















UNSTABLE

CONSTABLE





TO THE MEMORY OF
WILLIAM PAWLING
MAY 30 1800
DIED 10 18 1860
AGED 60 YEARS
AND OF MARY
DAUGHTER OF THE ABOVE
DIED 10 18 1860
AGED 60 YEARS
JOHN S. ELIZABETH
WIDOW
DIED 10 18 1860
AGED 60 YEARS
AND OF MARY
DAUGHTER OF THE ABOVE
DIED 10 18 1860
AGED 60 YEARS

TO THE MEMORY OF
HANNAH
DAUGHTER OF WILLIAM AND
MARY PAWLING
WHO DIED ON THE 10 18 1860
AGED 15 YEARS
AND OF
JOHN YOUNG
WHO DIED ON THE 10 18 1860
AGED 15 YEARS



THE GREAT SNOW, 1962-3

Bampton folk were securely confident that the grim conditions which they experienced in the early months of 1947 would never be repeated in their lifetime, but they were to be sadly disillusioned.

As the year 1962 drew to its close more than one old-timer expressed their belief that there was some hard weather in the offing. The first hint of things to come was a shrewd frost on Sunday, December 23rd, and this was followed by as cold a Christmas Day as most people could remember. Throughout Boxing Day ominous looking clouds were massing in the western sky, and revellers returning home late encountered blinding snow. Next morning Bampton awoke to find the ground covered by four or five inches of snow. The early morning traffic soon made the roads unpleasant. Deep ruts and hard-packed snow made driving difficult and hazardous. But worse was to come.

On December 29th a blizzard struck the south west of England, and Bampton waited for it to move eastwards. On the morning of the 30th the village was completely isolated for a while. Then traffic forced its way through from Witney, and Bampton was not denied its mail or newspapers.

Buckland Road was impassable, and was to remain so for nearly a week, while the road to Faringdon was opened to single-line traffic, only. For more than a week the Swindon buses did not attempt to reach Bampton.

It very soon became apparent that the authorities had been caught totally unprepared to deal with such weather. The demands made upon the Witney R.D.C. for snow dispersal were just impossible to meet, so improvisation became the order of the day. The villages were given permission to organise local labour to deal with the emergency. In Bampton Bill Lock's firm of builders and the Wilkins Brother of Coalpit Farm joined forces to bring some order out of the chaos. A mechanical shovel together with tractors and lorries moved into action, but the photographs taken on January 3rd, 1963 show what an immense task confronted them.

A slight thaw on January 4th and 5th gave rise to the hope that the worst was over. It is true that in some places one drove along the roads between miniature cliffs of snow, but nevertheless we all hoped that things were on the mend. But it was not to be.

On January 16th we were mightily depressed by another heavy fall of snow, and worse was to follow. Three days later an easterly gale of considerable force caused severe drifting. My wife and I struggled to Faringdon to do some shopping, but conditions were so bad, and even more threatening, that when we reached there we decided to return home immediately. And not too soon, either. At Thrupp corner just beyond Radcot a very nasty looking drift was already assuming threatening proportions. Reports of shocking conditions up on A.40 reached Bampton. The road was completely blocked in some places, and near Northleach a long line of lorries from South Wales was marooned. Thanks to the efforts of Messrs Lock and Wilkins it was becoming







































