

THE HISTORY OF THORNABY

LAURENCE

PETER

OTTAWAY

DIGITISED BY COLIN APPLEBY

(c) January 1998.

We are inforc'd to pry and search the dary leaves
of antiquity.

William Brown 1622.

FIRST EDITION 1968

PUBLISHED BY TEESSEIDE COUNTY BOROUGH 1970

FOREWORD TO FIRST EDITION

Although I have only lived in the North-East for a few years I have become interested in its local history. It all started early this year (1968) when I, with a friend, began to do some part time research into the subject. My friend later stopped for lack of interest and I was left alone to continue. I have been to many libraries, museums etc. and have talked with many interesting people.

L. OTTAWAY

CLEVELAND LODGE

THORNABY ROAD. AUGUST 1968.

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Mr. F. Phillips, Thornaby, for giving me a handwritten manuscript.

Thornaby Librarians for all the help they have given me.

BOOKS in my own possession

Name Author Date Published

Thornaby-on-Tees ---- c. 1967

Official Guide.

The River Tees ---- 1966

Handbook.

Stockton-on-Tees ---- c. 1955

Official Handbook.

The County Borough ---- 1968

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Thornaby Reference Library

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The place names of the A. H. Smith. 1928

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F.G.S.L.

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of York.

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English Place Names. Kenneth Cameron. 1961

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The Annals of Stockton. H. Heavisides. 1865

Quaint and Remarkable M. Heavisides. 1912

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and District.

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Stockton-on-Tees.

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In the possession of Colin Forth of Thames Avenue.

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the past.

In the possession of Mrs. Peacock of Thornaby Road.

The Parochial History and

Antiquities of Stockton-on-Tees. John Brewster, M.A. 1796

Other Sources.

NEWSPAPERS ETC.

Evening Gazette.

Stockton Express.

Stockton and Thornaby Herald. (No longer in circulation).

The Northern Star. (No longer in circulation).

Thornaby Tribune (No. 3) Souvenir Edition.

Yorkshire Archaeological Journal. Vol. XXI. page 238.

(From a photo-copy in the possession of the Vicar of Thornaby)

Miscellaneous typewritten information in Thornaby Library.

MUSEUMS

Preston Park Museum.

The Dorman Museum.

MAPS

Jeffery's Large Map of Yorkshire 1771

(as reproduced in Graves "History of Cleveland (1808)")

Henry Cross's Map of Cleveland 1843

(as reproduced in "Middlesbrough Survey and Plan")

OTHER

Royal Air Force Archives - Reference (AHB 5(RAF))

INTRODUCTION TO THORNABY

Thornaby is in the County Borough of Teesside and is on the southern bank of the river Tees. Stockton is to the north, across the river, and Middlesbrough to the east.

Its population up until 1st April 1968, when Teesside was formed, was about 24,000 and its area 1,993 acres.

This book tells the story of Thornaby from a small settlement to a large town, which development has taken a period of over a thousand years.

It may be noted before we start that the name South Stockton refers to the industrial part of Thornaby as opposed to Thornaby Village.

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CHAPTER I.

EARLY HISTORY.

Thornaby is said to have come into existence about 800 A.D. when the land was given by Halfdene, King of the Danes, to Thormod, one of his noblemen, but there are other signs of Thornaby being a much older or even prehistoric settlement. First of all, traces of prehistoric man have been found here, the earliest being a stone axe, 8" long, dating back to the Vesolithic Period (about 6,000 B.C.). An arrow head of the Neolithic Period (about 3,000 B.C.) was found by Mr Campbell while digging in his garden on Thornaby Village Green. In 1926, a dug-out canoe said to date about 1600-1400 B.C. was also found. It was lying in the mud under 8 feet of water opposite Thornaby High Wood. 12 feet long, with a pointed bow and stern, it is said to have been used as a coffin for Bronze Age burial. Its lid and contents have long since disappeared.

There are many other possible reasons for there having been a Bronze Age, or earlier, settlement at Thonaby. Firstly, of course, there is the river, a source of drinking water, food, a means of transport and a convenient ford. In the Middle Ages, Thornaby in common with the rest of the Tees, was well-known for its excellent salmon and other fish.

The Green, situated as it was on high ground, would have offered good protection to Prehistoric man. Next the soil, which Graves stated in his "History of Cleveland" (1808) to be rich and fertile in Thornaby, and lastly, there are other definite traces of Bronze Age settlements in the area.

For instance, at Middlesbrough, a Bronze Age sword has been found and just south of Thornaby, at Inbleby Barwick, a Tumulus (Round Barrow) has been found.

The next definite period in history, indicated by objects found in Thornaby, is the Roman Period. John Walker Ord in his "History of Cleveland" (1846) says:- By some writers it is supposed to have been one site of a Roman Camp, of which, however, we are unable to discover the faintest traces".

Three Roman coins have been found in Thornaby, one in some allotment

gardens and the other on the Green, all dating from more or less the same period. One shows ANTONINUS PIUS and is dated between 136 A.D. and 161 A.D. Another shows CONSTANTIUS I. CHLORUS and is dated between 293 A.D. and 306 A.D. The other is of the AUGUSTIAN PERIOD

131 B.C - 4 A.D. and was found in blue clay under the old Jolly Farmers Inn.

At first the Danes only came to pillage and destroy the local villages, but in 834 A.D. they visited the eastern coast more and more frequently until, in 865 A.D. they conquered East Anglia.

In 866 - 867 they moved north and occupied the Cleveland area where they named Cliffland. The conquest continued until, in 876 A.D. Ralfdan

(or Haladene) was proclaimed the ruler of Northumbria.

It was in this year that the area of Thornaby was said to have been given to Thormod a Danish nobleman, by Halfdan.

This was confirmed in the "Anglo-Saxon Chronicle" for the year 876 which told in this year Haladene shared out the land of the Northern Tribes and they proceeded to plough it and to support themselves.

The history of the period from the Danish occupation to the Battle of Hastings (1066) is a matter of conjecture there being no record. It seems therefore safe to assume that the races lived and worked together in harmony. This is borne out by the inclusion of many words of Danish or Norse origin in local dialects.

After the Battle of Hastings more parts of the land were conquered and in about 1067-68 one of William the Conqueror's noblemen by the name of

ROBERT DE BRUS I, marched north with a garrison of men and occupied the area of Cleveland. As a prize, William gave him control of 51 manors in the Cleveland area including those of Thornaby and Middlesbrough, and the area of Annandale in Scotland. He also had a castle built at Castleton.

(see also Chapter three).

Sweyn, King of Denmark, was not happy with the idea of the Normans ruling over him in the north and so, on the 9th September 1069, fought and defeated the Normans at York by killing the garrison of 3,000 men.

William I was so angry at this that he swore an oath to avenge Sweyn.

He routed his opponents by destroying ever house, so leaving all the land in the north-east of Yorkshire barren and neglected. As a result the inhabitants, mostly Danes, were reduced to the greatest destitution many of them being glad to eat horse, cat, dog, and even human flesh. Many thousands of them perished from hunger. This is why in Thornaby's first entry in the Domesday Book it states "Robert Malet has these (lands) and they are waste".

These lands appear to have stayed waste until the early 19th century as

"Thurnaby waaste" is mentioned in a poem by Tennyson called the "Northern Farmer".

CHAPTER II.

THE ORIGIN OF THE NAME THORNABY

The origin of the name Thornaby is not definitely known although Thornaby is said to take its name from the Danish (or "Old Norse") "Dormodr" which is pronounced "THORMODBY". W.J. Watson in his "Making of Thornaby"

(1918) says :- "The district contains many other names of Danish origin as for instance Ormesby, Normanby, Aislaby, and Swainby.

Recalling the Danish surnames of Orm, Norman, Aswulf and Sweyn or Swein. As surely as Orm and Norman were personal names so surely was "THORMOD", and to that name was allotted the place now called Thornaby"

(see Chapter one), "and then it took the name "THORMODBY" which simply meant the settlement of Thormod, the suffix BY meaning a place of abode or settlement. A "BY" was not merely an isolated dwelling, but from the first it meant a farmstead with its labourers and their shanties (huts), and eventually with increasing population it became a hamlet and then a village."

This theory is now accepted as the most probable although Kenneth Cameron in his "English Place Names" (1961) says the name is derived from "Thurmund's farm" and A. H. Smith in his book says it derives from

"Thormoth's farm" the same origin as Thormanby.

It has also been observed by Rodger Gale in the 18th century that where the prefix "THORN" appears in a local name a Roman station was always near at hand, if not at the place. "THORNALDBY", as it was later called signified, according to the Saxon, a dwelling in the great camp.

There are other people who have said that there are possibilities of Thornaby being of Anglo-Saxon origin. Bernard Workman, M.A. in his book

"Finding out about people of the past" says "English place names often ending in 'ing' or 'ton'. The Danish word for a village was 'by'. So when the Danes settled in an English village called, say, Thornton, they began to call it Thornaby". This is confirmed by Arthur Raistrick in his "Viking, Angles and Danes in Yorkshire" where he says "A small proportion of the 'By'

villages may have been Anglian hamlets taken over and renamed by the Danes, but this is nearly impossible to decide".

The origin of the Anglian name "Thornton", from which the name Thornaby might be derived, is a thorny village.

The Reverend J. Graves stated in his "History of Cleveland" (1808) that Thornaby might derive its name from a thorny village or a village near a place entangled in thorns. This theory can be supported by Archbishop Sharp's account of the York diocese (c.1700) in which he describes Thornaby as a "mean place, cumbered thick with briars".

Thomas Baine in his "Yorkshire, Past and Present" (1870) states the origin of the name Thornaby might derive from "Thor's Stream Town, From Thor and A, rivus" (rivus is the Latin for a stream or brook). In records dating to about 1580 Bassleton Beck (Stoney Beck) is described as "the stream of Thorpe". In the Domesday Book Thornaby is written as "TORMOZBI", "THORMOZBI", "TURMOZBI" and "TORMOZBIA". This is because the Norman compilers of the Book took liberties with place names.

Chart to show the various names allocated to Thornaby
through the ages.

Name date used Where used

1). TORMOZBI - BY 1086 Domesday Book.

2). THORMOZBI - BY 1086 Domesday Book.

3). TURMOZBI 1086 Domesday Book.

4). TORMOZBIA 1086 Domesday Book.

5). THORMODBY 1175-1200 Byland Cartulary.

1312 William de Hilton's

Charter.

1358 John Gower's Charter.

6). THORMODSBY 1312 William de Hilton's

Charter.

7). THORMODEBI - BY 1202/1231/1252 The Yorkshire Feet of

1262-80/1333 (1202/1231).

Rievaulx Cartulary

(Records) (1252/1333)

Guisborough Cartulary

(Records) (1262-1280)

8). THORMOTEBI - BY 1279/1286/1293 Yorkshire Inquisitions

(1279)

Placita De Quo

Warranto (1293)

9). THORMOTHEBY 1285 Kirkby's Inquest.

10). THORMANBY 1277 Kirkby's Inquest.

11). THORMANDEBY 1312 Robert de Hilton's

Charter.

12). THORMOTBY 1301/1369/1410 The Yorkshire Lay

Subsidy (1301).

The Yorkshire Feet of

Fines (1369).

Guisborough Cartulary

(Records) (1410).

13). THORMOTHBY 1416 The Yorkshire

Inquisitions.

14). THORNABIE 1624 Document concerning

the murder of a Thornaby Labourer.

15). THORNABYE 1610/c.1622 All used on old maps.

16). THORNABY 1610 onwards old maps.

17). THORNALDBYZ 1771 of Yorkshire.

18). THE MUNICIPAL 6th October 1892

BOROUGH OF to 1st April 1968

THORNABY-ON-TEES

19). THORNABY - TEESSIDE 1st April 1968 onwards.

Names allocated to the de Thornaby family have been :-

CHAPTER III.

THORNABY MANOR

The manor lands at Thornaby are said to be of pre-Conquest date when the two 'manors' were held in Thornaby. One by Ulchil (a Saxon) and one by Edmund, both under Edward the Confessor who was King at that time.

One of these followed the descent of the manor of Gt. Ayton from 1349, being held as of that manor by military service. It is this manor's history we shall describe first although little is known.

It appears that the first owner was Robert de Brus I, one of the noblemen of William I, who was given control of this manor among others in 1069. After having passed between a few of his descendants it came to Bartholomew de Fancourt in 1346 and then to the house of Darcy in 1420.

It is also thought to have been this manor which was owned by Cuthbery Browne who died in 1632 and subsequently his son who received it in 1635.

Early in the reign of Edward I (1284-1285) the Abbot of Byland had a tenement, in the fee of de Brus, in this manor of a Carucate and five oxgangs (approx. 175 acres). This manor was also included in the Liberty of Byland in 1303 and 1316 and the lands were rented to Giles Garret in February 1543-1544). There is no further record of this manor so we will continue with the better known one which existed until 1920.

This manor was also put in the control of Robert de Brus I in 1069 although the first written record of it is the Domesday Book compiled in 1086.

Thornaby has for entries in the Domesday Book, although it is mentioned five times and it is written with four different spellings (see Charter 2).

Entries relating to Thornaby are as follows :-

- i). "Manor. Belonging to the King. "Ulchil has one Carucate and a half (approx. 150 acres) to be taxed. Sufficient for plough. The soke of three Carucates (approx. 300 acres) belongs to the soke of Acklam".
- ii). In Tormozbi Edmund had two Carucates of land and a half (approx. 250 acres) to be taxed. Robert Malet has these and they are waste".
- iii). "Robert (de Brus) also owns three Carucates of land (approx. 300 acres) in Tormozbi".
- iv). "Manor. In Tormozbi Ulchil owns one Carucate and a half (approx. 150 acres) of land".

The Domesday Book also states that Thornaby had to pay an annual tithe of 15/3d. to Earl Hugh, as castle guard of Chester, who held three Caricates (approx. 300 acres) under the Crown.

Earl Hugh, commonly known as Hugh Lupus, was a nephew of William the Conqueror and was made Earl Palatine of Chester in 1070. Robert Mal(l)et, mentioned in entry (i), was the son of William Mallet, High Sheriff of Yorkshire in 1069, and one of the few survivors of the Norman garrison after their defeat by the Danes at York in 1069. The Domesday Book also shows that Rodger Poictou had one Carucate and a half (approx. 150 acres) in TORMOZBIA.

The de Brus family has many other historical claims to fame as for instance the 8th Robert de Brus was also Robert Bruce I of Scotland and an ancestor of the Stuart Kings of England.

The second Robert de Brus was the founder of Gisborough Priory which in 1129 was amply endowed by the Council of Pope Calixtus the II and Thurstin, Archbishop of York. Lastly Peter de Brus was one of the strongest barons who forced King John to sign the MAGNA CARTA.

When Robert de Brus I died in c.1094 the manor passed to his son Robert de Brus II who died in 1141. In that year it passed to his successors

Adam de Brus, Peter I and Peter II in 1180 and 1211 respectively.

Peter de Brus gave a deed of land to Gisborough Priory in c.1237 which included "one bovate of land (approx. 15 acres) with a toft and a croft

(a small homestead with land). 'ex dono Henrica Falconaris'."in Thornaby.

Peter died in 167 and in 1272 the de Brus inheritance was divided between Marmaduke and Lucy de Thweng who owned the manor for about five years before it passed to William de Percy of Kyldal (Kildale) who was Lord of Thornaby manor in 1277.

The manor was next sold to William de Boyville from whom it passed to Emma his daughter who married Robert de Hilton, and then to their son

William de Hilton. William de Hilton granted part of the manor to the Abbot of Byland in 1312 and part to Gisborough in 1365. In 1312 when William de Hilton granted part of the manor to the Abbot of Byland, he wrote the following charter, in Latin, which is in a small MSS. book in the Dean and Chapter Library, Durham. (Reference B. Fo. 16.) The charter is to the following effect:-

"I William son and heir of Robert of Hilton, of Thormodby, and of Emma his wife give this greeting in God, written for all the sons to see and to hear of the Holy Mother Church. May you know that I have given up and confirmed and proclaimed to the peace of God and Blessed Mary and to the Abbot and to the Council of BELLA LANDIA on behalf of me and my heirs all lands and buildings which they hold as a gift of the said mother and father on the land of Thormodsby in Cleveland; and all right and claim which I have ever had or can have in any way over the said lands and houses in the name of my heirs foresaid to hold by these witnesses.

The Lords and soldiers,

William of Bovington, William of Hilton and William Mowbray of Tameton.

By William of Staynesby (Stainsby), Robert son of Walter of Thornaby and by others"

Later in the 14th century the manor again seems to have been divided in two parts as Graves in his "History of Cleveland" (1808) says that :-

"The Gowers, of Sexhow; (who also owned Stainsby Hall) also possessed lands here in the reign of Edward the Third; and a branch of the family continued proprietors, and were resident here for several generations." Although it is not certain whether he refers to them as owning the manor.

In 1358 John Gower wrote a Charter, connected with Thornaby, which is as follows :-

"I John Gower of Sexhow have given to my wife Johanna and my son Nicholas and the heirs of the same Nicholas the homeage and sevice of

Robert de Thormodby which he owes to me through land which the above mentioned Robert claims to hold from me in the territory of Thormodby.

Witnessed by Johanna Percye of Kildale and Johanna Gower of Stainsby.

Carried out in the 46th year of the reign of Edward III."

It was about this time that the de Thornaby family started to become the manor owners. Although W. J. Watson in "The Making of Thornaby" (1918) says the family of 'de Thormoteby' (Robert) was in control of the manor in 1235. In the "Yorkshire Visitations" it states that the Coat of Arms of the

de Thornaby family was "Burelly argent and gules, with three bezants in chief". This is silver horizontal stripes on a red background with three golden circles in chief. This suggest an ancient member of a Crusader family as the golden circles were introduced when they returned from the East. The family quite possibly went with Peter de Brus in 1240.

The next manor owners are listed as follows :-

Robert de Thornaby I - 1349

Richard de Thornaby I - 1352

Richard de Thornaby II - 1424-1425

Robert de Thornaby II - 1424-1425

In 1539 at the DISSOLUTION OF MONASTRIES, the part of the manor granted to Gisborough Priory came to Henry VIII and was at this time of

"great value".

In 1544 Henry VIII granted the manor to Thomas Lord Wharton.

In 1556 the manor was bought by Christopher and George de Thornaby and again sold to ROBERT APPLEBY in 1567. The de Thornaby family ceased to be connected with the village at this time.

The next manor owners are listed as follows :-

1569 - RALPH APPLEBY.

1611-1612 - Phillip Lord Wharton.

1617 - Sold to Lawrence Meynell. I

1618 - Lawrence Meynell's 10 year old son.

1627-1628 - Francis Lascelles.

1657 - Philip Lascelles.

1660 - Francis Lascelles.

1672-1673 - Lawrence Meynell. II

Spring.

1687 - Edward and Henry Lascelles.

1693 - Daniel Lascelles.

1718 - Two Anne Meynells.

(one a widow, one a spinster).

note :- The Lascelles are ancestors of the Earl of Harewood.

Between 1718 and 1800 the manor owners are not certain although

W. J. Watson, in his "Making of Thornaby" (1918) says that "In the year 1617 it (the manor) became the property of another landowner Lawrence Meynell same whose representatives (Thomas Meynell and others), sold it again in 1808 to George Brown".

About 1780 the property came to John Wear and Margaret his wife and Graves says in his "History of Cleveland" (1808) that, "The lands have long been held in parcels and the manor, with considerable estate, after divers alienations (after several people had transferred the

property from one to the other), is now the property of George Brown (first), of Stockton".

In 1800 George Brown (first) bought the manor which he held until 1814 when he died. It was then sold to The Rev. John Gilpin, Benjamin Ord Esq.

and William Skinner Esq., but by 1857 the manor was again the property of the Brown family, this time George Thomas Gilpin Brown, great-grandson of George Brown. In 1918 George Brown auctioned part of the manor (mostly farmland) and in 1920 he auctioned the rest containing all

the buildings. It was then that these lands ceased to exist as a manor.

(see end of chapter).

Note : For reference purposes quit a lot of information in this chapter was gathered from

"The Victoria County History of Yorkshire, North Riding"

Volume 2. Pages 297-298, which is in Middlesbrough Reference Library.

CHART TO SHOW THE DESCENT OF THE MANOR OF THORNABY

Ulchil and Edmund - pre-Conquest.

Robert de Brus. I - 1069 or 1091 ?

Robert de Brus. II - 1094

Adam de Brus - 1141

Peter de Brus. I - 1180

Peter de Brus. II - 1211

Marmaduke and Lucy de Thwang - 1272

William de Percy of Kyldall (Kildale) - 1277

William de Boyville - c.1280

Emma (daughter of above) married Robert de Hilton.

William de Hilton (son of above).

Abbot of Byland - 1312

Thomas Gower of Sexhow - c.1350 et. seq.
Robert de Thornaby. I - 1349
Richard de Thornaby. I - 1352

Richard de Thornaby. II - 1424-1425
Robert de Thornaby. II - 1424-1425
Gisborough Priory -
Henry VIII - 1539 (Dissolution).
Thomas Lord Wharton - 1544
Christopher and George de Thornaby - 1556
Robert Appleby - 1567
Ralph Appleby - 1569
Phillip Lord Wharton - 1611-1612
Lawrence Meynell. I - 1617
Lawrence Meynell's 10 year old son - 1618
Francis Lascelles - 1617-1618
Phillip Lascelles - 1657
Francis Lascelles - 1660
Lawrence Meynell. II - 1672-1673
Edward and Henry Lascelles - 1687
Daniel Lascelles - 1693
Two Anne Meynells - 1718
Thomas Meynell -
John Wear and Margaret his wife. - c.1780
George Brown - 1800
John Ord and William Skinner - 1814

George Gilpin Brown - c.1870

Lands auctioned - 1918 to 1920

DETAILS OF THE THORNABY ESTATE

FOR SALE BY AUCTION 11th MAY 1920

TO BE OFFERED FOR SALE BY AUCTION AT THE BOROUGH HALL, HIGH STREET,
STOCKTON-ON-TEES, ON TUESDAY, 11th MAY 1920 AT 2.30 IN THE AFTERNOON BY
RALPH APPLETON AND HALL, AUCTIONEERS.

LOT 1.

FREEHOLD FARM WITH FARMHOUSE AND BUILDINGS 63.773 ACRES

HOUSE 2 SITTING ROOMS - 2 KITCHENS - DAIRY - 5 BEDROOMS

OUTBUILDINGS 4 STALLED STABLES - COW BYRE - CALF HOUSES

BARN - GRANARY - TURNIP HOUSE - 2 PIG STYES - CART SHED

WHEEL HOUSE

HOUSE AND BUILDINGS 1.796 ACRES

6 GRASS FIELDS

8.219 / 4.091 / 7.157 / 2.495 / 3.394 / 10.353 / ACRES

WOOD

1.660 ACRES

ARABLE 12.177 ACRES

2 SEPARATE GRASS FIELDS

7.249 / 5.191 ACRES

WITHDRAWN FROM SALE POUNDS 2,500.

(The Green Farm - Richardson's Farm - Still Standing)

LOT 2

FREEHOLD FARM SITUATED ON HIGH ROAD - 48.327 ACRES

HOUSE 2 SITTING ROOMS - 2 KITCHENS - 2 DAIRIES - WASH HOUSE

4 BEDROOMS - STORE ROOM

FARM BUILDINGS STABLE - COW BYRE - CALF HOUSE - CART SHED

PIG HOUSES ETC

HOUSE GARDEN AND GRASS 1.276 ACRES

OTHER GRASS 1.504 ACRES

ARABLE 45.547 ACRES

WITHDRAWN FROM SALE POUNDS 1,500

LOT 3

FREEHOLD SMALL HOLDING SITUATED ON THE GREEN

8.616 ACRES

HOUSE - SITTING - KITCHEN - BACK KITCHEN - 2 BEDROOMS

ROOM STORE ROOM

OTHER BUILDINGS 3 STALLED STABLES - COW BYRE - CART SHED

2 PIG STYES

ALSO COTTAGE WITH SMALL GARDEN

2 GRASS FIELDS

2.236 / 1.071 ACRES

ARABLE 3.137 ACRES

WOOD 2.172 ACRES

SOLD POUNDS 1,160

(ORCHARD FARM - DEMOLISHED)

(MANOR COTTAGE - STILL STANDING)

LOT 4

FREEHOLD SMALL HOLDING SITUATED ON GREEN - 5.283 ACRES

HOUSE 2 SITTING ROOMS - KITCHEN - PANTRY - 3 BEDROOMS

OTHER BUILDINGS COW BYRE - 2 STALLED STABLES -

STORE HOUSE - WASHHOUSE - PIGGERY

HOUSE AND BUILDINGS 0.424 ACRES

3 GRASS FIELDS

1.232 / 0.985 / 1.226 ACRES

WOOD 1.416 ACRES

SOLD TO MR THOMAS BOOTH POUNDS 1,250

(WHITE HOUSE FARM - BOOTH'S FARM - STILL STANDING)

LOT 5

ALLOTMENT GARDENS 9.213 ACRES

WITHDRAWN

LOT 6

ARABLE FIELD 9.198 ACRES

WITHDRAWN

LOT 7

2 FIELDS 6.254 ACRES

2 ARABLE FIELDS

3.112 / 3.142 ACRES

WITHDRAWN

LOT 8

3 FIELDS 6.730 ACRES

2 ARABLE FIELDS

2.007 / 3.357 ACRES

1 GRASS FIELD

1.366 ACRES

WITHDRAWN

LOT 9 BUILDING PLOT 1 ACRE

LOT 10 BUILDING PLOT 1 ACRE

LOT 11 BUILDING PLOT 1 ACRE

LOT 12 BUILDING PLOT 1 ACRE

LOT 13 BUILDING PLOT 1 ACRE

LOT 14 BUILDING PLOT 1 ACRE

LOT 15 BUILDING PLOT 1 ACRE

LOT 16 BUILDING PLOT 1 ACRE

LOT 17 BUILDING PLOT 1.446 ACRES

WITHDRAWN

LOT 18

GRASS FIELD 3.054 ACRES

WITHDRAWN

LOT 19

GRASS FIELD 4.142 ACRES

BOUGHT BY MR ANDREWS POUNDS 450

LOT 20

GRASS FILD 1.258 ACRES

BOUGHT BY MR WINN POUNDS 280

PROVISION IS BEING MADE FOR WIDENING OF THE EXISTING ROAD ON THE SOUTH
SIDE OF THIS LOT TO A WIDTH OF 36.FEET

(GREEN LANE)

LOT 21

JOLLY FARMERS INN

INN BAR - SMOKE ROOM - TAP ROOM - KITCHEN - SITTING ROOM

3 BEDROOMS - CELLAR -LARGE SHED -CONVENIENCES -STABLING

LARGE YARD 2 COTTAGES 1 CONTAINING 2 ROOMS AND 1 CONTAINING 3 ROOMS

BOUGHT BY MRS. WELSH POUNDS 1,800

LOT 22

COTTAGE AND GARDEN 1/2 ACRE

COTTAGE 4 ROOMS

BOUGHT BY MR MCLEOD POUNDS 540

LOT 23

COTTAGE AND GARDEN 1/2 ACRE

2 COTTAGES

1 CONTAINING 2 ROOMS AND 1 CONTAINING 4 ROOMS

LOT 24

SMALL CLOSE OF GRASS LAND 1/2 ACRE

BOUGHT BY MR HALL POUNDS 260

LOT 25

HOUSE AND GARDEN 1/2 ACRE

HOUSE 2 SITTING ROOMS - KITCHEN - COOL CELLAR -3 BEDROOMS

OTHER BILDINGS COW BYRE - PIGGERY - WASH HOUSE

BOUGHT BY MR HOWE POUNDS 630

(GLEBE HOUSE - STILL STANDING)

LOT 26

3 CLOSES OF GRASSLAND 4.784 ACRES

3 GRASS FIELDS

1.786 / 1.421 / 1.577 ACRESS

THERE IS A PUBLIC FOOTPATH THROUGH ONE OF THE FIELDS

BOUGHT BY MR MCLEOD POUNDS 800

NOTE

LOTS 5 TO 26 ARE ALL SITUATED ON THE HIGH ROAD.

LOT 27

SMALL CLOSE OF GRASS LAND .590 ACRES

BOUGHT BY MR MCLEOD POUNDS 110

=====

List of Tithes on the various lots in the Sale (Presumed Annual)

(in pounds shillings and pence)

Vicar Ecclesiastical Lord Harewood

Commissioners

Lot 1 2/5/6 8/9/11 2/7/4

Lot 2 1/1/11 10/14/11 2/2/0

Vicar Ecclesiastical Lord Harewood

Commissioners

Lot 3 16/9 13/3 13/11

Lot 4 4/0 7/4 8/11

Lot 5 7/7 2/9/10 4/2

Lot 6 7/7 2/10/0 4/3

Lot 7 1/3/1 11/8 11/11

Lot 8 2/11 3/8 6/2

Lot 18 --- 13/0 ---

Lot 19 4/1 8/9 6/5

Lot 20 1/6 7/8 ---

Lot 22 3/6 1/6 ---

Lot 23 4/11 --- ---

Lot 24 1/1 --- 2/6

Lot 26 5/6 11/9 12/4

Lot 27 --- 4/0 ---

CHAPTER IV.

MONASTICAL CONNECTIONS

After Robert de Brus was given large amounts of land in the North Riding by William I, his son, Robert de Brus II, found a priory at Gisborough in the early part of the 12th century.

In 1129 he gave ten churches in Cleveland along with that of Thornaby to the Priory and at the same time considerable amounts of land. A few hundred acres in Thornaby were given and the monks from the Priory cultivated it and used it as a fishery. W.J.Watson in his "Making of Thornaby" says :- "There are no visible remains of any Monks house on Thornaby Green, but if the Mounds there could be properly examined, some interesting results might be expected."

In the Middle Ages these "outposts" of priorys were known as "Granges".

There was infact a Thornaby Grange but whether it was connected with the monks it is hard to say.

When Orchard Farm was demolished in 1930 (see sale plan in previous chapter) the walls were found to be three feet thick, rubble filled and made of sandstone. This is typical Norman style, and the same as St. Peter's Church on the Green. It is thought that the building was either where the monks lived or possibly the Manor House, as Manor Cottage, said to be the local "tithe barn" is quit close.

It is also interesting to note that on the site of the old farm a large sandstone bowl was found, probably Norman, which is now in the possession of Miss Featherstone, on Thornaby Green.

Pieces of land were also granted to Gisborough by William de Boyville in 1365. At the Dissolution of Monastries in 1539 Gisborough's possessions in Thornaby were of "great value". About this time Thornaby Village was visited every three weeks by the Prior of Gisborough's

Court. At one time the local inhabitants had to be excused for not attending.

Between 1272 and 1307 land in Thornaby was given to the Abbot of Byland by Robert de Thormoteby and more land was later given by Robert de Hilton in 1312 (see chapter 3).

Monks from Rievaulx held "common pasture" and the fishery at Thornaby in the 13th century. The following is an extract from "The Victoria County History" :-

"Before 1252 William Brito granted his fishery and capital messuage in Thornaby to Rievaulx Abbey. Small gifts of land here were made by various donors and confirmed, by Henry III and Edward III. A tenement

(a dwelling) and six oxgangs (approx. 90 acres) were rented in 1539 by

William Pressick and five years later were included in the grant of

Thomas Lord Wharton."

The fishery was called HJARLESHOLM and it is probably from this that the area still called the Holmes, of Horse Shoe Bend, gets its name, a Holme being a low flat river bank. As a matter of local interest, the ghost of a black monk is still said to walk in St. Peter's churchyard.

CHAPTER V.

THE CHURCH OF ST PETER AD VINCULA

(Church of England)

The origin of the church of St. Peter is not definitely known although the present building is thought to be Norman and dating from the 11th or 12th

centuries. It might possibly have been built on the site of a Saxon cell.

In his "History of Cleveland" (1808) Graves states that it was dependant on the church of Stainton (a small village a few miles to the south of Thornaby)

with which it was granted to the Priory of Gisborough by Robert de Brus, a Norman baron, in 1129. This is confirmed by Burton's "Monasticon Eboracense" published in 1785. In this book, which is a long catalogue of

Priory possessions, we find : - "Thornaby - This chapel was given to the

Priory". Arthur Mee in his book about the North Riding (1941) says the church was re-fashioned in the 14th century.

Records show that the church was originally dedicated in honour of St. Mary Magdalene in 1495. (Surtees Society IV,110)

They also show that in 1546 one cottage at Stainton and two acres of land at Thornaby were given to fund five lamps for the chapel at Thornaby.

This is said to be the origin of the name of the Thornaby landmark known as the Five Lamps to this day. For the period between the 16th century and the 19th century there are no records.

The church appears to have fallen into ruin and the chancel completely disappeared in the 18th century. Some archaeologists say the church might have been rebuilt in this period using the same stones. This is quite possible. The church, which was described as a Chapel of ease in 1846,

was not certified to the Governor of Queen Anne's Bounty (when money was given to help poor churches) and so received no monetary help at that time. It does not enjoy any parochial rights and is therefore not allowed to be used for marriages, Baptisms etc. Stainton church was probably used for this purpose up until 1844 when Thornaby became a parish.

In 1858 with the opening of the new Parish Church (St. Pauls), St. Peters was closed, but in 1907 it was thought to be a good idea to re-instate. In 1908 work began to restore the church to its original state. The three-decker pulpit was removed as also were the high box pews to seat 70 people, which were probably installed about 1820, as Lawton notes the issue in 1818 of a facility to re-seat the church, also at the time of the restoration of the church, the old limewash was removed from the walls and hancel arch. The church was eventually re-opened in June 1908.

It appears that the name St. Peter ad Vincula did not come into use until

1908, after the restoration of the church, as both Graves, who wrote the

"History of Cleveland" (1808) and W.F.Watson, who wrote an article in 1892, failed to find the Dedication. Although some sources state that it was called St. Peters in honour of an Italian Protestant Reformer called Pietro Martine ("Peter the Martyr") who lived 1500-1559.

Up until 1869 when the present cemetery was opened, St Peter's church was the only burial site in Thornaby but due to because of overcrowding, burials at the church were stopped by council in 1870, although several stones were inscribed after that date, it was about this time that the hedge was planted and a fence erected.

Some further alterations were made to the church in 1930 when a new Alter and hangings were installed. The roof was also resored and the old stove replaced by new gas heating.

In 1966 the gas lighting was replaced by electric lighting.

On Monday 12th January 1970 excavations began by Teesside Council to alter the surroundings of the church. The hedge and gate were removed and all the gravestones, except the Ambrose Walker Memorial, were moved from their original positions and placed in the corner of the original graveyard in rows. All the trees have been left.

DESCRIPTION (INTERIOR)

There is not much to describe of the interior of the church, as little Norman work remains. There is a blocked Norman door on the north side. There are crudely carved columns with corrugated surfaces, spiral ornaments, a seated figure bilt into a south window and an indistinct figure said to be kicking the devil out of the window also on the south wall.

The main interest in the interior of the church is the Norman chancel arch which is now blocked. The arch is described as follows :- "The semi-circular chancel arch is of two orders slightly chamfered on the angles, and has a chamfered hood mould. The inner order springs from Keel shaped responds and the outer from detached angle shafts, all with carved capitals and moulded bases. The imposts consist of a square membr and a cavetto, and are returned a few inches beyond the hood mould.

The width of the opening is between 7.ft.6ins. and 7.ft.9ins. and the lower half is covered by wood panelling".

The windows and door in the church are modern

(the door having a Georgian lock) and there are no monuments or gravestones inside, although the floor is covered with cement, and tiles at the west end.

The font is a plain circular stone bowl and thought not to be of any great age, although it has been said by experts that it is Norman or earlier.

Not much is known of the original church silver although there is a mention of it in a terrier of 1764 "a large pewter flagon, a small silver cup, a pewter plate". These have now gone.

EXTERIOR

Starting at the door the two buttresses at either side are of 15th century date. By the top of the door is the head of a two lighted window with rounded lights, apparently of late 15th or early 16th century.

Directly above this, over the west gable, is a bell turret on which is a Cross

(partially encircled) which dates from about the 15th century, although the bell turret itself is not that old. Also in the turret are two bells. The older, which is dated either 1621 or 1671 is cracked. The other bell, which dates from about 1880, was cast as a result of the previous bell being dropped when taken down for repairs. Only the old bell still rings.

On the north wall there is nothing of interest except the blocked Norman door, quit plain in detail the jamb and head being merely chamfered, half of which can be seen. It is now only 5.ft. high due to soil accumulation.

The buttress at the east end is modern.

On the south wall two stones are of interest. One of these is an early dial with marks rayed downwards, which is low down half-way along the south wall. The other has carved ornament and is about ten fet above the ground on the south-east corner. There are no graves of interest in the churchyard (the reason for this being that mainly odies were burnt before 1700), the oldest dating 1736, although one stone might be 16th century, Also there is quite an unusual iron gravestone.

In "Kelly's Directory of the North Riding" (unknown date) it says that St. Peters had a "south porch", but there is no further evdence of this.

The inscriptions on some stones are no longer visible these being some which bear traces of being re-worked, and two which may be of pre-Conquest date. On the east end of the south wall near the ground is a piece of stone which is 15,ins. by 5.ins., on which is a Runic inscription. Professor George Stevens, from Copenhagen, read the Runes which in Latin says " IT BISTR IS AN BIVIK" which again translated into English reads " THIS IS THE BEST AT BIWIK." He dated the Runes to about

1100 AD. It is difficult to say what their origin is and as the date is near to the foundation date of the church itself we might presume that it is the foundation stone. Also on the same stone are other markings which may be in connection with the game of Mevelles or Nine Men's Morrice. Near this is an early dial which was still distinct in 1900 but is not now. It is six inches from top to bottom, five inches across and is divided into 24 divisions for day and night.

There is one other stone of interest. This stone, on the south side of the church, bears the beginning of a dial, perhaps suggested by the early ones remaining. It bears a name and the date 1716 and was once perhaps part of a headstone, unless it may be taken to indicate when that part of the church was repaired or rebuilt.

The measurements of the church are as follows :

Externally - 49. feet by 23. feet

Internally - North Side - 40. feet

South Side - 39. feet 3. ins.

East End - 18. feet

West End - 17. feet 2. ins.

Walls - West End - 2. feet thick

North Wall, West End - 3. feet thick

East Wall, East End - 3. feet 6.ins thick.

There is much local controversy as to the existance of an underground tunnel leading from the church. I have managed to collect the following

information from local people :-

The entrance to the tunnel is supposed to be through a trap door in the right hand vestry facing th Altar, but all that can be seen now is a modern parquet floor under a red carpet, although the old door may be under this floor. It is not known where the tunnel is supposed to lead although it is thought to run in a northerly direction to the old castle at Stockton, which was demolished in 1652.

Another, more probable, theory is that the tunnel leads to the old Orchard Farm, demolished 1930, mentioned in the previous chapter.

The tunnel is now thought to have been bricked up.

CHAPTER VI.

LATER LIFE AROUND THE GREEN

In the Middle Ages small villages usually consisted of a Church, a Manor House and an Inn (or two). In various chapters I have mentioned the Church (St. Peter ad Vincula) and the Manor House, but not the Windmill and Inns. First the mill:

THORNABY MILL

The first record of a windmill in Thornaby appears in Gisborough Cartulary (Records) that in 1275-1276 William de Boyville, then Lord of Thornaby,

imprisoned Robert the Miller of Thornaby for an unknown crime. He was

released on bail of two salmon !. Other records show there was a windmill in the 16th and 17th centuries also, although there is no further records.

THE VILLAGE INN

The two Village Inns are "The Jolly Farmers" and "The Odd Fellows."

There is not much history attached to these although the original "Jolly Farmers" was 300 years old. Both were completely rebuilt 40 years ago.

FISHERY

Thornaby was at one time a very good area for fishing, as already mentioned in the chapter on Early History and Thornaby Manor.

The first record of Thornaby having a fishery is the monks from Gisborough and Rievaulx owning the rights (see chapter 4) and in 1530 regulations were made concerning fishing in this area. Records show that in the 17th century the windmill owned fishing rights. This can also be seen from the paragraph on Thornaby Mill as in 1275 Robert the Miller was released on bail of two salmon. Also it is stated that in 1718 two Ann Meynells (one a widow and one a spinster) owned the fishing rights.

The rights are at present owned by the Vicar of Thornaby, to whom a tithe was paid by each fisherman, and have been so for the last 100 years.

It would be interesting to know if a Vicar has caught a fish in the river at Thornaby for at least 50 years !

The various fish caught at Thornaby were salmon, flounder, eel, smelt, sparling, cockles, shrimp and the occasional seal. Salmon fishing was allowed from 1st February to 1st September, although they have not been seen in Thornaby since about 1890.

THE GREEN

Paragraph taken from the "Stockton and Thornaby Herald"

"Section 15 of the General Inclosure Act 1845, enacts that no town or village green shall be subject to be enclosed under this Act". The Act of 1857 enacts that if any person do any act whatsoever to the interruption of the use or enjoyment of any village green or land as a place of exercise or recreation, he shall, for every offence, upon a summary conviction before two justices, upon the information of any church warden or overseer of the parish, forfeit any sum not exceeding 10 shillings.

The Act of 1876 makes any encroachment on a town or village green a public nuisance, punishable upon summary conviction.

The Royal Charter of 15th August 1892 gives no authority to the Corporation of Thornaby-on-Tees to interfere with the manorial prescriptive

and customary rights of the Lord and commoners and the inhabitants of the township of Thornaby over Thornaby Green.

The Lord and commoners have now ample Parliamentary powers to preserve and improve the Green. By 13 George III c. 81, Lords of Manors are empowered, with the consent of three-fourths of the commoners, to lease a twelfth part of their waste by auction for a term not less than four years, and to employ the rent in draining, fencing, or otherwise improve the residue. Mr George Wingrove Cooke, in his work on Commons points out that the Lord and commoners have together the power to regulate the exercise of the common rights, and how that while sufficient common is left to the commoners the Lord of the Manor, as owner of the soil, may plant trees, grant licence to strangers, and enclose, or as the law terms it 'approve' the waste."

These laws lapsed in 1927 when Thornaby Council took over the rights of the Green.

THORNABY FEAST

Every year in the first week in August there was a Fair on Thornaby Green called the Thornaby Feast, organised by the villagers, the "Oddfellows" and the "Jolly Farmers". There were many side shows and it caused great local interest. A greased pig was let loose and the person who caught it could keep it. Also there were donkey races, a greasy pole, tug-o-war, foot handicaps, and swing boats. The villagers also took the opportunity to sell their apples and pears.

VILLAGE PUMPS AND WELLS

The following is an extract from Thornaby Council Minutes (Sanitary Committee) October 4th 1898.

"The Sanitary Inspector reported that the water in the wells at Thornaby Village was very scarce and unsatisfactory in quality as proved by analysis taken by the Borough Analyst".

RESOLVED -

"That the Town Clerk communicate with the property owners on the subject".

Nothing further happened until August 6th 1902 :-

"Thornaby Village pump was examined and ordered to be closed at once and the owner to be informed of its condition. The owner also to supply water from the mains".

September 1st 1902 :-

Notice given to Gilpin Brown and other land owners that they were to provide their land with water from the Tees Valley Water Board main within two months and that the wells be condemned to be closed".

September 30th 1902 :-

"Gilpin Brown agreed to put mains water supply to his cottages as long as the pumps could be used for other things than drinking.

Mrs. Clarkson, owner of the other pump, agreed on the same terms".

MANDALE VILLAGE

North-east of Thornaby Village, but inside the Borough boundaries, were a farm, a few houses, and a windmill, which were originally the village of Mandale. The origin of the village of Mandale is not known although the name is thought to be 13th century and is mentioned in Gisborough Cartulary (Records). They show that this part of the river was where fishing nets were once hung. According to "The Victoria County History of the North Riding" the village was at this time named HAUCHBANC.

In the 16th century it was called CHEVYETT or CHEVIOTT. Other names

allocated to Mandale have been HALL CARR, FOP GARTH and RAILLE CLOSE. in 1859 Mandale was described as, "Where there are several scattered houses on the Stokesley Road, 1. 1/2 miles SE of Stockton".

The farm still remains although the windmill, which was 200 years old and owned by Lord Harewood, was burnt down in 1891.

In 1918 W.J.Watson in his "Making of Thornaby" said that "the stone warf on the old river is yet (1918) visible at the remains of the old Mill".

A path from the mill led to Thornaby Village, across the Green, down Bassleton Lane and out towards a ford (which still exists) at Ingleby Barwick. It was made for pack-horses by the owner of the mill at an unknown date, although the track is marked on a map dated 1771. This path was originally paved with basalt mined at Ingleby Barwick but has been repaired with slag from the early ironworks. It is still clearly visible.

Today the Golf Club house marks the site of the mill.

Many places in the area today still bear the name MANDALE, as for example : Mandale Road, Mandale Beck, Mandale Bridge, Mandale Hotel,

School, Farm, and Mandale Marsh (the site of the Race Course).

FARMS

Mandale Farm

Occupier in 1880 - John Robinson

Occupier in 1920 - -----

Site Near junction of Lanehouse Road with Acklam Road.

White House Farm (Mandale)

Occupier in 1880 - James Garbett

Occupier in 1920 - -----

Site Northern side of Race Course.

Mansfield House

Occupier in 1880 - John Ewbank

Occupier in 1920 - Easby

Site Turning off Acklam Road opposite Cemetery.

Bon Lea Farm

Occupier in 1880 - Had been demolished.

Occupier in 1920 - Had been demolished.

Site Site of Bon Lee Foundry.

Notes Gave its name to Foundry.

Orchard Farm

Occupier in 1880 - Philip Jefferson

Occupier in 1920 - Robinson

Site On the Green near St. Peters Church.

Notes Building thought to be Norman possibly Manor House.

The Green Farm

Occupier in 1880 - Mary Dickinson

Occupier in 1920 - J .G. Richardson

Site Northern End of Thornaby Green.

Notes Thought to have been lived in or built by Lady Plimsoll.

The Grange

Occupier in 1880 - Frederick S. Dickinson

Occupier in 1920 - Andrews

Site Approximate site of Thornaby Grange School.

Notes Owner in 1796 - G. Hutton Esq

Thornaby Lodge Farm

Occupier in 1880 - George Stobbart

Occupier in 1920 - Pallister

Site Eastern End of Millbank Lane.

Notes -----

Thorntree Farm

Occupier in 1880 - Ann Brough

Occupier in 1920 - Matthew Young

Site The Southern End of Bassleton Lane.

Notes Present owner C. N. Richardson.

Vale Farm

Occupier in 1880 - Matthew E. Young

Occupier in 1920 - Thomoson's of Ferryhill, later

Dougle and Ned Rowle.

Site Thornaby Road, Opposite Teesside Industrial Estate.

Notes Owner before Young was Gill.

Village Farm

Occupier in 1880 - Edmund Hill

Occupier in 1920 - Andrews

Site Thornaby Road. Near the "Jolly Farmers.

Notes -----

White House Farm

Occupier in 1880 - George Stockdale

Occupier in 1920 - Thomas Booth

Site Southern end of Thornaby Green.

Other Land Owners

Occupier in 1880 - Thwaites

Occupier in 1920 - Prist

Site Junction of Thornaby Road and Lanehouse Road.

Site of Lanehouse Garage.

Smallholding

Occupier in 1880 - Christopher Atkinson

Occupier in 1920 - -----

Notes Later lived at Claxton Court on Thornaby Green.

CHAPTER VII.

COMMUNICATIONS

The first record of communications in Thornaby is the crossing of the river by the use of the Bishop's Ferry. The ferry is first mentioned in Bishop Hatfield's Survey in 1384, and was the leased annually for 53sh. 4d. The next mention of it is 1762.

The ferry ran from the bottom of Castle Gate to the Yorkshire side of the river and was probably in use much earlier for the Bishop who occupied Stockton Castle in the Middle Ages. Besides Yarm Bridge the ferry was the only communication with Durham. By an ancient custom the inhabitants of Stockton and lordship of Thornaby had to pay tithes twice a year, once on Easter Day and once on St. Stephen's day, as follows :

A cake valued at 4d. which entitled them to pass and repass in the ferry boat across the river although a further 1/2d. was charged every time they crossed.

When the river was frozen, as it frequently was, people paid 1/2d. to walk across the ice and 1/2d. to walk back, at their own risk.

20 sheep, lambs or swine cost 6d. in the ferry boat.

Oxen or cows cost 2d.

a horse cost 1/2d. to a 1d. (according to size)

Sucking calves cost 1/2d.

A bowl of corn cost 1/2d.

Iron, flax and hemp cost 1d. per hundred weight.

A barrel of tar cost 2d.

A barrel of ale, beer or wine cost 2d.

With an increase in trade an Act of Parliament was passed in 1762 to build a bridge over the Tees near the old ferry route, although the old ferry was in use up until about 1930.

(It is not certain whether in fact this was the first bridge,

as Henry Heavisides in his "Annual of Stockton" (1865) says that the first suspension bridge in Europe, a winch bridge, was built across the Tees.

There is no further record of this.)

The bridge was called the County Bridge or Stockton Bridge. The foundation stone was laid on 23rd August 1764 by Mr Nelson, but there is some dispute as to when it first started being used. It was said to have been used from 29th April 1769, although not completed, and it was finally completed in April 1771. The span of the centre arch was 72.feet and from the low water mark it was 23.feet high. The next two arches had a span of 60.feet and the two end arches a span of 44.feet. The road width was 18.feet with a raised footpath 3.ft. wide on one side. The bridge was greatly

admired. It was widened in 1858.

90 Pounds was to be paid to the See of Durham which arose from the use of the ferry and adjoining ground, which was still being used, despite the bridge, until about 50 years ago. Also an annual sum of 3 pounds per acre had to be paid for the Bishop's land leading to the bridge.

The bridge cost 8000 pounds and so tolls had to be collected to clear the debt. The tolls were let for 702 pounds in 1792 and 1005 pounds in 1814.

In 1817 the tolls were reduced to 900 pounds because Stockton Races were discontinued. (It appears that the main traffic the ferry received was from people going to the races on Thornaby Carrs.)

The debt was cleared off on 2nd August 1813 but the toll was not removed. As a result of this on 24th September 1819 several carts returning to Thornaby from the Durham coal pits across the bridge met at the bridge end and the drivers refused to pay the toll. The men were then encouraged by some men from Stockton who were drinking at the Bridge Inn. They forced upon the gates by backing the carts against them and soon the gates and Toll House were demolished. Two gates were thrown into the river and the other burnt by the Market Cross in Stockton. Several of the leading rioters suffered imprisonment. This, however did not impress the

toll gate authorities and it was not until 3rd January 1820 that the toll ceased and the gates were opened free to the public.

"The County Palatine of Durham" (1834) says :-

"The Toll-House has since been greatly improved and is much frequented as a public-house." When this Toll-House was finally demolished about 50 years ago the Bridge Inn was erected in its stead.

The bridge, providing insufficient, was demolished in 1887 and the stones from it were later used to build a private house called "Strongroyd" in Oxbridge Lane, Stockton.

A new bridge was built which still stands. This is, of course, Victoria Bridge.

This bridge is made of iron and granite, consists of three spans all over 70 feet long, has a 40 foot roadway and two ten foot pavements on either side. It was opened on 20th June 1887 by Alderman Joseph Richardson then Mayor of Stockton.

The following inscriptions are on the bridge itself.

i). "This bridge was formally opened on the 20th June 1887 and has been named THE VICTORIA BRIDGE in commemoration of the 50th year of Her Most Gracious Majesty".

ii). "The Stockton Bridge Act was passed on 18th July 1881 and the bridge erected by the joint committee of the Stockton Corporation and the South Stockton Local Board consisting of the following :

CHAIRMAN Joseph Richardson

Robert Bainbridge

Joseph Dodds M.P.

John Hunton

Ambrose Walker

John Watson

Thomas Wrightson

The bridge was completed at a cost of 88,878 Pounds 16 shillings. 6d.
of

which South Stockton paid about one sixth (16,238 Pounds and 4
shillings)

and Thornaby as a whole paid one half.

As the Tees grew more favourable for shipping so alterations had to be
made to make it more easily navigable for the ships.

The first improvement that was made on the Tees was the Mandale Cut
which was 220. yards in length and saved about 2. 1/2 miles of
difficult navigation. The Cut ran across a bottle-necked piece of land
belonging to

Durham and so gave Thornaby extra land, on which the Teesside Race
Course is now situated. The idea of a cut was first discussed by Harvy,
one of Stockton's inhabitants, in 1769 but it was not until 1808 that
an Act was obtained for making the cut.

The plan adopted was to raise 500 pounds in 50 pound shares. In 1802
Lord Harewood, owner of all the land in the northern part of Thornaby
up until about 50 years ago, and owner of Mandale, objected to the cut
as it would damage his land in Mandale. After five years of
negotiations the Act was passed in 1808 on condition that Lord Harewood
would get 2000 pounds on its completion. The cost was 9,300 pounds plus
a further 2,400 pounds for "jetties and other works", making the final
cost 12,163 pounds 5 shillings and 4d., so further shares had to be
sold. Excavations began on April 1st. 1809. When it was opened, on 18th
September 1810, there was great excitement and bells rang all morning.
At 7.30 p.m. three sloops decorated with flags proceeded through the Cut
attended by a band of music, the Custom House boat, the Redcar life-
boat and a number of pleasure boats. Guns were fired from the vessel as
they went into and came out of the cut, which were answered by guns
placed on the quay at

Stockton. At 12 o'clock workmen were "regaled" with meat and drinks and
at 2 o'clock 70 men had dinner in Stockton.

Many other improvements were later made to the river at Thornaby

including changes in the depth of water. We hear from records that in 1852 the depth of water at the County Bridge was 15.feet and by 1860 it had changed to a depth of 16.feet 4.ins. as a result of dredging. Also by 1877

all the banks of the river Tees in Thornaby had been provided with training walls made of slag from the early ironworks. Many of these walls can still be seen today.

It is mainly to the arrival of the Stockton - Darlington railway that Thornaby owes its great industrial expansion. The railway was first opened in 1825 and by 1828 it was considered a good idea to extend the railway to

South Stockton and Middlesbrough. An Act was passed on May 23rd 1828.

"Locomotion", the first steam Locomotive in the world, actually ran through South Stockton and was in use until 1847. As the railway had to go from Durham to Yorkshire some kind of bridge had to be erected over the Tees at South Stockton. The foundation stone of the rail bridge was laid on 18th July 1829 and it was opened on December 27th 1830.

This was a suspension bridge 274.feet long, 60.feet high and 25.feet wide.

It went from Bowsfield, Stockton to Carr House Field, Thornaby.

(see Appendix 7). On 27th May 1844 the rail bridge, having proved insufficient for the traffic of the railway, was taken down and on that day the first train of wagons passed over the new iron bridge erected in its stead, which still stands. Soon after the building of the first bridge a station was erected which in 1859 was described as a neat cut stone building The original station is thought to have been in Trafalgar Street (in 1880)

where the Clevo. loading wharf is now, but on a map of the area dated 1843 it is 1/4 mile to the east of this. The present station was opened in October 1882.

The only other subject in this chapter is the Middlesbrough to Stockton road, going through Thornaby, on which there were turnpikes at various places. The road was opened on 5th November 1858 and ran on the same course as the present Mandale Road. It was authorised by Stockton Middlesbrough Turnpike Act in 1856. The road was designed by Mr John Dunning who was then Borough Surveyor of Middlesbrough, and the annual toll in 1877 was between 425 pounds and 1,515 pounds. By 1879 the full cost of the road had been met and the tolls discontinued.

Occasionally Thornaby had to pay for repairs to the road.

Further information concerning the Stockton to Middlesbrough turnpike road can be found in "The Making of Thornaby" (1918) by W. J. Watson.

CHAPTER VIII.

LEISURE

Racing was first started on Thornaby Carrs in 1724 although the race course itself was stated in 1746 and racing was held annually onwards until 1816. In 1816 for want of encouragement it closed down until its revival in 1825. In 1839 it was moved to Tibbersley near Billingham and in 1845 again discontinued until 1855 when it was revived, due to the perseverance of William Richardson Esq. and Joseph Dodds Esq., on the present Course on Mandale marsh.

When the race course was built on the Carrs (the name signifies "the marshes") instead of draining the marshes they built the Course on stilts of old oak masts of sailing ships. This was not discovered until about ten years ago when foundations were being dug for a building at Head Wrightson's, when the bore on the drill dropped 84.feet through running sand. This Course later became the shipyards and when it was closed became part of Head Wrightson's.

In 1746 most of the events were run in heats and the races lasted four days. In the same year there appears in Stockton Corporation accounts a sum of 15 pounds 10 shillings and 1 penny being cash taken from the sergeant's rent to balance the race account. On a bill concerning the race course, dated 1797, a foot-note says : "Ordinaries, Assemblies, Plays, Cockings etc. as usual".

In August 1809 the race course was flooded and in some parts the horses ran "belly-deep" in water.

The first regatta to be held on the Tees was on Stockton race course in 1825. It was in honour of the Duke of Cleveland who at that time was one of the stewards. It was on the occasion of the annual cup day at Stockton races, and the boat race took place between the heats on the course.

About 1835 it was a custom to form a procession from Stockton Town Hall to the race course, in about the following order :

Town Bellman

Town Sergeant

Fifer and Drummer

Horseman bearing the cup on a long pole

ornamented with ribbons.

The Race Stewards

Mounted Whippers-in, in scarlet

and a jolly crowd would march along Stockton High Street to the music of the fife and kettle drum.

The first meeting of the "Mandale Trail Stakes" on the present course was held 6th September 1855 when "Yorkshire Grey" was the winner.

When the course was first opened admission was free but as it grew a penny was charged. When the course was revived in 1855 there was an elegant stand for the stewards, a grandstand with a fine balcony for ladies, and a course 1 3/4 miles in length. The stands were built by subscription in shares of 5 pounds each, the total cost being 1,500 pounds.

At that time the ground was the property of Lord Boyne of Brancepeth Castle, and was believed the only course in the north where a charge of admission was made for foot visitors. During the three days racing in 1864 the sum of 150 pounds was taken at the gate meaning that 36,000 people, independent of those on horse-back and in vehicles, must have paid for admission.

The money was added to the racing fund and was considered a record for that time. In 1865 it was considered the second finest race course in the north. In 1879 the races were held annually on the Thursday preceding the York races (in August) for three days.

At this time the horses were brought in by train. There were also "early-morning gallops" so that members of the public could see which horses to bet upon, at a charge of 6d.

Another outstanding record was at a two-day meeting in 1917 the lowest charge being 1sh. 6d. 50,000 people attended, and at a Spring Meeting in 1918 the attendance was also a record.

The Course was taken over by a company, which replaced the Race Committee in 1905.

In August 1922 Princess Mary visited the Course, and it was said at the time that the local inhabitants curiosity exceeded their manners.

On April 1st. 1968, with the formation of the County Borough of Teesside, the Race Course was renamed Teesside Park.

Swimming Baths

A site in Peel Street for swimming baths and wash-houses was given to the Corporation by Mr Joseph Richardson, J.P. but these were never built.

On March 21st. 1938 the present Public Baths were officially opened by the Earl of Faversham. They were re-built inside in 1968.

Cricket

The first Cricket Club, the South Stockton Cricket Club, was founded in 1880 and had a ground in Peel Street. In 1892 it became the Thornaby Cricket Club, which now has a ground on Mandale Bottoms.

Parks

Thornaby has about 60 acres of parks and woodlands, including the Green which was taken over by the Council in 1927.

The first park was the Pleasure Gardens of about three acres. The land was given by Lord Harewood on May 14th 1906 and they were officially opened on July 29th. 1909.

The Victoria Recreation Ground, which was partly presented by Alderman Joseph Richardson and partly paid for by the Council, was also opened on July 29th. 1909.

The Littleboy Park was opened by Mrs. C. W. Littleboy on September 18th 1930.

The Village Park was opened on July 6th. 1935 by T.L. Dugdale Esq M. P.

On April 22nd 1947 N. M. Bolsover Esq. gave 4.350 acres of Thornaby Wood to the people of Thornaby.

Mandale Beck Valley, Thornaby Low Wood, and the River Walk were all given to the Council by their various owners.

CHAPTER IX.

SOUTH STOCKTON

With the building of a bridge across the Tees between Stockto and Thornaby a town gradually developed on the south bank of the river.

First a railway station and a few houses, then a few industries, and soon a town grew up on the banks of the Tees.

Then plans for a town were laid down in September 1837 and more industries flocked to the town. By 1844 it was large enough to become a parish in its own right.

In 1838 William Skinner purchased 110 acres from Lord Rokeby for houses, and on November 24th 1854 the property of a Mr Ord was sold in 17 lots for 23,000 pounds also for houses, and gradually the town developed.

At a public meeting on February 11th 1862 it was decided that the town should be governed by a Local Board and various other Boards for different purposes. The South Stockton Local Board was set up, by order of the Secretary of State, on May 7th 1863, and the final plans were agreed upon on May 27th 1863. It controlled 2,926 people and an area of 325 acres. The first meeting was held on September 30th 1863 in a room above a shoe-makers in Bridge Street. The Board's control was extended

to 727 acres on May 23rd 1874, and they started havind their meetings in the Mechanics Institute in George Street. The Board of Health was set up on October 1st 1863, the Burial Board on November 16th 1866, and also a School Board.

Mechanics Institute

The Mechanics Institute was formed on February 11th 1862 with

Mr. W. Whitwell as Secretary. On January 11th 1866 the Institute joined the Working Men's Club which was formed in November 1865, and they started raising money for a new building which they bought in George Street. The Institute later became the Corporation Institute and the building is now the Fire Station.

Cemetery

Up until 1869 all burials were at St. Peters Church in Thornaby Village, but because of a "scandal" a new cemetery of 6 acres was opened in 1869, the first burial being on 11th February 1869, and all burials in St. Peters ceased in 1870. In 1889 the cemetery was enlarged to 17 acres and in 1956 was extended to 22 acres, on the lawn principle.

This Cemetery is in Acklam Road.

Gas

All that is known about the early history of gas in Thornaby is that it was controlled by the Gas Committee with Mr. Joseph Richardson, M. P. as

Chairman, and that gas lighting was first used in South Stockton on

November 3rd 1864.

Water

In the early days of South Stockton, as there are no underground stream in the area, water was collected from the river which was much cleaner at that time. The river was used as a water supply up until 1884 when South Stockton bought one twelfth part of the Stockton and Middlesbrough water works for 78,523 pounds. 0. shillings and 4d. Between 1884 and 1891 it cost the Local Board 131,000 pounds for the running of the Works.

Library

Up until the opening of the present Library in 1892 the only one was in Albert Street, which was opened on June 26th 1856.

By 1890 the inhabitants of Thornaby wanted a better Library and in the present Reference Library there is the following plaque :-

" JOHN PARRY

WHO BY HIS ENERGY AND ZEAL SUCCESSFULLY

STIRRED PUBLIC AND PRIVATE SYMPATHY

TO ESTABLISH THIS FREE LIBRARY OF

THORNABY-ON-TEES

Presented to the Free Library, March 1895. "

At a Public Meeting on 25th October 1890 Mr. Wrightson offered to erect a Library, and at a public poll on November 18th 1892 only 71 people in the town were against the idea. The building of the Library was commenced in 1892 by Messrs. Johnson and Hanby of Stockton and was designed by Mr. Henry Weatherill of Stockton. Mr. Wrightson gave it to the town on June 8th 1892 and it was officially opened by Alderman T. Wrightson, M. P. in

the presence of the Marquis of Londonderry and the Bishop of Rippon, on November 4th 1893.

On November 9th 1898 Mr Wrightson gave adjoining land to the Corporation for extensions.

In 1904 a grant of 1,500 pounds was given by A. Carnagie Esq. with which the Children's Library was built. This was opened on February 9th 1905.

In 1955-56 major alterations were carried out and in 1963 the Adult Lending Library was extended. This has the oldest Library Authority in the North Riding.

Court House

With an increase in the size of Thornaby the Petty Sessions were transferred from Yarm, and a new Police Station and Court House were erected in George Street.

Tramway

In 1872 a private company was formed for the purpose of linking South Stockton, Stockton and Norton with Middlesbrough by Trams, but it was not until they went over to electric power that they ever joined the two towns. Work on the electrification of the lines started on September 1st 1897 and the Grand Opening was on July 16th 1898. Fares were 2d, blue ticket to Norton from Mandale Road and 1d. white to Ayresome Road, Middlesbrough. The tramway was closed down on December 31st 1931.

Small Pox Hospital

Because of the outbreak of Small Pox in the late 1890's a small wooden hospital was erected in a field belonging to Mr. Matthew Young of the Vale Farm in Thornaby Village.

The hospital was named the Klondyke and was erected in 1898.

They had an average of five cases a week. There was a fee of

2 pounds 2 shillings and 0 pence. per week and a removal fee of 1 pound 1 shilling and 0 pence. or 1 pound 11 shillings and 6 pence., according to distance. The hospital closed down in 1899.

CHAPTER X.

INDUSTRIES

As the development of the railway increased so more industries flocked to South Stockton, the iron industry spreading after the discovery of ironstone in the Cleveland Hills and the shipbuilding because of Thornaby's situation.

The only industry which did not develop from the coming of the railway was the pottery works which was probably there as a result of cheap land.

On the following pages each industry is described in turn.

IRON INDUSTRY

TEESDALE IRON WORKS

The Teesdale Iron Works, now Head Wrightson & Co. Ltd., was originally formed about 1840 when Mr. Skinner settled in South Stockton. He bought the Teesdale Iron Works in 1859, and the Cotton Mill in 1860, and by 1890 the works had trebled, due to the management in the 1870's onwards of Mr. William Anderson, who later became Managing Director. Eventually it passed into the hands of Messrs. Head and Wright,

afterwards to Messrs. Head and Ashby and then in 1865 to Messrs. Head Wrightson & Co Ltd. The company then made cast and wrought iron for

boilers, railway chairs, ships for the Admiralty, and many bridges in Europe, Asia, Africa and America, the largest being in India. The Company has increased from time to time and in 1865 employed 450 people, in 1892 there were 1,200, and now nearly 6,000.

The Company now concentrates on the manufacture of boilers and other heavy engineering, the Works covering an area of 68 acres.

THORNABY IRON WORKS

Thornaby Iron Works was also known as Messrs. William Whitwell & Co. and was commenced on 18th October 1859, and within a few years they had 3 blast furnaces and produced 39,000 tons per annum. They made their first iron in March 1862. In 1865 the Company employed 140 people. In 1867 they had 20 furnaces and two mills.

In 1869 Whitwells adopted the "fire brick hot blast" furnace and in 1873 produced

"Grey forge" pig iron. In 1875 they started the Thornaby Iron works and on August 8th 1878 Thomas Whitwell, the founder was killed at the works by hot steam.

By 1879 they had 5 blast, 6 mill and 34 puddling furnaces.

In 1892 the iron was mainly imported by steamer from Bilbao, Elba, Sweden and Algiers, to their private wharf, 600.feet long, on the river side.

The Iron works owned three blast furnaces 80.feet high and 20.feet in diameter. They were each capable of producing 125.tons a day and the annual output of the three furnaces was about 100,000 tons. The Works also had a forge which covered an area of 340.feet by 150.feet and contained 32 puddling furnaces, an 18.inch forge train. 2 steam hammers and 27 boilers. The Company also owned Thornaby Rolling Mills, which were commenced on May 17th 1864, and rolled the first iron in May 1865.

The Rolling Mills ran parallel with the forge and covered an area of 420.feet by 180.feet.

In 1865 the mills produced 10,000 tons annually and employed 260 people.

The works closed in 1925.

NORTH YORKSHIRE IRON WORKS

The North Yorkshire Ironworks was founded on April 5th 1865 by Richardson Johnson and Co. and in 1876 the ownership passed to A. Bainbridge. In 1865 the Works had rolling mills, 30 puddling furnaces (20 large), 8 mill furnaces, and produced 900 to 1000 tons per month. On June 1st. 1865 as a show of their work they rolled some 70.foot bars and made an angle bar 117.feet in length. They employed 450 people.

At this time they made angular, railway and iron bars. The Company also owned a brick works where 50,000 bricks were made weekly by machinery.

In 1960 A. Bainbridge amalgamated with Thomas, Thomas and Co of Middlesbrough to form Thomas, Thomas Bainbridge and Co.

BON LEA FOUNDRY

The Bon Lea Foundry was founded in 1848 by Thomas Allan & Sons of Glasgow, as a works for making gas, water and drain pipes. The Company covered 7 acres of land in 1892 and had an annual production of 7,000 tons of which a large part was exported.

They then employed 200 people. In 1936 the Company joined Federated Foundries but retained its title until the merger of Federated Foundries Ltd, with Allied Ironfounders Ltd. in 1964. R. W. Crosthwaite Ltd., Thornaby, founded in 1875, joined Allied Ironfounders in 1928 but retained its identity until 1962. The main products of Allied Iron Founders Ltd. until they closed on January 30th. 1970, were cast iron pipes and fittings for all purposes.

UNION FOUNDRY

The Union Foundry, also known as R. W Crosthwaites Ltd. was established in 1875 by

Mr. R. W. Crosthwaite, whose son was owner of Thornaby Hall and Mayor of Thornaby in 1899 and 1900. The main work done by this company was the production of ornamental iron fireplaces. They also invented the "Thornaby" patent grate.

In 1892 the company employed 300 people, and in 1928 it joined Allied Iron Founders, its name being retained until 1962. On January 30th 1970 the Thornaby branch of Allied Ironfounders closed and so the Union Foundry died with it.

ROBINSON ANDERSON AND CO

This Company was formed in c.1842 and produced iron and timber. In 1879 the Company was known as Robinson, Knights & Co. In c.1880 the Company went into the hands of Messrs. Mark Robinson and Charles W. Anderson and flourished under that name until about 1920 when the works ceased.

The Company owned about 3 acres of ground and had an extensive wharfage on the Tees. They engaged in all kinds of iron and joinery works, and not only did they supply home markets but obtained considerable orders from foreign countries.

NORTH YORKSHIRE IRON CO

The North Yorkshire Iron Co. had their works on the site of the Bottle Works in Thornaby Place. In 1893 the works became the :- Vulcan Ironworks.

VULCAN IRONWORKS

Also known as C. P. Linnell & Co., this works closed in about 1925.

ERIMUS IRONWORKS

The Erimus Ironworks was on the opposite side of Middlesbrough Road to the Race Course (by Erimus Cottages). The works was also owned by Messrs. William Whitwell & Co.

Other iron industries in Thornaby included the Erimus Engineering Co Ltd. formed in 1959, and D. G. Wiggins (Engineers) Ltd. founded in 1945 when it consisted of

Mr. D. G. Wiggins and two other employees.

SHIP BUILDING INDUSTRY

Slipways were first laid down at Thornaby in the 1830's and soon the industry was flourishing well. The first boat to be built at Thornaby was launched on February 3rd. 1836 at Messrs. Spence's yard. This was named the "Coundon" and weighed 340 tons.

On 14th February 1843 the "English Rose" was launched from T. Lane & Co.'s yard which was the first steam ship to be built on the Tees. In 1852 the first iron ship building yard commenced at South Stockton, so producing the first iron ship to be built on the Tees, which was launched from Messrs. Richardson and Duck Co.'s yard in 1854. It was a screw steamer built for the Newcastle-London trade and was named the "Advance". She was sold in December 1869, and lost in the North Sea 23rd March 1872. In May 1861 the "Onward" joined the "Advance" but was also lost in March 1862.

The ship building industry grew and at the turn of the century the two largest shipbuilding firms were as follows :

RICHARDSON, DUCK & CO.

This yard was opened in 1852 as South Stockton Iron Ship-Building Co. and, as already mentioned, produced the first iron ship on the Tees. They soon began to lose money and so in 1855 Mr. Joseph Richardson and Mr. George Nixon Duck took over.

Mr Duck retired from the partnership in 1876. In 1859 they took over Rake Kimber's yard at Middlesbrough, and in 1865 employed 600 people. By 1890 they employed 1,200, and by that time had built some 400 ships most of them being cargo steamers.

They also made sailing ships for which they made their own sails.

These were said by some to "equal the Cutty-Sark". In 1867 Mr. H. G. Spence, of Messrs. Spence, joined the company as a partner, until his death in March 1905.

Other partners in the company were Messrs. C. W. Littleboy, J. A. Richardson and

Col. G. C. Spence. Between 1854 and 1920 the company had constructed about 670 ships. In 1920 they had four building berths with a total river frontage of 1,140 feet and another wharf erected in 1913 with a river frontage of 600 feet. In March 1912 it was made into a private Limited Company. In July 1919 the old Company was acquired and taken over by a newly formed public Company as a going concern. The Company ceased about 1930.

CRAIG TAYLOR & CO.

Craig Taylor & Co was formed in 1884 by Alderman George Butt Craig, J. P., and Alderman Herbert Taylor, when the company had six and a half acres of land and six building berths with a river frontage of 1,000 feet. In 1892 the company employed over

600 people. In 1905 the firm was converted into a private Limited Company. In 1920 they owned 18 acres and built ships about 450 feet long with a carrying capacity of 12,000 tons. The Company ceased in 1931.

Boat building died out between the wars and the yards became part of Head Wrightson's. Among other ship-builders were Messrs. Spence; T. Lane & Co. opened

in 1839; and Messrs. Turnbull & Co.

Smaller, later yards were Kelly's yard in Thornaby Place; and Francis Davis at and,

founded in about 1880, who made Lifeboats.

In 1868 a ship was launched from Messrs. Richardson, Duck & Co.'s yard which was still in use on the Spanish coast in 1964. In Preston Park Museum there are photographs, records etc. of the ship and its life history which is recorded as follows :

1868 - LAUNCHED MARCH 10th BY MISS DODDS AND NAMED "NORTH EASTERN"

IT WAS THEN ENGINED BY NORTH-EAST ENGINEERING CO.

1869 - SOLD TO RICHARDSON AND CO. OF HULL AND RE-NAMED "DIONE"

ENGAGED IN THE HULL - BALTIC TRADE.

1874 - SOLD TO J. JOHANNSEN OF LONDON.

1879 - PURCHASED BY LONDON MIDDLESBROUGH STEAMSHIP CO.

NEW ENGINES FITTED WHICH ARE STILL IN SERVICE.

1884 - SANK AFTER COLLISION ON THAMES AND REFLOATED.

1909 - SOLD TO SPANISH OWNERS OF "SAUTANOGE" AND RE-NAMED "PARAYAS".

1909 - AGAIN SOLD TO PRESENT OWNERS, THE COMPANIA NAVORRA VAPOR

"AURORA" BERESTEQUI BILBOA, AND RE-NAMED "AURORA".

1964 - STILL IN SERVICE AS A COLLIER ON THE SPANISH COAST.

1964 - BROKEN UP.

Other well known ships built at South Stockton were as follows:-

"South Stockton" First ship launched from T. Lane & Co.'s yard on July 13th 1839.

"Westminster" (731 tons) - launched from Messrs. Turnbull & Co.'s yard August 28th 1855.

On August 25th 1858 an iron ship (663 tons) was launched from Richardson Duck's yard.

"Palikari" (1,500 tons) - launched from Richardson Duck's yard on December 12th. 1860.

"City of Sydney" (1,130 tons) - launched from Richardson Duck's yard on March 21st. 1863.

On January 11th 1864 an iron screw steamer (1,524 tons) was launched from Richardson Duck's yard.

"Viceroy of Egypt" (1,670 ton's) - a screw steamer, launched from Richardson Duck's yard, c.1865.

"L'Oriflamme" - launched from Craig Taylor's yard in c.1890 - could carry 4,000 tons of oil.

Ships built at Richardson Duck's yard, later operating on the Middlesbrough to London Steamship service :-

"Advance" - 1854

"Onward" - May 1861

"Gladstone" - March 1863

"Cobden" - 1866

"Dione" - 1868 (see above)

Between 1855 and 1865 Richardson Duck & Co. built and launched :-

50 screw steamers

1 paddle steamer

10 sailing ships

29 barges

a total of 55,493 tons.

THORNABY POTTERY WORKS

Thornaby Pottery works, also known as Stockton Pottery Works and the Stafford Pottery, was the first of the Teesside potteries being established some 54 years before the famous Linthorpe Art Pottery. It was established in July 1825 when William Smith a buildr of Stockton started to make brown ware with local clay. He started to sell this pottery and officially started his works in November 1825. He found the business very enterprising and so went to Staffordshire in 1826 to collect some professional potters.

He came back with Mr John Whalley who went into partnershp with him. A few weeks

later, on January 2nd. 1826 Mr John Taylor joined them and William Smith & Co. was

established with Whalley and Taylor as managers.

The company at this time produced white, printed and enamelled wares.

By 1829 the company started to lose money but William and George Skinner came into the partnership, although they did not take a managing part, and they started to improve the ware to gain foreign markets. They succeeded in producing a "first-rate article".

The company was enlarged from time to time and in 1836 more workers were collected from Staffordshire. Thornaby Pottery began to resemble "Stafford Ware" and the works started to pass it off as genuine "Stafford ware". At this time the works employed 200 people. In the same year (1836), because of increased demand, they built larger premises and had to get more employees. Consequently they started to employ too many apprentices because of the lack of master potters and because of this the potters had a general "turnout" (strike) supported by the "Staffordshire Union of Working Potters". The masters resolved to have only one apprentice in each department and the potters went back to work, but because of this the "infant" works nearly closed.

"And yet by unity and perseverance and considerable cost, the proprietors were enabled to weather the storm". In 1839 William Smith purchased the South Stockton site, now known as Pottery Street, where he erected his works, built cottages for his workers and built Stafford Villa, a dwelling house for himself. It was about this time that William Smith started to experiment. He was one of the first potters to use a glaze without lead. Also pieces of pottery made at Thornaby about 1840, found on the old factory yard resemble the abstract designs used at Linthorpe some thirty years later, and then said to be the only pottery of its type in England.

John Walker Ord in his "History of Cleveland" (1846) said :- "A patent for an ingenious combination of substances, forming an artificial agate marble, for mosaic and encaustic pavements, dressing tables, ornamental floors, etc., has recently been found with the name William Smith & Co. Simple and elegant reflects great credit on the originator,

Mr John Whalley, of the pottery.

In February 1859 Skinner - Whalley applied for a patent to improve their ornamental tiles. In 1848 the pottery works were making pottery under the name "WEDGEWOOD"

putting in the middle "E". because of this the real Wedgwood pottery makers took out a Court Injunction against the works. In 1855 Messrs. George and William Skinner took over, and the company became George Skinner & Co. Adjoining the main works was the "Old Pottery" owned by Messrs. George Skinner & Co. but rented out to Mr. John Whalley who later retired after 40 years at the pottery. The brown ware was a speciality as it was made with native clay. The pottery extended their premises and sold more goods to London and the Continent. At this time the works employed 150 people and made all kinds of domestic pottery including rail mugs, frog mugs etc. In 1865 Henry Heavisides said that the "ware now ranked high, for the excellence of its quality and the skill and taste displayed in its manufacture".

In 1870 Mr Ambrose Walker, J. P., and Messrs. Skinner's Trustees entered upon the undertaking. The pottery was thus managed under the name Skinner, Walker & Co.

until in 1880 it became Ambrose Walker & Co. At this time they employed 300 people.

The pottery works continued under the name Ambrose Walker & Co. and later became the Thornaby Pottery Co. Ltd. The works appear to have closed some time between 1908 and 1912, probably just before the first world war, although the exact date is not known.

"STOCKTON POTTERY " (or "STAFFORD POTTERY")

A wide range of earthenwares was made at this Yorkshire Pottery under various managements (as listed below), from c.1825.

William Smith (& Co.) c.1825-1855

W.S. & Co - c.1825-1855 Many printed or impressed marks

W.Smith & Co. - c.1825-1855 incorporating the initials 'W.S.& CO'

W.S,junr. & Co - 1845-1855 often with the place name 'STOCKTON'

W.S - 1845-1884 The word 'WEDGWOOD' or WEDGEWOOD (and 'VEDGWOOD'), was also incorporated (impressed)

before 1848 and sometimes the

W.S.&CO. description 'Queens Ware'.

QUEENS WARE The mark reproduced is a typical

'STOCKTON' example.

George Skinner & Co. c.1855-1870

G.S.& Co - c.1855-1870 Several printed or impressed marks incorporating these initials.

Skinner & Walker c.1870-1880

Several printed or impressed marks

incorporating these initials, often with

the place name 'STOCKTON' and the

description of the body,

'PEARL WARE' etc., c.1870-1880.

(Marks after 184 not listed)

TOFT & AUSTIN

Toft & Austin Sc. - c.1840-1850. Engravers of copper plates, used to decorate Stockton earthenwares, Rare signature mark incorporated in printed designs on William Smith & Co Stockton Pottery.

A pair of marked plaques are dated 1846.

From "The Handbook of British Pottery and Porcelain Marks" by Geoffrey A. Godden (1968). More information concerning the marks used at Thornaby can be found in :-

"The Encyclopaedia of British Pottery and Porcelain"

OTHER INDUSTRIES

APPLETON FRENCH & CO

Appleton, French & Co., known as the Clevo Flour Mill Co. until it closed down a few years ago, was established by Mr Appleton in 1871, and had an output of 1,200 sacks of flour per week. In 1879 the company was known as Appleton, Richard H. and Co.

By 1892 it produced 5,000 sacks per week. The company also owned mills at four other places with a total of 300 employees and an output of 8,000 sacks of flour per week.

The Company became the Cleveland Flour Mill Ltd. (hence "Clevo") and closed not long after the Second World War.

NORTH OF ENGLAND PURE OIL CAKE CO

The North of England Pure Oil Cake Company, which made cattle food, was established in 1869. In 1890 the Company was sold to Mr. P B. Kent and Mr. C. North Coates who greatly improved it. The site covered an area of nearly half an acre of ground on which was built a mill house, three storeys high with press room, cake room and four large seed chambers having storage capacity of 4,500 quarters of linseed, and a large additional warehouse capable of holding 600 or 700 tons of cottonseed. There was also an oilhouse with 13 large oil tanks. In 1892 they were well known for their

N.E.P. feeding cakes. The works have now closed.

TEES BONE MILL CO

The Tees Bone Mill Co. manufactured fertilisers and manure out of crushed bones, their works being near the flour mill already mentioned. They were well known in North Yorkshire and South Durham for their excellent product, and well known locally for their horrible smell and dust !. They also produced hard and soft soaps, sold from the Humber to the Tyne.

JOHN I. HOPPER LTD

John I. Hopper Ltd. manufactures wire ropes, and is the only works of its kind on Teesside. The works was established in 1894 and now makes ropes etc. for the National Coal Board, Admiralty, and for engineering purposes. Of particular interest have been the slings used when installing the nuclear reactor at Dungeness Nuclear Power Station (capacity 400 tons), and a colliery haulage rope for riding, 4 1/2 miles in length and weighing approximately 23.tons.

W. AND M. PUMPHREY LTD

W. and M. Pumphrey Ltd. specialise in sugar milling, almond processing, and preserves, and are unique on Teesside. The Company was formed in 1877 as a private firm and now sells products abroad as well as in England. Pumphrey's are well known for introducing new conditions in working, which became commonplace in industry. These included - paid holidays; rest intervals with free refreshments; five day week (circumstances allowed) ; and a personal employer - employee relationship.

CORK INSULATION AND ASBESTOS CO. LTD

They established their Thornaby works in 1942 on the site of an old iron works and were said to have enough slag for 500 years of production : Among their products they have insulation substances known as "Eldorite", "Fiberoc" and "Kasil" which have been used in nuclear power stations.

MOORHOUSE & BARKER LTD

Incorporated in 1922 they specialise in private house building in the north of Yorkshire.

NORTH EASTERN BREWERIES LTD

Mineral Water Manufacturers in Middlesbrough Road - (by "Brewery" bank).

Formerly Knights, Stocks & Co. (1880)

TEES BOTTLING CO

In Mann Street - Probably did bottling for the above Brewery.

Besides the larger industries there were many smaller ones which were founded when South Stockton was just formed, but petered out in the 1880's. Among them was a

Jute Mill opened in 1837 ; a Glass Bottle works established in 1839 ; a Cotton Mill also established in 1839 ; and five brick works.

BOTTLE WORKS

The foundation stone at the bottle house was laid in Thornaby Place on April 2nd 1839.

This business was later discontinued but resumed in 1845 by Messrs. Bowron, Bailey & Co. who owned it until it closed. In 1865 the works was known as the Tees Glass Works (Limited) and at that time employed 220 men and made some 7,200,000 bottles per annum. They also did some ornamental works and made glass roofing tiles.

In 1879 they were known as the Tees Bottle Company Limited, and at this time made a lot of 3-gill bottles which were marketed in London and Liverpool to be exported.

COTTON MILL

The Cotton Mill was established in 1839 by William Smith, a builder, of Stockton (who also established the Stafford Pottery). It was founded for spinning and weaving on the joint-stock principle. The Mill was purchased in May 1853 for 7,000 pounds by

Mr. Pease. It then closed a few years later and for about 5 years was empty before being taken by Head Wrightson's in 1860 for a machine shop.

W. J. Watson noted in 1892 that "the old lock gates of the bond ponds (mill ponds) still remain embedded in the yard". (in 1892).

BRICK WORKS

There were five brickworks in Thornaby (none of which remain) these were :-

One on the site of the Recreation Ground behind the cemetery in Acklam Road.

One near the Bon Lea Foundry ;

One on the site of the Recreation Ground (Peel Street)

Another on the corner of Stainsby and Stranton Streete (known as William's)

One in Mandale Road owned by John Ewbank.

CHAPTER XI

EDUCATION

1846 - National School (later Church of England School)

in George Street opened for Boys and Girls.

Later moved to the airfield.

1850 - St. Patrick's R. C. Infant School opened.

1871 - Thornaby School Board established.

Offices in George Street.

1873 - Westbury Street County Junior and Infants School opened.

1885 - Queen Street Infants School opened.

Later became a Junior School.

At this time pupils who stayed at school for a Secondary Education had to go to

Nelson Terrace, Stockton, where they had to pay 1 shilling a week.

1902 - Thornaby School Board abolished under the Education Act of 1902.

1908 - On August 24th opening of Arthur Head School in Mansfield Avenue. Later moved to the airfield.

Thornaby's oldest Secondary School.

Other more modern schools are :-

Primary Schools

Village County Infants Schools

Mandale County Junior and Infants School

Harewood County Infants School

County Modern Secondary Schools

Robert Atkinson County Modern

Thornaby Grange County Modern

St. Patrick's R. C.

CHAPTER XII.

THE CHURCHES OF THORNABY AND SOUTH STOCKTON

ST. PAULS CHURCH

With the growth of South Stockton, St. Peters Church in Thornaby Village became inadequate for the increasing population. As a result of this Lord Harewood gave a few acres of land on which to build a new church. The foundation stone was laid by

George Gilpin Brown, Lord of the Manor, on 22nd September 1857, and the builders

Mallinson & Healey completed the church in 1858 at a total cost of 3,000 pounds.

"The church has quite a dignified exterior with the three gables to the west, though the interior is modest", and is built in Gothic style. It seats 750 people.

Extract from the "Stockton Herald" 25th September 1858 concerning the opening of the church : "The procession, headed by the Most Reverend the Archbishop of York, the

Ven. Archdeacon Musgrave, Archdeacon Churton, and leading clergymen of the Church, followed by members of the Stockton Corporation in their robes of office, preceded by Mr. Atkinson, Town Sergeant, presented a most imposing appearance as it passed along the road en route to the Church (from the National School). On arriving at the main entrance the Archbishop attended by his Chaplain was received by the Revd. Mr. Roberts, who presented to the Archbishop a petition, praying that he would consecrate the Church. The Archbishop signified his consent to comply with its prayer and accompanied by Archdeacon Musgrave and the clergy, proceeded up the chief aisle, leading to the Communion Table, while the other gentlemen who composed the procession to their seats adjoining the Alter.

In various portions of the interior, the church was tastefully embellished with neat and delightful devices ; a special subject of admiration was the Baptismal font, the outside of which was gaily decorated by a circle of sweetly flavoured and pleasing bouquets -

the grateful gift of a select portion of the fair sex. While on the Communion Table in still more prominent characters were placed in a similar manner the letters 'I.H.S.'

representing the motto so admirably in keeping with the place and circumstances under which it was used - Iesus Hominum Salvator.

The larger assemblage thus having taken their seats, the ceremony of dedication was commenced; and after the performance of the usual religious exercises, His Grace, in the ordinary form and in the Name of

the Lord, solemnly pronounced the church to be separated from all ordinary and common uses, and dedicated to his service.

This over the Ven. Archdeacon Musgrave ascended to the pulpit and choosing his text as Psalm 96 verse 9, 'worship the Lord in Beauty and Holiness', preached an eloquent and impressive discourse, the leading feature of which was the duty of united worship among saints. Among other clergy presented were - The Revd. Messrs. James Milner,

Elton; L. Reynolds, Stockton; William Millburn, Redcar; Charles Builey, Marske;

W. Patney, Kirkleatham; R. J Simpson, Houghton-le-Skerne; J. Skinner, Manchester;

Ibbeson, Ayton; Samuel Fox, Grammar School, Norton; T. H. Dyke, Long Newton;

W. Postlewaite, Coatham; E. Balshaw, Stockton; etc.

The collections at the close of the various Services amounted to upwards of 52 pounds.

On March 24th 1868 an exhibition was staged at the Borough Hall Stockton, to raise funds for St. Pauls Church.

At various times many additions and alterations have been made to the church including a north-east tower built in 1898 by T. & F. Healey. The eight bells were given by Mr. and Mrs. Wrightson. In 1906 new choir stalls and chancel screen were installed at a cost of 300 pounds. The marble steps of the high altar and the oak panelling are in memorial to John W. Willis 1880-1921. The organ was given by Norman & Beard and was erected in 1922 at a total cost of 900 pounds. The Lady Chapel, built in 1933 in honour of the Blessed Virgin.

In the church there are many windows as memorials to various people. The east window depicting the Crucifixion and figures of St. Peter and St. John, is in memory of Henry Mellowes who was Vicar 1882-1903. The most modern was erected in 1935 in memory of John Thomas and Mary Anne Addison, depicting St. Cuthbert the Venerable Bede, and St. Hilda. Others are dedicated to :

George Roberts, St. Pauls first Vicar.

Richard Stone Bell - Second Vicar and his son, who both died in the same week of scarlet fever.

Edward Humble and his son Edward.

John Willis and Lucie Matilda Mellowes.

The church plate consists of a plated cup, paten and flagon.

The Vicarage, which is behind the church, was in the gift of the Archbishop of York and in 1879 had an annual value of 300 pounds.

Vicars of Thornaby since 1844 when it became a Parish

1845 - HENRY MAISTER.

1850 - H. W. BECKWITH.

1854 - JOHN PEEL.

1856 - GEORGE ROBERTS.

1879 - R. S. BELL.

1882 - HENRY MELLOWES.

1903 - H.E. BOOTY.

1912 - R. H. SHARPE.

1914 - F. A. LEE.

1925 - P. W. WORSTER.

1928 - WILLIAM PALIN.

1939 - J. E. PICKIN.

1940 - P. HEADLEY.

1950 - S. F. GUNYON.

1957 - A. E. WOOD.

1967 - March 1st. 1970 - J. AINSWORTH.

1970 - L. W. MATTHEWS.

Other Anglican churches included St. Michaels & All Angels in Lilac Avenue, built in 1938, St. Lukes, and St. Marks.

There have been two St. Luke's churches the original (a mission church), built on land given by Lord Harewood, by Messrs. Henderson of South Stockton and designed by

Henry Weatherall of Stockton, was built of stone and brick, seated 250 people, and cost 1,050 pounds. The parish of St. Luke's was formed in 1895 with Henry Mellowes as first Vicar. The old mission church was demolished in 1901 and the present St. Luke's built between 1901-1904 in Romanesque and Early English style in dark stone with no tower. It was designed by W. S. Hicks. cost about 7,000 pounds and has seating

for 700 people. It was Consecrated on January 21st 1904 by the Archbishop of York.

On the opening day there were vast celebrations including a procession from the Town Hall to the Church, headed by the Mayor, Alderman G. B. Craig, J. P.

The amount collected on the opening day was 100 pounds 10 shillings and 2 pence.

St. Mark's Church in Trenchard Avenue, Thornaby, was commenced in 1969, the Architect being George C. Pace of York and the building Contractor, Walter C. Birch of Harrogate and Stockton. The building was finished in early 1970 at a cost of 59,000

pounds; the seating being approximately 280 (including the Lady Chapel).

The first Service was held on 22nd March 1970. The Church was Dedicated on Saturday 25th April at 3.p.m. by The Archbishop of York assisted by The Bishop of Whitby, in the presence of the Mayor and Mayoress of Teesside and senior and visiting Clergy.

This Church replaced the old Mission Chapel in Chapel Street.

Other Early Churches

1854 March 31st - Wesleyan Chapel opened at Pottery Works.

(first church in South Stockton)

1859 December 25th - Free Methodist Chapel opened.

1860 October 7th - Wesleyan Chapel opened - cost 600 pounds.

seats for 300 - Rev. J. Farrar first minister.

1883 - Baptist Chapel - Westbury Street.

CHAPTER XIII.

THORNABY CORPORATION

Summary of the History of the Corporation

FEB. 13th 1891 - PETITION FOR INCORPORATION PRESENTED TO

PRIVY COUNCIL.

MAY 8TH 1891 - PUBLIC ENQUIRY HELD BY THE HON. T.H.W. PELHAM

ON BEHALF OF THE PRIVY COUNCIL.

JULY 21ST 1891 - PRIVY COUNCIL REQUIRED DRAFT CHARTER AND SCHEME WHICH WERE PREPARED AND FORWARDED ON THE 27TH JULY 1891.

AUG. 1ST 1891 - PROPOSED SCHEME ADVERTISED IN LOCAL PRESS.

JUNE 16TH 1892 - SETTLED SCHEME RECEIVED FROM PRIVY COUNCIL AND ADVERTISED.

JULY 15TH 1892 - PRIVY COUNCIL REPORTED TO THE QUEEN IN FAVOUR OF SCHEME AND CHARTER.

AUG. 5TH 1892 - SCHEME AND DRAFT CHARTER APPROVED BY THE QUEEN.

AUG. 15TH 1892 - CHARTER OF INCORPORATION PASSED UNDER THE GREAT SEAL.

OCT. 6TH 1892 - THORNABY BECAME THE MUNICIPAL BOROUGH OF THORNABY-ON-TEES.

NOV. 9TH 1892 - FIRST MAYOR AND TOWN CLERK ELECTED, THE FIRST MAYOR BEING MR. W. ANDERSON AND THE FIRST TOWN CLERK MR. W. J. WATSON.

Celebrations on Charter Day 6th October 1892

Public Procession

Started at the Town Hall at 2.0 p.m. and was headed by Thornaby Brass Band.

Route

Town Hall - Mandale Road - Harewood Terrace - Cobden Street - Mansfield Street - Lyndhurst Street - Westbury Street - Gilmour Street - Thornaby Road - Queen Street - Francis Street - George Street - Thornaby Road - over the railway bridges to the Town Hall. The Mayor issued an Order that all the streets in the Borough were to be closed against traffic and that householders were advised to view the procession from their windows to avoid a crush in the streets.

The Charter

The Charter was then read on the balcony by the Town Clerk, which was followed by a special prayer from the Vicar.

The scholars then sang two verses of the National Anthem, accompanied by Thornaby Brass Band. The children then proceeded to their various schools for tea, and at

6.0 p.m. the aged poor of the Borough dined in Alderson's Market Hall.

In the evening there was a torch-light procession, accompanied by Whitwell's Silver Band.

Fire Works

At 7.30 p.m. there was a grand display of fire works by Messrs. Pain & Sons of London, on the Race Course. These included an Electric Spreader (an 1892 novelty), the Borough Arms in lines of coloured fires and a portrait.

The Town Hall

The Town Hall was originally intended to be in George Street but it was later decided to build it in Mandale Road. The foundation stone was laid in October 1890 by

John Steel Esq., Chairman of the Local Board, and the building completed by

Mr. W. C. Atkinson. It was designed by James Garry of West Hartlepool and the total cost including furnishing was approximately 7,000 pounds for which a 5,500 pound loan was necessary. The Town Hall is built of brick and stone in the free Renaissance style,

the tower, which is 70 feet high, being on the corner of Railway Terrace.

The Town Hall clock, Cambridge Chimes and furnishings were presented by Alderman William Anderson in 1892. The clock was set in motion by the Mayor's wife, on January 27th 1892. The Town Hall was extended in 1940.

The Borough Coat of Arms

Arms - Barry of 12 pieces red and silver, on an ermine pail a blue lion rampant

and on a engrailed silver chief 3 torteaux (red roundels).

The Arms are based on those of the de Thornaby family.

The blue lion rampant signifies the de Brus family.

Crest On a silver and red wreath the stern of a ship in proper colours in front

of two gold cross anchors.

Motto "ALWAYS ADVANCING"

The motto was granted on 23rd January 1893.

The Borough of Thornaby, before its inclusion in the County Borough of Teesside, had the oldest Coat of Arms of the local municipal authorities.

The Civic Regalia

The Mayor's Chain was given by Sir Horace Davey in 1892.

The Mace was given by Alderman Charles Arthur Head in 1892, and was presented on 9th November 1892 at the first Council Meeting.

The Mayoress's Chain was given by Alderman George Butt Craig in 1904.

The Mayoral Robe and Hat were given by Head Wrightson & Co. Ltd on December 7th

1954.

Council Housing

1892 - 1939 built 886 houses.

1945 - 1963 built 1054 houses.

1963 - 1967 built 986 houses.

Old Peoples flatlets and bungalows built: 156 at :-

Redcar Road Bungalows

Watson Grove Bungalows

Millfield House

Kennedy House

Winston Churchill House

CHAPTER XIV.

FLYING IN THORNABY

In 1912 or 1913, just a few years after the Wright Brothers' flight, it was decided to have an air-show in the North of England. Thornaby was decided as a good place and so Mr. Matthew Young of the Vale Farm was paid 100 gold sovereigns for the use of a field.

It took place on a Saturday afternoon in June or July and one of the main events was flying by Hamel, one of the early flying pioneers.

After this the same field was used from time to time by the Royal Flying Corps and subsequently the Royal Air Force, especially in the first World War.

Also week-end flying trips were set up in Thornaby.

In c.1925 the Air Ministry began negotiations for the opening of a full time airfield at Thornaby and in subsequent years purchased 400 acres of land, being Thornaby Hall,

50 acres of land from Harry Foggin which became the technical area of the airfield, and parts of farm land belonging to Thornaby Grange; The Vale Farm; Thornaby Lodge Farm; and Franklands Farm at Stainsby. (see next chapter).

CHAPTER XV.

HISTORY OF R. A. F. THORNABY

Thornaby acquired the status of an R. A. F. Station Headquarters on 1st June 1937, in No. 16 Group, Coastal Command. Prior to this date, however, Thornaby had been in use since 17th March 1930, when No 608 (North Riding) Squadron, Auxiliary Air Force, formed there as a bomber squadron equipped with Avro 504 N (Lynx), followed by

Westland Wapiti aircraft. In 1934, the Squadron was transferred to No. 12 Group, Fighter Command, and re-equipped with Hawker Demon aircraft, remaining at Thornaby as a lodger unit when control was passed to Coastal Command in 1937, et seq. One month after becoming a Station Headquarters in July 1937, Thornaby became the base for No's 224 and 233 (G.R.) Squadrons equipped with Anson aircraft. On 1st September 1938, Thornaby was transferred to No. 5 Group Bomber Command, and No's 106 and 185 Squadrons equipped with Battle aircraft were based there; Coastal Command's No's 224 and 233 Squadrons moving to Leuchars.

During the following two months the station changed hands as follows -

Bomber to Coastal and Coastal to Bomber, but on the outbreak of war in September 1939, Thornaby was once again under Coastal Command control

(No. 18 Group) and remained so throughout the war.

No. 220 Squadron, equipped with Anson aircraft moved to Thornaby in August 1939, and commenced conversion on the Lockheed Hudson Mk. 1 aircraft. This was completed by December 1939. The Squadron's main tasks was convoy escort, reconnaissance patrols, and shipping strikes over the North Sea. The Squadron's first

action in World War II took place on 13th September 1939, when one of its Ansons sighted and attacked a surface U-boat. Two attacks with single 100.lbs anti-submarine bombs were made, but although very near

misses were achieved the U- boat submerged and apparently escaped. The locating of the German prison ship "ALTMARK" is probably the most well known incident with which the Squadron is associated in World War II. The hunt for the "Altmark" auxiliary and prison ship of the German pocket Battleship "Graf Spee" began early on 1st February 1940, after agents had indicated her presence off Norway. After an early morning briefing, three Squadron

Hudsons, K. M and V, took off from Thornaby to carry out a search for the "ALTMARK"

off the Norwegian coast. Visibility was bad at the start of the trip but it soon improved and in the search area was in the order of forty miles. After searching for about two hours, Hudson K/220 located the "ALTMARK" at 12.55 hours, and reported its position

and continued to shadow the vessel until 14.00 hours, when ships of the Royal Navy

intercepted, boarded and released the Allied prisoners. The Squadron's Hudsons had numerous combats with enemy aircraft during 1939-1940 and altogether a total of 8

enemy aircraft were claimed destroyed during this period. A rather light-hearted note is injected into a report of an encounter between a Squadron Hudson and a ME 100 in which both aircraft were badly damaged; the crew of the Hudson were none the worse for the incident except the Navigator, who remarked at the debriefing that he was now without a pencil - it had been shot out of his hand. The Squadron also assisted in covering the evacuation from Dunkirk and flew anti-mission patrols over the North Sea

eventually leaving Thornaby for Wick in April 1941.

Early in 1939, No 608 Squadron's role at Thornaby changed from Fighter to Coastal and the Squadron re-equipped with Anson aircraft, becoming operational in the October in a convoy escort role. In the same month, the Squadron received first deliveries of Blackburn Botha aircraft but these, proving operationally unsuccessful, were later withdrawn in favour of the former Ansons, to be followed first by Blenheims in the first half of 1941, and then Hudsons in the latter half. Three of the Squadron's Hudsons attacked the port and airfield at Aalberg on 3rd October 1941, and through the rest of the month, other targets in Norway and Denmark Leaflet dropping raids and strikes against enemy shipping off the Dutch coast were carried out with considerable success for the remainder of the year, when the Squadron then moved to Wick.

Between 1939 and 1941 five D.F.M.'s and eight D.F.C.'s were awarded to R.A.F. Thornaby pilots. On the night of the 18th December 1941 a Hudson, of No. 608 Squadron while returning from a mission, missed the runway on landing and crashed onto a farm house at Ingleby Barwick. The crew of seven and the four inhabitants of the farm house were killed. The farm house was also completely demolished.

Between 1941 and 1943, two Officer Training Units in succession were resident at Thornaby. No. 6 OTU, commencing in July 1941, trained crews on Ansons and Hudsons. In June 1942, Hudsons of this OTU took part in a raid on Bremen from which one aircraft failed to return. Departing from Thornaby in March 1943, No. 6 was replaced by No. 1 OTU (Hudsons) until the latter Unit was disbanded in October 1943.

With the departure of No. 1 OTU, Thornaby came under the control of No. 16 Group, Coastal Command and No. 280 Squadron equipped with Warwick aircraft in the air/sea rescue role was based there. At this time the men invented the "Thornaby Bag" which was a container of food and first aid equipment which could be dropped to ditched crews. Followed the next month (November) by No. 281 equipped in the same role, this Squadron, however, was posted to Tiree in February 1944. No. 280 Squadron moved base to Strubby at the end of April 1944, but left a detachment behind to operate from Thornaby. An incident worthy of note occurred on 23rd March 1944, when a No. 280 Squadron aircraft completed a successful operation at night by homing two British trawlers on to a dinghy in which were six members of a Halifax crew.

A third air/sea rescue Squadron, No. 279, also equipped with Warwick aircraft moved to Thornaby in November 1944, a small number of Hurricane aircraft being added to its establishment in early 1945; this Squadron continued to operate from Thornaby until disbanded in March 1946.

No. 608 (North Riding) Squadron (the first occupant of Thornaby) having previously been disbanded in August 1945, was re-formed at Thornaby in July 1946, in No. 64 Group, Reserve Command, equipped initially with Mosquito aircraft but subsequently converting to Spitfires and later to Vampires. The Squadron was eventually disbanded at Thornaby, together with all other Royal Auxiliary Air Force Squadrons, on 10th March 1957. In October 1954, No. 275 Squadron, in No. 12 Group, Fighter Command, operating in the search and rescue role with Sycamore helicopters was posted to Thornaby and operated there until being replaced by No. 93 Squadron equipped with Hunters, in No. 13 Group, Fighter Command in September 1957. No. 92 Squadron departed from Thornaby in October 1958, and the Station was reduced to a care and maintenance basis, the airfield being closed completely.

In later years the airfield was considered for Teesside Airport but turned down because of bad wind currents. On February 23rd 1962 Thornaby Council purchased 347 acres of the 400-acre airfield for 191,000 pounds, leaving only about 60 acres in Ministry's care. (see chapter 17).

CHAPTER XVI.

THE WAR YEARS AND THE GREAT DEPRESSION

During the war years as Thornaby had an airfield it had to be heavily guarded, and to this present day many fortification can still be seen. Most of the farm-land beside the river was covered with barbed wire. At the end of Bassleton Lane by Thorntree Farm the Irish Regiment had fortifications and guns, many of which have been demolished in the last

few years. At the fall of France in 1940 the fear of invasion was very real to the inhabitants of Thornaby, as it was to people all over the Country. Barricades etc. were built in outlying parts of Thornaby village and the people armed themselves with pitch-forks, axes and any other available weapon.

It is thought by some that the first bombs dropped in England in the war were dropped on Thornaby the day the war started. In June 1940 German aircraft bombed the airfield while planes were practising. One airman was killed..

Up to Christmas 1940 there had been over 350 air raid alarms in Thornaby.

On 11th March 1943 two bombs were dropped on Thornaby. One was on the Britannia Hotel and demolished four houses. The other was dropped on the electric power station in Mandale Road at 11.30. One person was killed.

At the end of 1944 a squadron of Ju.88's followed in a Halifax bomber which had returned from a mission and bombed Thornaby's main runway as well as various other houses and buildings in Thornaby. No one was killed.

It may also be noted that bullet holes from an aerial attack by the Germans can still be seen on Victoria Bridge.

Various precautions taken in World War II to ensure the safety of the Local inhabitants living near the airfield.(taken from Thornaby Town Council records

1939 - Thornaby Road barricaded outside the airfield's C. O.'s house.

1939 Dec. 12th. - All footpaths, bridlepaths etc. in the airfield area were closed to the public and marked with notices reading :

POLICE NOTICE

This right of way is temporarily closed.

By Order.

1940 July 9th - It was decided that everybody living within 1,000 yards of the airfield should be evacuated, but this idea was not carried out.

1940 Dec. 3rd - Barbed wire stringed along Millbank Lane.

1941 Sept. 2nd - Barbed wire stringed around the whole of the airfield perimeter.

1945 Oct. 23rd. - Thornaby Road re-opened.

Extract from the Church of England School Log Book for the war years

"Log book recalls the dark days of war.

The Log Book of a school makes interesting reading at any time, but the following extracts from the war years should interest those who were pupils at that time and pupils of today.

The war began on September 3, 1939. This was a Sunday, and the first wartime log entry reads :-

Sept. 4 - School closed until further notice owing to outbreak of hostilities. Staff reported for duty.

Nov. 13 - Reopened school at the Robert Atkinson Central School. Fourth year A. 1st year and 2nd year attended in the morning: 3rd year and 4th year B in the

afternoon.

by 1940 progress had been made with shelter accommodation and the entry for April 1 is as follows - Opened school this morning (full time) with 89 children on

books. Other children will be admitted as further air-raid accommodation is

approved. Dispersal practised during the day. Air-raid alerts were frequent during

daytime and nighttime; children spending hours in shelters until the danger had passed. A typical entry is this -

1940 June 20 - Only 39 children present out of 183, owing to air-raid on previous night.

Double-summertime was a wartime measure and we have the following.

1940. Nov.1 - School to commence at 9.30 a.m. until Feb. 14 owing to continuance of summertime throughout the winter.

1941 - Daytime alerts more frequent in April. Children spent much time in

shelters.

1943 March 12. On the night of March 11 the school was badly damaged during an air-raid. No school could be held. The staff went on duty at

various rest centres in the town where they helped with homeless people and later with

billeting them.

March 15, 16 and 17 - Staff removed stock from the building.

March 18. - School commenced with classes dispersed to Queen Street and Robert Atkinson Schools.

1944 Jan. 27 - Groups returned to this school today. Repairs not quite complete,

but will be finished as soon as possible.

All through the war it was necessary to carry gas-masks and these were checked

in school every month by wardens or firemen.

By the September of 1944 we were gaining the victory and it was possible to write:

Sept. 12 - Relaxation of fire-watching duties on these premises from noon today.

Victory in Europe and in the Far East over the Japanese, came in 1945.

Log entries are as follows:

May 8. - School closed today and Wednesday owing to cessation of hostilities

in Europe.

May 11 - Attendance 66 per cent this morning. Children tired with Victory celebrations.

October 3 - School closed today V. J. (Victory in Japan) holidays and two weeks'

autumn holidays.

Never, I should imagine, was holiday more welcome."

The Great Depression

At the time of the great depression in 1926 industry ceased in Thornaby, and I am told that men would sit on the Town Hall steps all day. Soup Kitchens were put into operation by the church.

CHAPTER XVII.

A SUMMARY OF THE HISTORY OF THORNABY MODERN DEVELOPMENT

1962. February 23rd Council purchased 347 acres of land from the Air Ministry

for 191,000 pounds.

1963. June 24th The Council commenced building on the Airfield Site.

1964. April 29th Opening of Hudson House, one of the Flats in Thornaby New Town, by Baroness Gaitskell of Egremont.

1965. March 4th Foundation stone of Town Centre laid by

Dr. Jeremy Bray, M. P.

1967. The Board of Trade purchased 350 acres of land, part of which is in Thornaby, for the establishment of the Teesside Industrial Estate - The largest industrial estate to be made in England since 1930.

1967. May 12th Town Centre opened by the Rt. Hon. Anthony Wedgewood Benn, M. P. - approximate cost 4 million pounds.

1968. March 25th The largest metal sculpture in the Country unveiled by

Sir John Wrightson - named "Thornaby".

1968. April 1st Formation of the County Borough of Teesside.

1968. August 20th Woolco Department Store officially opened. 110,000 square feet - largest single storey Department Store in the Country.

1968. September 28th The Official Opening of the Teesside Indoor Bowls Club in

the presence of C. W. Wright Esq., Chairman E. B. A.

(indoor section), The Mayor of Teesside Alderman J. Brown

and Joseph McGann Esq., three times Mayor of Thornaby

Borough Council, who delivered the first bowl.

1969. January 22nd The Official Opening of the Thornaby Pavilion, Wrightson

House Branch Library and Stage II of Thornaby Town Centre

by The Right Honourable The Earl of Lonsdale in the presence of the Mayor of Teesside, Alderman J. A. Brown,

C.B.E., J.P., F.R.S.H.

Thus it can be seen from the very earliest times through iron ships to nuclear engineering, Thornaby has always been in the very vanguard of human development.

CHAPTER XVIII.

MISCELLANEOUS EVENTS NOT MENTIONED IN THE TEXT

1624 - Murder of a "Thornabie laborer, Xpofer Simpson"

1679 March 31st - Christopher Pearce of Thornaby, a gentleman, up before

the court at York for refusing to pay an unlawful tax.

1796 - G. Hutton Esq. was owner of "Thornaby - grainge".

1811 August 10th - Mandale Mill set on fire - not much damage.

1831 June 29th - The passing of the Reform Bill - Procession in High Street,

Stockton - A flag painted by the females of Stafford Pottery,

South Stockton, read :-

"Liberty is sweeter than the most delicious flowers."

1836 February 17th - Tremendous hurricane and north-east wind - immense damage to houses - water on Thornaby Carrs was six to

eight feet in depth, vessels broke their moorings and drifted

against the bridge.

1837 February 11th- A drying stove at the Pottery Works caught fire but was put out in two hours.

1839 May - A Building Society formed.

1839 July - In digging a bond pond on the Carrs, South Stockton, the remains of a forest, some trees of great thickness, and a

cannon ball were found. This provides evidence for a local legend that Oliver Cromwell stood his cannon on the river bank at Thornaby to fire at the Royalists in Stockton Castle.

1843 February 4th - South Stockton Cotton Mill unroofed in a storm.

1851 March 5th - Water in Thornaby rose 14 feet during a north-east wind.

1859 July - Drinking fountains installed at the Railway Station.

1859 August 3rd - Fire at Bottle Works - 10 p.m. - burned saw timber, straw

and a shed - later extinguished.

1859 - Thornaby was described as "Several well laid out and neatly built streets".

1862 - A strike at all the Ironworks in the district.

1864 October 20th - First Annual Meeting of the Thornaby Church of England

Institute founded in 1863.

1864 November 15th - The fourth Stockton and South Stockton Building Society

founded.

1865 August 4th-7th Yorkshire Agricultural Society Annual Meeting held in South

Stockton. - 18,000 people - amount collected 859 pounds

1 shilling and 5 pence.

1865 August 8th - "The London Gazette" gave a grant of 163 pounds towards

the poor living in Thornaby.

1865 - 353 pounds expended on poor living in Thornaby.

1866 July 16th - All the Ironworks in the district went on strike because wages

were reduced by 10%.

1874 - "A fine large Standard with drinking fountain, surmounted by a cluster of five gas lamps." erected at the junction of George Street and Mandale Road, at the private cost of :-

Messrs. Joseph Richardson, J. P., William Whitwell, J. P.
and William Anderson, J. P.

W. J. Watson in his "Making of Thornaby" (1918) says :-

"It is the public meeting place for social, political and religious purposes, and is greatly used by all open-air teachers of the people." It has been described by others as the "Hyde Park of Thornaby".

1883 December 21st Prince of Wales (later Edward VII) and the Princess visited

South Stockton.

1887 - Land which came to Thornaby, by the making of the Mandale Cut in 1818, became a part of Thornaby in 1887.

1887 - Slum clearance of early South Stockton started.

1888 - Suggestion that South Stockton became a part of Stockton.

1921 July 28th - Unveiling of the War Memorial in The Pleasure Gardens.

1932 January 23rd - Official opening of the Maternity and Child Welfare Centre

(Francis Street) by the Rt. Hon. Arthur Greenwood.

1934 January - Slum clearance of early South Stockton completed.

1934 February - Alteration of the boundaries of the County Council Electoral

Divisions.

1956 June 4th - Queen Elizabeth II visited Thornaby and signed her name in the Visitors Book at the Town Hall.

APPENDIX 1.

Succession of Mayors

- 1892 William Anderson, J.P.
- 1893 William Anderson, J.P.
- 1894 Charles Arthur Head, J.P.
- 1895 William Whitwell, J.P.
- 1896 William Whitwell, J.P.
- 1897 Herbert Taylor, J.P.
- 1898 Charles Arthur Head, J.P.
- 1899 John Robinson Crosthwaite, J.P.
- 1900 John Robinson Crosthwaite, J.P.
- 1901 George Butt Craig, J.P.
- 1902 George Butt Craig, J.P.
- 1903 George Butt Craig, J.P.
- 1904 Charles Arthur Head, J.P.
- 1905 Herbert Taylor, J.P.
- 1906 William Anderson, J.P.
- 1907 William Anderson, J.P.
- 1908 William Anderson, J.P.
- 1909 Robert Nevison
- 1910 Charles Arthur Head, J.P.
- 1911 Gilbert Ormerod Spence, D.S.C., C.M.G., J.P.
- 1912 Gilbert Ormerod Spence, D.S.C., C.M.G., J.P.
- 1913 William Fry Whitwell, J.P., C.C.
- 1914 William Fry Whitwell, J.P., C.C.
- 1915 William Fry Whitwell, J.P., C.C.
- 1916 William Fry Whitwell, J.P., C.C.

1917 William Fry Whitwell, J.P., C.C.
1918 William Fry Whitwell, J.P., C.C.
1919 Gilbert Ormerod Spence, J.P., D.S.C., C.M.G., J.P.
1920 Robert Reed, J.P.
1921 Robert Reed, J.P.
1922 Robert Atkinson, J.P.
1923 Robert Atkinson, J.P.
1924 John James Morland.
1925 John James Morland.
1926 John James Morland.
1927 Samuel Abner Fox.
1928 Samuel Abner Fox.
1929 William Harris, J.P.
1930 William Harris, J.P.
1931 Edward Eland Brennan, J.P., C.C.
1932 Edward Eland Brennan, J.P., C.C.
1933
1934 Joseph Leo Forster McGann, J.P., C.C.
1935 Joseph Leo Forster McGann, J.P., C.C.
1936
1937 Harold Dacre, J.P.
1938 Harold Dacre, J.P.
1939 Harold Dacre, J.P.
1940 Harold Dacre, J.P.
1941 Harold Dacre, J.P.
1942 Harold Dacre, J.P.

1943 Harold Dacre, J.P.

1944 Harold Dacre, J.P.

1945 William Shepherd, J.P.

1946 William Shepherd, J.P.

1947 William Shepherd, J.P.

Continued in office until May, 1949, by virtue of M.P. Act, 1948.

1949 Edward Eland Brennan, J.P., C.C.

1950 Joseph Lee Forster McGann, J.P., C.C.

1951 Harry Drinkel.

1952 Harry Drinkel.

1953 James Neil Scott.

1955 Gladys Holmes.

1956 Tom Padgett.

1957 Albert Nicholson.

1958 Jacob Corfield.

1959 Sarah Jane Smith.

1960 John Hudson.

1961 Christopher Anderson.

1962 John White.

1963 James Kidd.

1964 Walter Stirling Wood.

1965 Violet May Harris.

1966 John McKie Scott.

1967 Vincent Greenan.

APPENDIX 2

People who have Received the Freedom of the Borough.

x 1916 January 19th - Alderman William Anderson.
x 1919 October 31st - Alderman William Fry Whitwell.
1942 October 6th - Alderman William Harris.
x 1949 March 24th - James Rutherford Carr.
x 1956 February 23rd - Alderman Edward Eland Brennan.
1960 December 1st - Councillor Joseph Walker Colliston.
1967 March 16th - Councillor James Kidd.
x Deceased.

APPENDIX 3

South Stockton Local Board - First Members elected.

September 26th. 1863.

Chairman : John Whalley.

James George Skinner.

James Hadworth. Thomas Snaith.

Thomas Howard Head. Joseph Ventress.

William Ambrose Walker.

Joseph Richardson. William Whitwell.

Robert Robertson.

APPENDIX 4

List of Chairmen of the board

1863 - John Whalley.

1867 - Joseph Richardson.

1878 - Ambrose Walker.

1880 - John Wrightson.

1882 - John Watson.
1883 - William Anderson.
1886 - Webster Cuthbert.
1888 - William Henderson.
1890 - John Steel.
1891 - William Anderson (first Mayor).

APPENDIX 5

Population of Thornaby

Year Numbers

1743 139
1801 167
1811 149
1821 303
1831 301
1841 1,485
1851 1,759
1861 4,000
1863 2,926
1865 5,000
1871 6,967
1881 11,000
1891 15,000
1892 15,637
1901 16,054
1911 16,500
1921 19,826

1931 21,233

1941 20,756

1951 23,416

1961 22,793

1968 c.24,000

1970 c.25,000

1971 (proposed) c.26,000

The rapid population explosion between 1831 and 1861 was due to the foundation of the town of South Stockton and to the extension of the Stockton, Darlington Railway.

Although there was a rapid increase in population in the South Stockton area the population of Thornaby Village did not increase but actually decreased.

APPENDIX 6

Rateable Value

Year Value (Pounds)

1930 73,772

1940 82,015

1950 91,963

1966 (April 1st) 666,208

APPENDIX 7

AREAS

Name Date Area

Thornaby Township 1831 1,996 acres.

Arable) 1831 (620 acres.

Grass) 1831 (472 acres.

Woods) 1831 (48 acres.

Other) 1831 (556 acres.

Thornaby Township 1846 and 1859 1,230 acres.

South Stockton Local Board Area 1874 727 acres.

Municipal Borough of

Thornaby-on-Tees 1892 1,993 acres

(including 70 acres of water.)

APPENDIX 8

Thornaby's First Railway Bridge Dimension's

(see Chapter 7)

Length - 274.feet.

Span between points of suspension - 281.feet 4.inches.

Weight - 60.feet.

Height from surface at H.S.T. - 20.feet.

Width - 25.feet.

Width of platform of roadway. - 16.feet.

Width of Arch - 16.feet.

Weight of bridge between points of suspension - 111.tons.

Calculated to support load of - 150.tons.

Weight of load - viz. engine and 24 coal waggons - 112.tons.

Sectional area of chains - 40.square inches

APPENDIX 9

THORNABY 250 YEARS AGO

From Archbishop Herring's "Visitation Returns" (1743) as reproduced in "Yorkshire Archaeological Journal".

" 144. Thornaby Cleveland.

An Answer to the Questions Propos'd by his Grace The Lord ArchBp. of York. (Archbishop Herring) at his Primary Visitation holden at Stokesley, the 23rd. of Augt. 1743. -

In the Chappelry of Thornaby there are thirty one families of which one family are Protestg. Dissenters. There are no Publick nor Charity Schools endow'd or otherwise mentain'd Nor any Almeshouse, Hospital, or other Charitable Endowment. No lands have been left for the Repair of the Chapple, or any other Pious use.

This Chapple beeing Annex'd to ye parish of Stainton, The Vicar of the parish of Stainton afors'd. or his Curate Reside there (in Glebe House).

We know not of any wo. are unbaptiz'd, nor of competent age for confirmation, but those who are now preparing for it. -

The Publick Service as by antient Custome is perform'd here once a fortnight in the afternoon. The Catechise none here, but only at the parish Church.

The Sacramt. of the Lords Supper, is administered in this Chapel only once a Year, at Easter, when we have usually upward of thirty Communicants.

Give warning for the Sacramt. as directed by the Rubrick not been usual to give in their names before the Sacramt. Nor with it been refuse'd to any wo. desir'd it. -

.33. CLARKE. Curate of Thornaby. " (Abraham Clarke)

Who came to Thornaby 2nd. June 1739)

... Old : Ralph Palge.

New : Richard Dale.

APPENDIX 10

Thornaby and South Stockton 100 years ago

Information taken from Slater's Directory of the Northern Counties for the year 1879.

"South Stockton is a thriving suburb and joint township with Thornaby, in the parish of Stainton, Parliamentary Borough of Stockton-on-Tees, Langbaugh liberty, North Riding of Yorkshire, and in the Diocese of

York, union of Middlesbrough and County Court District of Stockton and Middlesbrough.

It is a polling place and in the Yarm petty sessional division of the North Riding, situated on the south bank of the Tees, opposite to Stockton, with which it is connected by a fine stone bridge of five arches, the largest of which is 72 feet span; it was built by a subscription at a cost of 8,000 pounds, commenced in August 1764 and finished in

April 1771. There is a Local Board, also a Mechanics' Institute erected in 1865.

Temperance Hall, and a Police Court in which the petty sessions are held.

The Darlington section of the North-Eastern Railway has a station here, which passes through to Middlesbrough and Saltburn, through which a large mineral and passenger traffic is constantly passing. Races are held here, commencing on Thursday in the week preceding York meeting. Here are the extensive works of William Whitwell & Co. which consists of 5 blast, 6 mill, and 34 puddling furnaces, for the manufacture of merchant and pig iron; also the extensive engineering works of Head Wrightson & Co., which cover an area of 14 acres, for the manufacture of iron bridges, blast furnace work, patent pulley blocks, hoists etc. which are forwarded to all parts of the world; adjoining is the iron shipbuilding yard of Richardson, Duck & Co. where vessels of a large size are constructed. The Stafford Pottery, the property of A. Walker Esq. is an extensive place and the only works of this kind in South Stockton; they were established in 185 for the manufacture of white, blue and brown ware for the home and foreign markets, and to give employment to about 300 persons; the business is carried on under the firm of Skinner Walker & Co; there are also glass bottle works, saw mills, also works for the manufacture of linseed cake; flour mills, brick works etc. Population in 1871, including Thornaby, 6,967."

"Thornaby is a joint township with South Stockton and a scattered and ancient village in the Langbaugh Liberty of the North Riding of Yorkshire, 1 1/4 miles S.E from and in the Parliamentary Borough of Stockton its port town; union of Middlesbrough and County District of Stockton and Middlesbrough, and about 1 mile S. from South Stockton station on the Darlington section of the North-Eastern Railway.

THORNABY 150 YEARS AGO

From Graves' "History of Cleveland" (1808)

"The village of Thornaby which is small and irregularly built, stands on the southern banks of the river Tees, and about two miles distant from the market town of Stockton; the road to which leads over a handsome stone bridge of five arches built by Act of Parliament and finished in the year 1771. There is a chapel here, dependant on the church of Stainton, with which it was given to the priory of Guisborough; but not having been certified to the governors of Queen Anne's Bounty, it has received no augmentation. The chapel, which does

not enjoy parochial rights of baptisms, etc. is small, and stands near the centre of the village; but the dedication thereof is not known.

The lands near the river Tees at Thornaby are of a rich loamy soil, and chiefly in grass; but where brought into tillage, well adapted to the culture of barley and turnips.

The cattle and sheep here are of the improved breeds, but not numerous; horses are in general good; and the modes of husbandry greatly similar to those practised in the best cultivated parts of Cleveland."

Population 10th March 1801

(First National Census)

Inhabited Houses 30

Uninhabited Houses 3

Families 37

Males 83

Females 84

Farmers 49

Tradesmen etc. 5

Residue 113

TOTAL POPULATION 167

VILLAGE TAX (annual) 3 shillings. 9 1/2 pence.

PUBLIC BUILDINGS, INSTITUTIONS, OFFCES etc.

Places of Worship and Their Ministers

Church of the Establishment

St. Pauls, Thornaby Road.

Rev. George Roberts. Vicar.

Other Places of Worship

Methodist (Wesleyan)

Methodist (Primitive) New Street.

Methodist (United Free Church) Chapel Street.

South Stockton Local Board

Office - George Street.

Clerk - Joseph Dodds Esq. M.P.

Surveyor and Inspector of Nuisances - Francis Drake.

Thornaby School Board

Office - George Street.

Clerk - William J. Watson.

School Warden - Edward Nicholson.

County Magistrates

Attending Petty Sessions, North Riding of Yorkshire, York Division,
held at the Police Court, George Street, South Stockton, every Monday
at 11 .m.

Assistant Overseers and Collectors of Rates

Thornaby - John Jones.

Miscellaneous Public building etc.

Cemetery - Mandale Road.

Frederick Marshall, Keeper.

Library and Reading Room - Albert Street.

Joseph Sheldon, Manager.

Mechanics' Institute - George Street.

John Watson, Secretary.

Police Stations (County)

George Street - Superintendent, William Simpson.

Britannia Street - Inspector, William Thornton.

Carriers

To Stockton: Thomas Wright, from the Spread Eagle,

Dovecot Street, Stockton, daily at 3 p.m.

The affairs of the township are conducted by South Stockton Local Board. The old parish church, now disused, is a small plain stone edifice in the centre of the village; a new one called St. Pauls was consecrated in 1858, at the north end of the village, and was constituted the parish church in lieu of the old one; the living is a vicarage, annual value 300 pounds, in the gift of the Archbishop of York, and held by the Rev. George Roberts who was appointed in 1856.

George G. Brown Esq. is Lord of the Manor. Acreage 1,230. Population in 1871, 130; including South Stockton, 6,967."

Thornaby is scattered but very ancient village and township, in Stainton parish, four miles N.N.E. from Yarm, 1 3/4 miles S. by E. from Stockton, 3 miles S.W. from Middlesbrough and forms part of the new Parliamentary Borough of Stockton, and about 1 mile south from the South Stockton Railway station on the Stockton and Darlington section of the North-Eastern Railway.

The church is a small plain stone edifice; the living is a vicarage, yearly value 300 pounds, in the gift of the Archbishop of York.

The population, including South Stockton, is estimated at about 10,000."

CLASSIFICATION OF PROFESSIONS, TRADES OF THORNABY VILLAGE IN 1879.

Farmers

Atkinson, Christopher.

Brough, Ann, (Thorn Tree)

Dickinson, Frederick S. (Thornaby Grange)

Dickinson, Mary.

Ewbank, John, (Mansfield House)

Garbutt, James, (Mandale)

Hill, Edmund.

Jefferson, Philip.

Robinson, John, (Mandale)

Stobbart, George.

Stockdale, George. (White House)

Young, Matthew. (Thornaby Vale)

Gardeners

Appleby, William.

Couland, John.

Jefferson, Philip.

Inns and Public Houses

Jolly Farmers. Thomas Graham.

Oddfellows' Arms. Joseph Fall.

Joiners and Cabinet Makers

Raine, Henry.

Tailors

Bailes, William.

The following is a description, written in 1937, of Thornaby as it was in about 1880

" Brief History of Thornaby Village and South Stockton that I remember sixty to seventy years ago. I will start by telling you that the whole Village of Thornaby only consisted twenty six houses, including two farms one occupied by Mrs Dickinson on the green, it was said Mr. Plimsoll who advocated the load line on ships, stayed there a week, the other one was in Thornaby Road occupied by Mr. Hill, the Oddfellows Arms was occupied by, Mr Rail, Jolly Farmers by John Wood, there was on the end of one house on the green, a sundial put up by Mr. Smith (who designed the sundial in Albert Park, (Middlesbrough) an astronomer of no mean order, who lived in South Stockton (Mansfield Street). There was a gentleman lived on the green, Mr. Hart, better known as Major Hart a fine noble looking man, a typical Sergeant Major.

Now we will go along Thornaby Road to an old farm house, now Lanehouse Garage, occupied by Mr. Thawaites who made gloves out of Sheepskins, chiefly bought by farmers who used them. Now we will continue along Thornaby Road to South Stockton, made a borough in 1892. On the left hand side, down a bank, (Pottery Street) was the Stafford Potteries owned by Ambrose Walker, employed a lot of women and men making white and brown ware. Now back into Thornaby Road the first licensed house

was the Royal George Hotel, occupied by Mr. Smithson who kept two smart jumping ponies, competed at shows, fidden by his son. Crossing over to the other side of the road, was all grass land and a large tree was growing about every hundred yards, until you reach St. Pauls Church, the vicar then was Mr. Roberts.

Now back on Thornaby Road, you came to a butchers shop kept by M. Hill who I think was the first to have American Beef in this district and a big attraction it was at first, but I still prefer old John Bull. Crossing over the street to Hope Street one end was the Tees Bottle House Inn, now gone, the other end was the Prince of Wales Inn known as the drunken monkey, later drum and monkey. I remember one Landlord in Mr. Picken grandfather of a well known bookmaker George Picken, who owned a racehorse he called, it was a familiar saying with bookmakers after running the odds, now come on drop your bets in the satenell. Opposite side of the road was the North Yorkshire Iron Works, making Iron Rails for railways for all over the world.

Now back into Thornaby Road on the left we come to the Albert Inn, occupied by

Mr. Wheatley a good foot runner who also had a running track where Peel Street is now, his wife was also a fast runner, they were willing to match her against any women in England. They were the grandparents of Lackey Reed a noted runner of Souh Bank.

Crossing over the road was the Crown Hotel a double bay window house, one half a butchers shop, the other half to consume drink. On the same side (of Thornaby Road) we come to George Street. On one side is the Police Station, first superintendent that I remember was Mr. Simpson. I believe all cases were then tried in the Mechanics Institute (now the Fire Station). Crossing over the road was a double bay window house the York Hotel occupied by Mr. Smith a retired policeman, a very big man with a black beard. That was how it got the name of Black Bobby's.

Back into Thornby Road was the Britannia Inn, the landlord was Mr. Baldwin who I think was a backer of a well known boat puller Bill Nicholson. Now further along Thornaby Road we come to Darlington Street, about halfway down on the left was a house occupied by Mr. Lambert a well known stuffer of birds and small animals, next door was a public house, the name of Foresters Arms occupied by Mrs. Lyall, grandmother of Thomas Lyall and George.

Now back into Thornaby Road, on the left a railed in grass field, called Ropery field in the occupation of Mr. Watson making rope and twine had business premises in old Bridge Street. Now over the railway on the river front was a saw mill owned by

Mr. Robinson. Adjoining was the Glass Bottle Works, making all colours of bottles, chiefly three gill ones, they had a small sailing vessel the 'Happy Return', trading fron London to the glass works, she had to lower her masts on to the deck to get under the old bridge. Now back into Thornaby Road to proceed furtheralong, you had to cross the railway, in the event of the gates being closed, through a tunnel or subway. Now still on Thornaby Road, or what is now called Thornaby

Place was a large house occupied by Dr. McKenzie. Crossing the road on the left was a fish shop occupied by Mr. Sudron, he built a place on Walker Quay to cure his own herrings. Now proceeding along Thornaby Road to the old Bridge we come to Bridge Street.

On the corner right hand side was a public house, Colonel Thompson, in the occupation of Mr. William Peat. Now along Bridge Street right side was all shops at the end was the Ship Inn. I might say all behind Bridge Street and Thornaby Road were houses (the original South Stockton pulled down in 1887) to make the new roads to the new bridge (Victoria Bridge). Adjoining the old bridge was the old Bridge Inn, you had to descend steps to enter, it was in the occupation of Mr. Bedlington. At the back of the Bridge Inn was the bone mill, people crossing the bridge had to put their handkerchiefs to their noses, for the terrible smell and dust coming from it. Adjoining the bone mill was the Oil Cake mill, adjoining the Oil Cake mill was Appletons Flour mill, now Clevo.

Now back to Bridge Street at the end, you turn and on the left come into Britannia Street. On the right hand side was a police station in the occupation of Mr. Thornton a respected Inspector of Police. On the other side of the street was a small smoking clay pipe factory owner was Mr. Prior, he must have sold them cheap to publicans all around the district, who gave one free to any man asking for one. Now into Trafalgar Street, on the right was the Commercial Hotel, opposite side was the railway station, now loading place for Clevo Flour. Further down Trafalgar Street still on the right hand side was Whitwells blast furnace and rolling mills, now gone.

There was Crosthwait foundry started about sixty-two years ago. Now back into Trafalgar Street was Head Wrightsons engineering firm. At the bottom of the street was Richardson Duck shipyard, the people came far and near to see launched a boat 400 feet long. Now across the road on the river front was the Ship Inn, now gone.

Now I will take you to the railway crossing or subway you had to go through to get into

Mandale Road. Then on the left side was the Wesleyan Chapel (the site of Thornaby Town Hall) and Day Schools, almost adjoining was a large house now a cub occupied by Dr Laidler. Now we will go to the right hand side of the road where there was the Royal Oak Hotel occupied by Tommy Wright who always wore a boxhat or high shiner.

Now we will go into New Street, on the right hand side of the road was a large Lemonade works owned by Mr. Hutton, further down was the Victoria Inn and Black Smiths Shop owned by Mr. Brown. Further along was a candle factory occupied by

Mr. Usher. Now back into Mandale Road was the Flying Dutchman public house now Station Hotel (now again the Flying Dutchman). Further along where the Labour Exchange was once, was the Race Course Inn, further along still on the right hand side where the large shops are, there were two or three large gentlemens houses with lawns in front of them. Now higher up were the Queens Cinema and where those disgraceful shops

are was a grass field and a cow shed in the middle of it, known then as Jonny Forster's field.

Now we go into Westbury Street where there is the Windmill Inn which got its licence from the old Wind Mill Inn bottom of Cemetery Bank in 1864. I have spoken to men who had drinks in it. Over the road was the Turf Hotel now Sadler's Hotel occupier the was

Wilson Twiners who married a daughter of Mr. Sadler wine and spirit merchant of

Hartlepool. I believe they had built the Gaitey Music Hall which is now the Central Picture House, he was also a promoter of pigeon shoots once or twice weekly.

Higher up the road on the same side was a small grass foundry, owner Mr. Tivnann.

On the opposite side of the road a Mr. Spicer lived who was town surveyor. Now into Reed Street was the Artillery Drill Hall (Northumbrian (North Riding) Garrison Artillery

(Drill Hall), at the bottom was Allans foundry better known as the Bonlea foundry.

Now I will take you to Brewery Bank where there was a large Brewery.

Before the racecourse to start there used to be two mounted men in red coats clearing the course, then came back over before they were 'off' . Now the opposite side of the road to the Race course are the Erimus Cottges, behind them on the river was the Erimus Iron works owned by Whitwell and Co. At the bottom of Cemetery Bank was a very old Granary with a warf on the Race Course side and places to fasten ships ropes to. I have been told the old river flowed around the Race Course and ships stopped at the Granary to unload grain. The river then proceeded along to nere the entrance of the course.

ADDENDA

Extract from the "History of Cleveland" (1808)

by R. J. Graves :-

" These lands became part of the fee of Robert de Brus, which he held of the King in capite; and descended by marriage with Lucia, daughter of Peter de Brus, to Marmaduke de Thweng; of whom, according to Kirby's Inquest (13.Edw.I) (1252) the prior of Gisbrough held certain lands at Stainton; and Ingelram de Bovington held three parts of one Knights fee at Thornton et alibi, where ten carucates made one knights fee.

'Prior de Gisburne tenet unum feodum in Thormonby, Staynton,
Leventhorpe, etc.

Maude hereditate Marmaduci de Thweng) unde 10 carucatae (faciunt anum
feod. milit. et reddit pro finibus 6s'."

Thornaby Manor

The 1918 Sale of part of the estate of George Brown consisted of :-

Vale Farm bought by Thompson's of Ferryhill.

Thorntree Farm bought by Matthew E. Young.

(who formerly rented Vale farm)

Thornaby Grange.

Thornaby Lodge Farm.

The Holmes (Horse Shoe Bend) bought by J. G. Richardson.

Land near the Holmes bought by Thomas Booth.

St. Peter ad Vincula

In 1844 the Glebe Lands consisted of only the Cottage Garden. The rent
of the Glebe Lands plus the Last Offerings amounted to 15 pounds per
annum. By the formation of the Parish of Thornaby in 1844 this amount
was increased by 105 pounds.

I N D E X

Name Chapter

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Anglo Saxons. II

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