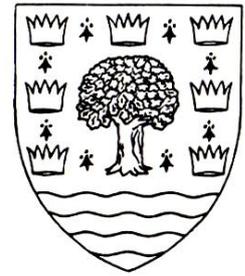


Ilford Historical Society

Newsletter No.118 August 2015



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Our website can be found at: <http://ilfordhistoricalsociety.weebly.com/>

In view of the amount of material which has been submitted we have decided to produce a longer newsletter this time. This is thanks to an anonymous benefactor who donated £50 to be put towards the newsletter costs, and to whom the editor is very grateful.

In MEMORIAM

Since the last Newsletter, we have heard that three members have passed away:

Peter Wright (1929 – 2015)

Our President died on 11th May, the day of our AGM.

Peter Wright was born on 17 February 1929 and brought up in Manor Park. He was about to start at a grammar school in East Ham when war broke out on 3 September 1939 and as the masters were called up to fight, Peter was evacuated to a village in Suffolk. Peter's father worked in the docks and did not get called-up to fight during the war and so later Peter returned home. His father built an Anderson shelter in the garden and they got used to the Blitz and the black-out and just put up with their windows being blown out. Air raids were frequent and many houses locally were bombed.



After the war and National Service Peter joined the staff at Ilford Library, then at Oakfield Road. In 1957 he was appointed Reference Librarian and he continued in this role when Ilford became part of the newly formed London Borough of Redbridge in 1965.

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Our thanks to Glyn Hopkin Ltd for awarding a grant towards the printing of this newsletter

Three years later he put out feelers to see what interest there would be in a historical society and as a result of his enthusiasm the first meeting of the fledgling Ilford and District Local Historical Society (as it was then called) was held on Monday 14 October when photographic and other material from the Libraries Department Local Collection was displayed. Peter was aided by two other notable historians, George Caunt and H H (Bert) Lockwood. Other knowledgeable members of the Ilford Historical Society have included Peter Foley, Norman Gunby and others still active today. Peter served the Society as the Hon. Secretary for many years and lately as the President. Sadly, he should have been re-elected to that post on the day that he died.

When the new Central Library opened 25 February 1986 a Local History room was provided (largely instigated by Peter Wright) and under his guidance and the enthusiasm of the first Local Studies Librarian, Peter Jackson, it flourished. The two Peters made a tremendous effort to raise the profile of local history in the borough, with “hands-on” study sessions held at the Local Studies Room. After 42 years Peter retired from the Library Service at the end of October 1989.

In his role as Reference Librarian, Peter collected documents, photographs and objects relating to the borough. As early as 2 May 1979 he issued an appeal for items to add to this collection in the hope that Redbridge might one day have a museum. In the autumn of 1987 the Libraries Committee discussed the idea of a museum for the borough but decided not to take the scheme forward due to lack of funding. The idea may have been shelved by the council but officers of the four local history societies in Redbridge met to co-ordinate a petition which was presented to the council by Peter Wright in October 1989, signed by well over 8,100 people asking the council to consider the foundation of a museum for Redbridge. This of course opened on 29 September 2000.

When the Friends of Valentines Mansion held its inaugural meeting in July 2000 Peter Wright was elected as the first Chairman and in spite of a spell of ill health in the autumn of 2002 he continued for his three-year term. Peter remained on the committee and was made an honorary life member in December 2009.

Peter was also Chairman of the Friends of the Hospital Chapel for many years, another interest very dear to his heart right up until illness necessitated him stepping down. He was also closely involved with the Friends of Historic Essex for many years and was a key player in organising the bi-annual Essex History Fair in the 1980s and 90s.

Peter was also Secretary of the Redbridge Branch of the Leukaemia Research Fund for many years. The branch raised more than £2million since it began in 1973 until its closure in 2011. His tireless efforts for charity didn't go un-noticed and he was extremely proud when he was invited to attend the Queen's Garden Party at Buckingham Palace.

Peter had six children and was sadly widowed when the youngest was still small, but even until his eighties he was keen to cook a Christmas meal for his whole family. In his early 80s Peter suffered a couple of small strokes and was eventually confined to a nursing home. Sadly Peter passed away in the early hours of 11th May 2015.

He was a very amiable man, happy to go for a pint after our meetings. The eulogy by his son showed how much he was loved by his family. His funeral service finished with Morecombe & Wise singing “Bring Me Sunshine”.

Peter brought sunshine to everybody that knew him and he will be very sadly missed.

Georgina Green, 17 May 2015

Sadie Gomm (1926-2015)



Sadie was a wonderful lady. A founder member of Ilford Historical Society since 1968, she was our one time Treasurer, Membership Secretary and a Vice-President. We all liked her very much as she 'manned' the desk to keep track of members and visitors as they arrived for meetings and events, and Sadie came along, often by bus, whatever the weather. Her home was also used to host our Committee meetings.

Quiet and self-effacing, an ex-librarian, Sadie worked at Gants Hill library and later at Ilford (now Redbridge) Central Library until her retirement. Sadie's family came from Plaistow and they were 'bombed-out' during the war and they stayed with relatives and when evacuated, Sadie went to Weymouth. Ever helpful and very generous with her time, Sadie made donations to the Society and it was always interesting to hear her 'comments' about our various speakers. She was a member of the National Trust and the Royal Horticultural Society and a keen gardener. When her mother and sister became ill Sadie looked after them.

Just before Peter Wright's funeral, Sadie went to hospital for a serious operation. She was recovering well at home until another complaint, which developed a few weeks later, wasn't diagnosed and treated quickly enough. She passed away on Thursday 11th June. Her funeral was held at the City of London Cemetery on Monday 29th June and included music by Beethoven and Handel.

After the service Sadie's nephew David Gomm handed the Society a very generous cheque sent to him, to pass onto us, from an English family living in America, who Sadie had known for many years. It has been passed on to our treasurer, John.

Jef Page, Chairman, July 2015.

Lorna Roots died in January. She and her late husband, Charles, were long-standing members of the Ilford Historical Society, both loyal and supportive. Lorna nursed Charles through the last years of his life, he being joined to an oxygen cylinder, but he still continued to organise the visits and outings (as Janet does today) although not able to go on them. After Charles passed away, Lorna continued to display the IHS posters regularly on her garage door, and gave help and support to other people, including Doreen Woods, another member of the IHS who is now in a care home.

Doreen Weller, 11 April 2015

Barbara Hills died around 5am on 4 July after a few weeks' illness. She was one of those people who are truly irreplaceable, and will be deeply mourned by legions of friends at the Kenneth More Theatre, St Mary's Church, the Ilford Hospital Chapel and the many other organisations which she fostered and supported through many decades. The sense of personal loss is very great, but I know it is shared by many, very many, others, whose lives have been enriched by this remarkable woman.

Vivyan Ellacott

Although Barbara was not one of our members, she was such a vibrant force for the arts in Ilford I feel we should also include her in this sad obituary list.

***John O'Gaunt* ashes on Ilford railway track.**

On 9th August 1957 the British Railways Britannia Class locomotive 70012, *John O'Gaunt*, heading the 7.30pm train from Liverpool Street to Norwich broke away from its tender and coaches as it passed the Ilford carriage sheds. The coupling pin between the engine and the tender had fractured. The



tender and train of coaches came to a rather rapid stop, as the brakes were automatically applied with the loss of vacuum from the engine. Driver Fred Shingles continued to drive the engine on towards Goodmayes before bringing it to a halt near Seven Kings with the help of the reverser, avoiding any possibility of the tender and coaches catching up with the engine.

The panic-stricken driver and his fireman realised that the loco's boiler would no longer be topped up with water from the tender, resulting in a potentially calamitous boiler explosion, so they jettisoned the fire by opening the ash-pan, allowing it to drop on to the track. This set fire to the wooden track sleepers, so the fire brigade were called.

There were no injuries, and after an hour or so the train was coupled to a replacement engine and continued with its load of business men and holiday makers to Norwich, arriving an hour and 35 minutes late. Investigation showed that the coupling pin had fractured as a result of metal fatigue, put down to the 'switchback nature of the Great Eastern lines



between London and Norwich'. In fact the company was already aware of the problem and had decided to fit safety chains to all the locos of this class. Perhaps the luckiest person in the incident was the fireman, as he could have been straddling the join between engine and tender when the pin broke.

© *Martin Fairhurst, 12 March 2015*

Sources:

<http://www.steamindex.com/locotype/brloco.htm> (search on '70012')

<http://www.davidheyscollection.com/page91.htm>

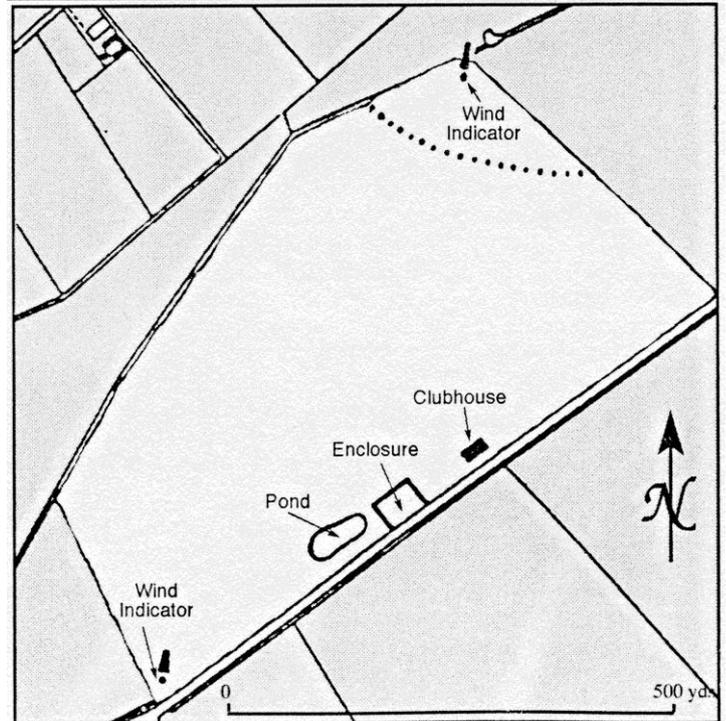
Ilford Recorder, Thursday, August 15th 1957

Ilford Pictorial, Thursday, August 15th 1957

Communications with Jim Mitchell via the IHS website

Chigwell airfield

A mile or so to the east of Forest Farm was a location on Fairlop Plain known as 'Chigwell' airfield.¹ This lay towards the Hog Hill end of Forest Road, immediately north-east of its junction with Hainault Road and was bisected by the Ilford/Dagenham boundary. It covered an area somewhat larger than that now bounded by Elmbridge Road and Roebuck Road (neither of these roads existed when the airfield was there) and was bordered to the north by Seven Kings Water. The airfield had an 800-yard grass runway aligned north-east to south-west. Wind indicators were located in the north-east and south-west corners, and a club house and small enclosure were situated alongside a pond on the Forest Road boundary.



Flight, 14 July 1938

The Romford Flying Club² has recently completed negotiations for use of a 100-acre landing field at Fairlop. This field has been licensed by the Air Ministry, and in future all pupils will receive instruction there.

On Tuesday 26 July 1938, the Mayor of Ilford, John Elborne, was one of several spectators to witness the inauguration of a new service from the airfield to Ramsgate. The service was the inspiration of Whitney Straight³ who flew in from Maylands airfield near Romford piloting a Miles Hawk monoplane followed a few minutes later by another aircraft, which carried the Mayoress of Romford and her daughter. Fifteen minutes later, Squadron Leader Eckersley-Maslin⁴, chief pilot of Southern Airways, arrived in his twin-engine biplane: when the six waiting passengers had embarked, the airliner took off and arrived at Ramsgate 40 minutes later. Whitney Straight said that the airfield would be run by the Romford Flying Club and used until the City of London airport at Fairlop was completed in three years' time. There was no intention of competing with the new airport and the operation would simply transfer there. The return fare for the 40-minute scheduled flight to Ramsgate would be 20/6 (£1.02½) with flights leaving Chigwell every day at 9.15am.

¹ The 'real' Chigwell airfield was RAF Chigwell, the Second World War No 4 Balloon Centre near Roding Lane, between Chigwell and Buckhurst Hill.

² Romford Flying Club was based at Maylands airfield which, by the late 1930s, was no longer considered safe for training because of the build-up of housing around Harold Wood, so the club moved its flying operations to Chigwell airfield.

³ Whitney Willard Straight (1912—1979) was a millionaire and former Grand Prix driver. In the Second World War he had a distinguished career with the RAF.

⁴ Charles Edward Eckersley-Maslin (1901—1997) had an extraordinary career, serving in all three armed services from the First World War to the Korean War and flying more than 100 different types of aircraft.

Flight, 28 July 1938 Ilford Beginnings

On Tuesday the newly formed Southern Airways, a subsidiary of the Straight Corporation, started a regular daily service between Ilford, using the new aerodrome there which is part of the projected London City Airport on Fairlop Plain, and Ramsgate. Two services will be run in each direction daily.

The Straight Corporation has obtained the very useful exclusive rights to operate from the Ilford aerodrome, which is nearer than any other to the centre of London, and additions to the present service are expected to be in operation next year.

Chigwell airfield was officially opened on 24 September 1938 by Maxine Miles, wife of aircraft manufacturer Frederick Miles⁵, and Woman Commissioner of the Civil Air Guard (CAG)⁶. She arrived in one of her husband's M17 Monarch aircraft, and was accompanied by Pauline Gower⁷ in her Spartan three-seater aeroplane. The opening featured an air display and other visitors that day included two famous German female pilots: Elly Beinhorn flying her Messerschmitt Me 108 Taifun; and Melitta Schiller in a Klemm 35 aircraft.

Flight, 29 September 1938 Fairlop Beginnings

Chigwell Aerodrome, near Ilford, which may be considered as part of the Fairlop aerodrome plan for London, was officially opened by Mrs. F. G. Miles. This aerodrome will be used by the Romford Flying Club, whose previous headquarters were at the old Romford aerodrome, and who are concentrating rather seriously on the Civil Air Guard scheme. Mrs. Miles is, of course, one of the C.A.G. Commissioners. The ceremony was followed by the customary flying display.

Chigwell airfield featured in an article about the CAG in *The Aeroplane* magazine, with a photograph of female members rushing to their aircraft⁸. *Picture Post* magazine's edition of 22 October 1938 also included an illustrated article entitled 'Girl Pilots' about the National Women's Air Reserve (NWAR) at Chigwell⁹.

Chigwell airfield appeared to be living on borrowed time, however, for Ilford BC had plans to use its part of the Hainault site for a new school. The minutes of the Council's Education Committee for 16 January 1939 noted:

⁵ Frederick George Miles (1903—1976) was an aircraft designer and manufacturer. In 1943, with architect Guy Morgan, he outlined plans for a major London airport at Cliffe, on the Hoo peninsula in Kent (south bank of the Thames). Intended to serve eight million passengers per year, the cost of the scheme was estimated at £20 million.

⁶ The Civil Air Guard was a scheme promoted in 1938, in which the Government subsidized training fees for members of flying clubs in return for future military call-up commitments. By September 1938, the organization had 23,647 members with the 75 flying clubs in the scheme. With the cessation of civil flying as the Second World War approached, most members enlisted in either the RAF or the Fleet Air Arm; some of the women members went on to join the Air Transport Auxiliary.

⁷ Pauline Mary de Peauly Gower (1910—47) was a pilot and writer. She first flew with Alan Cobham and later established a joy-riding and air taxi service with her engineer and friend, Dorothy Spicer (1908—46). Pauline became CAG Commissioner for the South-East in May 1939.

⁸ The photograph was wrongly captioned 'Chingford (Essex)', but as there was no longer an airfield at Chingford then, it must have been taken at Chigwell.

⁹ The Romford Flying Club originated the idea of the National Women's Air Reserve as a means of getting in new members and as a way of making special provision for them when they joined. The idea was intended to have a purely local appeal, but once it became known, there was such a response from all parts of the country, that the club had to reorganize its scheme on a national basis. In February, 1938 the Reserve had just six members, but by October it had over 300 in training..

222. *School Site: Forest Road, Hainault (167).* – *The Town Clerk reported the circumstances under which a portion of the school site at Forest Road, comprising an area of about 9 acres, had been sub-let by the agricultural tenant, under licence by the Crown Commissioners, to the Romford Flying Club, which sub-tenancy will terminate on the 19th February, 1939, in consequence of the revocation of the licence by the Crown Commissioners on the sale of the land to the Education Authority.*

Also submitted an application received from the Agents acting on behalf of the Crown Tenant for the Council's consent to a continuance of the arrangements, subject to an apportionment of the rents payable in respect of the land, and subject also to the further consent of the Crown Commissioners with respect to the major area of the land comprised in the sub-letting.

Resolved: that it be a recommendation to the Council (a) that consent be given to the sub-letting to the Romford Flying Club of that part of the school site which is at present used by the Club under the existing arrangements, subject to revocation by the Council, by one month's notice in writing expiring at any time, and in other respects on such terms and conditions as shall be approved by the Town Clerk in collaboration with the Chairman of the Education Committee, and (b) that the Town Clerk be authorised to sign the formal Consent on behalf of the Council.

Despite the service to Ramsgate, and its use by the CAG and NWAR, Chigwell's grass airfield was not particularly suitable for extensive use as it featured a pronounced hump, which made seeing from one end of the field to the other difficult. The pilot of a Bristol Type 130 discovered this to his cost when he made an emergency landing there on 4 February 1939. While attempting to take off, the undercarriage collapsed and the aircraft was damaged.



Hansard, 8 March 1939 CIVIL AIR GUARD, CHIGWELL

HC Deb 08 March 1939 vol 344 cc2156-7W

§ Mr. Hutchinson asked the Secretary of State for Air whether he is aware that considerable annoyance has been caused to residents in Ilford by aircraft from Chigwell aerodrome engaged in Civil Air Guard instruction flying over New North Road, Hainault, and by low flying; and whether he will inquire into these complaints, and take steps to mitigate the present nuisance?

§ Captain Balfour

I am not aware of the annoyance referred to by my Hon. Friend, but if he will be good enough to furnish me with particulars I will have inquiries made into the matter.

Flight, 16 March 1939 *Southern Airways*

Early in October last year a new company, Southern Airways, which is a subsidiary of the Straight Corporation, applied for A.T.L.A.¹⁰ licences to operate services between Ipswich and Clacton and between Ilford and Ramsgate. At a private enquiry held by the Authority in January it was found that the company was considering the combination of the two services, and the consequent operation of one between Ipswich and Ilford, with intermediate landings at Clacton and Ramsgate. Another application was received last month for a licence covering this service with, additionally, an optional landing at Southend.

Though the company is a comparatively new one and the routes untried, the experience of the parent and other subsidiary companies was taken into account, and the Authority granted a licence for a year with an on-demand schedule until June 17 and a compulsory daily schedule (with a thrice-daily schedule between Ilford and Ramsgate) between June 17 and September 18.

Southern Airways actually operated a service once daily in each direction between Ipswich and Clacton, as an experiment, between June 1 and September 18 last year. In this period they carried 626 passengers. Later, the company started a service between Fairlop Aerodrome, Ilford, and Ramsgate, and during a period of a little less than two months 108 passengers were carried.

Flight, 13 April 1939

Flying at Chigwell aerodrome constituted a record for the club for an Easter holiday. Throughout the four days the aircraft were working to capacity. Many more members have qualified for their 'A' licences¹¹ in addition to a number of first soloists.

Only four months later, as war clouds again gathered over Europe, plans were made to restrict private flying. On 31 August 1939, the Air Navigation (Emergency Restrictions) Order, was introduced and, one month later, further regulations were issued under the Air Navigation (Restriction in Time of War) Order. These prohibited all civil aircraft flying over the United Kingdom without a special permit issued by the Secretary of State and even then aircraft were restricted to certain airports and corridors. The restrictions put an end to all flying activities of light aeroplane and gliding clubs. In the case of Chigwell airfield, however, their introduction was largely academic as the debt-ridden Romford Flying Club had gone into receivership on 1 September 1939¹². Ilford BC also decided to put a stop to use of the airfield, its Special War Emergency Committee minutes of 26 September recording:

¹⁰ Air Transport Licensing Authority. The report of the Maybury Committee on the development of civil aviation in the United Kingdom included a recommendation that a system of licensing should be introduced for all regular internal passenger services.

¹¹ Pilots' licences were issued under the Air Navigation Order. 'A' licences were for private pilots, and the flying test consisted of performing three figures-of-eight between 1,000 and 2,000 feet without losing height, and then a gliding landing from 600 feet without power on to a ground marker. There was also an oral test with questions about navigation, airfield lighting, air law etc.

¹² Romford Flying Club's fortunes were closely linked to those of Premier Aircraft Constructions Ltd, which had entered receivership on 22 August 1938. Premier had been owned by Raymond Gordon and Mervyn George Chadwick, who were also Managing Director and Director of Romford Flying Club respectively.

4,982. *Hainault School Site, Forest Road (4,775)*. – Also reported that that the purchase of this land had been duly completed in accordance with the Council's previous instructions, and upon the terms of the agricultural tenancy of the Crown Tenant.

We have confirmed the cancellation of the proposed arrangements for use of a portion of this land by the Romford Flying Club, consequent upon the outbreak of war (vide paragraph 222, Education Committee, 16th January, 1939).

Resolved: That the Town Clerk be authorised to take the necessary steps to terminate the tenancy of this land.

© Alan Simpson, January 2015

New Book: *Air Raids on South-West Essex in the Great War* Looking for Zeppelins at Leyton by Alan Simpson

Published by Pen & Sword, price £19.99:

The promotional material says: "In the years since the Great War a wealth of literature has been published on London's first air raids and about the defence network that grew up around the metropolis, but what happened in the capital's eastern suburbs and the nearby Essex countryside has received less coverage. This book attempts to put that right, looking at the area which, in 1914, was part of south-west Essex, but now comprises the London Boroughs of Waltham Forest, Redbridge, Havering, Newham, and Barking & Dagenham ..."

I first came across Alan because he contacted me in 2012 and asked if he could quote from my book *Keepers, Cockneys & Kitchen Maids* (the subject of my talk after the 2016 AGM). As he has included a fair bit of my material, Alan gave me the opportunity to read an early draft of his book in case I wanted him to amend anything. I found it very interesting and was impressed by the amount of research he had included while still producing a readable text.

A flyer with full details is enclosed in this newsletter.

Georgina Green

Bloodshed, Mutilation and Aerial Bombardment

When the Christians went to fight their Holy Crusades against the Infidels in the 11th and 12th centuries sabre attacks and mutilation were the expectation. Warfare not so many years ago was a matter of savage fighting face-to-face with the opponent and it was kill (or mutilate) or be killed. Our outrage against the terrorist atrocities we have found so shocking in recent times show how our civilised society has changed. Some Islamist extremists claim they fight a "Holy War" but their Medieval practices cannot sit alongside our modern warfare in the Middle East. This, and a number of 'anniversaries', have set me thinking. The article which follows is not meant to be a scholarly analysis, it is my personal thoughts but I hope it may give you some food for thought too.

1415, October 25, Battle of Agincourt

Six hundred years ago Henry V's English archers and foot soldiers faced a French army at Agincourt in Northern France. They were heavily outnumbered but fought the French cavalry

bravely and won the day. English casualties were light but an estimated 1500 French knights and 4500 men-at-arms were slaughtered. William Shakespeare writing 184 years later had the king rallying his troops with the words “Once more unto the breach, dear friends, once more; or close the wall up with our English dead. In peace there’s nothing so becomes a man as modest stillness and humility; but when the blast of war blows in our ears, then imitate the action of the tiger: Stiffen the sinews, summon up the blood, disguise fair nature with hard-favour’d rage . . .” His men fought hand-to-hand with aerial bombardment from arrows. They expected a pile of bodies to “close up the wall”.

This was the battle which ended the ‘Hundred Years’ War’ – the first decisive battle was at **Crécy** (26 August 1346) when the English, Welsh and their allies from the Holy Roman Empire also won in spite of being heavily outnumbered. Their archers with longbows were said to have been able to fire 6 arrows every minute so that they blotted out the sun. The French mercenaries with cross-bows refused to face this barrage and were killed by the French knights.

1485, August 22, Battle of Bosworth Field

Richard III was the last monarch to lead his troop in battle. In this case the battle was in Leicestershire against fellow Englishmen who supported Henry Tudor in his claim for the throne. Richard’s defeat opened the way for the House of Tudor to become the ruling dynasty. Again this was hand-to-hand fighting and Shakespeare’s line for Richard that he would give his kingdom for a horse illustrates the recognition that on foot he was likely to be killed. On horseback he could continue to fight, or to flee.

As we all know Richard was slaughtered on the battle field and his body treated with contempt. Shakespeare and his contemporaries did their best to paint him as a monster, encouraging the belief that the Tudors had the right to the throne. To prevent challenges to Henry Tudor’s kingship people were told Richard murdered his nephews in the Tower and this story resonated until recent times.

About 50 years ago I read a novel called *The Daughter of Time* by Josephine Tey (first published in 1951) which tells of a hospitalised detective who sets about solving this crime from long ago. This convinced me Richard III was not an evil king and that his nephews may have outlived him. Although dated now, it is still a very interesting account of how an historian should question perceived facts and seek new sources of information.

But sometimes real events can be more incredible than fiction. The amazing story of how Richard’s remains were discovered in 2012 under a car park in Leicester was the subject of a fascinating television documentary. Their reburial in Leicester Cathedral earlier this year (on 26 March) was carried out in a very moving ceremony with the dignity and respect due to a King of England.

Artillery

At Edinburgh Castle it is possible to see the giant Mons Meg, made from wrought iron near the city of Mons (now in Belgium) in 1449. With a 20 inches (50 cm) wide barrel, she was built to smash down castle walls and is the largest gun ever fired in anger on British soil.



It is thought Shakespeare wrote Richard III in 1592 and Henry V in 1599 by which time the use of handheld guns was possible. The Royal Artillery Museum at Woolwich has an early cast iron gun of c.1540 and cast bronze ordnance from 1545 was recovered from the wreck of the *Mary Rose* but this was when English gun casting was just being developed.

See <http://firepower.org.uk/explore/museum-collections/>

Loading and firing an early musket was an arduous process and the range was about half that of a Tudor longbow. (see an account of how to load and fire a musket at <https://tudorstuff.wordpress.com/2009/09/17/musket/>) Master Gunner William Bourne wrote his authoritative book about artillerymen in 1578 but it was not until 1716 that the Duke of Marlborough persuaded King George I to establish two permanent companies of artillerymen. However, in a less formal way muskets were widely used in the English Civil War.

1815, June 18, Battle of Waterloo

Two hundred years ago, the final action of the Napoleonic Wars at Waterloo was also largely a matter of savage hand-to-hand fighting under canon fire. There were 30,000 French casualties with over 22,000 allies (13,000 British and 7,000 Prussian) dead or wounded. By this time a single canon ball could maim several men leaving them to die on the battlefield, eventually. However the period of warfare covered fifteen years and spread over a large part of Europe from southern Italy to the Baltic and from Portugal to Russia.



The Battle of Waterloo by William Holmes Sullivan

The French defeat at Trafalgar on 21 October 1805 prevented an attack on England but Napoleon turned his attention to England's allies and one of his greatest victories was at Austerlitz on 2 December 1805. Vicious, bloody warfare resulted in 27,000 Russians and Austrians dead, wounded or taken prisoner with fewer than 8,000 French losses.

Napoleon took exception to Russia's trade with England and in the summer of 1812 he invaded Russia with an army of almost half a million men. However he did not expect Russia to retreat, drawing his army into the hinterland. Tens of thousands, many of them very young French and allied soldiers, died of exhaustion, thirst or starvation in the summer heat. Napoleon continued his advance on Moscow which was burnt by the Russians as he arrived. With winter approaching Napoleon's army returned towards France but the freezing conditions and lack of food took a great many more lives. It is estimated that just 20,000 of the 400,000 soldiers survived that campaign.

1865, American Civil War

Come forward fifty years to the end of the American Civil War. During the four years of battle around 618,000 men died, either in action or from disease. The war ended black slavery but the centenary sparked the Civil Rights movement which still echoes in America today. I

remember going to see a young American folk singer, Judy Collins, on her first visit to London around 1965. She was little known, but a friend got tickets for the concert in a small hall to gauge the English reaction before a major tour. Alone with her guitar, I will never forget her wonderful performance of “Amazing Grace” which became an anthem for the fight against slavery in the 18th century and, along with “We shall overcome”, of the black civil rights movement more recently.

1915, April 25, Gallipoli

Come forward another fifty years and we are in the First World War. Winston Churchill’s ill-fated attempt to end the war by invading Turkey led to fighting in Gallipoli which lasted eight months with an estimated 131,000 deaths. Much could be said about the terrible slaughter of the Great War, but this has been well covered in the last year by excellent television programmes and I will not say more here.

1915, Zeppelin Raids

However, it was in the Great War that warfare abroad first involved casualties on English soil. The Germans had developed an airship, known as the Zeppelin after its designer, and the first Zeppelin raids were made on the night of 19 January 1915, on the Norfolk coast. Holcombe Ingleby (previously of Valentines in Ilford) was the local M P and was so incensed at the lack of interest from the authorities that he published details of the event causing annoyance to the Admiralty which was trying to keep it quiet.

But it was the start of a new development and on the night of 31 May / 1 June 1915 London became the target of Zeppelin raids. There were 52 Zeppelin raids on Britain claiming the lives of more than 500 people. East London bore the brunt of this until several Zeppelins were brought down in flames by the brave pilots of the Royal Flying Corps.

Alan Simpson’s book (see page 9) gives a very detailed account of the raids, including some reminiscences which I had published previously. The Zeppelin raids will be covered in more detail in a later newsletter.

1945, August 6, Hiroshima

The name of this city is etched into history as it was where the Americans dropped the first atomic bomb, destroying the city and killing about a third of its 300,000 inhabitants. A similar raid took place on Nagasaki three days later and led to the unconditional surrender of Japan and the end of the Second World War. Thankfully these are the only times nuclear weapons have been used in warfare: we must make sure it never happens again!

I remember going to Duxford and reading about the planes involved in these missions. It was clearly a military move, a rational decision to commit such a shocking act that it would end the war, but I could not help wondering how the pilots felt when they realised what terrible suffering had been caused. How could the civilised American nation carry out such a terrible act of aggression? But then how could the Japanese troops behave in the cruel, inhumane way portrayed in films?

In October 2010 my nephew married a Japanese girl in Tokyo so I visited Japan. After the wedding I had a holiday and used the Shinkansen ‘bullet train’ to visit Kyoto and then Nagasaki. Everyone I met was respectful of a ‘mature’ English lady travelling alone and

could not have been more considerate or helpful. It was hard to believe these were the same people who committed such atrocities 72 years ago.

Staying in Nagasaki was an amazing experience. When the atomic bomb exploded there on 9 August 1945 thousands of people suffered terrible burns and died begging for water. I visited the Peace Park where the Fountain of Peace is dedicated as a prayer for their souls. It sends up a sparkling spray of water in the shape of a pair of wings evoking the dove of peace and the crane which seem to have become an emblem. Garlands of paper cranes made by visitors were here, and all around the entrance area of the Museum.



There was also a very large statue of a man with one leg underneath him, as in prayer, and the other poised for action to assist humanity. While I was by the statue a choir was singing, I think they had probably come by coach from outside the area to pay tribute with their music. All around the park were statues from other countries depicting peace, nations holding hands etc, and it was very moving. The whole area was beautifully clean with men picking up every fallen leaf. The Museum brought home the full horror with personal stories which made me weep. I will never forget what I learned, but I was glad to go out into the sunshine. I spent the afternoon on Glover Hill which has a breath-taking view of the hills, the harbour and the opening out to the sea with numerous small islands. Nagasaki has been rebuilt into a modern town but I could imagine it 120 years ago as it would have been if Madame Butterfly had actually lived in the house on Glover Hill which features in Puccini's opera. If she had not died so tragically at a young age, she would have probably been there when the American bomber dropped its cargo with a blinding flash and earth rending roar. 73,884 people died with 74,909 injured and 120,820 people left homeless.

2015

I have picked out a few battles in the last 100 years, but so many people died in the two World Wars! Warfare today is very different. Every death is a personal tragedy but thankfully the numbers mean that each body can be given a suitable burial. Those maimed no longer die a lingering death on the battlefield. Once saved, they do not have to hide away as if ashamed but we salute and help our heroes. Bombing today is far more accurate and any nation which kills indiscriminately is subject to United Nations investigation. The use of unmanned drones enables our forces to be far more accurate in hitting their target. We must hope and pray troubles the Middle East will not take us back to the past.

Postscript – Friends in France

War can bring out the worst in people, but also the best. Writing this article was interrupted when I stayed with friends in Brittany. I discovered that the father of my host had been one of the many brave Frenchmen of the Resistance in 1943, before the Normandy landings. His cell was controlled by a French Canadian officer, Lucien Dumais, who had been captured by the Germans after landing at Dieppe in 1942 but managed to escape. Because of his experience and his command of the French language, he was sent back to organise an escape route across France to the north coast (instead of via Gibraltar) with various small cells, each unknown to the others for security. My friend's father, Lucien David, in the final part of the escape chain knew him as "Léon".

Their cell (code name Shelburn) was responsible for hiding the escapees until they could be taken to the beach. Here they had to climb down a steep cliff where the route was marked by an 18-year-old girl who laid a trail of white handkerchiefs to indicate where they had detected mines buried by the Germans. She then signalled to a boat waiting out in the bay from a cave so that she could not be seen from the land. They were doing this very close to a German post on the next headland, so silence was essential. Apparently they could see the glow of the Germans cigarettes. They did not expect anyone to escape right under their noses!

The beach (west of St Malo and north of St Brieuc) had originally been given the code name "Waterloo" but this was changed to "la Plage Bonaparte". Between January and August 1944 eight evacuations enabled 135 airman and 7 agents to be returned to England. A small group of men were actively involved, but a great many more protected the Shelburn cell and the escapees. Thankfully these French nationals lived to tell the tale, but many others along the way were caught and faced death or were taken to concentrations camps in Germany. It is good that their bravery is now acknowledged with memorials in France.

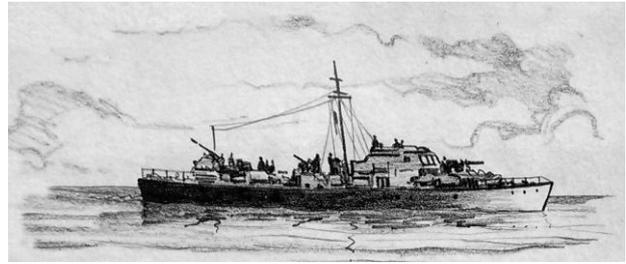
© *Georgina Green, 10 July 2015*

Sources for local history : Researching Ilford's Oldest Pubs

In writing about our listed buildings I have come to realise how many of our local pubs have either disappeared or aren't actually pubs any longer. Nationally it is estimated that 30 pubs close each week with 13,000 lost in the last 20 years. This is blamed on the smoking ban, drink / drive laws, the recession and the availability of cheap supermarket booze.

The 'local' was the heart of the community, part of the way of life until quite recently as witnessed by the "Rovers Return" in Coronation Street and the "Queen Vic" in Albert Square. In 1970s 90% of beer was consumed in pubs compared with 50% today. Many publicans attempt to attract new customers with live music, quiz nights and by selling a wider range of real ales. Offering food is the most common way of keeping a pub open these days.

In order to discover which pubs were in existence 200 years ago, I intended to visit the Essex Record Office to see the '**Annual Register of Recognizances 1769-1828**'. This is a record of



the person licensed and the person who stands surety and it also gives the sign of the location e.g. at the sign of 'The Angel'. It is arranged by parish but as Ilford was part of Barking parish it is not easy to be certain if the details for 'The Crooked Billet' refer to the ale house at Barking or Marks Gate (two sets of names are shown).

Before I could do this I visited the Local Studies & Archives at Valence House to see the **Rate Books** they hold. (See IHS newsletter No.110 December 2012 pages 5-6) From Rate Books I had discovered previously that The Horns opened late in 1760, when John Ellis paid the rates. The pub survived for 250 years, but is now a branch of the Co-op. Although pubs were named in earlier years the books covering 1806-17, which I had requested from the store, did not actually give pub names.

However I discovered Valence Archives has a photocopy of the 'Annual Register of Recognizances 1769-1828' from the Essex Record Office so I was able to extract the relevant information. In 1776 the following 'signs' were listed:

Angel, Cauliflower, Coach & Horses, Crooked Billet, Greyhound, Maypole, Red House, Red Lion, Rose & Crown, White Hart, White Horse.

By 1791 The Horns was added.

The list given in 1805 identifies the location of the 'sign' so it is easy to give the names of the licensee. The 'Coach and Horses' is shown as Great Ilford in 1805 but is often excluded from later lists as being in Little Ilford or Manor Park. (It was near the west bank of The Roding.)

The **Barking Tithe Award** also gives details of the pubs in existence in 1847. (I have not been able to see the section of the map which shows Green Lane so have not been able to identify the plot for The White Hart.) The Red House is a mystery though. The present site is shown as plot 2354 'Home Field' 3¾ acres of arable land. The nearest building, plot 2358, is just listed as a house with garden. Both plots were owned by Richard Robinson but occupied by Benjamin Herbert who was farming a larger area in this vicinity. However, the 1848 White's Directory does list 'Red House, Benj. Herbert' under 'Inns & Taverns'. The OS Map of 1898 gives the site of 'Old Red House PH' more or less where the pub is today.

The Victorian equivalent of the Recognizances would help with later pub details. **Directories** also allow us to find the name of the licensee well into the 20th century, though it would be a tedious exercise to go through all the names. There is no guarantee that all the publicans would be listed anyway. The Crooked Billet at Marks Gate is omitted between 1865-1912 but this does not mean the pub had closed - it was not included under Ilford.

The census would also help to add more information about the licensee once the name was picked up from a directory.

Of course a researcher should always check for earlier research and Peter Foley's article in the IHS newsletter No.100 November 2009 gives additional background information and is well worth reading. It includes several pubs which were not listed in the sources used in my tables.

Many pubs sprang up after the Great War as Ilford expanded, but a number of them are now just a memory. Those in Ilford town centre have survived longer than those in housing estates built between the wars. Like many pubs the Lord Napier at Goodmayes opened around 1872 as a beer house, become a thriving pub after the Great War but closed in 2013 and has now been replaced by flats and shops. Our chairman has provided a long list of these later pubs which could be explored in another article in the future.

The Bell Inn, rebuilt 1898, was boarded up by 25 October 2013 but reborn late in 2014 as Al-Qasr, a Halal restaurant, "offering excellent Asian dishes with atmosphere of elegance, exquisite Pakistani and Indian cuisine with sense of style." A true sign of the times!

Public Houses in Ilford Parish 1776 - 1848

Pubs	Annual Register of Recognizances 1769-1828					Pigot's Directory 1826-7	TITHE MAP PLOT No	White's Directory 1848
	1776	1791	1805	1815	1826			
Angel Inn & Posting House,	James Smith	Edward Barton	John Abbot	Samuel Ashmole	Sarah Ashmole	Sarah Ashmole	1463	Henry Jubilee Ashmole
Bee Hive							2318	George Davey
Cauliflower	William Adams	Peter Reynolds	Peter Reynolds	Peter Reynolds	Peter Reynolds	Peter Reynolds	1632	Peter Reynolds
Coach and Horses (Little Ilford) (Great Ilford)	Mary James	John Frederick Cleaze	James Fulham	George Mills		W G Pilkington	(Not Ilford Parish)	----
Crooked Billet (Marks Gate)	also at Barking	Charles Marshall	Ann Marshall	?	?		1144	
Greyhound (Chadwell Heath)	Thomas Aylett	Thomas Aylott	Sarah Aylet	Thomas Webb	Thomas Webb		1002	Thomas Webb
Horns, Horns Road		Isaac Auston	Christopher Gardiner	Christopher Gardener	James Uffindell		1833	Harriet Uffindell
Maypole (Barkingside) (Great Ilford)	Michael Biggs	John Martin	William Williamson	Henry Daver (Dewer)	Rochard Payzee		2090	Lionel Ingram
Red House	James Warham	Richard Lloyd	Richard Floyd	William Bailey	William Bailey		(2354)	Benjamin Herbert
Red Lion Inn and Posting House	James Field OR John Smith	Esther Field OR Joseph Wood	John Hone	Ann Hone	Ann Hone	Ann Hone	1437	Ann Hone
Rose and Crown, No 16 Ilford Hill	John Stafford	William Allen	William Allen	John Wilson	John Wilson	John Wilson	1382	John Wilson
White Hart (Green Lane 1866)	Mary Upwood OR William Moore	Stephen Spurgeon	James Clark	William Pemberton	William Archer		Unable to identify	John Green
White Horse High Street	Sarah Kindland (Barking?)	Sarah Kindland	John Wilson	James Benton	James Benton	James Benton	1458	Thomas Castle

For more information see <http://pubshistory.com/EssexPubs/Ilford/index.shtml> and individual pub websites.

IHS Newsletter April 2007 pages 15-18 features The Rose and Crown and also mentions that the Coach and Horses “in Ilford” was painted in 1832.

Public Houses in the Ilford area 1848 - 1912

	White's Directory 1848	White's Directory 1863	Kelly's Directory 1874	Kelly's Directory 1886	Kelly's Directory 1894	Kelly's Directory 1912	TODAY
Angel P.H.	Henry Jubilee Ashmole	Henry Jubilee Ashmole	Frank Ashmole	Charles Hopson	Charles Peter Reynolds	James Hooper	O'Neill's
Bee Hive	George Davey	John Taylor				John Mildon	Harvester
Cauliflower	Peter Reynolds	Peter Reynolds	Charles Henry Reynolds	Charles Reynolds	Charles Henry Reynolds	Alfred Johnson	Pub
Chequers (Barkingside)		William Deveson					Pub
Coach and Horses (Little Ilford)		John Ransome	Geo Cresswell Morgan				Demolished (by A406 flyover)
Crooked Billet (Marks Gate)		Foster Threadgold					Demolished Housing
General Havelock			William Kirk	William Scott	Henry John Stone	Herbert Ernest Millington	Pub
Greyhound (Chadwell Heath)	Thomas Webb	James Webb					Harvester
Horns, Horns Road	Harriet Uffindell	Thomas Whapham				Thomas William Charles Waters	Co-op
Maypole (Barkingside)	Lionel Ingram	George Church					Demolished, now a Health Centre. *
Red House	Benjamin Herbert	Sarah Blythe					Beefeater
Red Lion Inn and Posting House	Ann Hone	Joseph Mabe	Edwin Newman	William Turnbull	James Rothenburg	William James Colwell	Closed 2005
Rose and Crown, No 16 Ilford Hill	John Wilson	Robert Pearce	George Alfred Fish	Joseph Winter	Henry Perry	James Henry Perry	Closed 2005
White Hart (Green Lane 1866)	John Green	Charles Kittle				Albert Stone	Pub
White Horse Ilford Broadway -	Thomas Castle	Henry Childs	James Willey	James Willey	Charles Graham	(Mrs.) Ellen Susannah Golding	Barclays Bank

* The Maypole was 50 yards or so further north of The New Fairlop Oak (Wetherspoon)
It was where Tomswood Hill and Fencepiece Road meet.

Listed Buildings in Ilford: our pubs

The Dr. Johnson (see IHS newsletter No. 117 April 2015 page 15) was the only pub in Ilford which is listed by English Heritage until The Cauliflower Hotel was added as Grade II in June 2014. Other pubs in Woodford and Wanstead are also Grade II listed.

Locally Listed pubs in Ilford :

The Angel, Ilford High Road (c.1900)

The Papermakers' Arms (early 20th century)

The Red Lion, Ilford High Road (late 18th/early 19th century)

(see IHS newsletter No. 116 December 2014 page 7)

The Rose and Crown, 16 Ilford Hill

The Cauliflower

The Cauliflower, near Seven Kings station, was locally listed but English Heritage gave it a Grade II listing on 3 June 2014 after a campaign to save it by local residents.

In 1894 the licensee Charles Henry Reynolds* was shown as 'Ley Street & Rookery Farms and Cauliflower P.H., High Road.' I don't think the new owner offers vegetables grown around the corner, but they serve a wide range of beers, wines and spirits. The pub also has Sky TV for all major sporting events and it often holds live music nights.

*I wonder if he was related to Charles Peter Reynolds at The Angel P.H. High Street?

The Cauliflower, 553 High Road, Ilford, Essex, IG1 1TZ



The former Cauliflower Hotel of 1900 is listed at Grade II for the following principal reasons: * Architectural interest: a good example of the opulent late-C19 gin palace style with an imposing street presence; * Interior: the ground floor, although now open plan, retains extensive decorative detail and fittings. It is of particular note for the servery which, complete with bar counter, stillion and integral glazed-in publican's office, is a lavish and remarkably intact survival, authentic examples of which are now relatively rare . . .

For full details see <http://list.english-heritage.org.uk/resultsingle.aspx?uid=1419060>

© Georgina Green, 28 July 2015

STOP PRESS! I was horrified to see the item on page 12 of the *Ilford Recorder* 30 July 2015 about the scrapping of the conservation advisory board. In fact I understand that this panel (known as CAP) was 'temporarily' disbanded a few weeks ago but will not now be reinstated. Redbridge has also lost our Buildings Conservation Officer and our Tree Preservation Officer.

As mentioned on page 15 of our last newsletter, I had considerable difficulty in obtaining information from the council about the state of the Dr Johnson pub at Barkingside which is listed Grade II but has been boarded up for over 5 years and is now on the English Heritage 'at Risk' register.

I recently drove passed the 'convenience store' at 831 High Road, Goodmayes which is listed Grade II and was featured in our Newsletter no.107 Dec 2011 page 6. It has changed in external appearance since then and I have been reliably informed that the Victorian tiles which were part of the reason for the listing have been damaged, or in some cases destroyed.

How much more of our built heritage is at risk? I hope somebody in the Planning Department is aware of English Heritage guidelines! **Georgina Green, 4 August 2015**

New Book: *The Angel and the Cad* by Geraldine Roberts

Having done some research into this story myself 15 years ago I have got to know Geraldine and her husband Greg quite well and was delighted when they gave a talk about Catherine Tylney Long (the Angel) and William Wellesley Pole (the Cad) of Wanstead House to the



Society on 10 May 2010. I was well aware what a wonderful tale Geraldine had to tell. I am just amazed at the extent of her research which makes so much more detail available for her to use. This reads like a novel but although Geraldine has added a great deal more than anyone could have imagined, there is no doubt it is entirely true and every twist and turn is testimony to the depth of her research.



The story is sad, but the scholarship in showing that Catherine was not the silly victim of a charismatic man, but a clever woman who changed legal history, deserves great credit. Local people have long wanted the story published and Geraldine has done us proud! It has had very good reviews, was selected as the 'Book of the Week' by *The Times* (13 June) and was given a centre page feature in the *Daily Mirror* on Saturday 27th June. The book was high in the Best Sellers list soon after publication. It is a hardback book, priced £20.

Georgina Green, June 2015

New Book: *Redbridge and the First World War* by Gerard Green, Redbridge Museum 123 pages, 2015. Numerous illustrations, colour & b&w photographs, £4.95.

This is a very good overview of Redbridge's contribution to the war effort. Put together by Gerard Green, the borough's Museum Officer, it draws on the holdings of both the Museum and the Information & Heritage Service of personal effects: diaries, letters, medals, even Lieut Herbert Beck's RFC wooden grave cross, as well as local newspapers, i.e. *Ilford's Recorder* and *Guardian*. The book is an excellent montage of the men and women who fought for the country on foreign fields and those who 'kept the 'home fires burning' mainly on the local fields, farms and for local companies, i.e. Ilford Aeroplane Works, Henry Hughes & Son of Hainault which made compasses and navigational aids, and even Ilford Council's Munitions Factory made shells and cartridges.

Belgian postal refugees were housed at Valentines Mansion (already written about by Pat Heron) and Gerard points out the possible connection between local artist and Ilford postman Samuel Hancock, who may have suggested that the Belgians be cared for here.

Over 10,000 Ilford men joined up and over 1,000 never returned - a high 10% casualty rate. Brothers Dennis and Reginald O'Donoghue of Seven Kings died abroad whilst the fight still went on at home. In 1918 Ethel Allen, a married Highlands School teacher, complained about her low salary (men were paid more than women for doing the same work) to which an 'Ilford Ratepayer' objected against in a vitriolic style, whilst 'Absolutely Disgusted' of Cranbrook Park ranted about the frivolity of holding dances.

Because of the 100th anniversary of the war more new research is currently being done and considering the high quality of production, the book is excellently priced and good value.

Jef Page, July 2015

A Brief History of Ilford Police Stations

The Metropolitan Police was established in 1829 and covered the innermost parishes of London. Ilford still had the system of Parish Constables and night time watchmen. There was a cage/lockup behind the Angel Public House but in 1791 it was decided that the cage was too small and it was pulled down. A much bigger lock-up was built on the triangular piece of waste land at the junction of Roden Street. The only other policing in the area was by the Bow Street Horse patrols which had been established in 1805. This had been the set up by the Magistrate at Bow Street Court after the success of the Bow Street Runners, a foot patrolling force. The horse patrols covered the main roads out of London. There were two small cottages situated in the High Road, on the north side, just past the junction of Green Lane where they lived and stabled their horses.

In 1840 the boundary of the new professional police moved out into Ilford. It became part of the 'K' or Stepney Division under the command of Superintendent Edward Young. At first there were no police stations, just a few old watch houses. All over London police rented properties and converted some rooms into cells and sometimes the upper floors were occupied by the unmarried police officers. In some areas police were forced to detain prisoners in their own rented accommodation.

The first policemen posted to Ilford occupied property in and around Ilford Hill. Research shows that Mr William Rose owned property and land along parts of the north side of Ilford Hill from Mill Road up to the Red Lion. Two areas of land had buildings on them. One was at the junction of Mill Road and another was further up Ilford Hill almost opposite the Ilford Hospital Chapel. Police records show that in 1844 police rented one of Mr Rose's houses on a yearly tenancy and then from 1847 the property was leased for a period of 14 years. The building was described as a small brick and tile house with a yard and stable for three horses. The ground floor of the property contained a Charge Room, Inspectors Room and a Mess Room. The 1851 census records show that there were policemen and their families living in almost all of the Roding Cottages situated on the west side of Mill Road, just before the railway bridge which carried the Eastern Counties Railway that had opened in June 1839. The census also shows Inspector Proctor, the officer in charge of Ilford, and a number of Constables living in one of Mr Rose's house on the north side of Ilford Hill just prior to the Red Lion Public House. Therefore there is no definite location of the first Ilford Police Station, as it could be either of the properties of Mr Rose.

In 1844 William Richardson was the Inspector in charge of the police station, although the area was called Great Ilford. He was also responsible for the policing of Barking, Dagenham, Loughton, Woodford, Wanstead, Chadwell Heath, Barkingside, Chigwell and East Ham. Richardson was an experienced man who had been recruited into the Thames River Police in 1814 some fifteen years before the start of the Metropolitan Police. Ilford Police Station was then on 'K' or Stepney Division.

The first purpose built police station was erected on the other side of Ilford Hill. The Home Office had given authority in 1860 to lease a site for a new police station with a ground rent of £13.13s.0d. paid annually to the owner, the Marquis of Salisbury. Later that same year the police station was erected at a cost of £1,744 and the building was insured for £1,350. The small brick-built building was known as Great Ilford Police Station. It extended east from the Ilford Conservative Club for about 78 feet. (On the old Ilford Tithe Map it is shown as plot no.1393).

On the first floor of the new building there was accommodation for one married Inspector and four Constables. In 1864 records show that Ilford Police Station had one Inspector, four Sergeants and nine Constables working from that building. By 1888 the number of officers at the station had risen to one Inspector, seven Sub-Inspectors, ten Sergeants and seventy-three Constables.

One of the many events, which took place annually on 'K' Division, was the Ilford Police Station's Fete and Athletics Day. This was an event for all the family. The thirteenth annual fete of the Ilford Police took place in 1897 on the local sports ground in the presence of a large number of spectators. The profit from the Athletics Day was divided between the Metropolitan Police Orphanage, the Ilford Philanthropic Society, and the Ilford Infectious Hospital Convalescent Fund. The Band of 'K' Division Police, by kind permission of Supt. Cresswell Wells, played during the afternoon, and in the evening the Band of the Ilford Volunteers rendered selections. Dancing took place, and the proceedings ended with a grand display of fireworks by Mr S.W.Hayden. There was also a cricket match between the residents (148 runs) and Police (82 runs).

In 1900 the freehold of the police station was purchased from the Marquis of Salisbury for £500. Additional land adjoining the site, an extra 90 feet, was bought in 1902. Tenders to build the new police station were announced and twelve builders submitted their estimates. In 1905 the Home Office agreed that Mr F.G.Minter should build the new station at a cost of £8,633, but they did reduce the estimate by £25 given that he would gain from his recovery of old material from the demolition of the old station. New married quarters and a section house were also included in the building. The station opened the doors for business in December 1906. Considerable additional reconstruction work took place within the station in 1939 at a cost of £23,000.



Ilford Police Station 1906 - 1995

By the early 1900s Ilford Police were patrolling an area which extended down through Manor Park and Little Ilford to the Manor Park Broadway.

In 1914 the Metropolitan Police Special Constabulary were formed to assist the regular police in its daily task of policing the divisions. Limehouse Police Station was the Headquarters station for 'K' division, and the remainder of the division consisted of Poplar, the Isle of Dogs, East Ham, West Ham, Forest Gate, Plaistow, Canning Town, North Woolwich, Ilford, Barking and Chadwell Heath. Special constables were appointed and posted to Ilford Police Station from the headquarters station where the newly appointed Commander Captain J.R. McLean and Mr. H. W. Castle Assistant Commander were based. Much of Ilford's responsibility during this time of war was to guard vulnerable points on the Division, however 'K' Division would often supply aid to neighbouring divisions. For example 'J' Division was particularly large and quite remote in places as it stretched out to Waltham Abbey. It also had a number of reservoirs, pumping stations, and railway bridges which were considered vulnerable and often Special Constables from Ilford walked to Hog Hill in Chigwell, which was one of the most elevated spots in Essex, to guard the two reservoirs. The Special Constables from Ilford performed this duty from 2am - 6am without complaint. Unless they were cyclists they would have had a long walk there and back.

In 1939, the Government established a Police War Reserve in order to supplement the reduction in number of the regular police officers and Special Constabulary being called-up for active service in the Armed Forces. One such person was William Dunn, a carpenter living with his wife and daughter in Ilford, Essex, and who, at the age of 31 years, joined the M.P. War Reserve on 28th October 1940. He became Police Constable 729 'K'/ 24093 Dunn, and after initial training at Peel House in London, he was posted to Ilford Police Station for street duties. Each War Reserve officer was given an individual and separate warrant number from the regular police officers.

In March 1944 the Government, after a review of available manpower, decided that Special Constables and War Reserves under the age of 35 years on 1st January 1944 were liable for call-up for service with the Armed Forces or transference to Industry. William Dunn had by this time found himself in that category and resigned from the Police on 31st May 1944 and joined the Royal Artillery as a Gunner.

Ilford remained a station on 'K' Division until the 1965 Local Government re-organisation, which saw a significant change in boundaries and which had last been set in 1933. In the same year both Ilford and Chadwell Heath Police Stations transferred for the first time to 'J' Division. Chadwell Heath was no longer the furthest Metropolitan Police Station in the east, because Romford was transferred into the MPD from the Essex Constabulary.

By the late 1980s a review of police station stock showed that the old Ilford Police Station was no longer suitable for modern police purposes, so arrangements were made for a new station to be planned at the other end of the High Road, leading towards Seven Kings, and just before the junction of Green Lane. A parcel of land was purchased just before the junction of Green Lane, and arrangements were made to build a new larger police station.

The new £5 million Ilford Police Station opened in June 1995 at the opposite end of the main Ilford shopping area at 270 – 294, High Road. A lounge within the building has been dedicated to Police Constable Phillip Walters who was shot and fatally wounded whilst on duty in April 1995 answering a call to an address at Mayfair Avenue, Ilford. A monument has also been erected at the scene of the shooting. The older police station was closed and the

front entrance wall bricked up. The building was still being used for police purposes until a few years ago when it was put up for sale, at present (May 2015) nothing seems to have taken place and the building still stands empty.



Ilford Police Station 1995 – Present day

Currently policing in Ilford is managed within the boundary of the London Borough of Redbridge and within the Metropolitan Service is known as ‘J’ Division.

© *David Swinden, 5 May 2015*

Note:

The only known photograph of the 1860 Ilford Police Station is held by Redbridge Information & Heritage Service. The photograph is published in *The Archive Photograph Series, Ilford the Second Selection* by Ian Dowling and Nick Harris (1995) p.90.

David Swinden kindly wrote this article for us as a follow on from his talk to the Society in February 2014. He is a retired Police Superintendent who served as a police officer at Ilford Police Station in 1958 and again from 1977 – 1979. He is the co-author of three books documenting the history of Metropolitan Police Stations and the officers within them. Some of the material for this article was taken from his first book *Behind the Blue Lamp, Policing North and East London*.

Membership of the society costs £12 per year which includes 3 newsletters

IHS REGULAR PROGRAMME

Our regular monthly meetings are held at Ilford Hospital Chapel, The Broadway, Ilford Hill, Ilford, IG1 2AT from 7.30 - 9.30 pm. Visitors welcome, £2 per meeting, with free refreshments. Limited parking is available at the rear of the chapel and many buses stop nearby at Ilford Station. (Wheelchair access via the rear entrance)

PROGRAMME 2015-16

14 September 2015 *Sister Edith Appleton OBE: World War I Front Line Nurse & Diarist* by Lisa & Dick Robinson.

12 October 2015 *Agincourt, Friday 25th October 1415. Henry V's famous victory: "Once more into the breach dear friends.."* by Jef Page, Chairman, Ilford HS

9 November 2015 *Governing Ilford's new town: What has Ilford council ever done for you?* by Roger Backhouse.

14 December 2015 *Christmas social evening:* mince pies, wine, an easy Quiz & two short talks: *Ferris Wheels* by Pam Ferris; *English Christmas Traditions* by Jef Page.

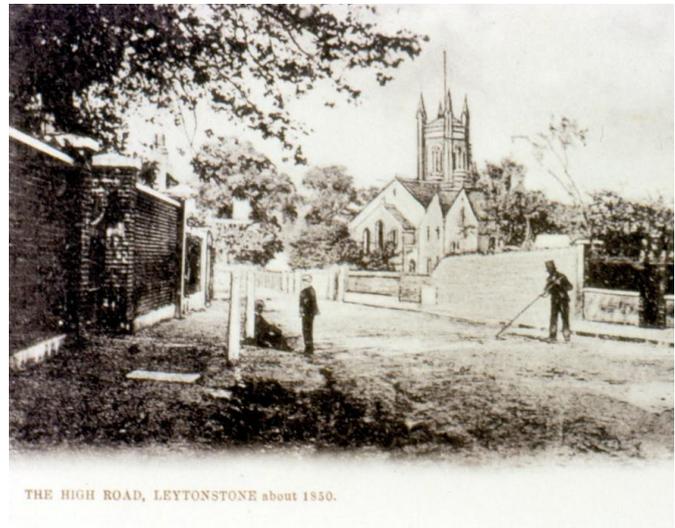
11 January 2016 *A Year in the Life of William Ashmole: Ilford in the 1860s* by Bill George, President of Barking Historical Society.

8 February 2016 *Picture this: A Tour of Leytonstone in Old Postcards* by Alan Simpson.

14 March 2016 International Women's Day: *'A Place of Origin': Ilford & the Poetry of Denise Levertov* by Steve Palmer.

11 April 2016 7pm AGM followed by *Keepers, Cockneys & Kitchen Maids* by Georgina Green, Vice President, IHS.

9 May 2016 Local History Month: *Valentines Mansion & Estate: Dilapidation, Trepidation & Restoration* by Nigel Burch.



Additional talks and walks are held during summer months but are not included in the membership and may be charged.

July (tbc) The First Day of the Somme: 1st July 1916 by Jef Page, Chairman, Ilford HS

The next newsletter will be available at our December meeting, or from the editor (details on page 1) after 14th December.

Tuesday 13 October 2015 at 2.30pm at Ilford Central Library
Sir Charles Raymond of Valentines and the East India Company by Georgina Green.
Price £1.50. Bookings can be made at the Central Library or by phone: 020 8708 2417