the land in question being used for a golf course. This difficulty did not prove insurmountable and on 9 June David Lycett Green informed the club that the trustees had no objections to leasing to the club some of their land in Askham Lane surrounding Acomb Wood, now partially occupied by Woodthorpe. If this scheme had gone ahead the clubhouse would have either been on Askham Lane or Foxwood Lane and the half way house where the Quaker Wood public house now stands!

It had been estimated that some £1500 would be needed to layout the new course and provide a clubhouse on it adjacent to Askham Lane. This could only be obtained from the then 380 members themselves by means of personal gifts and an increased subscription. To encourage them they were reminded that ‘the desire of the committee is to retain all members if possible and to provide an interesting private course at low rates’. A circular was sent to them asking if they were in favour of the new course, if they would continue their membership if it was obtained, and lastly and, most importantly, what amount of money they would subscribe to the initial costs. A special general meeting was held on 15 July by which time 231 members had replied to the circular. Of these 174 were in favour of the new course, 177 would retain their membership and only 116 had subscribed a total of £307 10s 0d. In view of the support of the first two replies it was agreed by the 51 ladies and 78 gentlemen who were present to go ahead with the transfer but, to obtain the necessary funds, to ask the male members to contribute a minimum of £2 12s 0d and the ladies £2 2s 0d. By 27 September the amount promised had risen to £421 19s 0d but 180 members had still not replied. The fact that since 2 September the country had been at war may have dampened members’ enthusiasm for the new course. It was clear that the club could not proceed with its plans and, in informing David Lycett Green of this, the opportunity was taken to keep a foot in the door. He was also told that it was hoped that negotiations could be reopened sometime in the future when ‘conditions are more favourable’.

The membership of the club had increased steadily during the 1930s with one unexplained dip in 1937. Subscriptions had been raised in December 1934 to

Railwaymen	£1 4s 0d	Non-railwaymen	£1 15s 0d
Railwaywomen	14s 0d	Non-railwaywomen	£1 5s 0d

but this had no adverse effect on the membership numbers. The problem of collection of subscriptions which had continually vexed the treasurer had been partially solved in October 1928 when the LNER had arranged for railway members’ dues to be collected through the paybill in 13 4-weekly instalments. By December 1935, a year after the increase, 154 men and 80 women, out of a total of 241 eligible members, were paying their subscriptions in this way but still with some difficulty for the accountant. In January 1936 it was announced that subscriptions could only be collected through the paybill weekly in multiples of 1d. Railwaymen’s subscriptions were thus effectively raised to £1 6s 0d but women’s were reduced to 13s 0d. In addition to these amounts was the subscription to the Railway Institute of 4s 4d. The reason for a decrease of members by the end of 1939 was twofold. In all 77 members had resigned during the year, some 30 as a result of the circulars they had received about the new course and the remainder were attributed to the outbreak of hostilities.

Membership	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
Railwaymen			131		144	153	160	150	159	150
Railwaywomen			70		71	80	81	70	70	68
Outside men			48		57	64	69	70	75	65
Outside women			48		49	61	70	72	75	61
KGC Members			3							
Juniors					9	9	7	5	5	3
Total	290	293	300	300	330	367	387	367	384	347
Men			181		209	224	234	233	237	216
Women			119		121	143	153	144	147	131

In 1930 the club's income was £463 but the increased subscriptions in 1935 increased this to £670 and by the end of the decade it had topped £1000. Naturally expenditure had risen proportionately and apart from a small deficit in 1934 there was always an annual surplus to add to the accumulated sinking fund which at the end of the 1930s stood at £87. Again the club had managed to stay in the black but only just.

With the National emergency the situation could only get worse. It was anticipated that additional expenditure would be incurred and a further increase in subscriptions was necessary. This could turn out to be a double edged weapon, bringing about a reduction in membership which, in turn, would reduce the profits from selling refreshments in the clubhouse which were so necessary to keep the club clear of debt. Nevertheless it was decided to make the minimum practicable increase of 1d a week bringing the subscriptions to £1 8s 4d for railwaymen, 18s 4d for railwaywomen and 16s 4d for railway juniors. The equivalent rates for outsiders were £1 19s 4d for men, £1 9s 4d for women and £1 1s 10d for juniors.

Almost immediately the first increase in costs was incurred. The staff were awarded a cost of living bonus in April 1940 - 4s 0d a week for Wilson, 2s 3d for his wife, 4s 0d for Dalton and 2s 0d for Knapton. As a result the club could not afford to contribute to the construction of a children's playground on Hob Moor. This was a proposal made by the Corporation to try and reduce the damage being incurred to the course by members of the public, particularly children. To keep finances under control the Corporation was also asked, without success, if the annual rental of the course could be reduced by £25.

The other problem looming was the possibility of losing some or all of the staff to other more important employment. The first to go was Knapton who was released in December 1940 to work in the locomotive sheds. To cover his loss Wilson was required to do extra work but with no extra wages. The next to go was Wilson himself. In March 1941 a job had been found for him on the railway which would

allow him to be retained by the club in a part-time supervisory capacity for a payment of £52 a year. The new job obviously did not suit him for he left after only one day. He then obtained a post with Backhouse's Nursery but again left after a day. There was no alternative but to register him at the Labour Exchange as a full time employee of the golf club, but available for work of National importance. On 26 June he was directed to start work at the Army Ordnance Depot in Bishophill, where, because of his expertise in making hickory shafted golf clubs, he was responsible for quality control of the manufacture of aeroplane propellers! In October Dalton was given an extra 10s 0d a week to manage the whole of the course on his own. This brought his weekly wage to £3 2s 6d plus 7s 0d war bonus. Finally on 28 December he left to work at Cooke, Troughton and Sims, optical instrument makers. The club had now lost all its employees except Mrs Wilson but even she was required to register for other employment in April 1942.

**YORK RAILWAY INSTITUTE GOLF CLUB.**  
 \* YORK UNION OF GOLF CLUBS. (HOB MOOR.)

Competition York Union of Golf Clubs Match Date 30.6.40

Player R. Seaton Handicap 4

Strokes taken at	No. of Hole.	Length in Yards	BOGEY	Strokes	X	Won Lost Halved	No. of Hole.	Length in Yards	BOGEY	Strokes	X	Won Lost Halved	Strokes taken at
9	1	316	4	4			10	341	4	4			12
7	2	336	4	4			11	160	3	3			18
3	3	469	5	4			12	450	5	4			8
11	4	190	3	3			13	372	4	3			4
17	5	105	3	3			14	180	3	4			16
5	6	316	4	3			15	444	5	5			2
13	7	276	4	4			16	316	4	5			14
1	8	478	5	4			17	336	4	4			10
15	9	271	4	3			18	469	5	6			6
Out	2810	36		32	✓		Home	3122	37	37	✓		
Holes up...							Out	2810	36				
Holes down							Total	5932	73				
Result							Handicap						
							Net						

Marker's Signature R. Seaton

\* EXPLANATION. Strokes are to be taken at the holes where the numbers in this column do not exceed the total number of strokes to which the player is entitled.

**LOCAL RULES.**

- The Boundaries of the course are the fences, hedges and ditches surrounding same.
- A ball driven out of bounds shall be played as near as possible at the place from where it was hit, but not nearer the hole. Penalty stroke and distance.
- A ball lying in any hedge, whins, bush, ditch or hoofmark, may be dropped behind the obstacle under penalty of one stroke.
- A ball hit into the wire netting behind No. 1 and the wire netting protecting the 5th Tee may be lifted and dropped within two club lengths from the wire, not nearer the hole. Penalty one stroke.

be played from the place where it was last played without penalty.  
 A ball lying in an unplayable position near the fence may be lifted and dropped within two club lengths, not nearer the hole, without penalty.

- If a ball lie on a putting green other than the one being approached, the player must lift the ball and drop it without penalty clear of the green but not nearer to the green than the green being approached.
- A "plugged" ball through the fairway, or on a green, may be lifted and dropped not nearer the hole, without penalty.
- Players are entitled to clean a ball in play on the putting green.

H. E. DOWNS, DAYGATE, YORK.

**This Card is 6 inches diagonally from corner to corner.**

HANDICAP DIFFERENCE: 1 2 3 4 5 6 7 8 9 10 11  
 SINGLES: 1 2 3 4 5 6 7 8 9 10 11  
 FOURSOMES: 1 2 3 4 5 6 7 8 9 10 11

A score card submitted on 30 June 1940 during a York Union of Golf Clubs Match played on Hob Moor.

The great problem exercising the club was how to keep its course in a playable condition. The situation had been made a little easier in March 1941 when 21 acres of land, occupied by the seventh, eighth and ninth holes, was surrendered for grazing or cultivation. For this the Corporation finally agreed to reduce the rental by £25 a year. Further relief came in March 1943 when the eleventh hole was put out of action due to the disruption caused by children to members playing there. The course now had only 11 holes.

The former ground staff, all of them working in York, showed extraordinary loyalty to the club, and all continued to offer their services in whatever spare time they had. Wilson came regularly, often at great personal inconvenience, to work on the course, often assisted by his wife. For this he was awarded a small yearly honorarium. Dalton was paid 1s 6d an hour for whatever time he had available. Initially he was working on the night shift at Cooke, Troughton and Sims and so could open the club each morning. When he was on other shifts some alternative arrangement would be necessary. The solution to this problem was provided by the club's third employee, Knapton. His hours in the locomotive sheds were, conveniently, 1.30 pm to 7.30 pm. In February 1942 he was offered 1s 3d an hour which he was reluctant to accept but when the offer was raised by 3d he came back to work on the course whenever he could. On 15 June 1941 a seventy year old pensioner, G. Nelson, who had been the Boys' Club Attendant at the Railway Institute, had been taken on as the clubhouse attendant for £2 a week in summer and £1 10s 0d a week in winter.

Even with the reduced number of holes these emergency arrangements were not sufficient to maintain the course in its pre-war condition. But some help was at hand in the shape of the Corporation who reclaimed its rights to allow Hob Moor to be used for cattle to graze on. After 21 April 1942 the fairways were no longer mown but the greens were protected by fences which Dalton erected. Only the greens and tees now needed maintenance. The fairways, however, became extremely rough and were almost unplayable by lady members. Nevertheless members realised that they were fortunate to be able to play golf at all and the clubs' cups were regularly contested until 1945 when all club competitions ceased. A move had been made to open the Directors' Cup to all members but the committee eventually decided in December 1942 that it did not have the power to alter its conditions of entry. In November 1940 the original four trophies were joined by two others. Two cups had been offered to the club for £5 and £1 respectively and the Railway Institute were persuaded to buy them and donate them to the golf club. The larger of the two was named the Institute Council Cup and was to be awarded to the joint winners of the Mixed Foursome Handicap Competition while the other, named the Hob Moor Trophy, was presented to the ladies' section for one of its competitions.

Coping with the dreadful conditions of the course might have excused members from being too concerned about the etiquette of golf but before the cutting of the fairways had been abandoned it was found necessary to print another circular on the subject. This was sent to members in January 1942 with the notice of the forthcoming AGM. Another problem on this score had arisen by allowing male members of the armed forces to play on the course without fee. They seemed to be

reluctant to be bound by the rules and etiquette of the game and they were to be asked to sign an undertaking guaranteeing their behaviour. In the event the problem disappeared when Wilson left. It was no longer possible to let the culprits have clubs to enable them to play!

At the AGM in January 1943 John Taylor Thompson, the Chief Engineer of the North Eastern division of the LNER, was invited to become President. The members, or at least those who had joined before July 1930, obviously had short memories. At that time he was not a member of the club but had been found playing on the course without paying the necessary green fees. While he was asked for payment for the number of occasions he had played there is no record of whether he did or not. But now, when he was occupying the post once held by John Miller, it was perhaps thought his transgressions could be overlooked in the hope perhaps that he would exert the same benevolent influence as his predecessor. In February 1944 another event of some significance took place, not to the club but to the author of this history. His father, Donald Murray, Assistant Goods and Passenger Manager, became a member of the club.

Despite all the willing help of the former employees in their spare time the course deteriorated to a great extent. In March 1945, when the war was drawing to its conclusion, it was felt inadvisable to embark on the expense which would be necessary to regain the standard once enjoyed at Hob Moor, especially as public interference was likely to increase. A small sub-committee was formed to investigate an alternative course and it re-opened negotiations with David Lycett Green who offered some land near Askham Bog. Meanwhile, every effort would be made to maintain the present course in reasonably good condition.

Before the year was out matters had been improved by the return of Wilson and his wife, although much of his time would be occupied with the construction of the new course. They had been re-engaged at a joint wage of £5 10s 0d a week and started work on 27 September. While there was sufficient full time work for Dalton, who was released from his war work on 8 December, the club could not afford to re-employ him. After this was explained to him he took a temporary job with Handley Page at Rawcliffe but agreed to continue assisting in his spare time. Eventually in May 1946 he resumed his duties with the club at a wage of £2 17s 0d plus a cost of living allowance of £1 8s 0d.

This was in the nick of time because Wilson had been appointed professional at Scarborough South Cliff Golf Club. He left on 25 May 1946 and was eventually presented with a gift of £14 14s 0d subscribed for by the members. However by

June a new professional had been found for the club, Norman Lister, the assistant professional at Strensall where he had a good reputation first as a caddy, a club maker and then as a player and a teacher of golf. In addition he had a good knowledge of green keeping work. He and his wife, who was to be the clubhouse attendant, were appointed at a joint wage of £4 10s 6d plus £1 0s 0d war bonus. At the same time Dalton's basic wage was increased by 5s 0d a week, no doubt, in view of the burden he would have to carry at Hob Moor while Lister spent most of his time preparing the new course. This burden lasted just four months as Hob Moor was vacated on 16 September 1946 bringing to an end an association of over 25 years.

The clubhouse and the other buildings which had accumulated on Hob Moor over the years stood empty for some time, subject to vandalism and burglary. A few that were capable of being economically re-erected were transferred to the new course but the bulk of them remained there as a worry to the golf club. The solution came with the arrival of York Rugby Union Football Club to play on the new pitches constructed by levelling the ground and filling in the bunkers for which the golf club had had to pay the Corporation a contribution of £40. The Rugby Club offered £300 pounds for the buildings but the LNER Estate Surveyor had advised that they were worth £600. He was given the freedom to negotiate the best deal. In August 1947 the club settled for the originally offered amount if the Rugby Club were given a five year lease for their pitches. For any lesser time £50 a year had to be refunded.

#### Membership

	1940	1941	1942	1943	1944	1945	1946	1947
Railwaymen	137	147	134	125	113	99	81	
Railwaywomen	49	46	37	33	33	26	14	
Outside men	52	49	41	39	36	24	26	
Outside women	42	49	38	30	24	14	12	
Hon. members	5	5	4	5	4	4	5	
Juniors	3	3	1	1	1	2		
Total	288	299	255	233	211	169	138	Under 100
Men	196	203	180	170	154	129	112	
Women	92	96	75	63	57	40	26	

Numbers had fallen considerably in 1940 not as a result of members joining the armed forces, 23 members on active service were included in the figures, but as a result of the personal financial implications involved in moving to a new course. The position, however, recovered slightly in 1941. Thereafter the war years were marked by a steady decline as the course deteriorated and few people in



employment had time for leisure activities. At the AGM in March 1946 Frank Cuthbert, the secretary, while presenting the annual report, remarked, somewhat ungallantly, that 'the ladies have let us down rather badly'. The proportion of lady members had fallen, not surprisingly given the condition of the course, from one third of the membership at the beginning of the war to one fifth by the end. By the time the new course was under construction the total membership had fallen to under 100. The reasons for this were two-fold. Firstly it was virtually impossible, except for the hardiest, to play any golf and, secondly, the subscriptions had been raised, to help fund the new course, from 1 January 1946, by more than double the previous amount. Railway men now had to pay £3 5s 0d, railwaywomen £2 12s 0d, outside men £4 4s 0d and outside women £3 3s 0d. These rates had been fixed at about half those of the two big local clubs. Fulford's fees for men at this time were £7 7s 0d but they did have a course to play on! A plea was made in March on behalf of the 12 members who had retired from work on grounds of their reduced income, the distance to the new course and the fact that they played when the course was otherwise unoccupied. A special reduced subscription for these members, £2 5s 0d for railwaymen, £1 5s 0d railwaywomen, £3 3s 0d outside men and £2 2s 0d outside women, was agreed.

During the war, even with a falling membership, the club was usually able to add to the sinking fund, having made a small surplus after all the receipts in all the years except 1945 when a small loss was recorded. That this was possible was largely due to the profit produced by the canteen in the clubhouse run by Nelson and this despite the fact that the provision of teas had had to cease in March 1941 because of food shortages. At the end of 1945 the sinking fund stood at £338 4s 11d but this rapidly vanished during the next year as the work of preparing the new course started, leaving the club owing the Railway Institute £114 8s 0d.

# Pike Hills

## The Early Years - The struggle to survive

With the war drawing to its conclusion the Railway Institute had suggested that the various Institute sections give some consideration to Post War Development. The golf club's response on 23 February 1945 was to appoint a small committee, with Wilson acting in an advisory capacity, to seek land to enable the club's pre-war ambitions of having its own course to be realised. Negotiations with F.W. Yeomans, the agent of both David Lycett Green and Sir Edward Lycett Green, were re-opened and had reached such a satisfactory state that Wilfred Naylor, chairman of the sub-committee was able to put a comprehensive proposal to the 44 members present at the AGM on 20 March 1946.

The old course at Hob Moor had served its purpose successfully for a good many years and prior to the war was quite a good course, but even in those days it was realised that, owing to interference and damage caused by the public an effort would have to be made to find another site. Negotiations had been carried out prior to the war for a site near Acomb Wood and these negotiations had been taken up where they had been left off. The greater part of the Acomb Wood site had been ploughed out and was not likely to be available for some considerable time. It was difficult at the present time to obtain suitable land and an approach had been made to F.W. Yeomans to see if he could offer any suggestions. David Lycett Green had suggested the consideration of a site near Askham Bog and this had been looked at by the committee and considered suitable.

The Askham Bog site had certain advantages over the Acomb Wood site e.g. better facilities for drainage, lighting and water and also a better bus service, but had the great disadvantage in that a good portion of the land was at present very wet. There was a possibility, however, that this might be improved to some extent. In all there were 108 acres on the Askham Bog site of which 19 acres, being arable land, would not be available for some time. Approximately 89 acres were grass land and was suitable for a golf course. In some respects the shape of the land was peculiar, but it was thought this could be overcome. In view of the difficulty of finding a suitable site for a permanent clubhouse on the course itself and, as the drainage, electricity, water etc. were on the opposite side of the road, it was proposed to obtain a small piece of land on that side for the permanent clubhouse, but it was unlikely that a licence to build would be obtained for some considerable time. It was therefore proposed to erect temporary buildings somewhere on the course.

Authority had been given by the Ministry of Agriculture for the land to be used as a golf course subject to the stipulations that the arable land should remain under cultivation and that cattle should be allowed to graze on the grass land, other than the greens, for the present. The land would be private and would not be subject to interference by

members of the public. David Lycett Green had agreed to the club taking over the land and subject to the approval of the Institute Council and the members it was proposed to enter into a lease for 21 years with further substantial powers to renew, but to meet the wishes of the Institute Council a clause would be inserted to enable the lease to be terminated after the first or second years if the project was not successful. It was probable the York and Ainsty Hunt would wish to hunt over the land but it was not likely to be used very frequently and there was little possibility that any serious damage would be done to the course.

Terms had been tentatively discussed and the land would not be more than 25s 0d per acre per annum. The lease was now in course of preparation. The present tenants had certain rights and this matter would be dealt with by F.W. Yeomans as agent for the landlord. If the scheme was to be agreed by members it was most likely that the club would get on to the land in late Spring or early Summer.

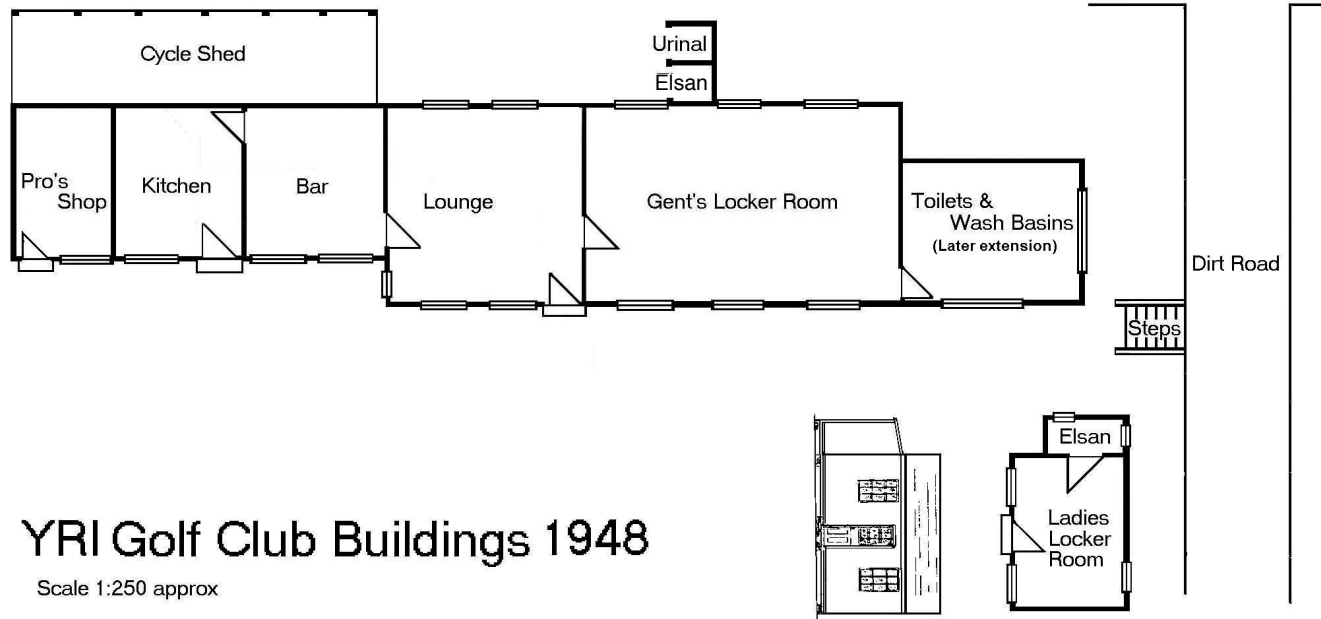
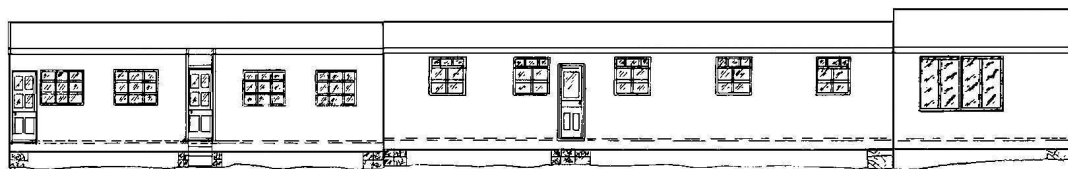
The land on which the new course was to be built had been acquired in the 1920s by Sir Edward Lycett Green as part of a personal ambition to acquire the ownership of all the land between Askham Bog and Red House Wood on the river Ouse in order that the York and Ainsty Hunt could hunt freely on his land. He made his purchases cheaply at a time of agricultural depression and rented it back to the farmers, the former owners, at low rents. Where fences were required oak was used to avoid the use of preservatives, the scent of which might have distracted the fox-hounds while chasing their quarry, hedges were cropped to a height which horses could easily clear and no barbed wire was used to avoid injury to the dogs, the horses and their riders. By 1946 some of the land under consideration had been given to David Lycett Green, Sir Edward's second son. Both the owners had formed trusts to manage their property and it was with these trusts that the agreement to lease was made.

The question of finance was important. While the membership of the club had nearly reached 400 before the war it now stood at 169 and every effort was needed to increase the membership, a matter made more difficult by the subscriptions having recently been more than doubled. The preparation of the course was to be done gradually without involving high costs and what money the club had was to be spent carefully building up in a modest way. The transition period would be difficult and initial conditions on the new course would compare unfavourably with the Hob Moor Course. Financial assistance would come from the Railway Institute and a successful case could probably be made to the National Playing Fields Association. If necessary the Railway Company would be prepared to make a loan. Naylor was thanked for his lucid report which had been given entirely without bias! After some clarification of various points the proposal to acquire a

new course was put to the meeting and carried unanimously. The new golf course was born!

The vexed question of cattle on the course was to continue, now with the bonus of some income from the grazing tenancies, but a new hazard, hunting, was to be encountered. The possibility of having a clubhouse on the opposite side of Tadcaster Road was happily averted because of building restrictions but had it gone ahead the vastly increased fast traffic on the dual carriageway would have created a major and probably insurmountable problem for the members. Wilson was to have been the architect of the new course, drawing up the plan for its layout, but on his appointment as professional at Scarborough South Cliff Golf Club the work of supervising the preparation work became the responsibility of his successor, Norman Lister. The new tenancy agreements had been approved by June 1946 and at the same time the Corporation were given notice that the old tenancy of Hob Moor would be terminated on 30 September 1946. To help with the extra work a new greenkeeper, W. Garnett, had been engaged on 27 June. The new course was named Pike Hills Golf Course, following the previous practice of using an established local name for the area, but the club retained its old title of the Railway Institute Golf Club.

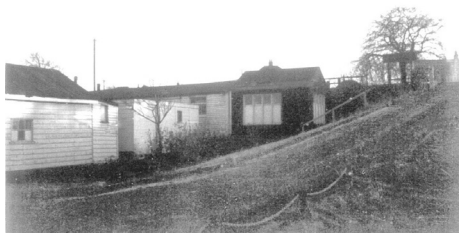
The ladies' locker room, the professional's shop and the bicycle shed from Hob Moor were dismantled and rebuilt at Pike Hills by October 1946 almost entirely by George Hall who had previously erected the clubhouse on Hob Moor in 1929. The ladies' locker room was altered to accommodate the kitchen and bar as well as a new shop for the professional and his old shop became the ladies locker room. The search for a suitable building for a clubhouse was more difficult. None of the remaining buildings at Hob Moor could easily be transferred. A suitable building, 60ft x 15ft, had been spotted behind Forsselius' Garage in Blossom Street but on enquiries being made it was found to be not for sale. Messrs Andrew of Leeds had a suitable building available for £200 but this was too expensive. The LNER Estate Surveyor had two huts, 36ft x 16ft, at Grimsby Dock which would cost between £65 and £75 plus the costs of dismantling and transport to York. Naylor was given authority to negotiate for these but before he could conclude the deal Edward L. Triffitt, Assistant to the Civil Engineer at York, found that the District Engineer at Newcastle had a sectional building 51ft x 15ft available. This was estimated to be worth £100 but had been damaged by enemy action at Sunderland. As the necessary repairs would cost £80 a very favourable deal was concluded and by May 1947 it had arrived in York. When erected in June, again largely with the help of George Hall, it was partitioned at approximately two-thirds of its length, the larger portion becoming the men's locker room and the remainder the lounge. For



## YRI Golf Club Buildings 1948

Scale 1:250 approx

his invaluable work Hall was made a life member in January 1948. To complete the facilities three Elsan toilets were purchased in a sale at Askham Bryan at £1 each.



*Some of the clubhouse buildings had been brought from Hob Moor in 1946 but the dark hut with the large window to the right of the slope down from the A64 was a slightly later addition to house the men's toilets and washbasins. These were connected to a septic tank.*



*The building on the left, housing the bar, kitchen and professional's shop, came from Hob Moor. That in the centre, a war damaged hut from Sunderland, was used as the lounge and men's locker room. The third building on the right, separated from the others by a later Portakabin, was the ladies' locker room. In the foreground, in front of the buildings, was the fourth tee.*



*At the left, beyond the professional's shop, are a miscellaneous collection of redundant containers which served as tool and machinery stores.*



*The ladies' locker room has had an extension added to its left to house an 'Elsan' toilet. To the right is a cindered area which formed the first car park.*

Unfortunately the club management, used to doing what it liked on railway property, had omitted to seek planning permission from Tadcaster Rural District Council (RDC). Belatedly, a retrospective application was submitted in September 1947 and rejected in October because there was insufficient information about drainage. Approval was finally received in February 1948 for a period until 31 December 1952. Having been caught out once the lesson was not learned for, when building a small extension for wash basins and WCs in January 1949, retrospective permission was again necessary. However in 1953 Tadcaster RDC was hoist with its own petard.

On its requesting an application for the notice board on Tadcaster Road at the entrance to the club it was reminded that no permission was required as the board had been erected before the Town and Country Planning Act 1947 had become law!



*After getting a lease on the site of the course in 1946 the first priority was to lay it out as a golf course by constructing the essential features, tees, greens and bunkers. The many trees which grace the course today came later as they are missing from this 1948 picture looking back to the clubhouse from the bunker by the then fifth (now second) green.*

Work started on the new course in early June 1946 and by September 1946 most of the fairways and greens were in position and it was possible for the more venturesome members to complete a 10 hole circuit. Two additional greenkeepers were engaged and it was hoped to complete the permanent tees and greens on the 10 holes during the winter but the weather proved to be an insurmountable obstacle. Exceptionally heavy rains flooded part of the course in November and then in January 1947 work stopped altogether because of the very severe winter. Three of the ground staff were laid off until the end of March. A great disappointment was the lack of response by members to an appeal for help with the work. This was compensated for by the willingness and energy shown by the few that did volunteer and their efforts saved the club a considerable sum in labour costs. During this period the formal leases with the two Lycett Green trusts were still being prepared and it was not until 15 July that they were signed and the club's tenure of two contiguous sites, one of 56 acres and the other of 31.5 acres, was assured. The sites, rented at an average of £1 per acre a year, were fully protected for at least 21 years and following this there was an option to renew for a further 14 years.

In July it was reported that progress was unsatisfactory due to the lack of initiative shown by Lister who had been given a free hand by the Greens Committee. He was also giving less than adequate attention to the clubhouse. Earlier complaints had been made in October 1946 about his lack of interest in the development of the new course where his attendance was unsatisfactory. His lack of proper supervision of the ground staff was also a cause for concern as was his failure to join in readily with the work of re-erecting the clubhouse. The club must have been worried that they had employed a new Russell. Lister was to be interviewed and if he failed to provide a satisfactory explanation he was to be given notice which could allow Wilson to be re-employed. Wilson had left for Scarborough in May the previous year, leaving his wife living in York, and he was willing to return if suitable terms could be agreed. In the event it was judged that there had been some misunderstandings and Lister, who showed a considerable lack of tact in dealing with members, was given a reprieve. However, on the second occasion, when he was again seen he was asked, in addition to the basic complaints, why his wife was not carrying out her duties in the clubhouse in accordance with his terms of contract. Mrs Lister had no intention of working in the clubhouse so Lister had no option but to resign, leaving in September 1947. The way was now open to get Wilson back and he was offered a joint wage of £6 10s 0d for he and his wife, including one half day holiday a week. He must have been desperate to return to York for, although he accepted this wage, he thought it inadequate. His reaction when he was informed that the committee intended to reduce it when his supervisory work on the course ceased and he could start given golf lessons again, can only be imagined. He must have been gratified when the committee agreed he could be paid £10 a year by the Yorkshire Naturalists' Trust to protect the privacy of the Askham Bog Nature Reserve. He celebrated his return to YRIGC by winning the York Union of Golf Clubs President's Prize for match play handicap competition in 1948.

Even before Wilson had returned it was realised that the club's finances were inadequate to develop the course properly. The sum of £1000 was required but the Railway Institute had development schemes in hand for other sections and could not, on this occasion support the golf club. However, the Institute would seek a loan of this amount from the LNER Recreation Committee for 20 years at 2½% interest. The loan was, in the event, increased to £1500 at the suggestion of that Committee.

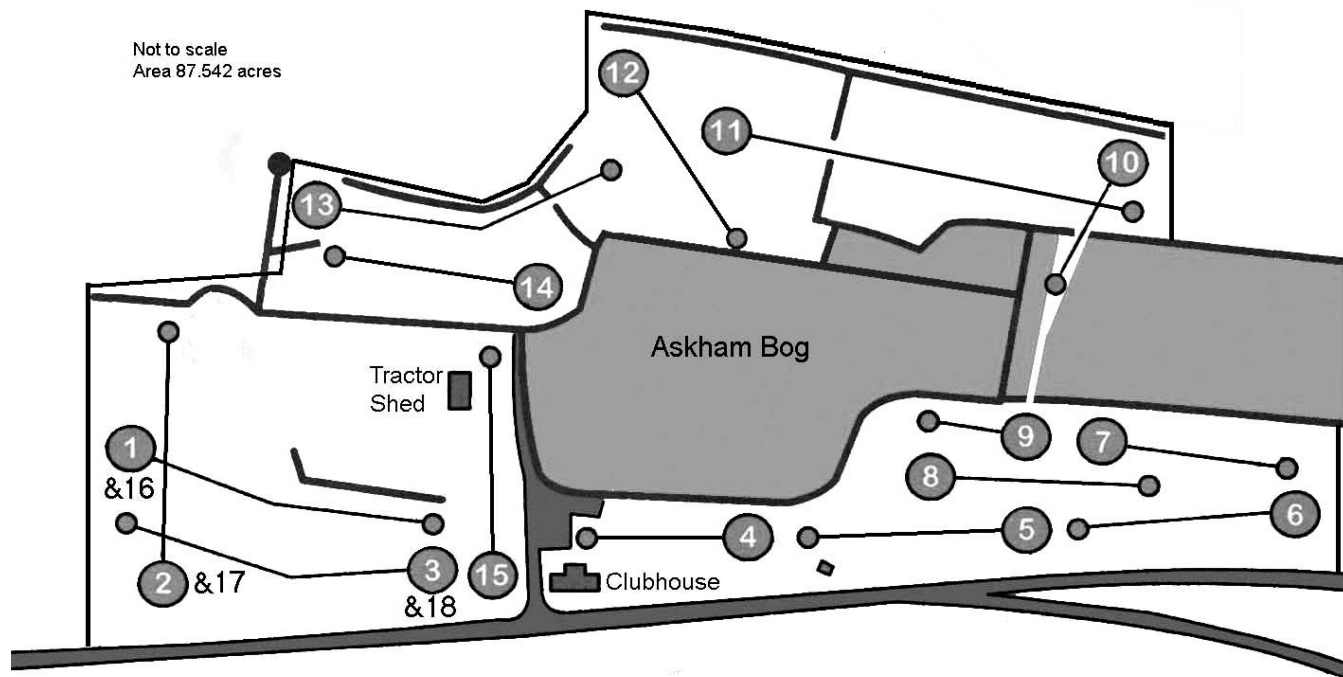
The question of cattle on the course was set to be a continual thorn in the side of the club. Even though members of the public were no longer a problem the animals were. Mr Chapman, one of the grazing tenants, had complained to the Agricultural



# Pike Hills Golf Course 1948 - 1971



Not to scale  
Area 87.542 acres



Executive Committee that the club was cutting the long coarse grass which he relied on for winter feeding and this was contrary to the tenancy agreement as he understood it. Although he was told only the fairways, some 30 yards wide, would be cut he was not satisfied and proposed to put 20 bullocks on his part of the course. This proved to be an empty threat but it was a warning that had to be heeded. The problem was finally solved by renegotiating the agreement to allow only sheep to graze on the course. In 1948 the catering licence at the clubhouse was restored and Mrs Wilson was again providing teas. With the prospect of a proper course with improved facilities and the reinstatement of club competitions promised for 1949, 45 new members joined in the year. By a happy coincidence, 74 year old George Hall, who had given so much of his time to the building of clubhouses at both Hob Moor and Pike Hills, was in 1949 the first winner of the Directors' cup on the new course.

By the end of January 1948, under Wilson's guidance, work on the course was progressing satisfactorily. It had been extended to 15 holes, using natural undulations to make a really interesting course, four permanent greens had been made and the clubhouse was ready for use by members. Dalton, who had worked for the club since 1924 was appointed groundsman at the Railway Institute Recreation Ground in April, a loss which must have further retarded progress. By early 1949 10 permanent greens had been completed but the drainage work on the course was causing alarm to the Yorkshire Naturalists' Trust. The lowered water level in Askham Bog was depriving it of some of its properties as a nature reserve. Consequently the Marston Moor Drainage Board blocked up a dyke on the south side of the bog but this did not affect the course to any great extent. By June 1949 the course was in a good enough condition to plan the official opening. First a date later that month was chosen, then it was to be in July, and finally it was arranged for 1 October.

The opening was to be celebrated by a four ball 'better ball' competition and C.P. Hopkins, the Chief Regional Officer of the North Eastern Region, was invited to inaugurate the new course, after having made a few appropriate remarks, by driving off from the first tee. This concerned him greatly and he wrote to the club chairman

You know - or should know - the abysmal depths to which my standard of golf has fallen as the result of years of neglect since 1939, and frankly, I am very doubtful whether it could stand up to the public driving of the first official ball from the first tee. Is this not really a function of the captain? After all, conscious of the dignity of his position, the Captain might resent an implied slur on his skill: may I not delegate to him the performance of what to me would be a nerve-racking duty, but to him would be a skilful pleasure?



*The course was formally opened on 1 October 1949 by Charles Hopkins, Chief Regional Officer, British Railways, North Eastern Region, who used a No 2 iron to make 'a beautiful 150 yard drive' watched by an admiring throng of spectators.*



*Ernest Riddle, a chainman in the Chief Civil Engineer's Department sinks a putt on the fourth green watched, right to left, by his partner, Charles Hopkins, and J.L. Meadowcroft, Area Superintendent, Eastern Area, Hotels Executive, together with his partner, F.S. Anderson, a brass finisher at the Carriage Works. Riddle had previously played with Sir Alexander Kaye Butterworth in the opening match at Hob Moor in 1922.*

This cut no ice with Triffitt, the chairman, who replied

Unfortunately, our Captain will not be present at the opening and, in any case, I am sure he would much prefer his Chief Officer to perform the somewhat nerve-racking ordeal of driving the first ball, and, personally, I am confident that you will perform the task in a thoroughly competent and professional manner.

After that reply how could he refuse.

On 1 October 1949, the opening day, Hopkins praised the fine way in which members had rallied to the help of the Golf Section and said that the Club had proved that golf was by no means a monopoly of the rich and could be enjoyed by people of quite moderate means. He then went to the first tee where, 'with a beautiful 150-yard drive taken with a No 2 iron' he officially opened the course. Hopkins was partnered in the ensuing match by Ernest Riddle, a chairman in the Civil Engineer's department, who had previously partnered Sir Alexander Kaye Butterworth at the opening of the Hob Moor course in 1922. The captain of the club, missing on the day, was F.W. Yeomans who, as both a member of the club and the agent for the landlords of the course, must have trodden a very precarious moral path trying to please both parties. He was eventually rewarded with honorary membership when his playing days were over.

Although the new course had been constructed and officially opened all was not well in the club. In January 1948 Harry Pallant, Assistant Divisional Operating Superintendent, had been elected chairman and the major construction work had been carried out under his nominal supervision. However in 1949 he was sent on a railway secondment to Nigeria. Edward Triffitt was elected acting chairman in his place on 9 September and immediately set about addressing the club's financial difficulties. The treasurer had forecast that there would be a loss at the end of 1949 of £450. The deficits in the three previous years amounting to a total of £2096 were not mentioned presumably as they were offset against the loans granted to cover the construction work. The forecast for 1950, when the Railway Institute had been promised that the club would be self supporting, was for a loss, albeit small, of £175 and some loan payments were due in 1951. The future of the club was far from bright.

An Emergency General Meeting was held on 21 October when 60 members were present. The club's parlous position was summarised: two loans amounting to £2400 had to be repaid but the two previous years had produced operating deficits of £674 and £969 with £450 forecast for 1949. The Railway Institute had been assured that the club would be self supporting by the end of 1950 for which a deficit of £150 was expected. Three proposals to raise revenue were put to the members:

1. A levy of £1 1s 0d per member for one year.
2. An increase of £1 1s 0d in annual subscriptions.
3. An increase in the membership by 115 which would have more than doubled the numbers.

It was thought unlikely that an increase of membership of this order would be achieved despite publicity through the local papers and departmental notice boards. A levy would only relieve the situation for one year and would probably have to be repeated in subsequent years. An increase in subscriptions, it was thought, might be counter productive and result in a considerable loss of members. The necessity for the lower rate of subscription for railway members was raised but this was a requirement of the Railway Institute which had financed the club through its difficult years, especially at a time when there was a restriction on the numbers of non-railway members. On being put to the meeting 56 members voted for an increase in subscriptions, four for a levy and none for an increase in membership. Railway members would have to pay an additional 6d a week, amounting to £1 6s 0d a year, while the outside members' increase was limited to £1 1s 0d a year. The revised subscriptions from 1 January 1950 were

Railwaymen	£4 11s 0d
Railwaywomen	£3 18s 0d
Non-railwaymen	£5 5s 0d
Non-railwaywomen	£4 4s 0d
Juniors	£1 1s 0d

The rates for retired members were not altered. These increases were only a palliative and had the prospect, initially at least, of raising only about £150. Extra income of about £25 would arise, however, from increased green fees paid by visitors - 2s 6d a round, 3s 6d a day, the latter being increased to 5s 0d on Saturdays, Sundays and Bank Holidays. Both these sums, taken together, would redress the expected deficit in 1950 and it was hoped would show the Railway Institute that the golf club was taking matters seriously.

Hardly had these important decisions been taken when Pallant returned to his railway duties in York. Triffitt naturally stepped down from his caretaker role having chaired his last committee meeting on 7 November 1949, leaving the way open for Pallant to resume his golf club duties. This gentleman, however, appeared to be in no hurry to pick up the strings, perhaps having enough to do in resuming the challenges of his paid employment. Triffitt was waiting patiently for some golf club action but by 18 April 1950 his patience had worn thin. He penned a letter to Pallant saying that he was most concerned that so long had elapsed since a committee meeting was held and he felt that the Railway Institute Council would

be most disturbed if they heard of the apparent lack of interest in the 'management of their rather expensive sideline'. No AGM had been held since January 1947 and in that time the members had had no opportunity to have their say in the conduct of the golf club or even elect the officials they wanted to represent them. Triffitt offered his resignation as he thought his energies could be more usefully expended 'on the opposition bench'. Happily this threat stirred Pallant into action and normal monthly committee meetings resumed on 26 April. No more talk was heard of resignation and Triffitt continued to be a most hard working and influential member of the club and its committee for many years.

The early 1950s were the low point in the clubs fortunes. At the start of the decade the course, only newly opened with great acclaim, was not in good condition. Drainage was a constant problem, exacerbated by bad weather, and animals continued to make their presence felt adversely. The ground staff, led by the professional, did not seem to be able to remedy matters. The off course facilities offered to members were a miscellaneous collection of ill-equipped huts. All these difficulties led, in turn, to an inability to attract the new members who were so vital to the future of the club in providing the financial stability to escape from this vicious circle. Only external help would do that and for the moment none was available.

On 15 May 1950, hardly had normality been restored to the club's management, when a special committee meeting was called to discuss Edward Triffitt's complaint that six greens were in very poor condition and this less than a year after the official opening of the course. Two were put out of use immediately and temporary greens provided but the others were to be left until autumn when they would be renovated with new grass. The greens committee met in August, for the first time that year, to deal with these problems prior to autumn. The problems of maintaining satisfactory greens were threefold; grazing sheep, lack of water at the greens and a shortage of green keeping staff. The first was remedied by erecting a simple fence of two strands of wire at 1ft 6ins and 2ft 6ins above the ground; the second could be improved if a quantity of old round point rodding could be obtained to lay water supplies to each green and the third could be solved by voluntary labour. Nevertheless it was left to the veteran player, George Hall, to voice the member's concerns at the AGM in January 1951. In his opinion the course was in a worse condition now than it had been in 1949 but he only received a dusty reply. Another member received similar treatment when he asked if the professional attended meetings of the green committee.

By March 1951, the next time this committee met, without the presence of the professional, nearly all the permanent tees had been completed, some work had been done to improve the greens but the fencing wire and point rodding had not been received. The two permanent groundsmen were to be supplemented by a boy hired for the summer months to ensure that the condition of the greens and tees was improved and that the rough was brought under better control than in the previous year.

While it had originally been a condition of the use of Pike Hills as a golf course that the grazing tenants should retain their rights to bring, at first cattle, and then sheep on to the site it came as a welcome surprise in September 1951 to find from the West Riding County Agricultural Executive Committee that the club was under no obligation to allow this to continue. F.W. Yeomans, the landlord's agent, was asked to arrange for the sheep to be removed by 31 October. This, however, was too precipitate. The tenants, especially Mr Chapman, had to be given proper notice and, after negotiation, the date of 30 April 1952 was agreed. One problem, at least, had disappeared but only two months later Chapman was complaining of damage to his hedge and clover crop in a field adjacent to the course. The culprits were golfers looking for lost balls so a notice was displayed in the bar 'drawing members attention to the matter'. The loss of grazing animals on the course brought to light a new difficulty - the fairways became infested with daisies, buttercups and dandelions!

The problem of domestic animals grazing on the course had been solved but their wild relations, moles and rabbits, continued to cause havoc. A Mr Stutchbury was given permission to shoot rabbits but with limited success. In September 1957 the eighth tee was found to be unsafe due to the burrows underneath it. The next year a new marksman was appointed and in a month had paid two visits to the course and had shot the magnificent total of 13 rabbits! It was thought that the moles could best be dealt with by the Pest Officer of the West Riding County Agricultural Executive Committee. The sum of £5 was allocated in May 1951 to meet the Pest Officer's charge of 6s 3d an hour but in the event the mole damage became less severe, the problem became tolerable and £5 was saved on this occasion. However in 1956 the Pest Officer was contracted at £5 a year to get rid of the moles which were causing a great deal of trouble. Even the birds, or one bird in particular, added to the hazards experienced by golfers. Earlier, in 1954, it had been reported in the *Yorkshire Evening Press* that

The crow of Pike Hills was upsetting golfers, especially on the 13th green, where it waited for a ball to roll across the clipped grass before swooping down and stealing it. Nobody knew where the bird came from or where it was going with the balls. Some said

it was the pet of an impecunious golfer who wanted to keep himself well stocked, while others maintained the bird thought itself part jackdaw and had a collection hidden away. The crow was seen all over the course, although it liked the 13th, and was causing much muttering in the 19th.

There was another major problem, however, that required more drastic and, potentially, more expensive action - drainage. The land on which the course was built had been available, immediately after the war, at a comparatively low rent because it was fit only for grazing and then only when it was dry. With Askham Bog at its centre it had a naturally high water table which had to be maintained at a reasonable level to ensure the bog retained its properties as a nature reserve. Thus, whenever there was a spell of bad weather, especially in the winter, parts of the course, or occasionally the whole course, had to be closed. The situation was made worse by construction work at Chaloners Whin which had resulted in a dyke being blocked. The Marston Moor Drainage Board were confident that the troubles would be largely overcome when the work there was finished. Conditions in 1952 may have been slightly better after this but despite constant work by the landlord and by the club groundsmen flooding was an ever present problem and on many occasions play had to be confined to the portions of the course which were not waterlogged. In April 1957 lack of satisfactory drainage was seen as the greatest problem at Pike Hills and many members resigned because of it.

The greatest condemnation of the condition of the course came in 1958 from an outside source. In July the York Union of Golf Clubs decided that the Yorkshire Herald Mixed Foursomes could not be played at Pike Hills. It thus seems a little sanctimonious to turn down Easingwold Golf Club's application to join the York Union on the grounds that it had only a nine hole course which would cause congestion during matches - better to have congestion than no matches! - and that admitting a club from outside York would defeat the object of a compact York Union. Of the four clubs in the York Union two were for Easingwold and two against so the election was referred back to the clubs for further consideration. In September further objections were raised; there were no adequate arrangements for both caddy carts [golf trolleys] or catering. The other three clubs were by now in agreement and YRIGC reluctantly agreed not to oppose the election of the new member.

The English Golf Union (EGU) allocated a scratch score of 69 to the course in August 1951. The club handicap committee thought, with some justification, that this was too low. The Yorkshire Golf Union recommended an increase but the EGU did not agree. After further negotiation it was finally settled in September 1952 that



the standard scratch score should be 71 and the par figure 73. On 20 June 1951, even before the approach had been made to the EGU George Stott had recorded the first “hole in one” at Pike Hills on the twelfth hole. By August 1953 a member of the ladies section, Miss Bradshaw, had achieved her second “hole in one”, a feat which merited a mention in the *Yorkshire Evening Press*.

Observation, or rather the non-observation of the etiquette of golf was also a problem at Pike Hills even if it took a different form from that experienced on Hob Moor, mainly due to the design and layout of the course. Initially when cattle and, later, sheep roamed about the course it was physically divided by a fence which separated the different grazing tenancies. Golfers walking between the ninth and tenth greens had to pass through a large gate which they frequently left open and had to be reminded to close behind them. A notice had to be exhibited asking members to refrain from cutting in on the fourth tee when players were approaching from the third hole. A further notice was necessary to remind them to replace divots. Another problem was that players on the fifth fairway were in danger of being hit by balls driven from the eighth tee. Etiquette demanded that players there should ensure that the fifth fairway was clear before driving. The advent of caddy carts introduced a new irritation and members had to be reminded to clean them before bringing them into the locker room. With the increase in membership in 1959 resulting from course improvements a special circular was sent to all members reminding them that observation of this section of the rules of golf was important and asking them to improve their behaviour even if there was no prescribed penalty for failing to comply.

The railway members may not have thought that the miscellaneous collection of huts which provided the off-course facilities at Pike Hills were anything exceptional compared with conditions which many experienced elsewhere at their places of work. On the other hand the outside members, on which the club relied so heavily, cannot have found the situation there to be entirely what they expected. The main facilities consisted of a war-damaged (albeit restored) building from Sunderland, which was divided into a men’s locker room and lounge. Attached to this was a hut recovered from Hob Moor which provided accommodation for the bar, kitchen and professional’s shop. The ladies’ locker room, detached from the main buildings, was another recovered hut. Both locker rooms initially had chemical toilets attached to them but very soon more permanent facilities, connected to a septic tank, were provided for the men. Scattered about in the vicinity were a number of other buildings, converted railway wagons, containers and the like, which were used by the ground staff as mess room and machinery stores.

There was both a water and electricity supply to the complex but these provided for only basic needs. None of the rooms were heated and there was no hot water available. The provision of a water heater was considered in July 1951 but watering the greens was thought to be a greater priority so any thoughts of a heater were deferred until 1952, the first of many such deferments. At an extraordinary general meeting in March 1953 a course amenity fund was established with the object of providing hot water for hand washing, heating for the clubhouse, storage space for caddy carts and additional accommodation for ladies. To initiate this fund, and particularly to have a hot water system installed, all members were asked to make a voluntary donation of at least 10s 0d. While the response to this appeal was satisfactory the matter again went into abeyance. Finally a Creda water heater, costing £21 7s 0d was installed and brought into use in the men's locker room in November 1956. A long overdue facility, it was well received by members and additionally was used for the making of tea and washing up. Early in 1957 the ladies requested the provision of hot water in their locker room. By April estimates had been received for both a Calor gas and electric water heater but the decision on which system to install was deferred to see if a second hand heater could be found. But to no avail; in May a 2Kw Creda water heater, fed by an overhead cable from the main building, was installed at a cost of £26 7s 0d.

The Chief Civil Engineer had, in 1953, created a new post for a qualified heating and ventilation engineer who, it was hoped, could advise on the heating of the clubhouse, a forlorn hope as he was too busy with his official duties. He certainly cannot have been a golfer. It was not until January 1954 that any progress was made when £6 was spent to purchase an oil "Progress" convector heater from Barnitt's in Colliergate for a trial. Before it could be used additional fire insurance for the wooden buildings had to be arranged. It was installed in the men's locker room and, strangely, it was not until September 1955 that the ladies asked for a similar heater. The solution to this request was to deprive the men of their heater and transfer it to the ladies' locker room. The hardier men went without heating again for over a year until November 1956 when two "Viceroy" paraffin stoves were bought for £20 13s 0d, one for the men's locker room and the other for the lounge. The cost of both this heating and the water heater were met by the Railway Institute.

By May 1952 another problem was being experienced - where to store the increasingly popular caddy carts. The ladies were also asking for a separate lounge and both these needs could be met by an established railway solution, the provision of a 45 foot condemned coach. Although one was earmarked for the golf club in December 1954 it never arrived at Pike Hills. The cost of transport and repairs

must have been too high. By September 1955 the matter was raised again and the solution was another old railway favourite, a redundant container, which was installed early in 1956. The male members, however, were reluctant to use it and in April were told that the toilet room was only for changing. The professional was instructed to remove all caddy carts to the 'new' container. By May a compromise was reached. Part of the covered bicycle shed would be converted into a caddy cart store. The members did not readily move their equipment to its new home and in September the professional was told to remove all the offending items from the locker rooms and put them in the shed provided. In August 1957, still without a lounge, the ladies asked for their lockers to be rehoused so that their building could be suitably converted. By March 1958 another container was obtained and the ladies' lockers were transferred to it but there was no room for the ladies' caddy carts. By the end of the 1950s the clubhouse was beginning to settle and its doors were jamming. Worse still the foundations of the building were infested by rats! There was no doubt that most of the problems could be solved by the provision of a comfortable purpose built clubhouse to replace the conglomeration of buildings of the huddled encampment.

The condition of the course was the responsibility of the Greens Committee which met infrequently while its day to day management was just one of the duties of the professional. In 1950 the professional was expected to spend some of his time working with as well as supervising the two groundsmen, greenkeeper Seward and assistant greenkeeper Garnett. There was more than enough work for them maintaining, repairing and trying to improve the course but nevertheless, in the winter when the weather was unsuitable, the two groundsmen were offered to the District Engineer, York, in the hope that he would find them some alternative work. Starting in spring 1951 their efforts were supplemented by the employment of a junior greenkeeper for a period of six months. This practice lasted only two years and was stopped in 1953 as an economy measure. In the same year Garnett was dismissed for unsatisfactory work, something the club could ill afford with such a small workforce, and was replaced by W. Lewis. On Lewis's resignation in 1956 he was replaced by 60 year old F. Mason who had a great deal of experience in lawn culture. His age, however, was against him. A year later the professional opined that both he and Seward were below the physical standard required for the job. Nevertheless they continued to be employed by the club until May 1959 when both were fired. Seward had had a sharp difference of opinion with the professional and was replaced by B. Lee. Mason's duties were taken over by two boys of school leaving age who, no doubt, were stronger physically and cheaper to employ but were completely inexperienced.

Although the professional was nominally the supervisor of the groundsmen he had a difficult balancing act to perform between three conflicting calls on his time. As steward, a duty in which he was assisted by his wife, he had responsibility for the clubhouse and the provision of refreshments there; as greenkeeper he managed the course and as professional he provided tuition and equipment for the members. This last duty, of course, enabled him to supplement the not very adequate salary paid by the club. It was therefore in his own interest to devote more time to this aspect of his work to the detriment, particularly, of the course. Even the loyal Tom Wilson, who had started employment with the club in 1935, kept it going on a voluntary basis during the war years, was architect of the new course, and returned to the club from employment in Scarborough in its hour of need, was not immune from this criticism. At the AGM in January 1953 the committee was asked to 'look into the question of Wilson's present performance of duties'. The unanimous opinion of that body was that he carried out his duties in a satisfactory manner. That did not, however, settle matters. Veteran George Hall took the opportunity at an EGM held in March to be more specific and suggest that Wilson could devote more time to the course.

This criticism may have led to Wilson's decision to seek employment elsewhere. In January 1954 he was appointed professional at Renishaw Park Golf Club, Sheffield and finally left the club on 8 February with the regrets of the committee and a testimonial of £5 15s 0d. Strangely the Railway Institute report for 1954 says that he, in fact, retired. After some agonizing on whether or not Wilson should be replaced in view of the clubs financial position it was finally decided to advertise for another husband and wife team at a joint salary of £6 15s 0d a week. To try and stifle the discontent amongst some members the opportunity was taken to state the requirement that the new professional should work on the course for at least three hours a day. There was only one applicant, W.H. (Bill) Wade from Lowestoft Golf Club who had good qualifications and excellent testimonials. After a satisfactory interview, in which he was told of the difficult [financial?] position in which the club found itself, it was decided to offer the post to him but it was thought that he should look at the clubhouse before he accepted. After a visit there and a conversation with Wilson, who had not yet left, Wade accepted the offer and started at Pike Hills on 9 March 1954. He held the post until 7 August 1958 when he went to Teesside Golf Club. The members sent him on his way with the gift of a show case to use in his shop at his new club.

Wade's salary had been increased by £1 from 1 January 1957 to £7 15s 0d a week but it was realised that this may not attract a suitable replacement. The new salary for a husband and wife appointment was raised to £10 a week. Two applicants were

received via the PGA. One withdrew as there was no accommodation but the post was offered to the other, R. James of Clevedon. In the event he withdrew as his wife was not prepared to do the work in the clubhouse. After re-advertising, a third application was received from John Shaw who had been a greenkeeper in Scotland, Ireland and Sweden. He had also, at one time been assistant professional with both Tom Dobson, a Scottish International, and F. Daly, a former Open champion. He was happy with the terms offered and started work at Pike Hills on 1 December 1958. The effect of his presence was immediate; the shop was restocked with up-to-date equipment which could be bought on a pay-as-you-play basis.

Although he had made a good start all was not well. Minor rumblings about the catering in the clubhouse in August 1959 had become strong complaints by October. Additionally the clubhouse was not being kept clean and, worst of all, his 'general attitude to the ladies of the club left much to be desired'. After a serious discussion with him he agreed to make every effort to remove the causes of complaint but asked that all requests or complaints should be channelled through the committee. However shortly afterwards Shaw asked to be relieved of his duties at one week's notice to which the committee 'readily agreed'. He left on 1 April 1960 to go to Windermere Golf Club. The immediate result was that the club was without a professional once again but in the longer term it was realised that the allocation of so many duties to one person was basically unsatisfactory to both the professional and the club. The next appointment would be for a professional/greenkeeper only. Mrs Betty Bisby, who had covered the clubhouse duties during the last inter-regnum was again appointed temporary stewardess at £6 a week, an arrangement which had several good points, an improved service in the bar and a much more pleasant atmosphere in the club.

The problems of the course, clubhouse and staff all militated against recruiting and maintaining an adequate membership to make the club a financially viable organisation. The opening of Pike Hills had, of course, provided an impetus to encourage new members and by the end of 1951 the numbers had almost doubled to 186 but until nearly the end of the decade the figure remained static hovering around the 200 mark. This was despite many efforts made to encourage new members. JY, a reporter from the *British Railways Magazine (NE Region)* had heard in January 1951 of 'many congratulatory remarks about the facilities at Pike Hills' where 'the committee members were anxious to welcome more golfers to share their accommodation'. He was still waxing lyrical in February 1952:

Costs of golf are now so high that fewer members are enrolling in golf clubs generally than in past years. Gossiping with railway golf enthusiasts in York, I enquired whether Pike Hills was able to meet the current problem.

It was interesting to hear that the subscription fee has not been increased for quite a long time. What is more important the committee, in collaboration with the professional, has acquired a good selection of second hand clubs and bags, so that new members can be satisfactorily equipped for a very small outlay. Indeed for as little as £3 a railwayman or woman can take up the game, and of course the small subscription can be paid weekly or monthly through the paybill. Everything has been done which is practicable to assist the staff to enjoy this game, and I heartily recommend this railway club to all members of the staff.

One unexpected outcome of the second hand clubs initiative was a request from a reader in Newcastle asking if he could purchase a set. He was swiftly told that the club was unable to assist him!

Advertisements were placed in the *Yorkshire Evening Press* drawing attention to the facilities available, The *Railway Institute Bulletin* had frequent articles about the club, notices were displayed in the Railway Institute, the railway offices and even in Rowntree's Works. The Regional Public Relations and Publicity Officer prepared an illustrated poster which was displayed at the railway station. A meeting was held in 1952 in the railway offices to explain to prospective members what Pike Hills had to offer. It attracted only four new members. In October 1952 it was recorded that the efforts to increase the membership were disappointing. Another regular and equally unsuccessful initiative was to allow new members joining in the second half of the year to pay only half the subscription for that year. A suggestion at the AGM in January 1954 that a years subscription be offered to any member who recruited four new members was scathingly turned down as it was thought that any member with the interest of the club at heart would be glad to introduce new members without any thought of reward. Another suggestion, made at the same time, that the words 'Open to Visitors' be added to the notice board at the entrance, may have been more productive as by August 1957 the number of non-railway members (108) for the first time exceeded the number of railway members (99). Presumably to hide this embarrassing situation, only the total membership was thereafter reported. To encourage railway members a circular was prepared in May 1957 pointing out that Pike hills was the cheapest course in York. By the end of the decade, however, with a programme of improvement to and development of the course being actively implemented, the corner had been turned and a large number of new members had been attracted more than matching the large number of resignations from lady members. Probably these ladies could not stand the fairly primitive conditions offered to them at Pike Hills and defected to the 'so-called better clubs' in the district.

## Membership

	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
Railway members	112	120	114	113	106	107				
Non-railway members	67	76	71	88	98	86				
Total	189	196	185	201	204	193	210	205	250	250
Finance										
Deficit £	274	365	406	170	*193	64	408	518	338	822
% of expenditure	14	18	20	11	11	4	18	23	23	28
BTC Assistance £								509	£924	848
*End of November			£Budget							

Clearly the problem of continued year by year deficits could not be solved by recruitment. Yet something had to be done to reduce the indebtedness to the Railway Institute. An Emergency General Meeting was held on 25 March 1952 to discuss the financial position of the club. Three main areas were considered, an increase in subscriptions, a reduction in costs and an increase in membership. If the subscriptions were increased by £1 1s 0d it was expected that at least 40 members would resign leaving the club no better off. The major expenditure was the wages of staff. An immediate saving of £60 could be made by no longer employing a temporary greenkeeper in the summer but any further cuts would impinge on the condition of the course. The recruitment of 80 new members would solve all the problems and enable the books to be balanced but this was wishful thinking. As an inducement to join, any green fees paid by non-members would be refunded if they subsequently joined the club. The only real new money resulting from this meeting was the setting up of the Course Amenities Fund to which members were invited to subscribe at least 10s 0d each but this was to be used for such improvements as water heating.

Clearly something more drastic was needed and the Railway Institute set up a sub-committee in March 1954 to investigate the affairs of several sections, including the golf club. Its recommendation to the Institute Council was that the golf club was to receive generous treatment. At the AGM in January 1955 it was revealed to members that their club was to be brought into line with other sections and would, in future be relieved of rent, rates, taxes and repayment of the £900 loan. There was, however, a sting in the tail - in exchange for this generosity the club had to be able to stand on its own feet and achieve a balanced budget by the end of 1955. Even with the new arrangements this could not be achieved without an injection of cash. A letter was sent to each member asking for donations to club funds. A notice was to be displayed in the clubhouse listing the contributors and their contributions. By the end of May one third of the members had responded to this moral blackmail with a total of £87 10s 0d. Letters were sent to the remaining two

thirds who were described as defaulters! The result was that another £29 14 0d was received. A final appeal was sent out in August which produced only a further £2 16s 0d - making a grand total of £120 against the hoped for £200.

The Railway Institute, as a part of the deal, required that the club review its financial position in October 1955 to forecast its progress towards a balanced budget. The expected deficit was still large, some £257, but with some creative accounting it was reduced to £111 by subtracting £80, the value of stock in hand, and a further £66 for machinery repairs to be undertaken over the next two years. In case the Railway Institute might not be convinced by either of these two figures the report it received contained a hint of blackmail:

It is perhaps unnecessary to remind The Council that if the course were abandoned expenditure in accordance with the leases would still be incurred and the Council might well be put to considerable cost, while at the same time the railway staff would lose the opportunity of taking part in a game which is in every way pleasurable and beneficial to them.

With the actual deficit standing at £193 6s 0d at the end of November the sub-committee recommended that the Council allow the golf club to continue - a recommendation the Council accepted. The golf club committee recorded its appreciation of this decision but also decided to bite the bullet and raised the subscriptions from 1 January 1956. The new amounts were

Railwaymen	£5 12s 0d	23% increase
women	£4 11s 0d	17%
Non-railwaymen	£6 10s 0d	23%
women	£5 5s 0d	25%
Retired railwaymen	£3 5s 0d	44%
Juniors	£1 1s 0d	0%

Quite large increases but if there were no resignations then the benefit to the club's finances would be about £200. The result was a very much reduced deficit at the end of 1956, an outcome not sustained in subsequent years.

The end to financial problems came in 1958 but not before some unfortunate publicity was given to the possibility of the golf club being closed down by the Institute Council. This had definitely not helped the recruitment of new members or the retention of existing members. The possibility of closure must have arisen during discussions between the Institute and the British Transport Commission (BTC) but the outcome was, happily, an agreement for new financial arrangements and conditions for the Institutes and Clubs in the North Eastern Region. Starting immediately the BTC agreed to pay the full cost of the drainage of the course and



50% of wages, machinery repairs, fuel, fertilizers and rates. No relief would be given for clubhouse expenditure on bar supplies, trophies and engraving, telephone and electricity. The result was that the 1958 deficit of £518 was reduced to a mere £9. One wonders if the BTC knew it was supporting a club which by this time was composed of fewer railway staff than outside members. These members, by their higher subscriptions, brought valuable extra money to the club's coffers but were only represented by two members of committee.

It would have been unfortunate if the BTC had failed to support the club as it had just implemented the first part of a plan of work, instigated by Edward Triffitt, for winter 1957/8, concentrating all the available labour on the improvement of greens, tees, bunkers and some green aprons. This part of the plan required no additional funding and would improve playing conditions in 1958. Members were asked to tolerate the little inconvenience which would be caused which was ultimately for their own enjoyment. The second part of the plan designed to overcome past neglect, would take three years to complete. It included specific items of drainage to be undertaken by the landlord and the longer term development of the course, again by the existing staff whose output would be increased by the purchase of some additional machinery at the small capital outlay of £700. By the end of July 1959 it was reported, erroneously, that the membership of the club had reached its highest ever total of 254. It had been forgotten that it had previously reached 387 in 1936. Nevertheless this 25% increase over the average figure for the last decade was in large measure due to the improved condition of the course for which Triffitt was given full credit. With the improvement plan well under way he was asked to investigate the possibility of adding the extra three holes necessary to bring the course up to full size and his interim report was ready by the end of the year. Triffitt's abilities were also recognised by the railway authorities who appointed him Chief Civil Engineer of the NE Region in May 1960. He now had less time to devote to the golf club but with the foundations he had laid it could now look forward with confidence to the next decade.

## **The 1960s - Progress and Improvement**

The priorities for the 1960s were to improve the clubhouse, possibly, even to build a new one, to increase the course to 18 holes and to consolidate the success of the three year improvement plan. The greens were not yet in the condition found at longer established clubs but with tining, fertilizing and composting they would continue to improve. On the other hand the fairways were thought to be second to none in the district although suffering a little from the presence of moles. The rough was not misnamed but with the purchase of new machinery it was soon to

be brought more and more under control. It was expected that the time was not far off when the only trouble one could get into was in Askham Bog, on Tadcaster Road or in the neighbouring fields. All this was achieved by a very small staff, a greenkeeper and two boys with 20 hours help a week from the professional. It was left to the members themselves to provide other embellishments to the course in the shape of a large number of trees planted to provide wind breaks and hazards as well as directing players along the correct line of approach. Drainage continued to be an almost insurmountable problem for although the condition of the course was continually improving any hint of inclement weather rendered parts of it unplayable. An interesting feature, later to be known as Outhwaite's Folly because it never achieved its purpose, that was introduced on the eleventh fairway (now the eighth), both to aid drainage and to provide a hazard on what was always considered a dull hole, was the construction of a pond with a large surface area to get rid of water by evaporation that could not otherwise be drained away.

At the beginning of the decade attempts to improve the course were temporarily disrupted by the departure in April 1960 of the professional John Shaw with little regret from the members. It was at first decided to try and manage without a professional. The senior greenkeeper was given an extra allowance to act as foreman and a local firm of sport's suppliers, T. Mitchell Ltd of Church Street, stocked the shop with the basic requirements, golf balls, tees etc. It was run by the senior greenkeeper outside his normal hours at no expense to the club as he was paid by Mitchells for this extra work. After it was found that this arrangement involved the chairman of the greens committee in too much work and supervision it was decided to try and find a man and his wife to cover the duties of professional, greenkeeper and steward in spite of the difficulties this had incurred previously. There were, however, no applicants for the posts on this basis but in October two candidates approached the club, neither of whom fulfilled the full requirements of the post i.e. neither was willing to work as steward.

For the joint duties the salary was £10 a week but as this attracted no applicants it was decided to offer £8 a week for a professional/greenkeeper and employ Betty Bisby, the temporary stewardess, on a permanent basis. As this would involve the club in an additional weekly payment of £4 the services of one of the boys on the ground staff would have to be dispensed with. Even so it was going to cost the club an additional £159 a year but with the prospect of an increase in subscriptions on 1 January 1961 this was not thought to be a significant problem.

Only one of the prospective candidates, Basil Bielby from Beverley, came for interview and, happily, he appeared suitable for the post as he had a very good

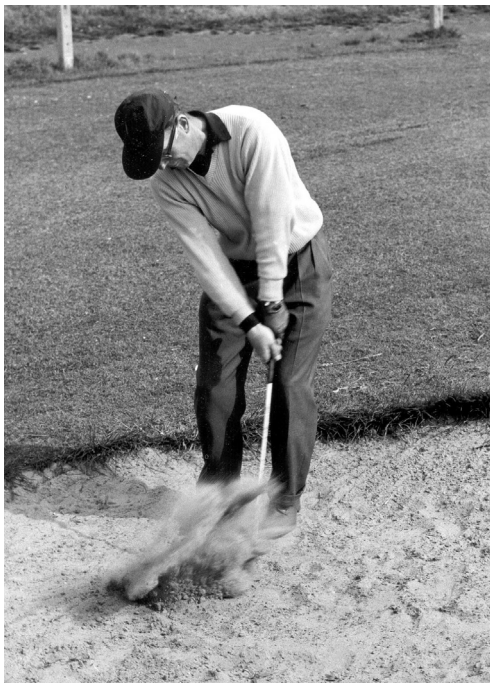


*Basil Beilby, professional 1961-62, holding the Welsh Professional Championship Cup he had won at Tenby in 1964. He was 3rd in 1963 and 2nd in 1965 in the same competition.*

record both as a player and a teacher. He took up his duties at the beginning of 1961 and quickly established a reputation as a mole catcher having caught 37 of these unwanted intruders in his first two months at the course. His enthusiasm for golf, for which his ability was tremendous, was, however, tempered by a lack of responsibility for and a reduction of his efforts in the other duties which did not produce any extra remuneration for him. It was with some relief that his resignation on 4 August 1962, to take up a new post, was accepted. Mitchells were again asked to be available to sell equipment and Betty Bisby took over the hire of caddy carts until a replacement could be found.

This time, with the re-arranged duties, there were four applicants from whom Gregor Love of Ravens Park, the Municipal Golf Club at Irvine, was selected. He started work on 16 October 1962. His greenkeeping knowledge, particularly his ability to do what was wanted at exactly the right time, soon showed itself in the improved condition of the course. His golfing lessons were reasonably priced and his advice was priceless. He was paid £8 10s 0d a week, part retainer as professional and part wages for working on the course, while the senior greenkeeper received £9 16s 0d. He was, of course able to improve his earnings

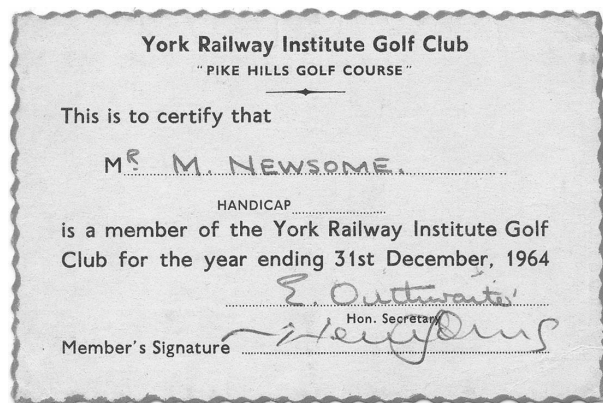
considerably by teaching and selling golf equipment. It took another eight years before it was agreed that this disparity was unsatisfactory and that his retainer together with his wages for work on the course should be not less than those of the senior greenkeeper. On 6 February 1970 a new agreement was negotiated with him under which he would receive £6 a week as his retainer plus another £7 10s 0d for 16 hours working on the course and opening the clubhouse at weekends. The combined sum was now 5s 0d a week more than the amount earned by the senior greenkeeper.



*Gregor Love, professional 1962-80, blasts his way out of a bunker.*

If the condition of the course was now improving rapidly under Love's supervision the collection of huts which comprised the clubhouse was not. As early as July 1960 its dingy appearance and lack of paint had been the subject of many comments. Further deterioration of the structure was prevented when the necessary paint was applied both inside and out in 1961. Internally, improvements were to be made to the bar paid for by the proceeds of the annual ball. To gain space for this the professional shop had been moved to a redundant container. This allowed both the bar and the kitchen to expand into the vacated space. The bar, previously just a very small cubby hole with a booking office type window through which drinks were served was transformed in 1962 at a cost of £75, into a pleasant room, with new curtains and seat covers, where the members could relax in comfort. The soft furnishings were provided by the lady members from their comforts fund, the profits from whist drives and jumble sales. The only drawback to this new luxury were the rats still living underneath the clubhouse which gnawed holes in the floor to gain access.

Hardly had the members time to enjoy their new facilities when the most severe winter for many years was experienced early in 1963. Very low freezing temperatures held both the course and the clubhouse in a vice-like grip for three



*An example of a club membership card in 1964.*

and a half months. All the bar stock was a complete loss, bottles having shattered as their contents froze. Wash basins and toilets were broken. Anxious days, indeed, for the club with no golf possible and no takings from the bar.

While the members relaxed in the comfort of their improved bar the

professional was not so happy. His opportunity to make sales was handicapped by the siting and appearance of his premises, the redundant container which was in every way inadequate to serve as a shop and a consulting room. In May 1965 he reported that he was losing business and, as a result, feeling very despondent. Pike Hills was the only course in the district that did not have a proper professional's shop and club members were going elsewhere for their golfing needs. The matter was urgent and the committee moved swiftly into action. Planning permission for a new building was received in September. The site was pegged out and levelled in October and construction started in November to be completed by February 1966 when Greg Love was again able to display his wares in a satisfactory manner.

But the enlarged bar and the new shop for the professional were merely palliatives, a tinkering about with the existing facilities. The real solution was a new purpose-built clubhouse which would match the improved course and provide proper accommodation for the continually increasing membership. The first move was made in July 1963 with the appointment of a sub-committee to investigate the possibilities of providing a permanent clubhouse. Initially progress was quite rapid with the Railway Institute approving the proposal in principle subject to the financial considerations. The Railway Institute would provide the greater part of the money required but a certain amount of self-help was expected from the members. A levy was to be made on all members on the books at 1 January 1964, £1 for railway members and £1 10s 0d for non-railway members. New members joining after 1 February were required to pay an entrance fee, a requirement which had lapsed for some years. By April outline planning permission had been sought and it was expected that the new building would cost £20000 and the members, as an act of good faith, would have to provide between £800 and £1000. At an SGM



*Don Paver receives the Keith Williamson Championship Trophy from Mrs P. Cawood; wife of the chairman, in 1965. This was the first of eight occasions. Behind them can be seen some of the miscellaneous buildings which comprised the clubhouse at that time.*

held on 10 April 1964 the levy, now called a house subscription, was raised to £1 10s 0d and £3 respectively to be paid by all adults except retired members annually until further notice. In June Tom Watson organised what was to become an annual event, a sweepstake on the Ebor Handicap in aid of building funds.

Firm proposals were made to the Railway Institute in March 1965. Did they include the ladies' lounge which had not been shown on earlier plans, an omission which had offended the lady captain? After a meeting with the Railway Institute Development Committee in September they were finally approved in October. With tangible progress towards the provision of the new clubhouse it was essential to confirm the tenure of the land on which it was to stand. Under the terms of the original agreement the option to renew the leases for the course for a further 14 years had to be taken up by 15 July 1968 but such was the need to seek security of the site that the renewals were made by 8 September 1966. Earlier, in July 1966, plans were sent to Tadcaster RDC for approval of a building using an industrialised or pre-fabricated system which met with the approval of the officers of the authority. Then in August disaster struck - The British Railways Staff Association



*Greg Love, professional, George (Bob) Cawood and George Goodhand looking at the trophies in the Merchant Adventurers' Hall prior to their presentation at the annual dinner dance in 1964.*



*Trophy winners in 1964, left to right, back row, Don Paver, Don Smith, Alec Lesley, Peter Hutchinson, Paul Reed, Vic Wright, Wilf Barker; front row, Barbara Bootland, Dunera Malcolm, Jean Green.*

(BRSA), of which the Railway Institute was now a part, announced that, because of the Government squeeze on credit, work, on all schemes, including the new clubhouse, was to be suspended for the time being and should be resubmitted in three months time. This delay might introduce another problem as Tadcaster RDC would not authorise the continued use of the old buildings beyond 31 March 1968. However it was still confidently expected the new building would be provided in 1967. This was essential as the recent railway reorganisation, the merger of the Eastern and North Eastern Regions with headquarters in York, meant that there was likely to be an influx of new members.

No information on the progress of authorisation of the new building had been received by April 1967 but by June optimism was in the air - the outlook was said to be quite favourable. By July it was hoped that work would commence in September. In August this date was revised to mid October when the old clubhouse from the kitchen, through the bar and lounge, to the men's locker room would have to be demolished. The club would be without these important facilities for some five months. All that would be left of the old buildings was the free-standing ladies' block which would become the bar. No lockers would be available for members who were to be advised to take their clubs and valuables home because there would be very little security for them at the course. A very significant change to the design of the building was made at this time. Because the fire insurance premium would be excessively high for the industrialised building it would be constructed of brick instead. Further delays were announced in October. Tenders for the construction would not be available until 11 November but the successful contractor would be expected to start work on 23 December 1967!

Again this was pie in the sky. Permission had to be sought for the old buildings to remain beyond the authorised date but then at the end of February the contractors appeared and a site for their hut agreed. Work commenced soon afterwards and progressed fairly rapidly with an expected completion date of 4 October 1968. The Railway Institute proposed that the official opening could then take place on 19 October but there was still other work to do, the installation of lockers, the hanging of curtains, clearing the work site etc. Finally, on 7 December DSM Barrie, the president of the Railway Institute and General Manager of the Eastern Region, accompanied by Christine Davies, Miss Rail News, formally declared the building, designed by Sidney Hardy, the Regional Architect, open and unveiled a commemorative plaque. The new building had a spacious bar lounge, tearoom and kitchen on the first floor with locker rooms and toilet facilities below. The members share of the cost, £3000, approximately one seventh of the cost of the new building, was handed over to the Railway Institute in 1970. Some of the equipment and decorations had been provided with the money raised by Tom





*The first part of the new brick built clubhouse was opened on 7 December 1968 by D.S.M Barrie, General Manager, Eastern Region, British Rail.*



*The new clubhouse seen from the first, now the sixteenth, fairway in January 1969. It had a spacious bar lounge, tearoom and kitchen on the first floor with locker rooms and toilet facilities below. The trees are now considerably more mature.*



*The steward Fred Martin and his wife Thelma behind the new bar.*



*Looking across the bar from the lounge, over the dance floor to the tearoom beyond.*

Watson's sweepstakes and the ladies' section comfort fund. On 8 November 1968, just prior to the opening, Betty Bisby, the steward, who had reached pensionable age, retired and, for her sterling service to the club, was made an honorary life member. Her place behind the bar was taken by Fred Martin of Dringhouses, a railway road vehicle driver, supported by his wife, Thelma, who had started their work with the golf club on 4 November.

While the new premises were a tangible expression that the club had turned a corner and its future was assured there were a few members who did not seem to appreciate the privileges of membership. In July 1969 misuse of the toilet facilities caused some concern. Two wash basins had been deliberately pulled away from the wall, possibly by someone standing on them. One of the footbaths had been damaged by a member standing in it still wearing his spiked golf shoes. From the amount of sand in the tray it appeared members used them for cleaning their shoes and clubs and, having cleaned them, then used the towels in the Towelmaster to dry and polish them. No offender could be identified but it was hoped that suitable notices displayed in the locker room would nip the problem in the bud.

It may have been the same members who did not observe the etiquette of golf which was a continuous source of complaint despite special meetings being arranged in May 1962 to explain and discuss what was required. Ted Outhwaite became secretary in 1962 and members became inured to his harangues on the subject at AGMs for the next ten years. Unfortunately, in addressing the keen members who attended these events, he was preaching to the converted and his message failed to reach the offenders. His remarks, therefore, had to be repeated every year but the transgressions of the code were not always the same. A major problem was, as ever, the replacement of divots. Ted calculated that if 300 members played one round a week then 750 square yards of turf were removed annually and if this was not replaced then the course would soon suffer.

Some thoughtless members used the fairways and other unauthorised places as practice grounds and others had created an unwanted path by wheeling their caddy carts round the front of the fifteenth green on their way back to the first tee to complete a round. This problem eventually led to the banning of caddy carts during the winter. Bunkers were not raked over after escaping from their clutches and it looked as if a herd of elephants had been through them. As more members joined the club starting times had to be booked for games played at the weekends but a number of inconsiderate members consistently ignored them. Other members insisted on starting their rounds at the fourth tee and had to be reminded that, if they did this, they had no standing on the course. A pamphlet on course etiquette was produced in the hope that the recalcitrant members would read it. This was

seen to be preferable to placing notices around the course saying 'don't do this or don't do that'. These were not things of beauty and visitors from other clubs would not think much of Pike Hills if they were to be provided.

If the provision of the new clubhouse, a fairly major undertaking, with all its stages from inception to opening, was fairly expeditious a simple replacement of the workshop and tractor shed, another of the original temporary huts, by a new machinery building was an example of the bureaucracy of the railway planning and approval system at its best. The old clubhouse buildings had had to be demolished as planning permission for their occupation had a finite time limit but there was no such incentive to provide this other new building even though the club machinery, valued at £1850, lacked adequate protection. Even its maintenance cost more because of the lack of a proper workshop. While the greens' committee had said in June 1967 that a 24ft by 36ft building with a headroom of at least 8ft was required it took until September before a site meeting was arranged to discuss the matter. Although some members thought they could lay their hands on a suitable shed the Railway Institute, who would have to seek funds to pay for it, had other ideas and asked the District Engineer for an estimate for a concrete structure, which, when received in November, was thought to be excessive. Although Sidney Hardy, the Regional Architect, discussed the problems of the estimate with the District Engineer the matter lapsed until March 1968 when the Railway Institute was reminded that there was an urgent problem.

In May 1968 the Industrial Relations Officer became involved in the discussions but before he would take any action he required a report from the Chief Civil Engineer (a member of the club) on the condition of the existing buildings. The report, eventually received in February 1969, came as no surprise to the golf club - the buildings were beyond economic repair. By May the Railway Institute Council decided it needed to discuss the matter with the BRSA which then made its own investigation. Eventually all was agreed and drawings of the proposed building were received on 2 January 1970 but with doorways at 7ft 3ins the triple gang mowers would not be able to enter. A site meeting the next day, now involving the Estate Surveyor as well as all the other parties, agreed to increase the width to 9ft. Planning permission could now be sought from Tadcaster RDC who dealt with the matter at an exemplary speed and gave its approval in early February. The way was now open for the foundations to be prepared for the building which was delivered on 18 May and although erected soon afterwards it was three years after the proposal to replace it had been made. This store, now reduced to half its original size, is now used to provide a vandal proof home for buggies when they are not in use on the course.

The club also needed to increase the length of the course from 15 to 18 holes if its membership, which expanded rapidly through the 1960s, was to enjoy the game of golf without the delays and congestion increasingly being experienced on the three holes which had to be repeated to make a full round. As early as May 1959 Edward Triffitt and F.W. Yeomans, the landlords' agent, had been asked to investigate the possibility of extending the course and the financial implications of such a scheme. By June 1960 three plans had been produced, two of which were rejected as they both required the taking over of adjacent fields, a move which would be opposed by both the farming tenants and the Agricultural Executive Committee. The third proposal was to develop the three additional holes within the boundaries of the existing course. This would require

- a. the realignment of the first hole
- b. the construction of a new hole parallel to it, to be played in the reverse direction.
- c. the development of short third and fourth holes
- d. the shortening of the existing fifth hole

The construction work, the making of three new tees and three new greens, would cost £1530 if casual labour, supervised by the greens' committee, was used and could be completed, without interference to play on the existing course, by summer 1961. If, however, the work was done by the club grounds staff the costs would be considerably reduced but the work would take at least two years to complete. The Railway Institute, however, had no money to spare which would allow additional labour to be employed so the only alternative was to do the job, spread over a few years, as part of ordinary course maintenance. In the event nothing was done as other problems, particularly the condition of the rough, required more urgent attention. It was said that the continued well-being and expansion of the club depended in large measure on rough control.

By September 1963, with no prospect of the extension in sight, the purchase or lease of additional land seemed to be the most attractive option and the Estate and Rating Surveyor was asked to represent the club in negotiations with the landowners. Two more years were to elapse without any further progress towards the goal which was becoming more urgent as the membership continued to increase. In November 1965 self-help within the existing acreage was seen to provide the only prospect of achieving 18 holes but in June the next year came another *volte-face* with the plan to purchase additional land restored to favour. Restored to favour it might have been but nothing more was done until June 1967 when the Railway Institute was asked to agree to allow negotiations for extra land to be started. Three possible sites were considered but by March 1968 it was realised that there was little hope of obtaining any of them. The only possible hope

of extension was by the use of existing land so a new scheme was prepared to be submitted eventually, with details of the costs involved, to the Railway Institute.

Then by September 1968, over nine years after the first explorations to provide three extra holes had been made, some progress was at last made. The greens' committee marked out on the ground the sites of the three new greens and £500 had been included in the budget for 1969 to be used for the extension. The major problem, according to Ted Outhwaite, in his report to the AGM in January 1969 had been to get some recognition in higher places that the problems caused by a short course did really exist. With the 1969 budget authorised, work could at last start but the drainage and other work necessary was thought to be beyond the capabilities of the ground staff who had to keep the rest of the course in good condition. Employing a contractor would cost £950, more than the budget allowed. If the Railway Institute agreed, the additional amount could be carried forward into 1970. That body, however, did not agree and referred the problem to the BRSA and the Assistant General Manager (Staff) but, in the absence of any advice from the Railway Institute Council, £750 was included in the 1970 budget.

In March 1970 the Railway Institute announced that estimates for the work were required once the scheme had been agreed jointly by the club, the BRSA and the District Engineer, Maurice Barbey. By June, totally exasperated by the lack of progress, the golf club committee decided that every effort should be made to provide the three extra holes as soon as possible with the help of the very willing voluntary labour available. Very soon after this momentous decision volunteers with hired machines made a start on preparing the new greens. The whole course was closed on 26 September so that as big a working party as possible could break the back of the work before winter set in. On the day over 100 members turned out with the result that all three greens had been laid and turfed and two of the new tees had been made - progress indeed! By the end of November 1000 tons of top soil had been tipped and completion of the task was not far away. The extension was finally opened on 18 July 1971 with an Anglo/Scottish match, Scotland captained by George Potter and England by George Goodhand. The tremendous enthusiasm and hard work of the latter, in particular, had made the extension possible. The General Manager, Ian Campbell, played in the Scottish team and Ted Outhwaite set the record for the new course with a round of 74. All this was made possible by self-help within a very limited budget. As Ted had remarked at the AGM in January 1971:

At last there is something to be seen for all the efforts of the past, the many reports, meetings, surveys of the course, the estimates of costs etc., etc. The pity of it all is that what is being done now could have been started ten years ago and would most probably have cost much less.



*Having completed the new clubhouse the next step was to increase the course to a full 18 holes. This was achieved without any new land being acquired. Two new holes, the 15th and 16th, were constructed where the practice ground now is.*



*During the autumn of 1970 one thousand tons of topsoil were tipped to raise the level of the ground. On 26 September the course was closed and over 100 members turned out to help with the construction work.*



*On 26 September 1970 the working party of members laid and turfed the three new greens and made two tees allowing the lengthened course to be opened on 18 July 1971.*

If only the nettle had been grasped in 1959. Nevertheless the club now had a clubhouse and course in which great pride could be taken.

Throughout the 1960s the membership increased steadily passing the 300 mark in 1962. This was the number of members covered for third party liability under the club's insurance policy and thus it was said in the annual report that year that the membership had reached saturation level. The usual admission at half subscription for the second half of the year, a device to encourage new members, was suspended in August and it was thought that the entrance fee would soon have to be reintroduced. Nevertheless new members were keen to join the club and were not deterred by financial penalties. Even the introduction of a house subscription in April 1964, to help pay for the new clubhouse, was no deterrent so by the end of the year the membership had soared to new heights. At 460, the previous high point of 387 in 1936, had at last been overtaken. These new members would, of course, swell the funds being put on one side to build the new clubhouse. In April 1964, with worries about congestion on the course, the membership was closed at 400 and a waiting list of both railway and non-railway applicants started. In the event this fear was not realised and new members, without limit were accepted in June as 'it was better to accept new members whilst the full year's fee could be collected'.



With the prospect of the completion of the new clubhouse it was expected that even more applications to join would be received and it was decided in October 1967 to limit the number of non-railway members, or associate members as they were now called, to 260 and admit applicants from the waiting list up to this number. As it was now thought that the maximum number of members the club could support was 480, this limit would have the effect of formalising a membership of a railway club with a minority of railway members. The Railway Institute would not agree to any associate member being elected to the detriment of a railway member so in November the limit was rescinded and a waiting list for associate members was started. The associate members were not happy about their position. They paid higher subscriptions and were under-represented on the committee. It was necessary to remind them at the AGMs in January 1968 and 1970 of their privileged position. They owed a great debt to the Railway Institute for its willingness to allow them to make so much use of the facilities provided by the Welfare Section of British Railways for the benefit of railway staff. The Railway staff were subsidised by their employer and the higher subscription paid by associate members was equivalent to this subsidy.

The result of the Railway Institute edict was that all new recruitment came from railway employees. A long waiting list of candidates for associate membership soon built up and could only be reduced when infrequent vacancies occurred. By 1969 the total membership had passed the 600 mark and the exact figures were no longer reported. Some of this increase was, however, due to the introduction of a new class of membership in March 1969 - the social member who, for only 30s 0d a year, could enjoy the facilities and companionship offered by the new clubhouse. Nevertheless with such a large membership it was impossible for the club officials and staff to recognise all the members. Rather than challenge players on the course and risk unseemly altercations a system of tie-on labels of different colours was devised in February 1969 to enable paid up members to be identified on sight. These labels, which were not available from the printers until June 1970, were to be tied to the member's golf bag or caddy cart.

Membership										
	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
Members	255	309	338	460	460	450	480	550	600+	600+
Finance										
Deficit £	214									
Surplus £			163	983	1154	873	477	1624	1657	570
% of expenditure	7		4		23	19	9	27	19	5
BTC Assistance £	751	780	782	955	1066	1046	1240	1492	1821	2082

While an increased membership would cause congestion on the course, particularly at weekends and on bank holidays, the major and overriding benefit was the increased revenue for the club. Helped by an increase of subscriptions on 1 January 1961 the continuing succession of annual deficits in the club's accounts had been turned into surpluses by 1963, and this even before the BTC assistance was taken into account. This healthy position was established at a time when the course extension and, particularly, the new clubhouse was being planned. Its achievement ensured the continued support of the Railway Institute for major expenditure on its golf section. The club had, of course, signalled its intentions of some self-help by imposing a special house subscription on all members in April 1964 but it had proved to be very difficult to collect from some railway members who had not paid anything at all since its inception. At an SGM in September 1967 it was decided to consolidate this levy into the ordinary subscriptions from 1 January 1968 the first increase since 1961.

	1961	1968
Railwaymen	£6 10s 0d	£8 0s 0d
women	£5 4s 0d	£6 14s 0d
Non-railwaymen	£7 10s 0d	£10 10s 0d
women	£6 0s 0d	£7 10s 0d
Retired railwaymen	£3 3s 0d	£4 0s 0d
women	£2 2s 0d	£3 5s 0d
Juniors	1/2 adult fees	1/2 adult fees

The Railway Institute thought that the long-suffering associate members had got away with it too lightly and directed that, from 1 January 1969, their subscriptions were to be increased yet again - by £2 2s 0d for men and £2 0s 0d for women. They may have been somewhat mollified by the secretary's remarks at the 1970 AGM when he said that it was realised that a flourishing golf section was very much dependent on their continued support and their welfare was considered equally in all matters concerning the club. Their welfare may have been but their pockets were not!

This decade of considerable achievement was marked by a celebration. The Railway Institute Golf Section had been formed 50 years previously in 1920 and this auspicious event was commemorated by an individual Stableford competition for both ladies and gentlemen held on 29 August 1970. The club had one member, Sidney Dodds, who had been associated with it for all these 50 years in several roles, as a player, as captain in 1965 and as a long standing Railway Institute representative on the golf club committee. He presented the prizes on the celebratory day having himself been presented with a silver salver to mark his record service at the annual dinner on 20 February 1970. He responded to this award by donating one of the prizes for the anniversary competition.



*Left to right, Charlie Pierce, Don Smith, George McKinley and Greg Love on their way to the 15th tee.*

## **The 1970s - An Expanding Membership**

The start of the next decade, the 1970s, was marked with the retirement of Ted Outhwaite. Although the club now had a purpose built clubhouse and the tremendous benefits offered by an 18 hole course he reminded the members, as he prepared to stand down from his duties, with a splendid mixed metaphor, that ‘we must not rest on our ploughshares for there are many clouds on the horizon’ which would require determination and conscientiousness to overcome. The size and nature of the work undertaken by the secretary in managing the club was now such that no member could be expected to have the time available to devote to it. A delegation was sent from the club to discuss the problem with the Railway Institute Council. That body approved the appointment of a full time paid secretary but when Brigadier Stuart Knox was appointed he was paid an honorarium enabling him, and his successors to retain the title of honorary secretary.

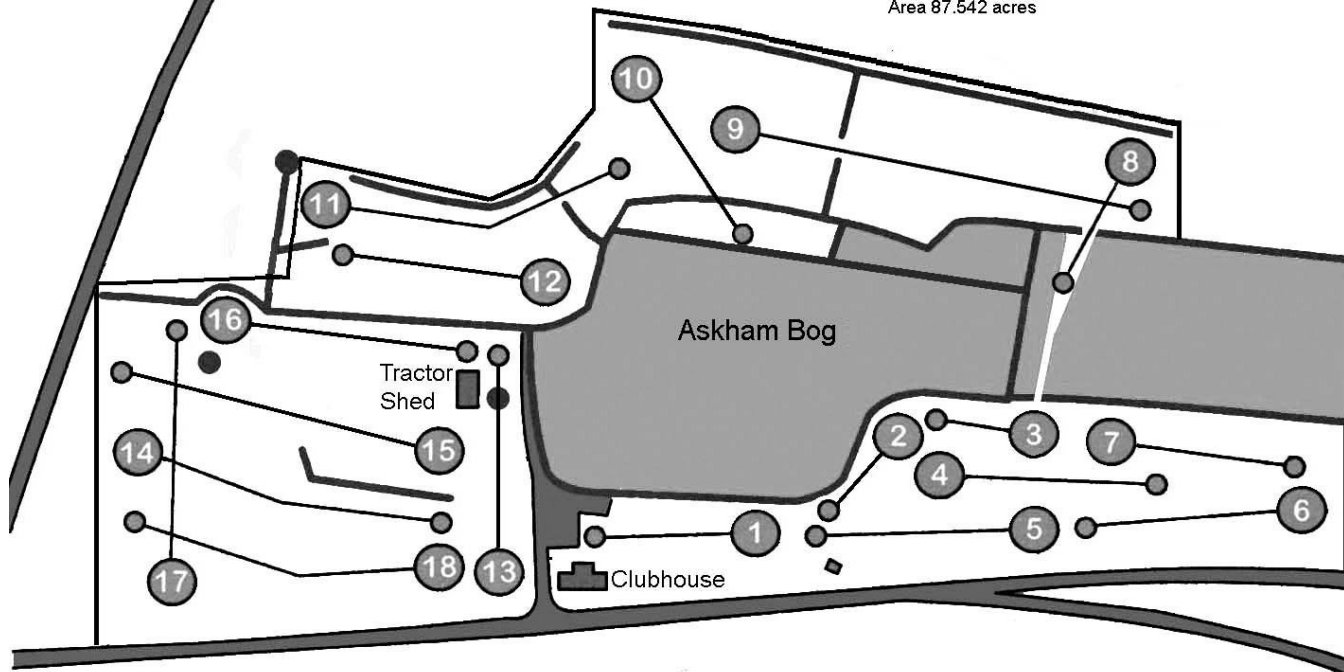
The “clouds”, identified by Ted Outhwaite, were a rising membership attracted by the club’s facilities, the building of a flat at the clubhouse for the steward to enable him to live on the premises, permanent accommodation for caddy carts and the professional’s shop, and perhaps, most importantly, the renegotiation of the lease of the course which was due to expire in 1981. He thought the course was getting

When the course was extended to 18 holes in 1971 the sequence of play for the first seven holes was as shown until 1976. Then, because of congestion caused by the short 2nd hole, the sequence was changed to 1,2,5,6,7,4,3. This lasted until 1977 when the sequence finally became 1,5,6,7,4,2,3.

## Pike Hills Golf Course 1971 - 90



Not to scale  
Area 87.542 acres





*A view of the 15th hole painted by John Ives. It was commissioned by the committee to present to Gordon Debenham in appreciation of his role of Captain (1988). Gordon subsequently was the project manager for the principal contract for the last major extension to the clubhouse.*



*This view of the Willows, surrounding the 13th green before the course was extended on to the newly purchased land; was commissioned for George Goodhand by his friends at Pike Hills. It was painted by Tony Hagyard in 1990 and presented on the occasion of George's golden wedding. His tremendous enthusiasm and hard work had resulted in 1971 in the first 18 hole course, built within the original boundaries.*

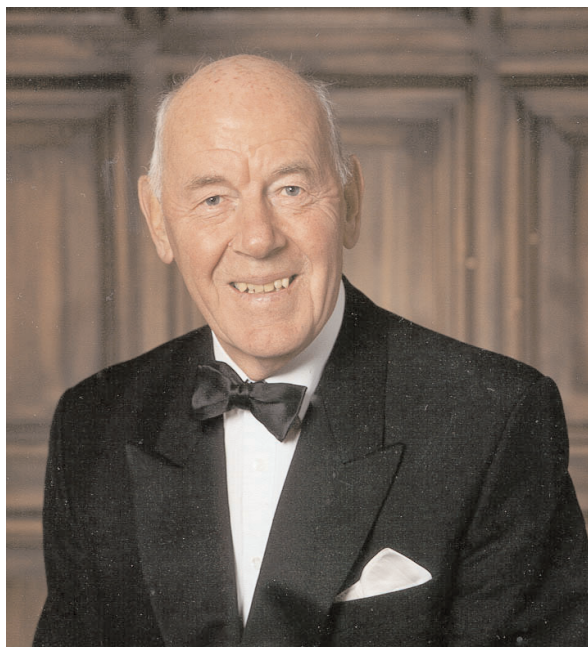




*The committee commissioned Tony Hagyard in 1994 to paint this water colour to present to Mike Newsome on his retirement as Chairman of the committee, a position he had held for 17 years. He had also been Captain in 1981 and Treasurer for 6 years.*



*The new 11th hole, a water colour commissioned by the committee and painted by Tony Hagyard It was presented to Paul Reed for his dedication to the club as Competitions Secretary over a period of 24 years. Captain in 1974, he was made an Honorary Member in 1997 for his services to the club, an honour which was repeated later on his completion of 50 years membership.*



*E.R.H. Collier, the club captain 2004.*



*A selection of club captains in 1986, left to right, back row, Derek Pattison 1978, Graham Oliver 1985, John Taylor 1979, Bill Ambler 1982, Mike Newsome 1981, Peter Tait 1976, Peter Wilkinson 1986, Tony Marshall 1984, front row, Don Paver 1972, Paul Reed 1974, Vic Wright 1964, Cliff Birch 1975, Ted Outhwaite 1961.*





*Viv Storr, the lady captain 2004.*



*Lady captains assembled for the celebration of the 50th anniversary of the move to Pike Hills. Left to right, back row, Sue Grewer 1996, Iris Pearson 1995, Jean Wrighton 1994, Doreen Plumpton 1993, Doreen Sturdy 1992, Jean Gordon 1991, Sylvia Jones 1990, Hazel Reed 1988, front row, Nan Hopwood 1979, Julie Rawlings 1980, Thelma Pattison 1975, Helen Hawksby 1983, Alice Taylor 1973, Margaret Walker 1984, Audrey Clough 1977, Ann Robinson 1987, June Tait 1978.*

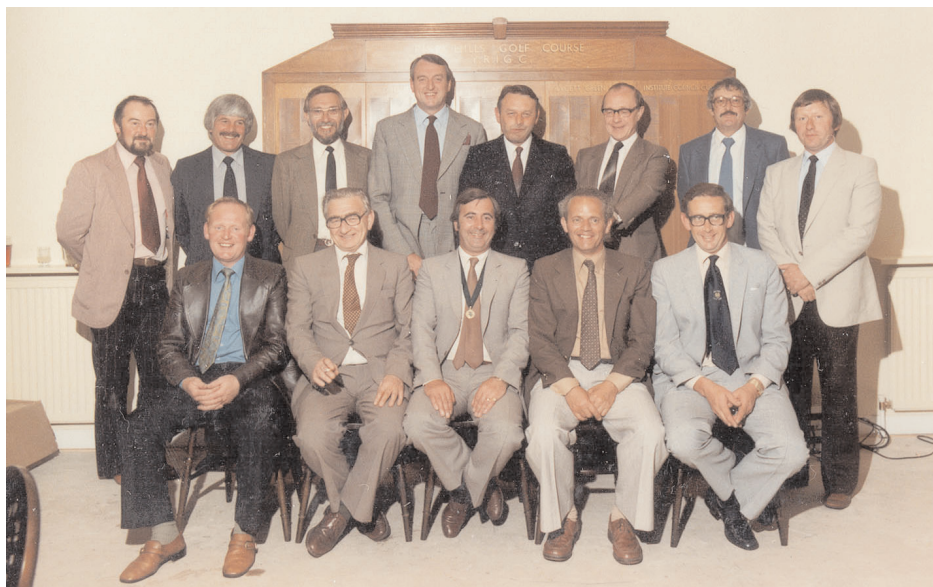




*The wives of the club captains who were photographed in 1986. Left to right, back row, Joan Ambler, Marilyn Taylor, Lil Wilkinson, June Tait, Hazel Reed, Margaret Oliver, Paddy Newsome, front row, Chris Paver, Thelma Pattison, Carol Marshall, Norah Hutchinson, Ruth Birch.*



*A group of lady members, with one imposter, performing a comic song at the dance of the lady captain, Joan Wardle, in 1981. Left to right Margaret Oliver, Win Saunderson, Margaret Walker, Freda Winters, Nan Hopwood; Audrey Johnson, June Tait, Audrey Clough, Helen Hawksby and honorary lady, Bill Ambler.*



*Members of the committee on the occasion of the opening of the George Lounge in 1982, left to right, back row, Paul Reed, Gerry Rawlings, Ray Ballantyne, Mike Bickerton, Bill Mutch, David Atkin, John Taylor, Tony Marshall, front row, Ken Blanchard; George Goodhand; Bill Ambler, Mike Newsome and Loll Hargrave.*



*Members who attended the Yorkshire PGA dinner at Leeds in 1986 holding the Ryder Cup which had been brought to the dinner by Howard Clark, a member of the Europe Team which had won the cup outright in 1985 for the first time since 1957. Left to right, back row, John McLuskie, Dave Atkin, John Taylor, Terry Featherstone, Ian Gradwell, Graham Oliver, Mike Newsome, front row, Eric Hopwood; Paul Reed; Peter Wilkinson, Tony Marshall.*





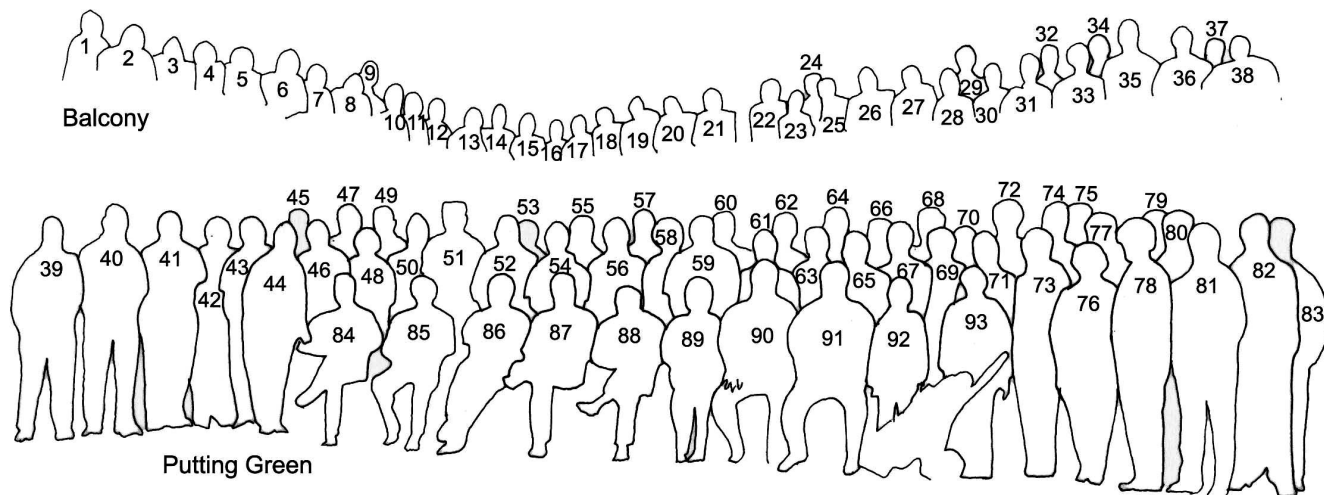
*A watercolour by Joan Dodds (Lady Captain 1970) of the 17th hole, commissioned by the Ladies Committee, being presented by the artist (right) to Jean Gordon (Lady Captain 1991) on winning the Ladies Championship in 1990 for the 4th time. Jean has now won the Ladies Championship a total of 11 times.*



*The Pike Hills Golf Club Team which won the York Union of Golf Clubs scratch competition in 1993. Left to right, back row, Darren Meek, Neil Tailby, Jonathan McNutt, Robert Hamilton, front row, Adrian Lount, Russell Chilton, John Frame (club captain), Martin Brown.*



*A group of members pose outside the clubhouse for a millennium photograph on 24 June 2000.*



- |                   |                   |                     |                         |                    |                          |
|-------------------|-------------------|---------------------|-------------------------|--------------------|--------------------------|
| 1 Ken Wardle      | 17 Kevin Brown    | 33 Brenda Harryman  | 49 Jonathan McNutt      | 65 Audrey Johnson  | 81 Maureen White         |
| 2 Albert Whiteley | 18 Phil Williams  | 34 George Wilson    | 50 Phil Miles           | 66 Jeremy Hornby   | 82 Craig Williams        |
| 3 Jean Gordon     | 19 Paddy Bradford | 35 Ray Harryman     | 51 Loll Hargrave (Sec.) | 67 Audrey Clough   | 83 Dean Bramley.         |
| 4 Margaret Walker | 20 Roy Shanks     | 36 Norman Johnson   | 52 Adrian Hodges        | 68 David Laughlin  | 84 Albert Kellett        |
| 5 Mike Newsome    | 21 Peter Clough   | 37 John Robinson    | 53 Bernard Crane        | 69 Brian Western   | 85 Derek Butler          |
| 6 Dave Atkin      | 22 Ken Herrington | 38 Chris Wilson     | 54 Sue Stabler          | 70 Peter Wright    | 86 Paul Herbert          |
| 7 Rex Barley      | 23 Wendy Newbegin | 39 James Bradley    | 55 Harry Huit           | 71 Betty Haigh     | 87 John Stabler          |
| 8 Nev Hall        | 24 Les Gall       | 40 Dave White       | 56 Hazel Reed           | 72 John Haigh      | (Chairman)               |
| 9 Mike Bickerton  | 25 Ray Newbegin   | 41 Charlie Marshall | 57 John Taylor          | 73 Julie Rawlings  | 88 Paul Reed             |
| 10 Ian Smith      | 26 Ray Oxley      | 42 Ted Fenwick      | 58 Pam Raine            | 74 Hilary Coombes  | 89 Janet Laughlin        |
| 11 Dave Milson    | 27 Jack Smith     | 43 Albert Hamilton  | 59 Andy Hawksby         | 75 Steve Silvester | (Lady Captain)           |
| 12 Ady Burton     | 28 Ann Smith      | 44 June Tait        | 60 Ian Gradwell (Pro.)  | 76 Mavis Marshall  | 90 Martin Greaves (Capt) |
| 13 Shaun Robinson | 29 John Norman    | 45 Robert Hamilton  | 61 Janet Greaves        | 77 Sylvia Jones    | 91 Syd Locker            |
| 14 Dave Hudson    | 30 Elaine Norman  | 46 Gordon Debenham  | 62 John Benson          | 78 Helen Hawksby   | (Vice Captain)           |
| 15 Ken Cox        | 31 Viv Storr      | 47 Chris Stone      | 63 John Page            | 79 Maurice Caley   | 92 James Mason           |
| 16 Wayne Liddle   | 32 Kev Bramley    | 48 Hilary Stone     | 64 Graham Boddily       | 80 Nigel Slaughter | 93 James Hornby.         |



better every year and many members and visitors had been surprised to see what excellent holes had been made out of such unpromising territory. However, much more needed to be done, particularly the laying of new drains, the planting of many more trees, and the construction of bigger and better tees.

With the introduction of three additional holes the sequence of play was, using the old numbers, 4, new hole, 9, 8, 5, 6, 7, 10, 11, 12, 13, 14, 15, 1, new hole, new hole, 2, 3 (see course layout 1948-71). This arrangement overcame a long standing problem. For many years members had been agitating, without success, to start their rounds at the fourth hole as it was more conveniently located in the proximity of the clubhouse than the first. The additional three holes had been only recently constructed and were not standing up well to the increased usage, especially at weekends. In November 1971 the course was reduced for the winter to the previous 15 holes to allow the new holes time to rest and consolidate. The same procedure was followed in successive winters giving rise to concern about the double duty required of 14th, 17th and 18th (the old first, second and third) in each round. By December 1975 the course had been measured at 5960 yards giving a standard scratch score of 69 and a par of 71. Don Paver slotted very neatly between these two figures when on 19 June 1977 he set the course record with a round of 70. Don was the club champion in that year, as he had been on 6 previous occasions, and in 1974 was amateur champion of the York Union of Golf Clubs.

Soon the course became congested because of slow play. Of the 873 members at the end of 1975 only 319 had handicaps. These were

Handicap	1-4	1	members
	5-9	15	
	10-16	91	
	17-24	204	

This was a clear indication that the standard of play of the majority of members would not allow any speedier play. An attempt to improve the “flow” had been made at the beginning of 1976 by altering the order of play of the first nine holes to 1, 2, 5, 6, 7, 4, 3, 8, 9 but the second hole, one of the additional ones, was a particular problem as here most delay was experienced. To eliminate it, and to lengthen the course, it was proposed to construct a new short hole to the left of the ninth fairway, to be played towards Askham Bog, and to extend the tenth to par 4 length. Experience in winter 1976/7 showed that there was little future in this scheme because of flooding problems. However in May 1977 the order of play for the first nine holes was again altered to 1, 3, 4, 5, 6, 2, 7, 8, 9 (or 1, 5, 6, 7, 4, 2, 3, 8, 9 in relation to the 1971 sequence, see course layout 1971-90) in a further attempt to eliminate the cause of congestion. The changes appeared to have

confused some members who persisted in the old order of play and notices had to be provided later in the year to tell them to play the third hole as the second and the second hole as the sixth. By mixing up the two systems of numbering in this way even more confusion must have been caused but, nevertheless, the objective some reduction of congestion had now been achieved.

The congestion caused by slow play was understandable but the continued flouting of the etiquette of golf by club members was not. With the retirement of Ted Outhwaite as club secretary the annual harangues ceased. His successor, Brigadier Stuart Knox, still occasionally had to hand out brickbats. Many of the old and long-standing complaints, like the replacement of divots, were still running sores but new problems appeared. Some members seemed to be unaware of the captain and failed to recognise his position by according him the necessary courtesy on the course. Holes were being distorted by the careless way flag sticks were replaced. Members were booking starting times at weekends in the form of "Joe Bloggs & Co", for example. All the names had to be displayed and, if there were less than four other members could add theirs to ensure the maximum use of the course. In 1975, with infringements of the code becoming more frequent, a circular, to give to new members on enrolment, and later, etiquette cards for all members, were prepared, reminding them of their obligations. Earlier in 1972 the requirement that all new members were to meet the committee formally was re-introduced. Problems also spilled over from the course into the clubhouse. Emblazoned T-shirts, ragged jeans, track shoes etc. were not thought to be suitable dress in the lounge. A jacket with tie or cravat was the appropriate dress after 1900 hrs.

While experimenting with the order of play a whole programme of course improvement was being implemented by the ground staff who also did what they could to improve the drainage of the course. This was a major problem and had the greatest effect on the use of the course during the winter months when up to nine holes were not playable. In some years no play at all was possible for a period which, in turn had its effect on the takings from the bar and fruit machine, both important items of revenue. The source of all drainage problems was Askham Bog which required a certain level of water to sustain the environment of the nature reserve. The balancing act to achieve this, in turn, meant that some areas of the course, could only be improved by raising their level above the water table. Several thousand tons of rubble were brought in and tipped on the worst places raising the level, in some cases, by five feet. One difficult place was the footpath through the Bog. Frequently golfers trespassed into the nature reserve in an attempt to find a drier path and they had to be reminded that the Bog was out of bounds. Nevertheless a planned programme of drainage was implemented using contractors

which involved digging ditches or laying perforated pipes to carry excess water away from the course into the dykes. The ditches within the course provided interesting hazards as well as a source of annoyance when balls were lost in the mud under the water. The Drainage Authority had also deepened a ditch from Askham Bryan to Moor Lane in 1977/8. This affected the Bog by introducing pollution. A meeting in June 1980 with the Marston Moor Drainage Board and the local Health Authority resulted in a programme of remedial work to be undertaken by the Drainage Board in 1980/1.

The ground staff, whose workload was enormous, was increased to three full-time employees from May 1971 to cope with the extra work generated by the lengthened course. During the summer months they were supplemented by the employment of a youth. In May 1979 a critical situation was reached with only two members of staff, one full time and one part

time greenkeeper, available to keep the course in playing condition through the period of heaviest play and grass growth. All attempts to recruit more staff had failed but by July matters had improved. The club now had three full time green keepers, a pensioner employed for 30 hours a week and a seasonally employed youth. These staff were supervised by Greg Love, the professional, whose contract required him to devote some of his time to course maintenance. By 1980, with a very large membership, he could no longer fulfil his obligations to the members or the course satisfactorily. As the committee were looking for a higher standard of course maintenance it decided to separate the green keeping duties from those of the professional and introduce two separate posts from April. Greg Love, who had been professional since October 1962, a period of major development, was offered the choice of professional or head greenkeeper and chose the latter. Now able to



*Don Paver driving in 1977. By this time he had won 32 of the club's competitions, the first in 1961. Today, with a total of 38 to his name, the most recent the Seniors' trophy in 2003, he is by far the club's most prolific winner. His feat is all the more remarkable as it was achieved largely at a time when there were fewer cups to compete for.*





*Roger Denton, professional 1980-85.*

devote his full attention to the course its condition improved vastly. The advertisement for the professional's post attracted 29 applicants from which Roger Denton, senior assistant professional at Moor Allerton Golf Club, was selected.

The welfare facilities for the grounds' staff in August 1978 were virtually non-existent. They had neither a mess room nor a changing room with individual lockers. Some of the smaller but none-the-less valuable items of course maintenance machinery and some of the bar stock were kept in old railway containers which were well beyond their economic life as well as being aesthetic eyesores. Additionally, the professional's shop, provided as recently as February 1966, was

unheated and needed roof repairs. Although it was thought that Portakabins would be a suitable replacement for all these the Regional Architect designed a totally new building and the prospects for its provision, at first, seemed good but, as an insurance policy, money was included in the 1980 budget for Portakabins. Two were purchased in April 1980 for £1000, one for the professional's shop and the other to be a mess room and machinery store, allowing the containers, at last, to be demolished. The old professional's shop then found a new use as a beer and caddy cart store.

The new clubhouse proved to be a great success not only with golf club members but with the committees of other sections of the Railway Institute and even outside organisations who held meetings there. To provide additional entertainment for its users relaxing after a game of golf and on social occasions a television set, a cassette tape player, a fruit machine, a dart board, a bookcase for the club's library and a set of carpet bowls were provided. An inspection by the County Fire Officer in July 1972 set the maximum occupancy of the clubhouse to 108 persons, 50 less than the number of members who had attended the AGM at the beginning of the year! Other 'improvements' resulting from the inspection were the installation of



*Some trophy winners in 1979, left to right, Graham Mutch, Keith Williamson Championship; George Potter, Evergreen; Thelma Pattison, Ladies' Championship; Alice Taylor, Ladies' Veterans.*

supplementary lighting, a fire alarm and an external fire escape. All necessary if the club was to be granted a ten year renewal of its club registration certificate, without which it could not operate a bar. The catering facilities proved to be inadequate and a new and improved cooker had to be purchased. While this improved the situation for a short time, the increased usage of the clubhouse, resulting from a plea by the treasurer at the AGM in January 1976 for more members to patronise it, caused congestion both in the bar and the kitchen. The only solution was a complete refurbishment of the kitchen, at a cost of £1500, completed by January 1980.

The clubhouse was managed by the steward, Fred Martin, and his wife Thelma. He had to be reminded in September 1972, that he was, after all, an employee of the club and his attitude to committee members and the outspoken remarks he sometimes made would not be tolerated. Not satisfied with a proposed increase in his wages he left the service of the club on 7 January 1974 to be replaced by George Bradley, assisted by Pat Halliday. He too failed to run the clubhouse in a satisfactory way and, after an interview with the committee, departed on 22 December. By 5 January 1975 Fred Drake and his wife Nora, had arrived to fill the vacant post. Within a period of only one year the club had had three stewards. It was to be hoped that no further resignations were imminent.

While the 1950s had been characterized by the lack of members so necessary to provide the financial stability of the club, the 1960s had seen a steady increase as the course improved coupled with the prospect of a proper clubhouse. Now, in the 1970s, the club was overwhelmed by the number of people who wanted to join. At the beginning of the decade there were over 600 members and within five years the prospect of 900 was looming. In August 1971 the entrance fee was reintroduced, £5 for BRSA members and £10 for associates, to try and discourage what was called casual membership. A waiting list of prospective members had been in force since 1967 but the Railway Institute insisted that there should be no such restriction on railway members who were subsidised by their employer. Nevertheless the membership had to be stabilized and some means found to reduce the total if the course was not to collapse from over use. In November 1972 it was decided to accept no more members after 1 January 1973, a decision which did not please the Railway Institute and consequently had to be revoked.

At the AGM in January 1973 Sidney Judson, Assistant General Manager (Staff), presumably with his BRSA hat on, asked how many associate members there were out of the total of 770 and he was told 215. This was a misleading answer as there were, in fact, 325 associate members out of which 215 were male. In August that year the Railway Institute suggested the club should consider 5-day (mid-week) membership as the course still had unused capacity on these days. This was seized upon with alacrity as a way of reducing the waiting list of associate members who would be admitted for two thirds of the full subscription but would not be allowed to take part in club competitions. This was not what the Railway Institute had wanted so after further consideration it was agreed to offer 5-day membership to both railway and associate applicants. Again this did not meet with the approval of the Railway Institute who now declared its hand by asking how many members would transfer from full membership to this new category. While only 5 members said they would be willing to change their status it was, nevertheless, decided to allow a total of 30 such members in 1974. Again no approval came from above but the Institute did agree that the wives of associate members could be offered this class of membership. By now, thoroughly fed up with the to-ing and fro-ing, the club committee decided to seek a mandate from the members at the AGM in January 1974. As there was only a small majority in favour of 5-day membership the whole scheme was abandoned.

The embargo on recruiting associate members produced a particular problem for the ladies. Fourteen active associate lady members had left the club in the last three years and of the 93 associate and railway lady members still in the club only 25 had handicaps, 23 only played occasionally and the remainder were hardly ever seen at

the club. It was almost impossible to select teams for ladies' fixtures. Railway Institute approval was therefore sought in March 1974, and perhaps surprisingly gained, for the recruitment of 20 new lady members with handicaps from outside the railway.

Without any restriction on railway members, numbers continued to increase until the 900 mark was reached in 1976 and some urgent action was necessary. A special meeting of the golf club committee was held in May at which a report was produced which examined the problem and recommended a solution.

#### The Problem.

1. Due to the increasing popularity of golf, Pike Hills Golf Club membership is approaching saturation point. Because new members tend to be playing, as opposed to sleeping members, congestion and competition for starting times must get worse and eventually impossible if action is not taken now to control escalating membership.

#### The Facts.

2. Pike Hills has been made into an 18 hole golf course at minimum cost and suffers the consequence of the past essential economy. The result is small greens, inadequate teeing grounds, and many narrow fairways, which add up to a "tight" course with players continually creating wear in the small areas of play particularly tees and greens.
3. For safety, each match is spaced 7½ minutes after the preceding one, therefore, assuming all matches are 4-ball (which they are not) with 8 starting times per hour, there is a theoretical capacity of 32 players starting per hour. Speed of play varies but the average, time for a 4-ball over 18 holes is about 3½ hours. In midwinter, with a maximum of 7 hours daylight only 116 players could theoretically complete a round each day. Last winter the starting sheet was always oversubscribed. In midsummer with, say 5 hours daylight after 17.00 hrs, 52 players could complete an evening round. Between the extremes there are clearly many capacity variations. Consider the weekend situation, bearing in mind the vast majority of members are middle shift day workers who play golf on Saturday and Sunday and summer evenings. Play on Saturdays and Sunday on average will not extend beyond 08.00-19.00 hours because of daylight availability, which gives a maximum of 244 players starting in time to complete a round.
4. Most Golf Clubs close membership around the 500 mark the more exclusive will be materially less, but there is no yardstick to measure what a maximum membership should be. Inconvenience and disappointment grows with the membership figures, in delays on the course, obtaining a starting time, condition of playing facilities, especially greens and tees, etc due to the heavy user.
5. Present total membership of the Club is 893 and when that is considered against a maximum theoretical capacity of 224 per Saturday and Sunday in the summer playing season, the need for action is obvious.

6. For several years we have ceased acceptance of associate members, but the intake of BRSA members has been running at 10 per month, i.e. about 120 per annum. If such a rate of increase is maintained many members will lose the opportunity of playing at all.
7. The congestion is not limited to the playing areas. Car parking space is frequently overtaxed, the lockers available are 130 men and 27 ladies, the changing space is inadequate, as also are the toilet facilities and lounge/bar catering area.
8. Action already taken, in addition to refusing new associate members, includes restrictions on Ladies and Juveniles at peak periods, the introduction of entry fees and severe restrictions on visitors (non members) permitting them to play only in non-peak hours.
9. Possible Solutions
  - a Do nothing - This is not a solution as membership will clearly become unmanageable on present trends and only chaos would result.
  - b Increase facilities - This is the ideal if it were practical, but on the present site land is not available to develop even if the money were available for the purpose. If increased facilities are to be provided it would require to be on a new location where duplication of what is now available could be developed. Such a solution could only be very long term and would not solve the current problem.
  - c Improve present facilities - Increased size of tees and greens is needed to cope with current membership. Reclamation of rough areas is also currently in hand to try to improve the flow round the course and provide a practice area, which should be an essential part of the course but which we do not have yet. An increase in greenkeeping staff to make the course easier by eliminating trouble spots and keeping the rough shorter, etc. might help to speed up play, but this action would only be a minor palliative and again the staff increase may be necessary to contain current membership.
  - d Restrict Play - There are various possible restrictions which might be applied, e.g. limiting the number of rounds permitted per week or per annum, prohibiting some members from playing on Saturdays and Sundays, rationing starting times at peak periods, restricting play on a basis of proficiency, e.g. on handicap limits. These reductions in facilities for members would not only be unpopular but in the main would be impossible to administer because of the massive increase in records it would become necessary to maintain.
  - e Restrict Member Recruitment - This is seen as the only sensible solution and it has been adopted by nearly all golf clubs in recent years. The method used can vary, e.g. by price, type of member, qualifications etc. Control of membership by price would not be acceptable within the principles and aims of the BRSA and must be rejected. The types of members are male, female, junior and juvenile. Male adults pay full rate (unless retired) and all the others pay less but generally are subject to some restriction, but the problem is almost entirely within the Male Adult group and therefore additional restrictions of the other types will not provide a solution.

10. The qualification of BRSA membership has become a requirement for membership in recent years, but there is a diminishing number of associate members who have contributed much to the club from the days before it was as successful as now. We rely on some of them to represent the club as they include our most proficient players. Their past loyalty to the club must not be repaid by expulsion, therefore, present associate members must be permitted to retain their membership.
11. The solution can only be a total restriction on membership to be applied forthwith and new members will only be permitted as vacancies occur. The situation will be kept under review to reflect any change in circumstance.

Faced with such a well reasoned case the Railway Institute could only agree to the recommendation but, in a last ditch attempt to save face, asked how it might be possible to allow railwaymen to join on a restricted basis. The golf club committee, now in the initiative, replied that it would like to benefit from a period of experience to establish the rate of wastage against demand. By April 1977 experience demonstrated that it was not possible to introduce 'restricted play' membership but rather that membership should further be restricted by category. This was fixed at 700 adult and junior males, 120 ladies and 80 juveniles, a total of 900 members. These restrictions seem to have generally increased rather than diminished the attractiveness of YRIGC which continued to maintain a high waiting list which peaked at 63 in January 1978 despite a constant wastage through resignation and death. Some potential but unrequited railway members were not so happy and took their complaints, unsuccessfully, to a high level in BRSA and railway trade union circles.

#### Membership

	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Members	742	770	767	?	873	890	872	861	871	900

#### Finance

Deficit £				1565	285		6119			
Surplus £	1508	2822	561			274		402	2192	476
% of expenditure	16	34	5	11	1	1	21	1	7	1
BR Assistance £	?	3174	3388	4369	6338	6481	9691	9626	9371	13317

The high level of membership brought a certain financial stability to the club. Throughout the 1970s small surpluses of income over expenditure were usually maintained except for three years. In 1974 the deficit was due to massive country-wide inflation of wage rates and costs, eventually brought under control by increased subscriptions. A similar situation occurred in 1977, apparently due to a less than adequate subscription increase at the beginning of that year and the previous year. Despite these hiccups the club was more than cushioned against financial problems by the assistance given by BR. However, with the inflation

experienced in the 1970s, increases to the annual subscriptions were inevitable but did nothing to limit the high membership levels even though the 400% increase over the decade was greater than inflation.

Subscriptions (£) at 1 January in

	1971	1974	1975	1976	1977	1978	1979	1980
Railwaymen	10.40	-	15.60	-	18.20	26.00	31.20	41.60
women	8.84	-	10.40	-	13.00	18.20	21.84	28.60
Associate men	15.00	16.50	20.00	22.50	25.00	36.00	43.00	58.00
women	13.00	14.30	16.00	17.50	20.00	28.50	34.00	47.00

As early as 1973, even though there was still eight years to run on the lease of the course, it was thought essential to open negotiations with the landlords and, at the same time, start planning the development of the clubhouse buildings. For the former a small sub-committee was appointed to meet the Estate Surveyor who would be asked to lead the negotiations for an extension of the lease. For the latter the Regional Architect was asked to prepare plans for improved locker and changing accommodation, a professional's shop, an increase to the size of the bar and the provision of a dining room. When the cost of the extension was estimated to be £25000 at 1974 prices the plans were modified to give priority to a larger men's locker room and a separate building for the professional. By 1976 inflation had considerably increased the costs of the project, now once again including the bar and lounge. The Railway Institute, who would have to fund these developments, however, was not willing to spend a penny until a new lease was agreed.

As the key date of April 1981 drew inexorably nearer the club decided some self help was necessary to convince the Railway Institute of the strength of its ambitions and intentions for future years. With the prospect of some considerable expenditure on enhancements to the course, an enlarged clubhouse and either a renewal of the lease at a vastly increased rent or possibly the purchase of the course, a larger than inflationary increase in subscriptions was made to enable a development fund, for any or all of these projects, to be started. At the AGM in January 1977 a levy of £5 a member had been agreed but, after due consideration at an SGM in September that year, subscription rates were set for 1978 which would raise an additional £8725 over the normal income from this source. In the event £8400 was achieved followed by £9589 the next year - a total of £17989 and a very good start to the fund.

The setting up of the development fund was very timely as the Railway Institute was about to embark on a major development plan for all its sections. With golf club membership now standing at the 900 mark the clubhouse, in all respects,

kitchen, dining area, lounge, locker room, was inadequate to serve the needs of the members. The 1968 building had been designed to have a second stage added and the time was ripe for this to be provided. It would, however, be better to wait until the new lease had been agreed as improving the clubhouse at this time would almost certainly result in a higher rent being demanded by the landlords. The project, now once again including the professional's shop, was expected to cost about £70000 and the Railway Institute was asked to give a high priority to providing the balance required over the club's own development fund. By November 1979 the BR Architect had produced plans which met the club's requirements and, better still, would only cost £60000.

The negotiations for a new lease were quietly going on in the background and had reached a stage where the landlords were willing to consider selling the course to the Railway Institute. The purchase price would swallow all the development fund and would require a very favourable loan from the BRSA and a heavy bank overdraft. And if this was not bad enough the latest plans from the architect now provided for a second floor flat for the steward, in addition to the previously requested facilities at the clubhouse. The complete package would cost about £200000! At this price the next decade for the club, which had decided to call itself Pike Hills (York Railway Institute) Golf Club, would be very challenging indeed.

## **The 1980s - Acquisition of Land**

Two key dates in the history of the club are 18 January and 18 February 1981 for it was on these that the ownership of the course, two parcels of land comprising 31.09 acres and 56.036 acres were conveyed to the Trustees of York Railway Institute in two stages. The price was a grand total of £55000, £22000 for the smaller area and £33000 for the larger, a purchase made possible by the foresight of setting up the development fund in 1978. By the end of the year, with the benefit of this fund, the club was clear of loan debt on its purchases. At last the years of uncertainty were over, the club's future was assured and firm plans could be made for development.

That the purchases had been made at such favourable prices was due to two factors. Firstly the club, or rather the Trustees of the Railway Institute, were sitting tenants and secondly the original agreements contained clauses that required all traces of golf club occupation to be removed if the lease was ever determined. This meant that the, by now brick-built, clubhouse would not revert to the landlord and could not be included in the valuation of the land. A not expected but considerable benefit of the acquisition of the land was realised very much later, after the privatisation



of British Rail. In 1981 it was the policy of BR to own all the sports facilities of the BRSA affiliated clubs but because of a squeeze on investment finance it could not fund this purchase and proposed instead that the leases were renegotiated for a further period. Having established the development fund the club, however, were able to ignore BR and provide the funds which enabled the Trustees of the Railway Institute to buy the land. Then, at privatisation when other branches of the BRSA, to safeguard their existence, were forced to buy their facilities at the very much inflated market prices ruling at the time, the golf club, by its forethought, was happily immune from what would have been an intolerable burden.

The cost of the first proposals for extending the clubhouse was somewhat alarming and it would have been very difficult, if not impossible, to raise the funds to pay for it. Substantial revisions were made to the plans by eliminating the second floor flat, reducing the overall size of the extension to avoid encroaching on the entrance road and by not providing any single purpose rooms. The lounge extension would serve as a dining room, committee room and ladies' room as the occasion demanded. Even with these changes the cost was estimated to be £120000 with a further £5000 required for internal fittings and furnishings. The likely sources for this were

A brewery	£30000 over 15 years
BRSA	£10000 over 2 years
Finance Houses	£45000 over 15 years
Bank Overdraft	£20000
Members contributions	£20000

The chairman, Mike Newsome, met the officials of four breweries to try and get support for the first element of the loan and eventually received an offer from Samuel Webster & Sons of £35000. There were, however some strings attached to this as the brewery required a much larger commitment than the golf club could offer on its own but, with the cooperation of other sections of the Railway Institute, the bars at the Sports Club at New Lane, the Bowls Club at Holgate and at Queen Street where large beer sales were made, a deal was struck. Members were also invited to contribute to the building fund by depositing money in multiples of £1000 at the Halifax Building Society for an annual return of 9.75% but they had to tie their money up for at least two years and receive repayment after this in instalments over a five year period.

It had at first been thought that the extension could have been a prefabricated "Yorkon" building but the junction with the existing building would have been unsightly. Alan Deller of the BR Architect's Office, who was responsible for the design, considered that a conventional brick shell could be built for the same price

and the join would be seamless. The revised plans were considered to be 'almost ideal' and were sent for planning approval in April 1982. To clear the site the store shed, at one time the professional's shop, was demolished and the later professional's shop was repositioned to become a small tool store and caddy cart (trolley) store when the extension was completed. In October nine contractors were asked to tender for the work and at the beginning of 1981 Shepherd's Construction was appointed and first appeared on site on 25 January. It was the original intention to complete the new shell first and then transfer the men's locker room into it. Finally the first floor would be closed for alteration at Easter. In the event, because of heavy frosts the order of work had to be reversed. Despite this, work proceeded on schedule and was completed by 3 July when a team competition was held to mark the occasion. At a buffet afterwards the extension was officially opened by Frank Paterson, the General Manager. At the same time the lounge was named 'The George Lounge' after two stalwarts of the Club, George Potter and George Goodhand, both honorary members, who had both devoted many hours of their time in various club offices and as club captains to ensure that the club achieved success in all its activities and plans. Shortly before the extension was completed Norman Allen, a member and a stained glass technician, offered to present the club with a pictorial window for the staircase. Installed just after Christmas 1982, it depicts an early golfer about to lift the flag from a hole. It was designed and painted by Sep Waugh, a York stained glass artist, while Allen himself carried out the practical work of cutting the glass, leading the window and installing it at Pike Hills.

When all the bills for the extension were paid the final cost was found to be £116000 against the estimate of £125000 and by January 1983 some £40000 of this had been paid off. With the prospect of paying the remainder very soon afterwards the club was now able to bring forward other developments which would further enhance the facilities available for its members. At the AGM in the same month Mike Newsome said that 1982 had been a very good year for the club which, with the building of the clubhouse extension, had seen all the club's aspirations achieved. The only major task he could think of for 1983 was the elimination of worms on the fairways!

The club would have liked their very popular stewarding team, Fred and Nora Drake to have taken over the bar, catering and cleaning duties in the new clubhouse. Sadly this was not to be as Nora's ill health forced their resignation on 26 September 1981. From 25 applicants Reg and June Plummer were selected to follow the Drakes the next day. Following complaints about the management of the bar and catering the Plummers resigned in January 1982. As the rebuilding

programme was interfering with normal stewarding Mrs M. Cammidge agreed to take over the duties until April. So successful was she that it was decided to offer the steward and caterer's post to her and her husband but, unfortunately, they were not interested. Mr and Mrs Pitts took over on 5 May but only lasted until 10 October. Finally, to the great relief of all, Terry and Yvonne Featherstone arrived to take over the duties on 2 January 1983. Five stewards in a period of 15 months knocked the previous record into a cocked hat! The Featherstones left to take over a public house in October 1988 and were replaced by Chris Reynolds as steward and Polly, later to become his wife, as the caterer.

In 1982 the club, with major achievements under its belt, could afford to rest on its laurels for a while. Its immediate ambitions were minor. The problem of the worms has already been mentioned and some treatment was given but without the success that was expected. Perhaps the fact that it had cost only one sixth of the expected price may be a significant reason for this failure. Other minor improvements that were introduced in this year on the course were the provision of a putting green and a practice bunker, and the planting of more trees and shrubs. In the clubhouse, now benefiting by increased activity at the bar, the modernisation of the ladies' locker room with showers and toilets was completed. Flooding caused by drainage problems continued to be a problem and the adjacent farmers and the Marston Moor Internal Drainage Board had to be constantly chivvied to maintain their ditches. The designation of parts of the course, land to the right of the fourth tee, on the left side of the ninth fairway and on the left side of the first and sixth fairways, all adjacent to Askham Bog, as a Site of Special Scientific Interest would introduce problems of conflicting interest. These were, in the end, amicably resolved with the Nature Conservancy Council, York Naturalists Trust, Selby District Council and North Yorkshire County Council. The County Council, in another guise as road authority, had to be approached to improve its drains on the A64 which were overflowing onto the first fairway. Although some improvement was made the long term solution was the raising of the fairway above the water table. A gypsy encampment between the course and the A64 gave rise to pilfering and vandalism problems which were somewhat alleviated by ploughing the land in between.

In October 1983 the scheme for a ring road to the north of York connecting with the A64 to the south was approved. The immediate effect on the course was minimal; a Compulsory Purchase Order removed only 50 square metres by the 17th tee. The major consequence of the building of the ring road was, however, the isolation of tracts of land alongside the course. In these circumstances their owners might be persuaded to part with them and the chairman, Mike Newsome, was

authorised to open up discussions without commitment. The first approach was made in July 1984 to farmer G.M. Dodgson, the owner of the 3.89 acre 'dog-leg' field which could be used for a short hole or a practice area. After protracted and sometimes delayed negotiations an agreement to purchase, provided planning permission for the change of use was forthcoming, was reached in November 1985 at a price of £10270. The conveyance of the field to the Railway Institute was made on 27 March 1986 and, as a reward Mr Dodgson was offered life membership in view of the great consideration he had shown members playing on the ninth, tenth and eleventh holes when they trespassed in search of mishit balls.

In February 1985, even before the dog-leg field had been purchased, land bordering the third green and fourth tee was offered for sale on the open market. The owner, when approached, was willing to consider selling a small area to the Railway Institute. Again Mike Newsome was asked to negotiate a sale but it was sold as a complete lot. The next opportunity to increase the land holding came in July 1986 when Mike was authorised to investigate the purchase of some 5.20 acres by the ring road and adjacent to the 11th green and 12th tee which would enable a new long par 3 hole to be made to replace the sixth, a considerable source of congestion. An acceptable offer of £10000 was made to the owner, Patricia Ann Bell, in September and on 2 April 1987 it was conveyed to its new owners. An offer of 4 fields totalling 40 acres had been received in January but this was beyond the financial reach of the club. Only one field of 13.19 acres, linking the other new land, and one acre, part of another field to be used for a new ninth tee, could be justified. So important was this acquisition that all other development plans were put on hold while the chairman again exercised his negotiating skills. The result was that, for £26000, the owner, farmer Dodgson once again, conveyed the two pieces of land to the Railway Institute on 31 July. In all 23.28 acres were acquired, a 26% increase in the size of the course, which would allow the sixth, 15th and 16th holes to be replaced and a large practice area to be made adjacent to the car park.

In the meantime improvements were being made to the old course. A new tractor shed was built in 1984 on the right of the 13th (now the 15th) hole. Costing £3289, it was built without doors as an economy measure but experience showed that they were essential. They were later added at a cost of £1900. An automatic pop-up sprinkler system was installed and working by May 1985 with only very minor interruption to play. Costing £27650, four sprinklers were provided on most greens and five on each of the larger ones to irrigate them in a controlled way, five minutes every night, during Spring and Summer each year. A water tank was installed near the tractor shed which housed the pump. Tree planting continued apace. In October 1984 a member of the staff at Askham Bryan Agricultural College inspected trees

in various parts of the course and made recommendations for removing unsuitable ones and planting others to improve the layout of the course. Sixty trees, purchased from the College at a good price, were planted in April the next year and by May 1986 students had planted over 300 trees including a new copse between the 4th and 7th greens. A long running issue was the risk to road users on the A64 from wayward and badly struck balls on the 18th hole. As far back as September 1970 a Mr G. White of Scarborough had made a claim for damage to the headlight of his car by a golf ball and the problem still continued. A solution proposed by Askham Bryan College in December 1986 was that the embankment of the A64 should be covered with young poplars. This scheme did not meet with the approval of the Yorkshire Highways Authority who said in January 1989 that the roots of fast growing trees would damage the cycle track. In desperation the club decided in March 1990 to seek planning permission to erect a protective net on the boundary alongside the A64 but wiser counsel prevailed with the result that by the end of the year a line of silver birch trees had been planted on the course side of the boundary. Nevertheless members were required to take out insurance to cover them against damage or injury to people and vehicles passing by on the road.

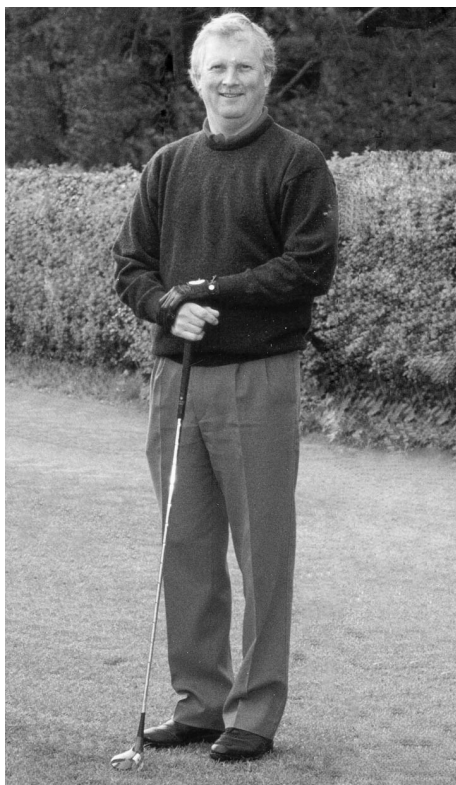
The course was, by the end of the 1980s, in an excellent condition, in fact, better than any member could remember. This was reflected in the increased level of green fees paid by non-members to play on the course. They may, of course, have been equally attracted by the comfort of the lounge and the dining room where excellent meals were available. In 1989 £38668 was collected in green fees, one quarter of the club's revenue, from 5613 visitors. Of these, 2850 paid a reduced rate as they played with a club member, 2100 paid the full rate and 630 got concessionary rates from party bookings or annual or monthly tickets. This happy state was due to the hard work of the head greenkeeper and his three assistants using the most efficient machinery available. Greg Love, head greenkeeper since April 1980 had to take early retirement in March 1989, after 26 years with the club, because of his failing health. He was replaced by his senior assistant. Alan Mortimer, at first on a twelve month trial period.

The club's first full-time professional, Roger Denton, had resigned on 31 December 1985 to take up a post in Germany. His successor was Ian Gradwell, British Boys champion in 1970 and professional at Penn Golf Club, Wolverhampton. A very good player and teacher, he was selected from a list of over 30 applicants and took over the duties on 15 February 1986. By July 1987, to help him with his ever increasing workload Gradwell, without consulting the committee, appointed an assistant, to be paid out of his earnings from tuition and shop sales. Hurriedly the chairman, captain and secretary met the professional to



*Above: Ian Gradwell, professional 1986 to the present day, posing with the British Boys Championship Cup which he won in 1970.*

*Right: A more recent and more recognisable picture of Ian Gradwell.*



discuss with him the arrangements to be made for the new assistant to have the courtesy of the course and to play in club competitions.

The extension to the clubhouse had been opened in 1982 but, less than three years later, certain parts of it were inadequate to meet the requirements of the members. The extension had been reduced in size to bring it within the money available but this had been a somewhat shortsighted gesture. The first to complain, in May 1985, were the ladies, now strengthened by an influx of new members. Their locker room was now too small and they were promised that its enlargement would be a priority when money was available. Indeed it was included in a development plan made in November 1986 along with an extension to the car park but by April 1987 the complete refurbishment of the bar was given a higher rating. Partly funded with a grant from the brewer, Samuel Webster & Sons, new armchairs, tables and stools were provided, seating was installed in the alcove, new curtains were hung, new double-glazed windows were fitted, the bar was given a new frontage and all was ready by July. As an interesting feature an old railway turret clock was installed.



*The external faces of the clock seen here in their original position at Keighley Station.*



*Originally manufactured by Potts of Leeds in 1899, the clock was an amalgamation of parts. The movement from Ilkley station was restored by Graham Oliver and mounted at the top of the stairs outside the lounge door and connected to the faces by a long rod across the full width of the building.*



*The old railway turret clock was installed in 1987. The faces came from Keighley and the supporting bracket from Shipley.*

Originally manufactured by Potts of Leeds in 1899, it was an amalgamation of parts; the mechanism came from Ilkley, the external faces from Keighley and the bracket from Shipley. It was restored by Graham Oliver and the mechanism was mounted at the top of the stairs outside the lounge door. There was considerable delay in finding suitable brass rods for the long drive to the interior face. At the same time as the bar refurbishment a new permanent building was provided as a store for small machinery and a messroom for the ground staff. A new use was then found for the displaced Portakabins.

By now the ladies' needs had been forgotten and the next priority in the clubhouse was the extension of the men's lockers room and the provision of separate accommodation for visitors which would cost about £25000. Built by WRG (Developments) Ltd, the work including a veranda, was completed by August 1989. In April the ladies had been told that it was appreciated they had very limited room for their flourishing section but it was not possible to improve the facilities without a major development of the clubhouse which was financially out of the question at the present time! The fury of the gods seems to have been invoked by this decision for hardly had it been made than a portion of the dining room ceiling collapsed. On investigation it was found to have a more mundane cause - rainwater leaking through the flat roof. Temporary repairs were made but the whole roof needed urgent attention. Part had been built in 1962 but even the more recent work by Shepherd Construction was defective. While the District Engineer made some repairs to the old roof, remedial work on the new had to wait for an investigation by the contractor. In May 1990 Shepherds concluded that the original specification had not been adequate but after being told that, according to the conditions of contract, this shortcoming should have been pointed out before building work started, the firm agreed to carry out repairs to the whole roof and make a contribution of £1900, without prejudice, to the total cost of £4850. At the same time the lounge was improved by the addition of a French window opening onto a patio area over the men's locker room extension.

With all the necessary land now in the ownership of the Railway Institute, work on the preparation of the three new holes could start. Graham Oliver had drawn a plan of the new course layout which had been designed by J.A. Marshall, the chairman of the greens committee, after he had considered all the suggestions made. The plan was put on display in the clubhouse in April 1987 for members comments. The new area, like the rest of the course, was not adequately drained. Heavy earth moving machinery would be needed to do the basic work of construction of tees, greens, ponds and fairways. The club could not do this using its own staff but the Development Fund was sufficiently healthy to allow a contractor to be employed.



Work started in September and Peacocks completed it by the beginning of November with minimal disturbance to play as the new land was situated away from the existing course and had its own access from the ring road. Planting of broad leaf trees with the help of a grant from the Forestry Commission had started but almost 100 of these were stolen. They were replaced by willows thought to be less attractive to thieves.

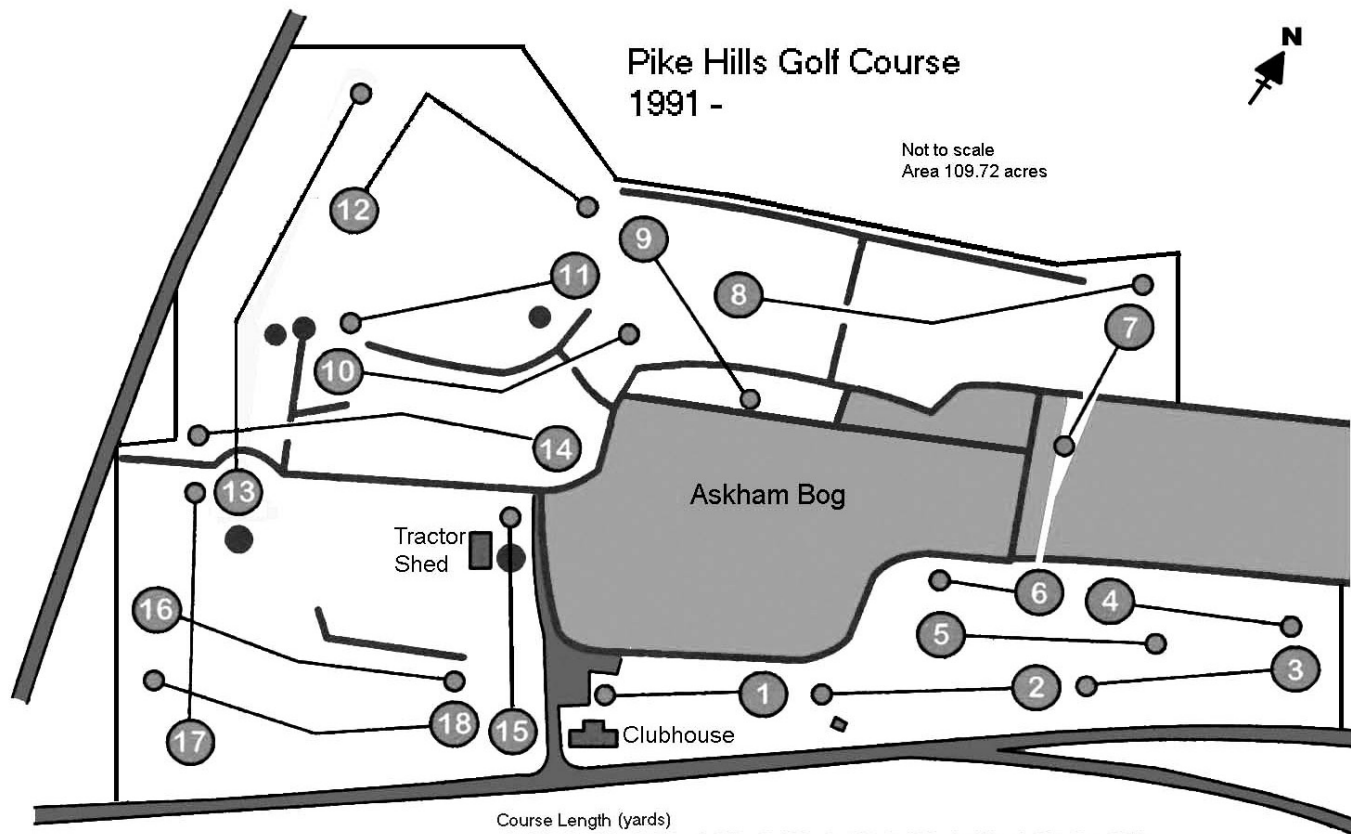
The remainder of the work would have to be done from the clubs own resources, the benefit being that it would cost about one fifth of the price that a contractor would charge but, on the downside, it would necessarily take much longer to complete. Seeding the new areas of land was completed by June 1988 and much voluntary work by members had removed stones as they appeared on the surface. The new tees and greens were landscaped in July and turfed in September. Time would be necessary for the new grass and trees to establish themselves so it was not expected that the new holes could be brought into use before Summer 1991. Even this date depended on suitable weather conditions and much more challenging voluntary work from members. By summer 1990 virtually all the work was completed and the committee, together with the lady captain, played the new holes for the first time on 13 July. At its meeting immediately afterwards it was agreed that the complete new course could be used for the Samuel Webster Fourball Trophy, a mixed competition, on Monday 27 August. While the event was enjoyed by all who took part the rest of the club members would have to wait until Easter Monday 1991 when it was expected to make the new holes available to all.

The new holes were nearly ready for the members but were the members ready for the new holes? With the membership list closed and a waiting list of new applicants the committee surely held the whip hand. All new members had to meet the committee and have their obligations to the club and the game of golf explained to them. But in spite of this the hardy annual of low standards of etiquette continued to bloom. Top of the list, as usual, was the replacement of divots. There were some disgraceful places on the course although it has been suggested that birds may have been partially to blame in removing replaced divots in their search for a tasty worm. White lines had to be drawn round the greens to show where trolleys should not be taken while putting. The selfish attitude of some members who failed to allow faster players through when there was a clear hole ahead was dealt with in a quite Draconian fashion. In competitions a two stroke penalty was applied but in ordinary games the offenders were considered for suspension. Slow play was a major cause of congestion on a crowded course so in January 1989 the competition committee compiled a list of 10 rules for obviating the problem. A printed leaflet of these 'Ten Commandments' was printed and given to all members. No doubt the

# Pike Hills Golf Course 1991 -



Not to scale  
Area 109.72 acres



Course Length (yards)

1	328	2	512	3	291	4	337	5	418	6	255	7	144	8	496	9	207	Out	2988
10	459	11	312	12	405	13	339	14	410	15	156	16	410	17	275	18	392	In	3158

Total 6146 Par 71 SSS 69



*An aerial view of the course in 1992, shortly after the extension was opened but before any trees were planted*

strict observation of starting times found its place on this list. Exercising of dogs on the course was not permitted and children accompanying members had to be kept under control. Perhaps worst of all were the players who practised approach shots on the greens and used the fairways for driving practice. Termination of membership was considered to be the appropriate punishment for this cardinal sin. A wall board was fixed outside the professionals shop in November 1989 on which notices were placed to draw attention to particular rules including etiquette.

Then having played their game of golf and wishing to relax in the nineteenth hole there were those members who continued to wear their golf shoes indoors or appear in the lounge in track suit bottoms, tops or both. Denim jeans and track shoes were not permitted either on the course or in the clubhouse where, on Saturday evenings after 7 pm, a tailored jacket and tie was *de rigueur*. To avoid other users of the course offending the dress code, the BRSA Notice of competitions included advice on correct dress on the course and in the clubhouse. After continued infringement Dress Regulations were drawn up and displayed in the lounge in November 1989. These caused some concern for the lady members as they did not allow for the changes in fashion, or vagaries of fashion as the house committee put it. A change in dress that was allowed on the course in 1990 was the wearing of ankle instead of knee length socks with shorts during hot weather. There were some members who played regularly who felt there was no moral obligation to help the club by paying locker rents. They were given a short time in which to honour their debts after which the rent was increased and, finally, the locks on the lockers were replaced and the members concerned were not allowed to play in competitions while they had outstanding dues. If practising on the playing area was seen as the worst offence on the course the defacing of notices and the visitors book was the equivalent in the clubhouse.

The 1980s had started with 900 members on the books. Not all of these were active as the arrangement for railway members to pay their subscriptions through paybills meant that there was a certain amount of inbuilt inertia in the system before some who stopped playing or left the district on promotion gave the necessary instructions to cease paying. This high membership level, while a potential source of congestion on the course, was of considerable benefit while the club was involved in high capital expenditure in making land purchases and providing or altering buildings. By January 1983, with financial stability assured, the membership limit was reduced to 875 and then in June 1984 to 850. There was a small waiting list for associate membership at this time but no BR applicants were turned down until 6 September when all lists were closed. A further reduction to 830 members was made in March 1986 and this remained the situation until March

1989 when it was decided the total membership was to be based on adults only, 660 men and 110 ladies. The admission of junior and juvenile members was to remain flexible. The reductions tended to increase waiting lists and the length of time applicants remained on them. To ensure that the few who were lucky enough to achieve membership were competent golfers they had to produce evidence of a previous handicap or lessons with the professional before they were even accepted on the waiting list.

#### Membership

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Members	900	875	840		830*		823			828

#### Finance

Deficit £ 577

Surplus £ 11954 18697 24156 14772 11973 14567 26579 13192 27936

% of expend 23 32 35 18 1 12 15 20 9 19

BR Assist £ 18350 22311 24693 27392 24715 29974 28741 33925 34223 41065

\*September

The rate of inflation had slowed down marginally in the 1980s but nevertheless subscription rates advanced inexorably every year. In addition to the regular members of the club block membership for an agreed numbers of players was accepted from organisations which had floating populations, particularly RAF Church Fenton, York University and York Police Force. The subscription paid by them was set in November 1984 at £60 per member. In January 1986 the police declined to continue its membership as the fee was considered exorbitant. The other two organisations were happy to keep paying even when the fee was raised to £80 in 1987. While deciding in May 1989 to end this class of membership, because applicants for associate membership had to wait several years before gaining admission, North Yorkshire Police Force, nevertheless, were admitted in July 1990 as they had been very helpful to the club on a number of occasions. For this privilege the membership fee was negotiated at £200 per member, a rate even higher than that paid by associate members. From March 1985 honorary membership was offered to members with 50 years continuous membership but, because the old membership records were very sparse, the word of the first honorary member claiming this privilege had to be accepted.

#### Subscriptions (£) at 1 January in

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Railwaymen	62.40	70.20	78.00	83.20	88.40	93.60	98.80	114.40	130.00	143.00
women	44.20	52.00	62.40	67.60	72.80	78.00	83.20	98.80	114.40	126.00
Associate men	88.00	98.00	110.00	? 120.00	125.00		? 145.00	160.00	176.00	
women	70.00	78.00	90.00	? 100.00	104.00		? ?	? ?		



*On 2 October 1990 Steve Hutchinson and David Richmond won the National "Famous Grouse" Shotgun Foursomes on the Old Course at St Andrews. Coming through two preliminary rounds they emerged triumphant from a starting field of 88,000 players!*

Greens fees paid by individual visitors using the course continued to be a valuable source of income. Additionally, by 1986, golfing associations, no doubt attracted by the facilities at Pike Hills, were making an increasing number of visits when their members were allowed to use the course. In 1986 the figure was 16, 1987 - 30, 1988 - 58, 1989 - 45 and 1990 - 42. While this certainly increased the revenue it is hard to reconcile this policy with the reduced numbers allowed to join and the ending of block membership. The end of the decade was marked with improved status for associate members. In 1990, as a consequence of railway privatisation the BRSA was reconstituted into the Federation of Railway Clubs (Eastern) of which York Railway Institute was an affiliated branch. Under revised rules all members, both railway and associate, had equal rights to vote and stand for Council and section committees. The golf club was no exception and all seven ordinary places on the committee, two of which previously had been reserved for associate members, were now open to all members. Equality of representation maybe but equality of subscription at this time was a step too far!

The financial stability of the 1970s continued unabated through the next decade. Healthy surpluses on the income and expenditure account, except for 1985, and large contributions from British Rail allowed the Development Fund to grow at such a rate that all the major expenditure on improvements was covered. The hiccup in 1985 had been expected and was in accordance with the agreed budget for the year which had predicted a slightly larger loss. By January 1984 the debt on the clubhouse extension was only £34500 and this was cleared by January 1986. By this time the new sprinkler system was fully funded and provision had been made for the purchase of the dog-leg field. By 1990 the development fund had provided a total of £55000 on land acquisition, £76,900 to construct the three new holes and £28000 on the provision of the new men's locker room. An unexpected requirement was ill-health severance pay for Greg Love but even this was achieved without any debt.

Plans for the 1990s could now be made. On the course it was proposed that any suitable new land should be acquired and the practice area should be developed. The plans for major expenditure were reserved for the clubhouse and at the head of the list was the much delayed extension of the ladies' locker room. Additionally the trolley store was to be improved, the professional's shop increased in size, as also were the beer store and the secretary's office. The restaurant and kitchen were to be improved and facilities for games provided. Finally, minds returned to the idea of building a flat for the steward, a scheme which had been discussed and discarded on several previous occasions over a long period. In making such ambitious plans the club's confidence in the future was palpably demonstrated.

### **The 1990s and beyond – Consolidation, Maintenance and Refurbishment**

The three new holes were well established and ready for opening for general use on the proposed date, Easter Monday, 1 April 1991. The object of reducing congestion at one particular spot on the course had been achieved. It was now time to reconsider the other facilities offered to members - in particular in the clubhouse. The original 1968 building had already been extended twice, in 1982 and 1989, but still extra space was required, particularly for an enlarged ladies' locker room. The ladies had been asking for improvements to their accommodation for some time but greater priorities had meant that what money was available was spent on benefits for the majority, the men, who outnumbered them 7 to 1. Now, however, with all previous projects paid for in full, and demands for more space being made by the secretary, the professional and the steward the ladies' needs could at last be catered for as part of a greater scheme. Alan Deller, the architect, was asked to prepare plans which would double the size of the ladies' locker room and the



*The most recent extension to the clubhouse was completed in 1992, doubled the size of the ladies' locker room and the secretary's office, extended the professional's shop and bar store, and provided a new trolley store.*

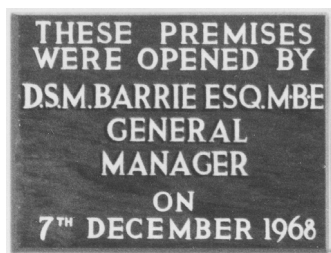


*The clubhouse was, at this time, covered with a pitched roof to eliminate any recurrence of the problems encountered with the flat roof and provided a unifying feature over the twice extended building.*





*The completed building which was officially opened on 10 October 1992 by Michael N. Doyle, President of the Yorkshire Union of Golf Clubs.*



*Three plaques commemorating the original building of the clubhouse and two major extensions.*

secretary's office, extend the professional's shop and bar store, and provide a new trolley store. It was also suggested that the clubhouse should be covered with a pitched roof to eliminate any recurrence of the problems so recently encountered with the flat roof.

Worries about the additional costs involved in reroofing the building led to planning permission being sought in August 1991 only for the extension which was to have a flat roof. It was received in October. The architect had advised that the pitched roof should be left to a later stage because of the structural work that would be necessary to take the increased load. It was, however, felt prudent to do all the work at one time so planning permission for the roof was sought in December and given soon afterwards. Tenders for the work could now be sought. The contract for building the extension was given to the lowest tenderer, WRG (Developments) Ltd, the builders of the previous extension, who had presented a well thought out method statement which would give the minimum of disruption to club activities while work was going on. They started work in March 1992 and the topping out ceremony for the roof was held on 7 August. The extension was completed by 25 September. A month later, with all the decoration complete and the fittings installed, the extension, which had cost £166000, was formally opened on 10 October by Michael Doyle, president of the Yorkshire Union of Golf Clubs. For his part in this and the earlier extensions Alan Deller was made a life member of the club.

The completion of the third extension was the highlight of a very exciting and successful year and it was confidently proclaimed in the annual report that the clubhouse and facilities at Pike Hills were, at least, the equal of any in the area. Having completed a major project every year for the last four years it was time to step back and have a hard look at what remained still to be done. The club, with its 18 hole course, had the lowest subscription in the district, and it was now time for a period of stability. In the next few years consolidation, maintenance and refurbishment were to be the watchwords for both the clubhouse and the course.

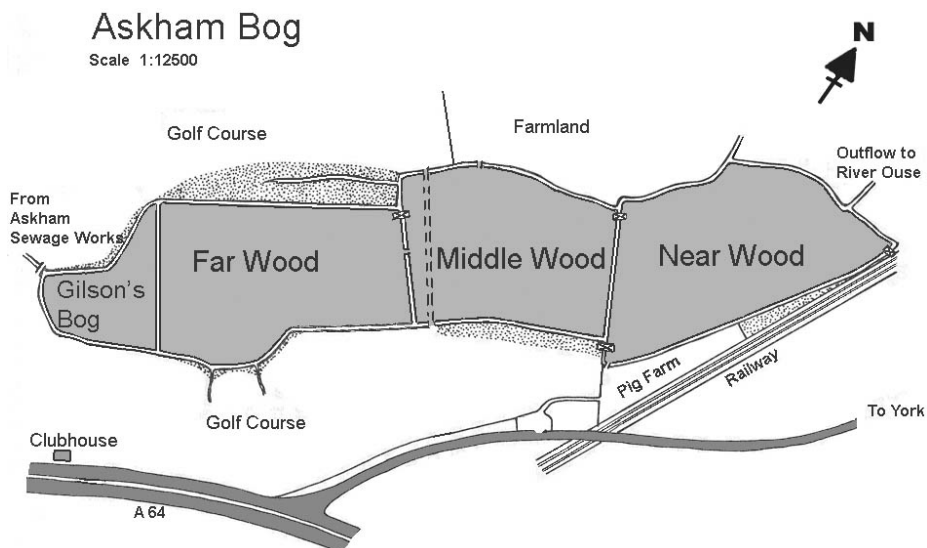
On the course wayward golf balls played onto 18th fairway were still giving concern to the club and passing motorists on the A64 as the newly planted trees were clearly not fully effective. In September 1991 the greens committee spent some time on the course checking the lengths of drives achieved by players and the heights which they reached. Their conclusion was that a mesh fence 15 metres high and extending from a point 30 metres from the tee to the beginning of the line of trees would be needed. This would be costly requiring an extensive support structure as well as planning permission. After some discussion a simpler solution

was arrived at. The tee was moved further down the 17th fairway, creating a dog-leg hole on which mis-hit drives would not rise high enough to clear the hedge. To get some measure of the problem, golfers were required to tell the professional if they hit a ball onto the road but this met with little success as it involved an admission of an imperfect driving technique. Too late it was discovered that the trees planted to give protection were not an appropriate variety and would not achieve the required size. In 1994 the club's insurers, concerned about the increasing number of claims for damage to vehicles on the A64, introduced a compulsory excess of £100 for each incident which was the responsibility of the player rather than the club. It was essential that each member had personal cover for public liability. Whether or not this concentrated the players minds when playing the first and last holes something had had an effect on the problem.

There was only one disgruntled motorist in 1996 but he was, unfortunately, Her Majesty's Inspector of Health and Safety! He reported the incident to the City of York's environmental health officer who considered that the solution was to erect 90 metres of flight netting alongside the 1st fairway which could cost up to £18000 to install. Advice of the practicality of protecting the A64 from stray balls was given by the Standing Council for the National Association of Golf Clubs which resulted in legal advice being sought from Counsel who confirmed that the City of York Council were quite entitled to use the Health and Safety at Work Act to stop balls going onto the road. The planting of mature trees was seen as the best solution to the problem but before they were obtained the motorists retaliated - a car came through the hedge onto the 18th fairway on 10 April 1997! Finally, in November, Wykeham Trees planted a considerable number of semi-mature trees on the right hand side of the two fairways and three new fairway bunkers on the first pushed players to the left off the tee. The solution was a tremendous success but nevertheless the threat of enforced closure of the holes alongside the A64 still remains. However, since 1999 the club has provided all members with cover for public liability in case there is a recurrence of the trouble and, more recently in an attempt to lessen the problem, has increased the number of bunkers on the first hole to six, removed a copse near Askham Bog and planted some semi-mature trees to the right of the fairway.

Many maintenance and improvement tasks on the course were undertaken by the six greens staff, their number having been determined in June 1992 by work study principles by which it had been calculated that 255 man-hours a week were necessary to maintain the course to the expected high standard. In their off-duty hours, it had been agreed in May 1993, that they had the status of honorary members of the club, could have a handicap and enter competitions. Their work

was controlled at first, by Alan Mortimer, and then, after his resignation in October, by Robin Oxendale who took over the duties on 4 January 1994. For the day-to-day maintenance of the course these staff were adequate but, now with all the major developments completed, some of the development fund could be allocated to constructional work which would, otherwise, have been beyond them. The AGM in January 1996 had approved the use of contractors to rebuild the 11th green at a cost of £11000. Completed in October and brought into use on Good Friday 1997 it was judged to be a great success so thoughts turned to the 12th green for similar treatment. In November a quotation of £11926 was received from Skeltons, the contractor who had rebuilt the 11th green. Work started in September 1998 and the green was completed soon afterwards at a cost of £12944. As both these greens were part of the extension opened in 1991 it would seem that their initial construction had not been entirely adequate. After this work Pike Hills could be considered one of the most improved courses in the district.



Even if land acquisition was no longer a high priority, securing control over the full playing area was. The seventh tee was situated on the pathway through Askham Bog and it was hoped in January 1993 that an exchange of land could be arranged with the Yorkshire Wildlife Trust (YWT), the tenants of the Bog, to the benefit of both parties. At the same time the club began to have concerns about activity taking place at the former pig farm beyond the third green. The amount of tipping taking place there gave rise to worries that some inappropriate development was being

planned. A Mr Bailey was identified as the owner of the piggeries and overtures were made to him to see if he would be willing to sell his property. To be on the safe side Selby RDC were alerted about the extensive works going on there. The first Mr Bailey approached was not, however, the owner but by August 1992 the true Mr Bailey had been found and he was willing to sell. If a realistic price could be agreed then this land could form part of the exchange deal with YWT. By May 1993 the Trust and the club had reached agreement but Mr Bailey did not like the price suggested by an independent valuer so the deal fell through. In April 1995 YWT asked for a new approach to be made to it but a month later realised that it could make no deal as it did not own this part of the Bog. They would, however, put the thought in the minds of the actual owner. Happily the owner, the David Lycett Green Trust, almost simultaneously, advertised in the local press that it was putting up for auction two parcels of land, a small area adjacent to the 15th hole called Gilson's Bog, and a larger area, Middle Wood, in which the 7th tee was situated. With the golf club declining to bid, YWT were the successful purchasers and thus became owners of all Askham Bog. In due course 2.56 acres of waste land to the left of the eighth fairway, belonging to the club, was exchanged for 1.56 acres in Middle Wood. In autumn 1995, even before the signing of the formal agreement on 17 May 1996, work started on improving the hole by rebuilding and raising the level of the tee at a cost of about £5000.

By the end of 1997 expansion of the course was again being considered. At 6164 yards and a standard scratch score of 69 it was feared that some of the promising junior players could be lost to clubs with longer courses. A small working party was given the task of looking into every possible option to increase the standard scratch score. Its report ranged from possibilities within the existing course boundaries to a de luxe version which involved the purchase of more land. This could increase the length of the course to 6600 yards and the standard scratch score to 71 at a cost of some £1¼ million. Clearly the development fund could not cover this and some alternative source of funding would be necessary. The first opportunity of acquiring some extra land came in August 1998. The David Lycett Green Trust were still disposing of its assets and asked the club to make an offer for a 5.95 acre field to the right of the seventh green. As this would allow the creation of a new par 3 hole it was at first decided to negotiate with the Trust but after more consideration it was realised that there were insurmountable problems in getting earth moving machines onto the land without substantial damage to the course.

The fields running alongside the eighth hole as far as the 12th tee were a better possibility and would allow the creation of two long par 4 holes and also have

access from Moor Lane for construction work. Another advantage was that this land would provide a buffer should housing development be permitted south of Moor Lane. From guidance notes compiled by the R & A it appeared that much of the cost could be grant aided. By April 1999 the purchase of the additional land was put on hold as the owner asked for too high a price. Then in July Farmer Chapman put up for sale 7.5 acres at the right of the 17th fairway in the angle between the north and southern bypasses but before a bid could be made it was sold to another party. Despite these setbacks it still remains an ambition of the club to acquire more land especially as there is the real possibility of the enforced closure of the holes adjacent to the A64. If 40 acres could be found 3 or 4 all-the-year-round holes and a new practice area could be developed at an estimated cost approaching £1½ million. When STRI were appointed as course architects in July 2003 their brief included land purchase as one of the ways of improving the course but it remains to be seen if this expansion will ever happen.

Important as the expansion was, the major priority was to ensure that the course was open for play for the maximum period each year. In a bad year over 50 days play could be lost due to weather conditions and flooding. In 1997 a member had the temerity to suggest that a refund of subscriptions would be appropriate in the circumstances. He received a sharp response from the chairman, John Stabler, who told him that if he could persuade the greens staff and the stewards to work for next-to-nothing and the Electricity Board and all other suppliers not to seek payment while the course was closed then maybe his suggestion could be considered. A continuously open course depended on perfect drainage and ever since it had arrived at Pike Hills the club had been struggling to achieve this as well as satisfying the conflicting interest of its neighbours, the tenants of Askham Bog and the farmers. YWT wanted a high water table in Askham Bog, the opposite of what was required on the course while the farmers wanted a low winter level and a high summer level. In the middle of these contenders sat the Marston Moor Internal Drainage Board who had to balance the differing requirements.

The Drainage Board arranged a meeting in June 1995 when all the interested parties attended to discuss a Water Level Management Plan. It said it was able to maintain water levels to meet everybody's requirements provided they could all agree. Four weirs around the perimeter of the Bog would allow the water level within to be raised and maintained by water pumped from the lower level. Waterlogging of the course by underground seepage could be prevented by a sub-surface drainage network connected to sumps from which the water could be pumped to the outflow dyke. YWT were concerned about the quality of water that would be pumped to the higher level. While surface water from the A64, discharge

# PIKE HILLS GOLF COURSE Land Acquisition

**A+G+H+K** 56.036 acres leased 15 Jul 1947 purchased 18 Feb 1981 £33,000  
**B+J** 31.506 acres leased 15 Jul 1947 purchased 18 Jan 1981 £22,000  
**C** 3.89 acres purchased 27 Mar 1986 £10,270  
**D** 1 acre and **E** 13.19 acres } purchased 21 July 1987 £26,000  
**F** 5.20 acres purchased 2 Apr 1987 £10,000  
**G** 2.66 acres exchanged 17 May 1996 for **H**  
**H** 1.56 acres - see **G**  
**I+J** leased to Yorkshire Wildlife Trust for 25 years 25 July 2000  
**K** 50 sq metres compulsorily purchased by N Yorks CC for the Ring Road 1 Mar 1986

Near Wood

Middle Wood

ASKHAM BOG

Far Wood

Gilson's Bog

A 64

Copmanthorpe

from Askham Sewerage Works and discharge from the Highways' Department salt pile could affect water quality the principal source of pollution was the overflow from the golf club's septic tank. This had been installed soon after Pike Hills was opened and avoided an expensive crossing of the A64 to connect to the main sewer. At the time it had been sufficient but now, after the third extension to the new clubhouse, it was woefully inadequate.

A member, Dave Laughlin, examined all the various options for the disposal of waste from the clubhouse and was firmly of the opinion that the connection across the A64 to the main sewer was the best solution. A consultant was appointed who agreed and recommended, in January 1996, connecting the septic tank into a small pumping station near the car park and from there installing a pipe by thrust bore across the main road. The estimate for this work was £25000 plus another £4000 consultant's fees. Leo Dawson & Co were appointed to do the work which was started on 7 October and was commissioned on 10 December having cost only £25513. A small snag overcome in the course of construction had been the need to cross some private land on the Copmanthorpe side of the A64 before the main sewer was reached. Happily this belonged to Bill Storey, a club member, and it was possible to make an amicable agreement with him. With the main source of pollution now eliminated, the next stage of water management depended on YWT.

For its part YWT, who now owned all of Askham Bog, wanted to commission a consultant to produce a Water Management Plan and sought National Lottery Funding. Before the custodians of the lottery funds would consider an application YWT needed to have control over all the land covered by the plan. Two pieces of land belonging to the golf club were included in the water management area, a small area to the right of the 4th tee and a larger piece surrounding the 7th tee. On 25 July 2000 these were leased to the Trust for 25 years at £10 per annum payable on 25th July each year in advance. The commissioning of the report could now go ahead and a draft copy was handed to the club in December 2002. In July 2003 the club, after discussions with Marston Moor Internal Drainage Board, agreed to the construction of dams built within the Bog but, impatient with the time scale to solve a problem which had been with it for over 50 years, decided to go ahead with the provision of sumps recommended in 1995. An EGM on 22 July 2003 approved the spending of £39450 for two sumps near the 6th and 15th fairways. The work was completed in September and only time will tell if this is the final solution but initial results are very encouraging.

With the opening of the clubhouse extension in 1992 no more major building works were planned but much cosmetic work remained to be done. The





*In 1998 the entrance lobby to the clubhouse, the stairway and the 19th hole were comprehensively refurbished and improved.*

portakabins, the last survivors of a series of temporary buildings that had been a feature of the site since the earliest days at Pike Hills, were removed in April 1993. The car park was enlarged in April 1995 at a cost of £4958. A scheme for improving the entrance from the A64 got a little bogged down in local government procedures when the authority for Town and Country planning passed from Selby RDC to the City of York Council in April 1996. The Council now embraced many of the fringe villages, including Copmanthorpe and Askham Bryan. After some further thought a revised plan was drawn in April 1997, planning permission was received in August, work started in October and was completed in December at a cost of £3300. A major overhaul of the gentlemen's toilets and showers, for which £20000 was budgeted was completed in April 1998 for less than this figure. The rest of that year was taken up with a refurbishment of the entrance lobby to the clubhouse, the stairway and the 19th hole. In April 1999 air-conditioning was installed at a cost of £8300 followed in May the next year by a £6000 public address system. Finally in October 2000 a security barrier at the road entrance, costing about £5000 and operated by swipe cards or tokens, was commissioned in an attempt to cut down vandalism and theft in the vicinity of the clubhouse. This was a decade of real achievement, so much so that a five-year plan, formulated in June 2000, struggled to find any major items to include.

Chris and Polly Reynolds who had been steward and caterer for seven years resigned and left the club's service on 18 September 1995 under a slight cloud as a number of complaints had been made about the steward. This departure gave the club the opportunity to abolish the team system and make separate appointments. Barry Stickney became steward on 19 September 1995 and Ralph Hudson the chef/caterer on 2 October on an annual contract. After complaints about incidents in the dining room on a couple of occasions he was given only a three month contract in October 1997. At the end of that period it was decided to replace him with an experienced front-of-house person. In January 1998 Chris Wray, already a club employee, took over the cooking at weekends until he was formally given the job on 12 February. He too did not last long and left the club on 10 January 2000 because of lack of support from the members and some, in his opinion, unjustified criticisms and comments, some of a personal nature. This was a sad event for the club and in announcing at the AGM in February 2000 that Mike Room would replace him as chef the chairman, John Stabler, reminded everyone present that 'no-one is perfect and one bad bacon butty does not make a bad chef'. Next to leave was the Steward, Barry Stickney in October 2000, to become licensee of a public house in York. Andrew Wilson an assistant steward at York Golf Club was selected in his place to commence on 11 March 2001 but, before this date, decided that he did not want the post. To avoid any further delay in filling it Jack Tomkinson, the assistant steward at Pike Hills, was given the post on a probationary basis on 26 February. After a year it was decided that he should revert to assistant and the post should be advertised. On 14 April 2001 Jim Jackson, who had been appointed as assistant steward on 12 March 2000, became the steward. The selection and retention of the right staff in these sensitive posts has, throughout the history of the club at Pike Hills, presented some difficulties but as the centenary approaches the members are well looked after in the clubhouse.

The members' behaviour still gave rise to concern and rules were made and notices posted to try and set an acceptable standard. As John Stabler, the chairman, said at the AGM in February 1997, having taken over the mantle once worn by Ted Outhwaite, "Rules are there for a purpose - without rules you descend into anarchy and chaos". A member had said to him, shortly after the introduction of winter playing mats "we have more rules than Full Sutton prison", to which he retorted "Maybe, but at least we don't have riots here!" High on the list of offences was the dress code. Shirts were worn outside trousers, trousers were tucked into socks, baseball caps were worn back to front and some members had the temerity to wear granddad shirts while playing. In the clubhouse drinking straight from bottles was not allowed and tearing pieces off official notices or defacing the suggestions book was to be punished by expulsion from the club, if the culprits could be found. The

penalties for infringement of other rules could also be quite strict. Two members were temporarily suspended when they were found wearing golf shoes in the gent's toilets.

On the course the offences against the code of etiquette ranged from not turning up at booked starting times thus depriving other players of a game, cutting in, not letting faster players through, taking trolleys on to greens and the usual failure to replace divots. Greens were roped off to prevent trolley access but some members responded by vaulting over the ropes! To solve the divot problem some "McDivot Retainers" were purchased for use by members and guests alike. While the initial impression was that they were effective the downside was the cost of providing them but, at least, the birds could not be blamed for scattered divots. Playing mats were introduced in winter 1996 to minimise damage to the fairways. They were, predictably, not popular and some members responded to them with lack of consideration, responsibility and carelessness. Of the 150 ordered at a cost of £750 some 90 were missing by January 1997. For the next winter a new design of mat was introduced and sold to members at £1 each. One member, reluctant to use the mats, had to be reprimanded for his offence and 'the blatant and arrogant manner repeatedly adopted on matters which require a general acceptance, support and the full co-operation of all members'. Even after this example 'to encourage the others', players continued to bend the regulations, using mats which were too small and playing off the back edge rather than the centre. The use of mats at both Carnoustie and the Royal and Ancient was cited as an incentive for them to be used at Pike Hills.

Trolleys, by now in almost universal use, had to be banned during the winter months to prevent damage to the course. At these times members were advised to use light weight bags with a smaller selection of clubs than usual. At first this ban was relaxed for those over pensionable age but as the average age of members increased and more came into the permitted category those wishing to use trolleys were required to produce a doctor's certificate in support of their request to continue using trolleys all the year round. This brought a complaint in 1992 from The North Yorkshire Local Medical Committee which was hurriedly informed that the required certificates should be provided outside the auspices of the National Health Service and those requesting them should pay a fee. Buggies arrived in 1994. In that year the chairman of the greens committee, Geoff Dalby, announced that he intended to buy one. The matter was thought too important to be dealt with by his committee so the general committee were asked to set rules covering the acquisition and use of such vehicles. At first it was intended that a buggy shed

should be built near the tractor shed but, with the probability that rent would be paid by as few as 6 members, its cost could not be justified. They had to be parked outdoors where they were a temptation to vandals. After an incident in July 1996 all buggy owners were asked to fit immobilisers to prevent any serious damage being done to the course by joy-riders. After one had been set on fire they were, for a time, kept in the tractor shed but in February 2000 this practice was stopped and owners were again told they must fit immobilisers or use wheel clamps. Any buggy parked overnight and found to be without either of these devices would have to be removed from the course.

With all the improvements made to the clubhouse and the course the popularity of the club was in the ascendency. The earlier higher level of membership could not be sustained nor was it necessary any longer to provide finance for major projects. In January 1994 Mike Newsome, chairing his 17th and last AGM, was able to announce that the club was in an enviable position - it owned the course and the clubhouse was fully paid for. After April, when there were 650 male and 102 female members, no new members were admitted. A year later the membership ceiling was formalised at 650 males and 100 females plus a flexible number of juniors and juveniles. The waiting list at this time included 213 male applicants even though from December 1992 the top 60 males and 10 females on it had had to pay a deposit of £100 to show that they were serious candidates. On their being accepted as members the deposit was used in part payment of their entrance fee. In January 1996 a five year project to reduce the male membership to 600 and the females to 90 was initiated. So successful was this that in March 2001 the maximum number of male members was reduced to 580. Current policy is to continue this by a gradual reduction over several years.

Membership													
Members	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	802		783	792	771	764	730	745	717	718	703	734	740
Finance													
Surplus £	24776	23082	6218	19713	24826	4737	16722	35513	20151	8428	14459	12521	23392
% of expend	14	13	3	5	10	2	6	12	6	3	4	4	6
BR Assist £		22800	4585										

The finances of the club suffered a set back in 1993 with the ending of the assistance from British Rail. Starting in 1960 over £390000 had been received from this source which completely covered the rent of the course and paid for 50% of its maintenance. In the early days at Pike Hills the club could not have survived without this contribution but when it moved into financial stability, achieving surpluses of income over expenditure on a regular basis, it was able to allocate

them together with BR assistance to a development fund which led to the outright purchase of the course and the building and extending of the clubhouse. Now self-financing very careful management would be required. To start off its new regime the club received a considerable boost by the repayment of £50000 VAT on members subscriptions which was allocated to the development fund. All the income now comes principally from the profit on bar sales (13%), green fees (15%) and subscriptions and entrance fees (68%). The subscriptions are set, not slavishly following inflation, but by considering the development projects proposed by the house and green committees, including future maintenance and renewals, and the income necessary to achieve them. The subscription rates are then set to a level thought to be acceptable to members and which would, at the same time, enable the clubs development to be progressed. As Kevin Brown said in 1999 in his first report as treasurer his aim was to continue the sound financial management of the club, to see that money was not wasted and that money was always available to meet the aspirations of the club and its membership.

The associate members had achieved equality of status in the club in 1990 and the next step to complete the process was to raise the subscription of railway members to match theirs. This was achieved by 1993 and the next target, to have only one rate of subscription for adult members, whatever their sex, was attained in 1999. The previous year the deduction of subscriptions through paybills for railway members had ceased as a charge was now being made to collect them.

Subscriptions (£) at 1 January in

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Railwaymen	158	186												
women	139	163												
Associate men	194	214												
women	170	187												
Men			220		260		280	300	325					
Women				193		228		248	285					
All adult members										340	374	400		412

After the major building and improvement schemes were over the club occupied itself with a number of celebrations. The first was due to occur in 1996, the 50th anniversary of its arrival at Pike Hills. Planned to coincide with the anniversary of the striking of the first ball on the course, it was hoped to hold a week of golfing events and entertainments that would allow all members and some invited guests from other clubs to participate. Unfortunately the committee organising the event did not know when this was but settled on 16 to 22 June, the latter to be the Golden Jubilee Day. From the point of view of historic accuracy the event took place some



*Flooding in front of the tractor sheds, November 2000*



*The 7th hole, looking back towards the tee, November 2000*



*The 7th tee looking towards the green, November 2000*



*The 7th fairway looking towards the green, January 2004*



*The first Halfway house. It was donated by Mr and Mrs D. W. Shepherd in 1991*



*The new Halfway house in 2004. The golfers refreshing themselves there are, left to right, Doreen Plumpton, Eileen Jones, Jean Shanks, Sylvia Jones, Viv Storr, Hilary Stone and Jeanette Martindale.*



three months prematurely but nevertheless the celebration, concluding with a barbecue, was a great success and, perhaps, a good learning experience for more still to come.

Next came the millennium, to be celebrated in 2000. In addition to a series of competitions and social functions it was necessary to mark such a rare event with a project which would be a tangible reminder for years to come. Under consideration were a new stone bridge over the ditch at the 13th green, a fountain in the pond adjacent to the 11th green, a golfing scholarship for junior members, the development of the pond at the 15th hole and the construction of a new halfway house at the 10th tee. This latter idea was thought to be the most popular and practical. Alan Deller, the architect, produced a design for a substantial building with ladies' and gents' toilets and catering facilities. Although it was expected it would cost between £12000 and £17000 the members at the AGM in February 2000 were asked to approve expenditure of £20000. Tenders for its construction were sought after planning permission was received in autumn and the lowest was £27000 which, with another £3000 for electricity and fittings, was 50% more than expected. A pre-fabricated building was chosen as an alternative and was ready for use by September 2001 having cost £19000 - not the intended year but some would say the actually correct year for the millennium. The two golfing events, including a fancy dress millennium madness competition, were, of course, held in the intended year. The golden jubilee of Her Majesty, Elizabeth II, was celebrated with a fourball mixed team event with a buffet meal afterwards in June 2002.

All these celebrations, significant as they were, were merely a prelude to 2004 when a week of golf competitions is planned to allow every member the opportunity to share in the celebrations of the centenary of the club, albeit 20 years earlier than had been expected. The sum of £15000, to cover the costs of the centenary, was approved at an EGM on 22 July 2003. The events start on Saturday, 24 July 2004 with an AM-AM competition and buffet. Centenary day is Monday, 26 July including a pie and pea supper, when the bar will be serving drinks at 1904 prices. Thursday is a VIP day and the festival concludes on Saturday, 31 July with the Centenary Cup competition followed by a Gala Dinner at York Racecourse.

## Conclusion

Ted Outhwaite, secretary of the golf club from 1962 to 1972, began his annual report to the AGM on 21 January 1966 by posing the question - “What is a good Golf Club?” He went on to say

It should go without saying, and yet it never does, that a golf club, a real golf club, should have a good golf course. It never seems to go without saying because few golfers seem to agree on what constitutes a genuinely good golf course.

To some golfers the sole criterion of a good golf course is its length. to others a good golf course should be ‘tough’, to some a good golf course should be beautiful and to still others, and for some reason this includes almost everybody who plays golf, a good golf course is a ‘fair’ course.

This theme could be carried on at some length. The pros and cons of the subject could be argued for a long long time. But it represents an impossible thought. How can a course be ‘good’ or ‘fair’ for both Arnold Palmer and you or me?

A golf Club to be a real golf club must have an atmosphere of being up to date and yet something of remoteness too. It must be a place you have to get up and go to, not fall out of bed into, and be worth going to when you get there.

What has all this to do with Pike Hills? It is this – it illustrates the aim of the committee to make Pike Hills into a Good Golf Club, a place worth going to.

At that time the course, with large areas of uncontrolled rough and constructed on extremely wet ground, had only 15 holes. For some periods, during the winter especially, some or, even at times, all the holes were unplayable. Even with this unpromising material the committee had a vision that drove them on. Their dedication, supported by some like thinking members has, in the 38 years since Ted asked his question, achieved all the answers. The extension to 18 holes was the real key to the future as the shorter course could not have accommodated the increasing membership resulting from the ever increasing popularity of the game of golf. The course, now occupying an



*Martin Brown, the club's first scratch player and winner of the York Union of Golf Clubs Open Championship in 2003, the first club player since 1935. So far he has won 19 club trophies, still only half the achievement of Don Paver, but with age on his side and more cups to compete for Don's record will surely fall to him eventually.*

enlarged site, has been drained, the rough tamed and the tees, fairways and holes continually improved. It is still an objective to increase its length and the standard scratch score either within the current boundaries or by buying more land. It would be extremely inappropriate for a non-golfer to express any opinion on its fairness or toughness and no doubt, there are many opinions still being expressed and will continue to be expressed by the golfers on this subject. As far as its beauty is concerned Ted, or Tree Outhwaite as he was sometimes called, led the way as a tree planter. Many hundreds have been planted over the years for many reasons, to provide natural hazards, to separate golfers on adjacent fairways and to provide a screen to protect passing motorists. Whatever the reason for their planting the beauty of the park land site has been enhanced. The ponds are another enhancing feature, although not necessarily provided for this reason.

In 1966 the clubhouse was a collection of wooden huts and redundant containers, not the most inviting place, and yet, at the time, the membership was steadily increasing. Pike Hills even then must have been a place well worth going to. Now with a brick built clubhouse, extended three times and given a pitched roof that unifies its parts, with its lockers rooms, professionals' shop, lounge bar and dining room, it is certainly a place that attracts the members, and not only golfers, for there is a large band of social non-playing members who come to enjoy the off-the-course facilities and the companionship offered there.

All these developments and improvements, of course, could not have been achieved only by the hard work and dedication of the members. A sound financial footing was also necessary. In the early years at Pike Hills there was a real risk that the club would have to close. The Railway Institute Council, to its credit, resisted the temptation to take the easy option to stop the drain on its resources and continued to support the club by covering its losses. These losses would have been even greater had not the membership included Associate members paying higher subscriptions than their subsidized railway brethren. The major change in the clubs fortunes came with decision by BR to meet 50% of the maintenance costs of railway sports grounds. This, at a stroke, turned the deficits into surpluses and allowed the accumulation of the funds that have enabled the course to be purchased, a clubhouse to be built and extended, and the facilities offered to members to be continually improved. The support, first from the Railway Institute Council and later from BR was only given because the rocky foundations of the club had been propped up by the Associate members. Without them the club would have been just a distant memory.



*The 15th green and fairway, 1999.*



*Looking along the 2nd and 1st fairways towards the clubhouse, 1999.*

Having delivered his report Ted concluded with the words

What is a good Golf Club? This is the question I posed at the beginning of this report. I leave the answer to you - in my opinion the answer is in its Members.

Of course he was right. That Pike Hills is an attractive club can be seen by the length of the waiting list of those wishing to join. Not many clubs have such a good indicator of its health and appeal. Without the support of the members the club would be nothing. In 1966, with precarious finances, the club relied heavily on the voluntary work performed by the most committed members. Now, in its extremely healthy financial state, it can leave the work of maintaining and improving its course to the dedicated team of ground staff, the running of the bar and the dining room to the Steward, the Chef and their helpers, and the improvement of the standard of golf played there to the professional and his assistant.

Throughout this record of its history the members and the playing of golf have necessarily received little attention as it has concentrated on the progress and development of the club and the improvement to the course and the facilities that have made it what it is today. The members, however, were there, in the background, all the time. At one time there were far too many to allow for comfort but at all times they were there; playing friendly games of golf, competing for the many club trophies and representing the club in its matches with other clubs both in the York Union of Golf Clubs and further afield. They were there in the clubhouse relaxing in the bar after a round of golf, playing the fruit machine, wining and dining, dancing and enjoying the many other social activities offered there throughout the year.

Not only have the members contributed to the well-being and development of their club by paying their subscriptions, supporting the bar and restaurant, and participating in the off-course activities organised for their entertainment. They have also dug deep into their pockets in support of a number of charitable causes. Apart from some specific golf competitions which are part of nationally sponsored fund raising events the club supports events of its own for which the course is provided without charge and all income raised goes to the charity concerned. By these means Dr Boyle's Heart Charity has, over the years, benefited by over £47000 from an annual event organised by Bill Mutch. Dave Atkin, initially, and now, the vice captain, have between them run an event in aid of St Leonard's Hospice which has raised over £63000. Every year the lady captain holds coffee mornings and other activities which have, in recent years, provided over £10000 for various charities. In addition to all these club-organised occasions the course is 'given' on one day a year to the Yorkshire Wildlife Trust, the owners of Askham Bog, to enable them to arrange their own fund raising event. In the nine years that

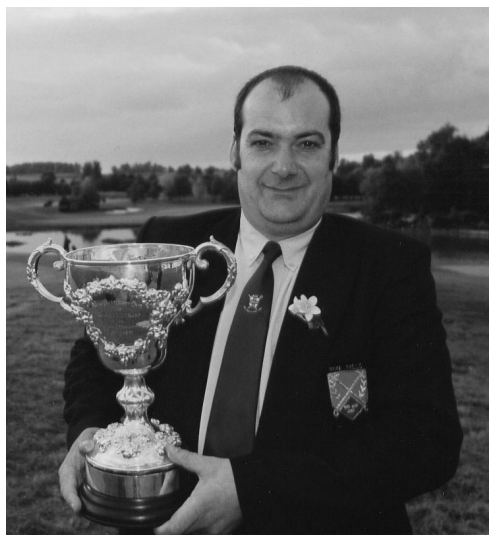
this has happened the Trust has raised over £30000 for their funds. In all a very creditable £150000 has been raised.

The club has achieved much in its 100 years of life, from its early beginning on the Knavesmire and, later, at Hob Moor, both places shared with the general public in pursuit of its legitimate and sometimes not so legitimate activities there. The indomitable spirit of the few members, who had played in these conditions and were still supporting the club at the end of the second world war, led to the move to Pike Hills and the rest is, of course, history. Now, with the ownership of the course and clubhouse vested in the Trustees of the York Railway Institute, its position is secure. Its connection with the railway organisations that wanted to provide worthwhile leisure activities for their staff is now much more tenuous but the future of the club, now open to all, is assured, built on the sound foundations laid by the railway directors and managers. Long may it flourish!

## **Acknowledgements**

When Frank Paterson asked me to write a history of the golf club, the fourth time, in fact, when he has suggested that I might involve myself in some historic research, it was with some trepidation, that I accepted his latest request. I had previously turned down authorship of a history of Railway Signalling but with any York subject I don't hesitate and only think of the consequences afterwards. True, I had previously written in 1989 the Centenary History of the Railway Institute and that included a small section about the golf club since 1920 but this was necessarily brief and did not really need any deep knowledge of the game of golf. Would my gleanings of the game, learned on my grandfather's clock golf course in his Welsh garden, see me through the intricacies of the game played on the Knavesmire, Hob Moor and Pike Hills. As I started to read through a dusty collection of nearly one hundred years of minute books, AGM reports and correspondence I found that I really had no reason to worry. What I found among those papers was a fascinating story of achievement in building golf courses and providing facilities in what were, in all cases, unpromising venues. And this was the important story that needed to be told. To make up for my lack of golfing knowledge I am grateful to Mike Newsome for guiding me through the pitfalls of foursomes, greensomes, Stablefords, better ball competitions, and standard scratch scores, although I must admit I still do not properly understand the significance of the latter. He also assisted greatly in the sphere of Railway Institute politics and finances. Bill Mutch has been of immeasurable help in reading the manuscript, correcting my errors and making sure that the end result was clear and understandable. Graham Oliver has

assisted by using his photographic skills to increase the number of illustrations included and Alan Deller has contributed by producing the land acquisition map and the outline identification drawings for the group photographs.



*Russ Chilton with the Marie Curie Cancer (Queen Mother's) Cup which he won at the National final at the Belfrey on 9 October 2001.*



*The new ladies' trophy presented jointly by Barnitts of York and Cameo Engraving for Competition during Centenary Week 2004.*



*Continuing the close railway connections with the golf club the Great Northern and Eastern Railway have presented a new silver cup for a men's competition during Centenary Week 2004. Bruce Wakeman, chairman of the Centenary Committee (right), receives it from Jonathan Metcalfe of GNER.*

# APPENDIX A

## Club Officers

	President	Club Captain	Lady Captain	Chairman	Secretary	Treasurer Secretary	Competition
Knavesmire							
1904		J.E.Edmund Jones			Thos. W.Terry		
1905		J.E.Edmund Jones		J.E.Edmund Jones	Thos. W.Terry	J.Coleman Grieve	
1906					Thos. W.Terry		
1907	E.Lycett Green	E.Lycett Green			Thos. W.Terry		
1908		H.V.Scott			Thos. W.Terry		
1909		H.Dennis Taylor		George Wilson	Thos. W.Terry		
1910		Bernard Linney		J.Watkinson	Thos. W.Terry		
1911	Capt Edwyn Walker	J.M.Melville			W.W.Buttifant	Shirley N.Dean	
1912	Capt Edwyn Walker	J.Watkinson		J.Watkinson	W.W.Buttifant	Shirley N.Dean	
1913	Capt Edwyn Walker	Frank Shaw			W.W.Buttifant	Shirley N.Dean	
1914	Capt Edwyn Walker	W.V.Hargrave			H.G.Fowler	J.Cassels	
1915	Capt Edwyn Walker	Frank Shaw			A.Fryer	J.Cassels	
1916							
1917							
1918							
1919							
Hob Moor							
1920	Lord Knarsborough	R.O.J.Dallmeyer	Mrs Dallmeyer		A.C.Mitchell	R.A.Gray	
1921	Lord Knarsborough	R.O.J.Dallmeyer	Mrs Dallmeyer	R.O.J.Dallmeyer	A.C.Mitchell	R.A.Gray	
1922	Lord Knarsborough	R.O.J.Dallmeyer	Mrs Dallmeyer	R.O.J.Dallmeyer	A.C.Mitchell	R.A.Gray	
1923	Viscount Grey	H.A.Watson	Mrs H.A.Watson		A.C.Mitchell	R.A.Gray	
1924	George Davidson	H.A.Watson	Mrs H.A.Watson		A.C.Mitchell	R.A.Gray	
1925	George Davidson	H.A.Watson		H.A.Watson	A.C.Mitchell	R.A.Gray	
1926	George Davidson	Paul Gibb	I.E.France	Paul Gibb	A.C.Mitchell	F.Dunn	
1927		Paul Gibb	Miss M.Gray	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1928		F.W.Gargett	Miss M.Gray	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1929	T.Hornsby	A.B.Dodds	Mrs E.A.Sparrow	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1930	T.Hornsby	J.C.Allen	Mrs Gargett & Miss Smith	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1931	T.Hornsby	A.B.Dodds	Mrs J.Miller	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1932	T.Hornsby	J.Miller	Mrs J.Miller	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1933	John Miller	F.Dunn	Mrs C.A.Sparrow	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1934		F.Dunn	Mrs J.S.Taylor	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1935		A.B.Dodds	Mrs Brocklebank	T.H.Ellis	A.C.Mitchell	J.H.Cooke	
1936	John Miller	J.J.Willan		T.H.Ellis	J.H.Breen	J.H.Cooke	
1937	John Miller	H.R.Garth	Miss M.Barker	H.R.Garth	J.H.Breen	J.H.Cooke	
1938	F.E.Harrison	A.S.Buswell	Mrs Hood	A.S.Buswell	J.H.Breen	J.H.Cooke	
1939	F.E.Harrison	J.J.Willan	Mrs Baxter	J.J.Willan	J.H.Breen	J.H.Cooke	
1940	F.E.Harrison	C.S.Baxter	Mrs Fearn	J.J.Willan	F.Cuthbert	T.W.Longfield	
1941	F.E.Harrison	J.H.Breen	Mrs E.Holliday	J.J.Willan	F.Cuthbert	D.F.Gowen	
1942	F.E.Harrison	A.C.Webster	Miss E.M.Taylor	J.J.Willan	F.Cuthbert	D.F.Gregory	
1943	J.Taylor Thompson	F.Cuthbert		J.J.Willan	F.Cuthbert	D.F.Gregory	
1944	J.Taylor Thompson	W.H.Hood		J.J.Willan	F.Cuthbert	D.F.Gregory	
1945	J.Taylor Thompson	D.F.Gregory		J.J.Willan	F.Cuthbert	D.F.Gregory	
Pike Hills							
1946	J.Taylor Thompson	W.Acton		W.Naylor	F.Cuthbert	D.F.Gregory	
1947	J.Taylor Thompson			H.W.Graham	F.Cuthbert		
1948	J.Taylor Thompson	F.W.Yeomans		H.F.Pallant	F.Cuthbert		
1949	J.Taylor Thompson	F.W.Yeomans		H.F.Pallant			
1950		F.W.Yeomans	A.Simpson	H.F.Pallant	G.R.Cawood	D.F.Gregory	J.G.F.Bradley
1951	H.A.Short	E.G.Riddle	J.Gossp	H.F.Pallant	G.R.Cawood	D.F.Gregory	J.G.F.Bradley
1952		B.Fearn	M.I.Fearn	H.F.Pallant	G.R.Cawood	D.F.Gregory	J.G.F.Bradley



1953	J.G.F.Bradley	P.Cawood	W.Naylor	G.R.Cawood	D.F.Gregory	B.Fearn
1954	W.A.A.Scott	Miss Eastgate	W.Naylor	B.Wilson	G.R.Cawood	W.A.A.Scott
1955	E.L.Triffitt		W.Naylor	B.Wilson	G.R.Cawood	
1956	H. Severs	Mrs N.Charlton	W.Naylor	B.Wilson	G.R.Cawood	
1957	H.C.Steeple	Mrs M.Outhwaite	W.Naylor	D.Shakespeare	G.R.Cawood	
1958	W.F.Outhwaite	Mrs M.McGuigan	H.C.Steeple	D.Shakespeare	R.Mennel	W.Craggs
1959	G.R.Cawood	Mrs M.Kemp	H.C.Steeple	D.Shakespeare	R.Mennel	W.Craggs
1960	N.Littlefair	Mrs S.Waugh	G.R.Cawood	D.Shakespeare	R.Mennel	W.Craggs
1961	E.W.Outhwaite	Mrs M.Waugh	G.R.Cawood	G.Goodhand	R.Mennel	K.F.Crossley
1962	K.F.Crossley	Mrs L.Hewitt	G.R.Cawood	E.Outhwaite	R.Mennel	K.F.Crossley
1963	G.B.Potter	Miss D.Pashley	G.R.Cawood	E.Outhwaite	R.Mennel	K.F.Crossley
1964	V.Wright	Miss E.Evans	G.R.Cawood	E.Outhwaite	R.Mennel	D.Smith
1965	S.H.Dodds	Mrs S.Dales	G.R.Cawood	E.Outhwaite	G.R.Cawood	D.Smith
1966	R.D.Scott	Mrs S.Waugh	G.R.Cawood	E.Outhwaite	G.R.Cawood	D.Smith
1967	R.Capper	Mrs W.Taylor	S.H.Dodds	E.Outhwaite	G.Goodhand	D.Smith
1968	A.Leslie	Mrs B.Bootland	S.H.Dodds	E.Outhwaite	J.Purvis	D.Smith
1969	G.W.Goodhand	Mrs S.McHaffie	S.H.Dodds	E.Outhwaite	J.Purvis	D.Smith
1970	D.N.Smith	Miss J.Dodds	G.Goodhand	E.Outhwaite	J.Purvis	D.C.Paver
1971	J.Purvis	Mrs O.Potter	G.Goodhand	E.Outhwaite	M.Newsome	P.Reed
1972	D.C.Paver	Mrs M.Outhwaite	G.Goodhand	E.Outhwaite	M.Newsome	P.Reed
1973	H.O.Baldwin	Mrs A.Taylor	G.Goodhand	G.S.Knox	M.Newsome	P.Watson
1974	P.Reed	Mrs H.May	G.Goodhand	G.S.Knox	M.Newsome	M.Bickerton
1975	C.Birch	Mrs T.Pattison	G.Goodhand	G.S.Knox	M.Newsome	D.C.Paver
1976	P.A.Tait	Mrs P.Hawkins	G.Goodhand	G.S.Knox	M.Newsome	P.Reed
1977	P.Hutchinson	Mrs A.Clough	M.Newsome	G.S.Knox	R.Ballantyne	P.Reed
1978	D.Pattison	Mrs J.Tait	M.Newsome	G.S.Knox	R.Ballantyne	P.Reed
1979	J.Taylor	Mrs N.Hopwood	M.Newsome	G.S.Knox	R.Ballantyne	P.Reed
1980	J.Adams	Mrs J.Rawlings	M.Newsome	G.S.Knox	R.Ballantyne	P.Reed
1981	M.Newsome	Mrs J.Wardle	M.Newsome	G.Goodhand	R.Ballantyne	P.Reed
1982	W.W.H.Ambler	Mrs W.Saunders	M.Newsome	G.Goodhand	R.Ballantyne	P.Reed
1983	L.Hargrave	Mrs H.Hawksby	M.Newsome	W.Mutch & D.H.Atkin	R.Howarth	P.Reed
1984	J.A.Marshall	Mrs M.Walker	M.Newsome	G.Wood	R.Howarth	P.Reed
1985	G.K.Oliver	Mrs S.Leedham	M.Newsome	G.Wood	R.Howarth	P.Reed
1986	P.Wilkinson	Mrs S.Heath	M.Newsome	G.Wood	R.Howarth	P.Reed
1987	D.H.Atkin	Mrs A.Robinson	M.Newsome	G.Wood	R.Howarth	P.Reed
1988	G.A.Debenham	Mrs H.Reed	M.Newsome	G.Wood	B.R.Jones	P.Reed
1989	G.Rawlings	Mrs A.Johnson	M.Newsome	G.Wood	B.R.Jones	P.Reed
1990	J.B.Hough	Mrs S.Jones	M.Newsome	G.Rawlings	B.R.Jones	P.Reed
1991	B.E.Hawksby	Mrs J.Gordon	M.Newsome	G.Rawlings	B.R.Jones	P.Reed
1992	J.M.Bickerton	Mrs D.Sturdy	M.Newsome	G.Rawlings	B.R.Jones	P.Reed
1993	J.R.Stabler	Mrs D.Plumpton	M.Newsome	G.Rawlings	B.R.Jones	P.Reed
1994	R.J.F.Harryman	Mrs J.Wrighton	J.R.Stabler	G.Rawlings	C.Weir	P.Reed
1995	B.R.Jones	Mrs I.Pearson	J.R.Stabler	G.Rawlings	C.Weir	P.Reed
1996	N.S.Slaughter	Mrs S.Grewer	J.R.Stabler	L.Hargrave	C.Weir	P.Reed
1997	A.Hodges	Mrs E.Bewick	J.R.Stabler	L.Hargrave	C.Weir	P.Reed
1998	B.Wakeman	Mrs B.Mutch	J.R.Stabler	L.Hargrave	C.Weir	B.Hawksby
1999	D.W.Laughlin	Mrs J.Martindale	J.R.Stabler	L.Hargrave	K.Brown	B.Hawksby
2000	M.R.Greaves	Mrs J.Laughlin	J.R.Stabler	L.Hargrave	K.Brown	B.Hawksby
2001	A.S.Lockner	Mrs S.Shanks	J.R.Stabler	L.Hargrave	K.Brown & A.Hawksby	B.Hawksby
2002	A.Butterfield	Mrs H.Stone	J.R.Stabler	L.Hargrave	A.Hawksby & C.Weir	B.Hawksby
2003	J.R.Frame	Mrs D.Lecker	J.R.Stabler & B.Wakeman	L.Hargrave	C.Weir	K.Cox
2004	E.H.R.Collier	Mrs V.Storr	M.Greaves	L.Hargrave	I.Smith	C.Weir

**Professionals**

G. Bradley	1904 - 1908	Greenkeeper
C. Doughty	1908 - 1915	Greenkeeper (& Professional)
Tom Russell	1920 - 1935	Professional & Greenkeeper (Greenkeeper to 1937)
Tom Wilson	1935 - 1945	Professional & Greenkeeper
T.Norman Lister	1945 - 1947	Professional, Greenkeeper & Steward*
Tom Wilson	1947 - 1954	Professional, Greenkeeper & Steward*
W.H.(Bill) Wade	1954 - 1958	Professional, Greenkeeper & Steward*
John Shaw	1958 - 1960	Professional, Greenkeeper & Steward*
Basil Bielby	1961 - 1962	Professional & Greenkeeper
Gregor Love	1962 - 1980	Professional & Greenkeeper
Roger Denton	1980 - 1985	Professional
Ian Gradwell	1986 -	Professional

\* Joint appointment with wife

**Head Greenkeepers**

Greg Love	1980 - 1989
Alan Mortimer	1989 - 1994
Robin Oxendale	1994 -

**Honorary & Life Members**

Honorary membership - for valuable services rendered to the club

Life membership - for an extensive continuous membership of the club

**Hob Moor**

1935	A.C.Mitchell	Honorary	1972
1937	John Miller	Honorary	1972
1937	Mrs Miller	Honorary	1974
1939	J.R.Hall	Honorary	1975
1939	J.H.Breen	Honorary	1977
1940	T.H.Ellis	Honorary	1977
1944	A.B.Dodds	Honorary	1981
1946	J.Benson	Honorary	1985

**Pike Hills**

1948	G.Hall	Honorary	1986
1950	Frank Cuthbert	Honorary	1989
1956	Harold Cutts	Life	1990
1959	Arthur Fryer	Honorary	1991
1961	F.W.Yeomans	Honorary	1992
1967	George Cawood	Honorary	1992
1967	Sydney Dodds	Honorary	1994
1967	Harold Audae	Life	1996
1968	Betty Bisby	Life (Social)	1996
1970	H.Brown	Life	1997
1970	W.Curry	Life	1999
1971	E.L.Triffitt	Honorary	2000
			2002

Harry Severs	Honorary
Ted Outhwaite	Honorary
T.E.Watson	Honorary
George Potter	Honorary
George Goodhand	Honorary
F.Beard	Life
Brig.G.S.Knox	Honorary
Fred McGlinchey	Life
Michael Dodgson	Honorary
Greg Love	Honorary
Geoffrey Wood	Honorary
Eric Parsons	Honorary (Social)
Jim Hepworth	Honorary (Social)
Alan Deller	Honorary
Michael Newsome	Honorary
Frank Paterson	Honorary
Mike Pounder	Life (Social)
Paul Reed	Honorary & Life
Norman Allen	Life (Social)
George Atkinson	Life
Mike Bickerton	Honorary



*The clubhouse from the 18th, January 2004.*

## APPENDIX B - Trophy Winners

### Mens' Single and Pairs Competitions

	Ware Cup	Lycett Green Bowl	Director's Cup	Captain's Day	Fearn Trophy	Williamson Cup	Coronation Trophy
Knavesmire							
1904							
1905	H. Dennis Taylor						
1906	S. D'E Colam						
1907	Philip L. Newman	Charles J. Youell					
1908	Bernard Linney	Thomas Bradshaw					
1909	Bernard Linney	Bernard Linney					
1910	J. Hervey Rutherford	George Jackson					
1911	Bernard Linney	George W. Moor					
1912	H. G. Fowler	Walter Langstaff					
1913	W. V. Hargrave	T. L. Hetherington					
1914	Arthur Fryer						
1915							
1916							
1917							
1918							
1919							
1920							
Hob Moor							
1921	Guy Russell	Guy Russell					
1922	T. S. Russell	J. R. Dallmeyer					
1923	Guy Russell	Guy Russell					
1924	E. Riddle	J. R. Bradley	E. Riddle				
1925	W. Wilkinson	F. Dunn	R. Fryer				
1926		J. R. Bradley					
1927	F. W. Gargett	A. Watt	F. W. Gargett				
1928	T. S. Russell	O. H. Cooke	H. Nicholson				
1929	E. Watson	C. Leckenby	J. C. Allen				
1930	G. R. Hall	J. C. Allen	G. R. Hall	G. R. Hall			
1931	G. R. Hall	J. W. Nicholson	J. C. Allen				
1932	G. Kitching	C. L. Etherington	J. W. Nicholson				
1933	G. R. Hall	R. Fryer	G. R. Hall	W. H. Hood			
1934	T. Holliday	W. Jenkinson	F. Dunn	T. Holliday			
1935	F. Cuthbert	T. E. Powell	G. R. Hall	C. S. Baxter			
1936	G. R. Hall	G. R. Hall	F. Cuthbert	W. H. Hood			
1937	A. Rispin	D. Peverley	G. R. Hall				
1938	J. F. Anderson	H. Eagers	D. F. Gregory				
1939	E. Riddle	J. A. Fearn	D. Peverley				
1940	G. R. Hall	G. R. Hall	J. A. Fearn				
1941	G. R. Hall	G. R. Hall	J. J. Willan				
1942	A. C. Webster	G. M. Davis	J. J. Willan	H. Severs			
1943	F. Cuthbert	A. C. Webster	S. J. Adamson				
1944	Mr Steel	Mr Steel					
1945							
Pike Hills							
1946							
1947							
1948							
1949	P. H. Toy	G. R. Hall	G. Hall				
1950	O. C. Robson		E. G. Riddle				
1951	J. C. Paterson	B. Fearn	E. Riddle				

1952	B.Fearn	J.C.Paterson	G.R.Cawood		A.E.Simpson	G.H.Stott & G.W.Atkinson	
1953	G.W.Atkinson	D.S.Allen	W.A.A.Scott	D.S.Allen	D.S.Allen	D.S.Allen & J.G.F.Bradley	A.E.Simpson
1954	R.Issott	D.S.Allen	H.Cutts			J.G.F.Bradley & L.E.Wells	
1955	D.S.Allen	W.F.Outhwaite	E.L.Triffitt		R.Issott	W.A.Fisher & R.Kemp	
1956	W.Craggs	K.F.Crossley	W.Craggs			R.Wilkinson & E.Outhwaite	R.Issott
1957	G.Davis	W.Craggs	H.C.Steeples	J.Purvis		J.Mills & H.C.Steeples	
1958	R.D.Scott	K.F.Crossley	E.Outhwaite	E.Outhwaite	R.D.Scott	K.F.Crossley & A.E.Spink	W.Craggs
1959	E.S.Benn	A.Thompson	R.Capper	W.A.Telford	E.Outhwaite	R.Wilkinson & B.A.Lee	W.C.Hook
1960	J.Adams	C.Birch	W.A.Telford	D.Wood	R.Wilkinson	K.F.Crossley & J.G.F.Bradley	D.Pattison
1961	K.F.Crossley	H.C.Steeples	C.Birch	G.W.Atkinson	D.C.Paver	J.W.Purvis & P.Clough	P.Hollins
1962	A.Leslie	D.C.Paver	C.Heath	P.Reed	G.S.Pounder	P.Hutchinson & P.Hollins	C.W.Marshall
1963	D.Pattison	A.Leslie	G.W.Goodhand	C.Birch	A.Leslie	V.Wright & R.Lockwood	A.Leslie
1964	P.A.Spenceley	D.C.Paver	P.Hutchinson	A.Spenceley	P.Reed	A.Leslie & D.N.Smith	W.Barker
1965	P.Reed	D.Pattison	G.S.Pounder	M.Ross	D.C.Paver	J.Adams & P.Clough	J.B.Hough
1966	J.B.Hough	N.J.Bootland	P.Hutchinson		K.V.Mortimer	G.W.Goodhand & V.Wright	J.T.Whurr
1967	G.S.Pounder	K.V.Mortimer	R.Capper		K.V.Mortimer	J.G.F.Bradley & P.A.Spenceley	R.J.Burrows
1968	D.C.Paver	R.S.Sharrock	E.Outhwaite		R.Henderson	A.Johnson & R.Scott	D.Riddle
1969	J.B.Hough	G.W.Goodhand	G.S.Pounder		T.F.Carter	G.W.Atkinson & D.Wood	A.Horsfield
1970	R.O'Connor	S.T.Goodwin	M.J.Barker	A.Spenceley	N.Bootland	S.T.Goodwin & B.Johnson	W.Storey
1971	A.B.Mason	A.Winton	G.S.Pounder		G.I.Wood	S.T.Goodwin & A.Hutchinson	N.Little
1972	B.R.Jones	A.Hutchinson	M.J.Barker		D.H.Atkin	T.Featherstone & P.Reed	R.E.Fenwick
1973	M.H.Thyer	C.L.Gwinnett-Sharp	J.B.Lamb		M.A.Oates	N.Little & E.G.Riddle	B.E.Hawksby
1974	W.Mutch	M.A.Oates	E.A.Wray	P.Deighton	A.McTeer	D.Gibson & P.A.Leadbetter	R.Whaley
1975	D.A.Mortimer	P.A.Tait	W.T.Agnew		A.Horsfield	C.W.Marshall & J.Taylor	P.H.Bell
1976	C.W.Marshall	M.A.Oates	A.J.Dalby	P.Wilkinson	A.Deller	E.Fenwick & D.Pattison	M.Barley
1977	A.J.Dalby	D.C.Paver	C.S.Hodgson		R.A.Lee	D.Ramsey	B.Page
1978	D.A.Mortimer	P.Hutchinson	P.H.Bell		P.Reed	D.R.Oxley	A.J.Hick
1979	A.J.Hick	P.A.Spenceley	A.J.Hick	M.Barley	J.Adams	W.T.Agnew & R.Catton	D.Rees
1980	K.Beels	P.H.Bell	T.Featherstone		M.Goode	D.M.Bowes & P.Reed	D.Meek
1981	A.D.Jones	M.Stockell	C.J.Kellett	P.Hulbert	A.Horsfield	D.P.Taylor & A.D.Wood	A.M.Burton
1982	C.Hall	R.S.Pearson	C.W.Marshall	J.Richmond	D.B.Hough	D.Malby & A.D.Wood	G.B.Hosie
1983	D.B.Hough	D.N.Potter	B.D.A.Hanson	A.Anderson	K.J.Harris	R.Barley & B.Page	A.B.Stoner
1984	W.T.Agnew	A.J.Dalby	L.Emerton	N.R.R.Ballantyne	K.McNichol	M.Barley & G.Butterfield	J.T.Raine
1985	Geoff Atkinson	G.K.Oliver	J.M.Lee	R.Barley	J.Robinson	A.M.Limbert & A.C.Watt	Gary Atkinson
1986	A.J.Dalby	J.Griffiths	A.W.Marshall	G.Sharrock	A.M.Burton	L.A.Dickinson & A.D.Wood	C.Dobson
1987	R.S.Sharrock	S.Silvester	A.P.Russell	G.K.Oliver	A.Hawksby	R.Dickinson & A.J.Spink	N.J.Briggs
1988	A.P.Russell	P.Dowling	W.T.Agnew	J.Griffiths	Gary Atkinson	D.Harryman & D.Rees	C.J.Wilson
1989	P.N.Cottingham	M.Ballantyne	G.K.Oliver	N.J.Briggs	A.P.Russell	P.Clough & H.Colley	P.R.Herbert
1990	P.N.Cottingham	J.B.Hough	A.D.Spink	K.Wright	A.Banks	D.Cherry & P.Clough	R.D.Butler
1991	S.J.Lawson	P.Smales	A.J.Hick & J.Wellard	N.Price	N.S.Slaughter	D.Harryman & G.A.Whiteley	N.J.Allen
1992	L.Gall	A.J.Dalby	A.Hamilton & R.Hamilton	S.Robinson	S.Robinson	M.A.Bradish & D.C.Paver	J.V.Hannavy
1993	M.A.Bradish	A.W.Marshall	D.P.Taylor & C.Weir	D.Fenton	J.A.Marshall	J.M.Bickerton & D.Fenton	D.F.Widdows
1994	C.Weir	N.S.Slaughter	S.J.Hutchinson & D.H.Richmond	D.Harryman	C.J.Wilson	D.Meek & J.Stephenson	A.Fowler
1995	S.Parkinson	M.A.Bradish	M.Brown & M.Williams	C.Alexander	K.Bramley	P.Bradford & C.Weir	R.D.Butler
1996	D.L.Sutcliffe	T.King	M.Bell & G.Greenwood	S.J.Hutchinson	P.Purton	J.Benson & B.Wakeman	J.Dixon
1997	D.Storey	J.R.Maule	D.P.Taylor & C.Weir	C.J.Wilson	A.Lount	D.Harryman & B.Wakeman	W.Hopcutt
1998	T.Featherstone	D.L.Sutcliffe	N.P.Dolling & D.L.Sutcliffe	N.Tailby	K.Brown	N.Hill & P.R.Bradford	D.Leadley
1999	M.Brown	D.Storey	A.Lount & R.Hamilton	B.Page	M.R.McGlinchey	D.Storey & J.McNutt	M.Caley
2000	S.A.Robinson	T.King	M.Brown & S.Lovering	J.R.Stabler	B.Wakeman	M.Hagan & G.K.Oliver	D.Broxup
2001	R.Dowdall	W.D.Liddle	P.J.Williams & C.J.Williams		S.R.Stokell	P.Miles & M.Railton	R.Dowdall
2002	R.Chilton	T.King	R.Hamilton & A.Lount	D.Meek	D.White	R.Newbegin & S.Blackburn	A.Butterfield
2003	J.Hudson	D.Richmond	J.Dobbin & D.Storey	K.Melody	G.Gledhill	J.Stephenson & K.Carter	D.Pratt

	Williamson Championship	Evergreen	Alf Rawlings	Keith Medley	Tartan	Rabbits KO	Ford Rose Bowl	Juvenile
1959	K.F.Crossley	H.Cutts						
1960	K.F.Crossley	H.Cutts						
1961	V.Wright	H.Cutts	V.Wright					
1962	G.S.Pounder	J.L.Waugh	D.C.Paver					
1963	M.C.Bowman	H.Cutts	V.Wright					
1964	M.W.E.Huntley	J.L.Waugh	E.Outhwaite					
1965	D.C.Paver	L.E.Wells	V. Wright					
1966	D.C.Paver	F.Beard	J.B.Hough					
1967	A.McArthur	J.L. Waugh	A.Thompson					
1968	R.S.Sharrock	J.L. Waugh	D.C.Paver					
1969	D.C.Paver	J.L. Waugh	D.C.Paver	D.C.Paver & D.Pattison				
1970	D.C.Paver	J.L. Waugh	D.C.Paver	P.R.Abbott & A.E.Wray	A Horsfield			
1971	D.C.Paver	J.L. Waugh	K.Blanchard	J.Hill & R.S.Sharrock	M R McGlinchey			
1972	A.B.Mason	J.L. Waugh	D.R.Oxley	K.Herrington & R.H.Howard	A C Watt	A Horsfield		
1973	M.A.Oates	J.L. Waugh	M.A.Oates	D.Wood & A.D.Wood	B E Hawksby	A Butterfield		
1974	J.Wellard	G.S.Knox	A.C.Watt	D.C.Paver & D.Pattison	B E Hawksby	D F Tyce		
1975	D.Pattison	G.McKinley	D.C.Paver	P.H.Bell & R.Wright	A Forbes	D M Bowes		
1976	D.C.Paver	G.McKinley	D.C.Paver	A.J.Dalby & D.Sutcliffe	J T Raine	K J Fineron	D.Hudson	S.Downes
1977	D.C.Paver	A.Greenwood	R.A.Lee	D.M.Bowes & P.Greenhalgh	H W Reynolds	G Wood	G.B.Potter	S.Downes
1978	D.C.Paver	G.B.Potter	C.S.Hodgson	D.N.Potter & W.W.H.Ambler	D Pattison	A Hamilton		D.Storey
1979	W.G.Mutch	G.B.Potter	J. Calpin	D.B.Hough & J.B.Hough	A Barnard	D Maliby	G.Littlewood	J.Agnew
1980	W.G.Mutch	G.McKinley	C.S.Hodgson	D.Wood & A.D.Wood	J E D Scott	C J Kellett	P.Baxter	I.P.J.Leatham
1981	W.G.Mutch	C.R.Smith	C.S.Hodgson	T.Featherstone & J.Robinson	D R Varley	C J Kellett	A.D.Jones	S.Waters
1982	K.Blanchard	D.B.Gargett	C.S.Hodgson	D.Wood & A.D.Wood	Geoff Atkinson	S Eccles	A.D.Jones	S.Waters
1983	M.Barley	D.Matthews	C.S.Hodgson	J.B.Hough & D.B.Hough	D Hudson	P Kettleboro	D.Meek	A.P.Russell
1984	J.A.Marshall	A.W.Atkinson	G.Beal	D.Robinson & P.M.Robinson	G K Oliver	A Thurlwell	D.Wilkinson	
1985	J.Agnew	H.Colley	S.E.Trapps	A.J.Dalby & A.Littlewood	P J Ledger	D G Jones	P.Wilkinson	
1986	A.M.Burton	J.R.Spenceley	J.Agnew	S.Silvester & R.Whaley	R Ellis	C Dobson	M.Heath	
1987	B.E.Hawksby	P.Hutchinson	T.Featherstone	B.Page & N.Cocks	S J Parkinson	P Dowling	K.J.Harris	
1988	A.D.Jones	T.Arnold	C.S.Hodgson	M.Hough & S.Rymer	E Wainwright	G Williams	P.Smales	
1989	A.J.Dalby	E.Henshaw	J.Agnew	A.W.Marshall & N.P.Dolling	B Pick	P Smales	C.Raven	
1990	Geoff Atkinson	S.Button	G.K.Oliver	C.Weir & D.P.Taylor	K Bevan	S Banks	G.Dalby	
1991	C.S.Hodgson	A.Rowntree	C.S.Hodgson	S.J.Lawson & P.Feeney	I J Ridsdale	W Redhead	J.R.Stabler	
1992	C.Weir	E.White	C.S.Hodgson	K.Herrington & L.Gall	J Benson	W Redhead	G.Williams	
1993	A.P.Russell	D.Pringle	C.S.Hodgson	J.Dobbin & S.Sandford	D H Richmond	G Dalby	M.R.G.Ballantyne	
1994	S.Banks	H.Huitt	S.J.Lawson	D.P.Taylor & C.Weir	James Hudson	J Hannavy	J.R.Stabler	
1995	S.Banks	R.S.Sharrock	C.S.Hodgson	D.H.Richmond & S.J.Hutchinson	A Hamilton	P Fisher	D.Meek	
1996	S.Banks	R.S.Sharrock	S.Banks	D.P.Taylor & C.Weir	J R Stabler	N Jones	D.C.Pringle	
1997	G.Williams	L.Emerton	D.Meek	C.W.Marshall & G.K.Oliver	D Waterhouse	K Spittle	M.Brown	
1998	M.Brown	A.Sinclair	J.Hudson	M.R.G.Ballantyne & R.R.Ballantyne	N Tailby	A S Locker	D.Wong	
1999	A.Lount	A.Giles	C.S.Hodgson	W.Akers & P.Warren	B E Hawksby	S McPherson	P.J.Williams	
2000	M.Brown	E.H.R.Collier	N.Tailby	M.R.G.Ballantyne & R.R.Ballantyne	J Noble	T Jefferson	J.McNutt	
2001	R.Chilton	M.Stockell	A.Lount	D.Hudson & G.Sharrock	J M Parle	L Bond	P.Howden	
2002	M.Brown	M.Stockell	A.Lount	J.J.Robinson & P.Metcalf	J McNutt	R Smith	M.Goodwin	
2003	M.Brown	R.S.Smith	C.S.Hodgson	J.J.Robinson & P.Metcalf	J.Hudson	N.Chauda	D.Bramley	

	Jubilee	Lott	White Rose Salver		Scratch	Associate	Alfa Romeo	Rabbits's Stableford	
1977	P.R.Abbott								
1978	P.G.Roberts	N.R.R.Ballantyne							
1979	G.Littlewood	G.K.Oliver	A D Spink & P Deighton						
1980	A.L.Kellett	S.Trapps	W G Mutch & P M Robinson	D.C.Paver					
1981	W.Milne	J.Taylor	D Wood & A D Wood	D.N.Potter					
1982	P.O.H.Goode	G.Atkinson	DB Hough & J B Hough	K.Blanchard					
1983	R.Newbegin	M.A.Thom	G Littlewood & C J Kellett	A.Anderson					
1984	J.D.Griffiths	P.Reed	J Richmond & K Bramley	J.A.Marshall	D.Wilkinson	K.Bramley			
1985	B.Western	A.Rowntree	D Wood & N G Blackstock	J.Agnew	P.Reed	Gary Atkinson			
1986	R.Plumpton	P.Reed	A J Hick & A M Limbert	A.M.Burton	W.H.Lumb	M.R.Wilson			
1987	G.Bailey	P.J.Vincent	S Silvester & R Whaley	M.Stockell	P.J.Vincent	D.G.Jones			
1988	D.P.Taylor	A.M.Limbert	P H Bell & G Hosie	A.J.Dalby	P.Vincent	J.R.Stabler			
1989	D.B.Hough	G.Williams	K Bramley & J Richmond	A.J.Dalby	P.Vincent	C.S.Hodgson	J.Page		
1990	J.B.Hough	K.Wright	D Wood & A D Wood	C.S.Hodgson	M.G.R.Ballantyne	S.Banks	R.D. Butler		
1991	P.R.Herbert	G.Williams	N Briggs & A Hawksby	C.S.Hodgson	D.H.Atkin & R.J.F.Harryman	R.Scott	K.Knowles		
1992	A.J.Hick	C.Weir	K Bramley & J Richmond	C.S.Hodgson	G.Rawlings & G.Dobbin	M.Heath	C.J.Wilson		
1993	A.J.Symms	D.H.Richmond	C Hall & T Featherstone	C.S.Hodgson	J.R.Stabler & W.Redhead	A.J.Dalby	B.Baines		
1994	C.Weir	M.Brown	J Dobbin & S Sandford	K.Bramley	N.S.Slaughter & K.Brown	S.P.Candler	A.Fowler		
1995	J.T.Raine	D.Meek	L A Dickinson & D Pringle	D.Meek	D.Meek & K.Spittle	A.S.Locker	P.Gibbs		
1996	A.R.Sadler	C.J.Wilson	J A Marshall & C Weir	R.Chilton	J.Haigh & I.D.Smith	G.Baker	W.Hopcutt		
1997	K.Brown	A.P.Burton	M Barley & N Hall	R.Chilton	P.Miles & S.Silvester	A.P.Burton	A.B.Giles		
1998	R.Newbegin	N.Tailby	B Wakeman & N Tailby	M.Brown	A.Lount & K.Sykes	N.Tailby	M.Moxon		
1999	A.Wells	S.R.Stokell	L Johnson & S J Dale	K.Bramley	J.Haigh & J.Frame	S.Silvester	D.Malby		
2000	J.Hudson	M.Brown	A J Spink & A D Spink	M.Brown	J.R.Stabler & N.Tailby	L.Johnson	D.C.Snape		
2001	M.A.Firn	D.W.Fenton	K Bramley & J Richmond	M.Brown	A.Wells & J.Noble	S.J.Dale	K.Melody		
2002	J.C.Paver	R.Hamilton	K Bramley & J Richmond	M.Brown	J.P.Hornby & D.Storey	A.Wallace	M.Rawnsley		
2003	A.Hodges	M.Dobson	W.Akers & K.Melody	A.Lount	I.D.Smith & P.Gibbs	I.Sturdy	K.Sanderson		
	Whyte & McKay	Marie Curie	Chairman's	Jack Bickerton	Paul Reed	Summer	92 Club	Seniors	Stewards
1972				Baffie A.B.Mason					
1989	S.Parkinson								
1990	P.A.Robinson								
1991	N.Price								
1992	J.Benson								
1993	S.Silvester								
1994	P.J.Fisher								
1995	S.P.Candler	D.Hudson							
1996	J.Kennelly	D.R.Leadley							
1997	Glen Atkinson	M.Railton	R.S.Sharrock	A.Barley					
1998	P.Railton	W.Liddle	W.Hopcutt		R.Chilton & W.Hopcutt				
1999	S.A.Robinson	J.Robinson	L.Johnson	W.J.Snape	J.A.Marshall & P.Bradford	R.Chilton			
2000	S.Blackburn	J.McNutt	C.Williams	M.Dyson	A.J.Spink & B.Jackson	M.Brown			
2001	P.Edwards	R.Chilton	L.Bond		K.Herrington & R.Warren	C.S.Hodgson	L.Johnson		
2002	A.Lount	N.Hall	A.Wallace	C.Lone	G.Reeve & J.Haigh	M.Brown	W.Liddle	D Waterhouse	
2003	J.Whittaker	W.Hopcutt	I.Sturdy	J.Lone	R.Chilton & L.Bond	M.Brown	M.Brown	D C Paver	J.McNutt

**Team and Inter-club Competitions**

	<b>LoCo Cup</b>	<b>Pike Hills Cup</b>	<b>Masham</b>	<b>Ripon</b>	<b>Allerthorpe</b>
1965	Pike Hills				
1966	Pike Hills				
1967	Locomotive Inn G.C.				
1968	Pike Hills				
1969	Locomotive Inn G.C.				
1970	Locomotive Inn G.C.				
1971	Locomotive Inn G.C.				
1972	Locomotive Inn G.C.				
1973	Pike Hills				
1974	Locomotive Inn G.C.				
1975	Pike Hills				
1976	Pike Hills				
1977	Pike Hills				
1978	Pike Hills				
1979	Pike Hills				
1980	Pike Hills				
1981	Pike Hills				
1982	Locomotive Inn G.C.				
1983	Pike Hills	Vice Captains Team Associates			
1984	Locomotive Inn G.C.	Captains Team Associates	Pike Hills B Western		
1985	Locomotive Inn G.C.	Vice Captains Team Associates	Masham J P Stansfield		
1986	Pike Hills	Vice Captains Team Rail	Pike Hills T Steel		
1987	Locomotive Inn G.C.	Captains Team Rail	Pike Hills R D Butler		
1988	D.C.Paver & R.J.F.Harryman	Vice Captains Team Rail	Masham J W Haw		
1989	M.Stockell & G.Williams	Vice Captains Team Associates	Pike Hills J F Page		
1990	D.Rees & J.D.McLuskie	Captains Team Associates	Masham D Pickard	Ripon City	
1991	C.Weir & P.Feeney	Captains Team	Masham R Sidgwick	Ripon City	
1992	R.S.Sharrock & A.J.Symms	Captains Team	Masham A M Ellis	Ripon City	
1993	I.Sturdy & R.Dickinson	Captains Team	Pike Hills R J Plumpton	Ripon City	
1994	G.Dalby & D.Wilkinson	Vice Captains Team	Pike Hills A I Ridsdill	Ripon City	
1995	J.Hudson & S.Sandford	Vice Captains Team	Pike Hills S Locker	Pike Hills	
1996	N.S.Slaughter & W.Hopcutt	Captains Team	Pike Hills D Wong	Pike Hills	
1997	A.P.Burton & M.Hagan	Vice Captains Team	Masham J J Brady	Pike Hills	
1998	J.Richardson & J.Noble	Captains Team	Pike Hills K J Carter	Ripon City	
1999	W.Hopcutt & M.Smith	Vice Captains Team	Masham J R Walton	Pike Hills	Allerthorpe Park
2000	D.Emmett & M.Dyson	Captains Team	Masham R M Elias	Pike Hills	Pike Hills
2001			Masham A L Daffern	Ripon City	Pike Hills
2002	W.Hopcutt & J.P.Hornby	Captains Team	Pike Hills G.Miller	Pike Hills	Pike Hills
2003	J.Hudson & D.Butler	Captains Team	Masham T. Robinson	Pike Hills	Pike Hills

**Pike Hills Course Record****Old Course**

1971	E.Outhwaite	74
1972	G.Love	71
1974	E Ayling	69*
1976	D.C.Paver	70
1979	J.Hughes	66*
1981	G.Mutch	68
1986	A.M.Burton	65

**New Course**

1991	A.D.Jones	69
1992	Stephen Banks	68
1995	Colin Weir	67
1996	M.Dowdell	67
2000	S.Robinson	65*
2000	M.Brown	63

\* Not a member of Pike Hills





*The stone bridge near the 15th tee was donated by Persimmon Homes to replace an earlier one, constructed with Jarrah timber.*

**Mixed Competitions****Hob Moor Cup**

1941 Mrs C.C.Baxter  
 1942 Mrs W.H.Hood  
 1943  
 1944 Miss D.Wright  
 1945  
 1946  
 1947  
 1948  
 1949  
 1950  
 1951  
 1952 Mr & Mrs A.E.Simpson  
 1953 T.N. Rank & Mrs Waugh  
 1954 E.G.Riddle & Miss S.Wilde  
 1955 E.G.Riddle & Miss S.Wilde  
 1956 Mr & Mrs A.N.Charlton  
 1957 W.Craggs & Mrs J.Mills  
 1958 A.Thompson & Miss S.Hall  
 1959 K.F.Crossley & Miss M.Davis  
 1960 T.N.Hewitt & Mrs M.Waugh  
 1961 E.G.Riddle & Mrs T.Holliday  
 1962 E.McFarlane & Mrs D.Malcolm  
 1963 A.Leslie & Mrs B.J.Bootland  
 1964 V.Wright & Mrs D.Malcolm  
 1965 G.S.Pounder & Mrs S.McHaffie  
 1966 P.Reed & Mrs K.Wragge  
 1967 R.Capper & Mrs M.Outhwaite  
 1968 D.C.Paver & Mrs J.Brentley  
 1969 R.Capper & Mrs E.Capper  
 1970 D.C.Paver & Mrs B.J.Bootland  
 1971 D.C.Paver & Mrs B.J.Bootland  
 1972 N.J.Allen & Miss D.Pashley  
 1973 D.C.Paver & Mrs B.J.Bootland  
 1974 J.W.Jamieson & Mrs H.Jamieson  
 1975 D.Parker & Miss P.Thompson  
 1976 G.Rawlings & Mrs J.E.Rawlings  
 1977 W.G.Mutch & Mrs B.Mutch  
 1978 W.G.Mutch & Mrs B.Mutch  
 1979 K.Walker & Mrs M.Walker  
 1980 R.Henderson & Mrs W.Saunderson  
 1981 R.Sturdy & Mrs D.Sturdy  
 1982 J.M.Lee & Mrs A.Lee  
 1983 H.Colley & Mrs W.Colley  
 1984 J.A.Marshall & Mrs D.Sturdy  
 1985 J.M.Lee & Mrs A.Lee  
 1986 M.Heath & Mrs S.Heath  
 1987 K.Walker & Mrs M.Walker  
 1988 J.R.Stabler & Mrs Y.Featherstone  
 1989 C.W.Marshall & Miss M.Ingle  
 1990 K.Wardle & Mrs M.Walker  
 1991 B.E.Hawksby & Mrs A. Atkinson  
 1992 M.Newsome & Mrs M.Shepherd  
 1993 K.Wardle & Mrs M.Walker

**Institute Council Cup**

Mr Steel &amp; Miss Clayton

V.Wright & Mrs D.Malcolm  
 V.Wright & Miss K.M.Hall  
 V.Wright & Miss J.M.Taylor  
 K.F.Crossley & Mrs T.Holliday  
 J.Adams & Mrs M.Kemp  
 D.Peverley & Mrs P.Cawood  
 G.W.Goodhand & Mrs P.Cawood  
 A.Leslie & Mrs D.Malcolm  
 G.Howard & Mrs O.Potter  
 D.C.Paver & Mrs K.Wragge  
 R.Lockwood & Mrs M.Outhwaite  
 A.Wood & Mrs J.Brentley  
 D.Ramsey & Miss D.Pashley  
 D.C.Paver & Mrs W.Taylor  
 C.W.Marshall & Mrs B.J.Bootland  
 D.C.Paver & Mrs B.J.Bootland  
 E.G.Riddle & Mrs M.Outhwaite  
 D.Richardson & Mrs A.Taylor  
 R.Lockwood & Mrs A.Clough  
 M.Heath & Mrs M.Outhwaite  
 P.Clough & Mrs H.Hawksby  
 G.K.Oliver & Mrs H.Jamieson  
 M.Heath & Mrs M.Walker  
 D.H.Atkin & Mrs S.Dales  
 A.D.Jones & Mrs M.Oliver  
 D.P.Taylor & Mrs J.Watling  
 G.Beal & Mrs J.M.Tait  
 G.Beal & Mrs J.Hawkins  
 W.T.Agnew & Mrs J.Huby  
 G.Rawlings & Miss A.Hopwood  
 J.A.Marshall & Mrs J.Watling  
 G.K.Oliver & Mrs M.Shepherd  
 E.Henshaw & Mrs B.Mutch  
 J.Calpin & Mrs M.Walker  
 D.H.Atkin & Mrs M.Walker  
 C.Weir & Mrs S.Grewer  
 R.Barley & Miss A.Simpson

**Cawood**

Mr &amp; Mrs E. Outhwaite

Mr & Mrs E.Outhwaite  
 Mr & Mrs A.Leslie  
 Mr & Mrs E.Outhwaite  
 Mr & Mrs W.Mutch  
 Mr & Mrs G.Hawkins  
 Mr & Mrs P.Tait  
 Mr & Mrs G.Rawlings  
 Mr & Mrs E.Hopwood  
 Mr & Mrs T.Featherstone  
 Mr & Mrs J.Leedham  
 Mr & Mrs K.Wardle  
 Mr & Mrs P.Reed  
 Mr & Mrs D.Jones  
 Mr & Mrs P.Clough  
 Mr & Mrs R.Catton  
 Mr & Mrs K.Walker  
 Mr & Mrs T.Featherstone  
 Mr & Mrs K.Walker  
 Mr & Mrs T.Featherstone  
 Mr & Mrs C.W.Marshall  
 Mr & Mrs T.Featherstone  
 Mr & Mrs D.Martindale  
 Mr & Mrs M.Heath

**Dunera Malcolm**

D C Paver & Miss D Pashley  
 J R Pope & Mrs S Dales  
 D C Paver & Mrs B J Bootland  
 N J Allen & Mrs R Matthews  
 C W Marshall & Mrs O Potter  
 G B Potter & Miss D Pashley  
 T Featherstone & Mrs S Dales  
 E Outhwaite & Miss J Dodds  
 P Leadbetter & Mrs T Pattison  
 J Calpin & Miss D Pashley  
 P Clough & Mrs J Renwick  
 J Robinson & Mrs J Richardson  
 T Featherstone & Mrs J M Tait  
 G Limbert & Mrs N Hopwood  
 T Featherstone & Miss A Simpson  
 E Wighton & Mrs A Lee  
 H Colley & Mrs D Sturdy  
 T E Grantham & Mrs W Saunderson  
 M Barley & Mrs J M Tait  
 R Catton & Mrs J Martindale  
 A Bowes & Mrs J Green  
 R Plumptre & Mrs B Mutch  
 E Wighton & Mrs J M Tait  
 H Huitt & Mrs M Walker  
 L Holland & Mrs J Gordon  
 C Weir & Miss M Ingle  
 M Stockell & Mrs M Shepherd

**Sam Webster**

H.Colley R.Dickinson D.Wood A.D.Wood  
 A.Whiteley R.E.Fenwick D.Wood B.R.Jones  
 A.M.Limbirt P.O.H.Goode L.Dickinson Mrs D.Sturdy  
 G.K.Oliver T.Featherstone D.Harryman Mrs M.Walker  
 D.H.Atkin A.M.Limbirt Mrs M.Oliver Mrs H.Hawksby  
 A.D.Jones H.Colley D.Wood M.Goldsborough  
 G.Williams G.Rawlings D.H.Atkin Mrs M.Dickinson  
 G.Pearson K.Wardle Mrs S.Jones Mrs J.Watling  
 B.E.Hawksby C.Dobson P.Feeney Mrs M.Walker  
 G.Atkinson J.M.Bickerton G.Smith Mrs M.Shepherd  
 S.J.Lawson B.Wakeman J.R.Stabler Mrs M.Walker  
 W.Redhead G.Pearson S.Button Mrs B.I.Pearson

1994	J.Taylor & Mrs J.Wrighton	W.T.Agnew & Mrs M.Walker	Mr & Mrs J.Lee	D Harryman & Miss A Simpson	A.Hamilton D.Rees B.Coombes Mrs E.Bewick
1995	C.Weir & Mrs S.Jones	N.Slaughter & Mrs B.Stephenson	Mr & Mrs A.Sinclair	S Sandford & Mrs J M Tait	C.J.Wilson P.Fisher Mrs A.Wong
1996	A.Barley & Mrs A.Johnson	D.Harryman & Miss M.Ingle	Mr & Mrs C.J.Wilson	S Sandford & Miss M Ingle	B.Wakeman J.Haigh M.Railton Mrs M.White
1997	D.P.Taylor & Mrs M.Marshall	A.Hamilton & Mrs P.Raine	Mr & Mrs R.Newbegin	J Norman & Miss M Ingle	L.A.Dickinson A.S.Locker N.Tailby Mrs J.Laughlin
1998	B.Wakeman & Mrs D.Wakeman	G.M.Hill & Mrs M.Walker	Mr & Mrs R.Newbegin	G M Hill & Mrs J Fisher	R.Hamilton J.Haigh L.Hargrave Mrs E.Hodges
1999	B.Hawksby & Mrs S.Medd	H.Huitt & Mrs S.Jones	Mr & Mrs C.J.Wilson	B E Hawksby & Mrs S Medd	J.R.Stabler D.Waterhouse L.Hargrave Mrs D.Wakeman
2000	J.Frame & Mrs P Frame	J.Smith & Mrs S.Stabler	Mr & Mrs B.Wakeman	A Butterfield & Miss M Ingle	L.A.Dickinson K.Spencer S.Jones Mrs I.Pearson
2001	W.Hopcutt & Mrs S.Grewer	R.Warren & Mrs W.Newbegin	Mr & Mrs B.McRobbie	K Cox & Mrs D.Wakeman	B.Wakeman R.Warren G.Pearson Mrs M.McRobbie
2002	L.A.Dickinson & Mrs J.Martindale	T.Downey & Mrs M.White	Mr & Mrs P.Bradford	A.Hutton & Mrs M.McRobbie	M.Stockell D.White M.Wensley Mrs J.Wensley
2003	E.H.R.Collier & Mrs P.Frame	B.McRobbie & Mrs M.Sinclair	Mr & Mrs J.Stephenson	N.Chauda & Mrs J.Fisher	B.Hawksby T.Wheeler Mrs H.Reed Mrs J.Wensley

**Paul Seward**

1984	N.Johnson & Mrs W.Saunderson
1985	
1986	R.Plumpton & Mrs D.Sturdy
1987	R.Catton & Mrs M.Hendry
1988	A.Grantham & Mrs D.Plumpton
1989	G.Debenham & Mrs J.Green
1990	M.Stockell & Mrs S.Jones
1991	N.Hall & Mrs J.Wrighton
1992	E.Wrighton & Mrs S.Grewer
1993	F.K.Lawrence & Mrs J.M.Tait
1994	A.Hodges & Mrs M.Walker
1995	A.Hodges & Mrs H.Coombes
1996	P.Bradford & Miss M.Ingle
1997	A.S.Locker & Mrs J.Gordon
1998	M.Greaves & Mrs W.Newbegin
1999	P.Bradford & Mrs J.Laughlin
2000	N.Slaughter & Miss M.Ingle
2001	L.A.Dickinson & Mrs S.Jones
2002	R.Plumpton & Mrs J.Greaves
2003	G.R.Smith & Mrs V.Storr

**John Smith**

1985	
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1993	
1994	
1995	
1996	
1997	
1998	B.Wakeman B.McRobbie R.Newbegin Mrs P.Frame
1999	A.C.Watt J.Norman Mrs M.McRobbie Mrs E.Norman
2000	R.S.Sharrock K.Spencer D.White Mrs G.Spittle
2001	D.Hudson D.Wong Mrs P.Raine Mrs B.Harryman
2002	B.McRobbie H.Huitt C.Leek Mrs S.Spence
2003	J.Smith M.Spence Mrs M.Walker Mrs P.Frame

**RI Centenary**

J A Marshall E Henshaw J B Crane Mrs M Oliver
C Weir J Taylor H Huitt Mrs H Reed
B E Hawksby R Barley R Bowman Mrs J Watling
A J Symms M Stockell G Rawlings Mrs M Shepherd
K Herrington G Sharrock D Rees Mrs J Fisher
A Butterfield R J F Harryman Mrs H Hawksby Mrs J Fisher
M Stockell J B Crane S Lovering Ms M Donohoe
A P Burton S J Dale E Wrighton Mrs H Worsley
M Railton J Stephenson Mrs J Gordon Mrs M White
D Harryman J Smith J Fowler Mrs A Smith
A Hawksby A Butterfield J Norman Mrs J Wensley
R Hamilton A S Locker C Williams Miss M Ingle
S J Dale K J Carter Mrs A Wong Mrs P Raine
L Johnson D Bell Mrs V Storr Mrs S Jones
L.Gall J.lone Mrs M.Walker Mrs B.Stephenson

**Captain v Lady Captain**

Captains Team
Lady Captains Team
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Captains Team
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Captains Team
Captains Team

**Rabbits v Bunnies**

C.J.Wilson & Mrs J.Green
K.J.Carter & Mrs S.Jones
T.E.Grantham & Mrs P.Raine
T.Beilby & Mrs G.Spittle
E.Wrighton & Mrs S.Jones
J.Smith & Mrs M.Marshall
Glenn Atkinson & Mrs H.Reed
D.W.Laughlin & Mrs H.Reed
K.J.Carter & Mrs S.Jones
D.Winterburn & Mrs D.Wong
D.Winterburn & Mrs H. Coombes
G.Miller & Mrs M.Walker
D.Bell & Mrs J.Wrighton
N.Chaude & Mrs V.Storr

**Tom Russell**

D.Pattison & Mrs T.Pattison
W.T.Agnew & Mrs M.Shepherd
C.Weir & Mrs S.Jones
A.Butterfield & Mrs G.Spittle
A.Butterfield & Mrs G.Spittle
J.Robinson & Mrs A.Robinson
B.E.Hawksby & Mrs H.Hawksby
B.Wakeman & Mrs D.Wakeman
T.Downey & Mrs B.Mutch
C.J.Wilson & Mrs M.R.Wilson
H.Huitt & Mrs P.Raine
A.Hawksby & Mrs S.Jones
J.M.Lee & Mrs A.Lee
B.McRobbie & Mrs M.McRobbie

## Ladies' Competitions

Inst Council Cup							
1930	Miss I.E.France						
1931	Mrs C.P.Hopkins						
1932	Miss I.E.France						
1933	Mrs Brocklebank						
1934	Miss E.M.Taylor						
1935	Mrs C.S.Baxter						
1936	Mrs C.S.Baxter						
1937	Mrs J.S.Taylor						
1938	Mrs Hood						
1939	Miss E.M.Taylor						
1940	Mrs Brocklebank						
1941	Miss M.Barker						
1942	Miss D.Wright						
1943	Miss A.D.Paterson						
1944	Miss A.D.Paterson						
1945							
	Rose Marie	Coronation	Championship	Veterans	Pat Hawkins	Greensome	
1946							
1947							
1948							
1949	Mrs A.E.Simpson						
1950	Mrs M.I.Fearn						
1951	Mrs M.I.Fearn						
1952	Mrs R.Gossop	Mrs A.E.Simpson					
1953	Mrs M.I.Fearn	Mrs I.M.Fearn	Mrs A.E.Simpson				
1954	Miss C.Keswick	Mrs E.Holliday	Miss C.Keswick				
1955		Mrs E.Holliday					
1956	Mrs A.N.Charlton	Mrs S.Waugh	Mrs D.McGuigan				
1957	Mrs S.Waugh	Mrs S.Waugh	Mrs S.Waugh				
1958	Mrs A.N.Charlton	Miss K.M.Hall	Mrs A.N.Charlton				
1959	Mrs M.Outhwaite	Mrs M.Waugh	Miss J.M.Taylor				
1960	Mrs S.Waugh	Mrs A.N.Charlton	Mrs S.Waugh				
1961	Mrs M.Waugh	Mrs M.Waugh	Mrs M.Kemp				
1962	Mrs D.M.Shepherd	Mrs M.Waugh	Miss E.Evans				
1963	Mrs W.Taylor	Mrs D.Shepherd	Miss E.Evans				
1964	Mrs B.J.Bootland	Mrs J.Green	Mrs S.Waugh				
1965	Mrs S.Waugh	Mrs O.Potter	Mrs K.Wragge				
1966	Mrs S.Waugh	Mrs K.Wragge	Mrs B.J.Bootland				
1967	Mrs K.Wragge	Mrs O.Potter	Mrs M.Outhwaite				
1968	Mrs J.Green	Mrs M.Outhwaite	Mrs D.Malia				
1969	Mrs B.J.Bootland	Mrs M.Wood	Mrs M.Outhwaite				
1970	Mrs J.Green	Mrs J.Green	Mrs S.Waugh				
1971	Mrs O.Potter	Mrs E.Capper	Mrs M.Outhwaite	Mrs S.Waugh			
1972	Mrs B.J.Bootland	Mrs T.Pattison	Mrs B.J.Bootland	Mrs S.Waugh			
1973	Mrs S.Waugh	Mrs H.May	Mrs J.Renwick	Mrs B.J.Bootland			
1974	Mrs B.J.Bootland	Mrs P.Hawkins	Mrs D.Catton	Miss V.Marvin			
1975	Mrs P.Hawkins	Mrs S.Dales	Mrs O.Potter	Miss V.Marvin			
1976	Mrs M.Outhwaite	Mrs B.Love	Mrs B.J.Bootland	Mrs D.Catton			
1977	Mrs J.M.Tait	Miss A.Simpson	Mrs J.E.Rawlings	Mrs A Taylor	Mrs H.Hawksby		
1978	Miss A.Simpson	Mrs H.Hawksby	Mrs Y.Featherstone	Mrs N.Hopwood	Mrs E.Coles	Y.Featherstone & A.Robinson	
1979	Mrs J.M.Tait	Miss A.Simpson	Mrs J.M.Tait	Mrs A Taylor	Mrs W.Saunderson	S.Heath & J.Wardle	
1980	Mrs H.Hawksby	Mrs S.Dales	Mrs H.Hawksby	Mrs A Taylor	Mrs M.Walker	J.M.Tait & A.Clough	
1981	Mrs M.Walker	Mrs A.Lee	Mrs J.M.Tait	Mrs A Taylor	Mrs B.J.Bootland	W.Saunderson & B.Mutch	
1982	Mrs S.Heath	Mrs M.Oliver	Mrs J.Gordon	Mrs H.Hawksby	Mrs A Taylor	S.Heath & J.Wardle	

1983	Mrs J.Gordon	Mrs B.J.Bootland	Mrs J.M.Tait	Miss A.Simpson	Mrs D.Catton	Mrs J.E.Rawlings	J.Gordon & M.Oliver
1984	Mrs N.Hopwood	Mrs A.Robinson	Mrs M.Wood	Miss A.Simpson	Mrs D.Sturdy	Mrs A.Lee	A.Lee & N.Hopwood
1985	Mrs J.Gordon	Mrs J.Gordon	Mrs M.Wood	Mrs J.Gordon	Mrs A.Clough	Mrs D.Sturdy	J.Gordon & M.Oliver
1986	Mrs M.Wood	Mrs M.Wood	Mrs H.Reed	Mrs J.Gordon	Mrs N.Hopwood	Mrs H.Reed	M.Walker & H.Reed
1987	Miss A.Simpson	Mrs M.Hendry	Miss A.Hopwood	Mrs S.Heath	Mrs N.Hopwood	Mrs J.Gordon	B.J.Bootland & J.Green
1988	Mrs S.Heath	Mrs V.Linbert	Mrs J.Huby	Mrs J.Gordon	Mrs N.Hopwood	Mrs J.Huby	A.Simpson & S.Heath
1989	Mrs J.Gordon	Mrs A.Taylor	Mrs B.J.Bootland	Miss A.Simpson	Mrs J.M.Tait	Mrs J.Green	M.Oliver & D.Simpson
1990	Mrs H.Hawksby	Miss M.Ingle	Mrs A.Lee	Mrs J.Gordon	Mrs B.J.Bootland	Mrs J.Gordon	M.Walker & H.Reed
1991	Mrs H.Hawksby	Miss A.Simpson	Mrs P.Raine	Mrs J.Gordon	Mrs P.Raine	Mrs A.Taylor	A.Lee & M.Oliver
1992	Mrs P.Raine	Mrs S.Grewer	Mrs A.Lee	Mrs H.Hawksby	Mrs D.Lecker	Mrs J.Gordon	S.Jones & J.Martindale
1993	Mrs J.M.Tait	Mrs M.Shepherd	Mrs J.Fisher	Mrs H.Hawksby	Mrs J.Wrighton	Mrs B.I.Pearson	J.Fisher & G.Spittle
1994	Mrs J.Gordon	Mrs A.Clough	Mrs J.M.Tait	Mrs J.Gordon	Mrs N.Hopwood	Mrs G.Spittle	H.Hawksby & S.Bradford
1995	Mrs J.Fisher	Mrs M.Oliver	Mrs D.Sturdy	Mrs J.Gordon	Mrs H.Reed	Mrs J.Fisher	J.E.Rawlings & M.Oliver
1996	Mrs J.Gordon	Mrs J.Fisher	Mrs S.Medd	Mrs J.Gordon	Mrs H.Hawksby	Mrs J.Huby	H.Hawksby & S.Bradford
1997	Mrs S.Medd	Mrs M.Winters	Ms M.Donohoe	Mrs J.Gordon	Mrs H.Hawksby	Mrs W.Newbegin	S.Medd & P.Shipley
1998	Mrs S.Stabler	Mrs S.Bradford	Mrs J.Petch	Mrs H.Hawksby	Mrs S.Jones	Mrs G.Spittle	J.Gordon & M.Marshall
1999	Mrs W.Newbegin	Mrs S.Tate	Mrs A.Wong	Mrs J.Gordon	Mrs B.Stephenson	Mrs B.Mutch	D.Wakeman & J.Sykes
2000	Mrs S.Jones	Mrs G.Spittle	Mrs J.Sykes	Mrs J.Gordon	Mrs J.Gordon	Mrs B.Harryman	E.Bewick & J.Wrighton
2001	Mrs J.Fisher	Mrs D.Wakeman	Mrs J.Gordon	Mrs H.Hawksby	Mrs J.Petch	Mrs W.Newbegin	H.Hawksby & S.Bradford
2002	Mrs E.Bewick	Mrs J.Sykes	Mrs P.Frame	Mrs S.Bradford	Mrs D.Lecker	Mrs H.Reed	D.Plumpton & M.Ingle
2003	Mrs H.Stone	Mrs B.Stephenson	Mrs M.White	Mrs H.Stone	Mrs J.Fisher	Mrs A.McPherson	E.Bewick & J.Wrighton
<b>Past Lady Captains</b>		<b>Grandmothers</b>	<b>Winter</b>	<b>92 Club</b>	<b>Away Day</b>		
1990	Mrs S.Heath				1980	A.Lee Scarborough S.C.	
1991	Mrs S.Heath				1981	S.Heath Filey	
1992	Mrs A.Robinson				1982	H.Hawksby Driffield	
1993	Mrs J.E.Rawlings				1983	J.Gordon Knaresborough	
1994	Mrs S.Heath				1984	S.Heath Scarborough N.C.	
1995	Mrs A.Clough	Mrs J.Gordon			1985	S.Ledham Wetherby	
1996	Mrs J.Gordon	Mrs S.Tate			1986	D.Plumpton Bedale	
1997	Mrs A.Clough	Mrs J.Gordon	D.Lecker & J.Wrighton		1987	E.Parker Kirkbymoorside	
1998	Mrs D.Plumpton	Mrs B.Harryman	S.Medd & P.Shipley		1988	M.Hendry Scarborough N.C.	
1999	Mrs B.Mutch	Mrs S.Grewer	S.Medd & P.Shipley		1989	A.Clough Malton	
2000	Mrs A.Robinson	Mrs H.Stone	J.Gordon & S.Stabler		1990	P.Davis Wakefield	
2001	Mrs B.I.Pearson	Mrs S.Impey	S.Jones & J.Petch	Mrs H.Hawksby	1991	A.Atkinson Saltburn	
2002	Mrs J.Shanks	Mrs P.Davidson	E.Bewick & B.Mutch	Mrs S.Jones	1992	D.Sturdy A.Smith D.Lecker J.White Filey	
2003	Mrs A. Robinson	Mrs B.Haigh	H.Stone & V.Storr	Mrs S.Stabler	1993	S.Grewer I.Pearson J.Fisher J.Wensley	
					1994	A.Lee Low Laithes	
					1995	J.Thyer Darlington	
					1996	G.Spittle Headingley	
					1997	J.Gordon P.Shipley W.Newbegin par Lady Horsforth	
					1998	S.Jones A.McPherson I.Pearson K.Maltby Whitby	
					1999	J.Laughlin A.Smith V.Storr J.Burrows Bridlington	
					2000	S.Grewer B.Stephenson J.Shanks J.Greaves Teesside	
					2001	H.Coombes S.Medd B.Haigh M.White Dinsdale Spa	
					2002	H.Coombes K.Maltby V.Barton S.Medd Hickleton	
					2003	M.Wilson D.Wakeman S.Spence J.Paynter Hessele	

## APPENDIX C

### York Union of Golf Clubs (formed 1932)

<b>President</b>		<b>Other Offices</b>	
1936	J.J.Willan	1957-71	H.A.Smith Secretary/Treasurer
1940	A.B.Dodds	1989-98	P.Reed Competition Secretary
1947	D.F.Gregory	1994-98	M.Newsome Treasurer
1954	A.P.Hunter	2004	C.Weir Treasurer
1960	E.L.Triffitt		
1965	E.Outhwaite		
1970	G.B.Potter		
1975	G.W.Goodhand		
1980	G.S.Knox		
1985	D.H.Atkin		
1990	M.Newsome		
1997	J.M.Bickerton		
2004	J.Taylor		

<b>Competition Winners</b>			
1935	T.Wilson	Open Championship	1978 Pike Hills
1939	E.N.Kay & A.Risipin	Sharp Trophy	1978 D.Pattison & W.W.H.Ambler
1939	T.Holliday & Mrs Holliday	Yorkshire Herald	1978 G.Dalby
1940	Hob Moor	Sharp Trophy	1978 G.Hawkins & Mrs A.Taylor
1940	Hob Moor	Lewis Trophy	1978 Mrs M.Walker
1940	G.R.Hall & R.B.Atkinson	Fletcher Trophy	1979 M.A.Oates
1941	Hob Moor	Kitching Trophy	1979 Mrs H.Hawksby
1941	Mrs Holliday	Fulford Rose Bowl	1979 Pike Hills
1941	F.Cuthbert & Mrs Holliday	Yorkshire Herald	1980 M.Heath & K.Herrington
1942	Hob Moor	Lewis Trophy	1980 Pike Hills
1942	A C Webster & C F Baxter	Fletcher Trophy	1980 A.Anderson & M.Stockhill
1942	Hob Moor	Kitching Trophy	1980 C.R.Smith
1948	T.Wilson	Presidents Prize	1980 Mrs S.Leedham
1949	F G Riddell & W Atkinson	Fletcher Trophy	1981 Pike Hills
1950	Mr & Mrs D.C.Robson	Yorkshire Herald	1982 J.Cammidge & D.Taylor
1950	Pike Hills	Cross Trophy	1982 G.Mutch & M.Burton
1950	Pike Hills	Lewis Trophy	1982 T.Butterfield & B.Henry
1951	Mrs Simpson	Fulford Rose Bowl	1982 J.Agnew
1951	Mrs Groves	Bronze Division	1983 K.Blanchard & Mrs Y.Featherstone
1952	Pike Hills	Lewis Trophy	1983 P.Blanchard
1952	Mr & Mrs A.E.Simpson	Yorkshire Herald	1984 J.Agnew
1952	Mrs Cawood	Bronze Division	1985 Pike Hills
1953	B Fearn & J C Pattison	Fletcher Trophy	1985 N.Hall & Mrs D.Sturdy
1954	E.G.Riddle & Miss Wild	Yorkshire Herald	1985 J. D. McLuskey
1954	Mrs M Waugh	Fulford Rose Bowl	1985 Mrs J.Gordon
1954	M/s Severs & Wade	Kitching Trophy	1985 Mrs H.Reed
1956	R Isott	Fletcher Trophy	1986 M.D.Sturdy
1959	R.Capper	Fletcher Trophy	1986 A.P.Russell
1959	Mrs M.Waugh	Fulford Rose Bowl	1987 P.H.Bell & G.B.Hosie
1960	B.A.Lee & Mrs D.Malcolm	Yorkshire Herald	1987 P.Hutchinson
1960	Pike Hills	Lewis Trophy	1987 Mrs M.Walker
1961	Pike Hills	Cross Trophy	1987 Miss M.Ingle
1961	K.F.Crosley & Mrs D.Malcolm	Yorkshire Herald	1988 Pike Hills
1961	Mrs D.Shepherd	Fulford Rose Bowl	1989 P.Reed & A.D.Jones
1962	Pike Hills	Cross Trophy	1989 Mrs H.Hawksby
1962	J.Duncan & D.Wood	Sharp Trophy	1989 Mrs J.Rawlings
1962	D.C.Paver & D.Pattison	Kitching Trophy	1990 C.S.Hodgson
			Cross Trophy
			Kitching Trophy
			Fletcher Trophy
			Yorkshire Herald
			Bronze Division
			Amateur Championship
			Fulford Rose Bowl
			Cross Trophy
			Sharp Trophy
			Cross Trophy
			Kitching Trophy
			Seniors Championship
			Bronze Division
			Cross Trophy
			Lewis Trophy
			Kitching Trophy
			Sharp Trophy
			Seward Trophy
			Yorkshire Herald
			Seward Trophy
			Seward Trophy
			1900th Anniversary Bowl
			Yorkshire Herald
			Fletcher Trophy
			Silver Division
			Bronze Division
			Fulford Rose Bowl
			Seward Trophy
			Kitching Trophy
			Seniors Championship
			Silver Division
			Bronze Division
			1900th Anniversary Bowl
			Kitching Trophy
			Silver Division
			Bronze Division
			Match Play Championship

1964	Mrs J. Green	Fulford Rose Bowl	1990	P.M.Cottingham & A.P.Russell	Kitching Trophy
1964	P.Reed	Fletcher Trophy	1991	G.Sharrock & D.Hudson	Lewis Trophy
1964	P.Reed	Seward Trophy	1991	Mrs H.Reed	Fulford Rose Bowl
1964	D.C.Ramsey & R.Henderson	Sharp Trophy	1992	D.P.Taylor & C.Weir	Kitching Trophy
1964	P.A.Spenceley & A.Leslie	Kitching Trophy	1992	A.Hamilton	Seniors Championship
1964	Pike Hills	Cross Trophy	1992	S.Banks	Junior Championship
1966	Pike Hills & York (tie)	Cross Trophy	1993	Miss M.Ingle	Bronze Division
1966	D.C.Paver & Mrs J.W.Green	Yorkshire Herald	1995	Pike Hills	1900th Anniversary Bowl
1966	N.J.Bootland & P.Reed	Lewis Trophy	1995	Mrs S.Grewer	Bronze Division
1967	E.Outhwaite & R.Capper	Sharp Trophy	1996	Mrs J.Rawlings	Bronze Division
1967	W Barker	Fletcher Trophy	1997	R.J.F.Harryman	Reed Trophy
1968	D.Wood & C.W.Marshall	Kitching Trophy	1997	J.Hudson	Crossley Trophy
1968	D.Pattison & J.Adams	Lewis Trophy	1997	D.Leadley & D.Potter	Sharp Trophy
1968	G B Potter	Fletcher Trophy	1997	M.Brown	Junior Championship
1968	Mrs H.D.Wragge	Fulford Rose Bowl	1997	Mrs H.Reed	Bronze Division
1968	Mrs H.D.Wragge	Bronze Division	1998	M.Brown	Match Play Championship
1969	D.C.Paver & Mrs J.W.Green	Yorkshire Herald	1998	Mrs J.Gordon	Ladies Championship
1969	Mrs S.McHaffie	Silver Division	1998	Mrs P.Raine	Bronze Division
1970	Miss V.Marvin	Ladies Championship	1998	N.Tailby	Junior Championship
1970	M.J.Barker & R.W.Russell	Kitching Trophy	1998	N.Tailby	Seward Trophy
1970	A.B.Mason	Seward Trophy	1998	Pike Hills	Scratch League Div 1
1971	D.C.Paver	Amateur Championship	1999	R.Chilton	Match Play Championship
1971	P.Walley	Fletcher Trophy	1999	R.D.Butler	Pick Trophy
1971	Pike Hills	Cross Trophy	1999	Mrs J.Gordon	Fulford Rose Bowl
1972	Miss V.Marvin	Ladies Championship	2000	Pike Hills	Scratch League Div II
1972	H.W.Reynolds & J.W.Jamieson	Sharp Trophy	2000	E.Coates & M.Lovatt	Sharp Trophy
1972	G.B.Potter & D.N.Potter	Lewis Trophy	2000	M.Dowdall	Crossley Trophy
1972	Mrs A.Taylor	Bronze Division	2000	A.Lount	Junior Championship
1972	T.Pinder	Seward Trophy	2000	Mrs A.Lee	Silver Division
1974	D.C.Paver	Amateur Championship	2001	Pike Hills	Scratch League Div 1
1976	P.Hutchinson & P.Reed	Kitching Trophy	2002	Pike Hills	Team Championship
1976	D.C.Paver & D.N.Potter	Lewis Trophy	2002	Pike Hills	Scratch League Div 1
1977	Mrs J.Tait	Fulford Rose Bowl	2002	R.Chilton	Issott Trophy
1977	Mrs H.Hawksby	Bronze Division	2002	A.Lount	Junior Championship
1977	D.Pattison & W.W.H. Ambler	Lewis Trophy	2003	R. & W. Newbegin	Yorkshire Herald
1977	S.Trapps	Seward Trophy	2003	Pike Hills	Scratch League Div 1
			2003	M.Brown	Issott Trophy
			2003	M.Brown	Open Championship
			2003	Pike Hills	Team Championship
			2003	J.McNutt	Junior Championship

## **APPENDIX D - Trophies**

### **Mens' Trophies**

**THE 92 CLUB GOLF CLASSIC** - First played for in 2001

Rules of the Competition: Contributors to the "92 CLUB", participants in a sweepstake based on the clubs in the Football league, play for the trophy annually.

A Pewter Cup - Height incl Base - 26 cm: Height excl Base - 11 cm: Width - incl Handles - 20 cm.

**ALF RAWLINGS MEMORIAL TROPHY** - Long drive competition, bought with a bequest to the club from the will of Alf Rawlings. First played for in 1961.

Rules of the Competition: On the day of the competition each player may play up to three balls from the medal tee of the nominated hole. The winner is the player driving a ball that comes to rest at the furthest distance on the fairway of the hole being played.

An EPNS cup - Height incl Base - 27cm: Height excl Base - 20cm: Width incl Handles - 20cm: Width Bowl only - 11cm.

**THE ALFA ROMEO SHIELD CHAMPIONSHIP** - Presented by Alfa Romeo (G.B.) Ltd and first played for in 1984.

Rules of the Competition: Stroke play, Best Net Score. Handicap limit 28 full allowance. Played in conjunction with the May medal. Open to all monthly medal winners from the previous year

A wooden shield with a central silver plaque which includes the badge of the firm in enamels - Height - 37cm: Width - 33cm

**ALLERTHORPE/PIKE HILLS CHALLENGE MUG** - First played for in 1999

A Tankard engraved "Presented by Martin Greaves, Pike Hills & David Watson, Allertorpe Park".

**ASSOCIATES CUP** - Presented by F.Stevens Esq. 1984 and first played for in the same year.

Rules of the Competition: Fourball Betterball Match Play Knockout. Arrange own partners & draw for opponents. Handicap limit 18. Handicap allowance difference

Prior to 1991 this trophy was for competition between Associate (i.e. non rail) Members only and was a singles knockout competition. In 1991 it was changed to make it open to all members with a draw for partners. From 2003 the rules were altered for players to "arrange own partners".

A Silver Gilt Cup mounted on a marble base - Height incl Base - 62cm: Height excl Base - 23cm: Width incl Handles - 21cm: Width Bowl only - 15cm

**CAPTAIN'S DAY WINNER** - First played for in 1983 when it was won by A.Anderson.

Rules of the competition: Stableford Points. Full handicap. Maximum allowance 18

A Mahogany Shield with a central silver plaque, engraved "Captains Day Winner 1983 A.Anderson" and including an enamelled figure of a golfer, and a silver ribbon engraved "Pike Hills Golf Club" - Height - 37cm: Width - 30 cm

**CHAIRMAN'S TROPHY** Presented by J.R. Stabler, Chairman 1994-2003, in 1996 and first played for in 1997

Rules of the competition: Stroke play over 5 monthly medal rounds (May to September). No handicap limit. Full Allowance. Best 3 card aggregate net scores

A silver plate miniature Claret Jug - Height - 27cm: Width incl Handles - 14cm: Width Bowl only - 9cm.

**CORONATION TROPHY** Presented by Mr. F. Williamson of Heworth Green in 1952 and first played for in 1953

Rules of the Competition: Since March 1959 four qualifying medal rounds. Best 2 net scores from each round play off in match play knockout. Qualifying medal rounds limited to members with handicaps 16 to 28. Matchplay stage full handicap difference



The trophy is a Wooden Shield with supporting pillars mounted with Silver strips - Height 40 cm, Width 45 cm. Attached to the shield is a silver plaque embossed with the figure of a golfer and engraved "Coronation Trophy" and "Presented by Mr F Williamson", (Height 20 cm, Width 6 cm). The plaque, together with seven smaller silver shields are all hallmarked, W.A. (William Henry Adams), Birmingham, 1952. A Silver banner, engraved "Pike Hills Golf Club" is hallmarked as above but dated 1950

#### COURSE RECORD

A hexagon shaped conical cup with a similar, but inverted, stem. Engraved "Pike Hills Golf Club Course Record.

Height incl Base - 28cm: Height excl Base - 24cm: Width - 16 cm.

THE DIRECTORS CUP Engraved "YORK RAILWAY INSTITUTE GOLF CLUB CHALLENGE TROPHY Given by Directors as a memento of the North Eastern Railway Co. - 1922" first played for in 1924.

Rules of the Competition: Foursomes Match Play Knockout. Handicap allowance 7/16ths of combined difference. Arrange own partners and draw for opponents. Members up to 28 handicap may enter but the playing limit is 18. This trophy was originally played on a singles knockout basis and was for competition by Railway members only. In 1991 it was made available to all members and is played for according to the rules above.

The Silver cup, mounted with the enamelled heraldic device of the North Eastern Railway, and lid, surmounted by a figure of a golfer, is hallmarked W&H (Walker and Hall) - height incl Base - 60cm: Height of Base - 45cm: Width, incl Handles - 26cm: Width Bowl only -16cm.

The Cup was purchased in 1924 at a cost of £32. The plinth was increased in height in 1979 to take more names.

"EVERGREEN" CHALLENGE TROPHY Presented by Dan Shakespeare, Hon. Secretary, 1957-60, in 1959. First played for in 1959

Rules of the Competition: Stroke play. Handicap limit 28. Full handicap allowance. Entrants must be 60 or over on date played. Any number of cards may be entered during August. The competitors with the lowest aggregate net score for their best two cards will play off in matchplay knockout with full handicap allowance. Note:- Clause 19 may apply for handicap revision.

A Pewter Mug with glass base - Height - 12 cm: Width incl Base - 13cm: Width excl Base - 9cm. It is engraved "York Railway Institute Pike Hills Golf Club 'Evergreen' Challenge Trophy presented by D. Shakespeare Hon. Secretary 1959".

THE FEARN TROPHY 1951 Presented by B.Fearn, Captain 1952 and Competitions Secretary 1953, in 1951 for a winter competition. First played for in 1952.

Rules of the Competition: Aggregate of 3 rounds medal stroke play. Entry handicap limit 28 playing limit 18. Arrange own times and fellow competitors. Strokeplay play off in the event of a tie.

A silver cup hallmarked Birmingham 1953 but the makers mark is indecipherable - Height incl Base - 23cm: Height excl Base - 18cm: Diameter - 8cm. Engraved "The Fearn Trophy 1951".

FORD ROSE BOWL first played for in 1976

Rules of the Competition: Stroke Play over one round. Handicap limit 28. Playing Limit 18. Arrange own times and fellow competitors.

A Crystal Bowl on a wooden base, engraved with "Ford Golf" and a Golfer - Height - 24cm: Diameter - 20cm.

THE G.N.E.R. CENTENARY CUP - Presented by the Directors of the Great North Eastern Railway and first played for in Centenary Week 2004.

Rules of the Competition: Gentlemen's singles medal, arrange own fellow competitors and starting times. All members eligible, maximum handicap 28 - full handicap allowances.

A silver cup with lid, hallmarked HLB 2004, engraved with the inscription "The Centenary Cup Presented by The Directors of GNER July 2004" and the heraldic device of the railway company. Height - 48 cm:  
Width - 19cm.

#### JACK BICKERTON BAFFIE - CAPTAINS JUNIOR PRIZE

Presented and first awarded in 1972 and then, after a long lapse, reinstated by J.M.Bickerton 1997.  
A baffie, a club like a brassy but with a shorter shaft and a more sloping face, mounted on a wooden board.

JUBILEE TROPHY Presented by L.Hargrave, Captain 1983 and Secretary 1997- , on June 7th 1977 and first played for that year

Rules of the Competition: Stroke Play over one round. Handicap limit 28. Playing limit 18. Arrange own times and fellow competitors.

A silver cup - Height incl Base - 27cm: Height excl Base -19cm: Width incl Handles - 18cm: Width Bowl only - 9.5cm. Engraved "The Jubilee Trophy presented by L Hargrave June 7th 1997 Ike Hills G.C"

JUVENILE TROPHY presented by Joe Downes in 1976 and first played for in 1977

A cup with an imitation ivory stem - Height incl Base - 19cm: Height excl Base - 11cm: Width Bowl - 10cm.  
A plaque on the plinth is engraved "J.Downes Juvnile Trophy"

KEITH MEDLEY TROPHY presented by Keith Medley, an associate member, in 1969 for a winter competition and first played for in that year.

Rules of the Competition: Stroke play four ball better ball. Three rounds. Eligibility for entry - handicap 28. Playing limit 18. Handicap allowance . Eclectic competition. Arrange own partners and fellow competitors. Play against different competitors each round. Substitutes allowed who are not involved in the corresponding round.

A Wooden Shield and side pillars which are mounted with EPNS. strips - Height - 29cm: Width - 33cm. In the centre of the shield is an EPNS plaque, with the figure of a golfer on it, engraved "Keith Medley Trophy presented 1969".

KEITH WILLIAMSON CHAMPIONSHIP TROPHY - Presented By Keith Williamson in 1959 and first played for in that year.

Rules of the Competition: Stroke Play. Best 36 hole gross score. Handicap limit for entries 18. The Trophy is presented on the day of the competition and winners have a moral obligation to be present.

An EPNS cup with lid - Height incl Base - 40cm: Height excl Base - 31cm: Width incl Handles - 34cm: Width Bowl only - 21cm. A plaque on plinth is engraved "The Keith Williamson Championship Pike Hills Golf Club".

THE LOCO CHALLENGE CUP Presented by C.F.Pierce 1965 and first played for in that year.

Rules of the competition: Stroke Play over one round. Four ball better ball. Handicap limit 24. Handicap allowance . Draw for times and partners

Originally the competition was a team event on a four ball better ball match play basis between "Pike Hills" and the "Locomotive Inn" in Watson Street, whose landlord was Charlie Pierce. The rules were changed in 1988 to those shown above.

An EPNS cup, engraved "The Loco Challenge Cup Presented by C.F.Pierce 1965", - Height incl Base - 28cm: Height excl Base - 20cm: Width incl handles - 24cm: Width Bowl only - 15cm

G.H.LOTT MEMORIAL TROPHY first played for in 1978.

In 1978 the Railway Institute was asked if it had any unused trophies that could be used for the best nett score competition. The Lott Trophy had been inaugurated in 1959 by the Railway Institute in memory of GH 'Tiny' Lott who died in December 1955. It was offered as the prize for a competition between all the York and District tennis clubs and was, in fact, won by the RI tennis club in 1960. The competition was apparently not a success and, having lapsed by 1961, it was thus available for this new purpose.

Rules of the Competition: Stroke Play. Best 36 hole net score on Championship Day. Handicap limit for entries 18. The trophy is presented on the day of the competition and winners have a moral obligation to be present.

A Silver cup, engraved "York Railway Institute G.H.Lott Memorial Trophy" and hallmarked London 1922 - Height incl Base - 29cm: Height excl Base - 20cm: Width incl Handles - 25cm: Width Bowl only - 14cm

THE LYCETT GREEN CHALLENGE BOWL presented by Edward Lycett Green of Ashfield, Tadcaster Road, Dringhouses, in 1907 and first played for in that year.

Rules of the Competition: Individual Match Play Knockout. Draw for opponents. Handicap Limit - 28. Playing Limit - 18. Full Allowance.

A Rose Bowl, hallmarked silver S & Co, London 1904, - Height incl - Base -35cm: Height excl Base - 20cm: Width incl Handles - 32cm: Width Bowl only - 22cm. It is engraved "The Lycett Green Challenge Bowl 1907". There is also an engraving around the inside of the plinth which reads "This cup was presented to and is the property of the Knavesmire Golf Club, YORK 1907". The plinth was increased in height in 1979 to take more names.

MARIE CURIE CANCER CARE - THE QUEEN MOTHERS CUP (Shield) first played for in 1995.

Rules of the Competition: Stroke Play over one round. Handicap limit 28. Playing Limit 18. Arrange own times and fellow competitors. The winner of the qualifying medal round goes forward to represent the club in a regional competition. Note: - Russ Chilton, the club qualifier in 2001, went on to win the National finals at the Belfry.

A Wooden Shield with EPNS mini shields - Height - 36cm: Width - 30cm. In the centre is a plaque containing an enamelled daffodil and inscribed "Marie Curie Cancer Care". Above and below are two ribbons inscribed "The Queen Mother's Cup" and "Club Qualifier".

MASHAM/PIKE HILLS CHALLENGE CUP first played for in 1984

A silver plate cup engraved "MASHAM PIKE HILLS CHALLENGE CUP" - Height incl Base - 27cm: Height excl Base - 20cm: Width incl Handles - 19cm: Width Bowl only - 10cm

PAUL REED TROPHY Presented by Paul Reed, Competition Secretary 1972-3 & 1976-97, in 1998 and first played for in the same year.

Rules of the Competition: Easter Monday four ball Stableford, Four ball better ball Stableford. Handicap limit 28. Playing Limit 18. allowance

The trophy takes the form of two statuettes of golfers standing on a marble base mounted on a wooden plinth. A plaque on each plinth is engraved "Paul Reed Trophy Presented to Pike Hills G.C. 1998".

THE PIKE HILLS CUP Presented by L.Hargrave Esq. Captain, 1983 & J.A.Marshall Vice Captain, 1983 and first played for in the same year.

Rules of the Competition: Four ball better ball match play between teams representing the Captain & the Vice Captain.

The trophy was originally competed for between Rail members & Associates. The tradition at that time was that the Captaincy alternated each year between Rail & Associate members. The change was made in 1991 when all distinction between Rail & Associate Members was eliminated.

A silver plated cup, engraved with the club's heraldic device, - Height incl Base - 60cm: Height excl Base - 45cm: Width incl Handles - 26cm: Width Bowl only - 16cm

PIKE HILLS-RIPON RABBITS SECTION SHIELD Presented by J.F.Page & R.S.Walmsley, 1989 Rabbits Captains and first played for in 1990.

A Wooden Shield is 40 cm high and 35 cm wide. In the centre of the shield, below a ribbon inscribed "Pike Hills - Ripon" is a plaque, with the figure of a golfer on it, engraved "Rabbits Section Presented by J.F.Page - R.S.Walmsley 1989 Captains".

**THE PIKE HILLS SUMMER CUP** Presented by Bruce Wakeman, Captain 1998 and first played for in 2000  
Rules of the Competition: Stroke play over 5 Monthly Medal rounds (May to September). No handicap limit.  
Best 3 card aggregate Gross scores

A Silver Plated Cup, engraved "THE PIKE HILLS SUMMER CUP Presented by Bruce Wakeman, Captain 1998", - Height incl Base - 40cm: Height excl Base - 24cm: Width incl Handles - 28cm: Width Bowl only - 17cm.

#### **RABBITS' KNOCKOUT TROPHY**

Rules of the Competition: Matchplay Knockout. Handicaps 16-28. Full Allowance. Opponents drawn  
An EPNS Cup, engraved "Pike Hills Golf Club Rabbits KO Trophy", - Height incl Base - 19cm: Height excl Base - 13cm: Width incl Handles - 20cm: Width Bowl only - 11cm.

**RABBITS ANNUAL STABLEFORD COMPETITION** first played for in 1989.

Rules of the Competition: Stableford Competition. Handicaps 16-28. Full handicap allowance. Arrange own times and fellow competitors

Mahogany Shield - Width - 34 cm, Height - 40 cm. In the centre of the shield, below a ribbon inscribed "Terry Steel Memorial Trophy" a plaque, with the figure of a golfer on it, engraved "Rabbits Annual Stableford Competition".

**SCRATCH TROPHY** Presented by J.A.Marshall and first played for in 1980

Rules of the Competition: The players with the best 16 gross scores on Championship Day qualify for a drawn Match Play Knockout competition playing off scratch.

A Silver Plate cup embossed like a golf ball and supported by a tripod of clubs, signed Valenci and made in Spain - Height incl base - 29cm: Height excl base - 21cm: Bowl - 10cm. A plaque on the plinth is engraved "P.H.G.C. Scratch Trophy Presented by J.A.Marshall".

**SENIORS CHAMPIONSHIP TROPHY** Presented by A D Spink, C Hall & J Taylor and first played for in 2001.

Rules of the Competition: Stableford. 28 Handicap Limit Full allowance. Entrants must be 60 years of age or over on the day of competition

A silver plate Cup, with a domed lid, made by S.W.Atkins and engraved "Pike Hills Golf Club Seniors Championship Presented by A D Spink C Hall J Taylor", - Height incl Base - 40cm: Height excl Base - 34cm: Width incl Handles - 22cm: Width Bowl only - 13cm

**THE STEWARDS CUP** for the Junior Champion presented in 2002 by Jim Jackson, Steward 2001- , and first played for in the same year.

Rules of the Competition: Competition for Juniors, 36 hole Stroke play, full handicap

A Miniature Silver Plate Jug - Height - 28cm: Width incl Handles - 13cm: Width Bowl only - 9cm. It is engraved "Pike Hills Golf Club The Stewards Cup Junior Champion" and "Presented by Jim Jackson 2002".

**TARTAN KEG TROPHY** Individual Stableford presented by Scottish & Newcastle Breweries Ltd and first played for in 1970.

Rules of the Competition: Stableford. Handicap limit 28. Playing Limit 18. Arrange own times and fellow competitors

An EPNS Cup, engraved "Tartan Keg Trophy Individual Stableford Presented by Scottish & Newcastle Breweries Ltd", - Height incl Base - 24cm: Height excl Base - 18cm: Width incl Handles - 18cm: Width Bowl only - 9cm

**WARE CUP** presented by Isabella Ware in 1904 and first played for in 1905.

Rules of the Competition: Four qualifying Medal rounds, Best 2 net scores from each round qualify for Matchplay Knockout, Qualifying Medal rounds Handicap Limit 28 with a maximum stroke allowance of 15, Matchplay stage, maximum handicap 15, full handicap difference

A Silver Rose Bowl hallmarked W.A (William Henry Adams), Birmingham 1903 - Height incl Base - 17cm:

Height excl Base - 13cm: Diameter - 18cm

The trophy is engraved "Knavesmire Golf Club. The Ware Cup September 1904. Presented for Competition on Knavesmire by Isabella Ware in memory of John Ware who died 5th January 1902"

WHITE ROSE SALVER Presented by W W H Ambler & R Bowman, 1978 and first played for in 1979. Colloquially known as the "Winter League".

Rules of the Competition: Fourball better ball match play. Played on a league basis throughout the winter months.. Handicap eligibility 28. Playing limit 18. Handicap allowance of difference. Choose own partners on entry. Substitutes allowed, but only with players not in the competition. Substitution limited to 3 appearances for the same player. Top two pairs in each of four divisions to play off against each other on a knockout basis.

ASilver Plated Salver, engraved "White Rose Winter League Salver Presented by W W H Ambler & R Bowman, 1978", - Diameter - 31cm: Height - 3cm, with 3 legs.

WHYTE & MACKAY SCOTCH WHISKY GOLF CLUB COMPETITION First played for in 1989.

Rules of the Competition: Stroke Play over one round. Handicap limit 28. Playing Limit 18. Arrange own times and fellow competitors

A male golfer on a simulated marble column - Height incl Base - 21cm: Height excl Base - 10cm. A plaque on the column is engraved with two heraldic crests, two demi lions rampant, and "Whyte & Mackay Scotch Whisky Golf Club Competition".

WILLIAMSON CUP Presented by H.Williamson Esq. of Heworth Green in 1952 for a men's foursome competition and first played for in the same year.

Rules of the Competition: Stroke play Greensome. Handicap limit 28. Playing Limit 18. Handicap Allowance - 0.4 of lower handicap plus 0.6 of higher handicap. Starting times and partners drawn

A Silver Cup hallmarked E.V., Sheffield 1937 - Height incl Base - 38cm: Height excl Base - 27cm: Width incl Handles - 43cm: Width Bowl only 22cm

### **Mixed Trophies**

LADY CAPTAINS TEAM v CAPTAINS TEAM Presented by G.K.Oliver, Captain 1985 and first played for in that year.

Rules of the Competition:

A candelabra like trophy, with the figure of a lady golfer on one scone and a gentleman golfer on the other, standing on a wooden base. A plaque on the base is engraved "Pike Hills Golf Club Lady Captain's Team v Captains Team Presented by G.K.Oliver Captain 1985".

CAWOOD TROPHY Presented by G.R.Cawood, Captain 1959 and Secretary 1954-7, to mark the occasion of his retirement. First played for in 1966

Rules of the Competition: Stroke Play Mixed Greensome. To be eligible to compete entrants must be Married couples. Handicap eligibility 28 Men - 40 Ladies. Playing Limits 24 Men - 32 Ladies. Stroke allowance 0.4 of lower handicap plus 0.6 of the higher handicap. Draw for fellow competitors and starting times. The trophy is presented on the day of the competition and winners have a moral obligation to be present

A Pair of Silver Candlesticks hallmarked B. & Co (Broadway & Co), Birmingham 1960.

DUNERA MALCOLM TROPHY Presented in 1966 as a memorial to Dunera Malcolm, a prominent lady member and winner of several mixed trophies. First played for in 1967

Rules of the Competition: Stroke play mixed greensome. Handicap eligibility men 28 ladies 40. Playing limits men 24 ladies 32. Handicap allowance 0.4 of lower handicap plus 0.6 of higher handicap. Draw for partners & starting times. Priority in draw given to men under 16 handicap

A Silver Cup, engraved "Dunera Malcolm Mixed Greensome Cup", hallmarked S R, Birmingham 1964 - Height incl Base - 26cm: Height excl Base - 20cm: Width incl Handles - 18cm: Width Bowl only - 11cm

HOB MOOR CUP a second hand cup purchased by the Railway Institute in 1940 for £1 and presented to the ladies' section. First played for in 1941 in a singles competition but, by 1952, after the transfer to Pike Hills it became a mixed trophy.

Rules of the Competition: Stroke play Mixed Foursomes. Handicap eligibility men 28 ladies 40. Playing limits men 24 ladies 32. Handicap allowance half of combined handicaps. Arrange own partners & starting times.

A Silver Cup, with lid by a figure of a golfer, hallmarked W.S., London 1923. It is engraved "York Railway Institute Golf Club Hob Moor Trophy".

Two cups had been offered to the club for £5 and £1 respectively and the Railway Institute were persuaded to buy them and donate them to the golf club. The larger of the two was named the Institute Council Cup and was to be awarded to the joint winners of the Mixed Foursome Handicap Competition while the other, named the Hob Moor Trophy, was presented to the ladies' section for one of its competitions.

INSTITUTE COUNCIL CUP a second hand cup purchased by the Railway Institute in 1940 for £5. It was first played for in 1944 for a Mixed Foursome Handicap Competition. After a lapse during the move to Pike Hills the competition was resumed in 1952. In 1959 the format of the competition was changed to Greensome.

Rules of the Competition: Stroke play Mixed Greensome: Handicap eligibility men 28 ladies 40. Playing limits men 24 ladies 32. Handicap allowance 0.4 of lower handicap plus 0.6 of higher handicap. Draw for partners & starting times. Priority in draw given to men under 16 handicap. A Silver Cup, engraved "York Railway Institute Golf Club Institute Council Cup Mixed Foursomes", hallmarked F.E., London 1933 - Height incl Base - 37cm: Height excl Base - 28cm: Width incl Handles - 26.5cm: Width Bowl only - 17cm

JOHN SMITH'S ANNUAL TROPHY first played for in 1998

Rules of the Competition: Stroke play mixed team event. Handicap eligibility men 28 ladies 40. Playing limits men 24 ladies 32. Handicap allowance . Draw for partners & starting times. The trophy is presented on the day of the competition and winners have a moral obligation to be present.

An EPNS Cup, engraved "John Smith's Annual Trophy", - Height incl Base - 29cm: Height excl Base - 23cm: Width incl Handles - 18cm: Width Bowl only - 11cm.

PAUL SEWARDS WHISKY GREENSOME first played for in 1984

Rules of the Competition: Stroke play Mixed Greensome. Handicap eligibility men 28 ladies 40. Playing limits men 24 ladies 32. Handicap allowance 0.4 of lower handicap plus 0.6 of higher handicap. Draw for partners & starting times. The trophy is presented on the day of the competition and winners have a moral obligation to be present

Two Square Crystal Decanters - Height incl Stoppers - 26cm: Width - 9.5cm

RABBIT & BUNNY GREENSOME ROSE BOWL Presented by Sylvia Jones, Lady Captain 1990 in memory of David Jones, Rabbits Captain 1988 and first played for in 1990.

Rules of the Competition: Stroke play Mixed Greensome. Handicap eligibility men 16 - 28 ladies 36. Playing limits men 24 ladies 32. Handicap allowance 0.4 of lower handicap plus 0.6 of higher handicap. Draw for partners & starting times

A Rose Bowl, engraved "Presented by Sylvia Jones, Lady Captain 1990 in memory of David Jones, Rabbits Captain 1988", - Height incl Base -18cm: Height excl Base - 12cm: Width Bowl - 16cm

SAMUEL WEBSTER ROSE BOWL first played for in 1982

Rules of the Competition: Texas Scramble: Teams of four (mixed). Handicap eligibility men 28 ladies 40. Playing limits men 24 ladies 32. Handicap allowance 1/10 of combined handicaps. Draw for partners & starting times

A EPNS Rose Bowl - Height incl Base - 22cm: Height excl Base - 14cm: Width - 21cm. It is engraved "The Samuel Webster Rose Bowl Annual Team Competition B.R.S.A. Pike Hills Golf Club" and includes a roundel containing the words "Samuel Webster 1838 Halifax Yorkshire"

**TOM RUSSELL MIXED GREENSOME** first played for in 1990

Rules of the Competition: Matchplay knockout. Handicap eligibility men 24 ladies 28. Playing limits men 18 ladies 24. Handicap allowance 7/16 of the difference between the aggregate handicaps. Arrange own partners & draw for opponents.

The trophy is a pair of golfers, a lady and a gentleman, - Height incl Base - 46cm: Height excl Base - 41cm. A Plaque on the base of both figures is engraved "Pike Hills Golf Club Mixed Greensome Trophy". Associated with this trophy is a board on which two putters made by Tom Russell are mounted. Plaques engraved with the winners names are displayed on this board.

**YORK RAILWAY INSTITUTE CENTENARY TROPHY** The trophy was first competed for on the occasion of the Centenary of the York Railway Institute in 1989.

Rules of the Competition: Fourball team event. Best two net scores on each hole to count. Handicap eligibility men 28 ladies 40. Playing limit men 24 ladies 32. Handicap allowance . Draw for partners and starting times. The trophy is presented on the day of the competition and winners have a moral obligation to be present.

A wooden Shield - Width - 29 cm: Height - 36 cm.

### **Ladies' Trophies**

**THE 92 CLUB GOLF CLASSIC** first played for in 2001

Rules of the Competition: Contributors to the "92 CLUB", participants in a sweepstake based on the clubs in the Football league, play for the trophy annually.

A Pewter Cup - Height incl Base - 27cm: Height excl Base - 19cm: Width incl Handles - 18cm: Width Bowl only - 9cm.

**CORONATION CUP** first played for in 1953.

Rules of the Competition: Stroke play one round. Handicap eligibility 40. Playing limit 32. Full Handicap allowance. Draw for starting times & fellow competitors

A Cup, possibly Silver but not hallmarked, engraved "P.H.G.C Ladies Section Coronation Cup 1953", - Height incl Base - 24cm: Height excl Base - 19cm: Width incl Handles - 15cm

**GRANDMOTHERS TROPHY** Presented by Jean Wrigton, Lady Captain 1994 and first played for in 1995.

Rules of the Competition: To enter the competition ladies should be either biological grandmothers (i.e. with children and subsequent grandchildren of their own) or step-grandmothers (having married into a family with a second generation). Stableford. Handicap limit 40. Handicap Allowance 7/8ths.

An Irish Killarney Crystal Hand Cut Glass Vase with a 24 carat Gold plated base - Height incl Base - 20cm: Height excl Base - 15cm: Width at the top - 8cm. The trophy stands on a wooden base with a plaque inscribed "The Grandmothers Trophy presented by Jean Wrigton Lady Captain 1994 Pike Hills Golf Club".

**INSTITUTE COUNCIL CUP** In 1930 the Railway Institute, asked by the golf club to provide a ladies' trophy, donated £5. The cup that was ordered cost £6 but the Railway Institute agreed to meet the full cost. It was first played for in 1930.

Rules of the Competition: Matchplay knockout. Handicap eligibility 40. Playing Limit 32. Handicap allowance of difference. Draw for opponents, arrange own starting times

A Silver Cup hallmarked F & S (Fattorini & Son), Sheffield 1926 - Height incl Base - 30cm:

Height excl Base - 18cm: Width incl handles - 24cm: Width Bowl only - 13cm. It is engraved "York Railway Institute Golf Club Institute Council Cup Ladies Trophy".

**THE LADIES CENTENARY TROPHY** - presented by Barnitts of York and Cameo Engraving of York and first played for in Centenary Week 2004.

Rules of the Competition: Ladies' singles medal, arrange own fellow competitors and starting times. All members eligible, maximum handicap 36 - full handicap allowances.

A silver plated cup with lid on a wooden plinth, manufactured by S. Watkins and engraved "Pike Hills Golf Club Ladies Centenary Trophy 1904-2004" and "Presented by Barnitts of York and Cameo Engraving of York. Height: 24.5cm: Height with plinth 33cm: Diameter 17cm.

**LADIES CHAMPIONSHIP TROPHY** first played for in 1970

Rules of the Competition: Stroke play. Best 36 hole gross score. Handicap limit for entries 28. Draw for starting times. The trophy is presented on the day of competition and winners have a moral obligation to be present

A Silver Plated Cup, with lid - Height incl Base - 36cm: Height excl Base - 30cm: Width incl Handles - 23cm: Width Bowl only - 10cm. It is engraved "Pike Hills Golf Club Ladies Championship".

**LADIES GREENSOME** first played for in 1978

Rules of the Competition: Strokeplay Greensome. Handicap eligibility 40. Playing Limit 32. Handicap allowance 0.4 of lower handicap plus 0.6 of higher handicap. Draw for fellow competitors and starting times. Arrange own partners

The Trophy is a Lady golfer on a marble column on a wooden base - 30 cm high overall. A plaque on the base is engraved "YRIGC Pike Hills Ladies Greensome".

**LADIES OUTING (AWAY DAY) TROPHY** first played for in 1980.

Rules of the Competition: The trophy is competed for on the occasion of the Lady Captain's Exchange Day at the host club. Format of the competition to be decided by lady captain.

A lady golfer on a marble plinth mounted on a wooden base. A plaque on the plinth is engraved "Ladies Outing Trophy".

**LADIES WINTER TROPHY** Presented by Sue Grewer Lady Captain 1996 and first played for in 1997

Rules of the Competition. Foursomes Matchplay. Arrange own partners and draw for opponents. No individual handicap restrictions, but the combined handicap must be no more than 54 at the start of the competition. 3/8 of the difference of the combined handicaps. Must be played over however many holes are open. Can be played on any day to suit the players.

Competition to be played between October and March. The couple drawn first must contact their opponents offering dates & times. Always make an alternative date in case of bad weather. Trophy to be presented at "Bring & Win". The committee reserve the right to alter any of the above

ASilver Gilt Cup - Height incl Base - 28cm: Height excl Base - 20cm: Width incl handles - 24cm: Width Bowl only - 17cm

**PAST LADY CAPTAINS TROPHY** first played for in 1990

A Lady golfer on a wooden winged pillar - 32 cm High. A plaque on the base is engraved "Past Captain's Trophy".

**PAT HAWKINS MEMORIAL TROPHY** presented in memory of Pat Hawkins, winner of the Institute Council Cup in 1975, first played for in 1977

Rules of the Competition: Strokeplay over one round. Handicap eligibility 40. Playing Limit 32. Full Handicap allowance. Draw for starting times & fellow competitors

A Silver plated Cup, engraved "Pat Hawkins Memorial Trophy", - Height incl Base - 28cm: Height excl Base - 22cm: Width incl Handles - 23cm: Width Bowl only - 15cm

**ROSE MARIE CUP** Presented by Mrs H Williamson and first played for in 1952

Rules of the Competition: Strokeplay over one round. Handicap eligibility 40. Playing Limit 32. Full Handicap allowance. Draw for starting times & fellow competitors



A Silver Cup, with domed lid, hallmarked Birmingham 1955 - Height incl Base - 43cm: Height excl Base - 34cm: Width incl Handles - 22cm: Width Bowl only - 13cm. It is engraved "Pike Hills Golf Club Ladies Section Rose Marie Cup presented by Mrs H.Williamson".

VETERAN LADIES TROPHY presented by S.H.Dodds (1888-1983), Acting General Secretary of York Railway Institute 1914-22, General Secretary 1922-35, a member of the golf club since 1920, Captain 1965, and his daughter Joan Dodds, Lady Captain 1970. It was first played for in 1976.

Rules of the Competition: Strokeplay over 18 holes. Handicap eligibility 40. Full Handicap allowance. Draw for starting times & fellow competitors. Entrants must be 50 or over on the day of the competition

A Rose Bowl - Height incl Base - 16cm: Height excl Base - 10cm: Width - Bowl -18cm. A plaque on the base of the trophy is engraved "PIKE HILLS GOLF CLUB Veteran Ladies Trophy Presented by: Mr S H & Joan Dodds"



*York Minster from the 17th green.*