

# Summer Newsletter 2018

## Volume 14-2



Bishop Bonner's Cottage Museum,  
Dereham Antiquarian Society  
& Town Archive

### Recent deaths

We are saddened to report the recent deaths of Margaret Davies and Sheila Jones, both of whom were very active in the Society. We will write more in the next Newsletter; for now, our thoughts are with Bob and Tony and their families.

### Archive Open Day for members and volunteers

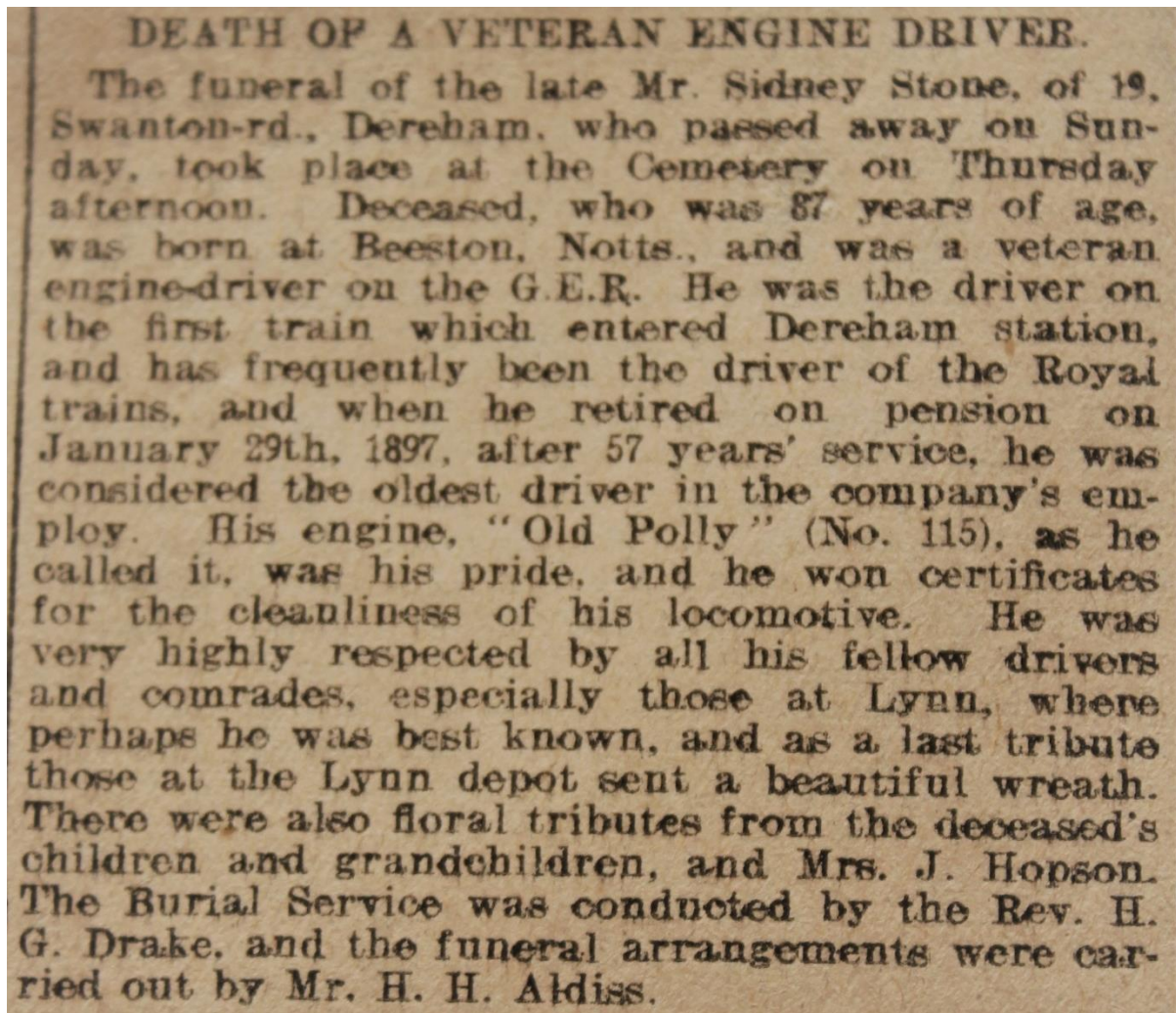
Now that the Archive has transferred into the Assembly Rooms, we are hoping to open it to the public. But before we do this, we want to offer the first opportunity to see it to our members and volunteers, so we will be holding an **open day for members and museum volunteers on Thursday 20 September**. Because space is extremely limited in the Archive, all interested are asked to book a place via our Secretary, Amanda Lovejoy on 07500 029561 (leave a brief message and she will get back to you as soon as possible) or email [amandalovejoy666@gmail.com](mailto:amandalovejoy666@gmail.com). Please specify any particular areas or years you are interested in and we will try to make relevant objects or documents available. Beanie Brown will also be on hand to show her specialist area - The Dereham and Fakenham Times. Perhaps you would like to know what was happening in Dereham in a particular year, or see our beautiful 19th century silk baby bonnet (once belonging to the Spanish royal family) and learn about its connection with Dereham. Please note that access to the Archive Centre is via the Quebec Street entrance to the Assembly Rooms and there is no stairlift on our side of the building. Take the stairs to the first floor, turn right and the Archive Centre is situated behind double doors immediately to your right. We look forward to seeing you, but remember, **this is a members and volunteers only event and you will need to book.**



The last item to leave the old storage at Rash's Green was the original wooden town sign. Here are the staff from Dereham Town Council assisting us in leading the deer to pastures new. The sign is currently in temporary storage, while the search continues for a permanent home in the town (ideally where it will be on display).

## Dereham and Fakenham Times - 16 April 1910 Death of a veteran engine driver

Beanie Brown came across this during her work on the Dereham and Fakenham Times.



## The British Newspaper Archive - Beanie Brown

While looking at archived items, may we encourage those of you who subscribe to The British Newspaper Archive to vote via their website at [www.britishnewspaperarchive.co.uk](http://www.britishnewspaperarchive.co.uk) to add the *Dereham and Fakenham Times* newspaper (from 1880) to their library of scanned newspapers already available.

Each subscriber has a maximum of three votes to cast to choose publications for future scanning and in order that Dereham Antiquarian Society can keep the only other set of these newspapers in the best condition possible in our care, we hope that they may be available to researchers online in the near future.

Digital character recognition still needs much improvement beyond its present capability, but the advantage of this online archive is that it is searchable, and therefore certainly quicker to locate items of interest rather than reading whole pages of old, small, newsprint.

## Welcoming Year 1 from Scarning School to Bishop Bonner's Cottage Museum - Julian Walker and Sue Walker White

We were very pleased to open up the museum for a special visit from over 30 children from Scarning School on 7 February. We were lucky with the weather as the sun shone and a little snow had fallen over night, just right for an exciting walk from the school to the museum.



*Year 1 from Scarning School in Bishop Bonner's Cottage Museum*



*The museum's twisty stairs were a bit challenging for some and great fun for others*

The trip was timed to tie in with their timetable as that term they were studying the local history of the area and comparing past and present. As we have no heating in the museum everyone kept their outside clothes on with a lovely range of colourful hats and flashing wellies. In the words of one of their teachers Charlotte Everett, "The children are in year 1 and often walk past the cottage but none have ever been inside. We thought this would be a great opportunity to give them a real life experience of an iconic historical building in their own town." Charlotte reported back to us "The children loved it", and so did Julian and I: we hope they will be back next year.

## A visit to – Changing Perspectives: Exploring the Norfolk Heritage Centre, Photographic Archive - Sue Walker White

On 1 February, I spent a very educational and enjoyable introduction to the archive with Chris Tracy and Clare Everitt. The archive houses some 200,000 local images spanning the last 150 years. They range from informal amateur family photographs to the work of professionals and commercial work. Their collection also includes engravings, ephemera, paintings and drawings much the same as our own DAS archive does.

They have digitised around 25,000 of their images and they are available online at [www.picture.norfolk.gov.uk](http://www.picture.norfolk.gov.uk). The archive is run for access more than profit. There are at least three box files of images of Dereham in the archive, though I did not get to peek in. Clare Everitt manages the archive on a part-time contract, with the help of one volunteer, as they have limited equipment and time to support more. Clare has offered to advise DAS on our collection later in the year.

It was extremely useful to be able to see examples of different types of print side by side. The earliest images we saw were daguerreotypes from the 1840s. Once you have seen one you will always be able to recognise them as they have a metallic mirror like finish. They are printed on to a copper plate with a highly polished silver plated surface. As soon as I saw it I knew we had one at least one such print in our own DAS collection. We have hand tinted examples and the original black on silver. We are very privileged to have such a treasure in our keeping; they are so rare that there is an international register of examples. Once we have done more research we will need to register our prints with them. We believe that the

subject of our daguerreotypes is a member of the Jewson family, which had a role in the founding of the 'Hobbies' firm in the town.

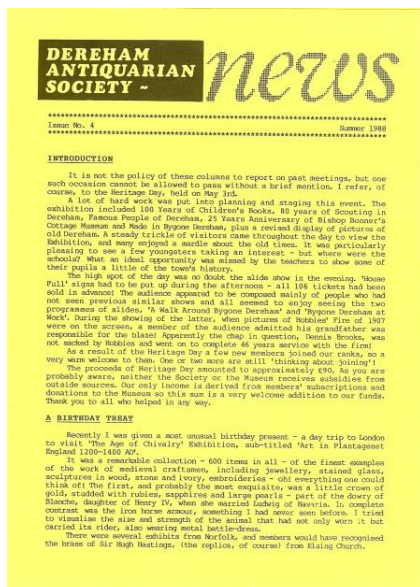


Examples of daguerreotype photographs in the DAS collection

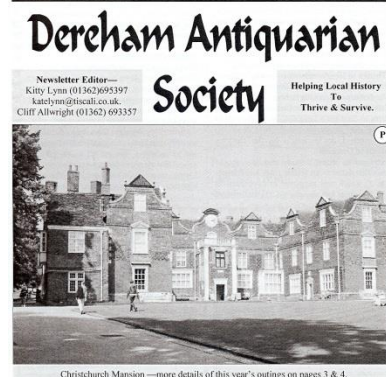
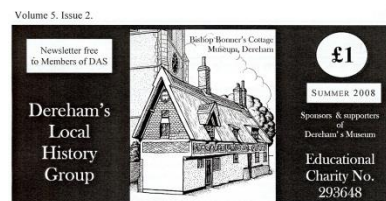
30

20  
years ago

10



no summer issue in 1998



In 1988, the Newsletter celebrated its 25th (silver) anniversary. The main article was about Metamec, but included a list of Dereham clockmakers before 1900. We have only one newsletter in 1998 (reported in the last issue). 10 years ago, we had a 24 page issue, with lengthy articles on a Dereham and Fakenham Times report of a murder in 1951, a piece on schools, and an item about the Guildhall.

# Notes from our recent meetings

## 11 April The Roman Fort in Swanton Morley - David Gurney



© Norfolk County Council, photo by Derek Edwards

David Gurney introduced his talk, explaining that he wanted to examine the Fort at Swanton Morley (and three others) and its relation to the mid first century and the Boudiccan rebellion. To set the context, he briefly referred to a skirmish in AD47, when the Romans had taken arms from the Iceni. He had looked at two possible locations - Holkham and Stonea (Cambs) - both iron age sites, but neither had been open to exploration.

Before the rebellion, the Iceni operated as a client kingdom, largely self governing, with a 'light touch' Roman oversight, so Norfolk was not a true part of the Roman Empire until after the rebellion. It was, he said, widely stated that after the rebellion, the region was devastated, with many Iceni killed or removed. David challenged this view, suggesting that the Romans would have rather sought a political solution; in support, he noted that there was no evidence of the supposed burning of settlements or slaughter. In the lack of such evidence, understanding Roman sites was important in order to reveal what had happened.

There was limited evidence of the rebellion - military fittings found in Thetford, coins which were at first thought to show King Prasutagus but had subsequently been questioned, and a burial site in Norwich with two richly furnished burials from about AD65.

David considered Roman roads in the region. The first was Pye Road (the present A140 from Colchester to Caistor). A sketch had been produced from an aerial view of land a bit north of Scole, but its location was not known and the site had not been seen since. Work at Long Stratton had given evidence relating only to the second century. Caistor had been extensively researched showing a Roman town with a triple ditch\* running outside it, but ten years of work (including a Time Team visit) had brought nothing to link it to the Boudiccan period; it was now thought that the town was probably laid out AD100-120. (\*A triple ditch, he explained, is a reliable indicator of military presence.) The second road was the Fen Causeway (Denver to Caistor), but this seemed probably not earlier than AD60. Finally,

there was the Peddars' Way (Colchester to Holme-next-the-Sea, and possibly on to Lincolnshire via a ferry), which he thought might be the only road present before the rebellion.

David then returned to the four forts: Swanton Morley and Saham Toney in Norfolk, and Pakenham and Coddendam in Suffolk. These were mainly known from crop marks and finds; more had been done at Pakenham, but the work was not yet published.

At Coddendam, there were possibly two forts, a small one dated to AD43, and a larger one, with triple ditches, which seemed linked to the Boudiccan period. Pakenham too had triple ditches, and was probably Boudiccan. There were two sites at Saham Toney - a fort and a scatter of finds (500 finds, including Claudian coins).

At Swanton Morley, there was a triple ditch, and this was thought to date to AD60, and be Boudiccan. David related the history of discovery from 1948, with aerial photography in 1977 and 1981, and later the presence of metal detectorists, all leading to a complex site plan. The site was on the edge of a plateau, with long views to the north and along the valley of the River Wensum which ran broadly east to west below it. (Photographs of the site showed how little there was to see at present.) An early OS map showed a ford across the river, which may have been there from Roman times (though this had not been checked): across the river in Billingford was a Roman town.

Finds had been analysed by type, but no pattern found. There were many Claudian irregular coins, smaller and cruder than the originals, but used as currency when the originals became scarce; the irregulars were smaller and lighter. The presence of many of these, compared with the distribution at Saham Toney, suggested that Swanton Morley was in use for an extended period. Other finds, including brooches and pendants, and military buckles and harness equipment, can be seen in the Castle Museum in Norwich.

To conclude, David looked at the positions of the four forts showed they were broadly equidistant, and lay roughly on a circle centred near Long Stratton, not far from Caistor. He suggested that the area inside the circle of forts might be rebels and outside to the west, allies of Rome. He considered this positioning, along the western edge of Iceni territory, a further indication of a Roman desire for a low key (political rather than military) approach. In answer to a question, he thought, for the same reason, that it was more likely that the forts would be garrisoned, not by the 9th Legion, which had been routed by Boudicca, but the 14th, which had been victorious and therefore had nothing to prove.

## 9 May William Cowper's hymns - Rev Jonathan Boston



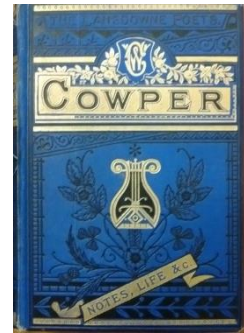
The Society incorporates the Cowper Society of Dereham, so in recognition of this, and as a tribute to William Cowper (who died on 25 April 1800) our President, the Rev Jonathan Boston, gave our May talk on William Cowper's hymns. Before making a detailed consideration of the hymns, we were introduced briefly to the author.

Cowper's life was not without difficulties - his mother died when he was 6, and he was bullied at school, saying he did not know what the bully looked like as he only looked at his feet. Not everything was a difficulty (the bully was expelled, and Cowper later attended Westminster School and was very happy there), but he was very shy and his life was

challenging. He wanted to marry his cousin Theodora, but this was not supported by their families and did not happen.

Cowper's collected works runs to several hundred pages, very few of which are devoted to the 68 hymns which he wrote (50 of them were not in other collections, and were little known). Rev Boston concentrated on the 5 hymns that **are** well known, whose first lines are

- O for a closer walk with God
- Jesus, where'er thy people meet
- Sometimes a light surprises
- Hark, my soul it is the Lord
- God moves in a mysterious way

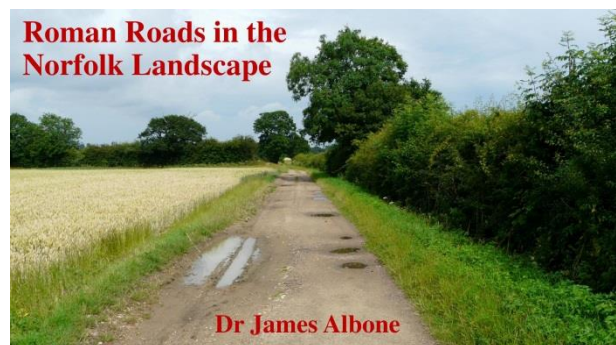


It was pointed out that we have the words, but it is impossible to know for sure which tunes were played with them. Rev Boston had researched possible tunes on 14 barrel organs, as these were much used and stored the tunes they played, usually 10 to 12 in all. Based on that research, he had identified a number of tunes which occurred most frequently, and therefore were also likely to have been used. Rev Boston pointed out that linking a tune to a hymn depended not only on matching the meter but also the mood of the words. He also noted that these tunes will often have been linked in later times and Cowper may well never have heard them; in many cases, they will have been local tunes which 'took off' and became widespread.

Rev Boston then played a number of tunes, inviting us to consider whether they could have been good matches to the words of his chosen hymns.

### **13 June Roman Roads in the Norfolk Landscape - Dr James Albone**

We were pleased to welcome Dr James Albone, talking about some of the research he had completed for his PhD - the major Roman Roads in Norfolk. Setting the context, he told us that even today a million people still use Roman Roads in this country each day. Today, some are still in use as roads (eg the Pye Road, A140), some as tracks (eg the Peddars' Way near Massingham), while others have vanished almost completely, being visible only via crop marks.



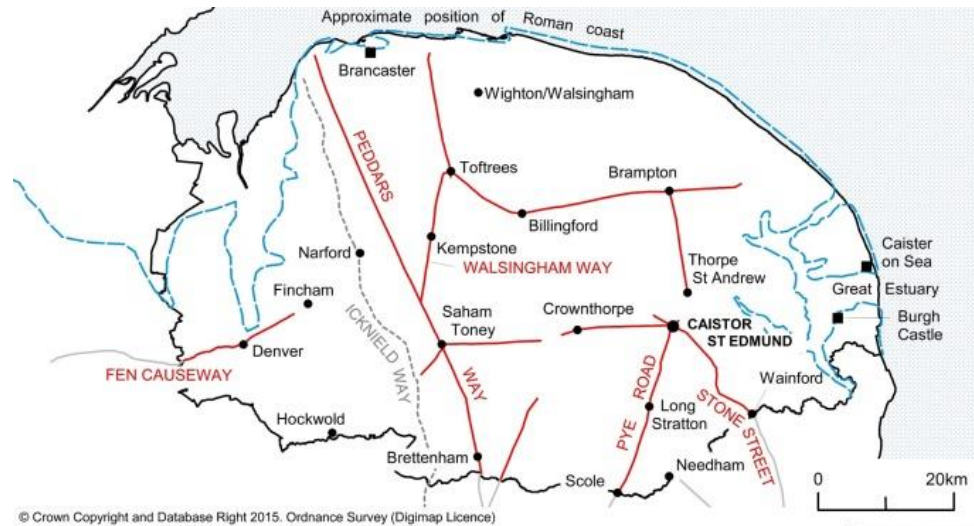
The standard construction was of a raised bank - an agger - a topsoil surface on top of gravel, then below that, rammed flint and clay; often but not invariably there would be side ditches. Although Roman Roads are thought of as straight, it was more a case of straight sections linked together, with changes of direction often on top of (or perhaps just beyond) the tops of hills - which made sense when considering how they would have been surveyed. The straightness was also modified by landscape features - Romans did not want to make themselves unnecessary work, so would deviate round rivers and slopes. All of these features were illustrated by slides.

James then moved on to maps of Roman Roads, noting that every map was different. He concentrated on the major routes, but said that there were many branching and minor routes, no longer identifiable or able to be dated. Using a map showing the major routes in Norfolk, and also showing the settlements to or through which they ran, it was clear that few went all the way to the coast. James suggested that the destination points were instead navigable rivers, which did run to the coast and provided links to the rest of the Empire. This also explained the absence of major routes in North Norfolk, where the coast was formed by cliffs with no easy harbours.

After making reference to the long standing study of Roman Roads (mentioning particularly Stukeley's engravings in the later 18th century which had since proved invaluable, and a

seminal work by Ivan Margary in the 20th century setting up a numbering system), James went on to consider when they were built. Most were built in the latter part of a period extending from the mid first century to the mid second century. They were not built as part of the conquest, but at a later point - it would have been easier when the land was more settled, and also provided occupation for troops who might otherwise have become restless. He noted that they had little relation to the later coastal forts, as these would have had a maritime focus.

James then went on to look at four roads in detail, having first noted that there was evidence from Shropshire that Roman Roads were not necessarily 'new build', but could have been made on top of Iron or Bronze Age routes.



1 **Fen Causeway:** from Peterborough area and the Fens, through Denver to Fincham, possibly with continuation east). This route was 'wiggly'. James said that there was evidence that it had been built on a former rodden - a raised area formed when a watercourse silted and then hardened while the surrounding peat areas dried and shrank; although only a few feet higher than adjacent land, it was enough to make a useful route. He believed this was used to move produce from the Fens to the province; it was built in the 3rd quarter of the first century, but he did not think it likely to have any connection with the Boudiccan revolt. Little of the route now remains in use.

2 **Pye Road:** from Caistor St Edmund to Scole, then on to Colchester and London. This was and remains a major route, its name deriving from the 15th century Magpie Inn at Stonham. James discussed research relating to field patterns along this road at Scole and Dickleburgh, where the road appeared to cut through the fields at an angle, which had originally been cited as evidence that the fields pre-dated the road. More recently, it had been proposed instead that the field patterns originated as a result of drove ways down to the river, and that the fact that these crossed the road would have been of no significance. Most of this road was still in use as the A140, though other roads from Caistor St Edmund had vanished: James suggested that this was because the Pye Road, with a small deviation, was maintained in order to reach Norwich, almost due north of Caistor St Edmund and so along a very similar line.

3 **Peddars' Way:** from Brettenham to Holme Next the Sea. Probably named from the Medieval English 'peddere' (pedlar), this route is notably straight, especially the northern (majority) section. Most of this remains, some as roads, much more as tracks, now part of the Peddars' Way and Norfolk Coast Path National Trail. James considered the evidence for the road having led to a ferry crossing from Holme across the Wash and into Lincolnshire at Burgh le March: the Domesday survey mentions a settlement in Lincolnshire, now lost, called Tric - which is Latin for 'ferry', and there are references from the 12th and the 16th centuries to a port at Holme/Hunstanton.



4 **Walsingham Way**: from the Peddars' Way at Pickenham to Toftrees (and on to Fakenham and Walsingham). This was a pilgrimage route from London, very little of which now remains, since it served no obvious purpose once the pilgrims ceased to use it.

To conclude, James considered the belief that Roman Roads often made parish boundaries, and thus that a boundary was a good place to look for a Roman Road. James presented findings from Norfolk where he had looked at the overlap between parish boundaries and Roman Roads: just 21% of the Roman Roads he considered were also parish boundaries, mostly in short sections. His view was that there was coincidence only where it was topographically convenient. He had looked at those lengths where the road was still in use, and found that some  $\frac{3}{4}$  of the overlapped length was still in use, rising to 88% if lengths that had been in use 200 years ago were added in. His view was that a road running through the middle or away from the centre of a parish offered little benefits to parishioners in their daily business, while a road on the edge, if still in use, although of no direct use as a road, was very useful in marking the boundary.

James' hugely fascinating talk was followed by a lively question and answer session, including the thought that road builders then like developers now often did not like 'brown field' sites, and would build afresh behind previous buildings, rather than stick to a past route.

## Dereham's other railway station - Nick Catford

Wikipedia, the online encyclopaedia, includes, at the foot of its extensively referenced entry about Dereham Station, mention of a second station in the town. It states: *Early Ordnance Survey maps show a second railway station located in the South Green area of Dereham on the branch line to King's Lynn. This line was originally provided with a number of stations that lasted less than a decade, and this second station does not appear in later documents.*

*The station building was retained as a crossing keeper's cottage, and survived the closure of the branch - becoming a private residence. The building survives, and the entrance to the booking hall and former platform door, now converted to be windows, can be seen and compared to contemporary station buildings.*

The online entry is not referenced to any sources for the information. The existence of a second station is not mentioned elsewhere online and is not mentioned in books about the Lynn & Dereham Railway. The railway had several short-lived stations, two closing after just three years and one more, Bilney, within fewer than twenty years from opening.

Whilst there has been some doubt about existence of the station, there is some convincing evidence of its short life. Michael Quick in his book 'Railway Passenger Stations in Great Britain - a Chronology' refers to a station opened on 11 September 1848 in Swan Lane. Immediately there is doubt because there is no modern trace of Swan Lane. However two mentions of the lane appear in old documents. Norfolk Record Office has them both: the first refers to an independent chapel in Swan Lane and asserts that the name is no longer known in the town. The second, also mentioned by National Archives, is about voting irregularity and is a 'Letter from Jeremiah Martins, brickmaker, Swan Lane, East Dereham, complaining that he had not been given game in return for his vote'. Swan Lane was what is now London Road. There clearly is the surviving gatehouse on the west side of what is now Southend although it was part of Baxter Row at the time, 'Southend' seemingly being a later name for the southern end of the road that exists today; the cottage in London Road has been demolished and the site is now occupied by the Lynn Hill Guesthouse. Michael Quick also states that relationships between the two railways were poor. It is unclear, however, whether the Lynn & Dereham's station at Swan Lane was intended only as a temporary measure until matters could be resolved to complete the line to a junction south of the main station.

The minutes of East Anglian Railway (Lynn & Dereham) (EA) and Eastern Counties Railway (EC), contain only fragmented information on the station, but enough to prove that it did exist. In the minutes of the railway companies the first mention of the station dates from 17 July 1849. This minute concerns complaints from a Mr Coote about charges for coal wagons per ton from 'the East Anglia station at Dereham to stations of the Norfolk line being higher than those from Yarmouth and Lowestoft to the same stations'. Mr Coote was a coal merchant, his firm later becoming Coote & Warren: 'Norfolk line' actually means 'Norfolk Railway'. On the same date, another minute recorded a problem with rates for flour from the EA station to Manchester, specifically that an increase from twenty shillings to twenty-five shillings resulted in the loss of this traffic to water transport. Presumably this in some way affected the Norfolk Railway and one would assume because flour was then conveyed from the EA station at Dereham via the Norfolk Railway to one or other of the East Anglian ports. What the quoted rates applied to is not mentioned but it was probably per ton. While the EA station was in use, the two Dereham stations were referred to in the minutes as 'EA station' and 'EC station' so by default this confirms there were indeed two separate stations.

There are two further minutes from 17 July 1849. One concerns a complaint about the two shillings and sixpence per charge per wagon for transference between 'the EA station and EC station at Dereham' and the other is interesting because it signals the demise of the EA station: 'Booking of passengers at Dereham. East Anglian Co. ask for joint use of Eastern Counties Railway Co.'s office there on satisfactory terms, trains to arrive and depart from EC Platform'. The mention of 'EC platform' is not as simple as it may seem. The NR/EC station did not then have a bay and EA trains had to wait outside the station until ECR trains had arrived and departed, after which they drew into the station to collect passengers, then depart westwards. This brought complaints about poor connections but 'poor connections' was not defined. We can however assume that it meant connecting passengers had to wait on the platform while shunting was performed. Information thereafter is extremely patchy but what we do know is that the 'poor connection' complaints persisted until sometime in 1850 when it was decided to provide a bay at the west side of Dereham (ECR) northbound platform.

Checking timetable mileages we find that in British Railways days, the mileage between Dereham and Wendling was 4 exactly. The March 1850 Bradshaw (timetable) gives identical mileage and there is no mention of through passengers having to transfer between stations in Dereham, so we can take it the original (EA) station had closed by March 1850.

Therefore, from the above information, we can conclude that Dereham's EA station was in use between 1848 and 1850. Patchy as the surviving minutes may be, it is enough to prove the EA station did exist.

Further evidence of the station is found in Journal 20 of the Great Eastern Railway Society which states: *A second route to Dereham was brought into use on 11th September 1848 with the opening of the Sporle - Dereham section of the Lynn and Dereham Railway. Connection with the Norfolk Railway was brought into use the following year, the junction south of Dereham facing northwards, precluding through running between Norwich and King's Lynn without reversal.*

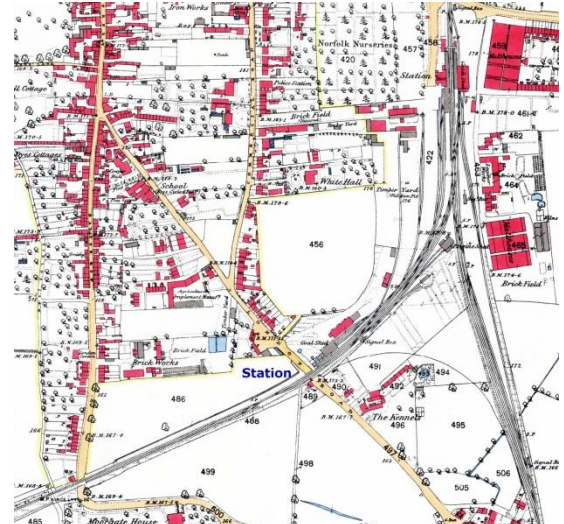
This suggests there was no connection with the Norfolk Railway until 1849 which must mean if passenger services ran between Sporle and Dereham, which we know it did, there must have been a separate station on the EA at Dereham.

Wikipedia states the station is shown on early Ordnance Survey maps. The first 6" and 25" map of Dereham were published in 1884 which is too late to have shown the station, so it must be a 1" map which may have been published around 1850. It has not been possible yet to see a copy of this map. Wikipedia includes a photo of the existing gatehouse on the west site of Southend, it states that the gatehouse was originally the station building. The station's location adjacent to what was Swan Lane actually makes much more sense than Baxter Row/Southend as it is closer to the Norfolk Railway's station and the track up to that point

would have been the property of the Lynn & Dereham/East Anglian Railway. A map has recently come to light that confirms the position of the station on the west side of the Swan Lane (London Road) level crossing. The map is dated 1859 which is after the station closed. It shows the Norfolk Railway's Dereham station which opened 11 February 1847 and it shows the junction with the Lynn & Dereham line south of the station. It is not uncommon for maps to show stations as open some years after they have closed.



1859 map



1884 1:2,500 (25") OS map



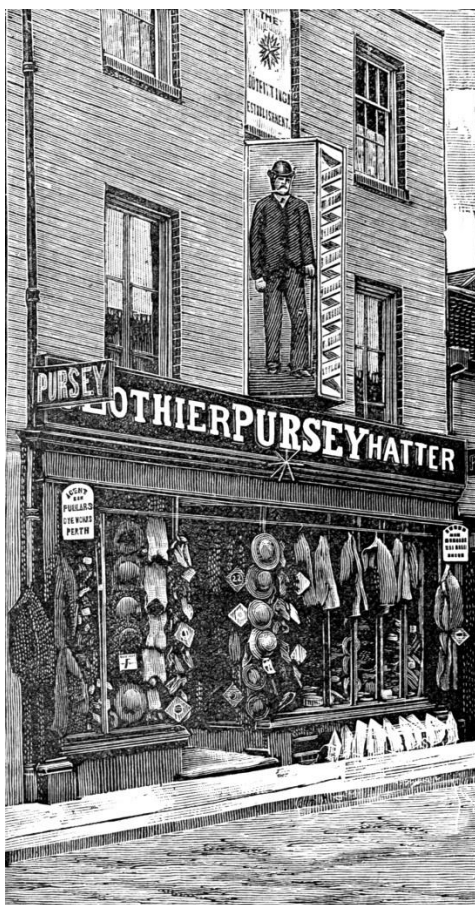
*Looking west from Dereham West signalbox steps with the closed line to King's Lynn on 4 October 1969. All of the signalling had been removed by this time, but the level crossing remained in use in order to access Jentique's sidings and as a headshunt for the coal sidings. The EA station would have been where the bushes and whistle board are on the left. In the distance the Southend/Baxter Row level crossing can just be made out. The station site is now the car park of the Lynn Hill Guest House.*

Any further information about the East Anglian (Lynn & Dereham) station at Dereham would be gratefully received by the author, [nick@catford.info](mailto:nick@catford.info).

## Norfolk 1890

Norfolk Industrial Archaeology Society has recently published *Norfolk 1890 - the story of 365 Norfolk Businesses*. The majority are Norwich based, but there is coverage also of Great Yarmouth, King's Lynn, Downham Market, Swaffham, Fakenham, North Walsham, Aylsham and, of course, East Dereham. The latter has 10 pages, and includes interesting views of locations around the town. NIAS has also kindly allowed us to sell the book (150 pages) at a reduced price of £15. If you need an added incentive, it is now an award winner, having been gained the award for 2017 for Best Voluntary Society Publication from the Association for Industrial Archaeology. Copies will be available at each of our meetings, but it may be possible to arrange supply at other times - please contact Ken Hawkins on 07561 813243 or via [ken-hawkins@tiscali.co.uk](mailto:ken-hawkins@tiscali.co.uk).

In each of the next few Newsletters, we are, by kind permission of NIAS, reproducing one of these views, and a current photograph of the same location. We would be interested to hear of any comments or reminiscences that these call forth. In this edition, we show "O Pursey, Tailor, Clothier, Hatter, Star Outfitting Establishment".



## Museum opening arrangements

The Museum continues to open each week on Tuesday, Wednesday and Saturday each day, from 1.30 to 4pm. If you are interested in staffing the museum, please contact our Volunteer Co-ordinator Ken Hawkins via [ken-hawkins@tiscali.co.uk](mailto:ken-hawkins@tiscali.co.uk) or 07561 813243.

## Membership matters

If you were a member of Dereham Antiquarian Society last year, but have not yet renewed, please note that this will be the last mailing we can send. If you are not a member, you may want to consider joining.

Membership Fees 2018 (unchanged from 2017)

Individual - £10

Couple at the same address - £17

Family at the same address - £23

You can join at any of our meetings, or send a cheque payable to 'Dereham Antiquarian Society' to Julian Walker, 4 Hornes Cottages, off Dereham Road, Scarning, Dereham NR19 2BQ.

## Programme of events 2018-19

Here is our programme up to February 2019. Full details are also available on our website ([www.derehamhistory.com/talks.html](http://www.derehamhistory.com/talks.html)), which will also carry any necessary last minute changes. They are printed into our 'Talks Programme' cards - available at all of our meetings.

Wednesday 11 July 2018

**Dereham in the Past**

Speaker Gordon Olley

Wednesday 12 December 2018

**Milestones and Waymarkers**

Speaker Carol Haines

**No talk in August**

Wednesday 9 January 2019

**Rethinking the Romans in Norfolk:**

**12 years of research at Caistor**

**Roman Town**

Speaker Dr Will Bowden

Wednesday 12 September 2018

**Beer and Brewing - Norfolk's Rural Pubs**

Speaker Dr Megan Dennis

Wednesday 10 October 2018

**Annual Dinner - see below**

Wednesday 13 February 2019

**Dereham Antiquarian Society AGM**

Speaker to be arranged

Wednesday 14 November 2018

**Elementary education in Victorian rural Norfolk**

Speaker Dr Susanna Wade Martins

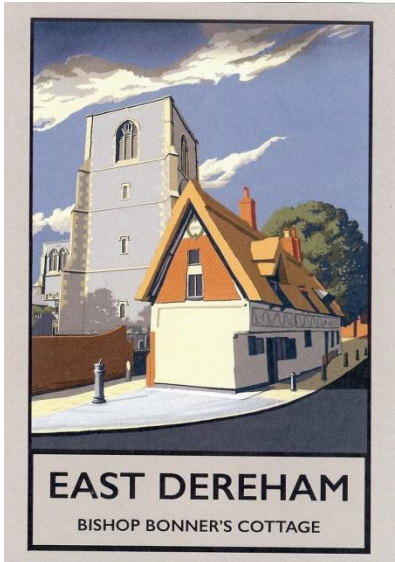
Unless otherwise indicated, all meetings are at Trinity Methodist Church, 31 Trinity Close, Dereham NR19 2EP (off Theatre Street), and start at 1930. Admission to talks is £1 for members of Dereham Antiquarian Society and £3 for non-members. Visitors are always welcome, with the fee payable on the door, refreshments included.

## Annual dinner

Our Annual Dinner this year is at The George Hotel in Dereham on Wednesday 10 October. A menu of 3 or 4 starters, mains and desserts will be available on the night, at a cost of £15 for 2 courses, £20 for 3 courses, plus £1.50 for tea/coffee. We have booked the use of a separate area in the hotel, so need to know numbers in advance. If you plan to attend, please let Ken Hawkins know (07561 813243 or via [ken-hawkins@tiscali.co.uk](mailto:ken-hawkins@tiscali.co.uk)) by 15 September - it will be possible to modify your booking if necessary.

## Postcards

The Society has recently produced 4 Dereham postcards, illustrated below. Priced at 50p each, they can be bought at our evening meetings, or at Bishop Bonner's Cottage Museum.



## And finally

We plan to produce a Newsletter every quarter, in January, April, July and October. The press date for the next issue is **15 September**: if you have material for this issue, please send it to Ken Hawkins at [ken-hawkins@tiscali.co.uk](mailto:ken-hawkins@tiscali.co.uk). And please don't hesitate to get in touch with us if you have any other comments of any sort.

In between Newsletters, our website [www.derehamhistory.com](http://www.derehamhistory.com) is updated regularly so please have a look now and again. We also post updates on local history and national heritage news on Facebook <https://www.facebook.com/DerehamHistory> and Twitter <https://twitter.com/BonnernsMuseum>, both of which have several hundred followers.

**If you did not receive this Newsletter via email, but would be willing to do so**, please let Ken Hawkins have your email address ([ken-hawkins@tiscali.co.uk](mailto:ken-hawkins@tiscali.co.uk)): we won't pass it on to anyone else without your permission, and we won't use it for anything but Dereham Antiquarian Society business.

## The Dereham Antiquarian Society's Privacy Policy

As you will probably already know, the General Data Protection Regulation (GDPR) is a new requirement that came into effect on 25 May 2018 as part of a new Data Protection Act. It has at its core the fundamental right of people to be able to know how their data is being used, by whom and for what purpose.

At Dereham Antiquarian Society we want to make sure that all our members, volunteers, visitors and donors are happy with the way we communicate with them. A copy of our privacy policy is set out below. If at any time you want to change the communications you receive from us, please just let us know. You may want to keep this policy separately.

### Privacy Policy - June 2018

Dereham Antiquarian Society is committed to protecting and respecting your privacy: we will never sell your details. Neither will we pass them on without your permission, unless obliged by law to do so. You can change how you hear from us or unsubscribe from our mailing lists at any time, just let us know. This policy explains why we collect information from you, what information we need, how we use it and keep it safe.

#### How we collect information about you

- 1 Members You give us your personal information in order to become a member. The personal information we collect is your name, address, phone number and email address. We collect this information in order to send you our Newsletters and other information about our activities.
- 2 Volunteers at the Archive or Bishop Bonner's Cottage Museum We collect your name, phone number and email address for the sole purpose of inviting your help and informing you about the rota and other arrangements we are making. We also ask you to record the name, address and phone numbers of an emergency contact, plus a note of any relevant medical conditions which may affect you, and to leave those in a sealed envelope in your place of volunteering. The envelope will be opened only if an emergency occurs which requires us to contact the person named and/or to advise any medical staff assisting you.
- 3 Donors of items for our collection We collect your name, phone number and email address for the sole purpose of contacting you in relation to the item(s) you are offering to us.

#### How this information is used, who has access to it, where it is stored and how long we keep it for

Any personal data relating to you will be used and recorded by us in accordance with current data protection legislation and this policy.

- 1 Members The information that you submit to us as a member is stored in a secure spreadsheet in the UK. Emails sent to you will not reveal your email address to any other recipient. Should you cancel your membership and no longer wish to hear from us, we will cease contact with you and will remove all of your information after 3 months, unless you have been a Committee member, in which case contact information will be held securely for 5 years after you cease to be on the Committee.
- 2 Volunteers The information that you submit to us as a volunteer is stored in a secure spreadsheet in the UK. Emails sent to you will not reveal your email address to any other recipient. If you are a volunteer and cease volunteering, we will delete your information immediately after your last voluntary work, or when you notify us, whichever is the later. (If you are a member as well as a volunteer, this will not affect the retention of your information for membership purposes.)
- 3 Donors When you offer an item for our archive or collection, we will keep your information securely in paper form while we assess whether we are able to accept the item. If we are not able to accept the item, we will retain your details for 6 months

from the date of decision, and then destroy the record. If we are able to accept the item, we will retain the record and ultimately transfer the information to a secure proprietary software programme designed for the purpose. We will retain this information indefinitely (1) as an important facet of the item, and/or (2) in order to be able to address any queries which arise about the item to you or your successors. Should an item be returned or otherwise disposed of, the associated Exit Form will be retained indefinitely for the same reasons.

We do not transfer any data outside of the European Union.

### **Security**

The spreadsheets we use are all secured with a password and kept on computers which also require passwords to permit access. If paper copies of information from these spreadsheets is at any time needed for administrative purposes, they will be kept in a locked filing cabinet in the archive.

### **Consent and keeping your information up to date**

By giving us your personal information you give your consent to the collection, storage, processing and use of your personal information by us described in this policy. If your personal details change, please help us to keep your information up to date by notifying us.

### **Your rights to access, make changes or ask us to stop using your data**

You have the right to ask for a copy of the information we hold about you and to have any inaccuracies in your information corrected. If at any time you wish to access your personal data held by us, please contact us as below. You also have the right to ask us to delete any personal information we hold about you; we will advise you of the implications and results of such deletion (for example, deleting your contact information as a member may mean we can no longer send you a newsletter or tell you about our activities).

### **Changes to this policy**

We may update this policy from time to time. If we make any significant changes in the way we treat your personal information we will make this clear on our website or by contacting you directly.

### **Further information**

Please note that the legal grounds which Dereham Antiquarian Society uses for processing all data other than emergency information is 'legitimate interests'. This is because it is only through using the information supplied that we can meet your expectations as a member, volunteer or donor. The emergency information collected from volunteers is processed on the grounds of 'vital interests': sharing this information could be crucial in ensuring (1) that you receive correct medical treatment, and (2) that your chosen contact has been made aware of your situation.

For more information about GDPR generally, please visit the Information Commissioner's Office at: [www.ico.org.uk](http://www.ico.org.uk).

If you have any questions, please contact Ken Hawkins via [ken-hawkins@tiscali.co.uk](mailto:ken-hawkins@tiscali.co.uk) or 07505 426750.