

North Thoresby



In Old Photographs and Postcards



Pack your trunk and do a
bunk to NORTH THORESBY.

North Thoresby in Old Postcards and Photographs

In August 2021 we published the first volume in a village history, bringing together a good deal of research material produced over a 70 year period, with a second (and perhaps third) volume to follow. This collection of old postcards and photographs complements these booklets and gives a good visual sense of how the village has changed over the last century. The booklet, 'North Thoresby Village History Trail, Part 1', mentioned above, should be referred to for more context, explanation and analysis but we have included quite a lot of background here. I have included a recollection by Nancy Blythe, written in the 1990s and recalling her walk to school in the 1930s, as it captures the atmosphere of the village so well. At the end, I've included 3 aerial maps which should help you piece together the village as it once was – not so long ago.

One result of our publications – and articles in our 'News and Village Directory' – is that more and more information is coming forward from residents in the village and we are conducting a series of interviews as people come forward with their recollections and memorabilia. Please contact us if you have stories to tell, photographs or documents relating to your house, memories of village life or village history. The creation of a Village Archive in the former Headmaster's accommodation in the Wesley Centre has given us an excellent base to gather together material important to our history – and to deposit important documentation of what is going on today.

The postcards and photographs are from the collection of Elizabeth Kershaw made over a lifetime in the village. Bob Kershaw has added invaluable background detail and contributed a very informative introduction, explaining the context in which postcards were introduced and became such an integral part of everyday life at the beginning of the twentieth century.

Ian Wright, Editor, August 2022 iangwright@hotmail.com 01472-841786.

Postcards: A Brief History

The idea of a postcard would have left the Victorians baffled until 1870: what a strange proposal! The Postmaster General thought that life could go on just as well with the penny red stamp and folded paper with the addressee's name and address on the outside, and a letter written on the inside. This enabled the nation to operate efficiently, through commercial, legal and administrative letters, supplemented with private correspondence among the wealthy, influential and bored upper and middle classes.

But trouble loomed. Hard-nosed business thought that such as orders of goods and advice of sending could be covered by post-cards, the front addressed and the back with the vital message. And they wanted a special, half the postage rate, for these notes to be sent. On 1st January 1870, the Post Office gave in, and printed post-cards were sold for a halfpenny, pre-printed with a 'stamp'.

The wealthier began to travel 'on the Continent'. By the 1890s, they were sending picture postcards of scenes from across Europe, from Norway to Italy, produced for these tourists. Pressure was brought to bear, and the Post Office finally relented in 1894, allowing a picture postcard to be sent, still for a halfpenny stamp, but with only the name and address on the back. This was a damp squib, for folks wanted to send messages, whether getting sunburnt at Filey or inviting friends for tea. In 1903, the Post Office gave way a third time: the back was now divided between the address and space for a message.

Almost at once, there began a craze for sending cards. Halfpenny postage and a halfpenny card was helpful. Then people were going on holiday more, and boasting about it. Postcard manufacturers and publishers multiplied in every town, with views, comic cards, animals, and

national events all popular: the 1902 Coronation of Edward VII saw a massive output, then a national Exhibition took place in London each year from 1903 to 1914, the Franco-British Exhibition of 1908 being incredibly popular.

To remember the very limited means of communication available in the Edwardian era is important too: no telephones, e-mailing or social media then. So down to the village or town shop we went, Bond's or Broughton's then in Thoresby. A Grimsby postcard maker and publisher, Jackson and Son, trading soon as MJJ, dominated the local trade, producing a range of fine village and town photographic views in black and white, then coloured multi-views 'printed at our works in Germany' until 1914! Curiously, they did not survive World War I, and it has proved impossible to trace them in Grimsby, so far.

For the black and white views, it is possible to see the start of the process; the unknown photographer and his chauffeur travelled in a fine open-top touring car, Registration No. LK 4162. In at least half the views, the car is featured in the various villages. An especially fine example is Binbrook, outside a local shop, which no doubt stocked the finished cards. In North Thoresby, it appears in a photograph (included in this collection) of the west end of Station Road.

What will amaze us now is the speed with which cards and letters could be sent, especially locally. Typically, a village post office might open 8am to 8pm, Monday to Saturday, and even 8am to 10am on Sundays at larger offices. Collections were made three or four times a day usually, and deliveries likewise. One could mail a card at 3pm, and it would be delivered by the same office locally between 3.30 and 4.30 pm. Postcards in Grimsby, between 1902 and 1910, were postmarked every 15 minutes from 5.30 am to 8 pm, with delivery in the town perhaps an hour or two later. People would know the posting and delivery times in their localities, so a message could be sent, and the reply received on the same day.

The so-called Golden Age of postcard usage and collecting abruptly ended in 1914 when war was declared. But the craze had been weakening already. The funeral of Edward VII in 1910 and coronation of George V next year can be seen as the climax of the flood of cards. Collections, particularly by young women, had now filled most albums. Big events were dwarfed by the War, which produced its own vast range of military and nationalistic cards, but most of these were postally used, rather than languishing in postcard albums. Eruptions of interest, particularly the Empire Exhibition of 1924/5 at the new Wembley site – extended due to vast public demand – did result in vast temporary production of cards. A steady stream of novelty and variety cards emerged, but not in huge numbers. Local views – 'topographicals' to the collector, or 'topo's' for short, were less commonly offered.

Also, the world of postcard publishers shrank. Local photographers and firms ceased their card activities. Big firms like Tucks and Valentines survived, but found the going tough. The phone was now common in middle class homes, so the messaging service by card was sharply reduced. Holidays, with an increasing use of comic and 'naughty' (a Bamford speciality, with Donald McGill the naughty artist) cards at the expense of views, still made, but in much lower quantities. One exception was the fashion for cards of the British seaside in the 1950s and 1960s, before cheap airfares brought continental holidays within reach of most of the population, but the theme of gradual decline has continued into the modern age. Of course, this extends to all forms of written communications and sadly this means that the type of evidence displayed in this booklet, will not be available to future generations as evidence of the past. Postcards have become a branch of collectibles. They are an excellent hobby!

Memories of Life in 1930s North Thoresby

This is an extract from a booklet produced in 1996 to mark the 150th anniversary of the Methodist Chapel, where Nancy Blythe recorded her memories of walking to school and through the village to what was then the village school, now the Wesley Centre. I have edited and abbreviated it slightly to make it more understandable from a 2022 perspective.

Imagine walking almost three miles from Westfield Farm, White Road, to and from school every day. This was the task my two sisters, brother and I had to achieve from the time of our starting school. Not only that, but we also attended the Methodist Sunday School twice each Sunday, crowded into the back rooms of the chapel or in the chapel itself. We started off across two fields which could often be muddy, especially in winter. When we reached White Road, it was very different from today. A narrow lane, it was roughly surfaced with black asphalt, but this was only rolled on by hand-held rollers, so it quickly came loose. Most days the village roadman, Mr Parrinder, would come along, brushing the loose stones into heaps along the road, no doubt to fill any potholes as they occurred later.

During the week, only one regular car ever came along the road, and this belonged to the squire at Wold Newton, Mr Parsons Wright. The other traffic in White Road was either pedestrian or bicycle: the workers at the chalk pits of North Ormsby mostly lived in North Thoresby, for instance, and travelled to work by bike. They, and we, were annoyed at the poor state of the road. Not only did sharp-edged stones often cause punctures, but when the roadside hedges were cut back, even sharper thorns used also to play havoc with bicycle tyres. So, we arrived eventually at the main road, our shoes or boots usually either muddied or scuffed, and occasionally with sticky soles from new tar on White Road. On the way, there was no necessity to observe road safety even whilst crossing the main Grimsby to Louth Road at the Granby Inn, as there were very few cars indeed on that road: the main way of getting between Louth and Grimsby was still by railway.

Once we passed the Granby Inn, the village proper began, and what an interesting and lively village it seemed to be then. When I and the others who walked along White Road - my sisters, brother, cousins, and neighbours - had passed the doctor's surgery on the left (the large gabled house with rendered walls, nearly opposite the present school entrance), we came to the first of a number of village craftsmen, Mr W. 'Baggy' Larder. As I remember him, he was a dumpy figure, wearing a white apron, whose bulk filled his doorway and prevented us seeing inside his shop. Across the road from Mr Larder's, on the right, was Mr J. Hewin's shop, part of a row. He was a bicycle repairer who lived with his sister; together they owned a sweet shop, which his sister ran.

Just down from the Hewins's was the Post Office, run at the time by Mr Cecil Bradbury, whose father was the North Thoresby stationmaster. Next came Roberts' Stores, facing not into the 'Square' then, but across a narrow road to some old cottages, later pulled down. In one of them lived old Mr Coxon. Round the corner you turned left into Church Lane, and about half-way down on the right-hand side was a cottage where Miss Jane Tyson ran her dressmaking business. This had been a traditional occupation for unmarried ladies, but more and more people now bought ready-made clothes, which were cheaper.

Back to the village square, where [in 1996] there was a general store and butchers of Jones and Hopwood. Here [in the 1930s] were three businesses. First was the butcher's shop of Mr W. Storr; then the baker's and confectioner's shop of Mr Fred Askew (which had belonged to the Mumby family before my time) and next door again was Mr Albert Green the blacksmith, whose widow Lizzie was still alive in 1996, aged 96. Mr Green's forge and shop was on the corner of Haith's Lane (an earlier blacksmith was Mr Haith) and was attractive to us because

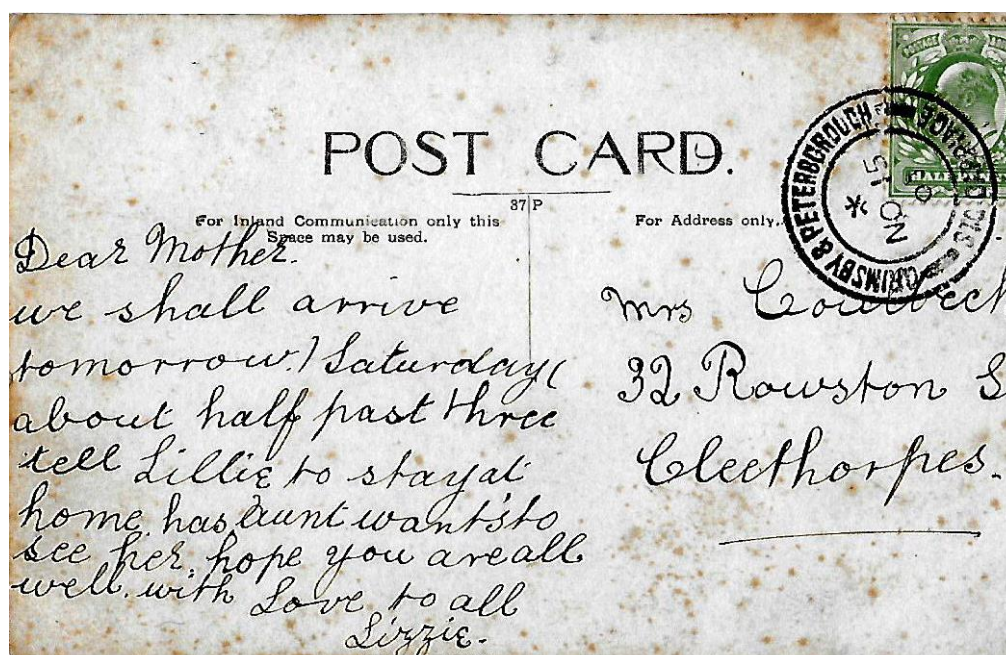
of the noise and heat. The clang of the hammer on his anvil drowned out any noise from the very occasional wheeled traffic.

Also in the centre of the village were three other shops. Mr Albert Dickinson was one of a large family in the village. He kept a village butcher's shop, with a slaughterhouse behind, and was once seen chasing a cow into his slaughterhouse with a shotgun! This shop was revived in 1989 as a greengrocer's, run by Mr Andrew Dickinson. Next door, another blacksmith - Mr G. Stephenson - made the sparks fly, opposite the present Post Office. A few sparks also flew at Mr Albert Ostler's shoemaker's shop, (now gone, but near Mr Hippisley's Homecare shop) as he drove nails and segs into leather-soled boots and shoes to protect them from everyday wear and tear.

Perhaps the most prominent shopkeeper in village life was Mr Fred Broughton. Mr Broughton's was a general store, now where the Post Office is, selling the widest range of goods. Outside his shop life, he was also a loyal supporter of the Day School and a steward of the Wesleyan chapel. With all these shops to choose from, when spending hard-earned pennies, the village children knew which shop was most beneficial: where the best bargain could be made.

Opposite the school [now Wesley Centre] in Station Road was the workshop of Mr Jess Bratley, the village joiner and funeral director. His yard was made available for the parking of schoolchildren's bicycles. Some of the models used then were not too safe. One, known as the 'Fairy' cycle, was actually quite dangerous: it had solid tyres, and if you were not very careful in operating the one and only brake - at the front - you could well go flying over the handlebars as it 'threw' you off in a somersault!

A most welcome sight in the village, in summer months, was 'Poll' Ostler's (later Mrs Olive Oxby) ice cream cart, which was basically a tricycle. 'Poll' pedalled her cart around the village, ringing a bell to attract customers. She also spent much time during the school holidays and Bank Holidays in Grainsby Park. This was a favourite picnic spot for people from Grimsby, and busloads of mothers and their children were deposited at Grainsby to enjoy the park, eat ice cream if they could afford it, and swing on the trees. This ice cream business was owned by Mrs Mary Smith (later Mrs Briggs) who also ran the fish and chip shop. Her husband, Mr Hedley Smith, was the last in a long family line of threshing machine owners, and his yard was where Smithfield now turns off Ludborough Road.



The east end of High Street ended in a T-junction until the 1930s. This postcard, which was sent in November 1903, shows Storr's butcher's shop with a bicycle leaned outside (the slaughter house was to the right). To the left can be seen Robert's Stores, the farmhouse cottage (now The Thatch) and another cottage opposite. This card was posted directly onto the mail train to Grimsby, probably at North Thoresby station. This allowed a later posting than via the Post Office. The mail was sorted on the train, which had a posting box on the side.



Top – a postcard sent in 1913. Below, a card from the 1930s or early 1940s, showing the change in the road layout from the T-junction to the sweeping curve. It also shows the two cottages destroyed in the Lancaster crash of 1943, which also destroyed the Primitive Methodist Chapel (see photo later in the booklet) which was sited opposite. The two views of the cottage now known as The Thatch (but known simply as The Farmhouse until the 1990s), show that it had a corrugated iron roof over thatch underneath. It was not re-thatched until the 1970s. It was never a grand building, but as the oldest dated (1683) mud and stud building in Lincolnshire it is of considerable historical importance, being one of only two mud and stud buildings in Lincolnshire to have a 2* listed status.



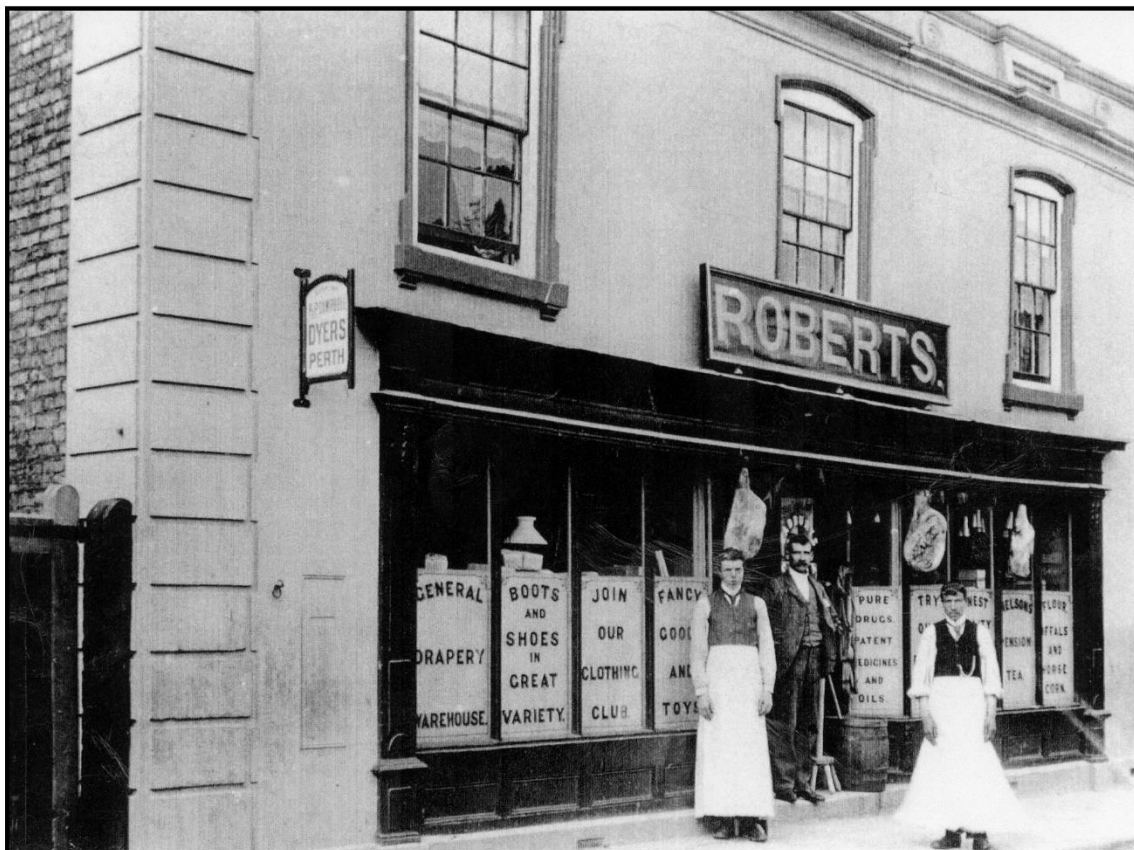
The row of buildings in The Square was constructed in the 1840s or 1850s to serve the growing population in the village and the greater prosperity the enclosure of the Open Field system brought. They served as shops or workplaces until recent times. These postcards show the general stores, bakers and confectioners. The position of the shops can be seen in later postcards in this collection which have images taken from the south and north.



More recent versions of village stores in The Square. Both of these illustrate conversions of the right hand end of the row of buildings between the current village supermarket and the village hall. The bottom photograph shows the alteration of the building to incorporate the Blacksmith's workshop on the corner of Haith's Lane. This has now been converted to a private dwelling.



Broughton's Stores served the community from before the 1914 War until the early 1950s



John Henry Roberts bought the shop in 1898, for £390 - together with 'the homestead yard, barn, stables, granary and other outbuildings, and gardens of 1 rood, 6 perches (just over a quarter of an acre).

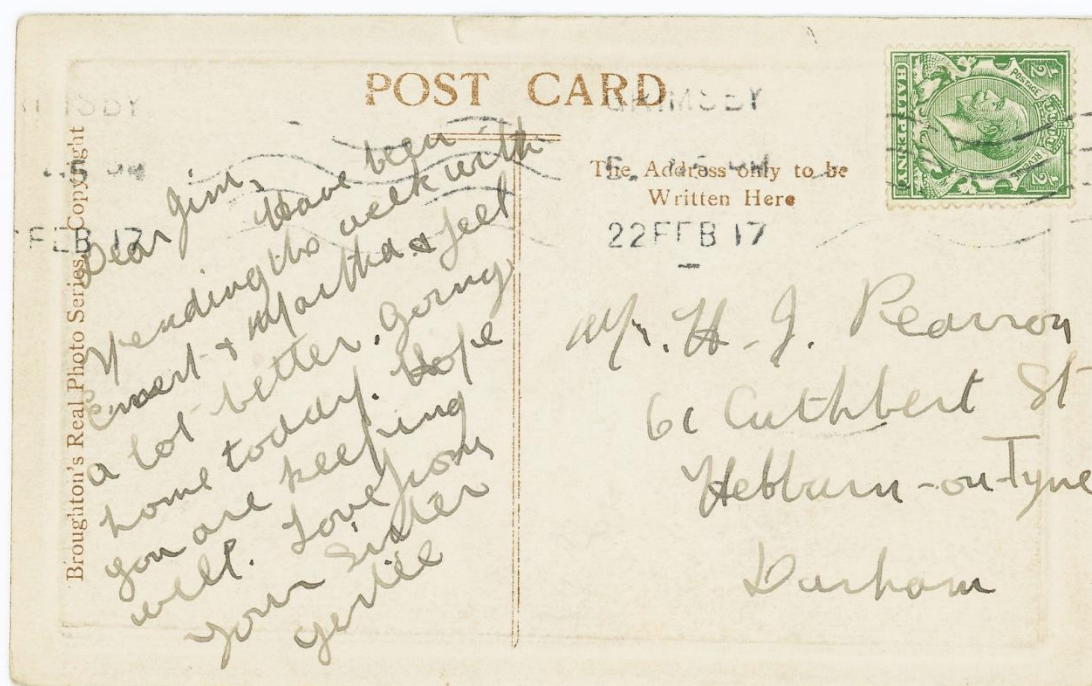


Two views looking from the south towards The Square. The postage stamp, on the top image, is of Edward VIII and indicates a date of 1936 – his short reign lasted from January to December that year. Robert's village shop can clearly be seen.

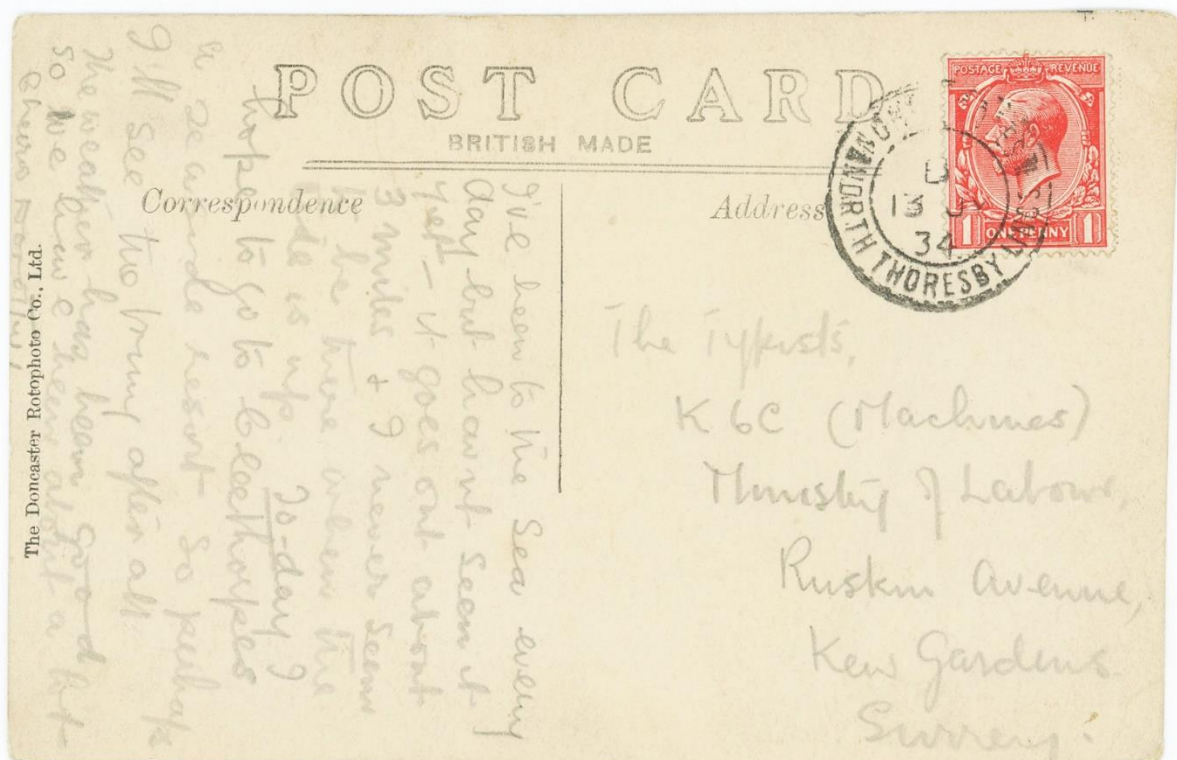
The bottom card is clearly earlier as the shop can't be seen as a cottage was still in place opposite the shop. Next to the white painted house on the left can be seen Dickinson's shop, it's frontage still evident today. To the right is a small building with a stepped roof – a cobbler's shop where Robert Simons, born 1922, remembers buying whipping tops.



CENTRE OF VILLAGE, NORTH THORESBY.

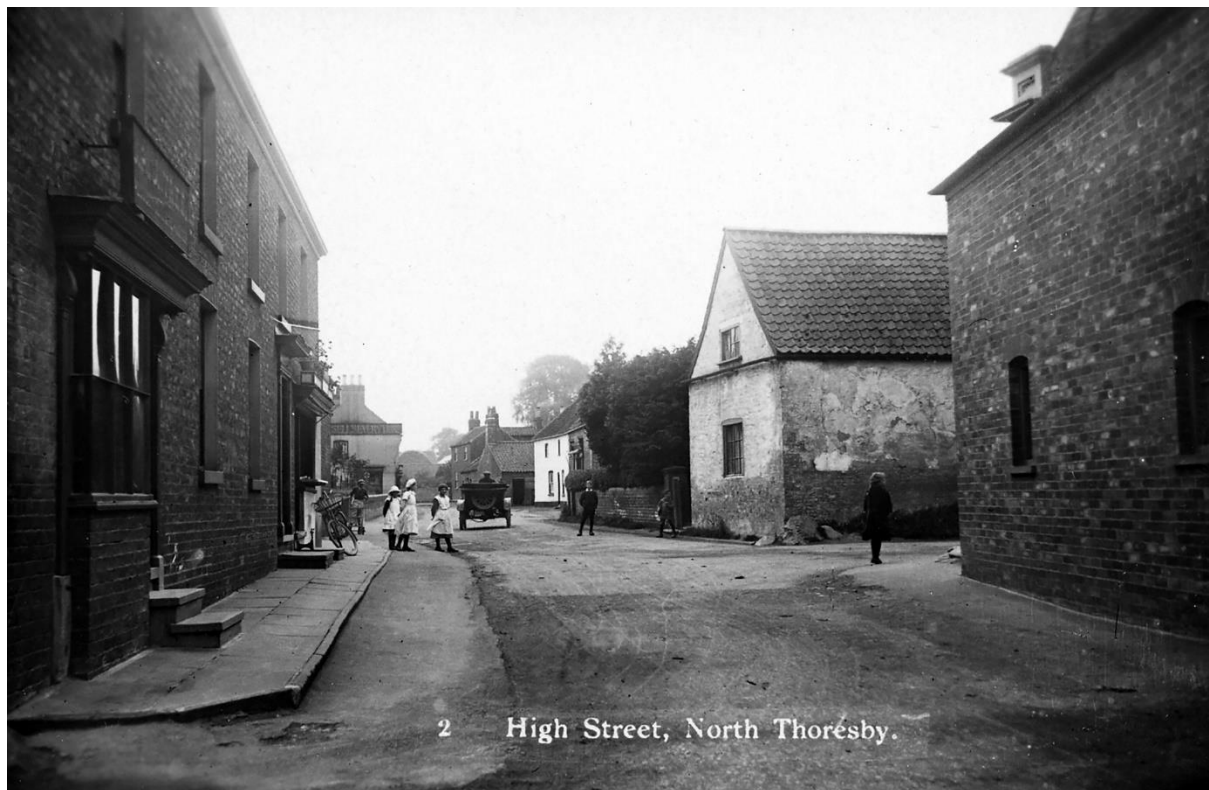


This seems to have been a favourite viewpoint for photographers, looking south from the south end of what is now Church Lane. Dated 1917, the T-junction can be seen and Broughton's Stores are in the mid-distance. When the T-junction disappeared is something of a mystery. Robert Simons, born 1922, remembers using rubble from the cottage in constructing their stock yard at Grainsby. Nancy Blythe mentions the cottage opposite Robert's shop in her description of her 1930s walk to school – so a date around the mid-1930s is probable. Why, and when, this area became known as The Square is even more of a mystery.



Another view looking south – again featuring the T-junction, intriguingly, the postmark is 1934. Does this suggest that the curve in the road had still not replaced the T-junction? Given the evidence from Nancy Blythe and Robert Simons this seems to confirm a date for this alteration of the road to the mid-1930s

In the middle distance, behind Broughton's Stores, a farmyard can be seen with what looks like a giant haystack - now the location of Highfield Road.



In the top postcard we see the photographer's car used as a prop. Shop girls in their pinafores are taking a break and a delivery bicycle is propped up outside. Again we see the haystack in the distance and the side of Robert's shop on the front right. In the bottom postcard, note that a farm building has appeared in the far distance, where a haystack is in the first picture. On the right, the rendered cottage, on the corner of Club Lane (an ancient trackway) is now the property of Andrew and Linda Dickinson. The single storey building past the white-rendered house, was a blacksmith's forge. The original position and appearance of the shop to the left can be seen.

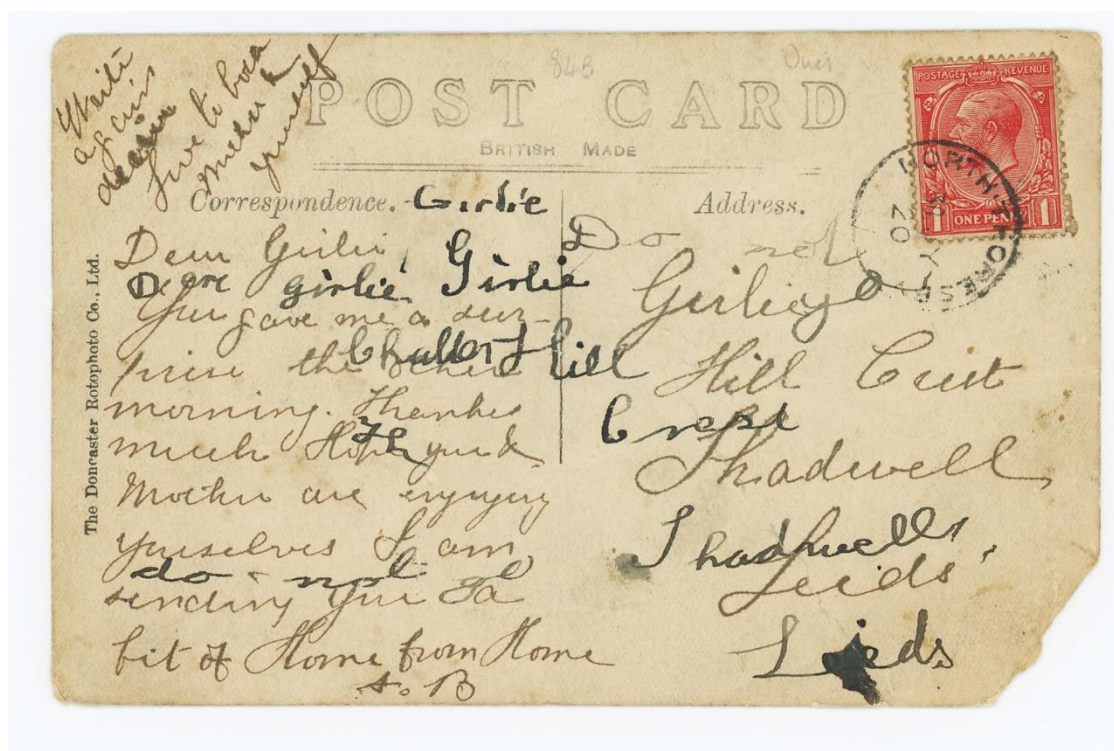


Two views of Ludborough Road looking east towards the village. The buildings on the right were part of Southfield Farm and stretched along the road to and past what is now Mumby Close. On the left are White Cottage and Walnut Cottage dating from 1690, along with The Thatch (1683), the oldest domestic buildings in the village. The two cottages are the opposite of many of the older houses in the village which were once separate dwellings (such as Sadlers and Holmfirth). These two cottages were once a single building set in its own ground with an orchard. A walnut tree stands outside Walnut Cottage and nearby there was a well.



Top: Southfield House, Ludborough Road. Recent research by Hugh Nott suggests that the house was probably built by John Payne in the early 1880s. From the 1930s, David Mumby (born 1899) became the tenant farmer and in 1950 he bought the property. In an insurance specification in 1952 the buildings were described as consisting of a farmhouse with domestic out-offices, a range comprising copper house, loose box, barn, implement shed with granary over including corrugated iron lean-to cart shed, 2 piggeries and 2 timber and corrugated iron calf crew sheds' a disused cottage, a horse stable and implement shed, adjoining the road, cow stables, corrugated iron crew shed, dairy, chop house, implement shed and garage. Apart from the house itself, these buildings have gone. Mumby Close was built on part of the land of the farm.

Bottom: 'Newstead', built in 1872, retaining exquisite interior detail. Once set in a larger plot of land, with outbuildings and pigsties.



Western end of Station Road – postcard dated 1920, though the view is c1910. The Georges, now concealed by trees, can be clearly seen in the background. The car probably belonged to the photographic company as they typically used it as a prop to add interest. The houses on the right are relatively new, as the land was purchased by the builder c.1901. The postcard was sent to Elizabeth Kershaw's mother, nicknamed 'girle', by Mrs Hinch, one-time occupant of The Thatch. The white rendered cottage to the right, is a typical Lincolnshire mud and stud house.



Campion's Farm – opposite the Wesley Chapel, now the location of Highfield Road. Note the structure of the junction of Station Road and Ludborough Road – with houses and workshops opposite the Chapel. Photograph - probably late 1950s. See aerial maps at the back of the booklet.



Haith's Lane, 1964. Old brick built cottage to the right and the old St Helen's Schoolroom to the left - both demolished during development.



The beginning of Station Road. The top image shows the delightful gabled row of 6 houses built by Mr Atkinson (of Acacia Bungalow, now Acacia Lodge) c1910. Typically, boys were paid 3d to pose and give some human interest to a picture. 'The Georges' one of the village's grand houses can be seen in the background.

The bottom image shows the corner before major changes to the road junction of The Square, Ludborough Road and Station Road – made at some point after the 1939-45 war, probably late 1950s. Campion's Farm buildings are in the centre and the house on the right is the converted first Wesleyan Methodist Chapel, built in 1821. The present chapel and Wesley Centre is on the left and was built in 1846 and 1856 respectively.



'Hillcrest', now considerably changed (and renamed Brookwell) is on the left of Station Road not far from the chapel. The workshops on the left, once opposite the chapel, in the bottom photo, belonged to Mr Bratley and then Mr Drury, village undertaker and joiner – still visible in one of the aerial maps at the end of the booklet. The houses on the left were taken down to widen the road, probably in the late 1950s. The usual explanation is that the road was widened to enable missiles to be taken to North Cotes airfield.



STATION ROAD, NORTH THORESBY.



Top: The corner of Station Road showing the Wesleyan Chapel, Methodist Church and teacher's house. Bottom: children dancing around the Maypole in the school yard – probably 1950s. It is rare for there to be a full set of chapel, accommodation and former school building , still used by the Methodist Church.



The Village Show : From 'Green's Lincolnshire Villages Series, 1911.

The great day in North Thoresby, is the day of the Show. This consists of a Horse Show as the principal feature of the earlier part of the day, and athletic sports at night, so that the attraction appeals to varied tastes and brings in the people from all the villages from a very wide area in the Marsh and towards the Wolds, as well as from Grimsby and Louth.

Mr J. Plumtree is an admirable Secretary of the Horse Show, which involves a large amount of by no means easy work, and Mr John Kettlewell is the secretary for the sports, which has been worked up into one of the most interesting meetings in a wide radius. Stock owners and competitors at the sports have talked to us about North Thoresby sports, and it is a pleasing reflection to remember that in absolutely every case we have heard the highest opinions expressed as to the management. They have not always been winners that we have conversed with on the matter, and some of them reside a considerable distance from North Thoresby, so that the consensus of opinion may be taken as quite unbiased.

As to the value of the Show and Sports to the village, little need be said. It must be good for business in North Thoresby, and though the hotel proprietors and shopkeepers are not the whole community, the spending of money by the visitors gets into a good many different hands.





Top: Westbrook Farm – the location of the show field, still standing with outbuildings. Bottom; Eastfield House, past the station and on the corner of the road to Fulstow, now hidden behind trees. The farmhouses outside the village centre were built after the village was enclosed in the 1840s and land consolidated into separate holdings.



Grand houses on Station Road. Top: Highfield House. Bottom: Holmefield.
Both clearly identifiable today and retaining many original features.

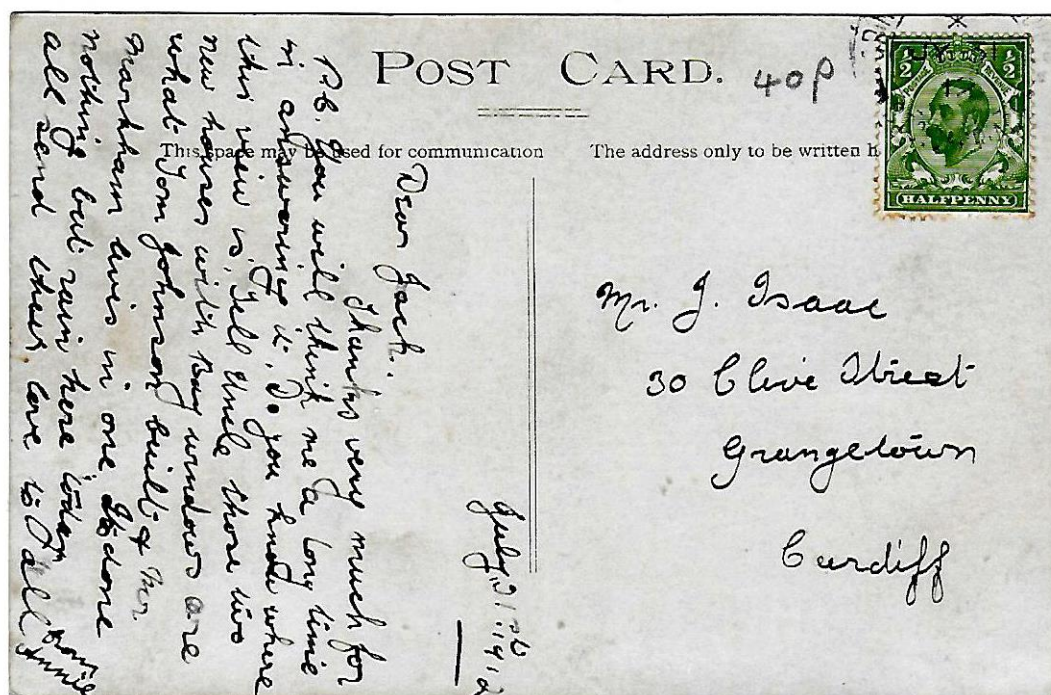


Top: Langdyke once the village doctor's house. Several large properties were built on Station Road in the second half of the nineteenth century, and still survive, in some cases with their original features intact. The row of cottages at 90 degrees to the road is Mill Row which once led to one of the windmills in the village.

Bottom – The New Inn, built after the railway came to the village in 1848, probably 1856. Station in the background and up a slope.



Two views looking east into The Square. The houses on the left were built in 1911 and, just to the right of the figure, is a shop that was the Post Office for a long time.



Sadlers on the left – still two separate cottages – shops, as described by Nancy Blythe, can be seen in the buildings on the right. The postcard – dated July 1912, gives us the date of the buildings further down on the left. ‘Annie’ who sent the card, is possibly Annie Issac, the first known taxi driver in North Thoresby. See one of the aerial photographs at the back of the booklet for a good view of this area as it was in the early 1960s.



The former Post Office, top left. Bottom: Foundry House – probably 1935 Jubilee. The Foundry seems to have operated for a relatively brief time from just before the First World War until the 1930s.



Pictures of what was once a busy commercial part of the village. The top postcard was sent in 1945 – it gives a very good image of the lovely terrace of houses on the left, built in the 'boom' of the 1840s and the shops on the right, built in 1848. Below, The Primitive Methodist Chapel destroyed in the Lancaster crash of 1943. It was located just west of what is now the Memorial Garden. The Foundry chimney and Post Office can be seen on the left.



Top: Baggy Larders workshop left with row of shops on the right.

Bottom: Holmfirth, another building dating from the 1840s and originally two small farmworkers cottages.



Top: Wyndyridge (now Thoresby Lodge) once the doctor's house with the gate to his surgery on the right.

Below, recently re-named 'Sadlers', and until the 1970s, two separate cottages. The earliest document for Sadlers is an Abstract of Title from 1890, which records its prior history. There are references to it being purchased by William Espin for the substantial sum of £100 15s 10d in 1831. The brick bonding is of the most common type found in the village, Flemish Garden Bond, and this – in conjunction with the documents – suggest an early 19th century origin. What is now Sadlers, the Saddlery, and the surrounding land, appear to have been in single ownership for most of its history. While still separate dwellings, the cottages seem to have been occupied by members of the middle class – there was a clergyman and ladies with a chauffeur in residence at various times. The rooms are bigger than the labourers' cottages nearby and there was stabling and a significant amount of land.



Top: View of the west end of the High Street, 1950s.

Bottom view looking west along the High Street, Fairview to the left (next to cricket ground), Baggy Larder's workshop to the right. The drainage pipes may be for the bungalows which were constructed (in the early 1980s) on land previously owned by Fairview..

High Street was referred to as Town Street in house sale documents of 1878 and on the 1888 OS map it is called 'Granby Inn Road.' The OS map of 1824 shows no buildings on High Street beyond those now in, or near, The Square and the 1888 map still clearly shows that the western end of the road had only a few, isolated dwellings. It may only have developed beyond a track with the coming of the turnpike. As the population increased in the early and mid-19th century, and with the completion of Enclosure between 1836-46, a spate of building took place in mid-century, especially in the area around where the school now sits, and towards The Square. Other 'infill' building took place in the 1930s and 1960s-70s and the bungalows in the early 1980s.



Granby Hotel, North Thoresby.



The Granby, showing its history as a coaching house with stables, outbuildings and accommodation. Note the enormous sacks on the cart to the right. The Granby was named after Lieutenant-General John Manners, Marquess of Granby, (1721-1770) – a British soldier and the eldest son of the 3rd Duke of Rutland. As he did not outlive his father and inherit the dukedom, he was known by his father's subsidiary title, Marquess of Granby. Manners served in the Seven Years' War in the 1750s and was popular with his troops. It is said that more public houses are named after him than anyone else, due to his practice of setting up old soldiers of his regiment as publicans when they were too old to serve any longer.

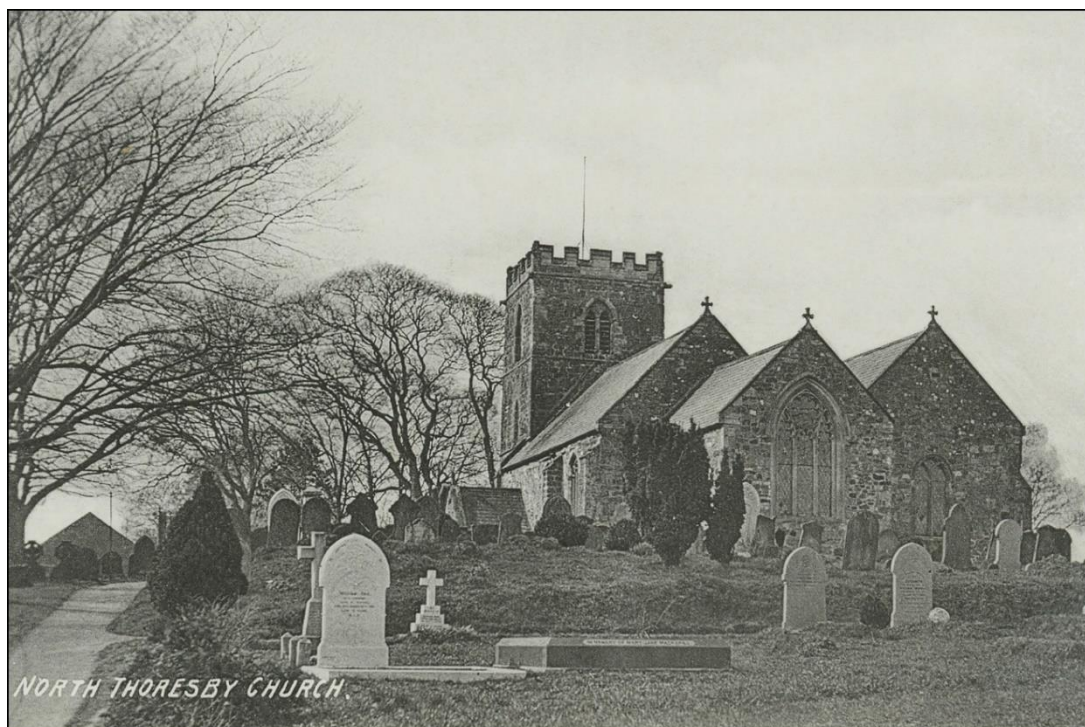


Church Lane – a sunken lane to the Church, worn down by centuries of cart traffic. Top – the cottage and 1930s bungalow to the right are still here. The old cottages, bottom, have been replaced by Jubilee Cottages, alms houses (built 1935).



Top – another good view of the sunken lane and the old cottages, Church Farm Buildings in the background and corner of the Pinfold, bottom left.

Bottom: The Rectory with Tithe Barn on the right, now converted to a domestic dwelling. Coronation celebrations 1953.

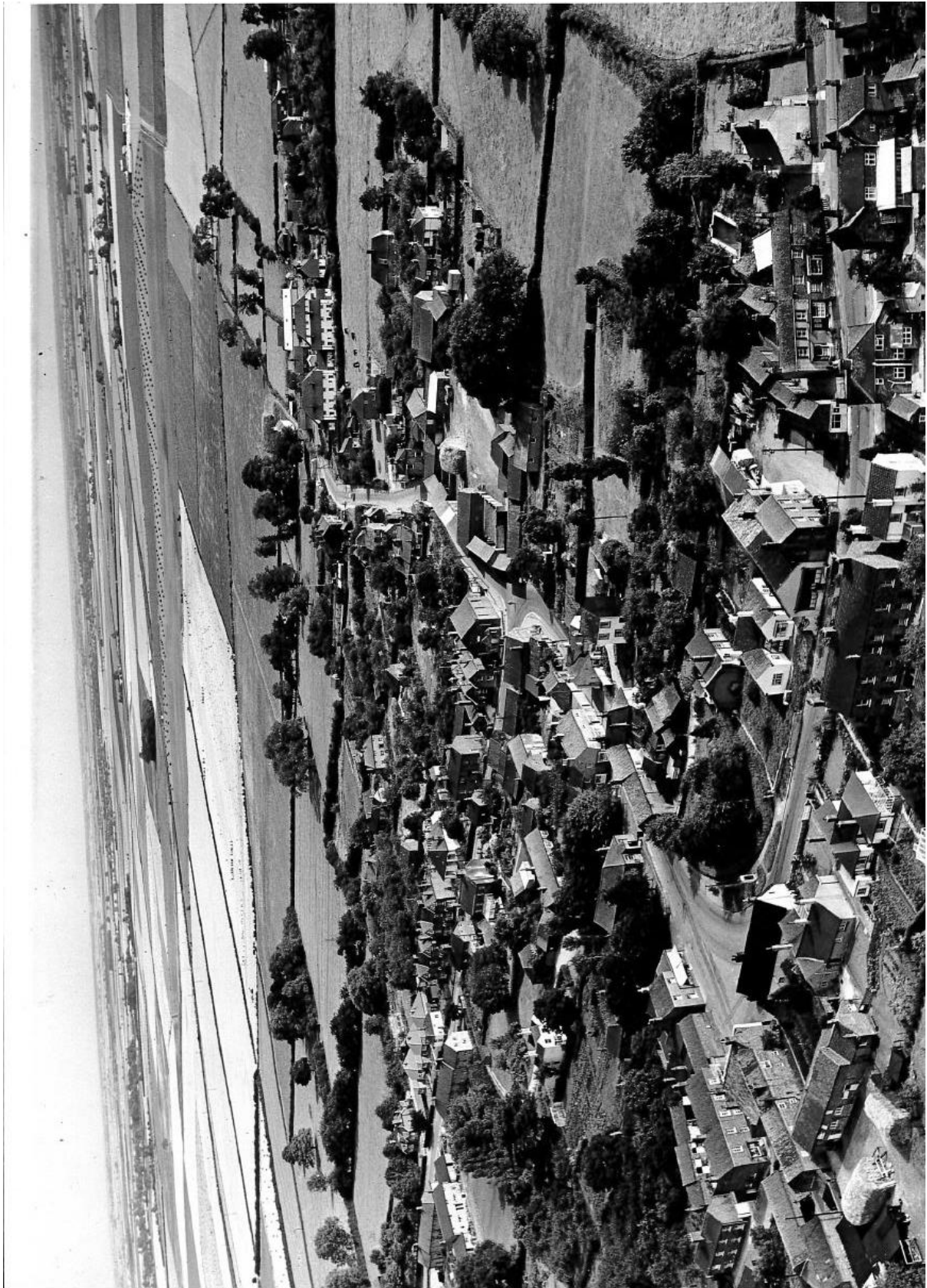


St Helen's Church – with Church farm buildings in the foreground (bottom). Top photo without pinnacles, bottom, with. Bottom view shows marks on the wall where the southern aisle has been removed.

Its historical features include unusual Tudor benchends with poppyheads featuring initials possibly of churchwardens; diverse stonework from Saxon, Norman, and Elizabethan restorations; a segment of a Saxon burial cover, originally part of a Celtic cross (other fragments of possibly the same cover are reputed to be in Manby and Middle Rasen churches); Norman font; fragments of medieval glass in north wall window; Royal Charter of George I Coat of Arms dated 1722; East window is a memorial to the two World Wars; frontispiece of the children's altar made from silk brocade used in Westminster Abbey at the coronation of Elizabeth II.



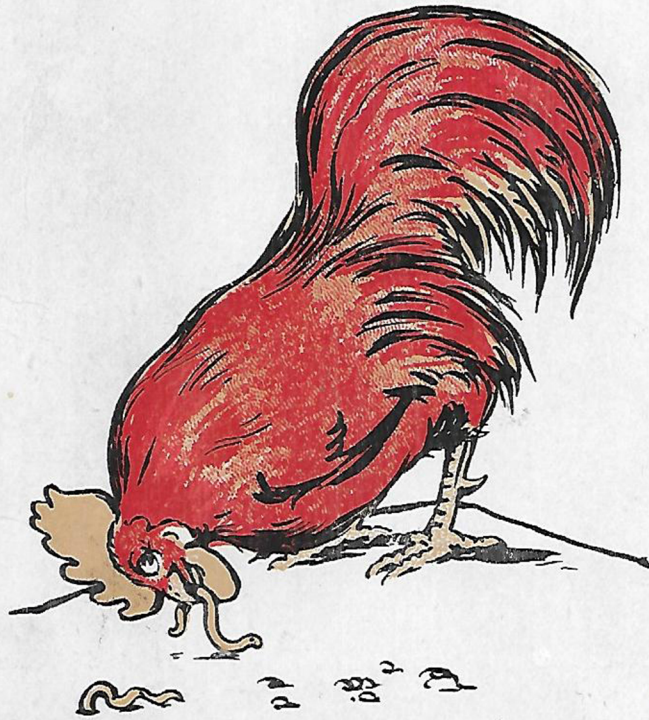
1. 'The Thatch' - had not been thatched for at least 70 years. It had a serious fire when the roof was removed as the thatch beneath the roof had been smouldering - perhaps for years. Farmland stretched back towards the Church. 2. Shop and out-buildings, bakery at back. 3. 'The Cottage' - once two dwellings - now rendered. 4. Ivy Dene House - farmhouse partly dating to circa 1800 5. Cottages built for labourers on farm based at Ivy Dene House; 6. Row of houses built circa 1850 - mainly as shops for an expanding village - still in use as shops at the time of the photograph. 7. Now the site of the Memorial Garden.



Aerial Photo 1961



Not so old photograph, 2003, Church Farmhouse, built 1836.



I am picking up
wonderfully at
NORTH THORESBY.

North Thoresby Parish Church.

