

NORFOLK INDUSTRIAL ARCHAEOLOGY SOCIETY

c/o Norfolk Museums & Archaeology Service, Shirehall, Market Avenue, Norwich NR1 3JQ

Newsletter



September 2011

Est. 1970

Hobbies

FRETWORK
The Ideal Hobby.
BRITISH-MADE OUTPUTS.
No. 15, 4/6; No. 20, 5/0; No. 25, 6/0
Package 1/6
No. 3, 8/6; No. 31, 9/6; No. 4, 11/6
No. 41, 12/6; No. 51, 14/0
Package 1/6
The A1, 17/6; A5, 22/6; A4, 22/6; A6, 27/6
Package 1/6
HOBBIES A1 FRET MACHINE.
52/6. Carriage forward.

Write for a specimen copy of "Hobbies" and
Fill in to
HOBBIES, Ltd.,
Dept. 18,
DEREHAM.

London: 25, Abchurch Lane, E.C. 4.
Newcastle: 10, W. G. Street, N.E.
Glasgow: 128, Argyle St.
Manchester: 10, Piccadilly, M. 1.
Liverpool: 10, South Street, L. 1.
Leamington: 17, County Avenue, N. 1.
Ald. 44, Lakes Avenue, S. 1.

Hobbies of Dereham advertisement.

Dereham Walkabout

7th July 2011

This year the Society visited Dereham for a walk to look at what remains of its historic industries. We were guided by Ray Fraser.

We initially walked to the South Green area. Here we saw the line of the former railway to Swaffham and Kings Lynn. Nearby was the original Hobbies Factory.

We then turned to look at Moorgate house and the site of Metamec Clocks. Opposite was the Jentique factory, remembered now in the road names of the new houses on the site. Further along the large vacant site that was Crane Fruehauf which closed in 2005 with the loss of 370 jobs.

The remains of the gas works were passed on our way to the railway station, though sadly the tea room had closed by the time of our arrival.

We then looked at the former F&G Smith maltings across the railway.

Returning we went up Cowper Road to view St Nicholas Works at the junction with Georges Road. The firm of J.W Gidney & Son was established in the c 18 making agricultural implements, and in 1846 W. T. Gidney had these works built for iron and brass founding. Much of the structure including trusses and windows were cast at the works, the company becoming famous for its church furniture. The premises are now occupied by a double glazing firm.

We then returned via the Market Place to Bishop Banners Cottage, the home of Dereham Museum. Here we spent some time inspecting the exhibits, including some on clocks and Hobbies manufactures. Before leaving we all thanked Ray for his excellent tour, and handed over a donation for the museum.



Most of the group then joined the Committee in the former Pheonix Hotel, now renamed by Wetherspoons as the Rat and Parrot. Here we enjoyed a convivial curry and pint together, before returning home after an interesting day.

Left: Fine exhibit in Museum

Below : The remains of Crane Fruehauf's factory



Above: part of the display in the Museum on Hobbies.

Front Cover: Hobbies Advertisement



Meeting at the Charing Cross Centre

The Newlyn Riots of 1866:

Talk by Chris Unsworth. May 2011

The nastiest piece of fishing-related violence was how Chris Unsworth summed up this Cornish dispute. Newlyn is 1½ miles from Penzance, and is still quite busy. It is a long-established fishing village, but with no harbour; boats were landed on the beach. Fish were carried from luggers in small boats, and then taken by horse and cart to Penzance station.

From 1860 Scots came to East Anglia for fishing, and vice versa. Cornishmen went to the Isle of Man and to the East Coast. However, in the 1880s men from Great Yarmouth and Lowestoft went to the south-west as there was a lull in trade at east coast ports. Each year up to 200 boats from the east coast headed for Cornwall, of which 100 came from Lowestoft. They caught herring at first, then mackerel from mid-March to June. Landings were made at Plymouth, St. Ives, Padstow, Penzance, and Newlyn.

Penzance was a shallow harbour, and dangerous to enter in a southerly gale. The first proposal for a harbour at Newlyn was in 1795, but this was opposed every time by Penzance. Not surprisingly, this generated intense rivalry between the two towns. Another attempt at a harbour came in 1882, and the Planning Committee included Thomas Simon Bolitho, Edward Bolitho and Bedford Bolitho.

“Six days shalt thou labour” was staunchly upheld, with Scots, Irish, and Cornish men refusing to work on the Sabbath. So why did the east coast fishermen work then/ Boats were owned largely by companies rather than by individuals.

In 1896 Cornish fishermen were arguing about fishing being carried out in local waters on a Sunday. There was a clash at Easter that year. Income had fallen; the average annual earnings of Mounts Bay fishermen in 1875 was £40 a year; twenty years later it had fallen to £15 a year. This, and the failure to observe the Sabbath, led to ill-feeling between Penzance and Newlyn

Events came to a head in May 1896. In the early hours of 18th May. Between 12 and 20 Lowestoft drifters had docked at Newlyn. At 7am 1000 Newlyn fishermen and their families converged on the harbour. The Newlyn men ordered the Lowestoft crews on to the harbour and emptied their catches into the sea. The Head of the Coastguard and five men tried to intervene, while the Newlyn harbour master despatched a steam launch to warn the Lowestoft vessels to stay away. The rioters closed the harbour entrance with chains. The next day three Lowestoft boats anchored outside the harbour were boarded and their catches destroyed. In total, 100,000 mackerel were thrown into the sea. Wooden buildings near the harbour were smashed and flung into the harbour. The local police were unable to restore order; their strength comprised an inspector two constables, and thirteen volunteers. The



A Pilchard Tin

magistrates, including Mr T. R. B. ordered all Newlyn pubs to close. By the afternoon the rioters were reinforced by fishermen from Porthleven, St. Ives, and Mousehole.

The reaction of the Lowestoft men was one of outrage. On Tuesday 19th the disturbances continued; a pitched battle ensued midway between Penzance and Newlyn. At midday magistrates telegraphed London for assistance and at 4.0 three Royal Navy vessels anchored in Mounts Bay. Two hours later 330 "Redcoats" from the Royal Berkshire Regiment arrived at Penzance, marched to Newlyn, and began to restore order. After the upheaval it was found that east coast men suffered minor injuries. Cornishmen fared worse; broken limbs and one man having an ear sliced off. The Head of the coastguard had a fish bin thrown at him. At the trial at Bodmin Assizes three men were released, six found guilty of riotous assembly were bound over for twelve months.

The Home Secretary ruled that there was "no illegality in Sunday fishing". A Parliamentary Enquiry ruled that there must be no fishing in Cornish waters on Saturday nights. Gradually life returned to normal. Questions were asked in Lowestoft. Why did the local magistrate not read the Riot Act? Why were troops not called until after the first day?

What brought about the Newlyn Riots? Chris Unsworth put forward four suggestions 1. Religion; observation of the Sabbath; 2. The "little man" v. big business; 3. The struggle to maintain a distinctly local way of life; 4. An attempt to prevent "progress" Lowestoft boats were much bigger than the Cornish vessels.

Finally, the whole affair was described as a storm in a fish box.

The speaker was thanked by Philip Tolley.

Finding and saving Internet Sources of Information

Thursday 2nd June , by Philip Tolley.

Note Philip and Ferrers are compiling a resource list for members, with clickable links to provide easy access, this will be emailed to all on our list - so if you haven't given us your email let us have it, see back cover.

Philip started by saying he was often asked Where did you get that map? How did you find that photograph? How did you get a copy of that? He showed how one can narrow searches down within search engines - for example exclude American states when searching for Norfolk or Norwich, but if you only search within UK you may not get material for example from American research papers. Google dominates the market but one shouldn't forget it has many sections. He explained how image searches depend upon captions, so when searching think how the caption might have been written for an image. He demonstrated Google Books, which have many rare 19th century books, and as they are searchable you find information that would take weeks in a library. Philip also showed how one can copy material for private study, including by direct access to images, or screen copies. He showed how Microsoft's Bing can be useful, especially for some maps and aerial views. Some OS mapping is now available free. Wikipedia does not allow indexing by search engines of its text and links, so sometimes worth searching within Wikipedia. Finally he showed how simple adjustments can improve material copied from the internet.

Chris Fisher has contributed this account of the demolition of Felbrigg Brickworks

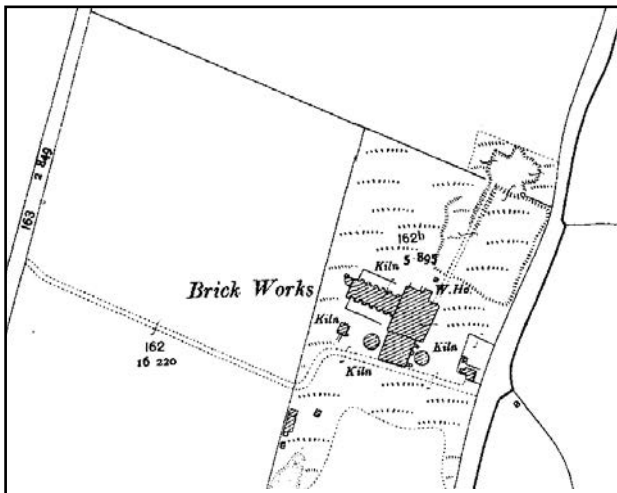
100 YEARS AGO (from the EDP 18.⁷.2011).

“A Cromer crash.”

What for eight years or more has been a familiar object in the landscape was razed to the ground. This was the high chimney at Felbrigg Brickworks on the Metton Road. The shaft had a height of 125ft and a 15ft foundation. The work of demolition was in the hands of auctioneer Mr William Vincent, of Vincent & Son, of Norwich Road. Mr Thomas Lee, of Wroxham Road, certified expert, carried out the operations. On the west side, two dynamite charges were laid. The fuses did their work and soon there was a pile of brickwork within a 25ft radius.”

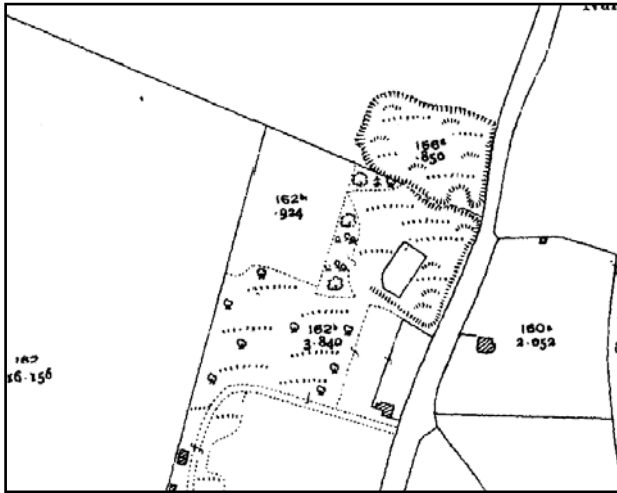
I thought this of interest as Felbrigg Brickworks is not well documented in NIAS Records and this was evidently a large brick kiln of the continuous type, more likely to be found in the Norwich industry than in a small Norfolk village. The tall chimney was not a feature on the usual type of kiln once common in the county, where the smoke tended to escape through apertures in the roof. There is also a mystery to solve in that it seems to have been very short lived.

In Kelly’s Norfolk Directory for 1904 we learn that one George Riches of Church Street, Cromer was a builder, contractor, manufacturing joiner and stone mason. He had sawmills at Aylmerton and brick & tile works at Felbrigg and Beeston Regis. Evidently a very busy man, who first appears in White’s Norfolk of 1854 as a joiner etc, with premises in Church Street. There is no mention of him as a brickmaker until 1896 when he is listed as having a brickworks at Suffield Park, Cromer (was this a short term use of the estate works at Cromer Hall?). Whilst in 1912 there is no mention of him at all - his Felbrigg brickworks having been demolished in 1911 and he presumably had gone into retirement.



1906 OS Plan showing the works

There is an overgrown pit on the NE outskirts of Felbrigg at TG 212402 that would seem to be the site of these works, where I have been told that a portable steam engine was used to haul wagons of clay up an incline to the works by narrow-gauge tramway in 1903-4 and that the works closed in about 1910. George Riches is also known to have excavated a lake at Sennowe Park near Fakenham (TF 983253) in 1907-9, where the spoil from the lake was used to form an embankment to a bridge (TF 989257) half a mile away using a narrow-gauge tramway for transportation. CF



1926 showing the clay pit remains.

On 18th July the EDP reported the event, and work continued on the site. However, during this second day five workmen were injured when the east side wall and the roof of the kiln collapsed. Walter Thurtle from Felbrigg and William Bishop from Sustead, two employees of Mr Percy Riches, he son of the owner of the brickworks, were trapped by fallen masonry. Fred Brown and Carey Howard, two Norwich men, shared a similar, but less serious fate, while Mr Riches was thrown twenty feet from the walls. Luckily he suffered nothing worse than an injured ankle.

The EDP of 19th July reported “At the time of the accident two ladies were taking a drive along the Metton road in a licensed carriage. Quickly realising the situation, they alighted to allow of the use of the vehicle for conveying the injured men to the Cottage Hospital at Cromer. When half an hour or so later he men again returned they quitted the hedgerow resting place and once more resumed their interrupted drive.

The reporter inquired at the hospital about the men’s condition, and learnt that only Walter Thurtle had been detained. “He is very much lacerated about the head, besides suffering from injuries to his legs. But his condition is one of improvement.”

A J Rogers, the Cromer photographer had three pictures published in the EDP on 19th July, They showed a photograph taken before the explosion; the stack falling; and the debris. Three men were standing on the top of the pile. (*Unfortunately the microfilm copy of the newspaper did not provide a clear image for us to copy.*)

Chris Fisher comments that “it is described as oblong with a domed roof; Hoffman kilns are usually flat-topped, but I take this to be something smaller”. The chimney had been struck by lightning, there being a crack from top to base. In Chris’s words, “evidently its state decided the fate of this seemingly short-lived kiln”.

Publications Received

The following publications have been received since the last Newsletter: Archaeology Data Service News, Issue 24 Spring 2011

Suffolk Industrial Archaeology Society Newsletter No 114’ August 2011

British Brick Society Information no. 115 February 2011 and 116 April 2011.

Industrial Heritage at Risk

English Heritage is embarking on research which will reveal how much of our industrial heritage is at risk of neglect, decay or even demolition. They will be revealing the results of this research at their annual Heritage at Risk launch in October.

They will also be finding out what the public think about industrial heritage and proposing ways in which the best of our unique industrial past can be saved for future generations to learn from, value and enjoy.

You can get involved now by posting photographs and comments on the Flickr Group English Heritage are running in conjunction with the Council for British Archaeology and the Association for Industrial Archaeology.

Dr Simon Thurley, Chief Executive of English Heritage, said: "This period of British history shaped our place in the world, it shaped the lives of our forebears and laid the foundations of the modern age. Today the places where we live and work still look largely the way they do because of the industry that went on in them.

"But much of this heritage is now at risk and the current economic climate isn't helping. Owners are finding it hard to look after their buildings as well as their businesses. Developers are cautious about taking on vacant industrial buildings and public bodies and regeneration agencies are less able to support schemes for re-use. There are no easy answers but we're determined to see what can be done to help. Our industrial past is too important to ignore."

Next steps

English Heritage aims to get owners, developers, local people, voluntary bodies, academics, professionals and politicians debating the future of our industrial heritage before it is too late.

Contact Us

To post photos of industrial heritage or to tell us what you think, join our Flickr group at <http://www.flickr.com/groups/industrialheritageatrisk>. For anything else, please email us at: HAR@english-heritage.org.uk

NEWS

Ivan Cane has let us know that he has decided to relinquish his post as Secretary to the East Anglian Waterways Association. He has thanked everyone for their support and help over the past ten years, He tells us that he aims to continue to navigate as many of our Eastern Waterways to their limits as he can, and to continue to support the work parties.

He has suggested these contacts for those wishing to make contact with EAWA..

Chair, Roger Sexton at 2 Shaw Drive, March, Cambridgeshire, PE15 9TB. oldtoad.martin@talktalk.net

Or the Treasurer, Alan Faulkner at 43 Oaks Drive, Colchester, Essex, CO3 3PS alan.faulkner22@btinternet.com

Stu Wilson has written reminding us of the Aylsham Navigation Project, which aims to record what remains of structures connected with the navigation and hold an event next year to commemorate the closure as a result of the 1912 floods. Look at the website: <http://aylsham-navigation.norfolkparishes.gov.uk/>

East of England Regional Industrial Archaeology Conference, Fakenham - June 11th 2011

A detailed report of the two presentations will appear in the Journal

The conference was held in the Community Centre at Fakenham. We were welcomed with tea, coffee and biscuits and soon the 23 participants settled down to an extremely interesting day. NIAS took its information display and publications box.

Carol Haines opened the Conference with a brief history of Fakenham, which has the only remaining example of a Town Gasworks, which we were to visit later that day.

Dr Mike Bridges, curator of Fakenham Gas Museum gave an enjoyable talk on the history of making gas in towns and on country estates such as Holkham. This was illustrated by some very interesting slides.

Dr Bridges ended the first part of his talk by interpreting the town's sign. At its head is the badge of Lancaster referring to the fact that Fakenham Manor belonged to John of Gaunt. The sign also depicts the bicycle industry and printing, both of which played an important role in the development of the town.

The only civic building now remaining in Fakenham was the Corn Hall building (now a cinema). Other civil functions like the Post Office had been removed to Norwich or Cromer, but the Gasworks remained.

Following Dr Bridges' talk and questions, the EERIAC AGM was held. Chaired by Steve Worsley (Suffolk) It was agreed that the Fakenham Gasworks Museum would be the recipient of such funds left over after the expenses had been paid. Cambridge was to host next year's EERIAC. After thanking the organizers of this gathering (Alan and Carol Haines of NIAS) the next speaker was introduced.

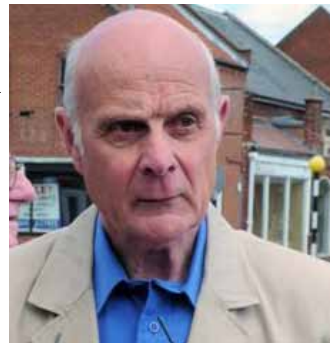
Adrian Vaughan spoke about the effects of the opening of the M&GN Railway on local employment and trade. He concentrated mainly on Melton Constable, which had been a mere crossing place of routes with 19 houses, until the railway arrived. It became a junction of four new railway lines connecting Norfolk, Lincolnshire and Cambridgeshire. He described what benefits the railway brought to the community and how it altered the social environment of the area.

After this extremely riveting talk, there was a lively question and answer session followed by lunch.

We reconvened for a walk round Fakenham led by Jim Baldwin who worked in the printing industry in the town. He showed us former locations of the bicycle industry and the main printing works. The final visit was to Fakenham Museum of Gas and Local History where Mike Bridges described the processing of the gas through the plant.

Thanks are due to the organizers, the speakers and guides for making it such a successful day.

Jane Newick



Above: Jim Baldwin



Top Left: Members at the site of Dewey and Kersey Watermill, Fakenham.

Above: Plaque marking site of Wharfedale Printing Works.

Left: Members in Fakenam centre.

VISITS TO WORKING INDUSTRIES

A number of members have requested that we visit more working industries. This we would like to, but it does need support from members as well, it does not look good if only four members manage to turn out on the day. Our last organised visit to Bayer Crop Science was not well supported. Unfortunately most visits have to be in the working day. So could you let me know if you are interested in a daytime visit to Whitlingham Sewage Treatment Works. The second suggestion is to Van-Dal shoe factory in Norwich. If you are interested please contact me by phone or preferably email. Only if sufficient numbers reply will anything be organised.

Philip Tolley - 01603 611969, chair@norfolkia.org.uk

Elgoods Brewery, Wisbech

Elgoods Brewery is open to visitors, however for about £15 pp we have been offered space on a coach trip on Thursday 15th September 9.45am returning to Norwich before 7pm. Includes coach travel, brewery trip, historic gardens, hospitality drinks, lunch, and a stop on the way back, probably at the Dabbling Duck, Norfolk Pub of the Year 2011.

Elgoods is housed in an 18th century listed building, it has some historic brewing plant, including an open cooler - the type used before refrigeration and paraflow cooling. The restored gardens cover four acres.

See website for more information.: www.elgoods-brewery.co.uk

Space is limited, so if you would like to come contact the chairman asap and he will liase with CAMRA to see if space is still available.

NIAS DIARY 2011

Meetings marked thus * are held on the first Thursday of the month at 7.30pm.

at the Charing Cross Centre, St. John Maddermarket, Norwich, NR2 1DN

Please check for changes by looking at our website, especially in bad weather.

Following the meeting coffee and biscuits and a chance to mardle.

*Thursday 1st September

Free Beer, Free Fags - a life as a brewery representative by Peter Webb.

Peter has worked for a number of breweries including Bass ,Elgoods, Whitbread, Wolf and Buffy's. He has seen the pub trade change over his working life. He visits us to tell some of his tales from the bar. His knowledge of Norfolk pubs is immense.

*Thursday 6th October

To be confirmed

*Thursday 3rd November

Sir William Cubitt (1785 - 1861) - Peter Brown

An illustrated talk which describes the unusually varied career of this Norfolk born engineer which culminated in his knighthood for his work on the Great Exhibition.

*Thursday 1st December

Annual General Meeting

Agenda with November Newsletter. Quiz follows if time, also time to socialise with each other.

*Thursday 5th January 2012

Members Night

- Short contributions 5 to 20 mins. from members on any loosely related topic.

Please contact the chairman to book a slot (though we will do our best to accommodate others.)

Gunton Sawmill:

The sawmill will be open to visitors on the following Sundays from 2pm to 5pm. for the last time this year on September 25th.

Newsletter Editor & Contacts

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Copy for August newsletter to Editor by 31st July

To be added to our e-mail mailing list please send an e-mail to: mailme@norfolkia.org.uk If there are short notice meetings added or changes due to weather &etc. be among the first to find out by e-mail.

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