Landowners and Tenants

Figure 46 is an extract from the tithe map showing land ownership within the core of the village in 1839. Most of the old Cleadon families – the Coulsons, Chambers, Matthews, Gowers, and Pattersons - had disappeared by this point, either dying out, moving out of the area, or passing property along the female line through marriage. The Woods family, first mentioned in the 1666 Hearth Tax, remained living in the township. They were tenants of East Farm, Sunniside Farm and Farding Slade. The Merrimens, first mentioned in 1587, were also still living in the village, running the two inns - The Britannia and The Ship. In addition, the family held a farmstead in Whitburn where Henry Merrimen was also the proprietor of the village inn. Edward Wake, a descendent of John Wake mentioned in the 1666 Hearth Tax survey, was tenant of a farm at Whitburn. Edward Wake was an ancestor of the Henry Hay Wake, the harbour engineer who built pier and lighthouse at both Roker and Seaham.

The primary landowners in the parish by the mid 19th Century were Christopher Harrison, Jane Burdon, Sir Hedworth Williamson, Thomas Bell, Thomas Gibson, Richard Pemberton, Barbara Ormston, George Townshead Fox, Percival Fenwick, and George Abbs. Much of the land, however, still remained in copyhold and belonged to the bishop, being administered by the Ecclesiastical Commissioners who took over the running of the bishopric estates in the mid 19th Century. Even today much of the property in the area is still held by the Church Commissioners who replaced the Ecclesiastical Commissioners in 1948, although a considerable amount of land was sold into freehold in the late 19th Century.

The Abbs Family

Bryan Abbs (1771-1830) owned the largest proportion of property within the village centre, having purchased the Cleadon House estate in 1813. The Abbs family had a long association with the local area and George was the second son of the Rev. Cooper Abbs of Monkwearmouth. Bryan married Rachel Kirkup in 1795 with whom he had several children, the family living in *The Red House* near to Hylton Castle before moving to Walworth Castle, near Darlington, where their eldest son, George Cooper Abbs, was born in 1798. George Cooper Abbs (Fig. 47) was ordained deacon in 1823 and a priest the following year, becoming curate first at Dalton–le-Dale (1823) and later at Gateshead (1825), walking to both from Cleadon where he lived with his father. He may have been curate at Whitburn by 1836, although there is some doubt about this (Griffith 2000, 19).

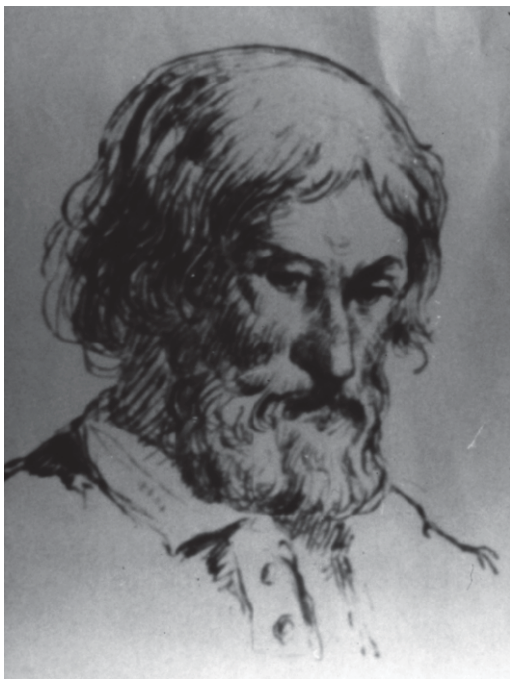


Figure 47: *Drawing of the Reverend George Cooper Abbs, probably by William Bell Scott c.1860.*

He inherited Cleadon House on his father's death in 1830, and from this point on did not hold a regular position in

the Church, although he deputised at a number of parishes in the local area. George Cooper was a keen and competent botanist, classical scholar, and geologist and a member of the *Literary and Philosophical Society of Newcastle and Tyneside Naturalists' Field Club*. Locally, his interest in ornithology and botany, together with a pious nature gained him a reputation as *'the second Sir Francis of Assisi'* (Sunderland Echo, 27th March 1969). It was said that he loved nature so much that he would not even allow the weeds and saplings to be cleared from around Cleadon House and consequently the property became very overgrown. Apparently, he once complained to a neighbour that some of his peaches had been spoiled because of the overhanging trees but added, '*one can always buy peaches; not so trees'*. He was also a great advocate of the common toad, so much so that he told any workmen undertaking building on the estate that they had to save the creatures and deposit them within the grounds of the house (Scott 1891, 393).

During his lifetime, Abbs acquired a huge collection of books, some of which form part of the Cooper Abbs Collection in The J. B. Morrell Library at the University of York[13], although a great number were lost following his death. He died on the 28th March 1878 and an account written at the time describes how:

> *'... the floors of some of the rooms upstairs [at Cleadon Hall] were literally carpeted with heaps of papers and pamphlets, which, if collected and bound in volumes, would have been invaluable to the local historian, but which, we understand, were, after Mr. Abbes's death [on 28 March 1878], put into sacks and sent to the paper mill'* (Scott 1888, 3)

On George Cooper's death, the estate passed to his nephew, Henry Cooper Abbs, a barrister, who in turn sold the property to Mr George Clark in 1902. In 1912 the occupant was recorded as being Thomas Humphrey, who was succeeded around 1920 by Ernest Frederick Dix. In 1969 the owner was a Mrs Crowell.

The Reverend Abbs had a great many friends and associates amongst the local aristocracy, although he also remained a dedicated philanthropist, tirelessly visiting sick parishioners during the outbreak of cholera in Gateshead when he was curate. Amongst his friends was Walter Calverley Trevelyan of Wallington Hall. In 1857, Trevelyan's wife, Pauline, commissioned the artist William Bell Scott to paint a series of frescos at the hall, depicting the history of the North East. Abbs was asked to sit for the figure of St Cuthbert in a tabloid depicting the saint's refusal of the bishopric of Lindisfarne (Fig. 16). At first the Reverend decline, but then agreed only if the figure did not closely resemble him, although according to contemporary reports the rendition was a striking likeness.

[13] See http://www.york.ac.uk/library/collections/special-collections/strengths/yorkshire/ for further details and a catalogue

A View of the Village in the Mid 19th Century

Writing in 1851, Robert Ward paints a rather unflattering picture of Cleadon in his pamphlet, *A Ramble to Marsden Rock (Ward 1851)*. On entering the village from Cleadon Lane station he writes:

'The first object that attracted my attention was a bunch of whitish houses, straggling, as if they had fallen pell-mell from the clouds, about the borders of a rough earthen square on a large scale; with a relic of the Glenburnie schools in the midst, in shape of an odorous, green pond, or dub, big enough to float an armada of ducks…

Midway is a row of houses, to the right, was a court, and beside the said court was a saw pit. In the former, a mud-covered cart was reposing from it labours, and a speculative porker was seen poking its musical snout beneath. A blasted tree rose over-head, protruding its bare, brown shrivelled arms into the air, as it stiffened into a fit. Nearly opposite, to the left, a finger post, which has apparently seen better days, leans against the wall…

Except for a couple of children, whom the sight of a stranger has so quieted, that you hardly noticed them standing in the doorway as you passes, not a human being is to be seen. An unnatural stillness broods in the air. The local spirit of business, instead of being revived by the neighbouring railway, seems to have encountered on it 'a horrible and fatal accident'.

Ward, writing in a period when the Victorian Romantic novel was all the rage, obviously has his own ideas of what a picturesque village should be, and goes on to wax lyrical about the charm and joys of Whitburn. However what the extract does serve to illustrate is that despite the arrival of the railway Cleadon remained a quiet agricultural settlement and did not witness the rush of industrial development that occurred in other parts of the region. In fact it was not really till the early 20th Century that the village started to become a popular commuter settlement, and with no local industry apart from the brickworks to the west and the quarries to the north, the village centre seems to have remained little changed.

The Cleadon Parochial School

Research by Kathleen Robinson

The Cleadon Parochial School was founded in 1830 and was located on the south side of the pond, where All Saints' Hall currently stands. This was one of two church-funded schools in the parish, the other being Whitburn, which was established slightly earlier, in 1824. Both provided an education for the children of the parish nearly half a century before the Education Bill came into force. Pupils at the Cleadon Parochial school ranged in age from 5 to 13 and were all educated together. The building was also sometimes used for church services, before the construction of All Saints church in 1865.

Initally attendance at the school was not compulsory and for many children it would have been intermittent, fitting around seasonal agricultural tasks and other chores. However, in 1870 Parliament passed the Education Act, administered by the Board of Education. New schools were built where required and government grants made available to improve exisiting facilities where possible. Cleadon's new state school opened in 1872. It retained the old Parochial building but was referred to from this point onwards as *The Cleadon Church School*. The teacher's log book associated with the school survives in the Tyne and Wear Archives at the Discovery Musuem in Newcastle (TWA E.CL1). It makes fascinating reading, providin a real insight into the early days of education, and village life in general. Kathleen Robinson has made a detailed study of Cleadon's schools (Robinson 2014), which is summarised below and in the later section: The 20th Century Schools .

Plate 103: *Mr Hill's class of 1924, Cleadon Village School.*

Attendance at the Board school was still not compulsory until 1880, after which all children under the age of 13 had to regularly attend classes, although numbers still remained rather haphazard in the early days. The school was regularly visited, sometime weekly, by the rector and there were frequent inspections by Her Majesty's School Inspectors. The first teacher was Miss Welch and when the school opened on the 8th January 1872 there were 23 chidren present. A week later there were 35 in the class reaching an average of 43.6 by mid-March. *'Just imagine'* writes Kathleen, a former teacher herself, *'39 children aged 5 to 12 with one teacher',* although discipline was a lot stricter in those days. Many of the children had attended previously for only one term and others had no schooling at all.

The school building was a tall square, stone built structure with chimneys for fireplaces. The side wall

bordered the road where the All Saints' Parish Hall doorway stands today. The front wall featured two windows overlooking the pond. The building was very low-lying and there are frequent references in the log to the dampness of the classroom, which would flood when the pond overflowed.
The children were taught reading, writing and arithmetic as well as religious education. Music was also high on Miss Welch's agenda and it is almost certain that there was a piano in the classroom. Songs the children learnt included *The Pslam of Life*, *The Memory of Friends* and *The Crystal Spring*, the children apparently having great trouble keeping time to the latter (TWA E.CL1 March 22 1874).

The Parochial School remained in operation until June 1903 when a new school was built next door, known today as the Old Schoolroom (HER 12784). The Parochial School building remained in use as the Village Institute with the addition of a wooden ex-army hut to the rear following the First World War. However flooding continued to be an issue and when the billard table began to sink through the floor in the 1930s it was decided to demolish the old structure and erect a new village hall (STL 1994, 13)

Plate 104: *The Parochial School on the left with the new school adjacent, and the Ship Inn on the opposite side of the street (right).*

Historic Ordnance Survey Maps

In the mid 19th Century the first of a series of detailed maps of the country started to be produced. These were initially military maps, first commissioned during the Revolutionary and Napoleonic wars with France when the threat of foreign invasion was very real. In response, the government ordered the defence ministry – the Board of Ordnance – to begin a survey of England's vulnerable southern coastline. Gradually over the next two centuries the whole country was surveyed, and re-surveyed at

intervals, producing a series of highly accurate and detailed maps that trace Britain's development over this crucial period when great changes were taking place.

There are two main sets of OS historic maps, the detailed large-scale 25-inch editions (1:2,534.4) and the smaller scale 6-inch editions (1:10,560). The 1855 25-inch map of Cleadon is very similar to the earlier tithe but much more accurate, with finer detail (Fig. 48). Running east to west through the middle of the settlement can be seen the village green, which is crossed diagonally by the South Shields turnpike. This is shown on earlier depictions of the village but for the first time the 1855 map provides an accurate record of the width of the green, measuring 40m at the east end and 16m to the west, covering an area of approximately 7102m^2. Apart from the road, the rest of the area is annotated as grassland, and appears to have been a linear green much like nearby East Boldon and Whitburn, and can also be found at settlements further afield like Shadforth and Staindrop. At the eastern end of the village is the pond (HER 12781), which was much larger than it is today. Immediately east of this lay the village well, marked with a large 'W' on the map. This was the only source of fresh water in the village until 1898 and was kept locked to avoid contamination. Any villager wanting to draw water had first to get the key from one of the Cleadon *gannies*, the old women who lived in the little group of cottages adjacent to the pond, known as *The Cluster* (CS29) (STL 1994, 10).

Figure 48: *Extract from First Edition 25-inch OS map, published in 1855, showing the village core.*

To the north of the pond from stood Burdon Farm (HER 12761) and on the opposite side of Sunniside Lane, East Farm (HER 9606). East Farm, referred to as East House Farm on the earlier tithe, was farmed by the Wood family, who were also tenants at Sunniside Farm and Farding Slade. Both complexes

changed very little between 1839 and 1855, although Burdon Farm is shown as having a double fold-yard on the 1855 map and also on the 1839 tithe drawn by Bell, but not on the diocese map. The gin-gang is still clearly visible at either farm. Together with Briar Cottage, this cluster of buildings makes up one of the earliest and best preserved areas of the village.

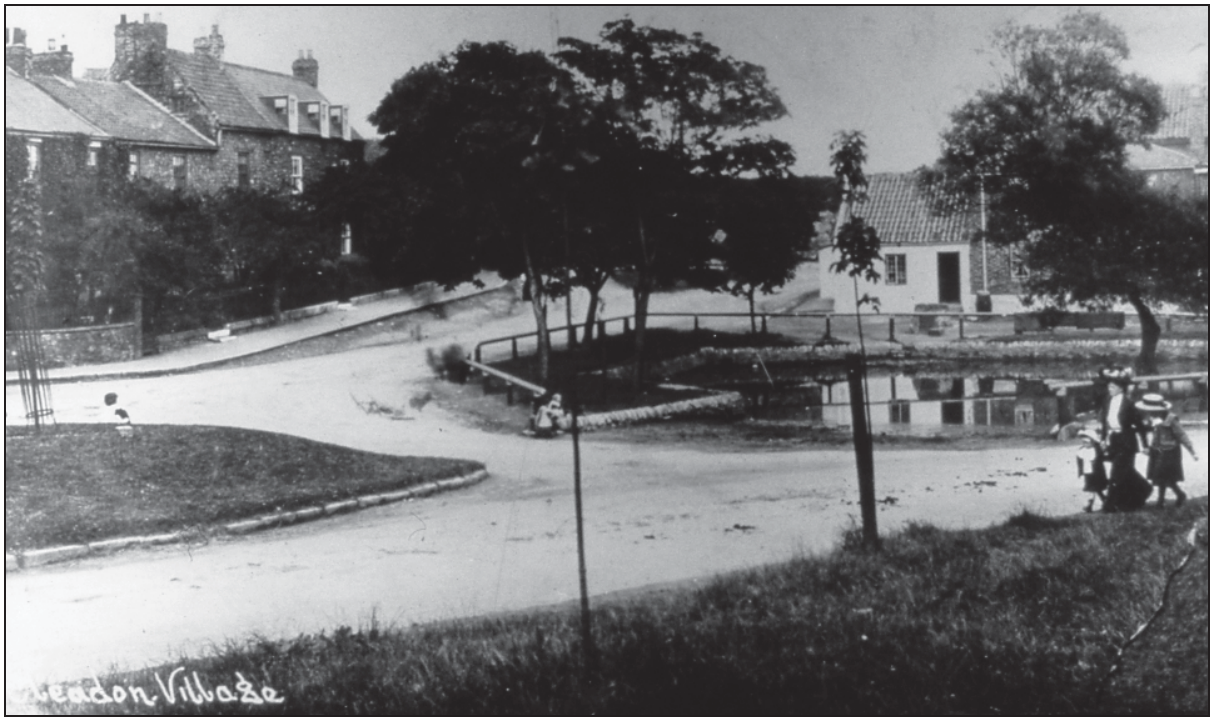


Plate 105: *Cleadon Pond c.1910. The white cottage visible behind the pond formed part of The Cluster and the well is just visible infront. The houses to the left are part of Burdon Farm.*

Plate 106: *The same view as it appears today, the pond having been reduced in size and The Cluster demolished, but otherwise much as it appeared in the 19th Century.*

North of Burdon farm, on the west side of Sunniside Lane was a second pond (CS2), also shown on the earlier tithe map. This had been filled in by 1939 and now only perceived as a shallow depression in the grass. Fresh water was very important in the area. A quick survey of the first edition map beyond the extract in Figure 48 shows numerous little ponds dotted around the landscape in the corner of fields. It was initially thought that these may have been gley pits, where clay was dug to spread on the landscape as an early form of fertiliser, but the geology of the area makes this unlikely and there is no reference to the practice in either of the local early agricultural surveys (Grainger 1784, Bailey 1810). The abundance of lime in the area, another form of early fertiliser, would also make it unlikely that these were gley pits. Instead the ponds were probably dug and lined with clay when the fields were enclosed in the 18th Century in order to provide a source of water for both animals and arable production.

Plate 107: *Building shown on 1855 OS map as being associated with the garden and orchard belonging to Ralph Lawson of Cleadon Old Hall. This may have been a gardener's cottage or small agricultural building of some sort.*

Just beyond the second pond is shown a cottage that still stands today (HER 12774). This was associated with the large garden and orchard belonging to Ralph Lawson, the owner of Cleadon Old Hall (HER 12765), and may have been a gardener's cottage and ancillary shed (Plate 107). The Old Hall is clearly visible on the first edition map, together with a linear range of buildings to the east, almost certainly stables and a carriage house. The rounded northern end of the range could denote another gin-gang. To the north of the Hall is shown a small building, which is now the Cottage Tavern (HER 12779). The property was not built as an inn, the hostelry not opening until the late 19th Century. The present building dates to the early 20th Century.

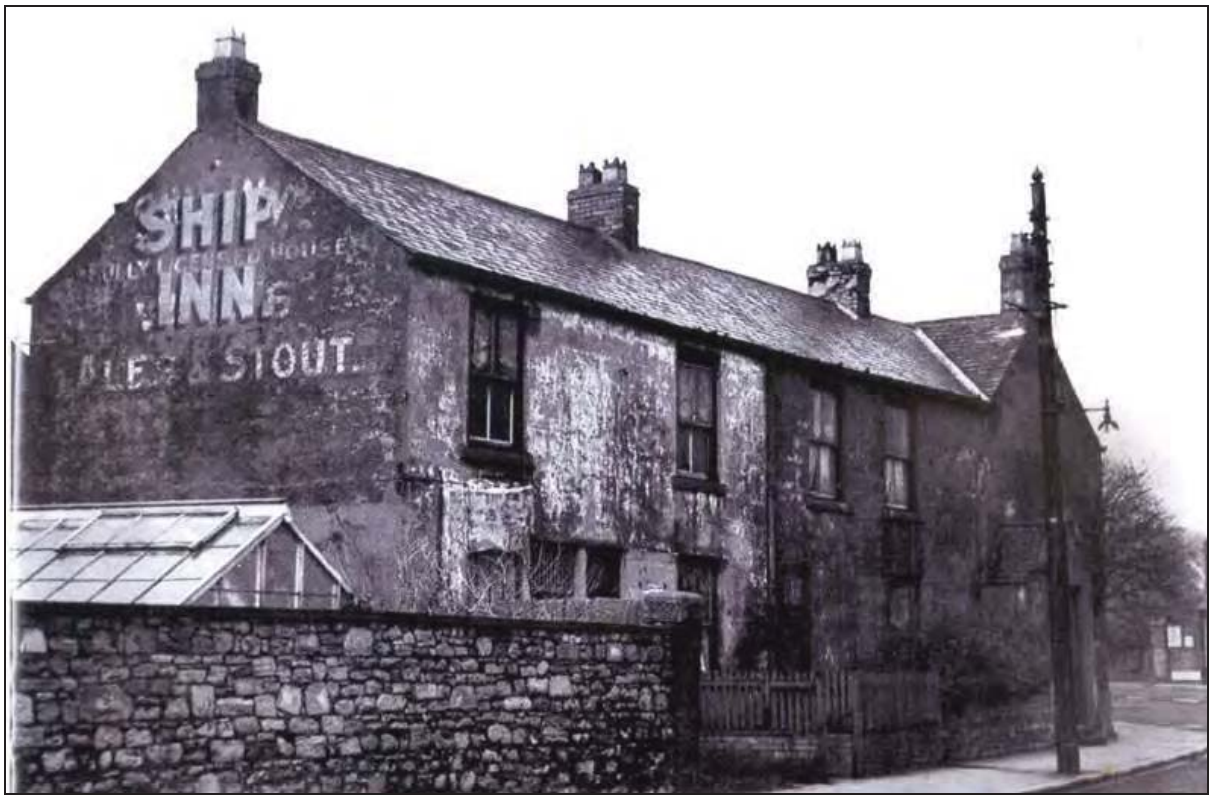


Plate 108: *View of the Ship Inn (taken in the 1950s just before demolition), which used to stand on the south-west corner of the main crossroads (image kindly provided by Walter Carr).*

Cleadon's Inns

Before the Cottage Tavern opened there were two pubs in Cleadon: The Britannia (CS15/HER 12788) and The Ship (CS22) (now demolished). The Britannia was located on the west side of the turnpike, occupying what had previously been the 17th Century Matthew House (CS15). In 1828 it was run by Jane Hall (Piggot & Co 1828, 180), passing to George Smith by 1844 (Vint & Carr 1844) and to Matthew Merriman by 1855 (Slater 1855). The Merrimans also ran the Ship Inn during this period, as well as the Grey Horse at Whitburn and the pub of the same name at Boldon (*ibid*, 115).

THE FOLLOWING COACHES CALL AT THE SHIP INN, CLEADON :—

THE ROYAL MAIL to Sunderland and York (daily) at ½ past 8 morning, and to Shields ½ past 6 morning.

THE PILOT and EXPEDITION, to Sunderland, Stockton, and Leeds, (daily, except Sunday) at 5 morning, and to Shields at 6 evening.

A number of Coaches and Cars ply between Shields and Sunderland throughout the day. See Vol. I p. 294.

CARRIER—Wm. Lister, from Whitburn to Newcastle, Sat mng.; ret. same evening.

Figure 49: *Extract from Parson's trade directory dated 1828 detailing the post and coach service calling at The Ship Inn. Mr Richard Charlton and David Collie were the landlords at this time.*

The Ship Inn stood on the west side of the Shields turnpike (CS22). It was a post and coaching inn, the Leeds coach stopping daily (Fig. 49). A smithy was located in the yard to the south, serving both the village and the passing through-trade. During World War II the inn became the headquarters of the local home guard. It was demolished when the road was widened in 1953. The present Britannia Inn (HER 12788) (now the Toby Carvery) was not built until 1894.

Plate 109: *The Ship c.1910 with a family in front, possibly the Merrimens (Beamish Collection No.163142).*

To the west of the Ship was South Farm (HER 12763), which had expanded by the mid 19th Century to include a second gin-gang. West of the farm is shown Cleadon Tower (the old tower having already been demolished), adjacent to which was Bainbridge Farm (CS28). This was situated on the east side of what is now Nursery Lane. The gin-gang that appears on the 1839 tithe had been demolished by 1855, although the associated barn range remained.

To the west of Bainbridge Farm, running east to west along Front Street, were a series of estate cottages, later known as The Georgian Cottages (CS31). These were two blocks of terraced cottages, separated by a narrow lane, which were probably built as worker's cottages for either Bainbridge Farm or Cleadon House estate. In 1820 Bailey had described the average cottage in Durham as being *'a generally comfortable dwelling of one storey, covered with thatch or tile…some of two storeys with a garden in the front and convenience attached behind,…but they are something superior to common cottages'* (Bailey 1810, 60) and this row of cottages appears to have fit this model.

Plate 110: *Eastern end of the Georgian Cottages, demolished in the 1960s (STL 1994, 11).*

Plates 111 and 112*: Western end of the Georgian Cottages (ibid) and surviving block as it appears today.*

Historic photographs of the cottages (Plates 110 and 111) show a row of single-storey dwellings with a shallow pitched pantile roof, stone kneelers, parapet gables and simple casement windows. Upper dormer and lower bay windows were added later, probably in the 1920s, as well as mock Tudor timber-framing (Plate 110). The eastern block of cottages was demolished in the 1960s, despite considerable local opposition. However, the smaller block to the west survives, today housing *Village Travel* and the *Ride In Style* Saddlery.

A Gentleman's Residence - Cleadon Meadows

Additional research provided by John Robinson

By the early 19th Century there were five large residences in the village: Cleadon House (HER 8027), Cleadon Old Hall (HER 12765), Cleadon Tower (HER 964), the Matthew House (CS15) and a new house built on the west side of the turnpike, just to the north of the village. This last was Cleadon Meadows (HER 12764) built for Russell Bowlby Esq. Bowlby originally came from Durham, marrying Elizabeth Gibbon from Cleadon Hills Farm in 1792. He had formerly been a Captain in the Royal Artillery before relinquishing his commission to become a solicitor in South Shields (Sykes 1824, 10). The first reference of him in Cleadon dates to early 1832 when he stood for Parliament, representing the new borough of South Shields, enfranchised that year with the passing of the Reform Act. Bowlby received only 2 votes, the winner, Robert Ingham of Westoe, returning 205 (Fordyce 1857, 724).

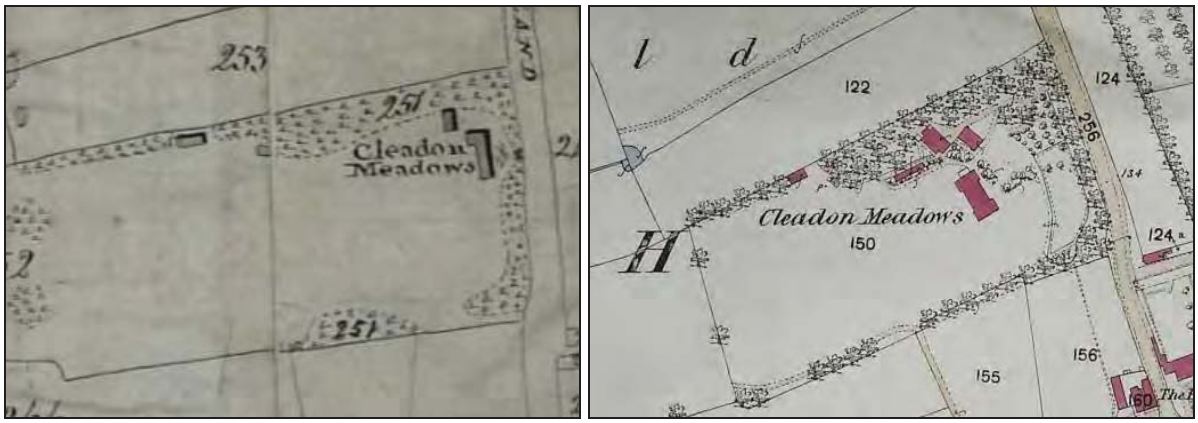


Figure 50: *Extract from the Whitburn Tithe Map showing original layout of Cleadon Meadows, and the later John Dobson building on an extract from the 1855 25-inch OS map.*

The year before, in 1831, Bowlby had fought a duel with one of his competitors, Mr Braddyll, after calling him *'a chicken newly hatched about which the pious clucking hen, the Mother Church, was invited to shelter under her dingy wings'.* The duel was held at 7am at Offerton Lane near Herringdon. Bowlby discharged his weapon first but missed, which says little for his military prowess given that he had previously been in the artillery. As a gentleman, Braddyll then discharged his weapon safely into the air. Bowlby apologised for his earlier comments and both men apparently left amicably (Hamilton *et al* 1831, 521). The Captain stood again for election in 1835 but once more lost out to Ingham, this time 27 votes to 128 (*ibid*). Bowlby appears in the 1839 tithe but by 1853 has moved from Cleadon Meadows to Whitburn, where he died in 1865.

The house was sold to Mr John Clay, a banker and shipowner. Clay became the first Mayor of South Shields following the granting of a Charter of Incorporation by Queen Victoria on September 5th 1850. Perhaps in celebration of his new position, Clay commissioned the famous Newcastle architect, John Dobson, to rebuild Cleadon Meadows in 1853. Dobson had earlier converted the farmhouse at nearby Cleadon Park (CS20) into a classical mansion house for the coal merchant James Kirkley, agent to

the Harton Coal Company. It may have been this that first attracted Clay to the architect's work.

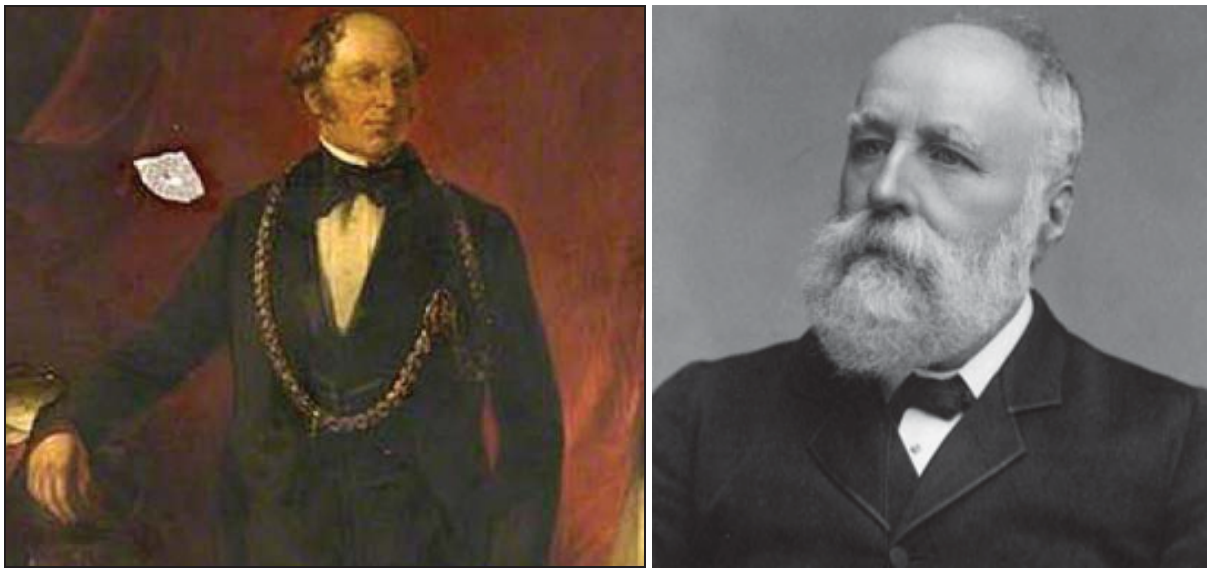


Figure 51 and Plate 113: *Residents of Cleadon Meadows: (left) John Clay, first Mayor of South Shields © South Tyneside Libraries, and (right) John Broderick Dale (www.southtynesideimages.org.uk).*

Plate 114: *The front façade (north-east facing) of Cleadon Meadows.*

Cleadon Meadows is first shown on Blackett's map of Cleadon (Fig. 38), produced in 1831, but only appears in detail on the 1839 tithe map. The original building, which dates to the early years of the 19th Century, was L-shaped in form and was completely demolished when the new house was erected. The new house was positioned further back from the Shields Road, set within attractive parkland. Historic photographs show a double-façade building in the classical style, with pedimented cross-wings set at each end of the 3-bayed central block and a heavily denticulated cornice (Plate 114). In addition to the house, the 1855 first edition 25-inch OS map (Fig.50) also shows three buildings set to the north of the

property, almost certainly stables and a coach house.

Born in 1802 in London, John Clay (Fig. 51) married Margaret Davidson, daughter of a local shipbuilder, and moved to South Shields. For 16 years he was the manager of the South Shields branch of the *Northumberland and Durham District Bank*. Established in 1836, the bank initially had a healthy capital and strong portfolio of investors but ten years later, in 1857, it went bust owing more than £1.19M, equivalent to around £50M today. Clay left Cleadon Meadows soon after, eventually returning to London where he became an iron merchant. He died in 1887 in Sussex (Shields Gazette, 3rd March 1914).

Plate 115: *The rear facade (west facing) of Cleadon Meadows from the Beamish Collection No. 15284.*

Following Clay's departure, Cleadon Meadows was purchased by Richard Shortridge JP, chairman of South Shields County Magistrates, South Shields Guardians and the Tyne Ferry Company. Shortridge laid the foundation stone for All Saints Church in 1866 and lived at Cleadon Meadows for the rest of his life, dying in 1884 at the ripe old age of 86 (Sunderland Echo, 12th December 1884). The property was quickly put up for sale: '*The Mansion, with its Grounds and Lands, will be sold by Public Auction, in one lot, at the Central Station, Newcastle, on Monday February 23rd 1885'* (Shields Daily Gazette, 10th February 1885). The sale notice lists the property as comprising:

'..the ground floor Tea Rooms, with cellars in the basement. On the first floor there are thirteen bed rooms, hot and cold and shower baths, and W.C. Access to the first floor by two staircases. Attached to the house are conservatories, vineries, potting houses, carriage and harness rooms, stabling and kitchen gardens' (ibid).

The property was purchased by John Broderick Dale (Plate 113), the founder in 1858 of a private South

Shields bank, *Dale & Company* . After several mergers this became part of Barclays Bank. In 1900 Simon H Fraser, a coal fitter, was living at the house (Ward 1899-90, 372) and in 1909 Alfred E Doxford was in residence (Kelly 1909-10, 359). Alfred was the son of the shipbuilder William Doxford, who, with his brother, William Jnr, formed *W. Doxford and Sons*, known locally simply as *Doxfords.* The company was to become one of the largest shipbuilders in Sunderland, until the closure of the yard in 1988.

In July 1920 Cleadon Meadows was sold to Edith Carlin who died in 1923. Her husband, George Lamb Carlin, sold the estate for £5000 to the Brown brothers, a well known family firm of builders in South Shields. They later purchased the 17-acre estate outright when it was finally disenfranchised and sold by the Ecclesiastical Commissioners in 1924. The property stood empty for a number of years. In 1935 there was a proposal by the South Shields Corporation to turn it into a mental hospital (Sunderland Echo, 18th January 1935), but this never came to fruition.

Plates 116 and 117: *The gates of Cleadon Meadows, and the (same) ball finials now sitting atop the modern brick gateposts at the entrance to Cleadon Cottages.*

Over the next 50 years the Browns sold off various plots of land, including 7.6 acres to Durham County Council for the construction of a new junior school, built in 1963, which stood in the grounds of the current school. Three years later the remaining estate was sold for development. Eight acres was purchased by John T. Bell and Sons Ltd (builders) of Newcastle for £36,000, while the remaining land was retained by Browns. Sadly, the Dobson House was demolished when the present housing estate was built. Today all that remains of the former grand country house is the name – Cleadon Meadows – and perhaps the ball finials that once topped the gateposts. The salvaged finials may have a new location now on top of the modern piers erected at the entrance to Cleadon Cottages, although the provenance of these features has not been confirmed.

Cleadon Park

Within the immediate vicinity of the village there were three other large houses of note: Cleadon Park (HER 7792), Cleadon Grange (CS26) and Undercliff (HER 8163) (Fig 32). Cleadon Park was originally known as *Cleadon Cottage* in the early 19th Century. By 1839 it was owned by Robert Walter Swinburne, a South Shields' glass manufacturer. On the tithe map the property is shown as comprising a principal west wing with attached north service wing and adjacent L-shaped block (Fig. 52). The main approach into the property was from the west.

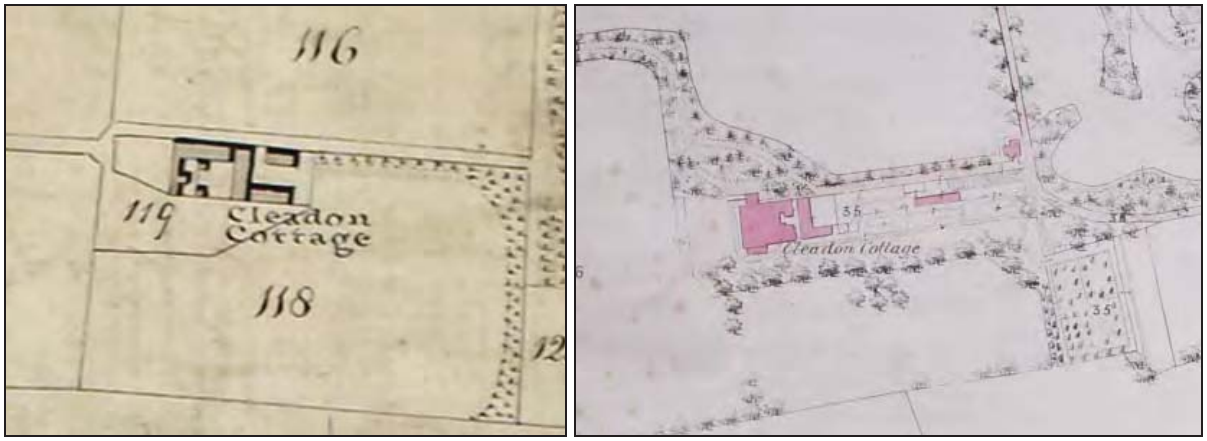
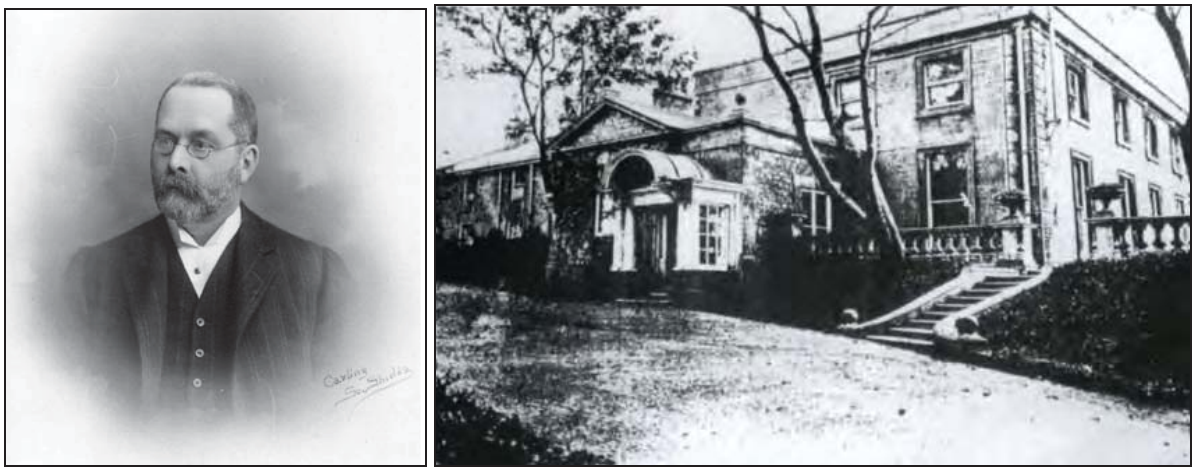
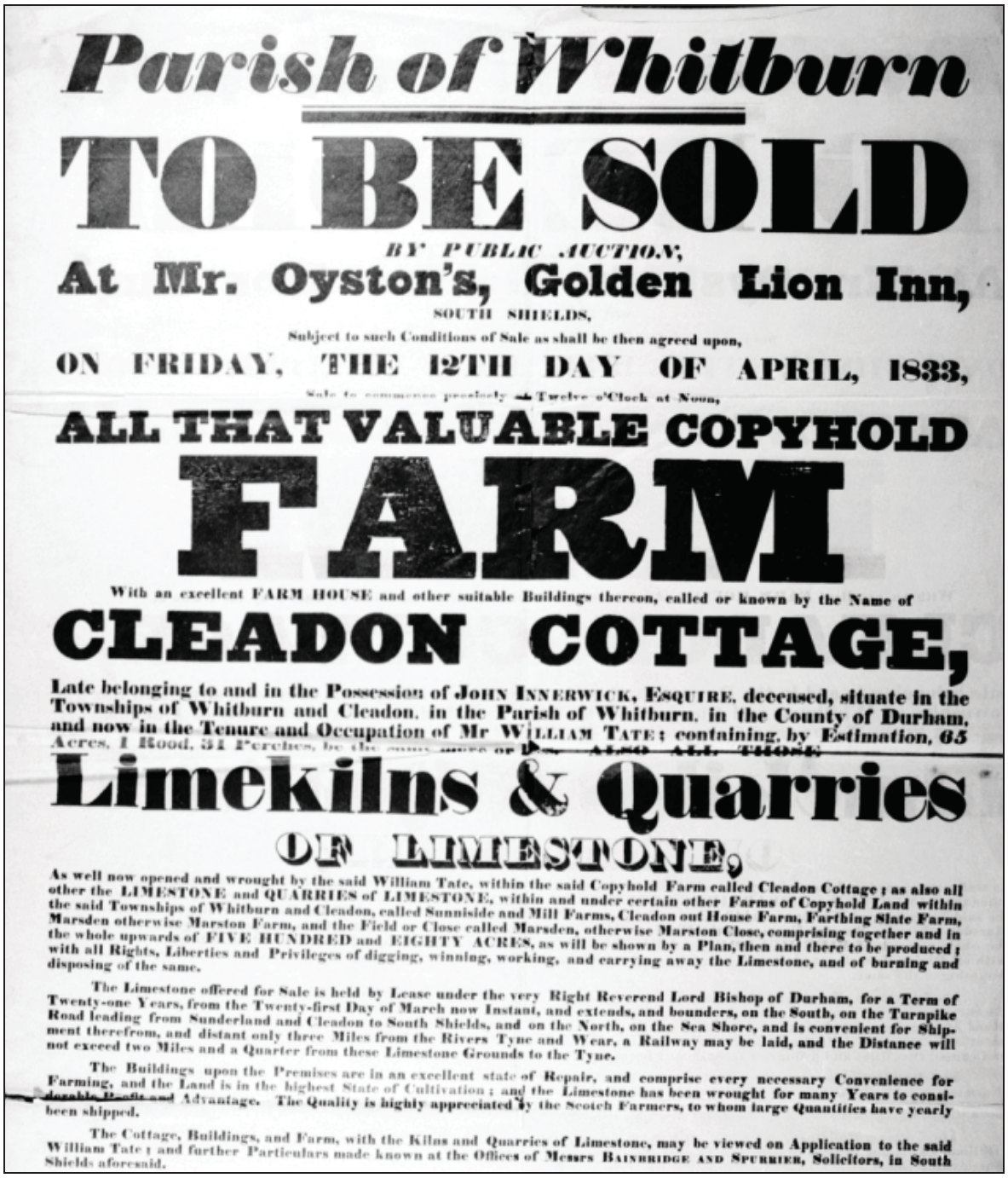


Figure 52: *Extract from the Whitburn Tithe Map showing layout of the original Cleadon Park House (Cleadon Cottage) and an extract from the 1855 25-inch OS map showing the building as modified by John Dobson.*

In 1845 Swinburne commissioned John Dobson to redesign the property, constructing a two-storey classical Georgian mansion with an additional new eight-bayed south wing (Pevsner 1953, 424). In 1982, when application was sought for the demolition of the building, it was described by the architect Peter Elphick as being '*not beautiful… not elegantly detailed nor of fine proportions. It is neither an exciting building nor impressive. It lacks elegance, comfort and charm*' (HER 7792).



Plates 118 and 119: *James Kirkley (www.southtynesideimages.org.uk) and Cleadon Park House c.1920 (STL 1994, 27).*



Parish of Whitburn

TO BE SOLD

BY PUBLIC AUCTION,

At Mr. Oyston's, Golden Lion Inn,

SOUTH SHIELDS,

Subject to such Conditions of Sale as shall be then agreed upon,

ON FRIDAY, THE 12TH DAY OF APRIL, 1833,

Sale to commence precisely at Twelve o'Clock at Noon,

ALL THAT VALUABLE COPYHOLD

FARM

With an excellent FARM HOUSE and other suitable Buildings thereon, called or known by the Name of

CLEADON COTTAGE,

Late belonging to and in the Possession of JOHN INNERWICK, ESQUIRE, deceased, situate in the Townships of Whitburn and Cleadon, in the Parish of Whitburn, in the County of Durham, and now in the Tenure and Occupation of Mr WILLIAM TATE; containing, by Estimation, 63 Acres, 1 Rood, 31 Perches, be the same more or less, Statute Measure;

Limekilns & Quarries

OF LIMESTONE,

As well now opened and wrought by the said William Tate, within the said Copyhold Farm called Cleadon Cottage; as also all other the LIMESTONE and QUARRIES of LIMESTONE, within and under certain other Farms of Copyhold Land within the said Townships of Whitburn and Cleadon, called Sunniside and Mill Farms, Cleadon out House Farm, Farthing Slate Farm, Marsden otherwise Marston Farm, and the Field or Close called Marsden, otherwise Marston Close, comprising together and in the whole upwards of FIVE HUNDRED and EIGHTY ACRES, as will be shown by a Plan, then and there to be produced; with all Rights, Liberties and Privileges of digging, winning, working, and carrying away the Limestone, and of burning and disposing of the same.

The Limestone offered for Sale is held by Lease under the very Right Reverend Lord Bishop of Durham, for a Term of Twenty-one Years, from the Twenty-first Day of March now Instant, and extends, and bounders, on the South, on the Turnpike Road leading from Sunderland and Cleadon to South Shields, and on the North, on the Sea Shore, and is convenient for Shipment therefrom, and distant only three Miles from the Rivers Tyne and Wear, a Railway may be laid, and the Distance will not exceed two Miles and a Quarter from these Limestone Grounds to the Tyne.

The Buildings upon the Premises are in an excellent state of Repair, and comprise every necessary Convenience for Farming, and the Land is in the highest State of Cultivation; and the Limestone has been wrought for many Years to considerable Profit and Advantage. The Quality is highly appreciated by the Scotch Farmers, to whom large Quantities have yearly been shipped.

The Cottage, Buildings, and Farm, with the Kilns and Quarries of Limestone, may be viewed on Application to the said William Tate; and further Particulars made known at the Offices of Messrs BAINBRIDGE AND SPURRIER, Solicitors, in South Shields aforesaid.

Figure 53: Cleadon Cottage sale notice 1833, purchased by Robert Swinburne.

By 1871 the property was held by the colliery owner C.W. Anderson (Christies 1871, 72). Anderson remained at Cleadon Park till the early 20th Century (Ward 1899-1900) when it passed to James Kirkley (Kelly 1909-10). Kirkley (Plate 118) set about expanding the grounds to include a formal park and dell. The adjacent quarry, which dominated much of the land to the east of the site, had ceased production by this stage. Kirkley hired JH Morton & Son, architects, to build a new palm house and tropical plant house at the estate and to redesign the terraces and formal gardens. Unfortunately he died in 1916 before the work was complete. His son, Wilfred Kirkley, died soon after at the Battle of the Somme[14]. He

[14] Citing online reference 'The War graves Photographic Project' >http://twgpp.org/information.php?id=1652682

is commemorated on the village War Memorial (HER 10964) and on the brass plaque inside All Saint's church.

The property was purchased by Sunderland Corporation in 1918 and in 1921 opened as a 36 bed sanatorium for tuberculosis sufferers (TWA H.CL). It closed in 1978, the house being demolished in 1982. Today the grounds form part of Cleadon Park.

Undercliff House

Undercliff (HER 8163), on Cleadon Lane, built in 1853-4 was one of the last of the great houses constructed in Cleadon. It was commissioned by James Allison (1796-1865), a local shipbuilder at the North Docks, Monkwearmouth. When the lease on the shipyard ran out Allison became a wine and spirit merchant and brewer, taking over the *North Quay Brewery* in 1833. In 1844 he was voted Mayor of Sunderland, a position he hld again in 1864. A few years after becoming mayor he began work on Undercliff (Fig. 53), a small country house set in 10 acres of grounds. The grade II listed building is broadly classical in design, standing two-storeys high and featuring an odd arrangement of four Tuscan pilasters, set in unequal divisions, on the north-west facing façade. It is brick-built with sandstone dressings and a Welsh slate roof. To the north is a service wing with stables and there is a coach house to the rear. The house is now divided into three separate private properties.

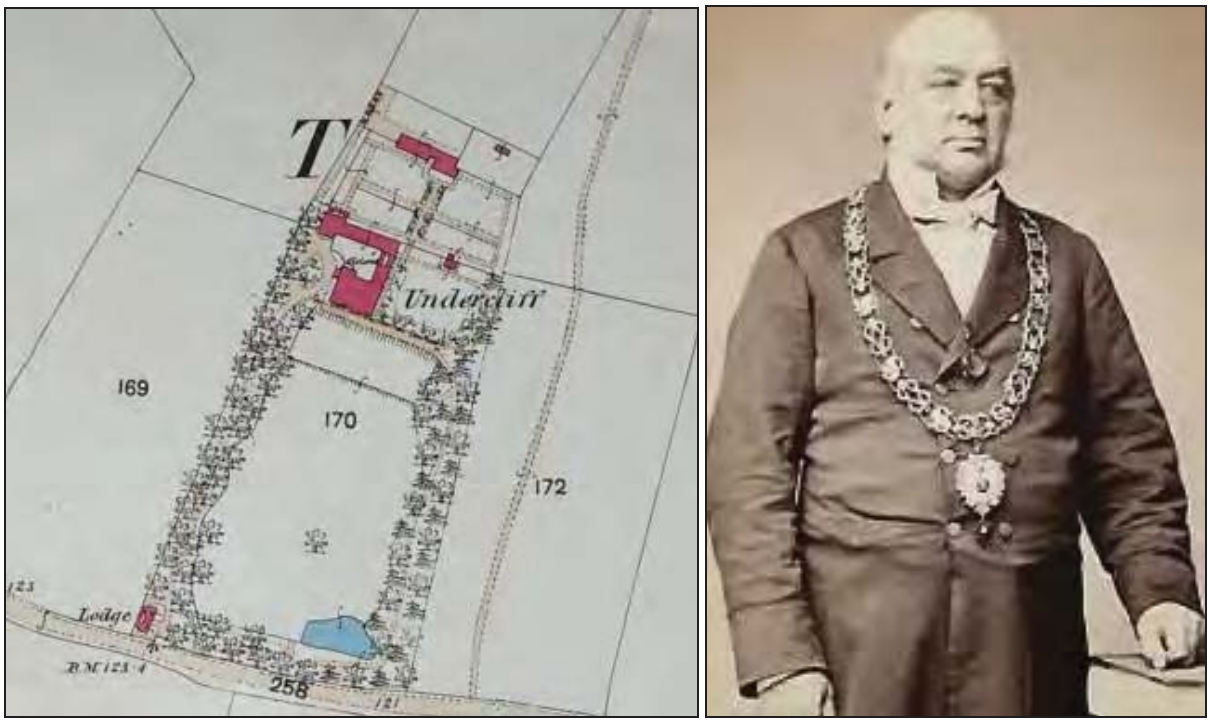


Figure 54 and Plate 120: *extract from the 1855 25-inch OS map showing the layout of Undercliff soon after construction, and James Allison, as Mayor of Sunderland.*

In 1918 James married Henrietta (1799-1881), the second daughter of Edward Hinde, a Sunderland attorney. Together the couple had eight children, two of whom died in infancy. James died in 1865, the

estate passing to his third son, William Henry Allison (1827-1917). William also inherited the family business, selling to *Newcastle Breweries Ltd* in 1890, which was purchasing a number of breweries in the area at that time. James's elder son, James John Allison (1826-99), was a corn merchant in Sunderland until he too later joined the family business. Both brothers were active soldiers in the local militia, James becoming a Colonel in the Durham Light Infantry and William a Colonel in the Newcastle Royal Engineer Volunteer, before later succeeding his brother at the DLI.[15]

William Allison had nine children, the eldest being James John Allison (1854-1929) who inherited Undercliff on his father's death in 1916. He was a director of Newcastle Breweries Ltd and maintained the house for a short period before selling the property *c.*1922 to Col. Robert Chapman (Plate 121). Chapman had had a distinguished career in the military, being awarded the Distinguished Service Order (D.S.O.) in 1916. On leaving the army he became the senior partner of *Henry Chapman Son & Company*, accountants. A local J.P, Chapman became mayor of South Shields in 1931-2 and was MP for Houghton-le-Spring between 1931 and 1935, being created *1st baronet Chapman of Underhill Cleadon* on 30th January 1958. He died in 1963 and was succeeded by his son, Sir Robert MacGowan Chapman, the 2nd baronet. Sir Robert married Barbara May Tonks, daughter of Hubert Tonks, on 18th January 1941. Like his father, Sir Robert was a distinguished soldier holding a series of military titles, culminating in 1974 in the position of Vice-Lord-Lieutenant of Tyne and Wear.[16] He died in 1987.

Plate 121 and Plate 122: *Photograph of Robert Chapman taken during the First World War in 1917, and front façade of Undercliff (STL 1994, 28).*

Cleadon Grange

The last of the large houses to be built was Cleadon Grange, constructed between 1862 and 1898. The Grange is located to the north of Cleadon Meadows, on the west side of the Shields Road, and is associated with North Farm. This was a new farmstead established sometime after 1862, the area being

[15] citing online reference (http://landedfamilies.blogspot.co.uk/2014/02/110-allison-of-undercliff-cleadon.html).
[16] citing online reference http://www.thepeerage.com/p21425.htm#i214249)

shown as open fields on the first edition 6-inch OS map (1862). An undated plan of the farm (Fig. 55), held in Special Collections at Durham University, may indicate that the formation of the property was associated with a phase of land rationalisation and sale undertaken by the Ecclesiastical Commission at the end of the 19th Century. The layout of the farm is typical of the High Victorian period, showing three ranges positioned around a central stable or fold yard, with The Grange, the farmhouse, forming the southern end of the complex.

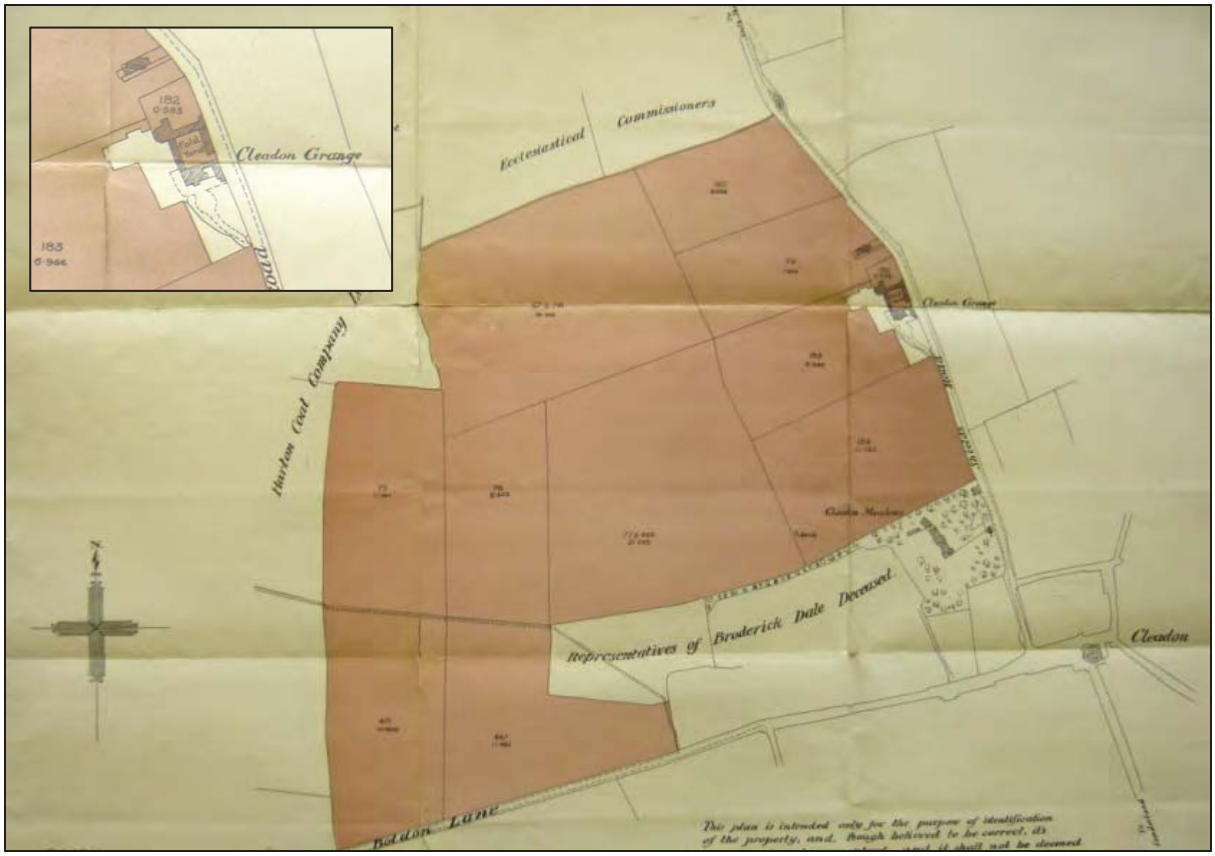


Figure 55: *Plan of North Farm held in Special Collections, undated (DUSC DHC11/VI/36b), inset shows detail of the farm layout.*

By 1880 the farm was owned by Thomas Pollard but farmed by George Mallam (The London Gazette, 11th May 1880). Pollard hailed from Newcastle, marrying a descendant of the Chambers family and residing at Cleadon Tower (Summers 1858, 227) where the family remained until the late 19th Century, leasing the property from J.T. Gourley. Thomas's son, George, together with his wife, Isabella, and their ten children are all listed as living at Cleadon Tower in the 1891 census.

The Pollards were an important local family, George laying the foundation stone for the construction of the new school in 1902 (Sunderland Echo, 17th Nov 1902). By this date the family had moved to The Grange. Their son, Major George Pollard (b. 1874) was a decorated army officer. He joined the 1st Royal Newcastle Engineers (Volunteers) in 1899 and fought as a lieutenant in the South African Campaign in 1901. George and Isabella commissioned three stained glass windows in the chancel of All Saints church, designed by the Scottish artist James-Eadie Reid, in commemoration of the safe return of

their son. A plaque beneath the windows reads:

Erected to the glory of God by
George and Isabella Pollard, of Cleadon Grange
as a small offering of thanks for the safe return of their eldest son,
George Chambers Pollard
from the South African Campaign, A.D. 1900-1

George later fought in the First World War in command of the First (Newcastle) Northumbrian Field Company, Royal Engineers, and was awarded the Distinguished Service Order (DSO) for gallantry (Newcastle Journal, 3rd April 1915). The family are buried in Whitburn churchyard.

Plate 123 and 124: *Major George Pollard (b. 1874) in uniform and the Pollard headstone in Whitburn Church.*

Cleadon Old Hall – The Later Years

Alongside the new houses and estates, were the older properties - Cleadon House, Cleadon Towers and Cleadon Old Hall – which remained residences of note during the 19th Century. Cleadon House was occupied by the Reverend Abbs; Cleadon Towers by the Pollards; and by 1870 the London-born shipowner, Joseph Wilson, had replaced Ralph Lawson at Cleadon Hall (Christies 1871). It was Joseph's daughter, Frances Anne Stuart-Wilson, who was responsible for the letters and newspaper cuttings found buried in a bottle in 1935 mentioned previously in relation to the original dating of the Hall. The letters were all written to an imaginary cousin called Addie, and provide not only useful information on the

development of the Hall but also something of the life of a well-to-do child in the village during the latter half of the 19th Century. She writes:

My dear cousin Addie, I am going to tell you all about myself and what I do at Cleadon. My birthday was on August 8, 1872. I was 13 and I am a good size for my age – so Miss Worth, my governess says.

I go to School at Dolgelly in wales, and I learn French, music and Latin; I have not begun German yet.

Cleadon Hall is a very nice house. It is being altered now. We had only one large window at first, now we have three. The kitchen garden is very large, so is the other one.

I have seven brothers and sisters, all younger than myself. The youngest is not christened yet; he will be called William Percival Ward. He is 10 weeks old. We have a beautiful donkey here, and two carriers for it. We often go down to the sands and bathe, and take our dinner in the cart or one of the carriages.

We found a quantity of old bills and things in the roof of the house, dated to 1749. We have put a bottle with some things in this morning. I wonder who will get them out, and how long it will be. I put a penny in.

Mamma has been very ill. Jessie has twisted her thigh and has to be still all day. She is only five and very patient.

We have only the breakfast room now; it faces the back garden at Christmas. It faces the front and has a big window.

The middle one, Joey, is going to school in Dolgelly with me – to go to grammar school. He is very delicate. Give my love to Julia and Harry.

(Sunderland Echo, 14th December 1935)

In another letter she lists the members of the household, as well as workmen involved in the alteration of the Hall:

Family: Mr and Mrs Joseph Wilson. Miss Frances Annie Stuart-Wilson, Mr John C Preston, Joseph Harry Wilson jun. Charles Gilbert Wilson, Florence Wilson, Jessie Wilson, Edith Mary Henry and Percival Ward. Another guest styled James Brown, commodore of the fleet.
Domestic staff – Mrs Rebecca cooper and Misses Ann Wishart and Margaret McLelland
Workmen – James S Wilson (mason) Dan Cummings (joiner) George Cromwell Oliver, Robert Young Elliot, James Taylor (gardener), John Wilson (mason), Samuel John McNelly (boy), John Clark and William Dun

(Sunderland Echo, 4th May)2012)

Given the literary flare that Frances showed from a young age it is perhaps unsurprising that she later became a novelist, moving to Italy and eventually dying in Florence in 1934, just one year before the rediscovery of her time capsule. On news of the discovery of the bottle two of her sisters returned to Cleadon to collect the find and view the remains of their former home (Sunderland Echo, undated C.A.Smith article *c.* 1969).

By 1893 the Wilson family had moved to Sunderland (*ibid*) and Thomas Bell, an accountant (Ward 1893), moved his family into the property for a short period while awaiting completion of his new house Clyvedon (now called West House) (Sunderland Echo, 26th June 1969). In 1900 the property was offered for sale at auction, the Hall being described as containing 21 rooms and *'fitted up with every convenience'* (Shields Daily Gazette, 27th April 1900). However, there seems to have been little interest and the sale was subsequently withdrawn, although the contents of the house were sold the following year.

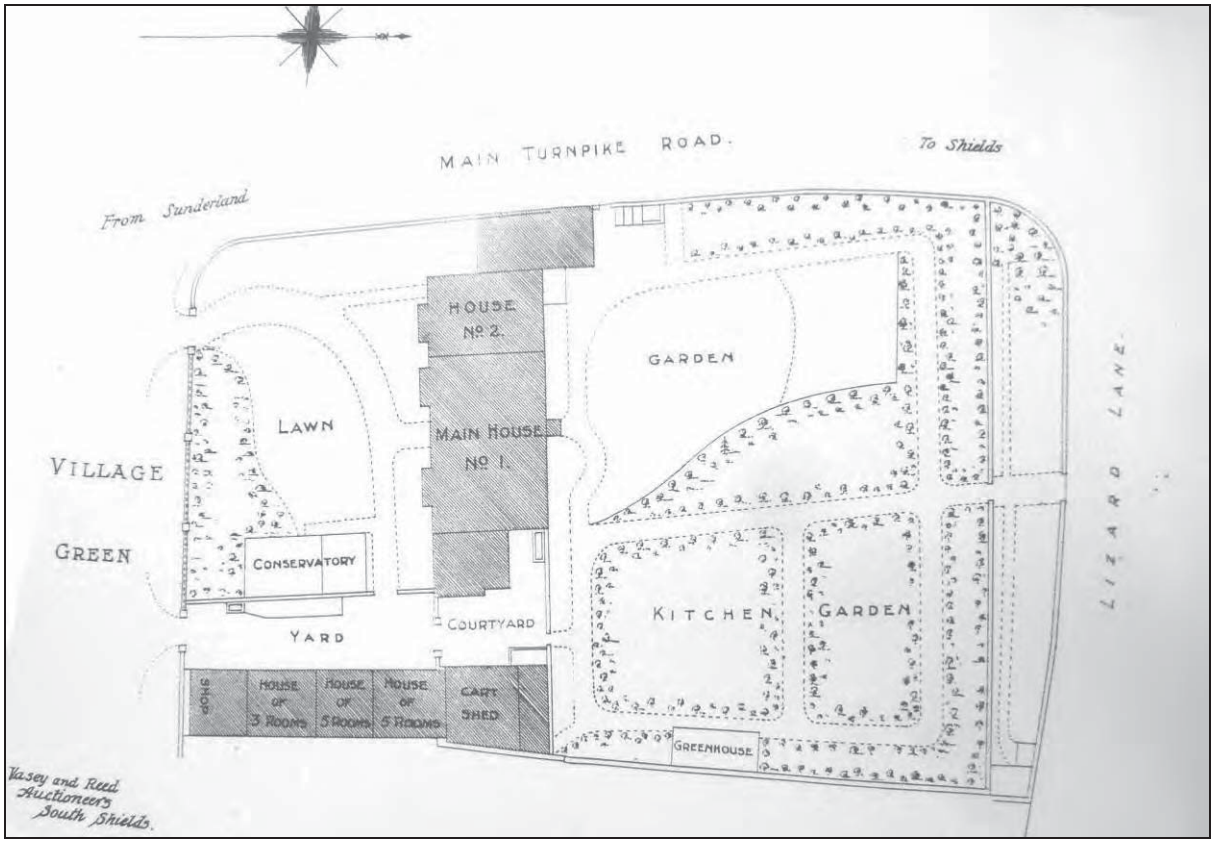


Figure 56: *1909 sale plan of Cleadon Old Hall. Image kindly provided courtesy of Maurice Chadwick.*

In 1909 the property was offered for lease, described as a *'family mansion divided into Two Residences'*. The main house remained a sizeable property comprising entrance hall, drawing room, dining room, breakfast room, large kitchen and scullery, washhouse, butler's pantry and wine cellar on the ground floor, with 7 bedrooms, bathrooms and two attics above. The second house was slightly smaller and occupied by 'Mrs Trimble'. The extensive grounds, conservatory and eastern range were all also included in the sale, the latter comprising three cottages for six tenants, a cart shed and the Village Store.

The whole complex was purchased by James Humble, whose family had originally owned Forsett Valley Farm near Richmond in North Yorkshire. James himself had run the Cattle Mart and Kings Head Hotel in Lanchester before moving to High Howarth House, then retiring to Cleadon in the early 20th Century where he lived till his death. A plan accompanying the 1909 sale shows the layout of the property at the turn of the century (Fig 56).

Following James Humble death in the mid 1920s the site, known locally by this stage as 'Humble Hall', was never again occupied. It was sold in 1927 to R. Brown & Sons builders, who also held Cleadon Meadows. In the early 1930s Joseph Brown sold part of the estate to the council to facilitate the widening of the Shields Road. It was during these works that Frances Wilson's bottle was discovered by a workman, Thomas Young, and handed over to Dominque Warm at Cleadon Towers before being returned to her sisters. By the late 1950s the Hall was in such a poor state that the decision was made to demolish the building (Sunderland Echo, 8th December 1950). The modern flats and service station were later erected on the site.

The Whitburn Colliery

The population of Whitburn parish recorded in the 1851 census was 1,203, a 78% increase on the 675 residents listed in 1801. Four years later, in 1855, Slater's Commercial Directory of the Northern Counties gives the population of Cleadon as 200. Throughout the latter half of the 19th Century the population of the parish continued to rise, reaching 3,292 by 1901, a increase of 174% in just 50 years. This figure can be largely attributed to the opening of Whitburn Colliery (HER 2493) (also known as Marsden Colliery).

Until the early 19th Century coal production in Durham had been largely restricted to the west of the region, where the Coal Measures ran relatively close to the surface and could be excavated either by drift mining or bell pitting. The first involved a tunnel, known as level or drift, being dug into an exposed seam on either a river bank or hill side, while the second method saw the excavation of a number of bell-shaped holes, narrow at the top and then widening out below the surface. It was widely believed that the coal seams did not continue east of the Magnesian Limestone escarpment. until, in the late 18th Century, a series of borings finally established the presence of the Coal Measures running deep below the Permian Yellow Sand., However extraction at such depths was not possible given the nature of the technology of the time.

The demand for coal in the early 19th Century was huge. It was required to power the textile factories of Yorkshire and Lancashire, as well as the blast furnaces and iron foundries of the rapidly expanding Durham and Cleveland iron industries. This all provided the financial imperative necessary to develop the east Durham mines and saw huge financial investment in the area, but there were a host of problems inherent in accessing such deep coal reserves, not least that the Coal Measures were located below the water table resulting in issues with both flooding and ventilation. It was not till the 1820s that new

technological advances in pumping and shaft construction enabled work to be carried out at such depths and the first of the deep mines, Hetton Lyons, was opened in 1823. This, together with the emerging railway network, saw all the pieces finally in place and over the next 50 years there was a massive expansion of the East Durham Coalfield that was to have an enormous social, economic and political impact on the area and its landscape.

Figure 57: *Extract from the 1898 second edition OS map showing Marsden village and quarry and Whitburn colliery.*

The Whitburn Coal Company began work on the first of two proposed shafts to the south of Souter Lighthouse on the 23rd December 1874. The work was immediately hampered by issues with flooding, at one stage the men having to pump over 12,000 gallons of water per minute out from the shaft. As a result the project was temporarily abandoned until an alternative strategy was developed. In May 1877 work began again using a revolutionary new system designed by Messrs. Kind and Chaudron. This basically relied on sinking a huge plug, a cast-iron tub packed with moss, to the bottom of the shaft to

form a water-tight joint. The tubbing was supplied by the Elswick Ordnance Works and fitted by specialist engineers sent from Belgium. No.1 shaft was completed in September 1877 and work began on No 2 shaft in October 1879. This was completed in May 1881 and coal production began the following year. Unfortunately the investment had placed a huge strain on the Whitburn Coal Company and in 1891 the colliery was absorbed into the larger Harton Coal Company.[17]

The Marsden Rattler

To transport coal from the new colliery to the docks at South Shields the Whitburn Coal Company built a railway line (HER 2483). This extended north to south along the coast for 3.75 miles, roughly where the Coast Road now runs. Work began on the railway in 1878 and it opened to mineral traffic the following year. Initially the railway was used to transport limestone to the docks, the Whitburn Coal Company having bought five quarries locally, including Marsden Quarry, the remains of which are still clearly visible today.

Plate 125: *Photograph of Marsden Village before demolition.*

In 1888 the Board of Trade sanctioned the railway to run passenger services. The coaching stock used by the Company was second-hand and often in poor condition. The coaches used by the mineworkers had also been stripped of interior fixtures and fitted with wooden seats. The result was a bone shaking journey that earned the service the nickname 'The Marsden Rattler'. It served Marsden village (HER 6805) situated directly north of Souter Lighthouse, built in the 1870s to accommodate the miners from the new colliery, to the south, . The village housed a population of around 600 in nine terrace streets and included a Methodist chapel, Co-op store, Miners' Institute, post office and school.

By 1931 Whitburn colliery was producing over 18,000 tons of coal per week with a work force of 1600 men. By 1956 it was the most lucrative of the four Harton Coal collieries, producing 591,000 tons of coal per year. However, by 1967 there were rumours that Whitburn was to close as part of the N.C.B

[17] Citing online reference 'Marsden Banner Group' > http://www.marsdenbannergroup.btck.co.uk/WhitburnMarsdenColliery

rationalisation of the coal industry. On 1st June 1968 production finally ceased and the workforce of 819 men were made redundant. The demolition of the village began soon afterwards and the whole colliery and accompanying Marsden pit village were levelled and landscaped as a country park. All that remains today of the settlement is Charles Street, now part of the Coast Road, and the Marsden Grotto pub.

Limestone Quarrying in the Late 19th Century

In 1871 the property value of Cleadon township was an estimated £4,477, of which £250 was derived from quarries (Wilson 1870-72). Limestone production by this period was focused at Cleadon Park Quarry (HER 2399), 1.6km north of the village, and the two quarries at Marsden (HER 2404(2482) and 2405), 2.2km north-east. These large industrial quarries were very different in scale from the numerous *'old quarries'* marked on the first edition OS map that had been in operation across the Cleadon Hills and surrounding area in the 17th and 18th centuries (Figs. 17 & 32). The new industrial quarries used heavy machinery to aid cutting and crushing, allowing stone to be extracted on a hitherto unknown scale (Palmer et al 2005, 120). Much of the limestone was burnt on site and sent as quicklime to the docks at South Shields via the Whitburn colliery railway.

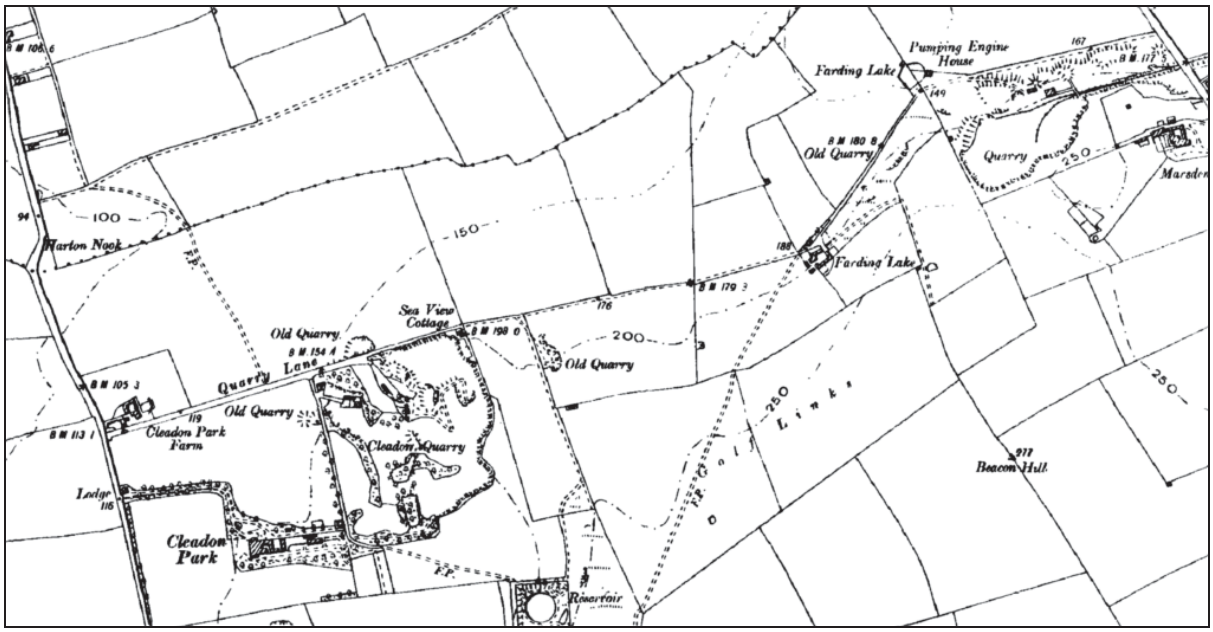


Figure 58: *Cleadon Park and Marsden Quarries shown on the second edition OS map (1898).*

A row of limekilns were constructed at Marsden in the 1870s (HER 1002), built with the intention of utilising the coal from the proposed Whitburn Colliery as fuel, although no coal was actually produced at the site till 1882. Limekilns are also shown on the first edition OS (1862) at Cleadon Park Quarry (HER 2399) and to the north and east of Farding Lake Farm (HER 2402). The kilns were used to burn limestone to form quick or unslaked lime (calcium oxide), initially used to neutralise soil as a fertiliser but by the end of the century also in demand in the production of cement and concrete, and used by the steel and chemical industries. Limekilns were essentially large ovens into which layers of limestone and coal were tipped and then slowly burnt to form quicklime. When the process was complete, the lime was extracted

from the base of the kiln and loaded onto railway wagons to be transported along the railway to South Shields.

There were two types of limekiln built at Marsden, both quite similar in date. The earliest form are the seven complete kilns forming a long stone battery with fifteen draw arches. Slightly later are the circular brick-built kilns that stand at the south eastern end of the stone battery. These are wrapped around with iron bands, which prevented the kilns from collapsing when the hot brickwork expanded. While in operation the kilns burned night and day in a continuous process, with more coal and lime fed in the top as required. What with the noise and dirt from the nearby colliery, Marsden and Souter would have been very different in the late 19th Century to the peaceful coastal site we know today.

Plate 126: *The Marsden limekilns. Kilns similar to this would have operated at Cleadon Park quarry. Image kindly provided by Caroline Hardie.*

Cleadon Park Quarry is shown as disused on the first edition 6-inch OS (1862) but is shown as active in 1898 (Fig 58) possibly having undergone a short reprieve with the increase in demand from the cement and chemical industries. Production had however ceased by the publication of the third edition map in 1919. The site was later filled in and levelled and today forms part of Cleadon Park. The Marsden quarries remained in operation slightly longer than Cleadon Park and were recorded as 'active workings' by the British Geological Society in 1962, although any production would have been fairly small scale by this stage and quarrying had largely stopped by the mid 1930s. In 1940 Marsden Old Quarry, to the north of Marsden Hall, was purchased by the council and today is a Local Nature Reserve.

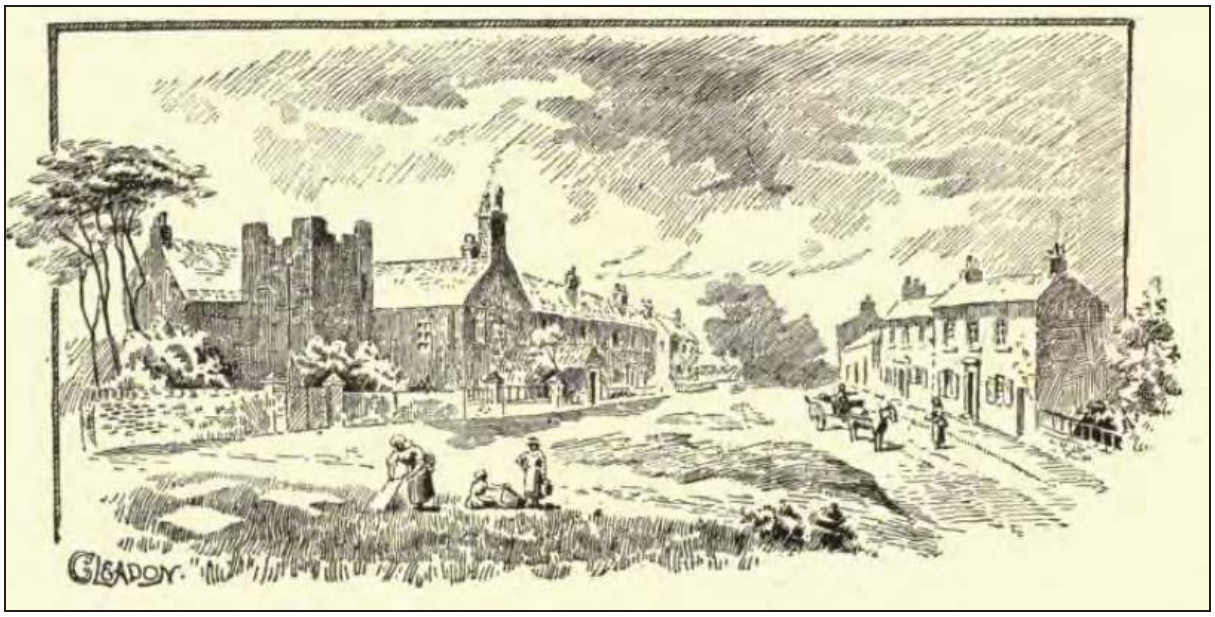
A Description of Cleadon at the End of the 19th Century

Despite the extensive development along the coast, Cleadon village itself appears to have changed very

little in the latter half of the 19th Century. Walter Scott, (Scott 1891, 393) describes a walk through the village, entering from the east, past Cleadon House:

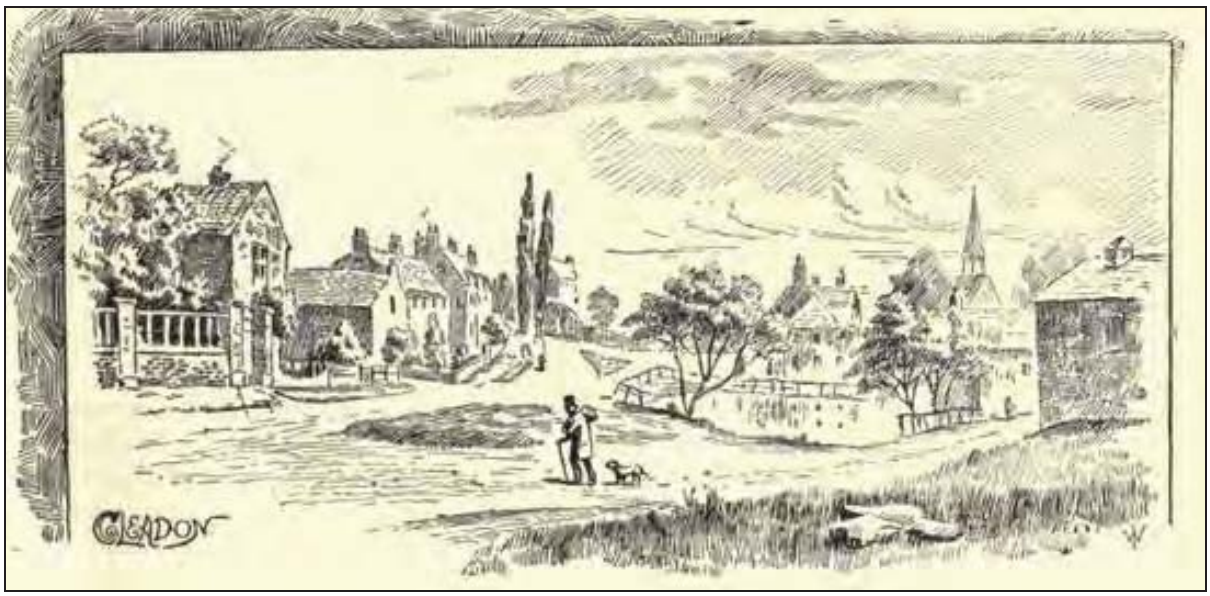
Leaving Cleadon House, we commence our walk through the village. As will be seen from our artist's sketches, Cleadon does not materially differ from the ordinary country village. There are the usual low cottages with red-tiled roofs, then larger dwellings, many of which are made picturesque and bright by trim gardens…The imposing structure on the left is part of a farmer's residence known as Cleadon Towers. Although its architecture is suggestive of mediaeval times, it was only erected in the March of 1890. The small sketch at the head of the present article represents the Britannia Inn. This hostelry differs from most country inns in that its front and east walls are, in the blossoming time, covered with one mass of bloom. Indeed, were it not for the signboard underneath the eaves, the passer-by would not be able to distinguish it from an ordinary residence. Besides the Britannia Inn, Cleadon possesses two more hostelries, named respectively the Ship Inn and the Cottage Tavern. The sketch on this page takes us to the lower end of Cleadon, where there are still to be seen two characteristics peculiar to old English villages. There is still a strip of village green left, and the duck pond… The building to the right of the pond is the village school, which bears on its gable the inscription "Cleadon School, 1830." Beyond the pond can be seen the steeple of the parish church'

(Scott, W 1891)



Figures 59: *Sketch accompanying Scott's 1891 article, looking west down Front Street. This clearly illustrates the former width of the village green. Cleadon Tower is shown in the foreground (the tower rebuilt in 1890).*

This account has much in common with the earlier 1851 description by Ward, in his *A Ramble to Marsden Rocks*, although Scott paints a much more attractive picture of the village than his predecessor. The sketches accompanying Scott's article (Figs. 59 and 60) are perhaps the earliest pictorial representation we have of Cleadon. It is difficult to determine how accurate these sketches are but many elements depicted are still recognisable today, although there are also a number of marked differences.



Figures 60: *Sketch accompanying Scott's 1891 article, looking east towards the village pond with the church, and The Ship Inn visible on the right and Burdon Farm on the left.*

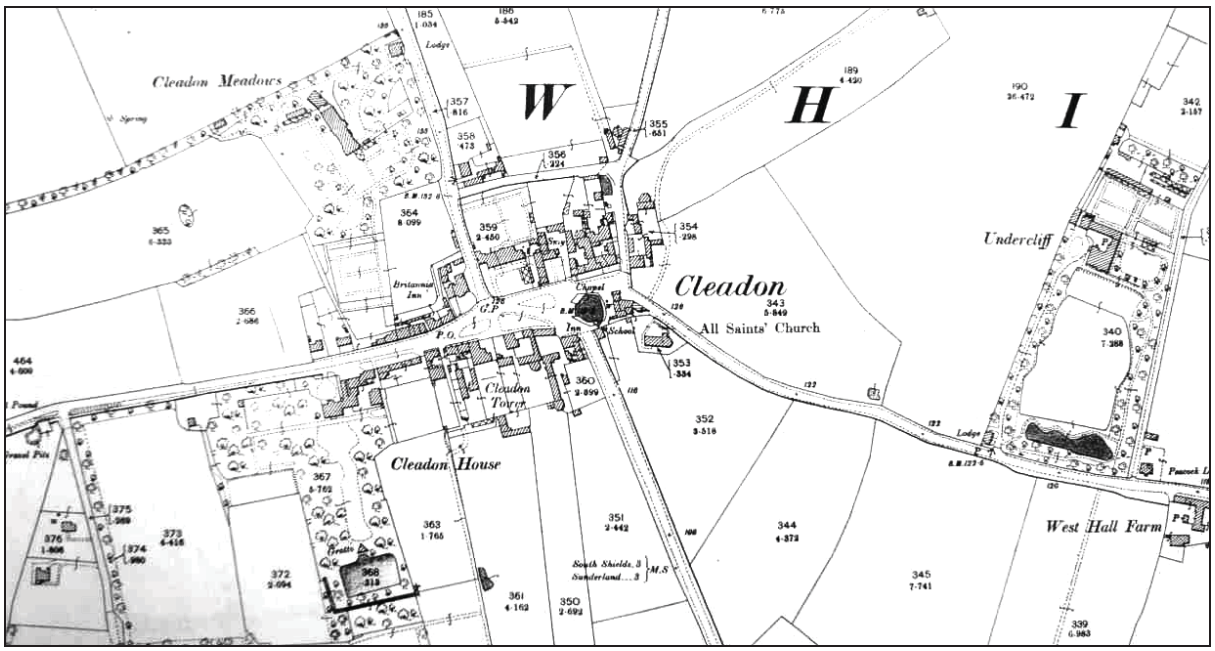


Figure 61: *Extract from the second edition 25-inch OS map, published in 1895.*

There are a number of small changes to the village, evident from the second edition 25-inch OS map, published in 1895 (Fig. 61). Burdon Farm for example, to the north of the pond, has expanded and the gin-gang has disappeared, possibly replaced by a small steam engine. The Cleadon Meadow grounds have been enhanced and include a tennis court, or perhaps a walled garden to the south. In contrast, at Cleadon House trees are shown in the former walled garden to the west of the property, perhaps the result of the Rev. Abbs' more relaxed approached to horticulture. To the north of Cleadon Old Hall the associated orchard has been grubbed up and ploughed, and to the north of the Cottage Tavern a new

property has been built. This was Grove House, owned by Henry Burdon, whose name still appears on the sign above the bricked up door to the south side of the building. He was the village butcher and to the rear of the property was the slaughter house, with a small paddock adjacent for temporarily housing animals.

The Cottage Tavern

Additional research provided by Marie-Claire Robson

Scott's article tells us that the Cottage Tavern (HER 12779) was operating as a public house by 1891, although the current building dates to 1903. Originally, the Tavern was a beerhouse rather than an inn like the Britannia. A beerhouse was a cottage with a room for selling beer but without provision for food or accommodation. There is a surviving plan of the original 'cottage' building, prepared in advance of the 1903 rebuild. This shows a single-storey domestic structure with a small garden overlooked by a front parlour with canted bay. A central chimney stack served the parlour and a rear sitting room, with a bedroom and storage area further back. None of the rooms on the plan were identified as a bar area or anything similar. To the rear of the property was a long yard and a range including a coal store, boiler, urinal, water-closet and ash-pit, at the very end of which were kept the pigs!

Plate 127 & 128: *The Cottage Tavern c.1910 and the building as it appears today.*

The current Cottage Tavern was redesigned in 1903 by Noble Vaux, Architect, of 42 Fawcett Street, Sunderland. Noble's uncle and cousins owned Vaux Brewery. The new Tavern had a very similar ground plan to the original but the parlour was replaced by a sitting room with square bay. Behind this

was the bar area (replacing the rear sitting room). Both rooms were served by a central chimney. In addition, there was a service space and a kitchen with a hatch to the beer cellar below. On the first floor were three bedrooms and a sitting room, all with fireplaces (one corner), and a passage with 'light over'. The yard arrangement remained largely unaltered.

Joseph Welton was probably the proprietor of the Tavern in 1881 (Ward 1881) but it is not until the early 20th century that there are any direct references to the establishment in the trade directories. In 1915 Joe Horn is listed as a 'beer retailer' in Ward's directory (Ward, 362). His name appears on the pub sign shown in a historic photograph of the Tavern taken *c.* 1910 (Plate 127). Grove House can also be seen in this picture and no doubt the smell from the slaughterhouse would have put off the more discerning customer but, nevertheless, the pub was a very popular venue, with music from the piano and late night carousing apparently being heard across the village into the wee small hours.

The Britannia Inn

The original Britannia Inn (CS15), one of the oldest hostelries in the village, was in a very poor condition by the end of the 19th Century. It was demolished in 1894 and a brand new building constructed on the site. The old Britannia was u-shaped in form with an adjoining yard to the north and linear range to the west, probably a stableblock and coach house (Fig. 63). The core of the building was the 17th Century Matthew house, shown in one of the illustrations accompanying Scott's 1891 article (Fig. 62). Two of the fireplaces from the earlier house were incorporated into the new building, although, sadly, only one survives. It is likely that these were re-positioned but it is possible that fragments of the earlier structure were retained and do still survive *in-situ*.

Plates 129 and 130: *The Britannia Inn c.1940 and as it appears today, looking south-west.*

By 1881 the Britannia was being run by George Anderson (Ward 1881). Just prior to closure it was being run by Robson Rutherford (Ward 1893, 311) and by 1900 the new inn was leased to Charles William Allison (Ward 1899-1900, 372); it is unclear if there was a connection with the Allisons of Undercliffe although it would seem possible. Allison continued to retain the licence into the mid 20th Century. The inn is now owned by Toby Carvery. It is said to be haunted by the ghost of a Royalist Cavalier escaping from Cromwell's forces.

Figures 62 and 63: *The old Britannia Inn as illustrated in Scott's article published in 1891, and the layout of the original building shown on the 25-inch first edition OS map (1855).*

New Trades Coming into the Village

West of the Britannia Inn there was considerable development along the north side of Front Street in the latter half of the 19th Century. A number of commercial properties were built to accommodate the new trades brought into the area on the back of the railways. The 1844 trade directory lists just a handful of tradesman living in the village: two shopkeepers, George Coxon and William Dean; a joiner, Rober Hunter; boot and shoemaker, Joseph Middlewood; and potato merchant, Marmaduke Robinson (Vint & Carr 1844). In contrast by the end of the century Cleadon boasted a variety of local tradesmen in including: Cleadon Oil & Grease, Edwin Clarkson; nurserymen, Greves & Sons; a medical nurse, Herbet Haddon; a solicitor, Robert Mather Lamb; a violin-string manufacturer, Franz Robert Otto; hay dealer, George Stephenson; a mortgage broker, George Spoors; laundress, Barbara Sutcliffe; cartwright and joiner, James Elliot; grocers, Mary Blackburn and Mary Temperley; and numerous brick makers, labourers and gardeners (Ward 1899-1900, 372-3).

There were at least two general stores in Cleadon by 1900. At the eastern end of the village, north of the pond, was the Cleadon Village Store (later Cleadon Supply Stores). Historic photographs of the building show a half-timber framed structure (Plates 132 & 133) at the southern end of the Cleadon Old Hall east range (Fig, 56). The store was demolished, along with the Hall, when the road was re-aligned in the 1960s (STL 1994, 16). The second grocery store was in the old Post Office, run by Mary Blackburn in 1900, listed as 'grocer and postmistress' (Ward 1899-1900, 372-3). The Post Office (Plate 131) was located on the west side of Cleadon Tower and is annotated 'PO' on the 1895 map (Fig.61). The building itself dates to the late 18th Century, appearing on the 1839 tithe, and still stands today. The house adjacent to the west is much later, constructed sometime between 1855 and 1898, but very similar in style.

Plates 131: *Cleadon Post Office in 1907, the cyclists are Neil Gibbon, Evelyn Will and Gordon Bell (left to right).*

Plates 132 and 133: *The Cleadon Village Store c.1910 and a later oblique view of the same building, showing the village pond in the foreground and Britannia Inn in the background. Notice the blocked windows on the east (right) side of the stores building.*

All Saints Church Cleadon

Research and much of the text by Maurice Chadwick

Prior to the opening of All Saints Church in 1869 the residents of Cleadon had to make a three-mile round trip to St Mary's Church at Whitburn each Sunday to attend services. In 1865, 'The Society of the Friends of Cleadon Church' was founded with the aim of raising funds to construct a church within the

village. The site chosen for the building was known as Sunderland Close, donated to the Society by the landowner, Mrs Ormston, in the same year. Mr. R. J. Johnson, a Newcastle based architect, perhaps best known for the Ingham Infirmary (1873), was commissioned to design the new church. The construction budget for the 100-seat capacity building was set at £1000.

A year later, in 1866, the foundation stone was laid by Mr Richard Shortridge of Cleadon Meadows. Just three years after this, on the 31st March 1869, the chapel of All Saints, Cleadon, was consecrated by Bishop Baring of Durham. The event was reported in the Durham County Advertiser:

'The Bishop arrived at the chapel at about eleven o'clock, and having recieved and assented to the petition for the consecration, the service was at once proceeded with, after which his Lordship preached an appropriate sermon, The collection amounted to £83. The Bishop was afterwards entertained at the lunch by Mr. W. H. Allison, of Undercliffe, a number of the neighbouring clergy, and others, being invited to meet his lordship. In the evening there was a tea meeting, and afterwards, evening service – the Rev. Canon Cockin being the preacher' (Durham County Advertiser, 2nd April 1869),

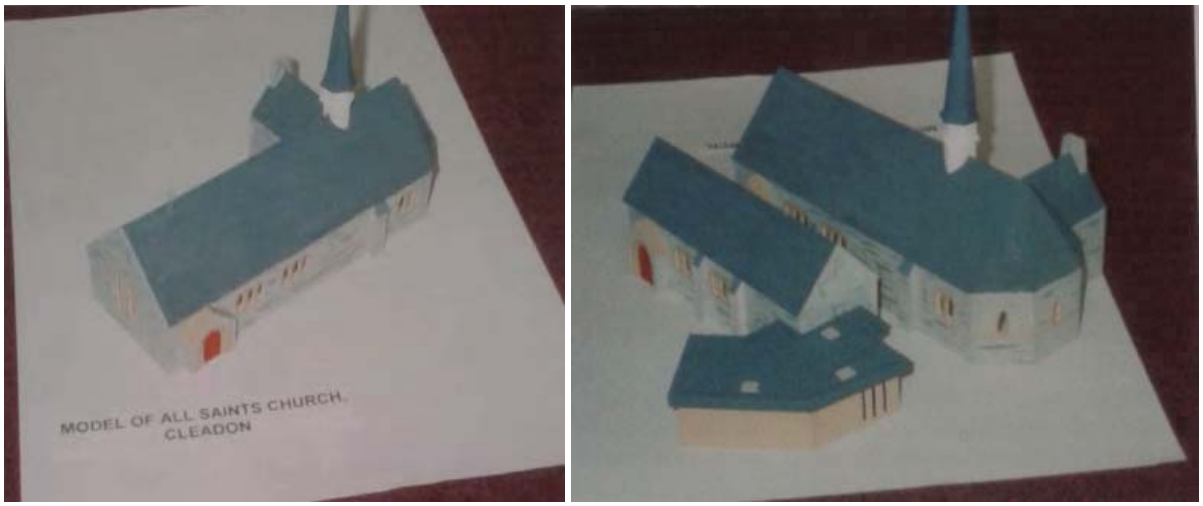


Figure 64: *Model of All Saints Church made in 1994 by Maurice Chadwick, showing the development of the site over 125 years.*

All Saints is classed as a '*chapel of ease'* or daughter church of the parish church at Whitburn and was served by a series of visiting curates. In the early 20th Century a fund was established to construct a parsonage, and in 1907 the Rev Robert P Moorsom became the first resident curate. Four years later, on the 14th November 1911, Cleadon became a new Ecclesiastical Parish (EP) in its own right, independent of Whitburn. Shortly afterwards, on the 13th January 1912, Moorsam became Cleadon's first parish priest.

The church is located at the junction of the old turnpike and Cleadon Lane and is gothic revival in style, comprising a nave, chancel and sanctuary (set within a semi-hexagonal apse), together with a vestry on the north side of the chancel and a porch on the south side of the nave. There is no tower but instead a cupola or bellcote containing a single bell. It is constructed of local Magnesian Limestone with

sandstone quoins and mouldings, and grey Welsh slate roof. The windows are all simple pointed-arch windows set singularly, in pairs or in triplets; the only exception being the round window in the west gable. A south aisle was added in 1907, designed by Joseph Potts and Sons, and built at a cost of £865 13s and 7d, which included the cost of lowering the nave and chancel floors. The newly erected south wall and porch were both constructed using material salvaged from the original chapel.

One of the most striking features of the church interior is the sandstone chancel arch, which is a double centred pointed arch, dividing the nave from the chancel. It is simple in form with small carvings and plain mouldings. The ceiling of the chancel was painted brown originally and decorated with three angels picked out in gold leaf. In 1907 Mrs Kirkley of Cleadon Park donated money for the renovation and redecoration of the chancel in memory of her daughter, Hilda, who died aged just 25. The ceiling was painted a much lighter colour and decorated with angels and cherubs. Later the same year the chancel underwent extensive modification during which the floor and altar were paved with black and white marble, new choir stalls were added, and carved reredos with paintings of the six northern saints were erected above the altar.

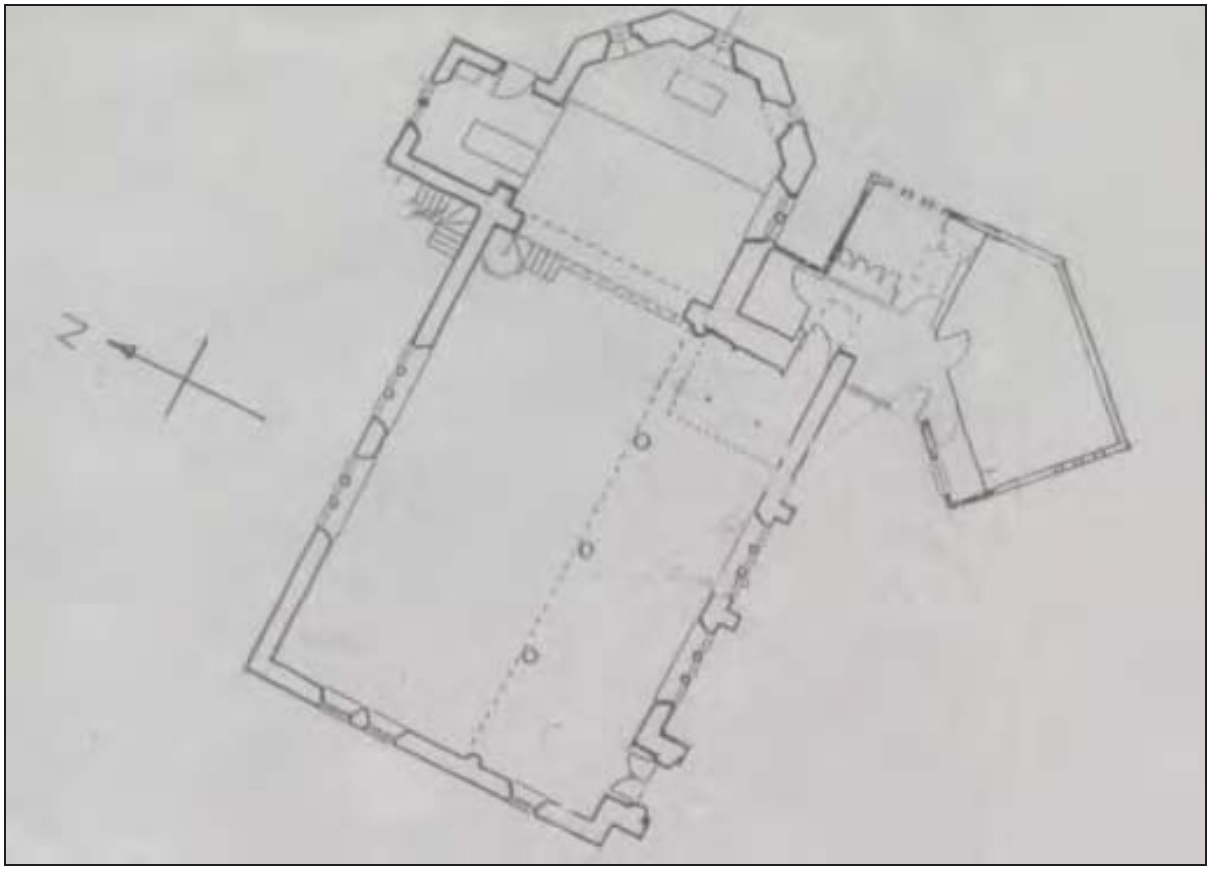
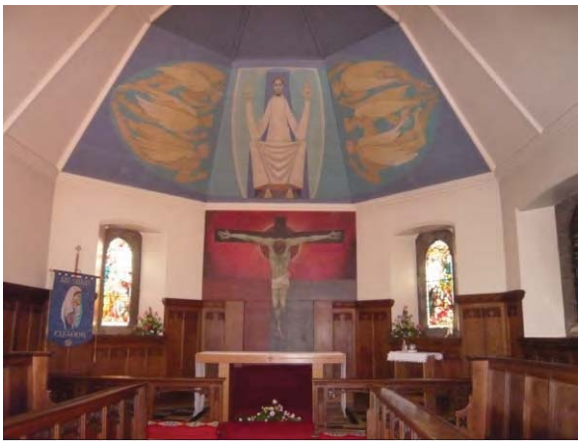


Figure 65: *Church plan drawn in 1992 (Chadwick 1994, Figure 7).*

Plate 134: *All Saint's Church in 1907. The church originally dominated the eastern approach into the village, although the view is today largely obscured by trees and later development (STL 1994, 22).*

The three stained glass windows in the chancel were designed by the Scottish artist James Eadie Reed and installed in 1912. They depict three stories from the bible - the Wedding at Canaan, the feeding of the five thousand, and the transfiguration of Christ - and were commissioned by George and Isabella Pollard of Cleadon Grange in thanks for the safe return of their son from the South African Campaign, 1900-01. Reed later completed a series of murals on the spandrels of the arches on the south side of the nave. These depict the agony of Jesus at Gethsemane, the Resurrection, and Mary at the empty tomb.



Plates 135 and 136: *The chancel murals: the first picture showing the angels painted in 1907 and the second the current painting by Michael Hoare.*

The current chancel mural depicts the crucified and enthroned Christ flanked by angels, painted by Michael (Simon) Hoare of Tunbridge Wells. It was dedicated on the 17th March 1969. The mural is painted on canvas rather than directly onto the wall. The church font was donated by Dominque Warm of Cleadon Towers in memory of his daughter.

Cleadon Pumping Station, a marvel of engineering.

Alongside the church, the other major building development in the last decades of the 19th Century was the Cleadon Pumping Station (HER 2480). The grade II listed building is situated at the northern end of Sunniside Lane, approximately 1km north of the village pond. It was first begun in 1889, although extensive modifications were made in the early 20th Century. Today the 100ft (30m) high campanile tower dominates the Cleadon skyline - an important local landmark visible from miles around.

As urban expansion increased throughout the 19th Century the provision of a good water supply became more and more important. In Sunderland, Newcastle and Gateshead, poor sanitation and overcrowding led to outbreaks of cholera and other water-borne diseases in the latter half of the century, highlighting the obvious need for clean drinking water and the introduction of effective sewage disposal. In addition, several industries were also dependent on a reliable local water supply both for processing and to charge the steam engines.

In response to the growing demand, the Sunderland and South Shields Water Company purchased the three hectare Cleadon site in 1859. The porous nature of the Magnesian Limestone and Yellow Sands meant that beneath the rock there were vast subterranean reservoirs of naturally filtered water. The aim was to drill a deep well through the rock to exploit this aquifer and pump fresh water up to the surface. By the mid 1850s the recently amalgamated Sunderland and South Shields Water Company already had two operational pumping stations at Humbledon and Fulwell. These both provided water to Sunderland, the population of South Shields still having to rely on water from local springs held in vast municipal reservoirs. The aim was that the new station at Cleadon would be able to supply enough water to serve both Sunderland and South Shields (NECT 2003).

The first bore hole was sunk in 1859, and by 1860 over one million gallons of water per day was being pumped from the station. The success of the venture was largely down to the ingenuity of the chief engineer, Thomas Hawksley, described as '*the most gifted water supply engineer of his day and, indeed, probably the century*'. The construction of the pumping station buildings was the work of Mr. William E Jackson of Newcastle, commissioned in 1860 by the Board of Directors to undertake *'the erection and construction of an engine house, boiler house, coal shed, chimney tower, large service reservoir, cooling pond, two cottages, boundary walls, and other works'* for the sum of £11,473 (*ibid*). As it turned out, this was a gross underestimate of the final cost of the project, which was in the region of £43,000, an error that would, ultimately, bankrupt Jackson.

Construction was largely complete by February 1862, and the two single-acting 100 horse-power Cornish beam engines were installed. By the end of the year the engines were pumping 1.25 to 1.50 millions gallons of water per day to Sunderland and South Shields, the boilers consuming 470lbs of coal an hour. The Cleadon station was far larger than any of the Company's other ventures. The holding reservoir had a capacity of 1.86 million gallons, twice that of Fulwell and Humbledon. The well

measured 12 feet in diameter and 270 feet deep. However, pumping so much water each day put a strain on the machinery and by 1874 extensive repairs were necessary, followed a few years later by further modification. In 1911 the entire floor of the reservoir had to be re-laid due to subsidence brought about by undermining from nearby coal working.

Plate 137: *Cleadon Pumping Station (STL 1994, 32).*

The Cleadon campanile (not to be confused with Cleadon Tower) is easily the most recognisable and iconic feature associated with the station. It was built as a large chimney to provide an up-draught for the boilers as well as dispersing smoke, steam and waste gases into the atmosphere. The staircase features 141 steps, which spiral around the central flue. There is a balcony set 82 feet (25m) above ground level that provides spectacular views out across the surrounding landscape (Plate 138).

In 1914 the four Cornish boilers were replaced with a single, more efficient, Lancashire boiler, but perhaps the most significant change was to come in 1930 when the plant was electrified. Subsequently all of the steam related machinery was redundant, including the engines, boilers and the chimney tower. Further changes were brought about in the mid 1950s when the 160ft (49m) diameter holding reservoir was capped with a concrete dome. This followed complaints that the quality of the water was at risk from insects and vegetation falling into the water from above. On completion, the cover measured 175ft (53m) in diameter and weighed 560 tons. It was the largest domed structure in Europe, larger even than the span of St Paul's (NECT 2003).

By the early 1960s the site was nearly 100 years old and costing a considerable amount to maintain. In

response, the water company began looking for alternative supplies. There was also an imminent danger that the limestone aquifer would begin to dry out, resulting in saline intrusion from the sea. In conjunction with Durham County Council Water Board, the Sunderland and South Shields Water Company invested in the construction of Derwent Reservoir, one of the largest engineering projects in the country. Work began on the reservoir in 1960 and was completed in 1966. The new reservoir could hold 11,000 million gallons of water and supply over 16 million gallons per day to consumers. Pumping at Cleadon finally ceased in the 1970s and in 1988 the site was put up for sale. Today the former pumping station buildings have been converted into private housing, although the campanile remains empty.

***Plates 138**: Spectacular view from the top of the water tower looking south-east with Roker lighthouse in the distance. Image kindly provided by John Robinson.*

Cleadon at Play: The Emergence of Leisure Activities

By the end of the 19th Century Britain had amassed a huge empire covering nearly a quarter of the world's territory. Despite a period of recession in the 1870s and 80s, there had been enormous economic growth, and the emergence of a new class of industrialists and entrepreneurs, financiers and speculators. The majority of Cleadon's larger houses were owned by such men: the Allisons of Undercliffe who had made their money from brewing, the Kirkleys at Cleadon Park who were coal owners, and the Doxford's at Cleadon Meadows who were iron masters. The Reform Act of 1872 had granted political power as well as social status to this group, with men (and it was largely men at this time) like Richard Shortridge, South Shields' first MP, at the centre of change. At the other end of the social scale, it was also a period of crippling poverty and the emergence of an underclass, living in the slums of South Shields and Sunderland. Social reform was rapidly gathering pace and the next century

would see radical changes in public health and education, as well as the introduction of leisure activities across the social spectrum.

Leisure for much of the 19th Century had been the domain of the elite but by the 1850s was beginning to percolate down to the rising middle classes who viewed such activities as a vehicle for both personal enjoyment and social advancement. However, in order to conform to high Victorian moral values, leisure had to be respectable as well as productive, in stark contrast to the lavish, opulent and often morally dubious activities of the 18th Century aristocrats. Outdoor sports and activities in particular were advocated and became very popular in the late 19th and early 20th centuries. As a result of this a number of parks and public recreation areas were instituted during this period, as well as hiking and rambling clubs. Development also began along the coast at seaside resorts like Roker and Seaburn. Coupled with the focus on physical activity was an increasing interest in moral edification thorough the improvement of the mind, and reading rooms, worker's institutes, public lectures and evening classes were all introduced during this period.

The business acumen and organisational skills of the middle classes, not to mention the financial resources, were aptly suited to the foundation of leisure institutions, and numerous sports clubs were founded in the late 19th Century. One such club was the South Shields Golf Club, standing testimony to the enthusiasm and good judgment of the men and women of Cleadon, Whitburn and Shields in pooling resources, securing financial backing and battling numerous setbacks to establish a club that is still going strong today. The club's centenary booklet perhaps best sums it up:

'Reflecting on a hundred years of golf at our club we note recurring themes of finance, farmers, land deals, course layout, professionals, local rules and establishing traditions. The founder members gave commitment and enthusiasm to their idea for developing a course.' (Byrne 1993, 18)

The South Shields Golf Club

Thanks to Mike Byrne for much of the following information, derived from South Shields Golf Club Centenary booklet (Byrne 1993).

Although thought to originate in Holland, the modern game of golf developed in Scotland in the 15th Century, gradually gaining popularity over the preceeding 200 years. In 1850, Queen Victoria and Albert built a new home at Balmoral, resulting in a countrywide obsession amongst the landed gentry for all things Scottish, including the game of golf. The first English resort opened in 1864 at Westward Ho in Devon and around the same time a cheaper, more durable and consistent golf ball became widely available. Known as the *Gutty*, it was made of Gutta Percha and was easily mass-produced, rapidly replacing the old feather-filled leather balls. The new balls provided a previously unknown quality and performance at an affordable price, giving the game a much broader appeal. As a consequence the popularity of the game spread quickly amongst both the upper and middle classes and by the 1880s golf

clubs were established across the empire, in Ireland, Australia, New Zealand, Canada and South Africa (Peper 1999).

The South Shields golf club was first formed in 1893 at an inaugural meeting attended by eight men and two women. Dr Crease presided over the meeting, during which Mr. C Sutcliffe was appointed secretary. Prior to the first meeting several sites had been reconnoitred looking for a suitable course, the favourite being twenty six acres on Cleadon Hills that belonged to Mr. Harland, a tenant farmer of Sunniside Farm. Following the meeting a sub-committee visited Mr. Harland and agreed that a new course would be established at the site in return for a rent of £15 per year. Later the same year the new South Shields Course opened, on October 1st 1893 (Byrne 1993).

The initial nine-hole course was designed by Mr. Page, a local architect, but there were two key problems to be solved. The first was access to the site, and the committee requested that a station platform be built opposite the Marsden Inn by the Marsden Railway Company so that passengers travelling from South Shields could alight close to the site, but this was rejected. Secondly, the physical conditions of the course left a great deal to be desired. The area was farmland, set with crops and grazed by sheep, cattle and horses. A series of old field walls criss-crossed the land, dividing off parts of the course, and the club was required to keep these in good order as part of their lease. This all made play very difficult, but despite these limitations the first golfers were keen to start playing.

Plate 139: *The South Shields Golf Club in 1898 © South Tyneside Library image no. STH0004667.*

The club's first president was Sir Hedworth Williamson of Whitburn Hall. Mr Alex Purvis was treasurer and Mr Sutcliffe secretary. The agreed annual subscription was ten shillings and six pence for men. The club also permitted lady members for a fee of five shillings and junior members were introduced in 1894. The club officers secured an initial overdraft of 100 pounds to build a clubhouse and veranda and buy a turf cutter, roller, spade and blackboard for notices *(ibid)*.

The first competition was held on October 28th, 1893 with prizes ranging from five to two guineas, the top prize going to Mr. C. Ripley of Newcastle. Regular open competitions followed but in 1895 the club suffered a major setback when for no apparent reason Mr Harland rescinded the lease and the club were given till August to vacate the land. Following negotiation the farmer agreed to let the course remain in return for a rent increase to thirty pounds and the erection of a set of entrance gates at the club's expense. This was only the first of a number of similar episodes that dogged the early years of the club.

In 1903-4 the course increased from nine to eighteen holes and by 1910 the club was so popular that numbers had to be limited to 200 men and 70 ladies. Two fields south of the mill were purchased with the aim of expansion and work began on the construction of new holes, greens and bunkers. However soon after completion the site was requisitioned by the military. This pre-war extension of the course has caused some confusion for archaeologists and military historians. The trenches and features on Mill Field are visible on aerial photographs and have previously been interpreted as First World War practice trenches (HER 975). One or two of these may well be military in origin but the majority are now believed to be associated with the golf course expansion (Fig. 66).

In 1914 the course and clubhouse was taken over by the military authorities, for that the club received £12 per month in compensation. Games continued to be played at the course until war broke out in August 1914, this included a competition arranged to mark the ten year anniversary of the club in June 1914. In August 1915 the military returned the course to the club, but play was largely abandoned until the Armistice apart for special events to support military charities (*op cit*).

In 1919 £490 compensation was paid to the club by the war office for the use of the site and the entire course was officially returned. The money was used to revise the course layout and Dr. C. Mackenzie, a well known course designer whose work included the Augusta National Course, was commissioned to undertake the new layout. The course itself was in very bad condition following neglect during the war years but the popularity of the club remained constant. In 1922 it was once again financially stable and able to undertake improvements to the clubhouse as well as further extensions to the course. The committee were able to negotiate with the Church Commissioners for tenancy of 180 acres of land on Cleadon Hill Farm. This meant that the offending field walls could finally be demolished, opening up the green. However holes 9-13 were closed soon after 1925.

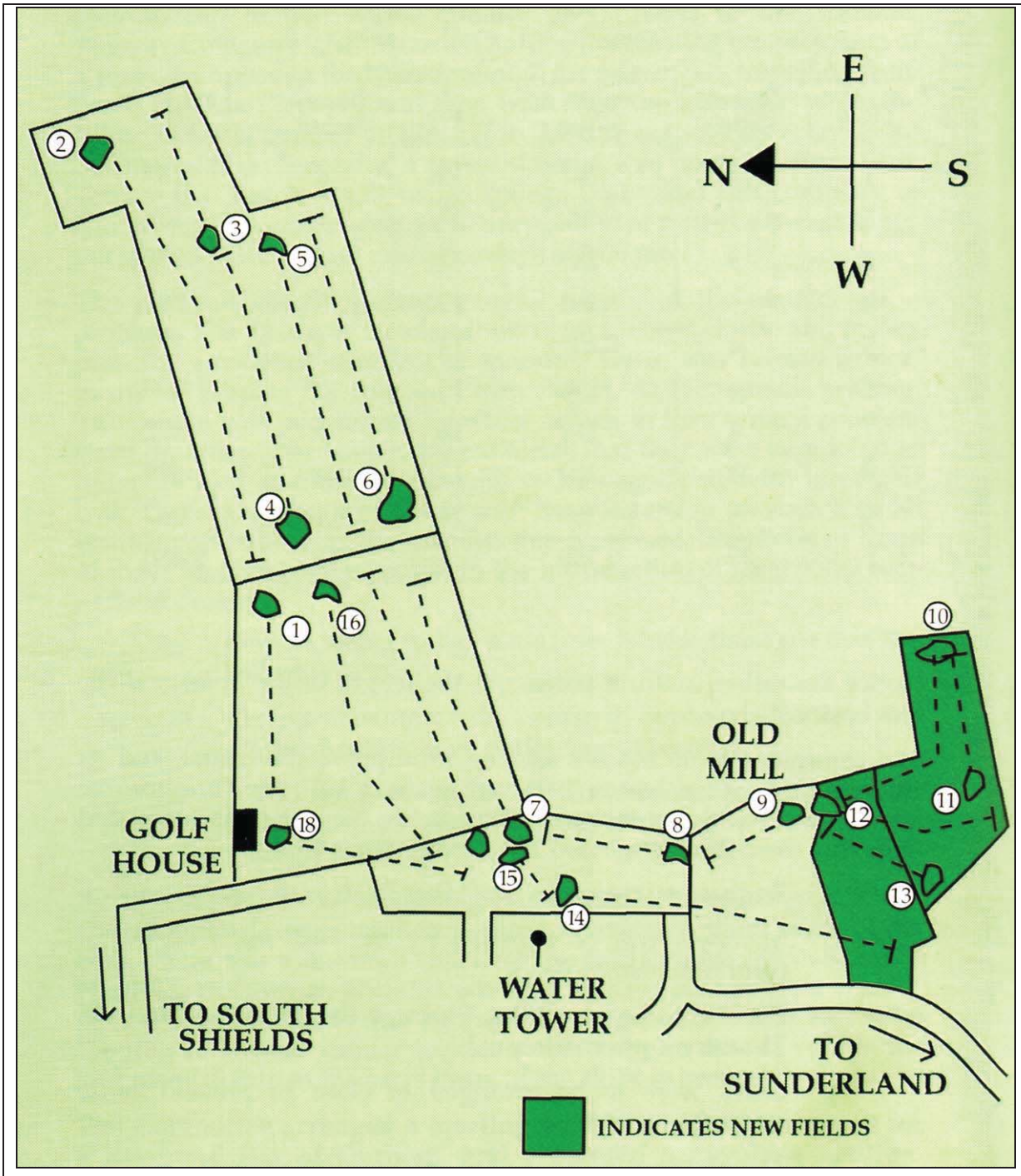


***Figure 66**: South Shields Golf Course in 1913. Note the extension (in dark green) where the remains of the associated features remain visible today. Reproduced from Byrne 1993, 10.*

The club suffered a decline in membership between 1932 and 1939. The resulting financial hardship led to a reduction in groundstaff and a subsequent decline in the maintenance of the course, despite the members being encouraged to weed the course themselves using their penknives! The outbreak of the Second World War brought closure once more and the course was covered with anti-aircraft trenching. The associated compensation again improved the financial situation of the club in the immediate post-war period and allowed for much needed improvements to be undertaken in 1945. At around this time Harton Moor Golf Club merged with the Cleadon club (*op cit*).

***Plates 140**: South Shields Golf Course as it appears today, looking north-east from the Cleadon Pumping Station chimney. Image kindly provided by John Robinson.*

In 1948 Mr. R. Chipchase became president and in 1951 Mr. J. H. Evers became secretary, both retaining their positions until 1969. The pair saw the club through a difficult period in the 1950s, emerging in 1961 with a buoyant membership comprising 302 men, 83 ladies, 24 life members, 29 juniors and 22 special members. At this time consideration was given to converting the derelict Farding Lake Farm into a new clubhouse but this was rejected; the redevelopment of the existing facilities did not go ahead until 1978. A few years later, in preparation of the clubs centenary, the land adjacent to the water tower was purchased and a new watering system installed. Today South Shields is a busy golf course with a thriving membership and a full programme of events throughout the year, including charity fixtures.

Whitburn Cricket Club

Cleadon did not have its own cricket club until fairly recently but there were clubs nearby at East Boldon (Plate 141) (established in 1882) and at Whitburn (established 1862). The Whitburn club held their first match on Whit Sunday in 1862 when they played against Monkwearmouth's Eden Club. This was yet another venture sponsored by Sir Hedworth Williamson who was a keen cricketer himself and a frequent player on the team. He made over part of his grounds at Whitburn Hall to be used as a pitch, stipulating that no gate money should be taken at matches. The club went on to be one of the founders of the Durham County Senior League in 1902[18]

[18] Citing online reference 'Whitburn Cricket Club' by Yearnshire http://www.whitburncc.org.uk/history.html

Plate 141: *Gentlemen of the East Boldon Cricket Club c.1900 (© Beamish 28169).*

The Sunderland and South Shields Racecourse

By the end of the 19th Century Cleadon even had its own racecourse (CS32), the Sunderland and South Shields Racecourse (also known as Boldon Racecourse) owned by Richard Thornton and Sydney Stone. The pair acquired the lease of Boldon Flatts in July 1897 for the purpose of, *'racing, skating, and athletic sports generally'* and the first race meeting was held on the following August Bank Holiday. The track was a one mile circuit, with a half mile straight, and was located *'only three minutes walk from Cleadon Station'* (Shields Daily Gazette, 14th July 1897). It seems that the original plan was to create a large complex that was to include a grandstand, paddock and public conveniences, although it is unclear if these were ever built as there is no evidence of the complex on either the second (1898) or the third edition (1919) OS maps. In 1898 there was an application made to construct a hotel just outside Cleadon to accommodate those attending meets but the application was rejected by the local magistrate, one reporter commenting that *'as the location is in the prettiest piece of country between Shields and Sunderland, people will not regret that it is to remain undisturbed by a new drinking place which might have a tendency to spoil the quietude'* (Newcastle Courant, 17th September 1898).

There were annual meetings at Boldon every Easter, Whitsun and August Bank Holiday, as well as athletic events in the summer and ice skating competitions in the winter. The site might also be considered the first home of the Sunderland Airshow! In 1910 it was the focus of a series of aviation events including monoplane trials in May, organised by the Northumberland Aero Club (Sunderland Echo, 9th May 1910), and Boldon Aviation Week in June, arranged by the Royal Aero Club. The Bank Holiday race meet that year was advertised as a 'Racing and Aviation Meeting' (Sunderland Echo 29th July 1910) but, sadly, ended in tragedy with the first death in British aviation history of a person on the ground.

The event was held on the 1st August 1910 and billed as a thrilling display of the skills and talents of the first 'lady aviator' to appear in England, Madame Mathilde Franck from Paris, who was paid the then princely sum of £500 to 'g*ive exhibitions of flying with and without passengers'* in her Farman biplane (*ibid*). The day started well in bright and almost windless weather, the aviatrix entertaining a huge crowd who *'cheered her enthusiastically'*. Tragedy struck on her return flight back to the Flatts after flying out towards the sea. Her plane, flying low, hit a flagstaff and was sent crashing to the ground, striking Thomas Wood, a 15 year old boy from Boldon Colliery, killing him outright (Dundee Courier, 3rd August 1910). Madame Franck herself was lucky to escape with just a broken left leg and cuts on her throat from the plane's wires. Other bystanders were also injured, although none seriously (Aberdeen Journal, 2nd August 1910).

Franck recovered and a few weeks later appeared on stage at the Sunderland Empire, a venue founded by Thornton in 1906. She was pushed onto the stage in a wheelchair by her manager to great applause (Shields Gazette, 11th August 2010) but, sadly, the accident effectively ended her flying career. She died in 1956 at the age of 90.

Plate 142: *Madame Mathilde Franck, one of the first women pilots in aviation history, on her Farman biplane.*

The Sunderland and South Shields Racecourse continued to appear in local trade directories until the outbreak of the First World War (Ward 1909-10 & 1911-12). There is no reference to the site after the war, Thornton presumably preferring to focus his attentions on developing the chain of variety theatres he had established across the region, remaining managing director of the Sunderland Empire until his death in 1922.

THE 20TH CENTURY: WAR, DEVELOPMENT, DEMOLITION AND RESILIENCE

Timeline: 1901 *King Edward VII succeeds Victoria* ***>1906*** *Doxfords the biggest shipbuilders in the world, producing on average one ship per two weeks* ***> 1909*** *Durham becomes England's first all Labour Council* ***> 1910*** *George V becomes King >***1911** *152,000 miners employed in the Durham coalfield* ***> 1912*** *the Titanic sinks on her maiden voyage* ***> 1913*** *the North East born Suffragette, Emily Davidson, dies when she throws herself under the King's horse at the Derby* ***> 1914-18*** *First World War* ***>1923*** *coal mining reaches a peak with 170,000 men employed in the Durham coalfield* ***>1926*** *General Strike* ***>1928*** *the Tyne Bridge is built by Dorman Long of Middlesbrough* ***>1920-1933*** *28 shipyards close resulting in mass unemployment (80% in Jarrow)* ***>1936*** *Jarrow Crusade – 200 unemployed men march to London to protest against recession* ***>1937*** *George VI crowned* ***>1937*** *boom in the construction of cinemas across the country* ***> 1939-45*** *Second World War* ***>1947*** *Coal mines nationalised, N.C.B created* ***> 1948*** *Nation Health Service founded* ***>1952*** *Elizabeth II accedes to the throne***>1959** *colliery closures begin* ***> 1960s*** *widespread urban redevelopment across the North East* ***>1963*** *Newcastle University splits from Durham* ***> 1963*** *Beeching report results in the closure of many of the branch railway lines* ***>1965*** *first section of A1(M) opens* ***>1966*** *England wins the World Cup* ***>1967*** *Tyne Tunnel opens* ***>1974*** *Local government reform revoke the old county boundaries, Tyne and Wear, and Cleveland created, Cleadon becomes part of the new borough of South Tyneside* ***>1984*** *Miners Strike* ***>1986*** *Nissan opens Sunderland car plant* ***>1988*** *Closure of the Austin and Pickersgill shipyard marking the end of Shipbuilding on the Wear* ***>1992*** *Sunderland becomes a city* ***>1994*** *closure of the last mine in the Durham coalfield.* ***>1997*** *Stadium of Light opens* ***>2000*** *celebrations for the new millennium.*

The 20th Century was a period of considerable change both in Cleadon and across the region as a whole. At the end of the 19th Century over 100,000 people in the North East were employed in mining or heavy industry. Over the next 90 years. a steady decline in manufacturing resulted in the wholesale closure of coal mines, shipyards, iron foundries and chemical works, resulting in mass unemployment and economic recession. Two world wars in the first half of the century led to a temporary boost to production, punctuated by a period of inter-war economic depression, but from the 1950s onwards there was a gradual decline in industry. Of particular significance to South Tyneside was the collapse of the shipbuilding industry, resulting in hitherto unprecedented levels of unemployment.

Mining reached a peak in 1923 with over 170,000 men employed in the Durham coalfield. However, after this, one-by-one, the collieries began to close down. A spate of pit closures followed the nationalisation of the industry in 1947 and this was followed by more each decade until the last of the Durham coalfield mines, Wearmouth Colliery, closed in 1994, marking the end of an era.

The impact of these changes on Cleadon was perhaps not as dramatic as elsewhere in the region where villages were more reliant on industry. At nearby Marsden for example, the closure of the colliery in 1968 effectively brought about end of settlement. Nevertheless, such changes did have a marked impact on both the social and physical fabric of Cleadon. The brick and tile works and stone quarries had

largely all closed down by the 1950s, and the number of those employed in farming continued to decline with further advances in mechanisation, including the widespread introduction of the tractor, and an increase in the importation of foods and other materials. The result was that those in the village who had previously been employed in either industry of agriculture either left or turned to new trades. At the upper end of the social scale, many of those who lived in Cleadon's fine houses, men such as James Wilson (Cleadon Old Hall), Alfred Doxford (Cleadon Meadows) and C.W. Anderson (Cleadon Park), had invested heavily in shipbuilding, mining or iron manufacture and, as a consequence, faced considerable financial difficulties.

In terms of the physical impact on the landscape, the abandoned brick-pits and stone quarries were backfilled and new housing development erected. Landowners, unable to maintain their estates, were also forced to sell off property and much of the land associated with Cleadon's great houses was divided up and sold for development. This was partially facilitated by changes in the management of the bishop's estates.

Up until the end of the 19th Century much of the township remained the property of the bishop. In the mid 19th Century management of the estates was taken over by the Ecclesiastical Commissioners. They gradually began to rationalise the church holdings and to sell off substantial amounts of property. As a result, for the first time many of the local landowners could purchase and easily dispose of their property as they saw fit. The gradual sale of lands continued into the 20th Century, with copyhold tenancy finally being abolished in 1925. However the Church Commissioners, who took over from the Ecclesiastical Commissioners in 1948, still own substantial amounts of property in and around the village.

The division and sale of land, and the subsequent development of often large-scale housing projects, has transformed Cleadon's landscape, although something of the original identity of the village core remains. Extensive development also brought an influx of new people into the village and a corresponding rise in the number of shops and services. The introduction of bus services in the 1920s and 30s, and more recently the opening of the Metro, has also made travel between Sunderland, South Shields and Newcastle much easier, establishing Cleadon as a popular commuter settlement.

The 20th Century Schools

Research by Kathleen Robinson and Brian Bage

The Infant School

In 1902 a new school (HER 12784) was built to replace the old Parochial School. It was located just to the south of the old school and was first opened in June 1903 to educate children from the ages of 5 to 13. It remained the only school in the village until the new Senior School (HER 12771) was built on Cleadon Lane in 1907, after which it became the Church of England Infant School.

The schoolhouse (today known as the Old Schoolroom) has changed remarkably little over 100 years.

The single-storeyed building originally featured a single space, divided into two classrooms by a screen, with cloakrooms set at each end. The four large windows in the pitch-roofed central bays provided maximum light into the classroom, heated by fireplaces at either end of the room. To the rear of the building was a small yard where the children entered the building and where the toilets were also located. There were also two entrances facing the Sunderland Road, located at each end of the building.

The design of the school was tightly governed by the local Board of Education in accordance with the principles set out in 'School Architecture' by E R Robson, published in 1874. This provided guidance on all aspects of school design including classroom size, lighting, heating, ventilation and overall hygiene.

Plate 143: *The new schoolhouse opened in 1903. This later became the Infant School when the new Senior School was opened on Cleadon lane in 1907.*

The children moved into their new school after a two day holiday at Whitsun. Kathleen Robinson writes: *'We can imagine the packing of books, slates, pens, ink wells (cleaned out), bottles of ink etc. before the weekend, and during the two days holiday heavy desks, the globe, cupboards, and possibly even a piano, being carried by workmen into a new, light, airy, beautiful schoolroom'.*

Initially there was just one classroom, with the juniors facing one way and the seniors the other, but in January 1905 workmen were employed to erect a screen to divide the two.

The building remained in operation as the village infant school until 1963 when the new Junior School was built on Boldon Lane. The infants were then moved to the premises on Cleadon Lane (HER 12771), although the old schoolroom (HER 12784) remained in use as a dining room and library until 2007. It is now the village community centre and has recently been renovated.

The Senior School

The Senior School (HER 12771) was built in 1907 on Cleadon Lane to educate children between the ages of 7 and 13. Known fondly by many children simply as 'The Big School' it later became Cleadon Junior Mixed School for children aged 7 to 11, until the juniors moved to Boldon Lane in 1963. The school then became Cleadon Church of England Infants until 2007 when the current Cleadon Church of England Primary School (now the Church of England Academy) was built. Recently the building has been converted into private apartments.

The building is a good example of late 19th- and early 20th-century school architecture, consistent with the Board of Education designs as advocated by Robson. It is divided symmetrically in two halves with the boys on one side and the girls on the other. Each side has a separate entrance as well as attendant cloakrooms and masters' and mistresses' rooms. It is built of red brick and local sandstone, ornamented with red clay tiles. The layout features a central assembly hall, adjoined by six classrooms.

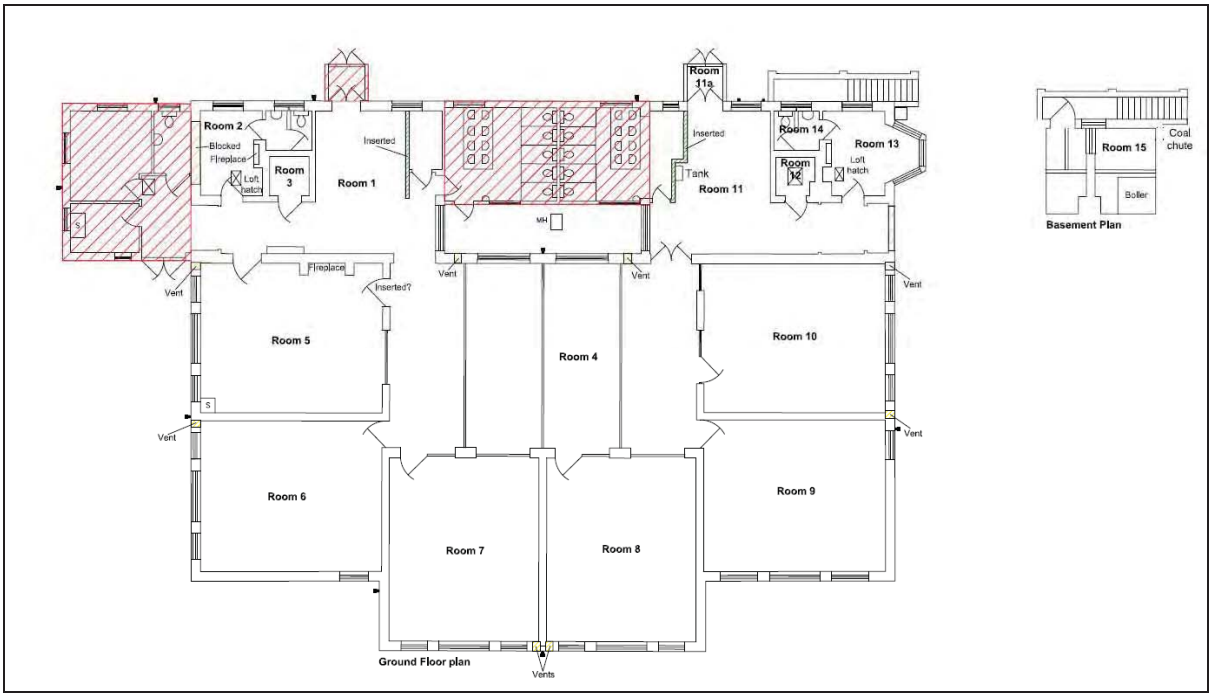


Figure 68: *Ground plan of the senior school, areas marked in red have been demolished as part of the recent development. Plan by the Archaeological Research Service Ltd 2012, 61.*

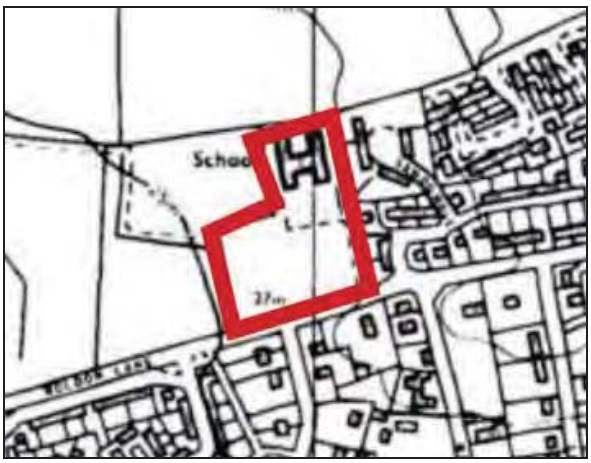
As part of her research into Cleadon's schools, Kathleen Robinson interviewed a number of Cleadon's former pupils. One common theme running across all of these accounts is a strong memory of the teachers at the school. Gordon Lawson, clearly remembers the school headmaster 'Pop' Oliver, as well as Miss Stephenson, Miss Edmondson, Mr. Neasham, Mr Dodds and 'Daddy' Gardiner. The latter, he recalls, was a particularly hard taskmaster who would hurl a piece of chalk at an inattentive boy. The infant school staff, which included Miss Tones, the headmistress, and Mrs Davidson, was a little more lenient, although David Oliver remembers being made to stay behind on his first day in the Old Schoolhouse. The five year old David stood there for some time before he realised everybody else had

gone home and he was left alone! He eventually crept out of the school and ran home. The next day he told Mrs Davidson, who was greatly relieved that he had let himself out and commended him for being a 'sensible boy'.

Plate 144: *Cleadon Senior School, later Cleadon Junior Mixed School.*

The Cleadon Junior Mixed School

The Cleadon Junior Mixed School, on Boldon Lane, opened in September 1963 on land purchased from the Cleadon Meadow estate. The original intention was to construct an accompanying Secondary School on land adjacent but these plans never came to fruition. In the end the western section of the playing field was sold for development and Malvern Court stands there now.



Plates 145 and Figure 69: *Children from class 5 excavating the remains of the old Cleadon Mixed School, and extract from 1970's OS map showing location of the school.*

The 1960s school (Fig. 69) was demolished in 2007 when the present school was built. As part of the Village Atlas project, in May 2013 pupils from the school dug two test pits in the footprint of the former building. The pupils had a wonderful time excavating the remains of the old school, recovering numerous fragments of broken tile, glass and brick that indicate that the trial pits were located over the old cloakroom block. All safety precautions were taken during the course of the excavation.

The First Housing Estate

At the opposite end of the village from the schools, the first decades of the 20th Century saw the development of the Cleadon Plantation Housing Estate (HER 12801). This was perhaps the most significant change to the layout of the village since the enclosure of the moor and common fields in the 17th Century.

In 1893 Henry Cooper Abbs, the nephew of the Reverend George Cooper Abbs, sold the Cleadon House estate, which amounted to just over 134 acres, to a Newcastle syndicate who intended to divide the land up into individual plots for re-sale and development (Sunderland Echo, 15th November 1893). In 1899 the plots were offered for sale by auction (Fig. 70) and soon after work began on the construction of the Cleadon Plantation Estate, the first of the housing developments that now surround the historic core of the village.

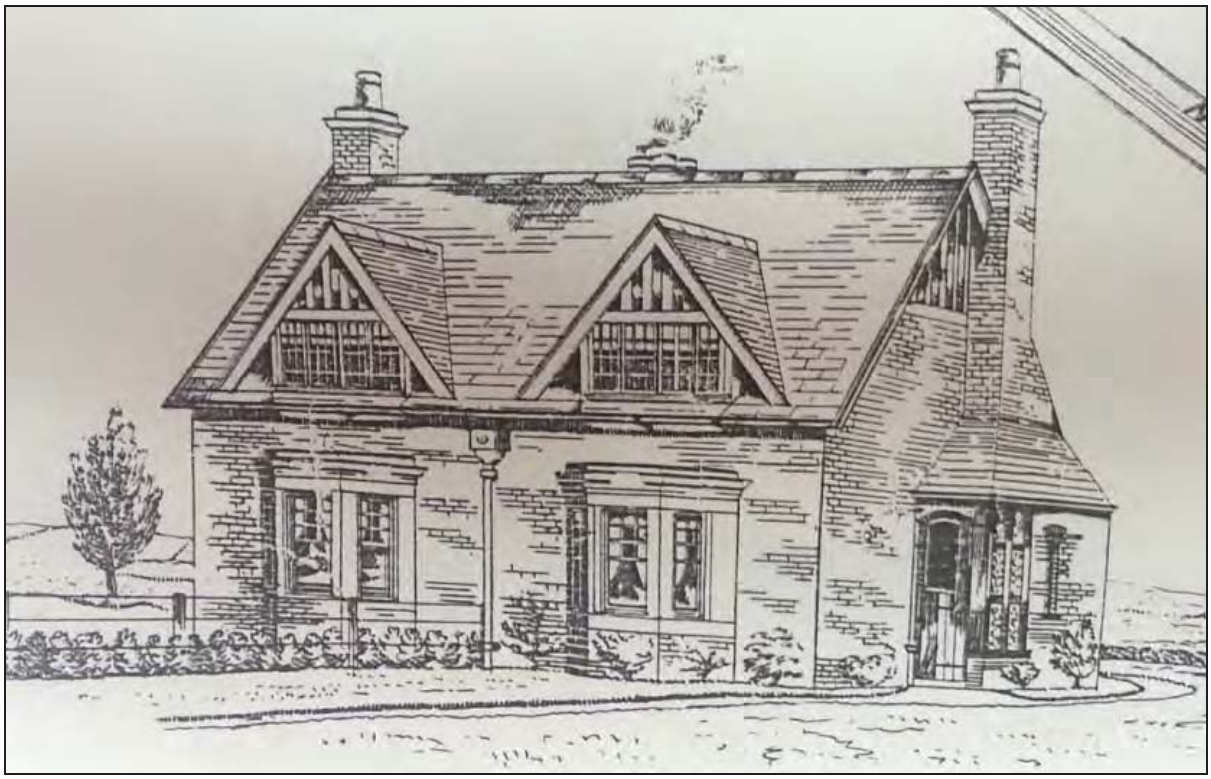


Figure 71: *Quarter-acre semi-detached cottage, offered for sale at the 1899 auction for £240 (image provided by Maurice Chadwick).*

The estate was conceived as series of villa properties, each set within their own grounds, and sold

according to size, ranging from a quarter to three quarters of an acre plots (Chadwick *pers. com.*). The half-acre properties cost £440 and comprised a seven room house, built in the English Vernacular style, with bathroom and conveniences. In contrast, the more modest quarter-acre houses (Fig.71) cost £240 and comprised a semi-detached cottage containing four rooms and conveniences.

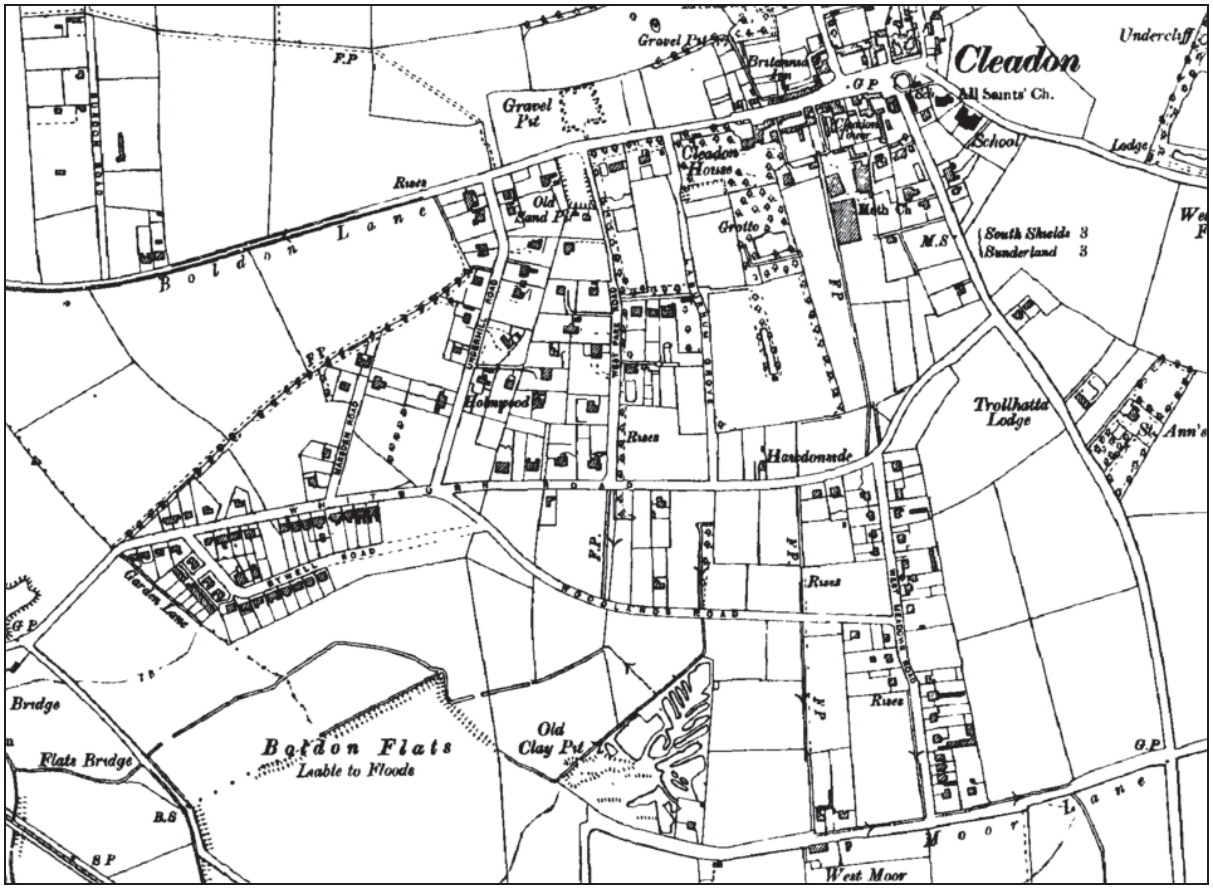


Figure 72: *Extract from third edition OS map, published in 1919, showing the pre-war development of the Cleadon Plantation Estate.*

The third edition six-inch OS map shows the extent of the Plantation Estate by 1919. Development was largely focus along three main roads to the west of Cleadon House. Furthest west was Underhill Road, then West Park Road, which formerly marked the boundary of the Cleadon House grounds. Furthest east was Laburnum Grove, perhaps named after the tree-lined boundary shown on the first edition OS. Notably there are no properties actually on Laburnum Grove in 1919, the houses in this area dating to the inter-war period. To the south of the village Whitburn Road was constructed, running east to west, adjoined by Woodland Road. Both of these connected with West Meadows Road to the south of the village, running parallel with the Sunderland Road. In general, properties to the south of the village did not develop till later, although these are shown as being well underway. To the south-west of the village was an unrelated development in close proximity to East Boldon Station, comprising a series of brick-built terraced houses arranged along Bywell Road.

A glance at the 1921 trade directory indicates something of the nature of the clientele these properties

were built for: Alexandar Fergusson Brown, boot dealer (Underhill); Hugh Brown, draper (Underhill); George Spoor, mortgage broker (West Park); William Weddle, gentleman (Underhill); Henry James Waterston, ironmonger (West Park); Thomas Lamb, café proprietor (Underhill); Henry Mayors Lawson, solicitor (Underhill); John Hooper, manager (Underhill); Harold Illif, agent (Whitburn Road); James Leithes, gentleman (West Meadows); Ernest Frail, manager (Whitburn Rd); Robert Atkinson, secretary (Underhill); and Hugh Bennet, surgeon (West Meadows) (Ward 1921, 361-3).

The properties on the Plantation Estate were all built to a very high standard, following a general pattern and style, although with minor modifications according to size. Most of the houses faced south, providing the best exposure to the sun and taking advantage of the views out over the neighbouring gardens, reminiscent of the later garden suburb estates of the 1930s and 40s. The overall impression is one of affluence and style, reflected not only in the design of the buildings but also the size of the gardens and the occasional provision of a coach house (NECT 2007, 50-52). They are constructed of red brick, produced locally. Ward's 1899 directory refers to 'The Cleadon House Brickworks', suggesting that the estate had its own clay pits, although it is unclear where these were located. The most likely candidate is the Moor Lane brickworks, to the south-west of Cleadon House, expanded considerably in the first quarter of the 20th Century.

Plate 146: *One of the larger Plantations estate houses built as part of the first phase of development in the early 20th Century.*

Cleadon Nursery

The Cleadon House 1893 sale notice (Sunderland Echo, 15th November 1893) also makes a reference to *'7 acres of market garden'*. This was Cleadon Nursery (CS33), located to the west of Cleadon House. By

the mid 20th Century the nursery, which occupied the former Bainbridge Farm, had extended west, running behind Cleadon Tower, to encompass land belonging to South (or Cutler) Farm, occupying much of what is now Meadowfield Drive. The third edition OS map (Fig. 72.) shows the extent of the nursery just after the First World War, which would have been a busy period of production. It clearly features three large greenhouses or sheds as well as other ancillary buildings and was acessed via Nursery Lane, formerly known as Dog Kennel Lane. On the east side of the lane are three brick-built cottages. A plaque on the northernmost cottage dates the construction of the terrace to 1860. These probably pre-date the market garden and may have been built as workers cottages associated with the earlier farm or Cleadon House.

Plate 147: *View of Cleadon Nursery, looking south with Cleadon Tower in the foreground (Image kindly provided by William Carr).*

It is clear that the market garden was in operation by 1893 and was operated in association with Cleadon House, however apart from the 1893 sale notice the first direct documentary reference to the nursery is Ward's 1899 trade directory (Ward 1899-1900, 372) where Greves (J) & Sons, nurseryman, is listed. Prior to this there are earlier references in the directories to '*gardener*'. As early as 1877 Henry Kelly is listed as a '*seedsman and gardener*' (Ward 1877) and in 1881 Danile Sloand appears as a *'gardener',* but it is unclear if these relate to the nursery or are simply associated with one of the larger estates in the area. The Greves, who lived in Norfolk House, continued to run the nursery until the 1930s (Ward 1931), at which point it may have passed to George Stephenson, listed as a *'market*

gardener' in 1937 (Ward 1937).

The nursery remained in operation until the 1970s, when the area was developed for housing. An aerial photograph of Cleadon (Plate 147), taken about 1950, shows the later extent of the nursery with numerous large greenhouses visible. The picture also shows the terrace on Nursery Lane, running south from Front Street, Cleadon Tower and the Old Post Office.

Cleadon Cottage Homes 1909 – 1962

By Brian Bage

In 1834 the Poor Law Amendment Act established Boards of Guardians to manage Poor Relief, replacing the old Poor Law Unions that were run on a parish-by-parish basis. In the mid 1900's South Shields Guardians acquired a corner plot of land at the junction of Sunniside Lane and Sunniside Terrace to build the Cleadon Cottage Homes (Fig. 67). The Homes comprised a single line of large, semi-detached houses, facing west over open fields to the Shields Road and Cleadon Grange beyond. In the centre of the group was a large detached property that housed the matron, either side were houses accommodating the boys on one side and the girls on the other. The houses provided accommodation in 'family groups' of around fifteen to twenty children, each looked after by a house-mother of father. The boys lived in Ivy, Sycamore, Snowdrop, Hawthorn, Daisy and Laburnum; the girls in Pansy, Violet, Primrose, Maple and Oak [19]. There were very few other properties in the vicinity at the time, Woodbine Cottage not being built till later.

The homes were constructed to house, educate and provide vocational training for boys and girls who were either orphaned or who needed foster care. In 1911 there were 193 children and 13 officials in residence at the homes, the children all attending the Village School and All Saints' Church. The homes closed in 1962 and all the cottages were demolished apart from Woodbine Cottage, which became part of Oakleigh Gardens School.

In the autumn of 1994 Edward (Ted) Barber wrote to Whitburn Local History Group expressing his wish to erect a memorial dedicated to the Boys and Girls of the Cottage Homes. In February 1995 the request was passed to the newly formed Cleadon Village Local History Group who subsequently organised and managed the project. An architect was appointed and planning permission granted in April 1996. Karl Fisher, who worked on the Sunderland riverside and marina sculptures, was engaged in October 1996, with a view to completing the work in the spring of 1997. Ted Barber was the benefactor for the whole project, which cost £2270.14. He spent the first 15 years of his life at the Cleadon Cottage Homes before joining the Royal Navy in 1938. After World War II he settled in Western Australia, first becoming a schoolmaster, then a farmer in 1998. Subsequently he and his wife moved to Tasmania.

[19] Citing online reference 'The Workshouse' > http://www.workhouses.org.uk/SouthShields/

Plate 148: *Cleadon Cottage Homes c.1910.*

On 6th August 1997 a book of remembrance, created from sandstone and slate, was incorporated within Cleadon Village War Memorial. This was a tribute to all those young men and women who served during both World Wars, but whose names were unknown. The memorial is in the form of a sculptured open book (Plate 149) and is inscribed on the left hand page with the words:

"In memory of those young men and women of
Cleadon Cottage Homes who served during the
World Wars 1914-1919 ~ 1939-1945"

On the opposite page is a quotation from the poem 'A School Song' by Rudyard Kipling:

"They that put aside today,
All the joys of their today and with toil of their today
Bought for us tomorrow"

A 'Blue Plaque' recording a brief history of the homes was placed on the one remaining building, Woodbine Cottage. The cottage was on the site of Oakleigh Gardens School, which was subsequently demolished in 2014 to make way for a new housing development. The plaque was removed when the school closed in the summer of 2012 and placed in Cleadon Village Community Room until a more permanent home can be found for it.

Plate 149: *The memorial to those of the Cleadon Cottage Homes who fought in both world wars, erected due to the kind donation of a former residence at the homes, Edward (Ted) Barber.*

Cleadon at War - The First World War

After months of tension throughout Europe the First World War finally broke out on the 4th August 1914. However for months before this, the country had been busy making preparations for war. Land and buildings were requisitioned by the army to billet troops and stable horses. Training grounds were established and provisions and stores put in place. Cleadon's proximity to the major shipment ports of Sunderland and Tyne meant it was strategically well placed as a transitional training centre and would have been for many young men their last stationing before being sent to active service on the front. The village would have also played an active role in second line coastal defence located close to the primary shore and cliff defences at Whitburn, Roker and Marsden. All in all, Cleadon would have been a busy place in 1914; the streets a sea of khaki; the pubs and village hall busy with raucous servicemen making the most of their final days in Blighty; the roads packed with service trucks, gun carriages, carts and horses, the sky punctuated by the flashes and crack of gunfire from the training ranges.

As in the later Second World War, one of the most immediate concerns was the threat of invasion and as early as 1900 new artillery batteries had been installed all along the east coast. On the outbreak of war a network of coastal defences were put in place. The section from Sunderland to Whitburn was established by the 3rd Battalion of the Cheshire Regiment, the northern section, from Whitburn to the Tyne by the 3rd Battalion of the Durham Light Infantry (DLI) (Fig. 73).

The Cheshires arrived in Sunderland on the afternoon of August 5th 1914 and, following training at Monkwearmouth, they were moved to their respective sectors, holding the coast from Roker Pier to Whitburn Gas Works. The Battalion was organised into eight companies, E Company (Beamish) took over a front from the river mouth to Seaside Lane, at the northern end of Roker, establishing their Company Headquarters in the old dismantled Battery at Abb's Point. D Company (Houghton-le-Spring) held the coast from Seaside Lane to Whitburn Gas Works with Company Headquarters in a house on Seaside Lane and the remaining Companies were dispersed in billets in various parts of Roker and Sunderland in support and reserve. The strength of the Battalion at the time was 29 officers and 996 warrant officers, non-commissioned officers and men, including two medical officers and two chaplains.

On the 9th August the Battalion marched into Cleadon and East Boldon where they were deployed in establishing a second line of coastal defence. They were also instructed to undertake troop training. A few days later on the l6th August, the Battalion moved to Gateshead and from there, on the 19th, to camp in the park at Ravensworth Castle. They remained at Ravensworth until shipped out to the front on the 22nd of April 1915, to take part in the second battle of Ypres. The Battalion were in the front line of the assault and almost immediately nearly 600 of those who had been billeted at Cleadon were killed or injured. By the time the battle ended on May 25th their numbers were reduced from the original 1000 to 150.

Plate 150: *The rifle ranges at Whitburn remain visible today and originally included five ranges. It was used after the war by the Territiorial Army for training.*

During the first two years of the war coastal defence had relied heavily on naval patrols but by 1916 the Admiralty were forced to inform the War Office that it could no longer spare enough ships to protect the north east coast, and instead offered to dismount two gun turrets from the warship HMS Illustrious and mount them on land. One turret was positioned on the Tyne at Hartley and the other installed at Marsden, later to be known as the Kitchener Battery. A command post was built at Lizard Lane (Fig 67),

which is now thought to have been quarried away, although it is now suggested that part of the later WWII battery may contain material from the early command post (Roger Thomas, English Heritage, *pers. com*). The various emplacements all appear in a list of lands and buildings under military control compiled by the War Office towards the end of the war in June 1918. In addition to Marsden, the War Office report also lists an emplacement at Whitburn and the re-commissioning of the 18th Century Roker Battery (HER 86), the Abbs Battery in Sunderland, built in 1858 (HER 2706), and Frenchman's Battery at South Shields, completed in 1905, (HER 869). Two rifle ranges are recorded in the vicinity: the cliff top installation at Whitburn is still clearly visible, comprised five ranges, one for side arms and four for rifles (HER 2587);a smaller range on the coast at South Shields.

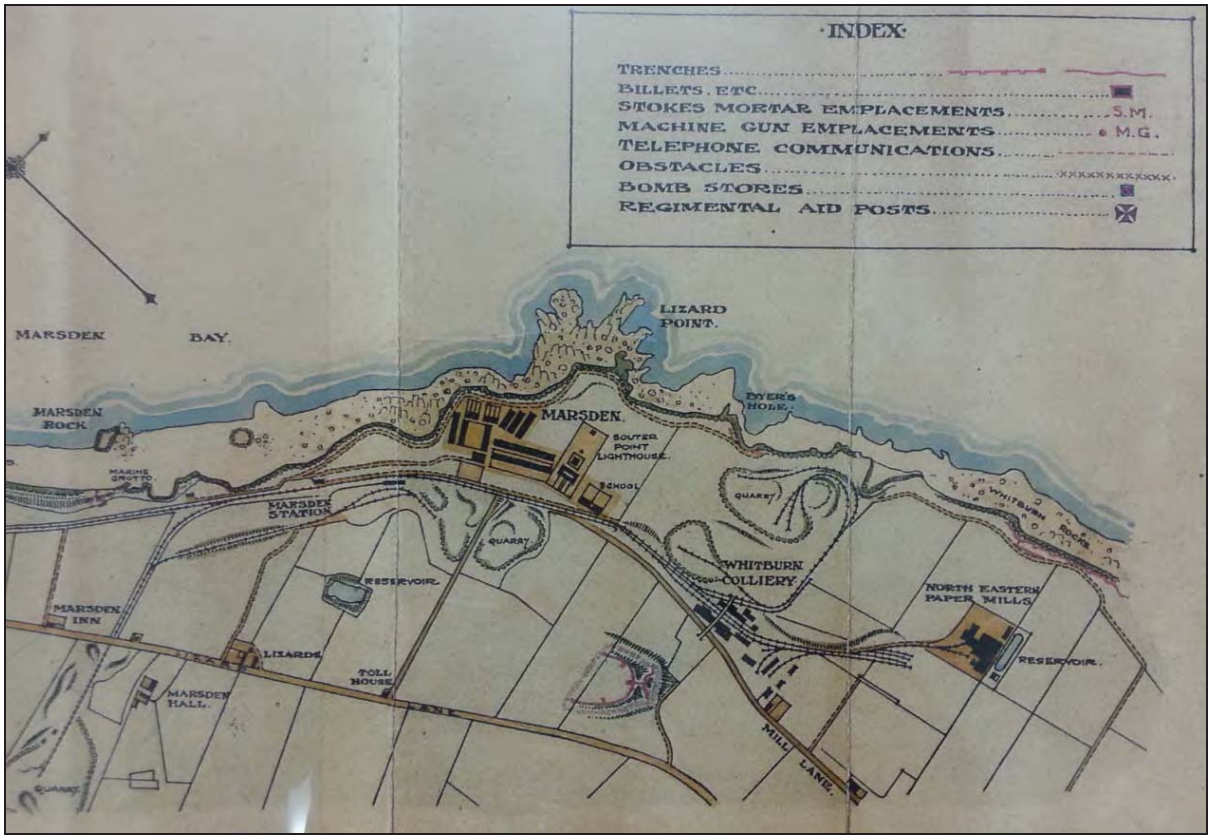


Figure 73: *Extract of plan of coastal defences to the north of Whitburn, managed by the DLI. The Cheshires were responsible for the line to the south (DRO Ref: D/DLI 7/793/1).*

For the first time home defence was high on the agenda with air attacks a terrifying new threat. There were Zeppelin raids at Tynemouth on the 14th and 15th April 1915, and a year later on the 8th and 9th August 1916 at Wallsend, Whitley Bay, Jarrow and South Shields. The raids did little actual damage, especially compared with the later bombing raids of the Second World War, but they did have a marked impact of the country's morale as for the first time innocent civilians at home were placed at risk on home soil. The most effective counter-weapon against the Zeppelins was the development of the fighter plane and two Royal Naval Air Service detachments of 36 Squadron were rapidly established at Whitley Bay and Hylton Moor. Closer to home, at Cramlington the 36 Squadron Royal Flying Corp was established on the 1st February 1916, with responsibility to patrol the Newcastle area. They had a

landing ground at Cleadon, just east of Cleadon Hills Farm that was in use from April 1916 till December 1917.[20] However, in order to mobilise these units effectively, a system of early warning was required. This was the sound mirror, developed by Professor Mather in the summer of 1915 and designed to detect a Zeppelin about 15-20 miles away, giving approximately 15 minutes warning for the air crews to mobilise. To the south of Cleadon is the recently restored Fulwell mirror (HER 4992), which is a fine example of this type of air defence system, well worth a visit.

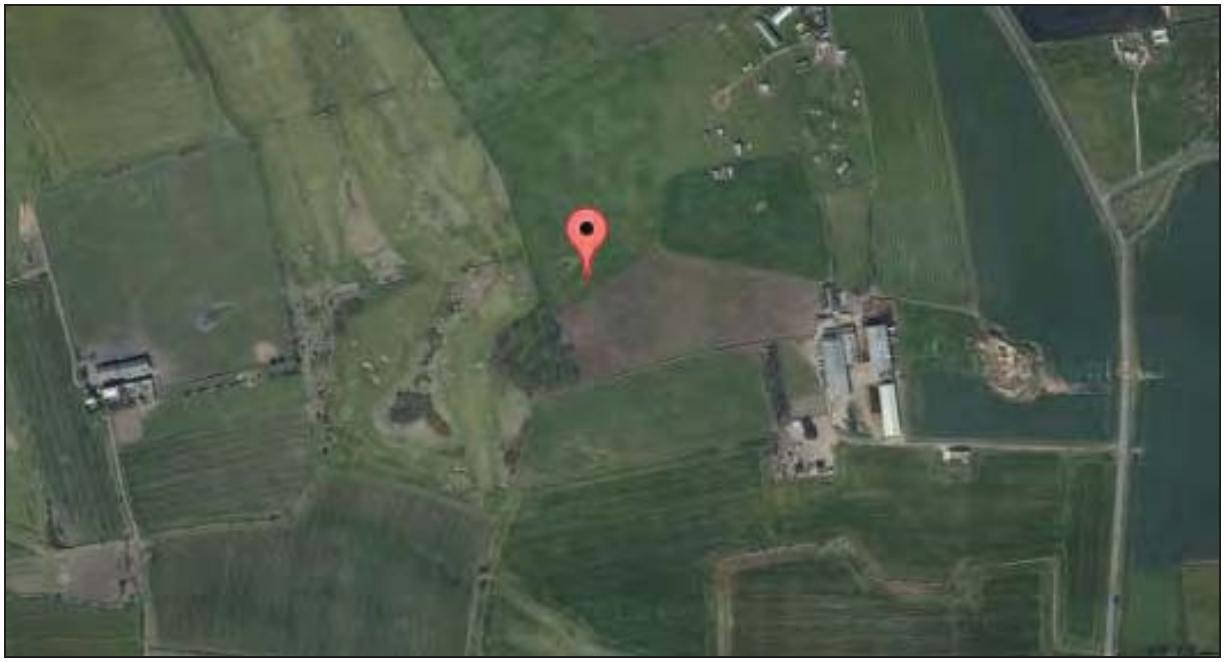


Plate 151: *Location of the 36 Squadron Royal Flying Corp landing ground at Cleadon, just east of Cleadon Hills Farm.*

However, ironically the only bomb damage Cleadon suffered during the war was not dropped by a Zeppelin but was a case of friendly fire. During the war the Tyne Harbour Defence Authorities required all ships making for port to flash a prescribed signal. If they failed to do so after a second request then the Tynemouth Battery fired a shell over the ships bow. One such incident saw the shell ricochet off the surface of the water and suddenly hurtle off inland, landing with a thump in the back garden of Briar Cottage. Thankfully it never exploded and was later retrieved and defused. It was remarked at the time that if it had maintained height and velocity for just another 60 yards it would have ploughed right into the infant school, which was holding classes at the time (CRA 1984).

As part of the secondary coastal defences, there may be a very rare example of a First World War pillbox at Cleadon (HER 1786), preserved in the hedge to the north of Peacock Lodge (Fig. 67). This varies considerably from the standard Second World War designs, although there were known variations. The Cleadon pillbox is a circular structure built of shuttered concrete and set with a slightly conical concrete roof. Today the building is well concealed amongst the undergrowth and could be at considerable risk in

[20] http://www.nelsam.org.uk/NEAR/Airfields/Histories/Cleadon.htm .

the future from tree growth damage.

Plates 152 and 153: *The WWI pillbox at Cleadon, note the three rifle apertures in the interior that look out over Cleadon land on the approach road from the coast.*

Trenches (HER 975) would have also formed part of both the primary and secondary line of defence. These were not as complex as the front line trench networks but were often simple linear foxholes, evidence of which exist all along the coast. Examples of such trenches may survive in the fields to the south west of the Cleadon mill, although equally these could simply be practice trenches. Unfortunately the pre-war expansion of the golf course makes it quite difficult to distinguish the military features from golf course bunkers without archaeological excavation, but at least one Cleadon resident remembers finding 'hoards of bullets' next to the trench south west of the mill when he was a boy. The mill itself is well known to have been used as target practice, bullet holes are still visible in its stonework.

Plate 154: *Location of possible practice or defence trenches in the field to the west of Cleadon mill.*

Practice trenches usually followed the characteristic zigzag pattern of the Allied front line defences, dug in this formation to prevent the enemy from shooting straight down the line. The trenches were usually about 7 feet deep and 6 feet wide with a 'fire step' formed of sandbags cut into the side to allow sentries to see over the side of the trench. Communications trenches were dug to link the front line to the reserve trenches through which men, equipment and casualties could be moved (Whaley et al 2008). There are no classic zigzag trenches visible on aerial photographs of Cleadon but practice trenches did not always conform to this model. At the outbreak of war the digging of trenches, whatever shape, was a means to keep raw recruits occupied while also helping to get them fit.

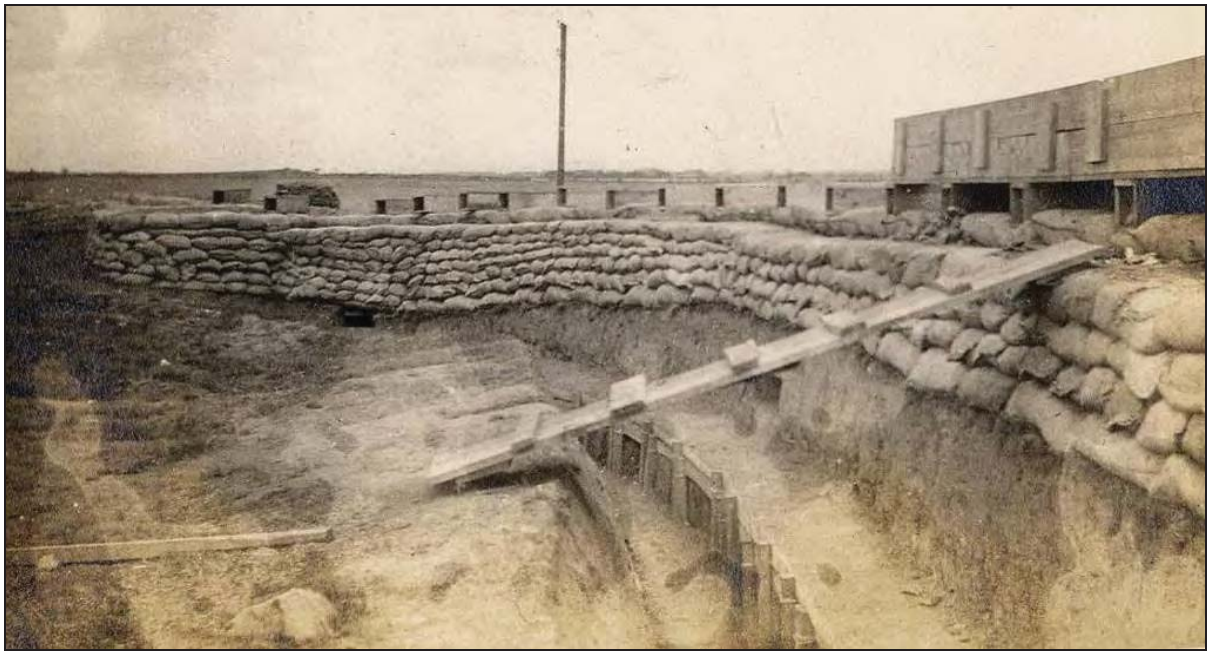


Plate 155: *The classic practice trench, dug by the Durham Light Infantry at Hylton castle (DRO D/DLI 2/8/60(16). Trenches like this would have been dug at Cleadon Meadows, Cleadons Hills and elsewhere.*

Practice trenches were definitely dug by troops in the area as there are photographs of the Durham Light Infantry (DLI) digging trenches with Cleadon campanile clearly visible in the background. There are three local training grounds listed in the 1918 War Office report, the nearest being Sunniside Farm, the South Shields Golf Course on Cleadon Hills, and a third at Marsden Farm, Whitburn. Numerous troops would have passed through these facilities. One of the earliest regiments stationed in the village were the Cheshires, as detailed above, but others included the 3rd Battalion of the York and Lancasters,[21] the 3rd Battalion of the Notts. and Derbys, the Northumberland Fusiliers, and the 8th Battalion of the DLI. Vera Britain, in her moving account of the war years 'Testament of Youth' mentions that her brother Edward, who was in the 3rd Sherwood Forrester, also spent time in Cleadon

'About the middle of the month Edward's sick-leave ended, and he returned to light duty with the 3rd Sherwood Forester at Cleadon Hutments, near Sunderland (Britain, 264)

[21] Citing online reference (http://www.forces-war-records.co.uk/units/328/york-and-lancaster-regiment/),

Plate 156: *The DLI at Cleadon Meadows in 1914 (DRO D/DLI 2/8/60(11).*

Plate 157: *The DLI digging trenches at Cleadon, with the tower of Cleadon Pumping Station clearly visible in the distance (DRO D/DLI 2/8/60(4)).*

Hutment camps were erected all over the country in the month leading up to the war. They were accommodation units comprising pre-fabricated huts and offered slightly better and more permanent facilities than the canvas troops tents used elsewhere. The hutments were often associated with medical facilities and the Cleadon hutment, located in the grounds of the Cottage Homes, was at one point the

base for the 3rd Battalion of the Notts & Derby regiment, a reserve battalion made up of recuperating soldiers convalescing before being sent back to the front. There were a number of other hutments in the area, at Marsden Farm, South Bents Farm and West Hall in Whitburn, South Farm at East Boldon, and Scot's House (west of West Boldon) . In addition to the hutment camps, troops were billeted at Cleadon Meadows and at Undercliffe, and there was an Officer's Mess in the Grey Horse Inn at East Boldon. The Village Institute, in the old Parochial School building, proved popular with troops at the time, who gladly took advantage of the card room and billiard table.

The full list of accommodation facilities recorded in the 1918 War Office document is:

Boldon	East Farm	Grey Horse Inn (Officers' Mess)
	Hutted Camps, Nos. 1 and 2	Scott's House (Hutment Camp)
	South Farm (Hutment Camp)	Stratford House
Cleadon	Cleadon Meadow	Cottage Homes (Hutment Camp)
	"Undercliffe"	Wesley Hall
Whitburn	Barnes Institute	South Bents Farm (Hutment Camp)
	Hutment	West Hall
	Marsden farm (Hutment Camp)	
	Sea View Cottage	Whitburn Hall

Plate 158: *DLI soldier practicing signalling from the top of Cleadon Meadows in 1914 (DRO D/DLI 2/8/60(14).*

Horses were stabled at Boldon Grange and at Cleadon Meadows, and there is a reference to 'horse lines' at Whitburn. The stables at Cleadon Meadows also served as a military store, and there was another store at East Farm in Boldon and the Castle Café in South Shields. The 1918 War Office list also refers to a 'detention hospital' at Wesley Hall, Whitburn but is unclear what or where this was. A detention hospital would have been for infectious diseases like scarlet fever and tuberculosis, rare today but still prevalent in the early 20th Century.

Plate 159: *DLI rifle training in trenches at East Boldon (DRO D/DLI 2/8/60(15).*

Following the war, like many villages in the area, Cleadon wanted to erect a memorial to honour those who died. There are in the region of 100,000 war memorials in the UK, most of which were erected in the two decades following the First World War. One of the things that makes the Cleadon memorial so special is that the village chose not only to remember their dead but also to honour those who fought and returned home safely to their families, making it not only a memorial to the horrors of war but also a symbol of hope for the future.

The Cleadon War Memorial

The roadside memorial (HER 10964) was unveiled on November 1920 by Col. G. Pollard of Seaton Delaval, a former resident of Cleadon Grange. It was sculpted by Thomas Curry of South Shields and stands in the centre of the village, outside Cleadon Tower. There are also two brass plaques mounted at All Saints Church.

Twenty two men from the village gave their lives during the war:

Adamson J.	Elliott A.R.	Kirkup P.A.
Airey J.G.	Ericson E.	Laidler J.
Allison N.	Graham A.	Metcalfe W.H.
Allison R.S.	Greathead C.R.	Overton C.
Burge C.	Hodgson J.	Richardson C.
Burge H.	Hogg A.F.	Sanderson R.
Burkitt E.	Iliff, E.	Wills, E.
Burrell-Corey J.G.	Kirkley W.	

This list includes Captain Philip Austin Kirkup, MC of No 45 Reserve Squadron RFC, a relative of the Abbs family of Cleadon House, who was killed in a flying accident on the 11 April 1917. There are two Allisons amongst the list who may be related to the Allisons of Undercliffe. R.S Allison could be Robert Stafford Allison, who is registered as having died in Palestine on the 16th June 1917 aged just 25, leaving a wife, Eleanor, to mourn in Roker.[22]

Plate 160: *The war memorial surrounded by a sea of red poppies in September 2014.*

Eric Ericson was a marine engineer, who lived at Elsinore House on Whitburn Road, and Charles Richardson was the village smithy but of the other men we know very little. Their surnames appear in the 1915 trade directory. These may be the fathers of the service men, being too old themselves to join

[22] Citing online reference 'Everyman Remembered' > (http://www.everymanremembered.org/profiles/soldier/649339/).

the forces. J Hodgson's father was a building surveyor, living at Swinside on the Sunderland Road. A.R Elliot may have been the son of James Elliot, the village cartwright who lived on Broomfield West, while William George Greathead is listed as a clerk living at Greencroft, West Meadows Road, and Jason Hogg is a stationer living at Russell House on Underhill Road. Charles Metcalfe was the church sexton and a Mrs Hannah Overton is recorded as living on Whitburn Road, perhaps already mourning the death of her husband or son. This information gives us some connection with the lives of the men on the memorial but there is much more still to be discovered about both those who lived and those who died. Further research based on the names of the memorial would make an excellent local history project, possibly working with the school. Perhaps each pupil 'adopting' a name on the memorial to research, and being responsible for laying a poppy to their 'soldier' on Remembrance Sunday each year.

The Inter-war Period

During the inter-war years housing development in and around Cleadon continued to expand. Despite a period of crippling recession and unemployment in the 1920s, there was considerable growth in house building across the country with over four million properties built nationally between 1919 and 1939. Construction continued on the development of the Plantation Estate. Houses were built on both sides of Laburnum Grove, annexing the southern end of the Cleadon House grounds. To the south-west of the village The Crescent was laid out and there was further development on the south side of Whitburn Road and all along West Meadows Road. As well as the large villa properties of the pre-war period a number of smaller semi-detached properties were built, reflecting a diversification of Cleadon's population.


Plates 161 &162: *Inter-war housing on the west side of Sunniside Lane.*

On the north side of the village, development began to extend along the west side of Sunniside Lane, leading up to Cleadon Cottage Homes. The houses in this area were modestly sized semi-detached properties, built in the English vernacular style, a style popular at the time as a form fit for Britain's heroes. The larger houses on the east side of the road were not built till later. On the eve of the Second World War building had also begun on the east side of the Shields Road, opposite Cleadon Grange,

where Elmsleigh Gardens, Oakleigh and Thornleigh were being laid out. To the north of the village the Cleadon Park Estate, the first Council housing estate to be built in South Tyneside, was begun. This extended to the north and west of the old limestone quarry (Fig. 74).

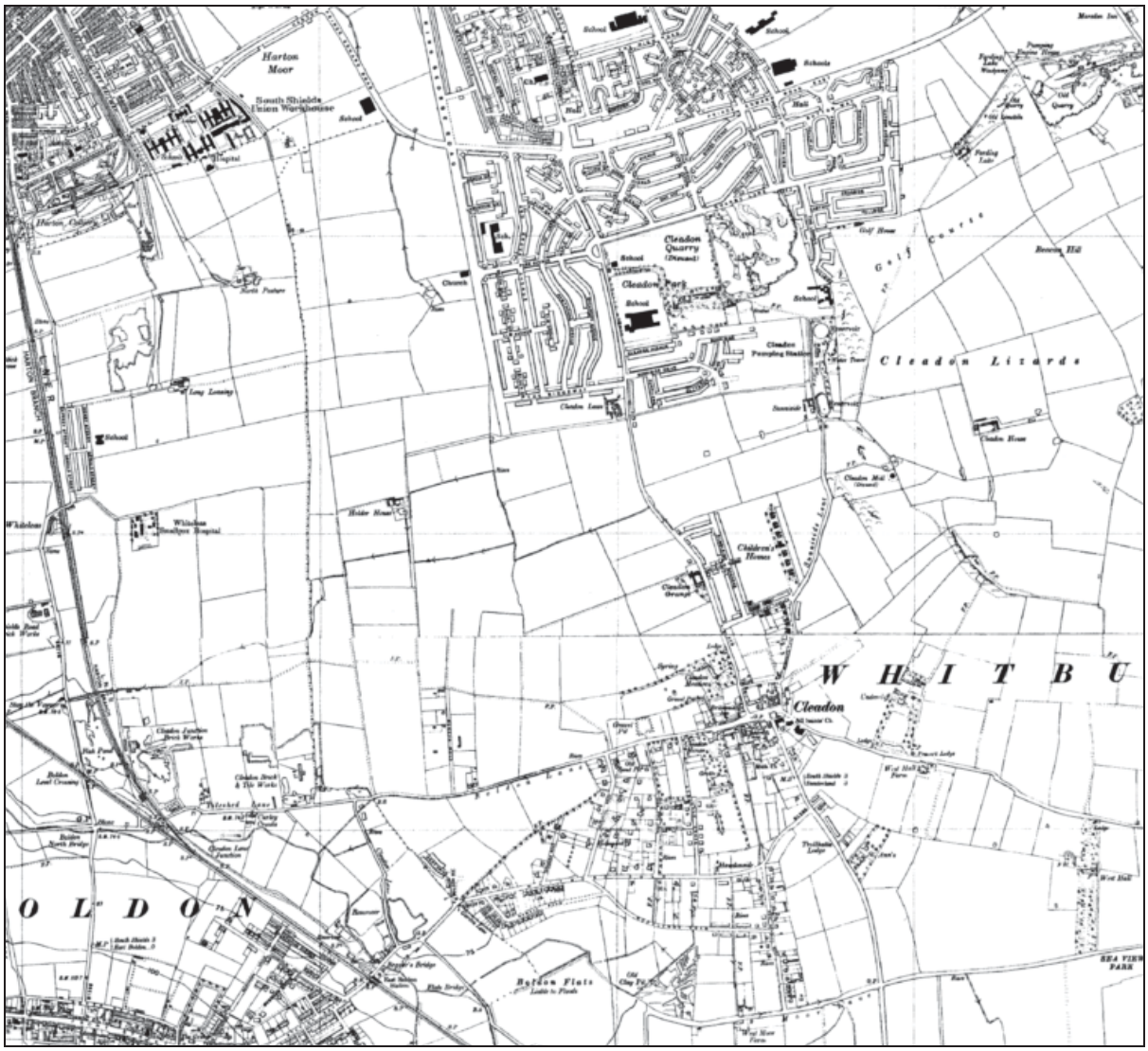


Figure 74: *Extract from fourth edition six-inch OS map published in 1939 showing the extent of housing development prior to the Second World War.*

Transport in Cleadon

Until the early 20th Century local travel around Cleadon would have been by foot, horse or cart. The NER line provided transport to Sunderland and Newcastle but travel to South Shields and the surrounding districts would have been relatively difficult. In the 1900s the construction of the new housing estates, and the associated influx of residents into the township, saw an increased demand for cheap forms of public transport.

Horse-drawn omnibuses had been in operation in the urban centres since the early Victorian period but these seldom reached into the more rural districts. However, by 1907 the North Eastern Railway was

running a bus service to Cleadon and Whitburn, from South Shields Railway Station every twenty minutes, and by 1931 the South Shields Corporation ran a service between South Shields Market and the village, and South Shields Station and the Cleadon Estate (Sunderland Echo, 28th May 1931). At the turn of the century there had also been plans to run an electric tramway through Cleadon to connect together the existing Sunderland and South Shield networks.

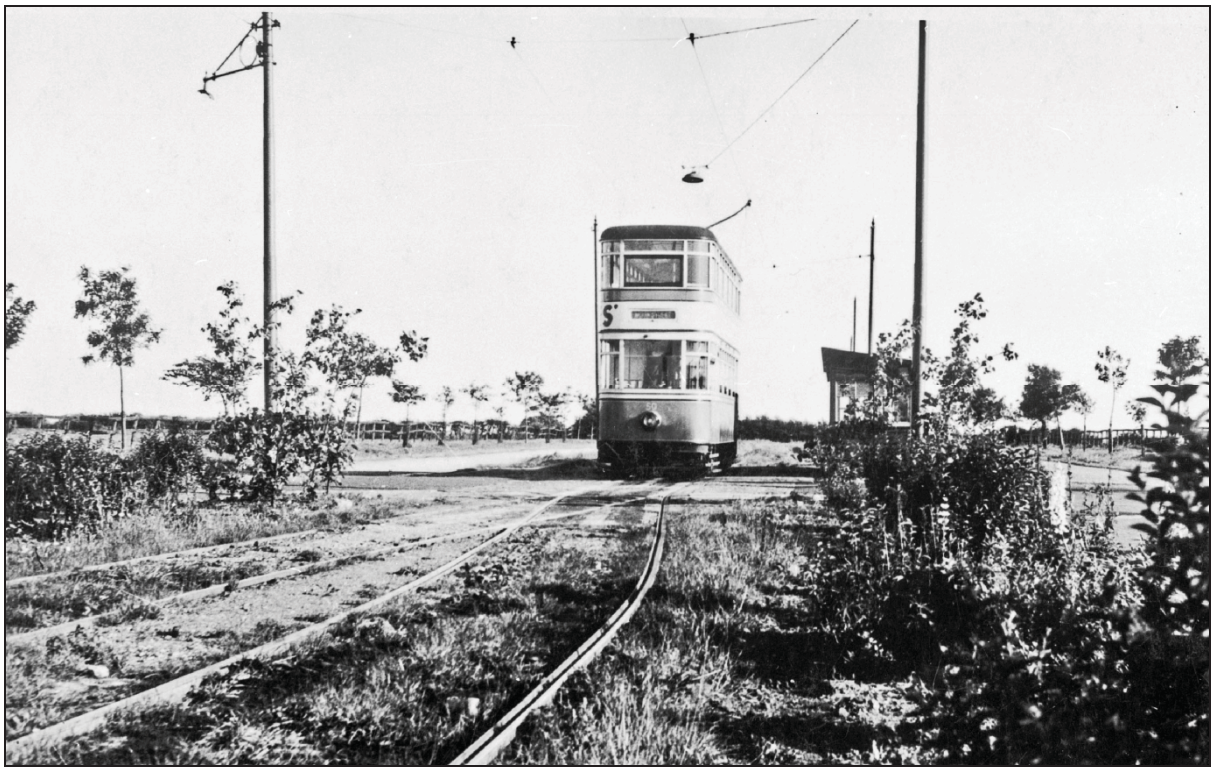
Plates 163: *The North Eastern Railway bus c. 1910. (Beamish 17599).*

Privately operated horse-drawn trams had been run in the region since the late 19th Century. Attempts had also been made to introduce steam trams but these had proved unreliable and often broke down. The introduction of a comprehensive public transport system gained impetus with the foundation of the South Shield Corporation in 1896, and the Sunderland Corporation three years later (1899), and in 1901 the British Electric Traction Company Ltd first brought a bill before parliament to introduce a network of electric tramways to connect together the two urban centres.

The original bill was quashed by opposition from the NER and the two town corporations, who proposed their own bill - The South Shields, Sunderland and District Tramways Bill - in 1902 (Shields Daily Gazette, 15th November 1902). The proposed route started in South Shields and ran along the Shields Road in a series of stages to the Whitburn Parish boundary. Tramway No. 5 was then intended to run from the parish boundary towards Cleadon, terminating close to the Britannia Inn. Another section (No.6) would continue the journey east, terminating at Whitburn, where the service would run south towards Fulwell, eventually connecting with the Sunderland line (London Gazette, 25 Now 1902). However, there were considerable disagreements as to the route. Sunderland wanted to run the track

along the coast, via Whitburn, while South Shields wanted to go through Cleadon. The Act was eventually passed in 1904 but further disagreements and financial difficulties meant that the scheme was never fully built.

Just before the First World War the proposals were revived by the South Shields Corporation and the Cleadon Tramway finally built, opening in 1922 (Joyce 1985. 69). It was primarily designed to serve the new Cleadon Park Council Estate and did not run into the village but terminated in a field close to Cleadon Laws. It ran every 15 minutes to South Shields town centre, carrying two million passengers in the first year of operation, and becoming one of the most successful of the Corporation tramway routes. The ultimate aim remained to link through to Sunderland but this was never achieved, despite several attempts to gain further support. The Cleadon Tramway eventually closed in 1946, ten years after the other South Shields cars had been decommissioned (*ibid*).



Plates 164: *Tram terminus at Cleadon in 1938 (Beamish 13230).*

The Second World War

In 1939 Britain was again under the shadow of war and Cleadon once more found itself mobilising as part of the coastal defence network. In the intervening years since the First World War there had been considerable advances in military aviation and weaponry, meaning that the German Luftwaffe were now equipped with deadly bombers that could rain destruction from the sky in a way never dreamt of a few years earlier when the cumbersome Zeppelins lumbered across the skies. The shipyards and foundries along the Tyne and the Wear were a primary target, the Germans aiming to cripple Britain's arms manufacture. Cleadon, equidistant from the Tyne and the Wear, would have been at considerable risk.

The raids were also intended to disrupt food convoys and to break the spirit and morale of the population, instilling fear and uncertainty. Within minutes of war being declared, on Sunday the 3rd September 1939, air raids sirens were heard across the country.

As early as 1938, with war imminent, an elaborate series of defences and diversions were constructed along the East Coast of Britain. This comprised a network of first and second line anti-invasion defences including pillboxes, gun emplacements, barbed wire entanglements, munitions stores, anti-tank traps and minefields. Local beaches were closed for the duration of the war, becoming a no-mans land of barbed wire that must have brought back dark memories for those who had survived the First World War.

Along the coast the batteries at Frenchman's Point (HER 869) and Roker (HER 86) were fitted out with new weaponry (Whaley, Morrison & Heslop 2008). A proposal to install three 9.2 inch guns at the Marsden Kitchener battery (HER 4616) never came to fruition and the site was not armed, although the underground complex was refurbished and used as an ammunition store. A radar station was also established sometime before February 1942 (HER 5523 and 5887).

Anti-Aircraft Batteries

Slightly further south at Lizard Lane, a heavy anti-aircraft battery (HAA) was built and armed with four 3.7 inch static guns. These remained ready for use until the late 1950s. Such weapons could fire to a maximum height of 32,000ft (9,754m), and were designed to shoot down high altitude bombers. In addition, the site was equipped with two quick firing Bofors guns intended for use against smaller fighter planes, as well as two rocket batteries (*ibid*). It was operated by the Home Guard from 1941 to1945 and remained operational after the war, controlled via the command post at Melton Park in Gosforth. It was one of only a handful of sites retained into the Cold War period to defend against potential Soviet jet attacks. The site was eventually decommissioned in the mid 1950s but a number of the original gun emplacements survive *in-situ*, although, being on private land, not publically accessable (*Op Cit*, 67).

There was a second Heavy Anti-Aircraft Battery located at Cleadon (HER 4912) (Fig. 75), manned by territorial units of the Royal Artillery between February 1940 and January 1946 (Roger Thomas, English Heritage, *pers. com*). The complex included anti-aircraft guns, a gun-laying radar, various machine gun posts, a magazine, canteen, guardroom, pillbox, gun store, barracks and a Bofors gun pit, all surrounded by a barbed wire perimeter fence. The site was downgraded in the early 1950s to an unmanned unit and the outline of the complex is shown on the 1951 OS map, although the detail of the layout was concealed for security reasons. The battery was decommissioned in 1956, the buildings on the western side of the complex being demolished and the site returned to the landowner. The site is now occupied by the Sunderland Association Football Club's training academy (*Op Cit*, 35)

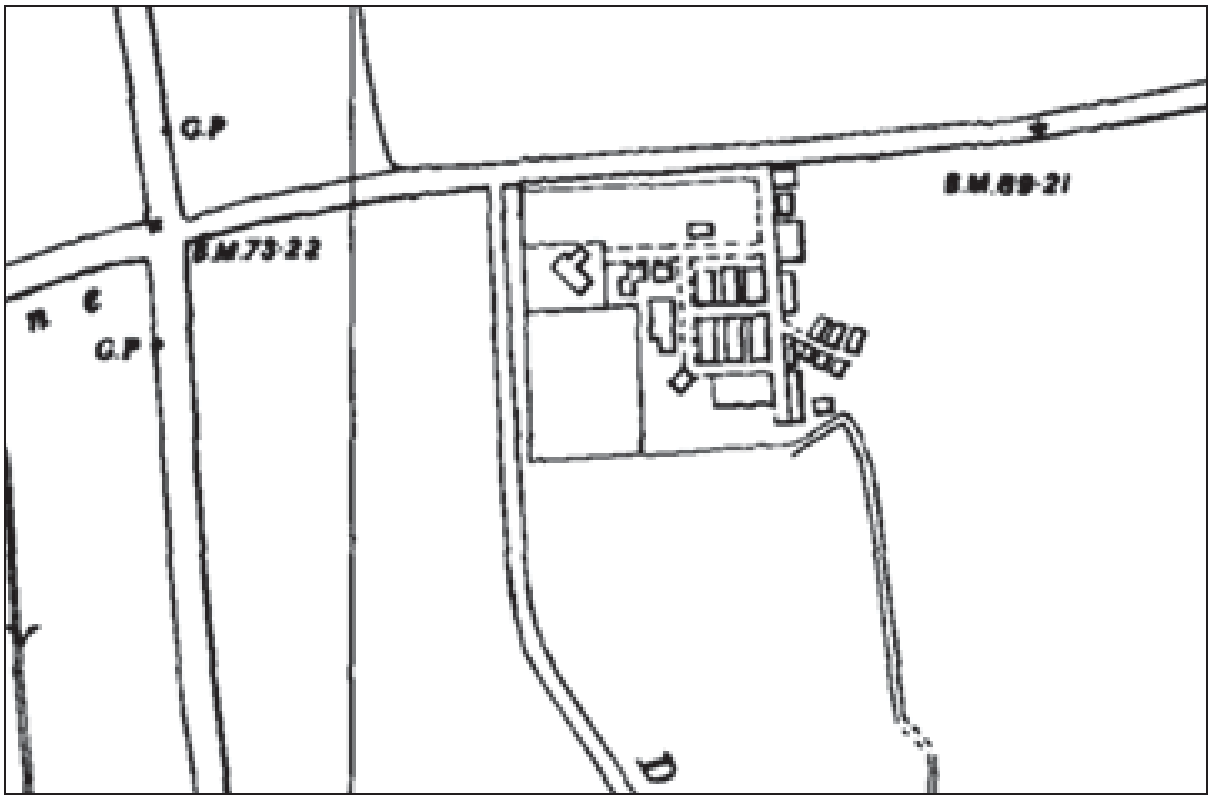


Figure 75: Extract from the 1951 OS map showing the Cleadon HAA battery (HER 4912) on what is now the site of the AFC training academy.

Operating alongside the anti-aircraft guns were searchlight batteries, designed to light up the sky and expose the enemy planes to the anti-aircraft guns or force them to fly higher, so reducing their bombing accuracy. The searchlights could also be used to guide friendly planes back to base. A searchlight battery was recorded at Cleadon (No.TT216) (HER 5541), forming part of the HAA complex. At the start of the war the Royal Artillery, attached to the Northumberland Fusiliers, manned the searchlight batteries, under the control of fighter command. When the Fusiliers were posted to the South Coast in advance of the D-Day landings, the American 25th Anti-Aircraft Artillery (Searchlight Battalion) took over manning the stations. Most searchlight sites consisted of a circular earthwork, usually 10m in diameter for a 90cm light, with a number of associated ancillary huts for accommodation and to the house generators.

Pillboxes

There are two recorded Second World War pillboxes on the Cleadon Hills (HER 4652), in addition to the possible First World War box mentioned earlier (HER 1786), which could be later in date. Today only one of the Cleadon Hills boxes remains visible, largely hidden beneath soil and gorse. It is constructed of brick and concrete with a corrugated cast-concrete roof. However it is not possibly to determine the site type given that much of the building is obscured (Plate 166).


Plates 165 and 166: *Searchlight at Debdon Gardens, the headquarters of the Anti-Aircraft Artillery (Searchlight Battalion). A searchlight like this would have operated at the Cleadon battery. The second photograph is the gun emplacement on the Cleadon hills (HER 4652), which is now very overgrown and barely visible.*

More than 28,000 pillboxes were built during 1940-1, located along the coast, rivers, canals and railways around industrial cities. Most were built to a standardized forms (known as FW3 Type 22 to Type 28) outlined in the War Office Directorate of Fortifications and Works produced in June 1940. This document provided detail of the size, shape and thickness of the walls for each design, although there are a considerable number of variations known from across the country (CBA 2002, 79). The basic pillbox structure was a squat flat-roofed, heavy, concrete building rarely built more than 6ft 6inches (*c.*1.98m) high and hexagonal, lozenge or L-shaped in form. They included a series of loopholes, the size of which depended on whether the building was designed for rifle fire or light machine guns (CBA 2002, 79). The interior often featured a concreted partition designed to limit the risk of ricochet. The locations of pillboxes were chosen by the Royal Engineers but they were constructed generally by local contractors.

Aircraft Obstructions

Aerial photographs taken by the RAF in 1946 show a series of long trenches, or mounds, extending over the South Shields golf course and out towards Lizard Lane (HER 11695 & 11686) (Fig. 67). A second set is shown to the west of the township, by the Cleadon Lane brickworks (HER 11693). These are glider obstructions designed to discourage enemy gliders from landing in advance of an invasion.

In the early days of the war it was assumed that there would be landings along the coast by enemy parachute, glider and sea-plane. Obstructions were put in place on sites deemed suitable as landing spots, which the South Shields Club's greens certainly would have been. In addition, Roker, Tynemouth and Souter lighthouses, together with the Cleadon water tower, would have provided important navigational aids for any invading force. The construction of the aircraft obstructions began in May 1940

with wrecked cars, old ploughs and any other available scrap metal being placed in open fields near to any target points like ports and airfields. Cleadon, with its direct route to both Sunderland and the Tyne docks, was considered a strategically important site, vulnerable to invasion.

The obstructions were designed to both stop planes landing in the first place and to prevent any of those that did land from ever taking off again. Trench and mound obstructions typically comprised a 3 feet (0.91m) deep trench with a mound of spoil piled on one side. Trenches were laid out in a 150-yard (137.16m) grid, with pits at least 2 feet 6 inches (0.76m) deep and preferably 4 feet wide. Aircraft would topple or pivot on the mounds, and fall into the trenches (Whaley, Morrison & Heslop 2008, 51).

Bombing Decoy

At Wellands Farm near Whitburn a bombing decoy (HER 5515) was constructed, designed to confuse enemy bombers at night. As early as October 1939 such decoys were being deployed. Day sites were known as 'K' and were set up all over Britain to look like airfields, often equipped with fake aircraft and associated buildings, but these were largely abandoned by the end of 1941. Night decoys were termed 'Q sites', and relied on an array of lights to look like airfields lit up for landing (Dobinson 2000). A variation of the Q site, the QF site, was designed to be built in unoccupied areas to deflect bombers from hitting the real targets. Fires would be lit with the intention of tricking the enemy pilots into believing that incendiary bombs had been laid by their own reconnaissance flights to guide them to a target. The pilots would then either discharge their bombs harmlessly or be fired on by a waiting anti-aircraft battery. Such sites had become very sophisticated by 1945 employing impressive pyrotechnics, ignited remotely, to look like exploding industrial works. Another variation, QL sites, codenamed *Starfish* sites, were similar but designed to look like a city or dock area under blackout. These employed lights that would go on and off in a random sequence, as well as tram wire flashes, furnaces and mock marshalling yards.

The Whitburn decoy (HER 5515) was a starfish site, designed to look like a city on fire, presumably to confuse the bombers heading the Tyne or Sunderland docks. It was in operation between August 1941 and April 1943 and designed and maintained by Fred Pippet, an RAF officer from Tyneside. He remarked that he intended to create *'dock lighting, factory lighting and glow from locomotives*'. Today all that remains of the site are the crew room where the displays were managed. This is a shelter with two concrete blast walls protecting the door. Wellands Farm was bombed on Tuesday 8 April 1941 (Whaley, Morrison & Heslop 2008, 42).

Bombing Raids

Bombing raids along the North East coast escalated in the early months of the war. On the 15th of August 1940, an estimated 300 High Explosives and 900 Incendiary Bombs were dropped on Wearside, killing 23 people and injuring 82 (Air Raid Damage Report 16th September 1940 – DRO CCX/175 and 176). The day of the raid is dramatically recounted in the Cleadon Village Festival leaflet (1984):

The sun was shining and Cleadon was basking in its usual calm despite the fact that the Air Raid Alarm had sounded. The crack of anti-aircraft defences could be heard but the thought that the village itself would be a likely target was never seriously entertained. The customary precautionary measures however, had been observed by most of the residents

On that day 15 German bombers were on their way to attack the Tyneside shipyards. A fighter plane squadron was hastily mobilised to intercept the enemy and the bombers retreated, but not before dropping their payload. The High-Explosive bombs fell within yards of three houses in the village:

The first shaved the house known as St Bedes, in Underhill Road, and owned at the time by Mr. G.A. Stradler. There was a deafening explosion and the house was completely demolished. A maid, the only person in the house had a miraculous escape. She had wisely taken shelter within the premises and was discovered among the debris, severely shaken but otherwise unhurt. Windows of surrounding properties were extensively damaged and an adjacent house, Moor View, owned by Mr and Mrs Lamb, had shrapnel embedded in its front room walls. One piece scythed its way through the trees, cut straight through the garage door, pierced the back of the car and finally struck the centre of the steering wheel setting off the car horn. The vehicle wailed its defiance until the battery was drained.

The plane unloaded a further two bombs, damaging property on Whitburn Road and West Meadows Road, but, surprisingly, no one was killed or badly injured.

Plates 167 and 168: *The unexploded mine near Sunniside Lane that fell during the 1941 April raid (South Tyneside Historic Images - STH0001439/ STH0001440).*

The August raids marked the start of a three-year intensive bombing campaign, targeting the docks and shipyards on the Tyne and the Wear, that would see many dead and large areas of Tyneside and Sunderland reduced to rubble. The bombing campaigns continued intermittently until 1943 when the nation's AA were upgraded. New radar-controlled guns and anti-aircraft rocket batteries were introduced

that could precisely target aircraft. However, bombing technology improved too, leading to fewer but more targeted precision raids.

Throughout the war Cleadon is mentioned a number of times in air raid reports[23].

15 Aug 1940	A force of 122 bombers and escorting fighters flying from Norway and Denmark attempted a mass daylight raid on the North-East but were decimated by the RAF and lost 28 aircraft while the RAF lost none. High-Explosive bombs were dropped at Dawdon (11 dead), Easington Colliery (9 dead), Sunderland (4 dead), Hawthorn (2 dead), Thornley, Cassop, Woodside, Etherley (1 dead each), Cockfield and Cleadon.
28/29 Oct 1940	High-Explosive bomb fell near Fines Road, Medomsley and at Cleadon.
7/8 Apr 1941	High-Explosive bomb, incendiary bombs and parachute mines across Northumberland from Ford to Wallsend and at Whitburn, Graythorp, Dalton Percy and Cleadon, where 1 man and 2 women died.
23-24th April 1941	Two parachute mines were dropped at Cleadon, one exploded in a field and caused damage to windows and doors of farmhouses. There were no casualties. The other mine fell in a field and failed to explode. The mine is about 400 yards from the main Sunderland/South Shields road and it was found necessary to divert traffic. 120 houses in the vicinity were evacuated. The mine was rendered safe and the road opened for traffic by 14.30pm when the evacuated houses were reoccupied.
25-26th April 1941	Series of bombing raids along the coast. Damage to Tynemouth, Cullercoats, Jarrow, Hebburn, Burdon, Cleadon, Usworth, Pelaw and Gateshead. Mine found in a field between Cleadon Hill and Cleadon Cottage Homes, it was disposed of later in the day by the Naval Bomb Disposal Squad under the direction of Lieutenant Apps, RN.
5/6 May 1941	High-explosive bomb fell at Cleadon
21/22 Oct 1941	High-explosive bombs fell at Urpeth, Leam Lane, Great Usworth, Cleadon, Newton Bewley, Stockton, Seaton Snooks and near the Wynyard Estate.
Sunday 14-15th March 1943	One ABB 500 container fell in a wheat field near Cleadon, it contained incendiary bombs of the ordinary 1kg type; no damage was caused. At the same time a high-explosive bomb exploded near Curley Crook, Cleadon, together with four firepot incendiary bomb, without causing damage. A number of 1kg incendiary bombs of the ordinary type fell at Cleadon, amongst these was one with an explosive charge in the nose.

[23] Citing online reference ' Attacks on the North East' > http://www.bpears.org.uk/Misc/War_NE/w_section_08.html

Plate 169: *Footings of the officer's mess associated with the former searchlight battery (CS9).*

What little surviving evidence of the Second World Warremains in the township is in danger of being lost. The pillbox (HER 4652) on Cleadon Hills is perhaps the most comprehensive surviving feature, but this is rapidly disappearing beneath the undergrowth. The only other evidence is a set of wall footings (CS9) in the field on the north side of Cleadon Lane (Plate 169), just north-east of the All Saint's church, part of the former officers' mess associated with the searchlight battery (Chadwick *pers. com.*).

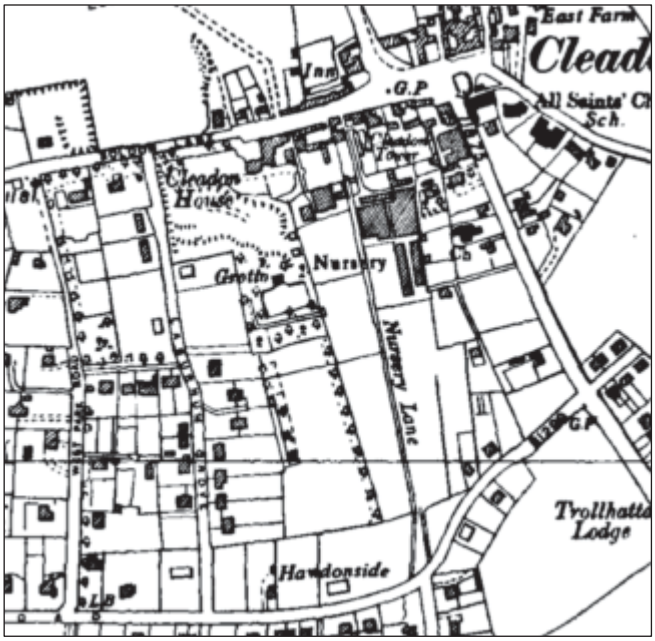


Figure 76: *Extract from the 1951 OS map showing the extent of gravel extraction to the south of Cleadon House.*

Post-War Development

Housing development in the village continued apace after the Second World War. The Plantation Estate continued to expand with further construction on Laburnum Grove and to the south of Whitburn Road. In the garden of Cleadon House sand and gravel extraction destroyed evidence of earlier plantings, dislocating the house from its original setting (Fig. 76). Only the pleasure grounds to the south-east of the property survived. These were purchased by the Council and opened to the public as Coulthard Park. The lake is still shown as open water on the 1951 OS map but was subsequently backfilled. More recently some of the larger properties at the core of the Plantation Estate have been sub-divided to form smaller units and additional

boundary fences and walls have been added. Fragments of the Cleadon House boundary wall are still preserved in places.

To the north of the village Cleadon Park Estate expanded rapidly in the post-war period. The quarry was filled in and Cleadon Park House demolished in 1982 when the sanatorium eventually closed. The grounds of the house were purchased by the council and opened as Cleadon Park.

Figure 77: *1951 six-inch OS map showing the extent of development across the township.*

New Leisure Activities

The immediate post-war period saw the founding of a number of new clubs and societies as people sought to re-established a normal life and reclaim the countryside that had for so long been out of bounds. This continued throughout the 1950s and 60s as people began to have more leisure time and post-war rationing at last came to an end. The rise in production in the 1960s also saw an increase in disposable income.

Cleadon Drama Club

By The Little Theatre, Cleadon

One August evening in 1945 George Sylph, an amateur actor and producer, was in Cleadon visiting his friends the Perridge's. The conversation soon turned to a recent production by South Shields Westovian Society in the Cleadon Village Church Hall. A fine actor and director, George's interest in theatre had started during his school days. Bill Perridge and his wife Hylda also had an interest in theatre, appearing in operatic and amateur productions in Preston and Cambridge as well as locally. They all agreed that it was a pity that the hall was not used more frequently for such events and they should form a local drama company. Hylda immediately went out and scouted the village, soon returning with the names of six prospective members.

Plate 170: *The Cleadon Little Theatre Building, which opened in 1952.*

A general meeting was called the next month and Cleadon Village Drama Club was born. George Sylph was elected as the first chairman of the new society. The President was Lady Helene Chapman, wife of Sir Robert of Underhill Cleadon, a good friend to the organisation. On her death she was succeeded by an equally good friend, her son, Sir Robin Chapman.

No time was lost in mounting the first production, 'The Admirable Crichton' by J M Barrie, which opened in December 1945. The production was a marked success, raising £29 14s 9d for the Boldon Welcome Home Fund, a charity for returning troops. Other beneficiaries from productions in the early years were the Boys' Brigade, the Cleadon Nursing Association, and Cleadon Cottage Homes.

The CVDC had no premises and rehearsals took place in members' homes, although a headquarters of sorts was established in rooms at the Old Ship Inn, used for committee meetings and storing scenery and

props. However, from the beginning, the ambition of the group was to have their own premises and a development committee was set up on 9th March 1948 to secure this. The plan was to establish a permanent clubhouse for the purpose of rehearsals, as well as a workshop for scenery building and storage. The clubhouse would also be used for social functions and in-house performances. Productions were to continue to be staged at the Church Hall and at the Pier Pavilion in South Shields.

Fund raising and planning began in earnest and in August 1951 the committee agreed to an offer to buy a site on Boldon Lane, approximately 600 square yards at 2/- (10p) per square yard. Plans were submitted and a Building Society Mortgage for £600 approved.

The Nissen hut type building had been used for storage at one of the Sunderland shipyards and was acquired through the good offices of Mr. Harold White, an active club member and an executive of the shipyard in question. It was transported to Cleadon and erected on new concrete foundations at the present site. The clubhouse was formally opened by Lady Chapman at a ceremony held on 24th September 1952.

It took a great deal of dedication, hard work and fund raising before the clubhouse had more than just basic facilities. Gradually, over the years a stage was put in place, heating installed and the walls lined with panelling. A small bar was erected and a members' club licence acquired.

Productions continued to be staged in the Village Hall but the increasing popularity of television meant audiences interested in live theatre events were dwindling and the club could no longer afford the hire charge of the larger venues. In 1969 the decision was made to stage productions at the clubhouse, and the more intimate atmosphere of the venue seemed to give something extra to productions. In response the clubhouse was renamed the Little Theatre and today continues to stage productions throughout the year.

The Late 20th Century

Like many villages, town and cities in the local area, Cleadon suffered badly in the 1960 and 70s at the hands of planners and developers. During this period the appearance of the village changed dramatically but, thankfully, the historic character of the village core remains intact. Three of the large country houses – Cleadon Park, Cleadon Meadows and Cleadon Old Hall - which had played such an important role in the history of the settlement, were demolished. The grounds of Cleadon Meadow had been gradually sub-divided and sold off throughout the 20th Century but in the 1960s the house was finally demolished and the housing estate of the same name built. Cleadon Old Hall met a similar fate when it became structurally unstable. The Old Hall flats and the Cleadon service station were later erected on the spot where the Hall formerly stood. To the north of the village Cleadon Park House was pulled down in the 1980s.

One of the most dramatic changes to impact the medieval layout of the village was the re-alignment of the Sunderland and Shields Road. The road had previously passed through the village in a staggered, dog-leg junction, a form probably in place since the foundation of the village in the medieval period. In the early 1960s this was straightened in a bid to improve traffic flow. The old Ship Inn was demolished as part of the scheme and the village pond reduced in size. The second pond, to the north on Sunniside lane, was backfilled around the same time.

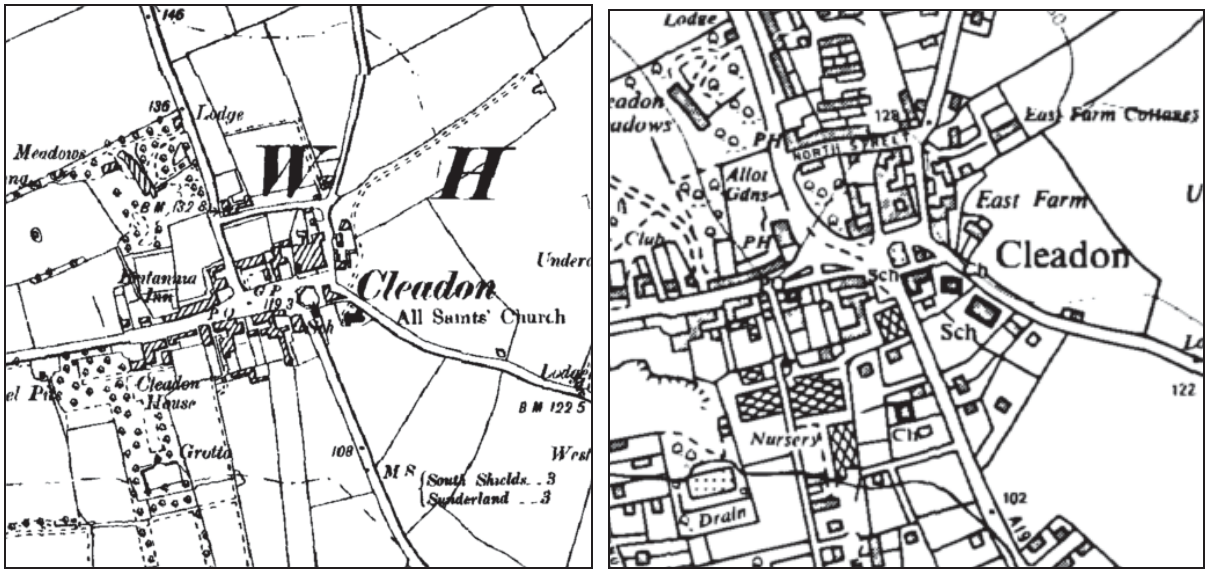


Figure 78: Extract from the 1862 and 1960 OS map of the village centre showing the changed road alignment.

Elsewhere in the village, South Farm was sold for development and Foxton Court, Thirlmere, Windermere, Grasmere, Buttermere and Meadowfield Drive constructed. This is divided from the Plantation Estate and Whitburn Road by Coulthard Park. There was also development on the north side of Front Street resulting in the demolition of Laburnum Cottage and Ivy Cottage. The Georgian Cottages were also torn down, despite the issue being debated in Parliament, and new shops and street-fronted properties erected with arguably little thought for the historic character and setting of the village. Thankfully, in 1975 the Cleadon Conservation Area was designated with the aim of protecting and enhancing what survives of the villages' historic core and medieval layout. It was later extended in 2004 to encompass the Plantation estate (Fig 67).

Conservation Areas are protected under the provision of the Planning (Listed Buildings and Conservation Areas) Act 1990 and designed to protect an area's *'special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance'*. This refers not just to the buildings in the village but also the medieval layout of the settlement; the relationship of buildings to the surrounding space; open spaces and views; boundaries; thoroughfares; green areas and trees; street furniture, and surface materials. In fact everything that can be said to make a positive contribution to Cleadon's unique historic sense of place and character. That is not to say that any new development or alterations are discouraged or prohibited but just that due care and thought is given to the wider impact of any

proposals on the nature and setting of the village. More information on the Conservation Area can be found in the Cleadon Conservation Area Character Appraisal (STC 2007a). The Cleadon Hills are also designated a separate Conservation Area (STC 2007b).

In recent years, widespread new housing, the opening of the metro line, and the construction of the impressive new school, have all contributed to Cleadon's increasing popularity as a place to live. The church, chapel, church hall and community rooms continue to thrive, and there is a diverse range of clubs, societies and events on offer throughout the year. It is a welcoming and friendly village with a strong sense of community and heritage. It embraces the future, accomadating change, while remaining, rightly, passionate and protective of its strong links with the past.

CLEADON THEN AND NOW

A quick look at the changing face of Cleadon as recorded in historic photographs

Plates 171 and 172: *The Cleadon War memorial c.1930 (STL 1994, 9) with South farm visible to the left of the picture, and the same view today.*

Plates 173 and 174: *Cleadon c.1935 (STL 1994, 11), looking south-west along Front Street towards Cleadon Tower and the Old Post Office, with the War Memorial in the middle distance. Not a great deal has changed except for the rendering of the buildings and the demolition of the block on the far side of Nursery Lane.*

Plates 175 and 176: *Cleadon c.1910 (STL 1994, 12), looking south-east along the Sunderland Road towards the Old Schoolroom (opened in 1903). To the left of the schoolhouse is the Parochial School, demolished in 1938 when the current Church Hall was built. On the opposite side of the road stands The Ship Inn, demolished when the road was widened in the early 1960s. The impact of the road widening is clearly visible in the second picture, particularly the reduction in size of the village pond.*

Plates 177 and 178: *Cleadon c.1960 (STL 1994, 17), looking south-east along Front Street. Perhaps the greatest change between the two pictures is the loss of the Georgian Cottages that dominated the south side of the road before they were demolished in the 1960s.*

FURTHER RESEARCH AND NEW PROJECTS

As discussed in the introduction, one of the main aims of the Atlas project has been to inspire further research into the local area. Hopefully some of the themes and events discussed above will have fired the imagination and will provide a starting point for further exploration. Although this report is quite large, in many areas it has just skimmed the surface and there are a whole host of interesting elements

that would benefit from further study, providing both personal fulfilment and advancing our understanding of the village and surrounding cultural landscape. Below are a few areas suggested but there are no doubt many, many more.

Events and Themes to Explore

Medieval and Post-Medieval Cleadon

Cleadon is lucky in the fact that there are a large number of primary documents preserved that relate to the medieval and post-medieval development of the village. Being part of the bishop's estate, details of copyhold agreements, surveys, valuation returns, Halmote Court (local administrative court), Court Rolls (early census) and other documents associated with the administration of the township were all kept as part of the Durham Diocesan Archive. Today this can be found at Durham University Special Collections. The new Barker Research Library facility is open to the public, and the staff there will help you get started. Some of these early documents are written in Latin but surprisingly very few, most are actually written in English, although it can take a while to get used to the handwriting and to transcribe a document. Areas warranting further investigation would be:

- **The early landowners**: perhaps taking one of the names from the Hatfield Survey, of the later 1587 or 1649 Surveys, and trying to trace more about the family; the land they owned, and later descendants. The Chambers would be an obvious choice but others would include the Merymens (Merrimen), Matthews, Woods and Wakes and Coulsons.

- **Enclosure agreements:** looking more closely at the Enclosure Agreements and related maps, the 1714 copy of the Cleadon map (DHC11/VI/180) and the Whitburn Enclosure (DHC6/III/21), both held at Special Collections. A detailed look at changes in land ownership, perhaps also including a comparison with the later tithe map, would be useful.

- **Early farmsteads**: further work on early farmsteads known in the area including Farding Lake, Sunniside, Cleadon Laws, Burdon Farm and South Farm. Details of these are all held in the Durham Diocesan Archive. Are they medieval in origin? Did they start off as larger hamlets? How did they develop? Is there any surviving field evidence ?

- **Transcribing documents**: it would also be beneficial to transcribe some of Cleadon's more important documents to aid research in the future. The Surtees Society often undertake this kind of work and it might be worth approaching them about looking more closely at the material available for Whitburn and Cleadon.

The 18th Century

- **Cleadon House:** Margaret Maddison (NEVAG) has already undertaken a considerable amount of research into the history of Cleadon House but the link with the Greys would be worth further exploration, and perhaps a more detailed look at the life of John Dagnia.

- **Cleadon Old Hall**: a history of the Old Hall would certainly be worth undertaking. Again, records relating to the property could be found at Special Collections as well as elsewhere. In particular the link with John Burdon Esq. and Hardwick Park would be worth exploring further.

- **Cleadon's Garden History**: John Burdon and John Dagnia where both keen early horticulturalists. Margaret has undertaken research into the development of the Cleadon House Garden but there may be further material relating to the work of John Burdon. In particular the development of the garden to the north of North Road, where Heather Close now stands. A garden study could also be extended to cover the development of the later estates – Cleadon Meadows and Cleadon Park - looking at changing fashions and influences.

- **Cleadon's Methodist Chapels**: a study of the development of Methodism in Cleadon and Whitburn. Detailing evidence of Wesley's visits to the area and their impact. Further information on John Burdon, Cleadon's first Methodist minister, and his association with Wesley. How the old chapel developed and any related information, and the later construction of the 19th Century chapel.

The 19th Century

- **Cleadon's Brick and Tile Industry:** a study looking at the development of brick and tile manufacture in the area. Is there any evidence for 17th- and 18th-century production? Who ran the brickworks? How did they operate? Are there any associations with building projects in the village (e.g. Cleadon House) or further afield? How many people in the village were employed in production? What was the impact of closures?

- **Cleadon's Stone Quarrying Industry:** a study looking at the development of stone quarrying looking at many of those areas detailed above.

- **Transportation:** a more detailed look at the development of Cleadon's transport system, looking at the early roads, the coming of the railway, the buses and the trams.

- **Cleadon Hills Farm:** this farmstead would certainly warrant further investigation and recording, subject to permission of Mr. Clegram, of course. A preliminary visit to the farm as part of the VA field survey identified the potential presence of elements dating to the 18th Century but there

was not enough time as part of the project to explore these fully. Similarly, the Gibbons family who ran the farm were an important local family and worthy of further study.

- Cleadon Grange and North Farm: it would be useful to explore the history and development of North Farm, particularly its origins in the mid 19th Century, and perhaps undertake a building survey of the Grange; subject to the owner's permission. The Grange is important as one of the only surviving examples of the large country houses built in Cleadon in the 19th Century, Cleadon Meadows and Cleadon Park both being demolished. Underhill is the only other surviving example, but a considerable amount in known about this site already.

- Later landowners: further research into some of Cleadon's later landowners appearing in the tithe apportionment book, including Richard Pemberton, Barbara Ormston, George Townshead Fox and Percival Fenwick. What was their association with Cleadon? Where else did they hold land?

- Cleadon inns and pubs: a closer look at the development of Cleadon's two inns and the Cottage Tavern, perhaps with a building survey of the latter, subject to permission.

- Cleadon's shops and high street: a study of Front Street looking at the development of properties along the street and the changing nature of the associated shops and businesses.

The 20th Century

- Cleadon Nursery: further research into the development of the nursery, in particular its origins in the 19th Century.

- First World War: further study into the role of Cleadon during the First World War is certainly required, in particular looking at the various regiments training in the area and the nature of the training and hutment camps.

- First World War Excavations: excavation of one of the trenches below Cleadon Mill should also be considered to confirm if these were practice trenches or not. The trench immediately west of the mill has been identified as the most likely candidate and Natural England did grant permission to excavate this in 2013 but, unfortunately, there was not enough resource available at the time to achieve this.

- First World War Remembrance: further research into the names of each of those mentioned on the war memorial would be an interesting project for the school, perhaps producing a book of remembrance covering not only those who fought and died but also the lives of those who returned.

- **Cleadon Cottage Homes:** research into the lives of those who lived at the Cottage Homes, as well as the operation and administration of the institution. Records for this can be found at the Tyne and Wear Archives.

- **Second World War:** oral history project looking at memories of the Second World War.

- **Memories of Cleadon:** the Village Atlas oral history group has already begun collecting and transcribing oral histories of some of Cleadon residents. Similarly the Cleadon Local History Society will no doubt continue to gather old photographs and documents relating to the area. One thing that might be considered is preparing a Cleadon Reminiscence Box, with postcards and memories of Cleadon that could be made available to care homes and day centres in the Cleadon and Whitburn area, to help stimulate memories for dementia patients.

Restoration Projects

There are three archaeological sites in the village considered to be in need of restoration and stabilisation.

Cleadon Grotto: this site was restored a few years ago but the structure is once again heavily overgrown with ivy that is potentially weakening the jointing and damaging the structure. Consideration needs to be given to undertaking remedial work to restore and stabilise the grotto, and provisions put in place for the long-term management of the structure. As a grade II listed building permissions will be required from South Tyneside Council. Advice in the first instance should be sought from the South Tyneside Conservation Officer.

Cleadon WWI Pillbox (HER 4652): further research needs to be undertaken to ascertain whether this is a First or Second World War feature. In either case, the structure it currently at considerable risk and consideration should be given to cutting back the trees in the immediate vicinity of the pillbox to prevent damage. This should not have a marked impact on the efficiency of the boundary as it divides arable rather than pastoral land. The extent of works also does not need to be extensive but just enough to clear the vegetation placing the structure at immediate risk. Advice should be sought from the Tyne and Wear Specialist Conservation Team and English Heritage. Please note that this monument is on private land.

Cleadon WWII Pillbox (HER 1786): The other pillbox and emplacement on Cleadon Hills is also at immediate risk of being lost under vegetation. Consideration should be given to gorse clearance and stabilisation works to prevent the site 'disappearing' over the next five years. Any clearance work should also include the provision for building survey. Both clearance work and the survey would make an excellent community project but advice should be sought from the Tyne and Wear Specialist Conservation Team in the first instance, and permission will be required from Natural England.

INFORMATION AND RESEARCH RESOURCES

There are a host of excellent local history books both general and more specific. Those used in the compilation of this report are included in the bibliography at the end of this section. The following is a short, and by no means exhaustive, list of other useful resources and references

General Landscape and Building History Books

Hoskins, W.G. (1985) The Making of the English Landscape

A bit out of date now but still a seminal text for landscape history and a really interesting and good read.

Beresford, M. (1984) History on the Ground

A compelling book that looks at how the landscape reflects change.

Taylor, C.. (1983) Villages and Farmstead

Builds on Hoskins' earlier work to look in detail at factors influencing settlement change and its impact on the landscape.

Rackham, O. (1988) The illustrated History of the Countryside

Great reference book that clearly illustrates evidence 'in the field'

Cunnington, P. K (1999) How Old is Your House

A good, easy-to-follow introduction to understanding historic buildings. It includes a section on recording and on documentary research.

Morris, R. K (2000) The Archaeology of Buildings

A more detailed account of the development of buildings, including an analysis of building materials.

Specific Books for Local Area

Roberts, B,K (2008) Landscapes, Documents and Maps: Villages in Northern England and Beyond AD 900-1250

Key text for the local area, it expounds on Roberts' theory of the Durham Green village.

Simpson, D (2000) The Millennium History of North East England

Useful 'timeline' book for cross-referencing key events across the North East.

Local History Text

Hutchinson, W (1787) History and Antiquities of the County Palatine of Durham, Newcastle

The earliest of the local histories and the basis for most of the later works.

Surtees (1820) Surtees, History and Antiquities of Durham

Four volume local history based on Hutchinson's earlier work but more accessible.

Mackenzie, E & Ross, M (1837) An Historical, Topographical, and Descriptive View of the County Palatine of Durham

Local history based on Hutchinson's earlier work but more accessible.

Fordyce, W (1857) The History and Antiquities of the County Palatine of Durham

A later local history.

Whellan (1894) Directory of County Durham, 1894

This trade directory provides a useful introduction to many of the villages and settlements in the area including population figures and information on hauliers, etc.

Page, W (1907) The Victoria history of the county of Durham

Not terribly useful as only the first three volumes were completed and these were largely the sections dealing with the county overview.

Latimer, Fordyce and others - Local Records of Historical and Remarkable Events

19th-century chronicles of events by date, very useful for key events and interesting details.

Kelly's (and others) Trade Directories

Cover the period c.1820 through to 1950s and are useful as a reference for settlement numbers, professions, business and a potted local history

Great online source for these is http://books.google.co.uk/

Map Information

Small-Scale Maps (1540-1810>)

Early small-scale maps include Christopher Saxton, b. 1542; John Speed 1552?-1629; Pieter van den Keere 1620; Joan Blaeu, 1596-1673; Herman Moll, d. 1732; Thomans Kitchin d. 1784. Good 18th-century maps by Andrew Armstrong 1700-1794, Christopher Greenwood 1820 and Thomas Bell 1843.

Great online resource for early maps and pictures in the Durham University *Pictures in Print*: http://lewis.dur.ac.uk/pip/index.html

Online Resource for Historic OS Maps are:

Tyne and Wear Sitelines http://www.twsitelines.info/siteline.nsf/search?openform

Old Maps http://www.old-maps.co.uk/index.html

Agricultural History

Grainger, J (1794) General View of the Agriculture of the County of Durham. Bailey, John (1810) General View of the Agriculture of the County of Durham. Both available online at: google books http://books.google.co.uk/

Historic Environment Record

Access to the HER can be obtained online at:

Tyne and Wear - Sitelines http://www.twsitelines.info/siteline.nsf/search?openform
Durham and Northumberland – Keys to the past http://www.keystothepast.info/Pages/Home.aspx

English Heritage also maintain a national list (formerly known as the National Monument Register or NMR) you can view this online on at: http://www.pastscape.org/

Aerial Photographs

There was country-wide coverage of Britain by the RAF following WWII and some coverage during WWI. These provide a snapshot of the landscape prior to widescale agricultural and urban expansion. The main collection is held by English heritage as part of the National Monument Archive. These can be ordered from http://www.englishheritagearchives.org.uk/.

EH are also busy putting these online as part of the *Britain from Above* project http://www.britainfromabove.org.uk/. Many are also now loaded onto Google Earth. This is a very useful free online resource for aerial photographs, and its 'historic image' function lets you review the landscape at various times and under various conditions. You can download the application online from http://www.google.co.uk/intl/en_uk/earth/index.html.

Other Useful Web Reference

Ancestry UK: great for family history. The census data is also a useful resource for landscape and buildings research http://www.ancestry.co.uk/. Most local libraries have a free subscription.
Access to Archives: The National Archive – you can use this to find documentary references across the country http://www.nationalarchives.gov.uk/a2a/
A Vision of Britain: A vision of Britain between 1801 and 2001 including maps, statistical trends and historical descriptions. http://www.visionofbritain.org.uk/
British History Online: a range of local histories (including the Victoria County History (VCH)) and other reference material; http://www.british-history.ac.uk/Default.aspx
English Heritage: The 'Professional' tab at the top of the homepage lets you search a number of useful

databases. http://www.english-heritage.org.uk/

English Heritage Pastscape; National Monument Record online: http://www.pastscape.org/

English Heritage Archives: list of archives held as part of the NMR – these can be ordered and sent to you: http://www.englishheritagearchives.org.uk/

English Heritage Images of England: information on listed buildings, including photographs: http://www.imagesofengland.org.uk/

England's North East: a useful general history reference by David Simpson: http://www.englandsnortheast.co.uk/index.html

Genuki provides a virtual reference library of genealogical information of particular relevance to the UK and Ireland and is great for information on settlements of all types http://www.genuki.org.uk/

Durham Mining Museum: an online reference for anything to do with mining: http://www.dmm.org.uk/colliery/e008.htm

Southtynesideimages: an excellent resource featuring a huge number of historic images covering all aspects of life in the South Tyneside, www.southtynesideimages.org.uk .

Virtual Library of Bibliographical Heritage: this is a Spanish reference library but is a good reference for maps, etc. and is worth checking if you cannot find something on *Pictures in Print* http://bvpb.mcu.es/en/estaticos/contenido.cmd?pagina=estaticos/presentacion

OS Map Key: glossary of terms used on Ordnance Survey Maps: http://www.ordnancesurvey.co.uk/oswebsite/aboutus/reports/misc/abbreviations.html

Trade Directories Online: collection of trade directories online that can be searched– very useful! http://www.historicaldirectories.org/hd/findbykeyword.asp

British newspaper Archive: a very useful resource, this is a searchable digital archive of British newspapers going back to the 18th Century. A subscription is required but may be available at local libraries. http://www.britishnewspaperarchive.co.uk/

Archives and Local History Libraries

Further details of this can be found at the following websites:

Durham University Special Collections: https://www.dur.ac.uk/library/asc/

Durham County Record Officer: http://www.durhamrecordoffice.org.uk/

Tyne and Wear Archives: http://www.twmuseums.org.uk/tyne-and-wear-archives.html

South Tyneside Heritage: http://www.southtyneside.info/article/8862/Local-history--heritage

Sunderland Heritage: http://www.sunderland.gov.uk/index.aspx?articleid=1092

All sites include online catalogues.