

A Thousand Faces



**A Celebration of the Millennium
at Gladstone Road Schools**

A Brief Millennium History of the Gladstone Road School Area

The Gladstone Road School area developed from a Royal Saxon manor, to become an important extension of Scarborough during the late 1880's. From the earliest period of being a forested and farming locality, it developed into a 19th century centre of commerce. Homes were built, industry developed and finally Gallows Close railway and goods yard were opened to supply the needs of the region from the north east.

'The Manor of Walesgrif' during the reign of King Edward the Confessor was valued at £56. This property was later passed to Earl Tosti or Tostig. He is remembered for his attack on Scarborough in 1066, with the aid of King Harald of Norway. Harold, King of England, killed both at the Battle of Stamford Bridge.

From 1175-89 Ughtred de Gristhorpe kept land in Walesgrif manor, supplying Scarborough with food and wood. In 1203 King John granted the use of agricultural land to the Burgesses of Scarborough, along with the rights to take stone for the maintenance and repair of the castle. Between 1253 and 1256 they were given full control of the manor, building the first town mill on Gallows Close. At this period the manor had its own church situated near Chapel Close, which was called St. Clement's Church.

In 1604 a 'Pinder' was employed to collect stray animals and keep them in a 'pinfold' until a fine was paid for their release. In 1633 several residents were found guilty of harbouring strangers. This action was taken to stop the spreading of the plague. During the English Civil War in 1645 and 1648, parliamentary forces were quartered in the vicinity before attacking Scarborough Castle. The war left the area in a state of poverty and despair.

Early Enclosure Acts began to change the agricultural processes by creating larger farms, leaving little land for the common man to use. Enclosures began with the Moor in 1744, 'Open Commons and Waste Grounds' within the Manor of Walsgrave in 1773 and finally the Common and link road in 1775. During the early 19th century there were only 'half a dozen' houses between the Bull (Aberdeen Walk) and Falsgrave built mainly around the mill on Gallows Close.



Corner of Hampton Road with Foxton's Corn Stacks to the right, early 19th century



Scalby Road Corner 1920's
Photo courtesy of Richard Percy



Gallows Close

Scarborough from 1282 to 1587 had its own gallows and was noted for 'hasty hangyng'. It was common practice to hang people on main roads as a warning to potential lawbreakers; one possible area was Gallows Close. During the 17th century three human skeletons were found there, believed to have been hanged for breaking the law. It was also known as Gallows Gate, being the boundary between Scarborough and Falsgrave. This was the area to which the Scarborough constables would escort vagrants when ejecting them from the borough.

During the late eighteenth and early nineteenth century there was a pottery in Falsgrave. It was in a field, which was part of Gallows Close. The people who ran the pottery lived close by in a thatched cottage. At one period its products did not have a good reputation, resulting in locals saying 'as rough as Falsgrave pots' for anything that did not come up to standard. The clay for the pots was thought to have been dug out from the southwest corner of Gallows Hill, possibly also from another site on Scalby Road, where Malvern Crescent is now.

In 1801, the Borough of Scarborough sold Gallows Close for the sum of £214/17s/0d. In 1848, the first recommendation was made to build a railway from Whitby to Scarborough, creating potential for investment and development.



Hinderwell House demolished in 1895
occupied what is today the Falsgrave
Road entrance to Safeway.



Falsgrave Pottery



The area before the development of Safeway supermarket



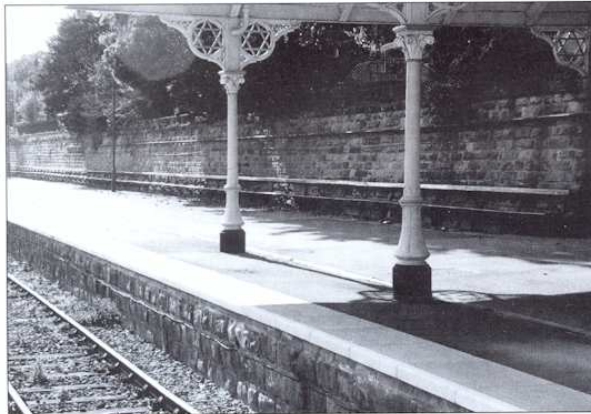
Railways

Despite all arguments launched by the North Eastern Railway Company, the Scarborough and Whitby line was finally opened on 16th July 1885. The line was designed to link the two resorts and villages along the route. It enabled them to expand their excursion and pleasure traffic and develop new trade opportunities that, until then, had been expensive to exploit due to the costs of existing transportation.

A tunnel link was created between the existing railways, leaving Gallows Close to deal with goods and a new station at Falsgrave to cope with the extra visitors. The new station was opened on 8th June 1908 and was named the Londesborough Road Station. During the 1st World War it was used as a covered parade ground and in the 1920's as a winter storage unit for Robinson's Coaches. Later it became a wet weather rehearsal platform for the Open Air Theatre productions and was used during the 2nd World War as a N.A.A.F.I. supply depot. A Coronation party in 1953 was held at the station for the children of Highfield and Oak Road.

The Scarborough to Whitby Line was closed in 1965. For some years National Carriers used the Gallows Close Goods Yards which is now the site of Safeway food store.

The last train stopped at the Londesborough Road Station in August 1963 and the station finally closed on 4th July 1966.



The longest railway bench in England - Scarborough Railway Station.

Party for the Queen's Coronation 1953
Puppet Show given by Mr Hoggarth
Refreshments: Mrs Frances Percy
Familiar Faces: Jean Tennant, Richard Percy,
Caroline Streets, Mrs Rycroft, Mrs Summerscales,
Michael Paxton, Pat Leng, John Tennant, Mr Streets,
Mr Sellars and Richard Stevenson.



The Street Where You Live

In 1850, the area that Gladstone Road now occupies was still farm land but, with the coming of the railway and Victorian holiday boom, good quality family housing was needed for the many skilled labourers and tradesman demanded by expanding hotels and businesses.

Many of the Victorian streets that help make up the catchment area of the school are named after famous people or popular local figures.

Queen Victoria was an obvious choice for one of the main streets in the area as of course was Gladstone, four times Prime Minister between 1868 and 1894. At a time when Britain's industry and politics were flourishing, several streets were patriotically named such as Britannia, Caledonia and Hibernia.

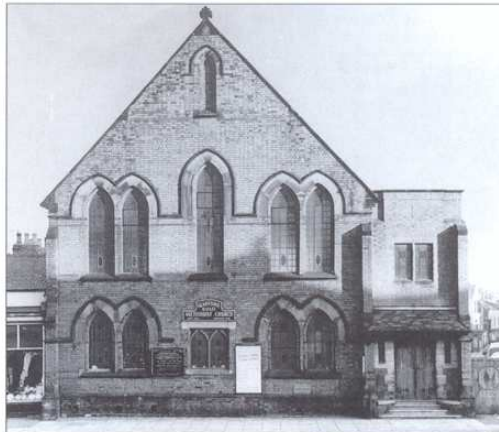


The Evening News photographer captured these pupils on camera in 1978 as they practised the late 70's craze of stilt walking along St John's Road.

l-r Rachel Berryman, Caroline Speck, Julie Speck and Karen Hill

From God's Plot To Car Lot

Gladstone Road Methodist Chapel built in 1881, proved so popular that its building was extended in 1935. Sadly by 1964, it was considered that there were too many churches in the centre of Scarborough and so the chapel held its closing service on June 26th of that year. In 1971 the chapel was demolished, its land being used as a car park.



Scarborough Carnival 1921
Gladstone Road School
'Neptune Doing Homage'
Picture taken in Norwood Street





Party to celebrate 50th anniversary of V.E. Day
Candler Street, photo courtesy of Beverley Blades.

In the mid 19th century, Arctic exploration had been much in the news, resulting in the commemoration of Admiral Sir John Franklin and Fridtjof Nansen, the Norwegian explorer and statesman, who was awarded the Nobel prize for work with the Red Cross.

General Gordon was a popular national hero who served in the Crimean War and helped stamp out the slave trade in Egypt. Raleigh Street was named after the Elizabethan explorer and colonist, probably best known for the introduction of tobacco to this country, and Livingstone Road after David Livingstone who explored uncharted territory in Africa and whose famous meeting with New York journalist Sir Henry Stanley made headlines in 1876.

Scientists are not well represented but Sir Charles Lyell was an influential geologist, as was Roderick Murchison.

Local people who had streets named after them include James Tindale (later spelt Tindall) who came from an old established shipbuilding family and in the late 18th century had over 20 carpenters working for him. Thomas Candler of West Ayton was a landowner and William Morgan, a Mayor of Scarborough who developed the old Aquarium and ill-fated North Bay Pier.



1945 V.E. Day Tindall Street, photo courtesy of Maurice Johnson



Throughout the 1960's the traditional catchment area grew when new properties were built in the Woodlands Park area.

Residents of Almond Grove celebrating the Silver Jubilee 1977



Some familiar faces: Pauline Grayson, Wendy, Tony, Maxine and Nick Brazier, Steve and Jenny Johnson, Martin and Alan Bentham, Jonathan, Geoffrey and Caroline Booth.

Photo courtesy of Eileen and Dennis Booth.

Gladstone Road Parent Action Group

By 1973, Gladstone Road Schools were accommodating about 800 children and facilities, especially the playground and outside toilets, were considered inadequate. There were classes of about 44 children and the dining room did not have room for all the pupils so they were asked to go home for lunch when possible.

These circumstances, and the proposed plan to develop land between Stepney Road and Woodlands Drive for new housing in the already large catchment area, prompted the forming of the 'Gladstone Road Parent Action Group'. Their aim was to campaign for better primary school facilities, in particular for the building of a new school in the Stepney/Woodlands area. They held several meetings and conducted a survey of local households to establish whether the problems would increase or become easier in future years.

Several ideas for improving facilities and reducing overcrowding were put forward via meetings with councillors and a stream of letters to the Scarborough Evening News. These included adjusting catchment areas and further building on the Northstead site.

Promises of improvements were made and the idea of a new primary school in the Woodlands area was discussed. However, the general impression given by reports published at the time was that this was not, financially, a realistic option.

