

EXPLORING YOUR LOCAL HISTORY

ELSWICK

A HERITAGE GUIDE



**St James' Heritage & Environment Group
West End Heritage Guides**

Elswick: A Heritage Guide

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St James' Heritage & Environment Group West End Heritage Guides

Other heritage guides in this series cover the areas of Benwell, Denton Dene, Newburn, and Lemington and Sugley.

Contact us (details on the back cover) for more information or to order these.

Elswick: an introduction

Elswick did not become part of Newcastle until 1835. Before then it was a separate township - an area of green fields and farms with few houses or streets. The main industrial activity took place underground where coal had been mined for centuries. Most of the land immediately bordering the river was undeveloped.

The 19th century saw a rapid transformation. A key date was 1847 when William Armstrong and his partners bought land on the banks of the Tyne for a new engineering factory. Originally set up to manufacture hydraulic cranes, it soon diversified and, within a few decades, had become one of the most important armaments manufacturers in the world. Other industries followed, and soon the area along the riverside was filled up.

On the slopes above here, a number of grand houses were built for wealthy local businessmen but, as the century progressed, it was the need for mass housing provision for the families who worked in the growing industries that really changed the face of Elswick.

By the end of the 19th century, it had become a densely built-up urban area. In only 50 years the population had grown from 3,500 to 59,000.



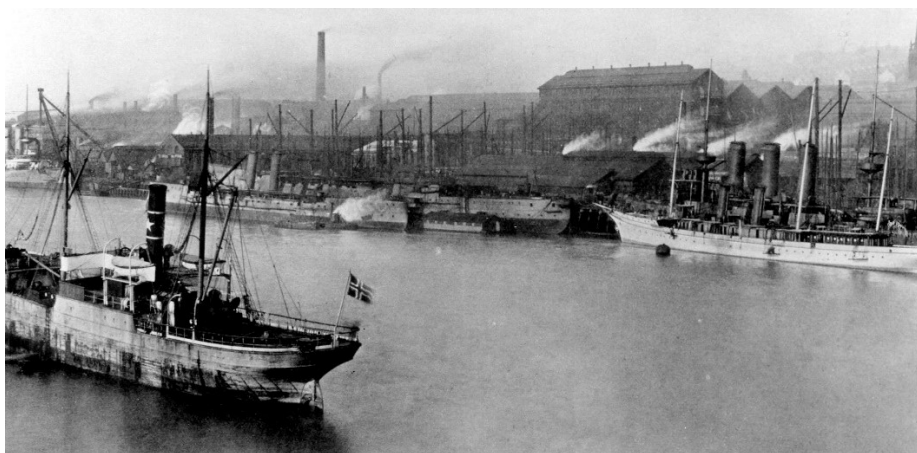
Photograph: workers streaming down Dunn Street to Armstrong's factory.

Quayside to Paradise Heritage Trail

A Walk along West Newcastle Riverside

This trail takes you west from Newcastle Quayside to within sight of Paradise. It starts at the bottom of Dean Street and goes west along the riverside walkway.

This is a walk through the industrial history of West Newcastle from a time when the area was at the forefront of global economic development.



This is a lovely walk whether your passion is history or wildlife – or you just want a pleasant and easy walk. It is a flat and well maintained path, sheltered and south-facing, with plenty of benches along the way.

There is a variety of bird life to be seen on the water or the mudflats on either side, and other creatures such as otters and seals have been spotted.

The Walk Route

This trail describes a linear route starting at the Quayside and walking west. It will take you about 1 ¼ hours to walk one way. The route follows the Hadrian's Way national trail as far as the point where it leaves the river to join the Scotswood Road. We should point out that the Roman Wall did not, of course, follow this route but ran further north up Westgate Road and along the West Road.



When you get to the end of the route, you can walk back again, probably seeing things you missed the first time. Alternatively there is a frequent bus service that runs through the business park into town. If you come by car, there is a paying car park at Forth Banks near the start of the walk. You can also park near the end of the walk on Amethyst Road in the business park free of charge.

Start your walk

Start your walk at the Guildhall on Newcastle Quayside near the bottom of Dean Street. The Guildhall is one of the most important historical buildings in Newcastle. It dates from the 17th century and is Grade 1 listed. The Guildhall was the centre of both justice and local government in Newcastle for several centuries.

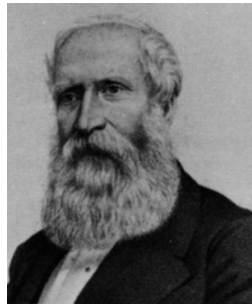
Walk west along the riverside, passing the Copthorne Hotel on your right. The path goes under the bright blue Metro Bridge.

Just beyond the Metro Bridge you will see a plan headed “Quayside” and a sign pointing uphill to the “Utilita Arena”, “Stephenson Quarter” and “Police Station”. You have reached Forth Banks.

This area was once the location of two important engineering enterprises. It is also the place where one of Newcastle’s forgotten streams meets the Tyne.

HAWTHORN’S ENGINE WORKS

This was established in 1817 at Forth Banks by the brothers Robert and William Hawthorn. Originally millwrights, they began building locomotives and marine engines as well. In 1872 the Hawthorns opened a marine engine works in the east end of Newcastle, and in 1885 merged their company with an adjacent shipbuilder to become Hawthorn Leslie.



From 1840 until his death in 1875, William Hawthorn (pictured above) lived in a house called Benwell Cottage just to the west of Benwell Towers. The name is misleading, as it was actually a large house standing in extensive grounds.



STEPHENSON’S LOCOMOTIVE WORKS

In the 1820s George Stephenson and his son Robert set up a business on South Street, just off Forth Street in Newcastle. This was the world’s first purpose-built steam locomotive factory. Here they made the engines for the Stockton and Darlington Railway - the first public railway in the world to use steam engines.



In 1829, the factory produced the famous Rocket for the Liverpool and Manchester Railway (pictured left at Discovery Museum, 2018).

Stephenson’s works had a global reputation, and exported to places across the world. In 1901-2 the company moved its operations from the Newcastle works to a new factory in Darlington. Most of the Forth Banks works was taken over by Hawthorn Leslie.

At the foot of Forth Banks look for a small outlet in the river wall where the underground Skinner Burn flows into the Tyne.

SKINNER BURN

A stream called the Skinner Burn used to run into the river here. The burn was one of several, almost forgotten streams that crossed Newcastle to run down to the Tyne. As the town expanded they were filled in, and now flow in culverts deep below the surface.

The Skinner Burn was culverted between 1840 and 1859. The burn had narrow steep sides, and used to mark the boundary between Newcastle and Elswick which was in Northumberland. In the 18th century, the burn became a centre of industrial activity with glass houses, lime kilns, a pottery, a foundry and a brewery. The development of the railways put an end to this.

Continue to walk west on the riverside walkway. Just to the north, a narrow but surprisingly busy road runs parallel to the path all the way from Forth Banks to the beginning of the former Armstrong's site further west. This is Skinnerburn Road – its name a legacy of the now hidden stream.

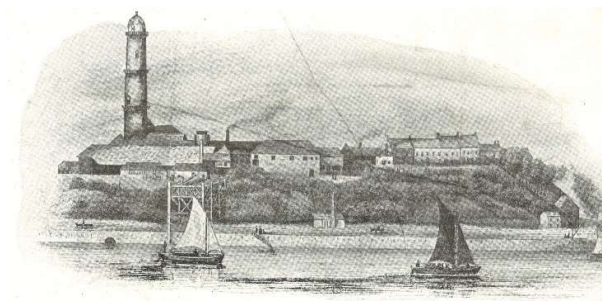
Pass under the railway bridge and then the new Redheugh Bridge. Just past here there is a seating area with four benches and a cycle route sign pointing right to "Newcastle College and city centre west". The road it points to is called Shot Factory Lane. Now it leads to the Arena. In the past it was the eastern boundary of Elswick Leadworks.

ELSWICK LEADWORKS

The leadworks was established at Low Elswick in the 1770s on two acres of what had been meadows on the riverside. By 1800 it had grown to be very successful, making white lead which was used for paint, red lead for glassworks and potteries, lead shot for military and sports purposes, and sheet lead used in the chemical and construction industries. The company opened leadworks in other parts of the country, but the Elswick factory was the biggest. This was an unhealthy industry to work in, as many of its products were literally poisonous.

Elswick leadworks closed in 2002. The site was cleared soon afterwards and efforts to redevelop it were hampered by the contamination of the land.

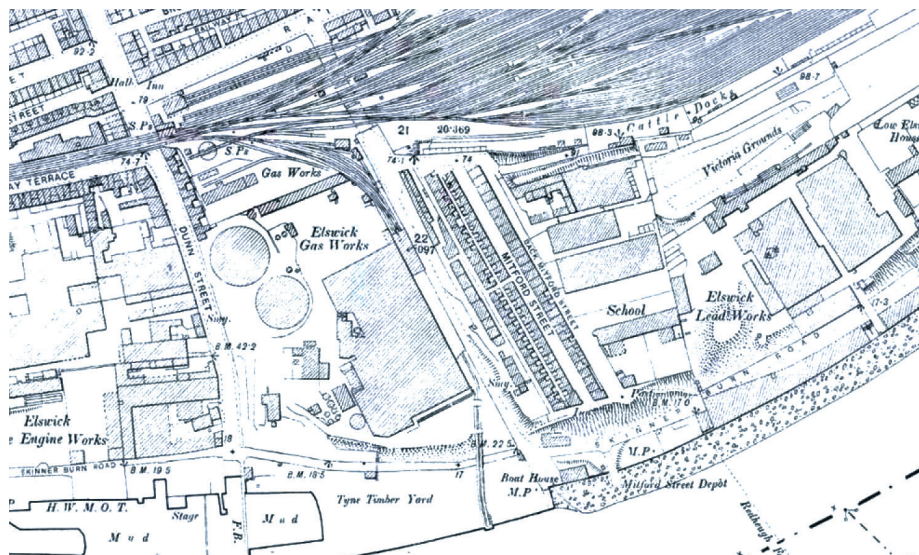
Note the Shot Tower on the left of this image of Elswick Leadworks c1790. This was used in the making of lead shot. The tower was demolished in 1969.



There is little evidence remaining today of this significant industry. But, not far from the Redheugh Bridge, you can see through the trees to your right the remains of a semi-derelict building that may have housed the electric machinery supplying the works. We would welcome more information about this.

As you walk along you will see to your right through the trees the stone walls along the north side of Skinnerburn Road, marking part of the southern boundary of the leadworks site. If you want to investigate further, you could leave the riverside walkway for a few minutes, using one of several paths leading through the trees onto Skinnerburn Road.

Until the middle of the 19th century, the leadworks was the only significant industry in this area. A plan of the riverside drawn up for William Armstrong in 1837 showed no industrial activity in the stretch between the leadworks and Forth Banks at that time. To the north and west were open fields. By the end of the 19th century, the leadworks was surrounded by other industrial activities, notably a gasworks to the west and the Forth Banks Goods Yard to the north. Although this area was now heavily industrialised, there were small areas of housing the middle of it, as this extract from the 1894 OS map shows.



As you continue to walk west, you will come to the site of the gas works. Between here and the leadworks there used to be a couple of terraced streets and a school. These may have been on the site where there are pigeon crees visible now.

ELSWICK GASWORKS

Elswick Gas Works began operating in 1859, replacing two smaller works at Sandgate and Manors. Elswick continued in operation for several decades, supplying much of Newcastle, despite complaints about the “abominable stench” coming from the works. The buildings were demolished in the 1970s.

This photograph shows the gasworks and the leadworks pictured from the south in 1956.



As you walk along the path, you may be able to see through the trees the high stone boundary wall along the north side of Skinnerburn Road. The eastern boundary of the gasworks site is marked by a road which is now blocked off by a padlocked gate.

As you continue to walk west along the riverside path, look out for a large wooden platform overhanging the river bank, which is now fenced off. This was formerly the Dunn Street landing stage. When you reach the end of this landing stage, you are more or less at the bottom of Dunn Street, which marks the western boundary of the gasworks site. It is signposted off Skinnerburn Road by a sign pointing to the heliport.

At this point you will see the beginning of the impressive Dunston Staithes on the opposite side of the river.

THE SOUTH BANK

In the past, there were coal staithes all the way along these riverbanks on both sides. Here coal was loaded onto boats from the many local coalmines for transport downriver. Elswick had two coal staithes. Today Dunston Staithes is the only one remaining. Said to be the largest wooden structure in Europe, it has been substantially restored in recent years.

The riverbanks on the south side also housed coalmines and a wide range of manufacturing enterprises.



These included two large factories owned by the Co-operative Wholesale Society – flour mills and a soap factory.

The next former industrial site you meet as you walk west is that of Elswick Leatherworks. The site is concealed from the riverside path by dense bushes behind which is a black metal fence.

ELSWICK LEATHERWORKS

Newcastle has a very long history of manufacturing and exporting leather. The Richardson family were associated with the business of tanning for several generations. In 1785 they set up on Tyneside – first in North Shields and later Newcastle, moving to increasingly large sites in and around the town.



In 1863 they set up what was then a state-of-the-art factory at Low Elswick, on a site between Armstrong's Elswick works and the Elswick gas works, and bounded by the river to the south and the Newcastle-Carlisle Railway to the north. The factory building was large and covered about three acres. This photograph was taken from the south in 1930.

The techniques used in leathermaking changed little over the hundred years that the Elswick leatherworks operated. The Richardsons may have been better employers than most – providing housing for their workers, for example -but this was another industry that was not good for the health of its employees. Nor was it good for the local environment, as it discharged all sorts of toxic chemicals and animal by-products directly into the Tyne.

By the 1960s, the leathermaking industry was becoming increasingly unprofitable. The Elswick leatherworks was taken over by a competitor intent on reducing capacity in the industry. The Elswick factory was closed in 1971.



The leatherworks site was bounded by Skinnerburn Road, Dunn Street, Railway Terrace and Water Street. To the north of the site there was purpose-built housing for the families of workers at the leatherworks.

Pass a stretch of black metal fencing on your right, at the end of which is a block of offices. Beyond this building you will come to a curved road called Monarch Road. At this point you say goodbye to Skinnerburn Road as it ends above here where it meets Water Street - the road that marked the eastern boundary of the engineering and armaments works.

As you continue along the riverside path, you enter Newcastle Business Park. This occupies the former site of Armstrong's Elswick works. Keep an eye open for an interpretation board titled "River Tyne and Elswick", next to several round concrete sculptures. This marks the start of the Business Park.

There is almost nothing to be seen of the huge factory which used to occupy this site, but there are several interpretation boards at intervals along the path providing helpful information about its history.

The Business Park is attractively landscaped and well maintained in contrast to the semi-derelict areas and scattered developments you passed in the previous section of the walk. The site was comprehensively cleared following the closure of the works. At one point you can spot one of the few remains of the huge factory in the form of a large section of wall with arches at the top rising up behind the new buildings.

The roads and buildings of the Business Park are mostly named after products made by Armstrong's. Panther House, for example, was named after the first ship to be launched from the Elswick shipyard, while Amethyst Road (which runs alongside the path for much of its length) recalls the world's first large warship given extra speed by the use of Parsons turbines.

The first part of the site you come to was occupied by Armstrong's shipyard which armed most of the world's navies.

ARMSTRONG'S ELSWICK WORKS

In 1847 William Armstrong and his partners bought five and a half acres of land on the riverside at Elswick and set up an engineering factory. Originally it built hydraulic machinery but it soon diversified into other products, such as Newcastle's Swing Bridge. The business really took off when it moved into armaments.



A shipyard was opened on the Elswick site - pictured below shortly after opening in the 1880s. This gave Armstrong's the capacity to build and equip a war ship from the raw materials to the finished product fully equipped with guns. The company soon became the most successful exporter of warships in the world, producing battleships, submarines and torpedo cruisers. The site now covered 50 acres and stretched for three-quarters of a mile along the riverfront.

In 1899 the company opened a second factory upriver at Scotswood. By this time it had become Armstrong Whitworth

following a merger, and later it became Vickers Armstrong, and finally just Vickers.

Until its closure in the 1970s, the Elswick factory made a variety of products, notably guns, tanks and other armaments, which were sold throughout the world. It armed both sides in many conflicts, including the American Civil War.

For many years it was also one of Tyneside's largest employers. The works dominated the area in other ways. Local residents had no access to the riverside as the factory occupied the entire frontage. It was a common sight to see a tank being tested on the streets above the factory, causing children playing in the streets to jump out of the way as it passed.

Whilst the engineering and armaments works are the main focus of this section of the walk, there were other features – notably, coalmining and the disappearing islands.

COALMINING

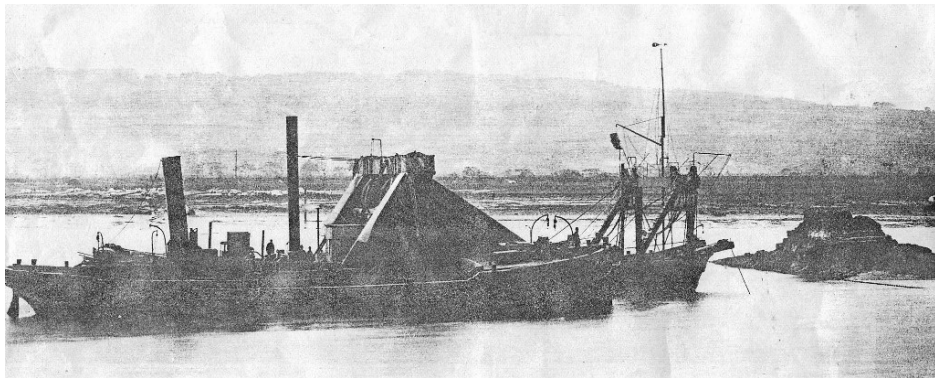
This was not a rural landscape of pristine meadows before Armstrong's factory set up here. There was already some small-scale industrial activity, such as a copperas factory to the east end of the site and a bleach factory beyond it. And of course there was coalmining. Coal had been mined along the banks of the Tyne for centuries as the seams were relatively easily accessible from the steep river banks. At Low Elswick there was the curiously named Crooked Billet Pit which later gave its name to one of Scotswood Road's pubs.

THE DISAPPEARING ISLANDS

If you walk along here at low tide, you may have noticed that the river is running through quite a narrow channel, with extensive mudflats on either side. Over the years the course of the river has been altered in the interests of industry.

Before Armstrong's opened their shipyard in the 1880s there were three islands in the river off Elswick. The biggest was called Kings Meadow. It was about 34 acres in size, and had a pub on it. Its much smaller neighbours were called the Clarence Islands and may only have been visible at low tide.

This photograph shows the islands being dredged out of existence in the 1880s to allow ships to sail downriver from Armstrong's.



This stretch of the Tyne is no longer dredged, and it is progressively silting up. Maybe we will have islands once again in the Tyne off Elswick?

A short distance beyond the shop units, the road and footpath part company. You can continue along the path until you reach the point where it ends. Here the Hadrian's Way path leads upwards away from the river to join Scotswood Road.



If you are keen to set foot in Paradise, follow Hadrian's Way path as it continues west.

Otherwise stand here and contemplate Paradise further upriver.

PARADISE

Paradise is best known today from the song "Blaydon Races" but most people have forgotten that there was an actual village called Paradise to the south of Benwell. Paradise Pit was here, with an associated brickworks. Brickmaking went hand in hand with coalmining as fireclay was supplied from the mines.

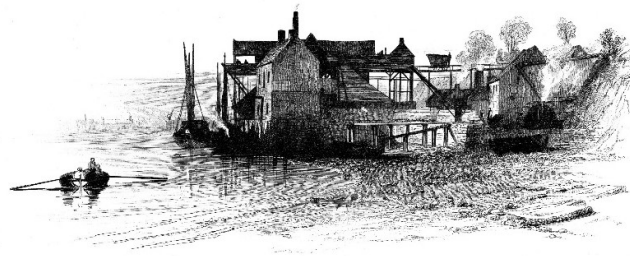
The village comprised a few rows of terraced housing, with a small Methodist chapel. There was also a big house called Paradise House standing in its own grounds.

These were all still in evidence in 1880 as this photograph, taken from across the river, shows.



Earlier records indicate the presence of a colour manufactory (another of those unpleasant early chemical factories) and a quay at the riverside. A ferry service crossed the river nearby, and just to the east were coal staithes, pictured here. These were connected

to the
waggonway
coming down
from the pits of
Benwell Colliery



The land along the riverbanks here used to be part of Armstrong's Elswick site, although the company does not appear to have used it for manufacturing. The site was transferred to the firm of Jobling Purser during the First World War as part of an exchange by which Armstrong's obtained a riverside site in Walker that enabled them to expand production of warships. Jobling Purser is still a family firm, operating from

the same site today. Originally engaged in importing organic phosphate (bird dung) to be sold as fertiliser, it later diversified into bitumen manufacturing and road building.

It is not possible to enter Jobling Purser's site without prior permission, for safety reasons. If you walk up William Armstrong Drive from the end of the riverside walkway, you can see the entrance (pictured here).



A short way
beyond the
entrance
gates lies
the capped
shaft of the
old Paradise
Pit.

You can also see the location of the Jobling Purser site from Scotswood Road. Look out for the tower with the company's name on it.

Apart from this you
will look in vain for
any visible signs of
Paradise.



Low Elswick Heritage Trail

A walk around Low Elswick

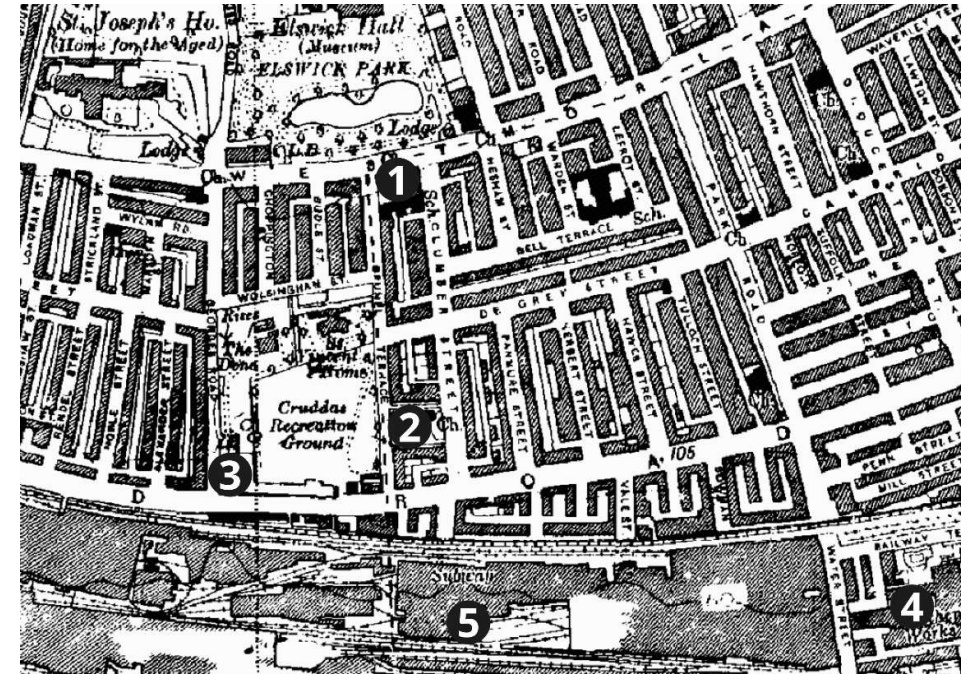
This short circular walk starts and ends at St Michael's Church on the corner of Westmorland Road and Brunel Terrace. It takes you past some of the area's remaining heritage buildings, as well as pointing to places which were of importance in its past but where there is little or no trace of that history left.

The walk involves a fairly steep climb at one stage. The route is on pavements throughout.

Low Elswick

The name "Low Elswick" was in general use in the area's heyday. It refers to the fact that this part of Elswick was located on the southern part of the steep banks above the Tyne. The extract from the 1938 Ordnance Survey map on the opposite page shows what the heritage trail area looked like 80 years ago - surrounded by dense terraced housing and with a large swathe of heavy industry separating it from the river. The numbered dots show key sites you will pass on your walk.

Come with us to find out what has gone and what still remains today.



1. St Michael's Church
2. St Stephen's Church
3. Elswick Dene
4. Richardson's Leatherworks
5. Armstrong's Elswick Works

Start your walk

Your walk begins outside St Michael's R.C. Church on Westmorland Road. Before you start, take a look around you.

Looking north you can see Elswick Park directly opposite you. This was the site of Elswick Hall, family home of the developer Richard Grainger from 1839-42.

Grainger was famous for transforming the Newcastle town centre in the 19th century.

The Hall stood on the site where the swimming pool is today. The building was demolished in 1981, and its private grounds are now a public park.



To the east of Elswick Park, diagonally to your right at the junction with Beech Grove Road, is the site of the Savoy Cinema which closed in 1966. It opened in 1932. The building had previously been home to the Beech Grove Congregational Church, and dated from 1896



On the south side of Westmorland Road, there is little apparent evidence of the area's 19th century history apart from St Michael's Church. Opened in 1891, this is an impressive Grade 2 listed building with fine interior features.

Before the large-scale housing clearances of the 1960s, the church would have dominated the steep terraces of Tyneside flats that stretched from Westmorland Road down to Scotswood Road. Nothing remains of these today.

Just to the east of St Michael's Church you can see the Cruddas Park shopping centre and the high-rise flats that replaced some of the older streets.



This photograph shows the last of the old terraces being demolished in the early 1960s while behind them the new flats were rising up from the rubble.

Time to start walking

Turn into Brunel Terrace, on the west side of St Michael's Church. This used to be a residential street with terraced housing on either side. Walk down Brunel Terrace. At the



bottom of the street you can see St Stephen's Tower on your left. This is the only remaining part of what was once a grand church.

St Stephen's Church opened in 1868. The building was closed in 1984 and the church moved into a smaller building nearby.

For several decades St Stephens' had been financially supported and dominated by the Cruddas family. W.D.Cruddas was a founding partner in Armstrong's engineering works and served as financial director of the company. His son George later worked for Armstrong's in a similar role.

As time went by it became more and more difficult to maintain the church building. The wealthier residents had moved on, and the area was becoming poorer. Finally the housing clearances removed most of the congregation.

The spire was saved when the building was demolished in 1987, and is cared for by the Churches Conservation Trust. It is a Grade 2 listed building. Viewing can be arranged through the Trust.

Leaving the spire of St Stephen's, walk down onto Scotswood Road. Take a minute to look around you and imagine what it used to be like. Once a thriving street of shops and pubs at the heart of a community, Scotswood Road is now a soulless transport artery.

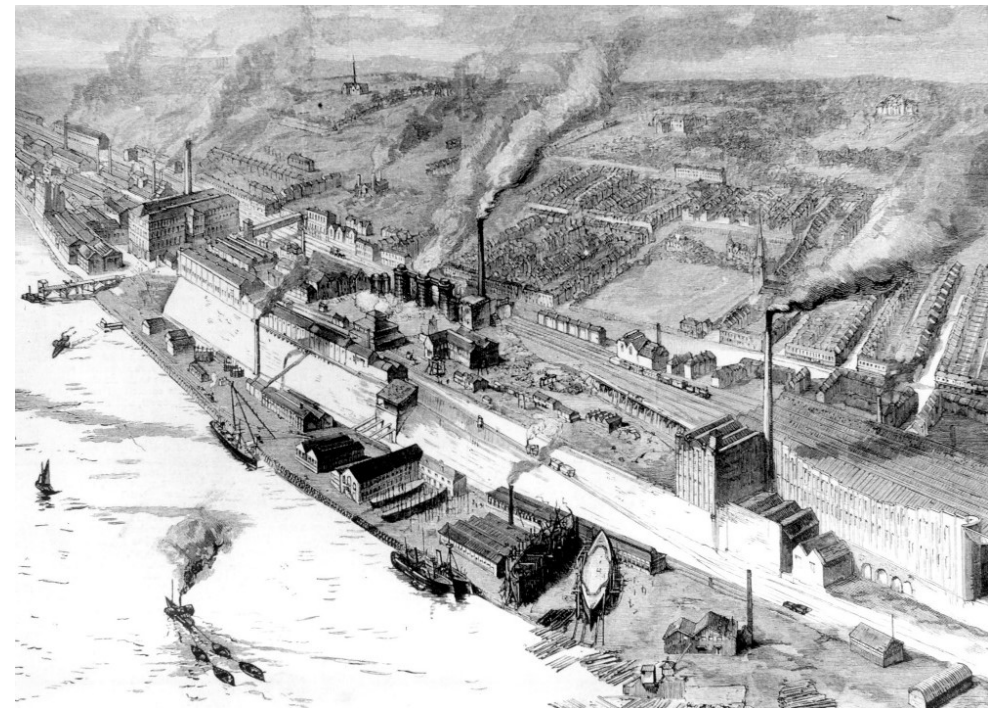
This photograph was taken in 1956, looking west.



On the south side of Scotswood Road was the vast site of Armstrong's (later Vickers) engineering works which used to be the largest local employer.

This aerial image of Armstrong's works dates from 1887. You can just about see Elswick Hall at the top right-hand corner. St Stephen's Church is directly south of this.

Armstrong's site extended from just south of the present-day Cruddas Park flats westwards as far as South Benwell. The factory buildings were completely cleared in the 1970s and a new business park was built on the site.



Just to the east of Armstrong's was the large factory of Richardsons's Leatherworks, opened in 1863. The factory closed in 1971 and little physical evidence remains today.

This 1893 photograph shows workers preparing seal skins at the leatherworks.



Walk west along Scotswood Road a short distance until you reach traffic lights where you can turn right into the Noble Street Industrial Estate. Follow the road around to the left past a building with a sign saying "Audi approved". Look out for some narrow steps on the right, largely hidden by bushes. Climb up these steps into a street (Georges Road) which is blocked off at the bottom.

Note that on your left, behind the fence, is the former site of Low Elswick Pit. To the south of here there used to be coal staithes where coal was loaded onto barges to carry it downriver.

As you walk up the street, you will come to an entrance on your right marked Virginia House. This is the former home of the Cruddas family. It was called Elswick Dene. Just inside the gates you can see the actual Dene, with a stream running down towards the Tyne.



The house still stands but it is no longer a family home. It was built about 1850 and designed by John Dobson for W.G Cruddas.

Leaving Elswick Dene, walk up the street and cross the patch of grass at the top. Ahead of you is the former site of the Loadman Street Estate, built to replace the previous 19th century terraced streets, and itself demolished only a few decades later. Building work for a new housing development is currently taking place on the site.

Above here, you can catch a glimpse of St Joseph's Home on the other side of Westmorland Road, behind a high stone wall. It has been on this site since the 1860s.

Here a religious order The Little Sisters of the Poor operates a nursing and residential home. This photograph dates from 1910.



At the top of the grassed area, turn right onto Wolsingham Street, then left again onto Brunel Terrace. You can see St Michael's Church ahead of you.

Visit St John's Cemetery

St John's Cemetery in Elswick is well worth a visit. This is the largest cemetery in Newcastle, covering 28 acres, and about 105,000 people have been buried here.

The cemetery was opened in 1857. It replaced the graveyard of St John's Church in Grainger Street, Newcastle – hence the name. All the city's graveyards were forced to close because of a major cholera epidemic.

This guide tells you about a few of the many interesting memorials you can see as you walk around the cemetery. See the plan on page 33 to find the location of these memorials.

Where to start

You can enter the cemetery from the north, off Elswick Road. The Gothic-style gateway (Pictured here in 1889) is at the bottom of Grainger Park Road. This name is a legacy of the fact that all this land was once part of the estate owned by Richard Grainger who used to live at Elswick Hall, situated nearby where Elswick Park is today.



You can also enter the cemetery from the south from Westmorland Road.

Who to look for

The Montagu Pit Disaster memorial is one of the easiest to find. It stands to the left of the path leading west from the disused chapel in the middle of the cemetery, and just below a low stone wall which marks the boundary of the Jewish burial ground.

The memorial commemorates the worst mining disaster in Newcastle. In 1925, 38 men and boys were killed when the Low Montagu Pit in Scotswood flooded. Most of the victims are buried in this cemetery.

This photograph depicts the funeral that took place at the pithead. Thousands lined the streets as the funeral procession then travelled from Scotswood to the cemetery.



The Fire Brigade Memorial

commemorates another tragedy. In 1890 three Newcastle firemen died from inhaling nitric acid fumes while fighting a fire at Mawson Swan's chemists shop in Mosley Street. This photograph shows Mosley Street in the early 20th century.



The four Chinese sailors whose gravestones are in the cemetery are a reminder that Elswick used to be at the centre of the global shipbuilding industry. The shipyard built at Armstrong's works in the 1880s had given the company the capacity to build and equip a warship from the raw materials to the guns. Most of the world's navies were customers of Armstrong's. This photograph of the shipyard dates from the period when the Chinese sailors met their deaths.



Several of Tyneside's leading industrialists are buried here also.

William Haswell Stephenson is

pictured here in 1880 in his regalia as Lord Mayor of Newcastle. Stephenson was a coal-owner who also had extensive interests in other industries such as shipping, railways and gas. He was a generous philanthropist, funding the Bond Church in Benwell and the libraries in Elswick, Heaton and Walker among other projects.



George Angus is another important figure in Tyneside industry who is buried here. He was the grandson of the founder of the George Angus leather business which include later diversified into rubber manufacture and merged with Dunlop in the 1960s.

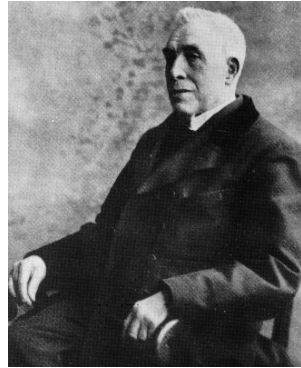
Benjamin Chapman Browne was a major figure in the marine engineering and shipbuilding industries, and also played a significant role in the development of Benwell from a mainly rural area into a residential suburb of Newcastle.

All three men lived in the west end. Stephenson's home Elswick House stood a short distance east of the cemetery.



The real Dr Gibb has a memorial here. Did you know that the Dr Gibb named in the song “Blaydon Races” was a real doctor?

Charles Gibb had his surgery at the bottom of Westgate Hill. The building is marked by a plaque.



Gibb also served as a surgeon at the Infirmary which was then at Forth Banks (pictured left).

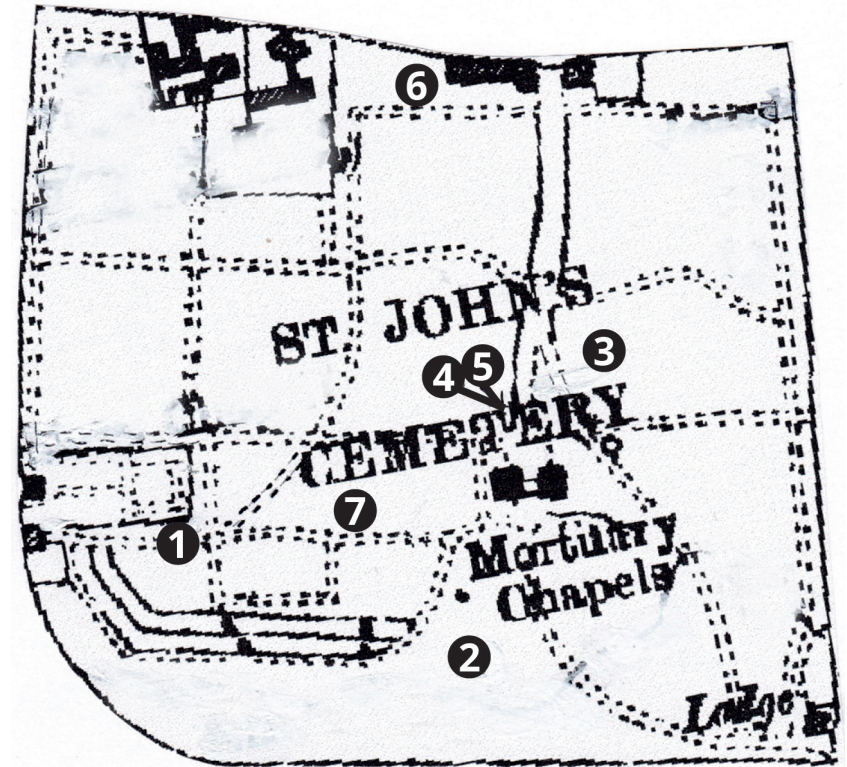
Wansbeck Penitentiary

While you are visiting the cemetery, you might spot a building at the north west corner of the site, on the south side of Elswick Road. For 40 years from 1887 this was a penitentiary for women, known as the Wansbeck Home.

The penitentiary was not a prison. It was intended as a refuge for those condemned by society as “fallen women” – notably unmarried mothers or prostitutes - who were committed to reforming their lives. The building still stands although it ceased to be a penitentiary in 1927.

Where to look

The locations of the memorials mentioned in this guide are indicated on the plan - but bear in mind that the size of the area means that it can be difficult to locate particular graves.



- | | |
|-------------------------------|----------------------------|
| 1. Montagu Pit Disaster | 5. George Angus |
| 2. Fire Brigade | 6. Benjamin Chapman Browne |
| 3. Chinese sailors | 7. Dr Charles Gibb |
| 4. William Haswell Stephenson | |

EXPLORING YOUR LOCAL HISTORY

A HERITAGE GUIDE

When you walk in Elswick, history is all around you

The 19th century transformed Elswick from a mainly rural area outside Newcastle into a densely built-up suburb of the town and one of the foremost industrial areas in Britain. The riverbanks were dominated by Armstrong's engineering works, one of the world's most important armaments manufacturers. On the slopes above, thousands of new homes sprang up to house the workers needed by the new industries. There were also grand houses for wealthy and influential families, and grand churches to meet the spiritual needs of the new population. The 20th century dramatically changed the landscape once more, but there are still visible traces of this history to be seen, as well as stories to be told. Take a walk with us to explore the history of Elswick.

*This heritage guide contains three
illustrated walk trails:*

*Quayside to Paradise
Low Elswick
St John's Cemetery*

Images courtesy of: West Newcastle Picture History Collection, Newcastle City Libraries, Tyne and Wear Archives and Museums, Beamish Museum, Ordnance Survey and www.old-maps.co.uk.

St James' Heritage & Environment Group

St James' Heritage & Environment Group is an independent volunteer-run organisation and registered charity providing activities and resources for people of all ages to explore and celebrate the history of the west end of Newcastle.

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