

NEWSLETTER 227

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58th Season

The Crown



I grew up in Loughton in the 1930s and I remember this scene well; my uncle Bert would have taken the original. I also remember the walk with my mother from Southview Road to the Crown to catch the 38A to visit my grandparents in Hackney, and the 718 Green Line for the other grandparents in Kentish Town. It would have been the same walk to Harrison's the grocer, with the smell of their coffee roaster in the window, and trips to the cinema to see the latest Disney films. It was even a longer walk to Staples Road school but my parents bought bicycles for my brother Ron and me; we would ride up Roding Road and Brooklyn Avenue crossing the High Road by Escotts into The Drive through the footpath to Staples Road. There are so many more memories of Loughton; I left in 1955 but still worked for A Barlow & Co at Sedley House, telephone number Loughton 3016.

My father Arthur Martin was a bus conductor on the 38A, he worked with his driver Frank Hopkins out of Loughton garage for many years.

Derrick Martin

Local photographer Christopher G Cutchey

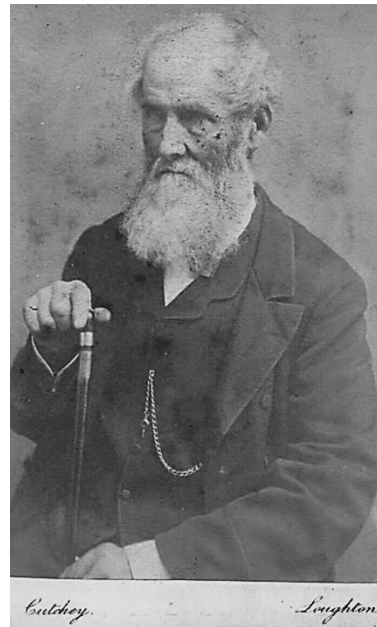
Some of the earliest photographs we have of this area are by Christopher George Cutchey (CGC).

Christopher – though ten a penny post-Second World War – was an unusual name in the 19th century, and Cutchey is a rare surname. So, I thought I'd try to track a little more about him.

Cutchey always said he was the son of Richard, a Cambridge grocer, but the first I can find of him is his christening in Bethnal Green in May 1833, the son of Richard, a labourer from New York Street, and his

wife, Hannah; his date of birth was 30 August 1832. CGC became an accountant, though he was an employer of up to 10 accounts clerks, which may mean he had plenty of time for photography.

The *London Gazette* for 3 September 1858 recorded the award of a patent to 'Christopher George Cutchey, of 15, Portland-cottages, Forest-hill, in the county of Kent, Gentleman, for the invention of "a railway danger-signal-whistle"'; evidently he had another string to his bow, beyond accountancy and photography.



He married at St George's, Hanover Square, in July 1860 Julia Emma Cummins, their abode in the 1861 Census being Portland Cottages, Stanstead Lane, Forest Hill, Lewisham. The first connection with our area was that their 14-year-old servant, Mary Butterfield, was born in Loughton.

It looks as if they came to live in Loughton at 2 York Cottages (now 19 York Hill) in about 1868; and, in 1871, 12 people were living there, including CGC's father-in-law, Edward Manley Cummings (72), who was Clerk of the Works at St Paul's Cathedral.

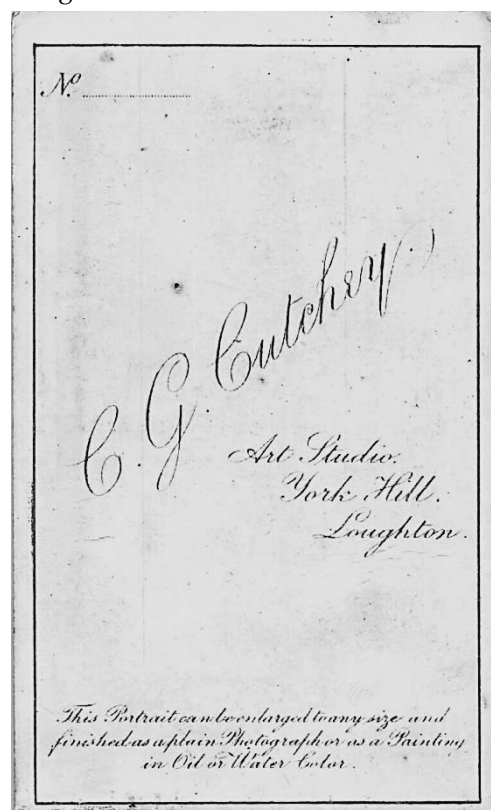
Quite when CGC became involved in photography is not known, but he had applied for a patent for colouring photographs in the 1850s; one of his pictures, of deer in Epping Forest is available even now on the Alamy website.

The proceedings of the Old Bailey on 31 March 1879 recorded that 'CHRISTOPHER GEORGE CUTCHEY (48) pleaded guilty to unlawfully writing and publishing a false, scandalous and defamatory libel of and concerning Christian Arnold Farwig

[1833–1891], knowing it to be false. To enter into his own recognisances in £20 to appear when called upon.' The story behind this is not known; Farwig was involved in the iron/tin trade (he died in Australia); they were both freemasons, see below.

Cutchey was still at York Cottages in 1881 with seven children at home, including George, who had lost the sight of an eye by accident.

By 1886, he had moved, to Oak Villa in the High Road of Buckhurst Hill, near Devon House, so the reproduced photo and reverse must date from about then. He had a studio in the garden of 19 York Hill in Loughton.



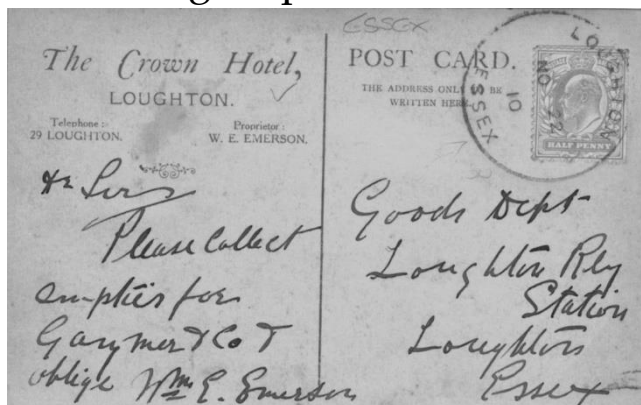
From 1879, he had been a freemason. During his freemasonry career he was Master of Guelph Lodge (No 1685) by 1888. That Lodge met at the Red Lion Hotel, Leytonstone, and at the Town Hall, Leyton. Whilst at Buckhurst Hill, his son, Christopher Bennell Cutchey (1862–1931) was a trustee of the Independent Order of Odd Fellows, MU Stepney District, Loyal Excelsior Lodge No 6642 (founded in 1885, the lodge met every alternate Tuesday at the Three Colts, Princes Road at 8 o'clock).

By 1901 CGC had moved to Lynmouth, the Green, Woodford Wells (39 High Road), where one of his daughters ran a private school. It was still there in 1939 and is mentioned in *Newsletter 142* of Nov/Dec 1999. During the Great War, school principal Miss L Cutchey and her sister Miss J Cutchey, that is, Laura Margaret Cutchey (1867–1958) and Julia Alice (1863–1945), two of his children, worked at Ormonde House Red Cross Hospital, High Road, Buckhurst Hill, Laura being Head Cook (see *Newsletter 212*).

CGC died in 1915 and is buried in St John's churchyard at Buckhurst Hill. With thanks to Alan Simpson for additional material.

Chris Pond

Collecting empties



The postcard above appeared on ebay. It's from William Emerson, licensee of the Crown, to the Goods department at the station, on a Crown trade postcard, asking them to collect Gaymer's empties. Odd that Mr Emerson should waste a halfpenny on a stamp when the station was just down the road, but it was probably cheaper than a phone call (was the station on the phone in 1910?).



Gaymer's at this time were at Attleborough in Norfolk still making cider, and during the early 70s when commuting from Cambridge to Norwich on the 0828 train, I used to pass the still rail-connected factory. It closed in 1995.

Chris Pond

Perhaps he thought they would take more notice if it arrived in the post. 1910 is a good year for staff records, but there doesn't seem to have been a goods department at Loughton then (no goods clerk, Murfitt probably dealt with it through one of the booking or lad clerks). A goods clerk and porter appeared in April 1911 (about the time Staples took over); the parcels and goods porter position became goods only in May. Or maybe they were dealt with as parcels. *Kelly's* for Essex doesn't seem to give phone numbers until 1917, perhaps local directories might earlier.

Ian Strugnell

The Brand family

I hope you may be able to help me find members of the Brand family. George Brand and his wife lived at 56 Meadow Road for decades in the early part of the 20th century. They had eight sons and two daughters. Six of their sons served in the First World War. One died in action, Rifleman H E (Bert) Brand of 2/18th London Regiment on 23 December 1917 in Jerusalem at 21 years of age.

The reason is that I have a photo album with a lot of old family photos. I likely acquired it at a flea market 20 years ago. I don't recall anymore. With all those children there must be some descendants still around the area. It would be nice if the family could have this photo album back. It's sad when they end up in flea markets.

I look forward to hearing from you. **Julie Dey**

Elna Green

During the lockdown, we had the sad news that probably our oldest member, Elna Green, had died, aged 92. Elna was Loughton born and bred. She made her appearance at Kent House, Staples Road (No 69 – demolished and its site added to the school playground), and later in Habgood Road. She was the addressee of many of the letters about Loughton from her grandmother, Gertrude Green, which we published nearly 20 years ago. Elna went to Loughton High School for Girls, and was a lifelong attendee at St Mary's church. She was a teacher at a primary school in Walthamstow.

Our condolences go to her cousin and family, who found the following piece Elna wrote many years ago:

Hello Chris: Found the following in the flat among some of Elna's writings, no idea when it was written but definitely after 1962 when Gran died. Might it be suitable for the *Newsletter*? **Margaret Wilkes**

Gran's cabinet

Years ago, many women gave pride of place in the parlour to a display cabinet filled with their best china. My grandmother was no exception; she had one which we grandchildren called 'Gran's Cabinet'. It was of Victorian style with two shelves inside and spindly legs that looked too frail to bear the weight of the contents.

She kept it as a repository for all the trinkets and souvenirs accumulated throughout 60 years of marriage. There was a tiny key in the lock but I cannot remember the doors being opened. Everything was viewed from the outside and I came to know its contents well.

There was a paper weight studded with bits of coloured glass, a black cat with green eyes, a small ivory elephant, and a pair of dancers made of celluloid, meant to revolve on the turntable of a gramophone. My particular favourite was a doll's chair made from a conker, with tin tacks for legs.

At the back was a real Easter egg, sitting in a china egg cup. Covered with gold coloured paper and decorated with mauve ribbon, it was the property of Gran's niece, Clara. No doubt the chocolate beneath the wrapper was discoloured by age, but its general appearance was handsome enough to attract the attention of any child. For years we grandchildren speculated about its taste while it remained in the cabinet, admired and never eaten.

Then there were the wedding cake decorations. Some were elaborate centre pieces, others were simply an assortment of horseshoes, silver balls and sprays of cotton flowers. Each time one of my aunts was married, a memento of the occasion found its way into the cabinet.

The remaining space on the shelves was filled with what we called 'Gran's ornaments'. These were a collection of small jugs and vases, made of white porcelain, with a crest and the name of a town prominently displayed. They were souvenirs from her charabanc outings with the Mothers' Union. All the east coast seaside towns were represented –

Walton-on-the Naze, Dovercourt, Felixstowe, Clacton and so on.



A Goss plate of Chingford, in the Editor's collection

Most were inexpensive, costing only a few pence, but they represented much hard work on Gran's part. She 'took in sewing' throughout the year and paid her coach fares with the money she earned. Each souvenir was a reminder of a happy day at the seaside.

Sadly, when Gran died, the cabinet and the contents were dispersed to family members.

It was not until many years later that I realised these small mementos had more than sentimental value. They were made by W H Goss of Stoke-on-Trent, a firm which specialised in crested china.

Today, rare examples of Goss china are sought by collectors and fetch high prices. I doubt whether Gran's collection contained anything really expensive. In fact, small pieces of the kind she owned are fairly easy to find on bric-a-brac stalls. Nevertheless, I have begun my own collection in the hope of recreating a bit of the past, that gave so much pleasure.

Elna Green

Patmore's Garage



Very occasionally an interest in vehicle registrations and car spotting abilities are something other than utterly, completely, totally and absolutely useless. This started with our Editor e-mailing Chris Pond and myself an image of this postcard of Loughton and asking me if I could help date it from the cars featured. I knew the Singer Gazelle (the car in front of 'The Crown' with the white stripe down the side) was the version introduced in September 1959 and online discovered that in 1969 Patmore's Garage was sold to the Lambs Group so that narrowed it down to 1959 to 1969. My guess was the photo was taken towards the beginning of the period as the top of a pre-war or early post-war car can be seen below the newspaper advert on the gable wall (the image is not clear enough to identify the make of car) and such cars rapidly disappeared from our roads when MoTs for

10-year-old cars were introduced in 1960. Chris was able to refine my dating and confirm my guess. He noticed something I had missed; there was an MoT Test sign on the side of Patmore's Garage and he knew 'The Crown' was closed in 1963, so we could now work out the photo was taken between 1960 and 1963.

My online researches had led me to an interesting article about the history of Patmore's Garage on <http://vitessesteve.blogspot.com/2016/07/patmore-bros-limited-loughton-essex.html>. This copies an article originally from the *Guardian* published in 2010 and also on that paper's website and much of the information in this article comes from this source, augmented by information from Chris Pond and other sources.

Many early garages 'grew out of' either blacksmiths' businesses or cycle shops. It seems Ted Patmore's (Edwin Prestage Patmore to give him his full name) route into the motor industry was the latter one. He came from a big family: he had been born at Wickford, the son of the local grocer/draper, George Patmore, and one of 9 children. The 1901 census describes him as an 'apprentice cycle engineer' and he was living in Romford. He was 15 years old. He and his brother Tom (Eustace Bellot Patmore was his full name) started their motor business in 'Station Road' in 1910. (The quotes are because it was on the site of what is now Hawke House in Old Station Road where Haslers, the accountants are now based.) They took over an existing cycle business run by a Mr Dumball. In the 1911 census he is described as a 'cycle and motor engineer' and his address was given as 'The Cycle Works'. Living with him 'over the shop' were brother Tom and a motor mechanic, George Mynott.

The *Guardian* website has a picture of the first vehicle he sold, a Unic taxicab, sold to Mr W Irons, a local cab proprietor. Its registration is F 2968 ('F' indicates Essex, of course), a 1909 issue, so I am not sure if he sold this secondhand or before the business was established.

The French-built Unic taxi was popular as a London taxi in the second half of the 1900s and Unics continued to be used as London taxis up to the Second World War and even afterwards. The taxi Patmore's sold was built to a design referred to as a 'landaulette'. This is basically a cross between a saloon and a convertible; with the front part of the passenger compartment being enclosed but the rear part having a retracting hood a bit like old-fashioned prams have. Some of the royal official cars and those of other dignitaries are landaulettes. A Unic taxi cab similar to the first car Patmore's sold is on display at the National Motor Museum, Beaulieu.

Tom Patmore sadly fell victim to the 1919 influenza outbreak. Though not referred to in the online articles, Chris Pond advises me that around 1913 Patmore's opened a petrol station at 127 High Road, now occupied by Inline Design, the kitchen company who must display the biggest property number on the High Road! The website articles have a photo of the company's staff, about 25 in number, taken in the 1920s. This shows a Shell petrol pump and sign, but at that time garages often sold multiple

petrol brands and 'Coach Painters & Fitters' on the fascia sign (but there was probably further writing outside camera shot on the other side of the fascia). Ted Patmore subsequently bought the nearby large house, 119 High Road, at the corner of Meadow Road, now offices. In 1939 he was appointed Chief Transport Officer of Chigwell Urban District Council Air Raid Precautions Unit.

The garage at 161/3 High Road shown on the postcard was built in then fashionable art deco style in 1931. The site was previously occupied by Shrubland Villa. I have not been able to find out much about the firm's operation from this site, but the company did expand to have, according to the website articles, two sites on Valley Hill and one on the Debden Estate. It would seem the report of two garages on Valley Hill is erroneous as only one possible site on Valley Hill can be identified. This was a Shell garage when we moved to Loughton in 1988 and where the Valley Lodge flats, built in 2004, now stand. The Debden site would presumably be the one now occupied by the BP Garage on the Broadway as no other garage was ever built on the Debden Estate.

The website mentioned at the beginning of this article reveals that Patmore's were Standard-Triumph dealers from 1955 until the handover to Lambs who continued the franchise, although by then Standard cars were no longer made. (As the meaning of 'Standard' had changed to equate with 'ordinary', the Standard-Triumph Company, which by then had been taken over by Leyland, decided it was no longer wise to sell cars bearing 'Standard' badges.) Interestingly at the same time as Patmore's were Standard-Triumph agents, it appears Browns Garage were also their agents. It seems bizarre to have two dealerships selling the same makes of car a matter of just 300 yards apart, but it looks as though this was the case! It probably promoted fierce competition.



Reproduced is an advert for Patmore's from the 1937 *Kelly's Directory*. It is possible that they mainly repaired these makes of cars on behalf of some of the manufacturers rather than selling them. Seeing Daimler in the list, I jumped to the conclusion that Francies Motor Service, who have featured in this *Newsletter* twice recently would have bought their Daimlers from Patmore's, but then I realised their Daimlers were London-registered not Essex-registered, so this would only have been the case if Will Francies had bought them secondhand. In 1939 the Triumph Company went into receivership and Standard acquired the business in 1944, so it is possible Patmore's became Triumph agents soon after the war.

A friend who has researched motor agencies attributes the following agencies to Patmore's:

Austin 1929–approx 1965 (possibly servicing only latterly?)
Morris 1960–approx 1965 (possibly servicing only?)
Standard 1928 (also 1959–possibly servicing only then?)

Triumph 1965–1968 (but we know that they were actually Triumph agents from 1955 and possibly earlier to 1969)

Vauxhall, 1956–1969.

A photo on the aforementioned website showing a c1948 Bedford breakdown lorry in front of the garage has Hillman, Morris and Standard signs in the windows suggesting they had these agencies then.

Ted Patmore died in 1966 and in 1969 the business was sold to Lambs who owned a large, also art deco, showroom in Woodford Avenue. The garage seems to have closed around 1981 and was left vacant with a 'To let' sign. The land behind was used as an informal car park. The site was acquired by Epping Forest District Council in 1986, the buildings were demolished and the site was laid out as a car park. In 1998 a review of shopping facilities in Loughton by the Council resulted in the site being identified as a possible retail site and the Council allowed Marks and Spencer's to build their new store on the front part of the site in 2003.

Chris Pond has given the following description of the garage just before it closed. Whilst this was when in Lambs' ownership, it gives a flavour of what facilities the site had:

As I remember it, the forecourt sold petrol (and gave Pink stamps at one time) from three manned pumps. To the north was a showroom. To the south, there was an access road and MoT bay and workshop, the latter in a separated shed looking newish to the rear. There was also a car wash.'

Planning records indicate that the newish shed to the rear and the car wash were constructed after Lambs' acquisition of the site.

Finally, I would report one, probably true, story that Ian Strugnell heard from a friend in the 1970s. Ted Patmore sometimes had to rescue the cars of courting couples whose cars had got stuck in the forest late at night and was quite discreet about it.

John Harrison



This rather grainy newspaper photo shows Patmore's 1913-built garage at 127 High Road after a cloudburst on 18 June 1930. The garage is the two-storey building, and is flanked by the Lincoln Almshouses and the Lincoln Hall, both single-storey. Also in the picture are (facing camera) an open-top NS type bus, and (beyond van) a closed-top LT type bus.

Chris Pond

Green's Cycle Works

The photograph below is of Green's cycle works in 1902. This is in Stephen Pewsey's collection of

photographs of Loughton and Chigwell (*Chigwell and Loughton: A Pictorial History* (Phillimore, 1995), image 122), interesting as an example of a Loughton cycle business. Green described himself as a cycle *manufacturer* in the 1901 census. The works was situated where Don's cafe and garden centre was, next to the Forest Hall, whose original decorative gable can be seen next to the Loughton Tea Table café, which was run by his wife, Ellen. The window reads 'Cycles made to order from £10-10-0'; the emblem above 'Green' is that of the Cyclists' Touring Club, showing he was an approved maker/dealer. It was Green's larger premises in the High Road that Ted Patmore acquired in 1913.



Chris Pond

Latton Priory

A survey of the area around the site of an Augustinian priory, near Harlow, has uncovered the location of an annual medieval fair, granted to the priory's patron by Edward III in 1332. Further details are on page 11 of *Current Archaeology*, issue 367 of October 2020.

Woodford Times, 1910

Important property sale

... an important sale of property to be conducted by Mr F H Worley, at the Lopping Hall, on Thursday next. The sale will include a valuable freehold estate, comprising a charming old-fashioned residence known as Marlcroft House, Debden Road, Englands Lane, with garden and paddock of about 1 ¼ acres and let at £60 per annum. Also there will be offered three parcels of freehold building land, in all about ten acres; and 19 cottages and villas, situate in Englands Lane and High Road, Loughton. The eligible character of these properties will doubtless secure a good attendance of bidders.

Great Freehold Bargain

Chance of a lifetime; modern up-to-date Residence, 'The Uplands', High Road, Loughton; suit private or professional gentleman; cheaper to purchase than to rent; cheerful front; open country at back; next Loughton Cricket Ground; 5 large bedrooms, lounge, bath, etc; three expensively fitted reception rooms, usual domestic arrangements, stable and coach or motor house; nothing spared on building, and cost nearly £3000; £250 cash will now secure this bargain; £1000 at 4 ½ per cent, being transferred. Apply – Mr S Chantry Adams, 602 High Road, Leytonstone.

Desecration at High Beech

Holy Innocents' Church, High Beech, was desecrated by burglars, who forced an entry through a window, from

which they had entirely removed the glass. The robbers took away some massive candlesticks from the altar, smashed the locks of doors, and left the chancel in a state of disorder. High Beech Church is in the same locality as Sewardstone Lodge, the residence of Mr W P Robertson, which was the scene of a robbery a few days ago.

Postal Arrangements for the day of National Mourning [for the death of HM King Edward VII]

The postal arrangements on Friday will be much the same as on Bank Holidays. The money order business will be suspended at 12 o'clock, but stamps, telegrams, and parcels will be dealt with till the usual closing time, 9pm. The night dispatch will be the same as on Sundays, and the box will be cleared at 9pm, instead of at 10.40pm, as on ordinary weekdays.

*Woodford Times, 20 May 1910, kindly provided by
Linda M Kidd*

Deselect Winston!

Strange, but true. Winston Churchill became the MP for the Epping Constituency in September 1924, standing as a 'Constitutionalist' rather than a Conservative, having previously been a Liberal MP. The constituency at that time covered a much larger area than now.

During the Abdication Crisis Churchill supported Edward VIII and he was among the first to warn of the threat of Nazi Germany. None of this played well with Stanley Baldwin, who was the premier at the time of the Abdication, or Neville Chamberlain who held that position in the years leading up to war in 1939 and till 1940 and whose policy was to try to appease Hitler.

Chamberlain returned from Munich on 30 September 1938, waving that infamous piece of paper. On the third day of the debate on this, 5 October 1938, Churchill spoke at length of which an extract will give a flavour:

There can never be friendship between the British democracy and the Nazi Power, that Power which spurns Christian ethics, which cheers its onward course by a barbarous paganism, which vaunts the spirit of aggression and conquest, which derives strength and perverted pleasure from persecution, and uses, as we have seen, with pitiless brutality, the threat of murderous force. That Power cannot ever be the trusted friend of the British democracy. What I find unendurable is the sense of our country falling into the power, into the orbit and influence of Nazi Germany.

He said he well understood the

natural, spontaneous outburst of joy and relief shown by the British people that week: but they should know the truth. They should know that there has been gross neglect and deficiency in our defences; they should know that we have sustained a defeat without a war, the consequences of which will travel far with us along our road; they should know that we have passed an awful milestone in our history, when the whole equilibrium of Europe has been deranged, and that the terrible words have for the time being been pronounced against the Western democracies: Thou art weighed in the balance and found wanting. And do not suppose that this is the end. This is only the beginning of the reckoning. This is only the first sip, the first foretaste of a bitter cup which will be proffered to us year by year unless by a supreme recovery of moral health and martial vigour,

we arise again and take our stand for freedom as in the olden time.

Even some of his enemies were impressed with the speech and one admitted that it 'discomfited the Front Bench'.

But in his constituency, Sir Harry Goschen, who was a leading constituent and former supporter, told Sir James Hawkey, the chairman of the Epping Conservative Association: 'It was rather a pity that he broke up the harmony of the House by the speech he made – I think it would have been a great deal better if he had kept quiet and not made a speech at all.'

Churchill and 30 other Conservatives abstained from the vote, including Eden, Duff Cooper, Amery, Macmillan and Sandys; 13 remained seated as an additional statement of disapproval.

In the Epping Constituency Association, Churchill's abstention provoked fury. The Chigwell branch chairman described the speech as 'a mockery and a shame' and another branch chairman called Churchill 'a menace in Parliament'. By the end of the month, the Buckhurst Hill branch was saying: 'We feel increasingly uneasy at Mr Churchill's growing hostility to the Government and the Prime Minister in particular.' The Harlow branch felt the same. A general election was due in two years, so the whips were trying to see whether Churchill could be deselected.

From November 1938 to March 1939, Churchill was up against the government whips, the Prime Minister, the press (mainly *The Times*), Conservative Central Office, backbench colleagues, the security services and his constituency association.

In this period, Conservative Central Office led a coordinated and sophisticated attempt to deselect Churchill. Colin Thornton-Kemsley was the 35-year-old honorary treasurer of the Essex and Middlesex Provincial Area of the National Union of Conservative and Unionist Associations, and he moved to take over key branch committees of the Epping constituency to get a majority on its Central Council to deselect Churchill for the general election due in 1940. Thornton-Kemsley said later: 'that it was made clear to him that the growing revolt in the Epping Division was welcomed in high places.' This could have meant that Churchill would have to leave Parliament just when he was most needed.

But in September 1939 Chamberlain recalled Churchill to be First Lord of the Admiralty and he later said: 'Once again we must fight for life and honour against all the might and fury of the valiant, disciplined, and ruthless German race. Once again! So be it.'

A few days later, Churchill had a letter from Thornton-Kemsley, written from the Army: 'I have opposed you as hard as I knew how. I want to say only this. You warned us repeatedly about the German danger and you were right . . . Please don't think of replying – you are in all conscience busy enough in an office which we are all glad that you hold in this time of Britain's danger.' He did reply, accepted the apology and added: 'I certainly think that Englishmen ought to stand fair with each other from the outset in so grievous a struggle, and so far as I am concerned the past is dead.'

Of course, in 1940 he became Prime Minister and led the country to victory.

Andrew Roberts (see below) states:

Thus it is wrong to think that the British Establishment wholeheartedly supported Churchill's premiership in the darkest days of the Second World War – it tolerated him for the lack of a viable alternative and because he was still popular with the public. It also refused to acknowledge that many of the defeats for which *he* was being blamed were directly attributable to the failure to heed his warnings and adopt his rearmament proposals in the 1930s. At a deeper level, he could not be forgiven for having been proved right about their flagship policy of those years: appeasement.

When the Epping Constituency was split in two Churchill stood as the MP for Woodford. He told his constituents: 'I can say with heartfelt gratitude that without your unswerving support during the eleven years I was in the political wilderness, I should not have been in a position to be called upon to assume the supreme responsibility for guiding our country at the moment of its mortal danger.' Thornton-Kemsley and his supporters in Chigwell, Nazeing and elsewhere had been generously forgotten.

This story came from my reading of *Churchill: Walking with Destiny*, by Andrew Roberts, a magisterial biography of some 1000 pages published by Allen Lane in 2018, which can be thoroughly recommended.

Ted Martin

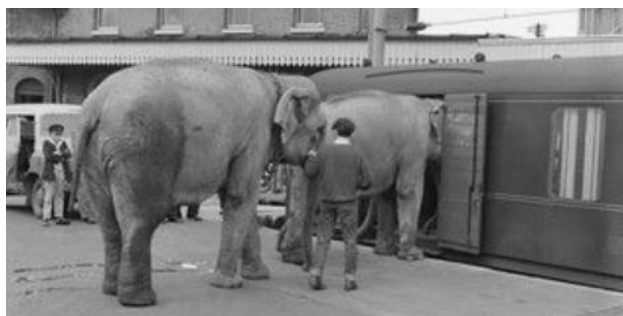
Milk delivery before the First World War



Padfields' local milk delivery from Grange Farm, Chigwell Lane near Rolls Park, about 1910. Note the large churn, from which the milk would be dispensed in pint measures direct to the jugs of householders (or more likely, their servants) in Chigwell and Loughton.

Chris Pond

All aboard!



I found this photograph on the web whilst looking for something else. It depicts the loading of elephants in

about 1966 into a railway car (known, I think, as a CCT (luggage van)) at St Botolph's station – now Colchester Town. I wonder if the elephants shown in the famous picture of the Queen's Road Buckhurst Hill Coronation procession in 1937 came to the station there?

It looks as if the pachyderms had about as comfortable journey as their human equivalents today on the Central Line.

Chris Pond

Elegant style in Woodford

At Woodford National Schools, there was an attire still more striking . . . for those in the church choir. There, twenty-five 'singing girls' wore white straw bonnets trimmed with blue, and grey cloaks trimmed with red. This may have been pretty enough, but it would be hardly noticed because of the attire of the twenty-five 'singing boys', each of whom wore a black worsted cap, with a green tassel and green band, grey coat and waistcoat, with brass buttons, and velvet breeches, speckled stockings, and ankle shoes . . .

Stratford Express, 27 October 1894, supplement, p 4 (discussing past times, c1840). *Extracted by Chris Pond*

The Romans in Loughton

I've been reading the book by Roger Nolan, *Julius Caesar's Invasion of Britain*, which advances a theory of how the Romans invaded in 54BC, landing in East Kent, with marching camps, or adapted existing Iron Age camps, at Denge Wood and Kemsley in Kent, crossing the Thames by the ancient ford, later ferry, and entering Essex near Coalhouse Point at East Tilbury. From there, the objective was to reach the stronghold (Devil's Dyke) of the Catuvellauni tribe at Wheathampstead in modern Hertfordshire, and the author argues that the way was via Loughton Camp, which he says is a characteristic rectangular Roman camp possibly adapted from an earlier Iron Age fortification.

If so, the Roding would have been crossed at the site of (the later) Loughton Bridge. Now we know this was an ancient trackway, but we don't know where it continued across the Forest ridge. It's indeed possible its route was via Loughton Camp.

Loughton is situated near the boundaries of the lands of the Trinovantes and those of the Catuvellauni, the former being friendlier to the Romans than the latter, and the author reckons that Loughton Camp might also have been the place of parley between the three.

Much of this book is somewhat, shall we say, speculative, and any confirmation would depend on a systematic archaeological investigation of the Camp . . . but it's definitely worth a read, if only to envisage Caesar and his legionaries marching up Church Lane!

Chris Pond

The Woodford Railway Missionary

During the construction of the Woodford Railway, recently completed, which runs across the Forest to Loughton as a branch of the Eastern Counties line, a missionary was appointed for the navvies engaged in its formation, the support of whom was obtained through T Fowell Buxton Esq. From the missionary's report the following are extracts:

At the beginning of August 1855, I was removed from my district in London to labour among the navvies constructing this line. The general character of navvies is well known to be bad in the extreme, and their character was more especially well known to me, having worked on the South Eastern Railroad as a navvy myself when it was being made from London to Dover . . .

In entering upon this most important work I had many doubts and fears respecting it. I knew that the greatest care and caution, on the one hand, would be necessary in order to gain their confidence and respect, so that they might see and feel that I did not associate with them as a companion but as a teacher. And, on the other hand, I feared that I should be too grave, to which I sometimes feel I am inclined . . . I am thankful to be able to say that I do not believe there is one of the men on the work who has been here long enough to know me but who both loves and respects me.

The roving, unsettled habits of these men are peculiar to them as a class of men. Hence they are constantly changing, some going away, and some coming on to fill up the vacant places. I have known from 20 to 40 leave in one week. Some who have come on stayed only a few days, others a few weeks, and others a few months; whilst there are but very few here now who were here when I first came . . .

Not a few of the men have left, as they have told me, because they were sick and tired of a navvy's life. Many cases of this kind have occurred, as reported in the journals, and some few I have heard of since that have been fortunate in getting constant work of another sort.

I think no one can deny that the men here are morally improved by the efforts which have been made. The open rebukes given from time to time in a very great measure have done away with the habit of swearing, which was before very much practised, both by masters and men. This vice I have opposed with all my might, without any respect of persons or circumstances. The little tract, called *The Swearer's Prayer Answered; or, his Oath Explained*, has been of great service to me. Most of the men have had one, for I nearly always carry a few with me. Some of the men have told me that they never thought it was so great a sin until they read that tract. If a stranger who swears comes on the work, some of the men are sure to point him out to me, and say 'You must give him the *Swearer's Prayer*, Sir'. By these means this vile practice is almost universally hated and shunned by the men, so that I often go from one end of the line to the other, and in doing so spend some hours conversing with them, without hearing an oath. This is to me cause of thankfulness.

Another vice that was awfully prevalent among the navvies here was drunkenness. This many of them appeared to glory in; but I have felt it my duty to lecture to them on total abstinence, believing this pernicious evil to stand in the way of their salvation. My kind superintendent saw eye to eye with me in this respect, encouraged me to persevere with them, and, at my request, sent to the National Temperance Society for a pound's worth of tracts. These I have found to be of great service, and by the use of these means much evil has been prevented, and some good effected. A few have been induced totally to abstain, while most of them have become more moderate.

One case will illustrate this. Of all the men on the line I think the Company's brickmakers were the most drunken. This may be accounted for on the ground of their getting better wages. But the excuse they make is their working so many hours, as in the long days of summer they work from light to dark. One of the worst of these men said to me one day, as I was about my duty, 'I must tell you that my mate (his wife) and me have acted upon your advice for this last fortnight, and I know now by experience that what you told

us is true. For you know, Sir, it has cost us two fifteen shillings a-week for beer, but now for the last two weeks it has not cost us five. So my wife will tell you'; which she did. This was the more surprising to me, as the man was a sceptic and a most dreadful swearing man. I used to think when I first spoke to him that he would use personal violence against me, which he often threatened to do. But from the time of his giving up intemperance he was as civil as any man could be; so that he who used to curse me, and refuse both my tract and counsel, entirely gave up swearing in my presence, and no one could be more thankful for my instruction than himself; and this was his testimony, 'I know what you tell me is true by my own experience'.

The means that I have used among these men are these: first, to visit them at their work, and converse with them as I could, setting the truth before them in the plainest possible manner, as to there being but two ways – wide and narrow – one the way of sin, the other the way of holiness.

Application: 'Now you men know right well that you are in the wrong road, in the path of sin, in the way of misery and death and hell. Turn, turn, turn, turn! Or you will perish everlastingly'. Their reply: 'That's the truth, my lad; we can understand that', &c.

With regard to the results of these efforts among the navvies, they have, I am thankful to say, in many instances produced reformation, and, I hope, in some few instances, true conversion.

London City Mission Magazine, 1 January 1858
Submitted by **Chris Pond**

The Tramcar and Omnibus Scripture Text Mission

It was not just railway navvies who were the attention of the evangelists of the 19th century. The Tramcar and Omnibus Scripture Text Mission was founded in 1883 after its founders recognised the power that placing biblical messages in the cabs of horse-drawn carriages could bring. In the 1960s it changed its name to The Public Transport Scripture Text Mission, but its mission remains unchanged to this day – to bring the word of God to people who wouldn't normally go to church. Around the same time, other organisations sprang up to promote the same religious messages to those whom the churches found difficult to reach – there was, for example, the Commercial Travellers' Christian Association, the London Cabmen's Mission, and the Christian Cyclists' Union, to name only three.

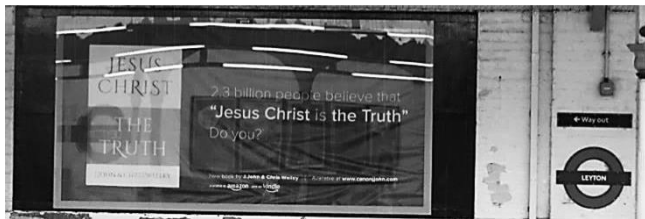
By 1888 the London branch of the Tramcar and Omnibus Scripture Text Mission was based in Charterhouse Square, and the General Secretary was Albert Homewood, and the treasurer Francis Raikes le Blanc Newbury (1870–1959).

The organisation is currently known as Message on the Move claiming

there is space for the eternal truth of the message of the Word of God. Message on the Move is aiming to use the best opportunities available to promote Christ to people on the move in the UK. Our Vision is to promote the Good News of the Kingdom of God to the travelling public through presenting scripture by the use of all available media, thereby introducing seekers to Christ. For over 125 years we have continued this ministry.

For many years there have been evangelical messages on posters at tube stations, Leyton being the one perhaps nearest to Loughton. One particular spot on the eastbound platform held a religious poster for

a long time, and, although the station advertising boards have changed, it is still possible to see one religious book being advertised in this photo, taken in August 2020.



Lynn Jones

The Chigwell area in 1840

St Mary, a parish, in the union of Epping, Hundred of Ongar, southern division of the county of Essex, 6 miles south from Epping, and 12 north east from London; containing 1815 inhabitants. This place was originally within the bounds of the great forest of Waltham, and in ancient records is called Cingwella, supposed to imply the king's well, a purgative spring here, from which its ancient name is derived. In the adjacent forest was formerly a royal mansion, called Potteles, or Langfords, the only memorial of which is preserved in the name of the site, now called King's Place Farm. The parish, which is situated in the southern extremity of the hundred, consists of lands of good quality in a high state of cultivation and of great fertility; the scenery is pleasingly rural, and embellished with rich woods and thriving plantations; in the immediate neighbourhood are several handsome seats and pretty villas. The lands are divided into three manors, the principal of which, Chigwell Hall, has its mansion situated near the church; the manor house of Barringtons, or Rolls, is a handsome modern mansion, situated on elevated ground commanding extensive views, and surrounded by a park; and about a mile and a half to the north of the church is the house of the manor of Wolverston. West Hatch is a good residence, and three quarters of a mile to the south of the church; in the village is a large mansion-house of brick, formerly the residence of the Pennington Family; and an ancient mansion, formerly the property of Archbishop Harsnet, has been repaired and modernised. The village consists principally of one long street on the coach road from London to Ongar and Dunmow, and contains many substantial houses. At a distance of a mile to the south east of the church is a range of detached villas and good houses, called Chigwell Row, forming one of the most populous and respectable parts of the parish. From these dwellings, particularly from the top of Hog-Hill-House, a hunting-seat built by the late Sir James Tylney Long, Bart, there is a splendid panoramic view, embracing St Paul's Cathedral, the whole line of the Thames for many miles, Norwood, Shooter's Hill, Greenwich hospital and park, Woolwich arsenal, and a large portion of the county of Kent down to Gravesend. The air is very salubrious, owing to the elevated position of the parish, and the inhabitants are noted for longevity. A road made across Hainault forest from Chigwell Row to Romford, by subscription, in 1809, affords great facilities for traffic to the agriculturalist and others of the northern part of Essex, Herts, Middlesex, and Bucks, to the great market of Romford. Rolls Park, in this parish, was purchased by Eliab Harvey in the beginning of the seventeenth century, and was the residence of his descendant, Admiral Sir Eliab Harvey, KGC, who distinguished himself in the battle of Trafalgar, when his own ship, the *Temeraire*, was boarded by two French ships, both of which, after a severe struggle, were captured and taken in tow as prizes.

The living is a vicarage, valued in the king's books at £18; patron and appropriator, Prebendary of St Pancras in the Cathedral church of St Paul, London. The appropriate tithes have been commuted for a rent charge of £900, and the vicarial for £500, subject to the payment of rates, which on the average have amounted respectively to £83 and £47; the prebendary's glebe contains 56½ acres, and the vicar's nearly 11 acres, respectively valued at £92.16.7 and £18.19.8 per annum. The church is an ancient structure, exhibiting in the south entrance and other parts some remains of early Norman architecture, and a wooden belfry and spire; it is approached from the high road by an arcade of yew trees, thickly intertwined and closely trimmed. On the north side of the chancel is an effigy in brass of Dr Samuel Harsnet, many years vicar of this parish, and successively, Bishop of Chichester and Norwich, and Archbishop of York, who was buried here in 1631. On the south side is a monument in alabaster to the memory of Thomas Coleshill, Esq, an officer in the courts of Edward VI, Queen Mary, and Queen Elizabeth, and inspector of the customs at the port of London, who died in 1595; and there are also several other ancient monuments. St John's chapel, at Buckhurst Hill, consecrated in April, 1837, is an elegant building, erected, from designs by Mr Jonathan Saville, of Chigwell, at a cost of about £2000, raised by subscription, including a grant of £200 from the Incorporated Society. It contains 350 sittings, of which 220 are free: the site was given by the lady of the manor, Mrs Hatch Abdy, of Claybury Hall, who died in 1838, and to whom a monument has been erected in the chapel. The clergyman derives his income partly from an endowment, and partly from pew rents. At Chigwell Row there is a place of worship for Independents.

In 1629, Archbishop Harsnet, having previously built two school-houses, and a dwelling house for a Latin master, purchased a house for another master to teach reading and writing, with a garden for each, and founded two free schools, one for the Greek and Latin languages, the other for writing and arithmetic, which he endowed with the impropriate rectory of Tottington, in Norfolk, now yielding a gross income of £340 per annum; and invested the advowson of the vicarage of that parish in trustees for presentation to such as had been educated in the grammar school of Chigwell, or, 'if such cannot be found, to such other fit person as the governors shall select'. The governors are the Vicar of Chigwell, the rector of Loughton, and ten of the most respectable parishioners, by whom the master is appointed; his election must take place within ten days after a vacancy occurs, otherwise the nomination lapses to the Bishop of London. The income of the school is charged with the annual payment of £10 to be distributed in twopenny loaves among 24 poor persons who attend the church, and £1 to the parish clerk for ringing the church bell every morning at six o'clock. William Penn, founder of the colony of Pennsylvania, was educated in this school. A charity school for girls, established in 1700, and supported partly by subscription, and partly by legacies of £100 each, bequeathed by William Scott, Esq, in 1725, and Mrs Barbara Fisher, in 1808, has been united to a national school, for which a handsome building was erected in 1837, at an expense of £400, on a plot of glebe land granted by the vicar, the Rev Arthur Richard Chevell, LLB. A school room has also been built near St John's chapel, at a cost of about £250, which will accommodate 80 children, who are taught on the national plan. Almshouses were endowed by an unknown benefactor for three aged widows, who receive each £1.5.8 per annum. There are several charitable benefactions for the poor, including a donation of £1000 by James Hatch, of Claybury, in 1806, and another of equal amount by — Grainger, in 1807, the interest of the latter, amounting to £31.10, is divided among poor widows above 50 years of

age. In 1557 Mrs Joan Sympson left 11½ acres of land, now let for £30 per annum, for repairing the highways between Abridge and Stratford Langthorne.

A Topographical Dictionary of England
by Samuel Lewis, published in London in 1840.

Covid losses in Loughton and beyond

As we all know, Covid 19 has caused enormous changes to all our lives, not least to our High Streets. One loss affecting Loughton was that of the Percy Ingle bakery. By the end of July 2020 Ingle shops had closed not just in Loughton, but Wanstead, Walthamstow, Leyton, Chingford and all over Essex and East London, a total of 49 shops.

Ingle's closed directly because of the pandemic, but it may be that the shops might have closed eventually anyway, and gone the way of other local bakery businesses, like Spray's, Gifford's and Kistruck's.

Percy Ingle

Percy Ingle (1920–2011) started in the family bakery in Hackney with his three brothers. His father and grandfather had supplied bread and cakes to the East End and Percy set up his business in 1954 starting in Clarence Road, Hackney. His son and grandsons continued with the business until the sad recent closure. The main bakery was in Church Road, Leyton. The business prided itself on being a traditional family bakery, using wheat supplied by E and K Benton of Essex and millers Wright's of Ponders End.

Kistruck's

Kistruck's Bakery had three branches, 7 Brook Parade, Chigwell; 25a The Broadway, Woodford Green; and 74 George Lane, South Woodford (although I re-member one in Hoe Street, Walthamstow, as well).

The firm was originally started by Marvin Kistruck, and taken over by Michael Tomkins in 1952, retaining the name of Kistruck. The last owner, Chris Tompkins, had been running the South Woodford branch since 1978. The Chigwell shop closed in 2016 and in 2017 he decided to close the other two outlets, making the staff redundant. To blame was a combination of internet shopping, and a proliferation of small cafés and supermarkets, according to Mr Tomkins.

Andy Popperwell spoke to two of the staff from the South Woodford bakery about what it was like working there. Paula worked at Kistruck's for 17 years and Jacqueline Sheridan worked at Kistruck's for 3½ years, occasionally at their Woodford branch. The interviews have been recorded on the website www.essexsounds.org.uk by the Essex Record Office. Interestingly, the brochure I picked up at the South Woodford branch of Kistruck's before it closed stressed the use of suppliers Benton's and Wright's, just as Percy Ingle did.

Gifford's

Gifford's had branches in South Woodford, Woodford Green and Chingford. The latter branch made the pies for the butcher, Shaw's, on the opposite side of the road.

Spray's



Spray's in Queen's Road, Buckhurst Hill in 2015. The premises are now those of Caplen Estates.

The bakery of Spray's in Chigwell is still there at the time of writing, but shops in Loughton and Buckhurst Hill closed some time ago. The branch in Buckhurst Hill occupied the site of what is now Caplen Estates (who, incidentally, should be congratulated for the sensitive restoration of the Victorian shopfront) but the premises had been in use as a bakery since the middle of the 19th century.

It remains to be seen what kind of businesses take over the various premises of Percy Ingle. Spray's in Buckhurst Hill became an estate agent, the original bakehouse having been made into a residential property many years ago, and that used when the bakery was Murray's has been an education centre and most recently a branch of Costa. Spray's in Loughton has become a café/restaurant; that in Borders Lane is still empty as I write. Gifford's bakery in Chingford has been demolished; those in South Woodford and Woodford Green have become cafés – Dada and Lemon Seed (formerly Deli on the Green), respectively. A wonderful Victorian oven range remains in the back room of the Lemon Seed, which is worth seeing. Kistruck's bakehouse is still empty.

And where do people buy their bread and cakes now that these local bakeries have closed? Many of us use supermarkets, where bread has improved enormously over the years. And there are of course new bakeries springing up, from Gail's (in Loughton, Wanstead and elsewhere) and Belgique (although many of those have also closed recently, such as Loughton and Epping (which closed for quite a while but has now re-opened at the time of writing), the main bakery in Wanstead is still going). Many delis are appearing, with interesting breads, some made by a Polish bakery in South Woodford. The Wild Goose bakery in Leytonstone sells South African style goods. Loughton now has the Waggon Patisserie, similar to the Barrel in Wanstead and other premises in Hackney and East London. Wenzel's have opened in Debden, bringing a touch of North London to the Landmark building.

There will be other examples of businesses affected by the pandemic. Do consider writing something for the *Newsletter* if you know of any other businesses affected by the changes recently. In the future, people may look back at this period and want to know what happened. Is anyone keeping an eye on the changes in pubs and pub closures, for example?

With thanks to the Percy Ingle website,

Lynn Jones

Michael Tompkins (who was County Councillor for Chigwell, retiring in 2009) told me that Kistruck's had the honour of baking Churchill's 80th birthday cake in 1954, and that he, as a young man, had the job of delivering it to Number 10.

Gail's, in Holmdale (formerly Brown cars, No 199) actually bake but not sure Waggon do more than buy in.

Our ex-editor, Eddie Dare, was a baker by training – his family ran a shop in Maldon. Even at the age of 75+, he sometimes used to help out in Law's, the Debden bakery later taken over by Spray's.

Instore bakeries opened in Presto/Morrisons around 1995 and in Sainsbury's in 2003. There was a huge commercial bakery run by the London Cooperative Society in the 1923 bus garage from about 1956 to 1980, with a retail arm next door. Lidl were due to open an instore one on 3 September 2020.

Gifford was a relatively late renaming of James Crown (which had been May's, then May and Crown), their headquarters being in Station Road, Chingford. The other main bakery in Chingford, with 3–4 shops, had been List's.

I suspect the downfall of most of these ordinary suburban bakers (not 'artisan' operations) was the supermarket instore production unit and outlet. Here, loaves were produced by the Chorleywood Bread Process (CPB), which was improved significantly in the 1990s. Also, new strains of wheat were developed and grown in the UK which were suited to the CBP; this was after Canadian wheat became more expensive during the 40+ years of UK membership of the European Union.

The small bakers provided decent quality bread, but at a price at least 50% above that of unwrapped, unsliced, fresh supermarket loaves. Was it 50% better? Only personal taste could answer that. **Chris Pond**

Old Loughton Hall, destroyed 1834, as you've never seen it before

We have two pictures of Old Loughton Hall, but they are landscapes rather than a proper drawing.

Ron Heath RIBA kindly drew the elevation, reconstructed from these perspective views, according to the dimensions an 18th century architect would have adapted from classical principles. As can be seen from the dormers and roof, this was a Tudor/Stuart house re-fronted 200 years later to conform with then modern taste, not a new build in Georgian style. Ron is to be thanked greatly for this piece of reconstruction, which must have taken him many hours at the drawing board! There is an interesting

essay on the Hall of Mary Wroth's time by Susie West, *Finding Wroth's Loughton Hall on the Web* (<https://core.ac.uk/download/pdf/82982923.pdf>)



Chris Pond

Lockdown reading

I spent some time during lockdown and later restrictions discovering a new writer to me, S P B Mais. I was introduced to him by the local psycho-geographer, John Rogers, who mentions his books during his walks (you can find his local walks in Epping Forest, Loughton, Buckhurst Hill and beyond on his YouTube channel, or his website:

www.thelostbyway.com).

S P B Mais was Stuart Petre Brodie Mais, 1885–1975, a journalist, broadcaster, and campaigner for the English countryside and traditions. His work is in a similar vein to the great H V Morton, but with perhaps less emphasis on people and more on landscape and buildings. This is what S P B Mais has to say about our part of Essex:

There is a far too widespread belief that the Home Counties have become in recent years the home of Londoners, a network of sprawling, ill-planned, standardised, unimaginative suburban dormitory towns connected with the metropolis by an intricate mesh of railway lines, tram lines or unending streets. No one would deny that London has attained a middle-age or old-age spread which is both unwieldy, unsightly and unhealthy, but this book has been compiled to prove that there also remains within earshot of the roar of the traffic or within a bus ride of the heart of London an astonishing amount not only of natural beauty but also of architectural and archaeological value . . .

London's main lung to the east is of course Epping Forest which is much less well known and visited than it deserves to be, owing to the depressing miles of mean streets that have to be passed before you reach the magnificent ancient forest that runs for some eleven miles northwards from Leytonstone to Epping. It is part of the ancient royal hunting ground of Waltham forest, and fallow deer and roe deer are still to be seen flitting among these thick and many-branched hornbeams.

In the heart of the woodland are the two ancient camps of Loughton and Ambresbury, the latter being traditionally known as the fortress which Boadicea held against Suetonius. A good many relics of the Bronze Age have been unearthed here.

The fact that this fine land of heath and woodland and undulating hills has been kept free from the builder is due to the foresight of the Corporation of the City of London who after a stern battle lasting for three years managed to acquire these 5,500 acres for the use of the public for ever at a cost of £250,000.

Down in the valley to the west lies Waltham Abbey, an ancient market town with a church bequeathed by Edward

the Confessor to Harold, who is said to have been buried there. It was converted by Henry II into an Abbey in 1172 and became the richest in Essex until Henry VIII seized it in 1540. Its remains were restored in Victoria's reign and the church still retains seven bays of the old Norman nave, its western tower built in 1556, and Norman doorway and font.

All roads out of London to Essex are purgatorial at the start, though not nearly so penitentially or so protractedly as the railways, which is why it is far preferable to take a motor coach than a train. The most pleasant route is that through Epping Forest, which can be joined at say Chingford by a connecting link with one of the new by-passes. The stretch through the Forest is nearly free from bricks and mortar, and has a restful appeal under any weather conditions, and Epping is definitely a bright little country town (with the huge burnt shell of ruined Copped Hall away to the left) for all the blatancy of its red brick water-tower. We fork right just beyond the town end, for, though the highway to Cambridge by Bishop's Stortford which sticks close to the rail is not without pleasant points, with a gem at Newport, the parallel way by Dunmow goes deeper into more rural Essex . . .

Havering-atte-Bower with cottages sprinkled sparsely round its wide up-country green is surprisingly and delightfully rural considering its nearness to the huge brewery town of Romford which has expanded enormously to the south since the last war. Chigwell and Chigwell Row are still in peasant country, and the King's Head is a fine large inn, rather smartened up, which appears in Dickens's *Barnaby Rudge* under the name of 'The Maypole'. Past Hainault Forest, a sorry piece of Victorian meddlesome destructiveness where some belated efforts have been started to do a little towards repairing the mischief, stretch the miles of Victorian and twentieth century suburbs, where the cutting of a tube railway will, with the electrification of the main line, do much to relieve an appalling congestion of communications, but may result in the next few years in the final disappearance of what pieces of rural country remain within reach of the line, in a spate of new suburban building.

The Home Counties by S P B Mais, first published winter 1942–43; 2nd edition with corrections published autumn 1947 by B T Batsford Ltd.

If you want to know more about Mais himself, there is a biography, *An Unrepentant Englishman* by Maisie Robson (The King's England Press, 2005).

Lynn Jones

Peter Gilman, artist

In the late 1960s Peter Gilman (1928–1984), a much-loved English landscape and marine artist, moved to the village of Ashwell in Hertfordshire just below the Bedfordshire border. He painted in a traditional style in watercolours, oils and acrylics. His early life was lived in Surrey, but in East Anglia he became a full-time professional artist and started to establish his reputation with charming local landscapes. He preferred to paint *in situ* outdoors in all seasons of the year, communing between painting and nature. Fellow artist Edward Seago was a great influence on his work. After starting selling his paintings off the railings at Hyde Park, Peter Gilman quickly rose to prominence in the field of English landscape art, eventually tutoring professionally and becoming a member of the prestigious, by invitation only, Wapping Group of Artists.

For 30 years or more before his tragic death he painted in East Anglia, Hertfordshire, Bedfordshire and along the Thames. His long association with the Picturecraft Gallery in Holt, Norfolk, where he held his first one-man exhibition, led to the publication of a book about him: *Peter Gilman: East Anglia and Beyond*, by Michael and Adrian Hill, published by Halstar, available from Amazon for about £25. This biography collected many of his paintings together for the first time.

His considerable output, especially of water colours, found great favour with the general public and secured his long-term reputation as one of Britain's finest landscape artists. Tragically, Peter Gilman passed away before his time in 1984 at the early age of 56.

Prices of Peter Gilman's work achieved at auction can be found on www.Findartinfo.com where you can see that some of his watercolours have sold for more than US\$500. There is a fine collection of images of his work on Google Images. (See also, page 16.)

The Wapping Group began in 1939 when members of the Artists Society and the Langham Sketching Club met at the Prospect of Whitby pub in Wapping, East London and decided to pass the coming summer sketching and painting by the River Thames. The outbreak of the Second World War put paid to any more ideas and it was not until the end of the war that the artists reconvened in 1946 to establish formally the Wapping Group. Its first President was Jack Merriott and membership was limited to 25 artists whose sole aim was the delight in painting 'plein-air'. At this time exhibiting such works was generally of lesser importance and the painting season was thus restricted from April to September which has not changed.

During the 1980s to 2000 exhibitions were at St Botolph's Church, Aldgate, until they settled at the Mall Galleries. Very large pictures of the Thames shorelines showing views from Henley-on-Thames to Southend-on-Sea also include the Medway, Crouch and Blackwater tributaries. Since its formation the group has been closely aligned with the Royal Society of Marine Artists and shares members both past and present. These include Jack Merriott, Trevor Chamberlain, Dennis Hanceri, Hugh Boycott Brown and Eric Thorpe.

Sources

<https://sites.google.com/site/worldartandartists/home/peter-gilman>
<https://www.thewappinggroupofartists.co.uk/>

Ted Martin

A scientific instrument factory in Buckhurst Hill

In the *Newsletter* of Woodford Historical Society in 1993, Georgina Green wrote the following article:

W D and T Gilbert of Leadenhall Street, London

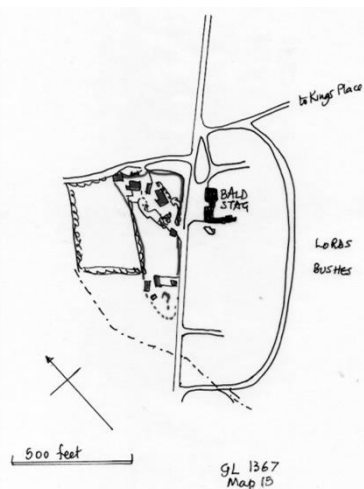
Over the last couple of years, I have had an exchange of letters about the Woodford workshop of this optical firm which flourished in the early 1800s. The company had a large organisation and made a wide range of scientific instruments, sold from their Leadenhall shop. At one time the company made instruments for the East India Company and a visit to the Woodford works is mentioned in the autobiography of George Biddell Airy who became

Astronomer Royal. When the company was declared bankrupt in 1828 the Woodford premises and stock held there were valued at £8533. It employed at least seven men who worked in the forges, workshops and timber sheds. There was also a substantially-built dividing shop which could bear the weight of a dividing engine (5-10 cwt), plus the operator and workpiece, without shaking while the machine was in operation. All the buildings would have needed to be properly weatherproof and secure.

I was amazed to hear about this industry in Woodford and could not understand why it was not mentioned in any of our publications nor the *Victoria County History*.

Even-tually I found a William Gilbert Esq living at the Bald Stag Gate (actually in Buckhurst Hill), in an 1826-7 directory. That this was in fact the site has been confirmed by Chigwell records such as the Tithe Map and another D'Oyley estate map. The Gilberts' workshop occupied the site now used by Thames Water opposite the Bald Faced Stag.

The diagram, by Anita McConnell, shows the location of the instrument factory in Buckhurst Hill, just about opposite the Bald Faced Stag. The corner was the site



of a large house, later known as the Poplars, and the whole corner was, as Georgina says, the premises of Thames Water for many years. The reservoir was closed some years ago; the area is now occupied by the Shore Point development.

The Gilbert family were

highly regarded makers of mathematical, optical and philosophical instruments and were based in the Tower Hill area of London, before becoming associated with Leadenhall Street in the City of London. John Gilbert (1695-1749) was the first family member known to have worked in this field and some of his work was presented to Isaac Newton and The Royal Society. William Dormer Gilbert was born on 7 June 1781, the son of William Gilbert (1755-1819) and his wife Anna Couchman. He married Susan White in 1813 and they had seven children. All the children were baptised at St Mary's, Chigwell, as, even though they may have been living in Buckhurst Hill, the church of St John's was not opened until 1837.

William Dormer's brother Thomas Gilbert (1786-1873) was apprenticed to his father and worked as an instrument maker and optician in his father's businesses, variously known as Gilbert & Wright, Gilbert Wright & Hooke, Gilbert & Gilkerson, Gilbert & Co, and Gilbert & Sons.

After his father's death Thomas Gilbert partnered with his brother, William Dormer Gilbert in their business W & T Gilbert, which operated from Leadenhall Street. William also had the property in Buckhurst Hill where some of the larger work for their business was done. The brothers undertook extensive work for the East India Company. Their

'experiments for the improvements of glasses were so extensive that the Government assisted them by a suspension of the Excise supervision, so that their large outlay should not be increased by the payment of duty'.

In 1827 W & T Gilbert had been involved in a controversy regarding instruments made for the East India Company to use in the Bombay Observatory in India. John Curnin, the Observatory's astronomer, was highly critical of the Gilberts' work on the instruments and this resulted in a scandal and an investigation by the East India Company, after which Curnin was dismissed. Charles Dickens may have been inspired by this incident in *Dombey and Son* (1846-48), a novel featuring a Leadenhall Street instrument retailer.

After this incident in 1828 W & T Gilbert declared bankruptcy with debts of £12,000. The bankruptcy case is considered important in British bankruptcy law, particularly in relation to fraudulent preference (of which the Gilberts were found not guilty).

When the business of the optical instrument factory became bankrupt in 1828, there were many creditors awaiting payment by Gilbert. Most were London based men, but some were more local, such as Robert Asbey of Woodford, a Mr Bridgeman of Chigwell, Henry Cox of Woodford, and a Mr Habgood of Loughton.

This was undoubtedly James Habgood. He was a landowner of the site of the brook to York Hill and a bit of a local moneylender. It is not clear where he lived, but it may have been The Bower or Albion Cottage. He was born in 1760 and, in the census of 1841, he is described as a corn merchant. He died in 1848 and his tomb is at St Nicholas, and is mentioned in Richard Morris's book, *A History of St Nicholas' Church*, published by the Society in 2015.

It is possible that William Gilbert continued to live in Buckhurst Hill after the bankruptcy but by the time of the 1841 census, he and his wife and family were listed as living in the Fenchurch Street area. W D Gilbert died in 1844 and was buried at All Souls Kensal Green.

The correspondence Georgina refers to relates to the article eventually published by Anita McConnell in a book called *London and Beyond: Essays in honour of Derek Keene*, edited by Matthew Davies and James A Galloway, published by the University of London Press Institute of Historical Research in 2012. During lockdown it was available free online at www.jstor.org. More information is available on Wikipedia, including images of Thomas Gilbert in his life in South Australia, where he became its first Colonial Storekeeper (a government official responsible for all government stores) and its first Postmaster. His nephew, William Dormer's son William Barlow Gilbert (named after Peter Barlow who was the designer of the lenses which the Gilberts were trying to manufacture when they went bankrupt) also went to Australia (and became a partner in the *Adelaide Times* and *Weekly Despatch* newspapers, and held various Government positions), as did two of his daughters.

Lynn Jones

Hillman's Airways



The illustration is of a GPO book of stamps from about 1933, advertising Hillman's Airways Abridge (Essex Aerodrome) to Paris flight, return fare £4 5s 0d. If you want to buy the stamp book, original outlay 2s, it will now cost you £895! See also *Newsletter* 189.

Chris Pond

The Manuel/Masterson Archive

I've now heard from Rochester Public Library ((NY USA) about the Masterson archive, which is explained on pp 14-15 of *Newsletter* 226. They have just reopened after Covid closure, and the archive is now in their local collection .

Chris Pond

Queries

A question of baptism

A question has arisen as to why Rachel Clark Powell, daughter of Nathanael [sic], gentleman, and Agnes Powell of Buckhurst Hill should have been christened in Loughton church on 3 October 1864, rather than at St John's, Buckhurst Hill.

Richard Morris replies: My guess is that St John's Buckhurst Hill was temporarily not in use in October 1864 due to the construction of the extension at the east end of the north aisle. Nathanael had made a substantial donation towards the cost. The Powells of course had a close link with St John's, Loughton through living at Bench House and Beech House.

Who was Gregson?

Does anyone know anything about someone called J Gregson after whom Gregson's Ride (Debden Green to the top of Goldings Hill) is named?

Chris Pond's *The Buildings of Loughton* just says that a property at Debden Green was built (1884) for J Gregson. Ken Hoy's *Getting to Know Epping Forest* says that Gregson's Ride 'was presumably named after J Gregson who lived at Debden Green'. But who was he, and what did he do that made him so distinguished? Neither Wikipedia nor an entry of Gregson into the search facility on my computer produced any likely answers. There was a J Gregson who was an actor but he seems too recent to match with the date of the house, and an American family who do not appear to be of relevant interest.

Roger Gibb



A lot of streets/places in Loughton are named after people who lived nearby at one time, eg, Goldings Hill, Traps Hill, Carroll Hill. The ride was the one that led to Gregson's house, Hearts Hill, erected c1885, which would have dominated its eastern end. James Gregson was one of the half dozen shipbuilders/ship repairer magnates who lived in Loughton, and whose business was based on the Thames. He was 68 in 1901 and died in May 1911, leaving the then huge sum of £39,652. His son, Percy Leigh Gregson, was his heir, and lived first in Lower Park, then at The Beeches (later *Algars*), Debden Green.

Chris Pond

Scottish soldiers in the area

A correspondent recently raised the billeting of Scots soldiers hereabouts with me.

I wrote the item below for the *Newsletter* many years ago, and it was published in *Newsletter* 172. I have added some bits with new information...

After publication of excerpts from Willie Whitelaw's memoirs – of being stationed in Loughton in 1940 with the Scots Guards, our member, Doug Butterfield, called me to add some details.

Doug grew up in Meadow Road (they lived at No 32), and was about 11 when the war broke out. He remembers the Scots Guards being stationed in and around Loughton for some 18 months. Their principal centres were Woolston Hall (which later became the Co-op sports centre, the very rowdy Epping Forest Country Club, and then a golf hotel), which was the HQ, Loughton Hall, and Rolls Park. They also occupied large houses in Palmerston Road, Buckhurst Hill, and nearby, some brand-new houses in Devon Close were also requisitioned. These would have been numbers 3, 5, 30, 31, 33 and 34 (all of which were owned by the builder, A Good, of 21 Douglas Road, E4).

The soldiers obviously made an impression on south-west Essex, not least among the local womenfolk. Doug remembers his sisters being courted; and several local girls married Scotsmen as a result. He also remembers a rifle being kept under his bed!

Some very good parties apparently took place, and of one of which, a big fire was the result. Whether it was this that contributed to the wrecking of Rolls Park, Doug isn't sure, but after they left, Loughton was obviously a quieter place!

Chris Pond

Bungalows in the Crescent

I found your information on the Loughton Historical Society website and was hoping you might be able to help me with regard to ageing a particular property or road in Loughton.

I live in The Crescent – IG10 4PY – and we are struggling to put an age to our bungalow. We have asked neighbours and looked at our land registry documents but unfortunately, we only have a copy of the land paper, not of the property or when it was built. It seems that the building standard would dictate it was built between the 1900s and the 1960s but this is quite a big difference.

Do you know anything about the dates of the area or any ideas where I could go to track this information down. It's number 21 The Crescent. Silly question, but has the start always been from the main road side as we used to live in Algers Close and I'm sure that was around 1950/1955 so I thought The Crescent would be around this time.

Rikki O'Sullivan

The bungalows in the Crescent, formerly called 'Dalcot Crescent', were built about 1922. There is a bit about the road in Norman and Norman, *Loughton in Wartime*, as the two Norman brothers were both associated with The Crescent. The Crescent was numbered from the start, though most of the houses/bungalows had names in addition. All roads in Loughton numbered by the Loughton Urban District Council started from 1 at the end nearest the Town. Also, the LUDC never allocated the number 13, so a working rule of thumb is that if a road includes a 13 then it was built, or numbered or renumbered, after 1933.

Henry Norman lived at number 23, so would have been your neighbour, and his 1944 diary would have been written there.

The first occupant of 21 I can find is in 1924, Lewis Price Roberts; he was listed as still there in 1939, when the directories cease. The Crescent is mentioned as a road without occupied houses in the 1922 directory, but we don't have 1923. If you said 1922 or 1923 for your house, you'd be about right.

By the way, the bungalows were mostly owner-occupied, unusual in Loughton at the time, and the rateable value was £26, meaning the valuer reckoned the nominal rent for one would be 10s a week.

Chris Pond

Buckhurst Hill in 1895

It is believed that this article was first published by the society or its predecessor in the 1960s. The author is anonymous, but may have been the late Ken Graham. I have obtained a photocopy of the programme for the two-day Bazaar and Village Fete and my additions/clarifications are in square brackets.

Editor

I first heard of the Buckhurst Hill parish song last year, when reading the Buckhurst Hill magazine for material for an article. St John's school children on that occasion sang it in church, one half of it at the beginning of the day and the other half at the end. The text was not there and I did not think I should find it

easily. But looking through the Powell Family Scrapbook [in the Vestry House Museum, Walthamstow] recently, suddenly it was there, a printed copy on which was written 'first sung in February 1895'.

The song is certainly long; there are eleven four-line verses, each followed by the nine-line chorus, a total of 143 lines to be sung to the tune of *Men of Harlech*. It is for church or concert performance, with verses to be sung by a choir in unison or in harmony, while the whole assembly sings the chorus. The author was J F Howson. His message is clear. The song is an exhortation to work and pray and then, back to work, hearing no gossip, speaking no slander, and keeping other rules for good living, 'for great things lie before us'. I have chosen verses 8, 9 and 11 as examples:

Choir in harmony:

Like a mother close beside you
Stands the church to help and guide you:
If you leave her, woe betide you!
She has served you well

Choir in unison

Shame on all who wish to hurt her!
Parley not with base deserter,
Face and rout the truth-perverter
With his Welsh-man's tongue!
And then, choir in harmony
Life is often sad and tearful
Sorrow makes the bravest fearful;
Work and prayer shall keep us cheerful
Short the day or long.

The Scrap Book also contains the programme for the Parish Church Bazaar, held on Thursday and Friday the 27th and 28th June 1895. It starts with a history of Buckhurst Hill and then comes the timetable –

On Thursday 27th

2.45 pm ceremony of 'Clipping the Church', at which the children will sing the parish song and hymn 215 A&M. 'Clipping the Church' came from a northern parish and was brought there by Canon Pelham. On the day children assembled at the top of Queen's Road and then marched in procession to church headed by the band of the Arethusa [the Band of the Training Ship Arethusa]. At the church, bearing floral crosses, the children marched round the building and kissed the fabric. The Rector said that this gave them a sense of the church belonging to them. The organisers aimed to raise £350 for the National School. I hope they did. I am sure the children enjoyed it all.

What are we to make of this? The song seems unsuitable for children, but this was 1895. Then there is that Welsh-man. Who was he and who will now stand up for him?

[On the Friday, the Bazaar was declared open by the Countess of Darnley, and on the Saturday, it was opened by The Lady Isabella Whitbread. The Band of the Plashet Industrial School played at intervals. The list of names of the committee and ladies' committee reads like a list of Buckhurst Hill history itself –

Buxton, Powell, Hodge, Challis, Conquest, Shorter, Silberrad, Barnardo, they were all involved.]

Cattle in Loughton (and Chingford)

Cattle wandering the streets and little greens of Loughton were common in the 60s and 70s. Mike Evans sent this charming picture of School Green about 1969. He says:

One day they got into the alleyway at the rear of the houses 30–38 York Hill and onto the raised garden of 2 Forest Way occupied by the elderly Mrs Foster and her disabled daughter, who were very concerned. I had gone out to try and get the cattle out but one of the ones in the garden took a flying jump down and almost demolished the back of the shed I had at the time which also served as part of the back fence! Interesting times! Not sure of the number off-hand.

Another day a large number descended on the gardens of the two houses on the right of Forest Way.

It was a hot day and I was painting the fence wearing my old painting clothes, a straw hat and warehouse coat. Seeing the carnage, I grabbed a walking stick and went to move them on (having had some experience during farm holidays in Devon).



Mrs Ruddock, who lived in the second of the houses, was trying vainly to shift them with her daughter. Not recognising me, I was greeted with the cry of 'Oh good here comes the cowman'. Took a long time to live that one down!

Mike Evans



Cows in Faversham Avenue, Chingford, 1989

Chris Pond adds, when Caroline and I moved into our house in Kimberley Road, Chingford, in the autumn of 1975, the front garden was overwhelmed by a year's growth of roses and brambles. Seeing a group of cattle advancing down the road, I went out and held the front gate open. However, the cattle

ignored me, and devoured the well-manicured roses of our neighbour instead!

A Loughton artist far away

The picture is by Winifred Cusack-Smith (née Maitland), of an unidentified lagoon in Samoa. The daughter of John Whitaker Maitland and his wife, Venetia, she was born in June 1863 and christened by her father in St John's on 2 August that year, along with 10 other babies. In 1886, she married Sir Thomas Berry Cusack-Smith (1858–1929), who became British consul in Samoa (1890–1898). She sadly died of a fever in 1894.



The painting is in the National Library of New Zealand, and is reproduced with their permission.

Chris Pond



Peter Gilman, 'Southwold'

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