



Friends of the Roman Road and Fleam Dyke Newsletter Number Twenty ~~Two~~ Three February 2007

I began the autumn with excellent intentions. There was to be a shortish November newsletter and a booklet about the Fleam Dyke, similar to the one we published last year on the Roman Road, but the main job of the autumn was to produce information boards for the Roman Road. This has not been as straight forward as I had hoped, and has therefore been much more time consuming. However, by early summer there should be five boards in place at the main access points, with information about the history and the wildlife of the Road.

The Steering Group for the Roman Road and the Fleam Dyke, which brings together the people who are responsible for different aspects of the two sites, met in November. Martin Baker, Conservation Manager for the area Wildlife Trust, has secured money to continue the Green Belt Project for the time being. Iain Webb continues to organise the work that needs to be done on the linear sites. A new member of staff, Rachel Pateman, is working on a detailed Management Plan for the two sites. It is hoped that such a plan will prevent the recurrence of ill thought-out clearance of the kind that, at considerable expense, left the Roman Road north of Hildersham stripped to the buff for over a kilometre. Unfortunately, the clearance plan was accompanied by a contract whereby the whole area is to be flailed several times a season. This will leave the site 'nice and tidy', and as devoid of interest as the average road verge.

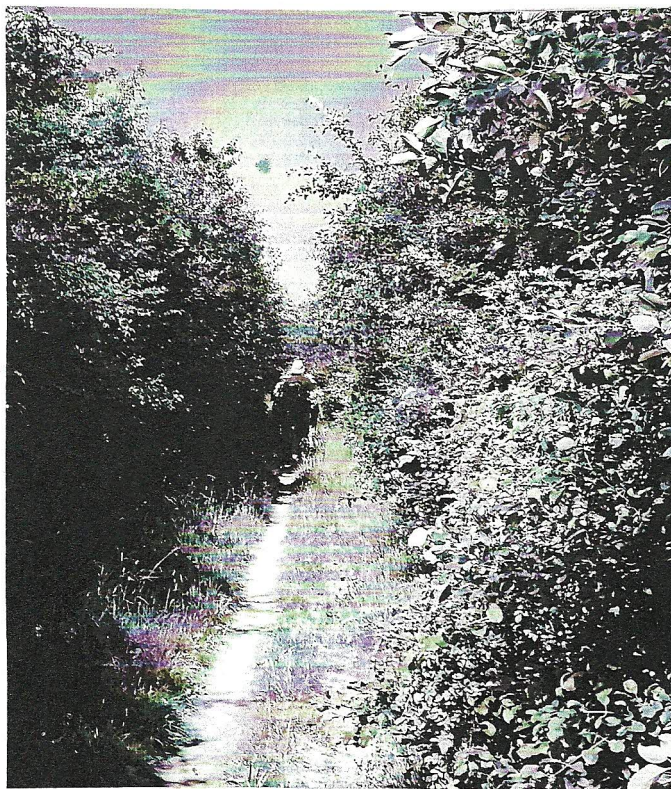
The flailing operation has so far included the areas where the Lady's Bedstraw, Small Scabious, Hoary Plantain and others were making a remarkable return after the careful scrub clearance carried out in 2004 and 2005 by Iain Hysom: he of the yellow shirt and the Heath Robinson fire-trailer. Thus, not only could the recovering flowers not be enjoyed in flower after early August, but they could not seed in any quantity. In addition, under the regulations for the maintenance of Public Rights of Way, the path has to be mowed to a width of 5 metres in April and in July, when it causes maximum damage to flora and fauna. Tim Barfield, the current officer for Natural England (ex-English Nature) in this area has had discussions with the relevant official for Cambridge County Council. The contract may be changed next year, but 'the specifications cannot be changed this year'. This means a man with a mowing machine cannot be asked to do things slightly differently. If you would rather your taxes were not spent on mowing the same area of the Roman Road twice, please would you talk to your local councillor.

I am hoping that the battered hedges will be allowed to recover some of the width which had previously made them such a good habitat and feeding site for migrating birds. In the previous management plans, (1993 by Alison Kew, and in Draft 4 of the Management Plan in preparation by the Steering Committee under Donna Radley, 2003) the importance of the big old hedges is emphasised. "Thick hedges and small copses along this 'green lane' enhance the value of the grassland for invertebrates ... it shelters many species which have few other places to go in this intensively farmed landscape."

Julia Napier

Before

The Roman Road north of Hildersham
Sept 2003



And after

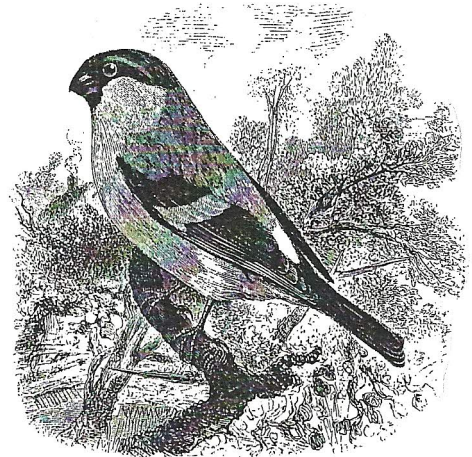
View towards
the A11,
June 2006.
photo by
Jo Darlington



A Lose-Lose Situation Observations by Patricia Lambert

In the late summer, I met Patricia Lambert walking along the Roman Road from the Balsham-Linton Road to Worsted Lodge. We were in the middle of the area shown in Jo Darlington's photograph, where thick scrub had been removed and the hedges reduced to Size Zero. We shared our thoughts on the subject and I asked her to send me a list of the birds she thought had suffered from the destruction of their habitat.

Bullfinches - were just getting established on this part of the Road in 2005/6. I saw four (2 pairs) every day until the workmen and their machines devastated the area. Not seen since.



Whitethroats - the 2 major breeding sites for these birds have been removed in the general destruction. I have only seen 2 birds towards the end of the summer on the section which was not cut back nearest the Hildersham Road. There used to be lots.

Turtle Doves - one pair had nested in 2004 on this section of the Road. The area they used was removed and they have not nested there this year.

Goldcrests - not seen since the work done in this area, though 1 or 2 were seen in the section near the Hildersham Road, where the work was stopped.

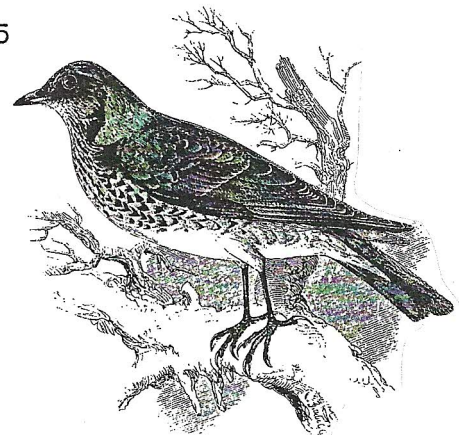
Redwings and Fieldfares - always appeared in February and March to nest and feed in the scrub and hedges which have been destroyed. Not seen since January.

Willow Warblers and Garden Warblers - not seen since 2005

Blue Tits, Great Tits, Long-tailed Tits - all disappeared for a few months, but have since returned.

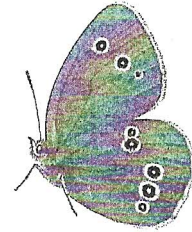
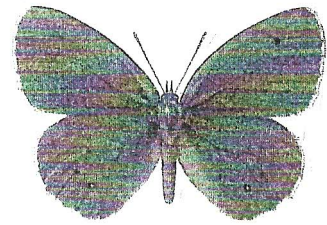
In addition a beautiful family of **Stoats** disappeared overnight.

Bullfinch, above and **Fieldfare**,
from William Yarrell's A History of British Birds, 1843.



Butterfly Loss

Before the clearance, there were Meadow Browns, Gatekeepers, Speckled Woods and Ringlets in good numbers all the way along from the Hildersham-Balsham junction to Worsted Lodge, as was shown by Roger Lemon's butterfly counts in July 2002. On July 18th 2006, when Roger Lemon carried out a similar survey, their numbers were down by two thirds, with a marked reduction in the number of Ringlets, as he had predicted. In August 2006, there was the usual influx of Small Whites from the continent, and so a great many Small Whites and Green Veined Whites were to be seen nectaring on the abundant thistles, but this is hardly a Win for any conservation policy let alone chalk grassland conservation. There is no parallel gain in calcareous flora, because, as can be seen from the previous photo, the path was overgrown, shady and damp, which is why Silverweed grew there well. Look for the silvery pinnate leaves which mark the spot.



A Ring of Steel, sort of ...

In an attempt to block the Travellers who constantly invade the Roman Road, Christine Tucker, until recently the Footpaths Officer, found £10,000 to pay for 6 heavy-duty gates at the main entry points of the Roman Road. They will be 14ft long with a 5ft gap for horses, which leaves the way open for 4 x 4's and motor bikes.

Dog bins, coming soon at long last

To be precise, they are already here, tucked up in a barn at Wandlebury Country Park. Our thanks to the Cambridge Preservation Society. I learned, to my sorrow, that one cannot just go out with a large mallet and get on with the job! Oh no! But permission has been obtained from several obliging landowners, English Heritage, Natural England (English Nature) and the Department of Culture Media and Sport, the DCMS for those who like acronyms. They will be emptied by the Street Cleaning Services and by Jon Gibbs, the ever helpful Head Ranger at Wandlebury Country Park and Nature Reserve.



Work Parties

The Roman Road. On a lovely sunny Sunday, on 8th October, we cleared a neglected length of the Agger, the bank and ditch formation characteristic of Roman Roads, just north of Wandlebury at the eastern end of the Golf Course.

John Dawson ingeniously got his van with all the tools onto a farm track parallel with the site, and we were able to pass the tools through a gap in the hedge. John Dawson, David Barden and David Seilly shared the brush cutting, while Helen Chubb, David Frew and I tidied up the south side of the track and raked off. David Barden found the straggling stems of two patches of Rock Rose, which had survived despite the increasing rank grass and brambles, but he could see no trace of the patch of Purple Milk Vetch which was there in 2002. The grass is now very lush because of the shading from the small trees and big bushes in the southern hedge, which is now very overgrown. No amount of mowing will save chalk grassland species such as Purple Milk Vetch if they are in deep shade.



W. H. Fitch

Fleam Dyke, November 19th

I remembered to take my camera for this one, but my attempt to get Sam Agnew, David Barden, Tim Bergel, David Seilly and Helen Chubb poised manfully or womanfully with tools, smiling into the sun, was not a success. They look either mad or piratical; so you must just imagine them heroically cutting a swathe through the eight-foot high elder regrowth along the lower part of the Dyke between the Bedford Gap and the A11. Julia follows along bent double: in one blue-gloved hand a 2lb jam jar full of Ammonium Sulphamate, wall paper glue and red poster paint, in the other a large paint brush. I must remember to go in the spring and see whether this potion has set back the elder shoots a) totally, b) just a bit, c) not at all. Elder is extremely tough

and, of course, magical. In "Hansel and Gretel", Gretel defeats the witch with a branch of elder. The red poster paint is not so much efficacious against witch-craft as a way of seeing which cut ends have been treated.

Iain Webb and Richard Fowling swung brush cutters for hours along the slopes of the Dyke, and we all raked off the arisings, leaving the Dyke looking very trim. The steady spread of the target flora down slopes which were cleared in 2001 is remarkable, but only because there was still a wide band of chalk grassland plants on the top of the bank.

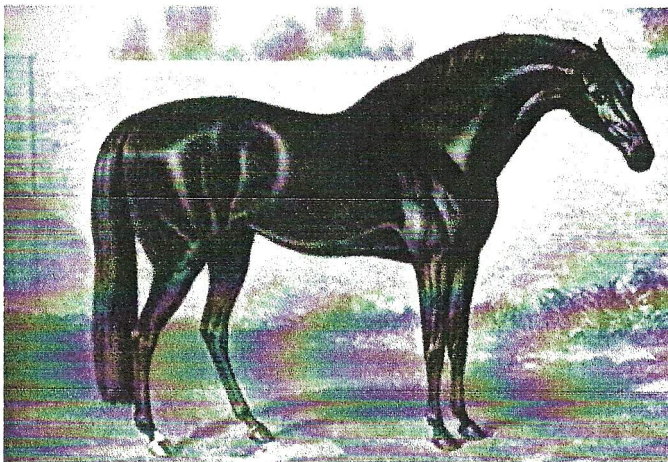
Mind the Gap, or Don't Bother me with the Facts

If you are involved with work on the Fleam Dyke, you quickly become familiar with the words, "You know the bit between the A11 and the Bedford Gap?" Tradition has it that the eighteenth century Duke of Bedford cut this gap in the Fleam Dyke in order to allow his splendid horse, Eclipse, to race like the wind across the heath to Newmarket. Some years ago, the Librarian of the Jockey Club said he would try to write an article on Eclipse, but nothing happened. I am happy to say that Janet Morris is preparing to fill the historical gap.

In the meantime, here is something I came across earlier in Wikipedia.

"The **Godolphin Arabian** (ca 1724 - 1754), also known as the **Godolphin Barb**, was one of three horses which were the founders of the modern thoroughbred horse racing broodstock (the other two are the Darley Arabian and the Byerly Turk.)

The Godolphin Arabian was foaled in Morocco. He came to Europe as a diplomatic gift to King Louis XV of France, but was given to the cook as a cart horse. He was soon sold to a wood-carter, and poorly treated. He was subsequently purchased in Paris by the Quaker, Edward Coke of Holkham Hall, son of the Earl of Leicester. Coke then sold him to Francis, Earl of Godolphin, who maintained a stud at Wandlebury.



Lady Roxana, a mare brought to the stud specifically to be bred to a stallion called Hobgoblin, rejected her intended mate, and so the Godolphin Arabian was allowed to cover her instead."

The Godolphin Arabian. Probably by David Morier and probably painted at Wandlebury. Note the flashing eye!

Goodness me, I said to myself. What an amazing tale! Luckily I then went up to Wandlebury to see Bill Clark about his article on the Queen Bee Station, and discovered that almost every detail was wrong. The handsome stallion was definitely an Arab, of the Jilfan Strain. He was foaled in Syria, not Morocco. He was a present to Louis XV from the Bey of Tunis. He was never used as a cart horse, which is obvious really from the above oil painting, a copy of which hangs in the office at Wandlebury. There was no wood cutter, no broken down Black Beauty rescued by a Quaker philanthropist, not even a devoted cat, as is told in some versions of the story. The handsome stallion was sold to Edward Coke as an Arabian called Sham, pronounced Sharm, which is Arabic for Damascus. He was brought to Edward Coke's stud at Longford in Derbyshire, not Holkham Hall where Edward's older brother lived. etc. etc.

Many thanks to Wendy Clark who has done a marvellous job of sorting fact from fiction in her book [Once Around Wandlebury](#). (Available from the Cambridge Preservation Society office at Wandlebury for £7) Her booklet, [The Godolphin Arabian](#), is also full of fascinating quotations and unexpected details. For example, two grooms came with Sham from Damascus, as was the custom, and are buried to the east of the porch in Stapleford churchyard. One last detail. The Godolphin Arabian never ran a race in his life, but his sons were a different matter.

Travelling Shepherds and Scavenger Flocks

In Newsletter Ten, August 2003, entitled 'Pre-War Memories of the Roman Road and Fleam Dyke', Michael Arnold wrote, "itinerant flocks of sheep were common. Fencing was no problem as hurdles were available in plenty and served the same function as the electric fences that eventually replaced them. Shepherds often lived 'rough' in their characteristic horse-drawn huts, and moved around with the sheep." I had never heard of this in England, though a year later in Romania, I saw the colourful hives on the trailers of the travelling bee keepers, parked among the sun-flower fields, with small groups of happy Bee-eaters flying overhead.

I recently got round to making enquiries about travelling shepherds and talked to Mr Nick Wombwell, who referred to a 'Scavenger flock', another term I had not heard before, so I asked for details, and this is a summary of what he said:

Grain and Chalk, (later Cheffins, Grain and Chalk, and now Cheffins,) were auctioneers. Mr Tom Chalk also had a farm in Cherry Hinton. He kept a Scavenger flock, which would come to Lodge Farm in the winter. The light soil south of Fulbourn suited sheep as they did not get foot rot, though sometimes there was a problem if the field was double furrow, as the ewes could cast (fall onto their backs and be unable to get up). The shepherd lived in Cherry Hinton, and he would drive them from site to site. The sheep were folded in a particular area both day and night. The lambs were grazed on the best land first.

Today, the shepherd's cottage is probably a 'highly desirable property near Cambridge', and his grandson may be working in the Science Park. If you have any facts which I can substitute for this last bit of fantasy, please let me know.

Comedy Corner

Conversation overheard when a group of ramblers were admiring some butterflies.

First Rambler: I almost trod on a Comma back there.

Second Rambler: It is just as well that you came to a full stop.

This is the only butterfly joke I have ever heard. Are there any others? It was sent to me a few months ago, but without a name and address for an acknowledgement.

The sender said, "Should it be a group of ramblers were or a group of ramblers was?"

(Novice teachers of English to Foreigners feel the ground opening under them when fluent Swedish students ask questions like this.)

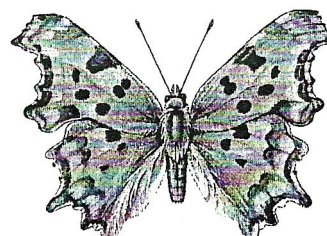
A Flexible Rule for Grammar Lovers

Collective nouns used to be followed by a verb in the singular form, so it should be 'a group of ramblers was', but now it is common to break the rule. e.g. The team were thrilled. The crew were mutinous. However, a collective noun defined by a plural and then followed by a singular verb still feels wrong, so most of us will break the pattern in speech. But there is still an underlying clash between group and were, which shows up in print.

What is needed here is **The Tarzan Alternative**,

"Several ramblers were admiring some butterflies."

and In one bound you are free.



Editor:

"It could not have been a Comma. They do not bask at ground level."
Spoilsport!

When I was a Child, We

Some of the nicest articles in these newsletters come under this heading. We have members in villages all along the Roman Road and in the villages near Fleam Dyke. Did your parents take you for walks there? Did you go egg collecting? Did anyone catch butterflies on the Roman or find rare flowers? Did you enjoy rolling down the slopes of the Fleam Dyke, as the lady who lives in the last house on Stonebridge Lane told me she and her sister did before the war? Did you play bandits in Borley Wood or Hare Wood, or go lamping for rabbits, or ferreting when you were older? Did anyone in your family dig up plants on either site? It's confession time!

Amnesty for Pasque Flowers

The Fleam Dyke at Fulbourn was once famous for the abundance of the beautiful purple Pasque Flower, *Pulsatilla vulgaris*. For one reason or another they gradually diminished in number, and the last plant was dug up by a gardener in 1974. Disgraceful! However, they would in any case have vanished under the scrub that took over most of the Fulbourn end of the Dyke following the myxomatosis epidemic among rabbits.

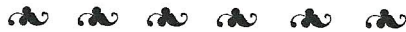


Pasque Flower by W H Fitch

Pasque flowers also flowered on Little Trees Hill when the land was used for sheep grazing, but they cannot survive in arable fields and there were none left when the Magog Trust was set up in 1989. However, it turns out that some plants had survived in local gardens. These have been planted on the Down, and so far are doing well.

I hereby declare a **Total Amnesty** for any family whose grandmother or great grandmother sneaked up to the Dyke one dark evening and dug up a Pasque flower. We should very much like to know about your plant anyway, and if the owner could give us some roots, we could ask Natural England for permission to restore them to their old home.

Similarly, the Roman Road has suffered a great deal from plant theft. "The practice of carrying away the turf of the Roman Road for use in Cambridge gardens still continues, and threatens several of the Wool-street plants with extinction." Professor Babington, 1877, quoted by Gigi Crompton in her remarkable Catalogue of Cambridgeshire Flora since 1938. www.cambridgeshireflora.com



Spot the Green Hairstreak! Hunt the Chalkhill Blue!

On May 10th 2006, Trish Agnew, Sharon Hearle, Roger Lemon, Vince Lea and Val Perrin walked from Fulbourn to the A11, looking for Green Hairstreaks and planning the Transect Walk which was then carried out by Roger, Trish and Sam Agnew, and Vince Lea. They saw a total of 10 Green Hairstreaks scattered along the length of the site, many more than previously recorded by Roger or by me. This delightful little butterfly moves quite fast, often above head height. Its upper wings are brown, which makes it hard to spot in flight. When it settles on a leaf, it folds its wings and effectively disappears. Green on Green. It was an obvious advantage to have five pairs of expert eyes looking for it.

Last May, Iain Webb saw two Green Hairstreaks on the Roman Road, near Wandlebury. **So shall we have a Spot the Hairstreak morning there?** My plan is to pick a day in May when the weather forecast looks promising, and email any enthusiasts who would like to join the party. Let me know : frfdjin@freebie.net

On 2nd August 2006, Patrick Daunt saw two or three Chalkhill Blues on the Roman Road, south of Wandlebury. I also saw one a couple of days later. Their food plant, the Horseshoe Vetch is doing nicely in that section, so it is just possible that was a brown winged female there too, and we might see them there this year. Alternatively, they might arrive from the Devil's Dyke or some other not too distant site. Again, a **Chalkhill Blue hunt might bring results**. The flowers are lovely there anyway, and we could look for the elusive Purple Milk Vetch plants. Let me know.



Horseshoe Vetch, from the British Flora by George Bentham and Sir J.D Hooker, for which W H Fitch did most of the wood engravings

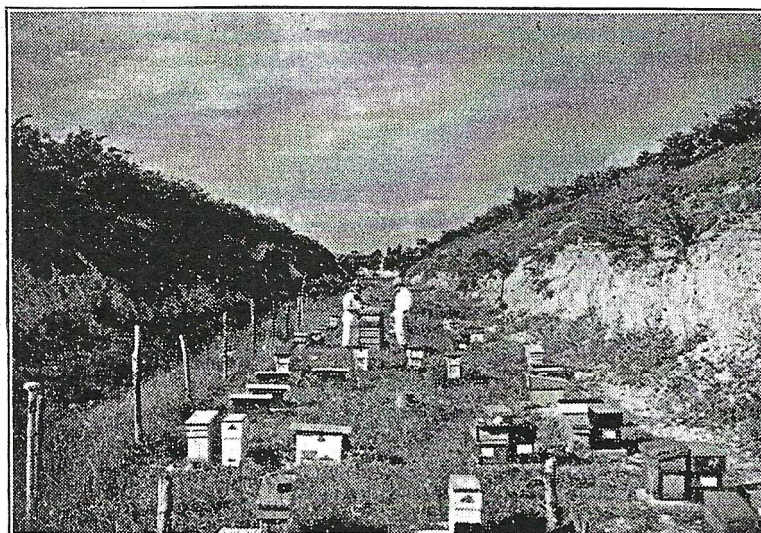
The Cambridge and District Beekeepers' Association, Queen Breeding Station, 1946 - 1956

by Bill Clark, former Head Warden of Wandlebury

adapted by Julia Napier from a longer article in the CBKA Newsletter, 2005

Time was when the Cambridge and District Beekeepers' Association was at the cutting edge of beekeeping! Who said? No less than Joseph Tinsley, the Lecturer on Beekeeping for the West of Scotland Agricultural College, in his book Beekeeping Up To Date, published in 1949. He ends a page and a half explanation of their doings, thus:

It is the intention of the Society to keep a register of matings which will become a permanent record and will rank as an official stud book, probably the first genuine one of its kind in the country. and he includes a photo of the Station.



The Cambridge Queen Breeding Station, showing the Drone Colony and Members' nuclei (small hives for a Queen Bee)

So what happened? I suspect, much as we have today, one or two very enthusiastic persons got the station up and running in 1946. Then as the work load got heavier, and the prime movers passed on, it became difficult to find others with the time and commitment to carry it forward. The station closed in 1956. Anyway, I am jumping the gun. I will start from the beginning.

Ever since I joined the Association, I have heard the story that the Association once had a Queen Breeding Station. Bob Lemon, the current President of CBKA, chivvied me on many occasions: "Bill, we ought to find out about it. I have heard it was at Teversham." On another occasion it was "at Stetchworth". Later still he had heard that a film was made. "Surely that must still be around." From time to time I would think I had found a possible lead, and invariably it would end more or less the same way, "Oh dear. If only you had asked last time we met, Mr Allinson, whose funeral I went to last week, was the President in those days. He would have known all about it." The odd snippet of information turned up in old Newsletters: "We had poor mating at the QB Station last year due to bad weather." At least I knew Bob wasn't dreaming it all up! Then last autumn an elderly lady brought a 1954 CBKA Year Book to a talk I was giving. "It's rather tatty, Mr Clark, but I thought it might interest you." You bet I was interested! Even more so when I opened it later to find a Beekeepers' Circular for the first quarter of 1955, complete with instructions on how to get your nucleus hive to the Queen Breeding Station in the disused railway cutting off the Fulbourn to Balsham Road."

"Right Bob", I thought to myself, "when I have a moment, I will follow these instructions, find the lane, and Bingo, I will stand exactly where it all happened." Silly Bill! The track had been ploughed over, as has happened so often. I went to my facsimile of the 1836 Ordnance Survey, but found the Balsham Railway Station exactly where I was hoping to see a lane running over the fields. I managed to get a facsimile for 1909, but it was a larger scale map and stopped just a couple of miles short. And there things stood.

Bill then describes how Bob Lemon told him that a speaker at a Beekeepers' meeting in 2005 mentioned a book with details of the Cambridge Queen Breeding Station, but could not remember the name of the author. Another beekeeper called in to return a hive, and remembered more details. Bill found he had the

very book on his shelves, and had even been given a copy as well, but had not got round to reading it! There indeed was the entry and the photograph, but no precise directions, until a chance conversation in Stapleford:

"I once put some hives on sainfoin. That's lovely honey. I can remember it as if it were yesterday. I was driving over to the Queen Breeding Station at Fulbourn, with a nuc, (beekeepers' abbreviation for 'nucleus hive') when I saw this big field of sainfoin."

And where was the Queen Bee Breeding Station? In the railway cutting close up to the Fleam Dyke. It was established by David Moore, affectionately known as "Uncle David", an expert bee keeper who apparently never used a veil.

Sainfoin, by W H Fitch



This story also included a reference to Brother Adam, the famous bee keeper of Buckfast Abbey, breeder of the Buckfast Bee, which is resistant to Acarine. Google for [Brother Adam and Buckfast Abbey](#) and you will find the Buckfast Abbey website and another remarkable tale, including the detail that the current keeper of the Apiaries is Dr Dhafer Behnam, an Iraqi specialist in the pathology of honeybees, who trained in Germany. In a world of sharp divisions and sweeping generalisations, ancient skills and modern knowledge transcend nationalism. How consoling. Julia

The Disused Railway, Fleam Dyke

Strange that something which is not there should be such a useful landmark. In 2003, Roger Wolfe wrote a brief history for this newsletter, but perhaps it is time for a bit of revision for newcomers. Bill Clark sent me this set of dates to clarify the story.

Gathered from the Fulbourn Chronicle of 1982, the editor of which gathered the information from the Cambridge Chronicle.

November 15th 1845

Notice of application to Parliament for permission to build a railway between Great Chesterford, Fulbourn and Newmarket.

June 20th, 1846

Newmarket to Great Chesterford railway bill read for the third time and passed. (Actually to Six Mile Bottom, to link up with the Cambridge to Newmarket stage, which was already in place.)

Oct. 3rd 1846

First sod turned

March 27th 1847

Paper ran a piece deploring the fact that whilst building the new railway between Newmarket and Great Chesterford: "Accidents are so numerous and serious, it is necessary to draw public attention to it." (Two Fulbourn men taken to Addenbrooke's on two consecutive days. Thomas Harvey, 29 and John Heart, 24)

April 4th 1848

Opened for general use for the carriage of Passengers, Horses and Coaches, and may be booked through from Newmarket and Bishopsgate Stations.

From London

7.00 am

11.30 am

2. 40 pm

6.0 pm

From Newmarket

7.45 am

1.35 pm

3.30 pm

7.25 pm

In his article, Lines Across the Dyke in Newsletter 9, May 2003, Roger Wolfe wrote:

The line was envisaged as part of a direct route from London to Newmarket and Thetford, where it was intended to join the Norfolk Railway's tracks to Norwich; but fierce intercompany rivalry and the collapse of the 'railway mania' caused the scheme to fail. The Eastern Counties Railway took it over, insisting that once a link was completed from Six Mile Bottom to Cambridge, the more direct route which crosses Fleam Dyke should be abandoned. This happened in 1851, although the racing fraternity at Newmarket attempted to get the line re-opened in 1892, in order to avoid delays to the special trains for racegoers caused by congestion at Cambridge station. Despite the support of the Prince of Wales, the future King George V, the directors of the Great Eastern Railway were not to be persuaded.

Disused Rifle Butts

When you first walk along the Fleam Dyke and come to the Disused Railway, you may well recognise an old railway line, but I think most people at first assume that they are standing on a small railway bridge. It is in fact an earth bank, built for target practice in the run up to the Second World War, probably by the Home Guard. Colin Harris described the competition among small boys in the forties and fifties to find different types of cartridge cases in the bank, but does anyone have any more details about the building of the bank?

What about the Fleam Dyke itself? When was it built, and what for? Is it a sort of disused Maginot Line, once defended by chaps wearing amazing Saxon helmets and buckles, called Wuffing, or Little Wolf? Come and find out!

Annual General Meeting 7.30, April 12th

In The Function Room of the Six Bells Public House, Fulbourn

There will be a brief A.G.M. followed by a talk on

The founding of the Saxon Kingdoms and the early history of Fleam Dyke

by Dr Sam Newton. Sam Newton graduated from the University of East Anglia with a first class degree in English Literature, and went on to do a PhD on *Beowulf*, the great Anglo Saxon epic poem. He works as a freelance tutor and lecturer in Anglo Saxon studies, and runs study days and tours at Sutton Hoo. He usually brings his Saxon harp to the party.

All welcome

Non-members £2.50. Friends free

Coffee or tea available during the interval.
We would be grateful for donations to cover the cost of the meeting.

Please display the enclosed poster for us.



Julia Napier

The Mid-Week Conservation Programme

The Mid-Week Conservation Volunteers will be working on the Fleam Dyke and the Roman Road, as well as on other nature reserves managed by the Green Belt Project. Good exercise in the fresh air/rain, and pleasant company over a picnic lunch. Transport from Babraham Park and Ride. Meet outside the building at 9.30am. Tasks start at 10.0 and and finish by 4.0pm

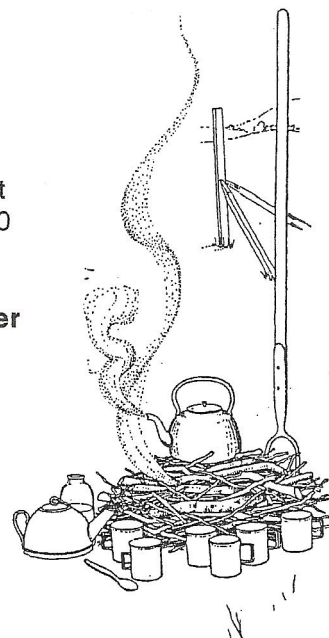
Please ring Iain Webb on 01954 713531 if you intend to come, in order to check the meeting place.

Wed. 21st February Roman Road: mowing and raking the verges

Wed. 28th February Fleam Dyke: more of the same.

Wed. 21st March Roman Road: and even more

Don't forget to go and look at the flowers that bloom there in the spring, tra la!



Work Parties and other Events of interest to Friends

Sunday 4th March. Roman Road.

Meet at the Mount Farm side of Worsted Lodge. Take A1307 south out of Cambridge. Turn left into the lane marked Worsted Lodge, just before the big Four Wentways Roundabout.

Sunday 18th March Fleam Dyke - beside Mutlow Hill

Meet at Stonebridge Lane, Fulbourn for transport to the site.

Sunday 15th April Fleam Dyke, at the Fulbourn end.

Meet at Stonebridge Lane, Fulbourn, at 10.0am. Come for an hour or two, or bring a picnic and stay longer. We shall be mowing and raking the first 300 yards of the dyke and the two open areas which we cleared in 2002 and 2003.

Talks Organised by the Cambridge City Group of the Wildlife Trust

These talks are held in the Gilmour Building of Cambridge University Botanic Garden. Please note that the entrance is via the drive beside 47 Bateman Street, **NOT** at the Bateman Street gate of the Botanic Garden. All talks are at 7.30pm. Entry: £1.50 for members of the Wildlife Trust, £2.50 for non-members

Thursday 22nd Feb. Wild Nature, by Richard Revels, naturalist and photographer

Thursday 29th March Milton Country Park, by Malcolm Busby, the Senior Ranger

Thursday 26th April Moths in an Urban Garden, by Alan Outen, Hertfordshire County Recorder for Moths

Contacts

Iain Webb
Cambridge Green Belt Project
The Manor House, Broad Street,
Great Cambourne, Cambridge, CB3 6DH
Tel: 01954 71353531
e-mail: iain.webb@wildlifebcnp.org

Julia Napier
Friends of the Roman Road and Fleam Dyke
30a Hinton Avenue,
Cambridge, CB1 7AS
tel: 01223 213152
frfdjin@freebie.net

Many thanks to Cambridge Copy Studio: tel: 01223 327 627 Fax: 01223 327 737
www.copystudio.biz



Cambridge
**Copy
Studio**

copy · print · scan · fax