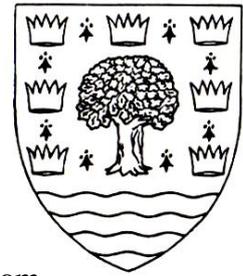


# Ilford Historical Society

## Newsletter No.138 April 2022



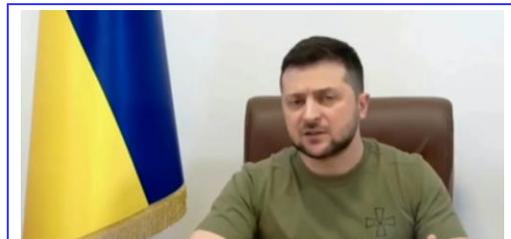
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Our website can be found at: <http://ilfordhistoricalsociety.weebly.com/>

### 2022 - God bless the Queen & God save Ukraine!

It had been our intention to pay tribute to Her Majesty on the front page but on 24<sup>th</sup> February Russia invaded Ukraine. This newsletter is not about current affairs or international events, but we cannot ignore this atrocity. The Committee wish to express their solidarity with the people of Ukraine. No doubt many members will donate whatever they can to help, however they are able.

As at 21<sup>st</sup> March the city of Mariupol is under siege with an estimated 300,000 people without water, food, power or medicine. Russia has bombed the theatre, arts centre and a maternity hospital and humanitarian 'green corridors' for safe passage out the city have also been attacked. Kyiv and other cities are also suffering from Russian attack. 10,000,000 people have left their homes and 3,500,000 of them are now refugees in neighbouring countries. Meanwhile Russian has banned anything but the state media from broadcasting, preventing the truth being known that they are the aggressors.



Ukrainian President Volodymyr Zelensky gives his nightly address to his nation from his desk in Kyiv

However, there is undeniable support for Ukraine from across Europe and its allies. Buildings are lit up with yellow and blue and sporting crowds make their support clear with yellow & blue flags replacing club colours. Donations of money, clothes, medical supplies and other essential items are pouring in, with convoys travelling across Europe to the Ukrainian border.

**Urgent 48-hour appeal for Ukrainian refugees**

Donations can be dropped off at  
Woodford Baptist Church,  
32 George Lane, South Woodford, E18 1LW  
11am - 7pm  
Wednesday 2nd March & Thursday 3rd March

We do not know how events will have unfolded by the time you read this but there is no doubt that this unprovoked attack by Putin and the very brave resistance of the Ukrainian people will affect all our lives in the months and years to come. Oil prices are soaring which affects not only the price of petrol at local garages but so many goods which we need.

Meanwhile Covid restrictions have all been lifted in England, but infection rates are higher than ever. The current strain is relatively mild and it is hoped we are learning to live with the virus.

<b>Newsletter No.138 ~ CONTENTS</b>	Forest Farm: a little-known Barkingside aerodrome
John Sharrock 1935 - 2021	The Coming of the Railway to Ilford in the 1830s
Road to the Future: Building the Woodford Avenue c.1922	The Pedley Family
Congratulations and thank you, Your Majesty	Our Programme, Summer 2022

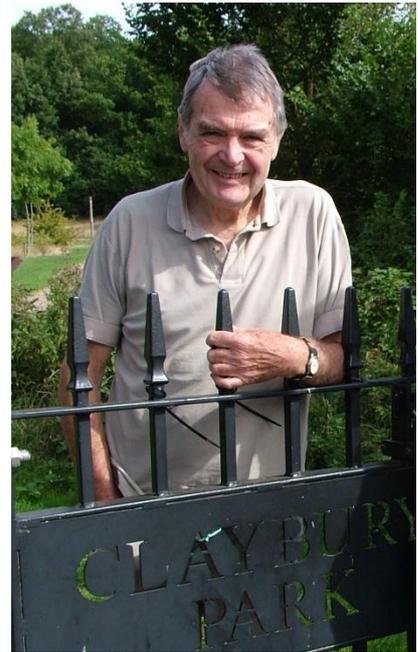
## **John Sharrock 1935-2021**

I went to John's funeral at the Forest Park Crematorium on Tuesday 11 January, a cold damp day, but even so there were over fifty people gathered to say their goodbyes - a turnout that represented John's interests and his sense of community. He was a founder member of Barkingside 21 and active in Barclay Pensioners as well as being a regular swimmer at Fulwell Cross. It is however as a member of this society that I knew him. He had spent his working life at Barclays Bank, rising to be the manager of the Goodmayes branch which is how he was 'headhunted' to become the society's treasurer, a post he held for many years until 2016.

Not only did he efficiently administer our accounts, he was always on the lookout for ways that we could increase our finances and in 2014, he obtained a grant from Glyn Hopkins to support the publication of our newsletter. He also used his networking skills to raise our profile and, as a result, Vision asked us to put on two summer talks on shopping and entertainment in Ilford. For many years, John and his wife, Sheila, hosted our committee meetings at their home in Barkingside where we were always made most welcome. Apart from his organisational skills, John was a keen and enthusiastic member of the society and he continued to attend until a combination of ill health and lockdown stopped him. Above all, I shall remember him for his friendship, his loyalty and his great sense of humour (sometimes deliciously irreverent!).

At our January meeting, we held a minute's silence in John's memory. Our thoughts are with Sheila, his children and the rest of his family.

*Janet Seward*



## **Road to the Future: Building the Woodford Avenue c.1922**

### **Request to transfer from the Essex Record Office to Redbridge**

#### **2 Paintings, a Letter and an Illustration**

Restitution of property to their original owners, even that legally obtained, has grown into a delicate issue over the years. Often items stolen by the Nazis in Europe or even during the Iraq War turn up illegally in auction houses around the world. The National Gallery has paintings that were looted, removed and sold off by the revolutionary French government after 1789 and the Gallery's policy is that any painting that can be attributed to a particular French church will be restored to it. Where items are acquired 'legally' like the Elgin Marbles political and diplomatic problems arise though even here policy and public opinion is changing.

Locally many items are in the Essex Record Office (ERO) because there was no comparable archive, library or museum for them in Ilford so they were transferred or donated there for safe keeping, storage, research or display. But the details of why that happened were not recorded and so lost. Who donated them, when, were any special provisions made i.e. that they could never leave the public institution where they would be held and viewed- is often unknown or lost in the mist of time. Provenance is always difficult to follow.

Many people in Ilford know that I'm very interested in paintings by international, national and local artists and I have written about a number of them. I have also restored a scrapbook to Redbridge that was held in an Essex library. A while back Alan Simpson, one of Ilford Historical Society's members, told me of two landscape paintings in the ERO which I didn't know about and that both were wrongly identified. This article is about two issues: research and learning about little known paintings and bringing them to everyone's interest through our member's Newsletter and secondly an appeal to convince the ERO to transfer them to Redbridge where they are more relevant and could be displayed in our Museum.

### **Two ERO paintings I/MP 194 1/4/5**

The best watercolour picture of the two c.1922 (originally wrongly identified as the Eastern Avenue) shows the view from the newly created, high-ground raised causeway running downhill revealing the building of what became the Woodford Avenue (A1400). The view is from what is now the corner of Herent Drive which at that time was a track leading down from Clayhall Farm, the highest point in Ilford. In bright sunshine no work is going on but you can see a single track narrow gauge railway (a simplified scene). On the left can be seen a temporary workman's shed and a single tree which stood near the corner of Woodford Bridge Road and the small terrace of



Hatton Cottages, just out of view on the left. Away in the distance as the land sweeps down to the left is a meadow (St Swithins farm- land) now part of Beal School playing fields. To the right also in the distance is a hedge line where now Clayhall Avenue (built c.1935) makes a junction with Woodford Avenue and on the skyline is Claybury Hospital tower. The sunlit landscape was changing before their and our eyes forever. The painting is clearly signed L S M Prince in the bottom right corner.

In terms of artistic style we have an almost idealistic landscape of rolling meadows in high summer as may be seen in a John Constable painting but we are shown a period of flux and change. Little detail, just the landscape fading away into the distance, the wooded high ground painted in pale blue. Work intrudes into the foreground but we don't see any workmen. A quiet Sunday morning pastoral scene or the artist just didn't want any people distracting us? The picture, in bright colours, could just be a preparatory sketch to be worked up into a finished work. The second painting c.1922 is more enigmatic, indistinct, very sketchy. The Woodford Road from where the Beehive Lane, Redbridge Lane South and Longwood Gardens roundabout reaches Woodford Bridge Road is flat before falling away down towards Clayhall Avenue. I think this is the viewpoint. What's amazing is that there are also excellent b&w photographs of the same scene and viewpoint c.1922 and c.1970. On the left the same tree still stands. The photographs are part of Redbridge Heritage Centre collection.



So who was L S M Prince? **Louis Stanley Maurice Prince (1894-1985)** was a Suffolk landscape artist. His father was a silk weaver and had connections to Macclesfield then worked for Courtauld's at Halstead, Essex (rising to Assistant Manager) where Louis was born. He studied art in Manchester but in 1921 was living in Chelsea studying art at the Royal College of Art, South Kensington, so his pictures could be a landscape art study work. His rise was solid because in 1926 he became head of Colchester School of Art until 1929. A watercolour landscapist he exhibited in many major galleries, i.e. the Royal Academy 1923-40 but only held his first local exhibition in 1984 aged 90. One of his pictures 'Stour Valley' (signed, but undated, oil on canvas) looks to be in a similar style to the Woodford Avenue picture. I can't positively place him at the Woodford Avenue 1922-24 before the road was completed and opened in 1925. Prince married

Jesse at West Ham in 1923 where their son Hugh was born in 1927. Louis was an active artist 1923-1959 and it was in 1959 that the paintings were donated to the ERO (by him?) and entered their collection. It seems strange that he would incorrectly describe them both on the back as the Eastern Avenue? Or did someone in the ERO entitle them?

These paintings are doubly curious because they are related to four original, high-quality photographs in the **LB Redbridge archive collection, Y162**. Artists often photograph scenes they are about to portray back in the studio. Possibly the view was also photographed for Ilford as a record to compare it to the paintings but why or by who is unknown.

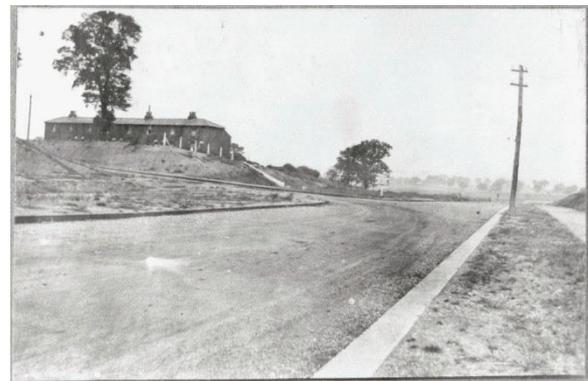
**Photograph P3850** shows the view that Prince painted c.1922 with the newly laid unfinished road falling away into the distance, open field on the left (part of Beal School). No work is going



on but you can see the two track narrow gauge railway along which would move full trucks of gravel, hardcore for the road's foundation, clinker-asphalt, granite, tar-macadam used as a temporary road surface, and road building supplies. On the left are builder's huts as well as a few trees. Just out of picture on the left would be Woodford Bridge Road and Hatton Cottages. Up to 1911 they were known as Eight Houses though in the 1921 Census they were called Hatton Cottages. The quiet farming landscape was changing to

accommodate the motor car, speed and heavier traffic and provided work for out of work servicemen after World War I. The viewpoint is clear and in the distance the hedge row is faint but easily seen so the photographer would now be standing on the corner of Herent Drive looking down the road. The carriageway is still only a single road- not a dual carriageway yet- and only one telegraph pole can be seen.

**P3851** is similar to P3850 but now the photographer concentrated on the road as it passed Woodford Bridge Road and Hatton Cottages- the terrace homes were destroyed by a V2 during World War II. One telegraph pole can be seen on the right, trees in the distance and a sign board is up on the corner of Woodford Bridge Road no doubt informing locals about the builders and development of the new road.



**P3845** The road is finished now but still only a single carriageway. The view is slightly uphill though it does look rather bleak and desolate as b&w images without movement or people often do. This time telegraph poles and trees can be seen on the left- and houses? This may be the view from the Beehive Lane roundabout along the Woodford Avenue.

**P3849** is the enigma. Original photos of a landscape to be portrayed by an artist would be understandable, but P3849 was photographed c.1970. The photographer stood where the artist stood for P3850. But now time has moved on, industry and transport has changed the landscape forever: from 'shank's pony' and horse and cart to fast moving cars. Was the photograph taken as



a 50<sup>th</sup> anniversary memory of change? Could the artist have taken the 1970 photo himself? It seems to me unlikely but possible or were they taken by the road builders, the ERO or Ilford library? The corner and nameplate of Herent Drive can clearly be seen and cars are rushing along both dual carriageways. The photographer pointed his camera down the Woodford Avenue from the high ground towards Clayhall, the river Roding and Woodford taking in part of Beal School playing field on the left.

Two other items in the ERO archive file with the same general classification are also relevant to Ilford and Redbridge.

### **ERO letter and illustration I/MP 194 1/6**

The illustration is a drawing of old Ilford Broadway c.1860, where the original Post Office was located in Ilford. It is painted on board, small, and unsigned. An undated, short accompanying letter written by Hilda Rowlandson of 16 Hampton Road, Ilford says that it was “*painted by the father of the late Ben Barnes (George W Barnes: sign writer, Oil & Colourman and later an ironmonger, lived in Roden Street 1871) Ironmonger of High Road, Ilford*”. Her husband b.1870 (died aged 96, unnamed) came to Ilford in 1877 and remembered the Post Office being on the corner of Roden Street and The Broadway, opposite where Dunn’s gentleman’s outfitters was on The Broadway at the corner of the High Road.

Hilda and her husband have proved to be a real mystery to find- still unknown.

These four Essex Record Office items: 2 paintings, 1 illustration and the letter should be transferred to Redbridge where they would be of interest to the local community and are relevant to the borough. The ERO have looked after the paintings well for over 60 years but now it’s time to bring them back to Redbridge as we now have an archive and a museum. The paintings could be displayed in Redbridge’s museum, or especially in Woodford, or Clayhall (if the branch library is open) where they have relevance and they would be of local interest i.e. to Beal School as a teaching aid to show how the farmland looked in the 1920s and how it changed forever.

Alan generously supplied me with a copy of the Souvenir brochure produced by Messrs W. & C. French- the Woodford Avenue’s builders, that accompanied the road’s opening which took place on 25 March 1925. Prince Henry (Duke of Gloucester, 3<sup>rd</sup> son of King George V) was invited to do his duty as regards the Eastern Avenue and was met at the Essex county boundary from London at 10.15am and escorted to Wanstead. But at 9.45am Mrs Clementine Churchill was on hand to do the honours and cut the tape for the new Woodford Avenue. The project to improve the road network through Essex with ‘*easy gradients and gentle curves*’ and build both the Eastern and Woodford Avenues went under a general title and three names: ‘*Arterial Roads in Essex: The Eastern Avenue, The London-Southend Road, and The Woodford Spur*’ (pamphlet). The estimate for the entire project was around £1.5m whilst the Woodford Spur had cost just £150,000. It provided work for unemployed men after World War I from the ‘County of London’ to build the Eastern Avenue whilst navvies from Ilford, Wanstead and Woodford built the Woodford Avenue. Seems very good value for money and cheap for the new ‘Spur’ from Gants

Hill (at first to be called Jerrold Avenue) to the North Circular- though the latter part of the road was late in completion. Because of the wet clay soil, land slippage along the route caused problems and held up completion. Perhaps it was a W & C French photographer who portrayed the scenes as a record of their excellent work, perhaps even knowing that an artist was recording the view.

George Tasker (1868-1925. Ilford's best historian before 1950) sampled the new road in its entirety on foot, all 30 odd miles of them, just before he died. He made a number of points such as the '*loss of hedges and trees where there used to be a charming country lane*' - around St Swithins, Clayhall and Woodford Bridge Road, which he reported in the *Ilford Recorder* and noted a lack of signposts around the new, 'confusing', Gants Hill roundabout ("*Seven Dials*"). W & C French, based in Buckhurst Hill, "*carried out all the hard core and concrete road formation*" along the Woodford Avenue whilst Muirhead, Macdonald & Wilson Ltd looked after the Eastern Avenue. Sadly I have no information about the labourers.

Alan also pointed out that the confusion over the painting's titles may have arisen due to project being titled in many different ways i.e. as part of the Eastern Avenue project. Whilst possible, by 1959 when the paintings were accepted by the ERO, the artist must surely have known the road and scene he portrayed and have them entitled properly?

#### Sources:

George E Tasker, *Ilford Recorder* 13 March 1925, headed 'The Kings Highway: The Story of the Eastern Avenue Arterial Circus or Seven Dials

Hugh Clout in *The Geographical Journal* Vol, 179, no.4 Dec 2013, pp.382-383: Obituary of Louis Prince's son, Dr Hugh Counsell Prince 1927-2013.

**Great Thanks and Acknowledgements to:** Alan Simpson, Georgina Green Newsletter editor, Essex Record Office staff, Gerard Greene Manager Redbridge Heritage Centre, & Paris Sydes, Colin Runeckles, Sue Page, Madeleine Janes.

© *Jef Page, President, Ilford Historical Society, 3 March 2022.*

## Congratulations and thank you, your Majesty!

King George VI was photographed with his family at Windsor, 8 July 1946. He died at the age of



57 on 6 February 1952 at Sandringham. His daughter Elizabeth immediately became our Queen and has filled that role with dignity, grace and compassion ever since.

Queen Elizabeth II has witnessed many events of National and International importance during her reign. Through these and her own personal trials, she has been an exemplary figurehead for our Nation.

The photo right shows her visit to Valentines on



Thursday 29 March 2012, the 60<sup>th</sup> anniversary of her reign, when thousands of people, including a complete cross-section of the community, came to the park to welcome Her Majesty and the Duke of Edinburgh.

## Forest Farm: a little-known Barkingside aerodrome

In the 33 years between 1911 and 1944, an air-minded traveller along Forest Road, Barkingside, would have been able to enjoy the sights and sounds of flying from no fewer than six different airfields. In addition, a flying circus made use of a recreation ground beside the road, and the Ilford Model Aircraft Club and the Essex Gliding Club flew from land at nearby Hog Hill. Furthermore, the 1930s there were unimplemented plans for the development a large civil airport on Fairlop Plain. It is quite likely that there is nowhere else in the UK with such a legacy of aviation history in so small an area.

The six airfields were not all in use at once; the timeline was:

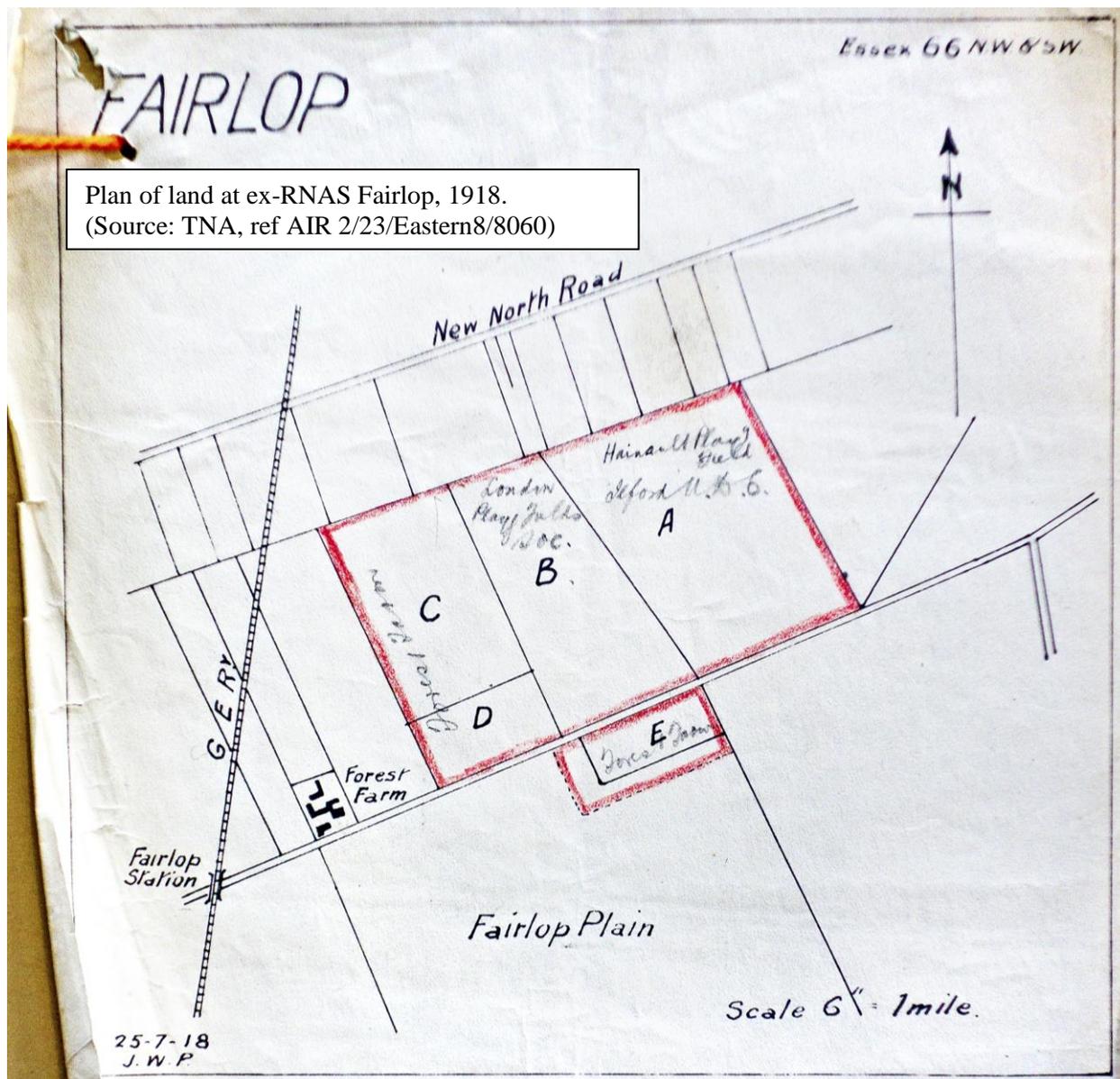
- 1911-1912: **Fairlop Oak Playing Field**, used by Frederick Handley Page to develop his Type D and Type E aircraft; the first heavier-than-air flight across London was made from here in 1912.
- 1915-1919: **RFC Hainault Farm**, a First World War Royal Flying Corps (and later RAF) airfield.
- 1916-1919: **RNAS Fairlop**, a First World War Royal Naval Air Service (and later RAF) airfield.
- 1920-1924: **Forest Farm**, a civil aerodrome used for joy riding.
- 1938-1939: **Chigwell aerodrome**, used by Southern Airways for scheduled Ilford-Ramsgate flights, and by Romford Flying Club and the Midland Bank Flying Club.
- 1941-1944: **RAF Fairlop**, a Second World War Royal Air Force station; aircraft flying ceased here in 1944 although the airfield did not close until 1946.

In previous newsletters I have written about Chigwell aerodrome (No.118, August 2015), and the visit of Alan Cobham's Flying Circus to Hainault Recreation Ground (No.135, April 2021). Frederick Handley Page's exploits at Fairlop are well covered in C H Barnes' book *Handley Page Aircraft since 1907* (Putnam, 1976). Local historian John Barfoot has written what must be the definitive work on the First World War airfields at Fairlop and Hainault Farm in *Over Here and Over There: Ilford Aerodromes and Airmen in the Great War 1914-1918* (Ian Henry Publications, 1998). David Martin's privately published *RAF Station Fairlop: a Brief History* (2004) comprehensively tells the story of that airfield in the Second World War. One of my long-term research projects is the never-built airport on Fairlop Plain, so something on that may see the light of day eventually. In the meantime, this article looks at what is probably the least known of all the flying sites alongside Forest Road – the aerodrome at Forest Farm.

I must start with a caveat – that Forest Farm aerodrome existed in the early 1920s there is no doubt, but I have found no primary evidence to confirm exactly where it was located. Secondary sources suggest several sites and my research draws me to one in particular. If anyone has further thoughts on the location, I would be pleased to learn more.

When the Admiralty laid out RNAS Fairlop in 1916, it requisitioned 32½ acres of Crown land at Forest Farm on the northern side of Forest Road, at the time worked by the Chalmers family; this formed the western portion of the naval airfield – areas **C** and **D** on the plan (see right). The rest of the airfield was on land requisitioned from the London Playing Fields Society (Fairlop Oak Playing Field, 30 acres, **B** on the plan) and Ilford Urban District Council (Hainault Oak Recreation Ground, 46½ acres, **A** on the plan). A further smaller piece of Forest Farm land to the south of Forest Road – approximately 5½ acres, **E** on the plan – also formed part of the airfield. The well-drained playing fields were an excellent choice for RNAS Fairlop. Known locally as

'Forest Farm aerodrome', a total of 26 single-storey buildings were eventually located here, mostly towards the southern boundary next to Forest Road. Several others were planned, but little more than the foundations of these had been laid before the Armistice in November 1918.



Plan of land at ex-RNAS Fairlop, 1918.  
(Source: TNA, ref AIR 2/23/Eastern8/8060)

In February 1919, the Royal Air Force – successor to the RNAS and RFC – vacated the airfield at Fairlop; formal closure would follow in July. As the new Air Ministry<sup>1</sup> began to dispose of land requisitioned in wartime, it contemplated selling most of that acquired from Forest Farm (areas C and D on the plan). In April 1919, the District Valuer<sup>2</sup> inspected the site and reported that if it

<sup>1</sup> The Air Ministry was formed in 1918 (with its Department of Civil Aviation created in 1919) and was primarily a service ministry, which had as its main concern the development of the fledgling Royal Air Force; civil aviation would stay under its wing until 1945. In 1964, the Air Ministry merged with the Admiralty and the War Office to form the Ministry of Defence.

<sup>2</sup> The Finance Act of 1910 introduced a new land value tax on that part of the capital appreciation of a property following the expenditure of public money on communal development such as roads or other public services. In order to apply this tax it was necessary to value all property in the UK and the Inland Revenue set up the Valuation Office to carry out this task. The Valuation Office soon began to receive requests from other government departments for valuation assistance, a task it continues to undertake today as the Valuation Office Agency, an executive agency of Her Majesty's Revenue and Customs.

were relinquished, the work of reinstatement as farmland would be very expensive. He considered that the buildings could be altered and adapted for factory purposes, and those erected for officer's quarters would be readily adaptable into cottages, which could be utilised for housing the factory employees. He recommended that all 32½ acres should, if possible, be purchased from the Crown and the whole property then sold as being suitable for a factory or commercial undertaking.

In May 1919, an Air Ministry minute recorded that, subject to arrangements being made for the purchase of the land on which the airfield buildings sat, Lehmann, Archer & Lane (an engineering and tool-making firm in Farringdon Road, London) had made an offer of £10,000 for the buildings. The parties subsequently agreed a figure of £150 per acre for the land (part of area **D** on the plan), and the offer for the buildings was accepted; the site was conveyed directly to the firm.

On 21 June 1919, the Fairlop site provided a safe landing for the unfortunate Clifford Prodger<sup>3</sup>, a competitor in the 'Victory' Aerial Derby. The Aerial Derby was an air race sponsored initially by *The Daily Mail* in which the competitors flew one or two circuits around London. The route flown was Hendon-Kempton Park-Epsom-West Thurrock-Epping-Hertford-Hendon. The eventual winner received the Daily Mail Gold Trophy (with a value of 200 guineas) and the Shell Prize of £500<sup>4</sup>. The gusty weather conditions and broken tappet-rods in his engine forced Prodger to retire at Fairlop before completing his first lap of this two-lap, 189-mile, round-London race.

In June 1919, there was an attempt to keep the eastern part of the former airfield open for civilian flying. When Ilford councillors met on 24 June, the minutes recorded an application from F W Knox, on behalf of Messrs A V Roe & Co<sup>5</sup>, to hire Hainault Recreation Ground for use as an aerodrome for a period of two years. Councillor Dane urged that as the council was taking steps to open the ground for football and cricket, it should not give consent. The councillors referred the matter to the Parks Committee, which on 1 July reported 'Having regard to the covenant governing the use of this land for the purposes of a recreation ground only, we do not see our way to make any recommendations in reference to the application'.

Despite Ilford's decision not to let the land to A V Roe & Co, it does seem that the former Fairlop airfield was still available to aircraft *in extremis*. In the 4 September 1919 issue of *Flight* magazine, Fairlop (and Hainault Farm) appeared in a list of 'Stations no longer in use by the R.A.F.' with advice that:

*These stations have been passed to the Government Surplus Property Disposal Board.  
They will be relinquished as soon as the Government property thereon has been disposed*

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<sup>3</sup> Clifford B Prodger (1890-1920) was born in Alexandria, Minnesota, USA. He learned to fly in 1911 at George Beatty's flying school on Long Island. In February 1915, he came over to the Beatty School of Flying at Hendon to assist in training pilots for the Royal Naval Air Service. On 22 August 1920, Prodger was killed with two other aviators in a crash from a height of 300 feet at Redwood City, California, whilst demonstrating a 'British aircraft' to Varney Aviation School.

<sup>4</sup> The race was first held in 1912, with subsequent races in 1913 and 1914. Suspended during the First World War, the event was revived in 1919 with a 'Victory' Aerial Derby. Further races were held in 1920, 1921, 1922 and 1923. Although a race was scheduled for 1924, there were insufficient entries and the event was cancelled and not held again.

<sup>5</sup> Sir Edwin Alliott Verdon Roe (1877-1958) was a pioneer aviator and aircraft manufacturer. He undertook flight trials in 1907 and 1908 at Brooklands and, a year later, on Walthamstow Marshes he became the first Englishman to fly an all-British aeroplane. In 1910, he founded the Avro manufacturing company.

*of. In many cases the aerodromes are now under cultivation, but it is probable that the sites still form the best emergency landing grounds in the immediate neighbourhood.*

Furthermore, within little more than a year, at least some of the western part of the site – or land nearby – was in use as a civil aerodrome. Paul Doyle, in his book *Fields of the First* (Forward Airfield Research Publishing, 1997) noted that ‘... an area of 25 acres off the western end of the landing ground became a civil aerodrome known as Forest Farm after the farm outside the south-west corner’; this land is that marked C on the plan. An alternative site ‘immediately east of Fairlop railway station’ is suggested in John Hamlin’s book *Peaceful Fields. A Directory of Civil Airfields and Landing Grounds in the United Kingdom 1919-1939* (GMS Enterprises, 2007). In addition, two more alternatives are put forward in *West Essex Aviation: Airfields and Landing Grounds* (an online publication by the North Weald Airfield Museum, 2010). These are (i) a large field to the east of the farm buildings, i.e. between Forest Farm and what are now ‘The Bungalows’; and (ii) an unidentified area south of Forest Road. None of these locations was shown as a flying site on contemporary Ordnance Survey maps <sup>6</sup>.

Whatever the aerodrome’s precise location, it was under the Forest Farm name that the site appeared in a 1921 Metropolitan Police list of ‘Permanently or Temporarily licensed aerodromes known to the Police to have been used since 1920 or to be in use now’. The aerodrome (with Hainault Farm, also closed by the RAF in 1919) was within the jurisdiction of Barking police station from where policemen regularly inspected the flying site. In the early 20<sup>th</sup> century, the task of inspecting and regulating aerodromes and permanently or temporarily licensed civil landing grounds was the direct responsibility of local police stations. That it was the task of the police was a result of the Aerial Navigation Act of 1911 being drawn up and issued by the Home Office. The police, beholden to the Home Office, became the natural supervisors of that Government department’s regulatory edicts. Although administration of some aspects of aviation law subsequently remained with the police, after the First World War most aspects slowly devolved upon the new Air Ministry.

Civil aviation had been permitted to resume in Britain on 1 May 1919, and the Air Navigation Act of 1920 enabled the Air Ministry to issue pilots’ licences, certify aircraft and regulate aerodromes. Advice that an aerodrome had been licensed for flying, or that such a licence had been withdrawn, came from the Air Ministry in the form of a Notice to Airmen. Such notices were first issued in 1920. I have found no evidence of any notice being issued in respect of Forest Farm aerodrome, but this may be because the site was still regulated by the Metropolitan Police and/or was a private unlicensed aerodrome. Some primary evidence here would be most helpful.

When civil aviation resumed, there were many surplus wartime aircraft available to buy <sup>7</sup>. There were also ex-RAF pilots who wanted to carry on flying. Some of these purchased former RAF training machines and, as an individual or a company, attempted to seduce the public into joy riding. The Avro 504K, then available in such large numbers, became the choice of many joy-riding promoters up and down the country. Initially, there was a reasonable (if somewhat precarious) living to be made by offering the public joy rides: between May 1919 and March

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<sup>6</sup> The First World War saw more than 500 aerodromes created on home soil, two-thirds of which had no cartographic legacy. Air Ministry uncertainty on which aerodromes were to be permanent possibly explains their sparse deployment on early post-war Ordnance Survey maps.

<sup>7</sup> Many of these were available through the Aircraft Disposal Company, established in March 1920. One of the company’s founders was Frederick Handley Page and he bought the entire available stock of surplus aircraft engines and spares, including 10,000 airframes and 30,000 engines, for £1,000,000 plus a share of any profits.

1920, 66,785 passengers flying ‘for hire or reward’ (almost all of them joy riding) were carried. Over 50 companies set up business, but lasting success came to few. The slump of 1921 put an end to easy money and by the late 1920s most of these companies had gone out of business.

One such company was the Bournemouth Aviation Company <sup>8</sup>, operating five Avro 504K aircraft. On 24 September 1920, *The Eastern Counties Times & Barking Recorder* reported:

*The Bournemouth Aviation Co. have arranged for passenger flights to take place at Forest Farm, Fairlop, from Saturday, September 25<sup>th</sup> to Sunday October 3<sup>rd</sup>. Flights should be booked early either at the “Recorder” Office or on the Aerodrome. (See advt.)*

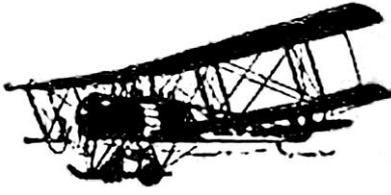
The advertisement referred to ‘joy flights daily from 10 a.m.’ at prices of 10/6 and one guinea. Admission to the ‘Aerodrome, Forest Farm, Fairlop, Opposite Fairlop Station’ cost a further 3d. The next week’s issue reported that four seats were available in aeroplanes leaving Fairlop for Bournemouth on Monday or Tuesday of the following week; interested parties should apply to Mr Knox <sup>9</sup> at the aerodrome or at the *Recorder* booking office in Ilford. The journey would be approximately 120 miles and occupy about 1½ hours.

Flying at Forest Farm was a success and, on 8 October 1920, *The Eastern Counties Times & Barking Recorder* reported:

*The arrangements made by the Bournemouth Aviation Co. for passenger flights to be given at Forest Farm, Fairlop, have been attended with marked success, and it has been decided to continue the flying to-morrow (Saturday) and on Sunday.*

*Considerably more than one hundred passengers were carried during the week, nearly all of whom had not previously been in an aeroplane, and all thoroughly enjoyed their experience. On Sunday the demand for flights was so great that bookings were continuous throughout the day, the majority of the passengers being ladies.*

*The fact that such a large number of passengers were safely carried speaks well for the efficiency of the machine and the ability of the pilot, who has flown many thousands of passengers without a single accident of any kind. The view of Ilford from above is a sight not to be missed, and those who wish to see the town from the air during the coming week-end should book in advance at the “Recorder” office, or at the Aerodrome, Forest Farm, Fairlop, on Saturday or Sunday. Full particulars of the flights are given in our advertisement columns.*



**FLYING**  
AT  
**ILFORD.**  
Under the direction of the Bournemouth Aviation Co., Ltd.)  
FROM  
**Saturday Sept. 25<sup>th</sup>.**  
TO  
**Sunday, Oct. 3<sup>rd</sup>.**  
**AERODROME, FOREST FARM, FAIRLOP.**  
(Opposite Fairlop Station, G.E.R.)  
**JOY FLIGHTS DAILY.**  
From 10 a.m.  
**10/6 and £1 1s.**  
Admission to ground 3d. including Tax  
Flights may be booked at the Aerodrome, or at “Recorder” Office, High Road, Ilford.  
For Aerodrome take ‘bus or tram from Broadway to Barkingside, or train to Fairlop Station.

<sup>8</sup> Bournemouth Aviation Company was formed in 1915, and from 1917 to 1919 gave instruction to pilots of the Royal Flying Corps and Royal Air Force. After the war, it continued as a flying school and gave pleasure flights and flying displays to the paying public. By 1921, the company was not proving a financial success, and its directors developed proposals to change the use of its aerodrome at Ensbury Park into a racecourse. The first race meeting was held in 1925, in which year Bournemouth Aviation Company was wound up.

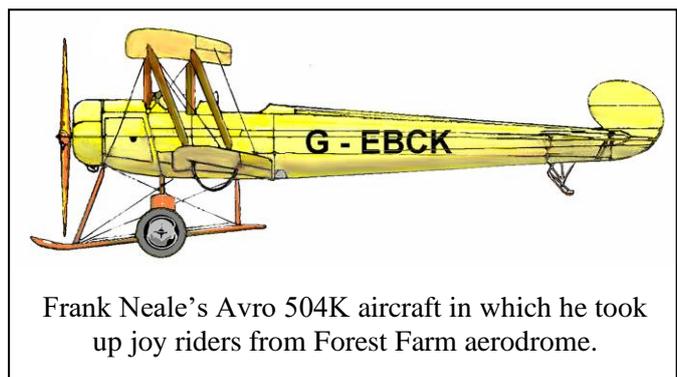
<sup>9</sup> Was this the F E Knox who had applied to use Hainault Recreation Ground in 1919?

The 8 and 15 October issues of *The Eastern Counties Times & Barking Recorder* carried advertisements for two additional weekends of flying at Forest Farm.

I have found no records of activity in 1921 or 1922, but on 5 October 1923 *The Eastern Counties Times & Barking Recorder* advertised 7/6 joy-rides at ‘Forest Farm, Fairlop, Ilford, Adjoining Fairlop Railway Station’ on Thursdays, Saturdays and Sundays. The company this time was the Essex Aviation Company with pilot Frank Neale <sup>10</sup> ‘Late Advanced Instructor R.F.C., R.A.F., who has carried over 50,000 Passengers’. On 12 October, the same newspaper reported:

*A number of passengers were given flights during the week-end in the Essex Aviation Company’s Avro machine piloted by Mr. Frank Neale. Mr. Neale has been flying for many years, and during the war instructed many of our service pilots. Since 1919 he has carried over 40,000 passengers without the slightest accident. Flights will again be carried out during the next two week-ends, and also on Thursday afternoons.*

In the following year, advertisements for further weekend flights from Forest Farm ‘Opposite Fairlop Station’ appeared in *The Eastern Counties Times & Barking Recorder*, on 21 and 28 November 1924. No company or pilot was named, but the cost was from 5/- a head, and flying clothing would be provided free. This is the last evidence I have found of flying at Forest Farm aerodrome.



Frank Neale’s Avro 504K aircraft in which he took up joy riders from Forest Farm aerodrome.

So where do I think Forest Farm aerodrome was, and why? Contemporary advertisements and later secondary evidence suggest five possibilities:

- i) opposite/adjoining Fairlop station, as mentioned in several advertisements;
- ii) the western end of the former naval airfield (Doyle, 1997);
- iii) immediately east of Fairlop station (Hamlin, 2007);
- iv) a field east of Forest Farm (North Weald Aviation Museum, 2010);
- v) an unidentified area south of Forest Road (North Weald Aviation Museum, 2010).

Let’s look at these locations in turn.

- i) I think ‘opposite/adjoining’ should not be taken too literally. Fields immediately surrounding Fairlop station would have been too close to the station, the staff cottages and the railway line itself which is elevated on an embankment here. A safe site for aircraft taking off and landing would have needed to be further from the railway and its obstructions.

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<sup>10</sup> Frank Neale (1895-1979) came from Thornwood Common, near Epping. Prior to the First World War, he was a mechanical/electrical engineer, working in the family garage. His initial war service was as a 2<sup>nd</sup> Lieutenant in the Army Service Corps Motor Transport; he subsequently transferred to the Royal Flying Corps as a pilot. Following the formation of the Royal Air Force in 1918, Neale served as an assistant instructor with the rank of Flying Officer. After the war, Neale continued with an aviation career and using a solitary Avro 504K (registered as G-EBCK) provided joy rides from many fields around the UK. With W G Pudney of Canvey Island – another former soldier and fighter pilot – he established the Essex Aviation Company. Early in 1925, Frank Neale sold the Avro and left the UK for a new flying career in Australia, where he went from relative obscurity to being an aviator of some standing.

- ii) This is the location I think most likely – the area marked **C** on the plan. The field here had been part of Forest Farm before the First World War and would be again when released by the Air Ministry. Furthermore, the newspaper advertisements refer to ‘Forest Farm aerodrome’, the name by which most Ilfordians – the target audience for the joy rides – would have known the former naval airfield in Forest Road. This location would match the 25-acre field suggested by Paul Doyle (who also marked this area as such in his book). There were no wartime buildings here, although some foundations had been laid for a reception station and a women’s hostel. These foundations were in the southern part of the field and could easily be avoided by taxiing aircraft. No buildings were needed at Forest Farm aerodrome other than a shed or a tent from which to sell tickets, and that could have been placed on the never-completed foundations.
- iii) The same comments apply here as for (i), especially in respect of the railway embankment.
- iv) Forest Farm was a functioning farm, with a large acreage given over to growing potatoes. In the early 1920s, the farm was regularly advertising the sale of 30-40 acres of potatoes each autumn. Such acreage would probably have comprised most of the un-requisitioned farmland north and south of Forest Road.
- v) Other than the land marked **E** on the plan, which was too small for an aerodrome, it is unclear what land to the south of Forest Road was used by Forest Farm; I expect some of the potato-growing acreage was here.



An aerial view over the Forest Farm aerodrome site. Taken in 1951, in the foreground stands the factory constructed by Lehmann Archer & Lane to the south of the fields that I believe were the site of the post-war aerodrome. Forest Farm itself is just out of the photograph to the left. (Source: Historic England, Britain from Above, ref EAW035950)

© Alan Simpson, 20 November 2021

There is no evidence on the ground that Forest Farm aerodrome ever existed. As little more than a base for joy-riding, no building was constructed, so there was none to demolish or adapt in later years. Today the site is home to Ilford Wanderers Rugby Football Club and the London Marathon Playing Field. Immediately to the south now stand Forest Industrial Park and ‘The Bungalows’, where the dwellings are the former officers’ quarters from the First World War airfield. The only evidence today of Forest Farm aerodrome’s brief life is in the century-old newspaper advertisements and the Metropolitan Police list of local aerodromes. I’d like to think that one day there will surface an ageing family photograph album with a few ‘Box Brownie’ snapshots in it showing flying at Forest Farm, but until such time this article will have to do .

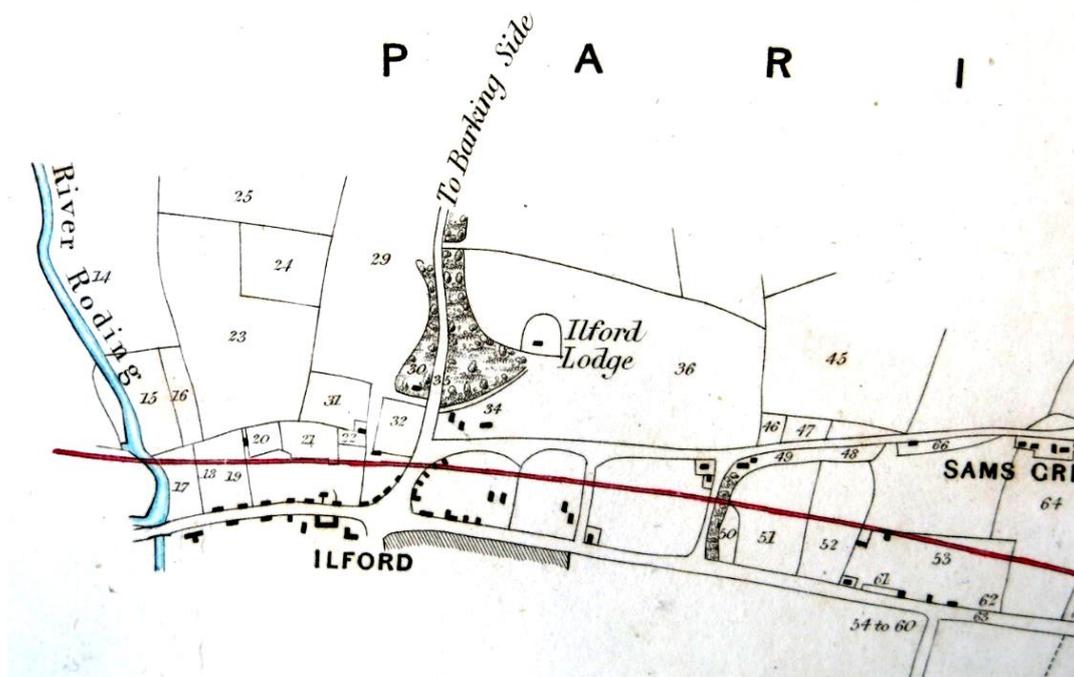
## The Coming of the Railway to Ilford in the 1830s

The basic story of how the railway came to Ilford is well known – the first ideas, the issuing of the Prospectus for the new Company in 1834, the Bill presented to Parliament in February 1836 and Act passed in the July of that year, and the opening of the railway between Mile End and Romford on 18 June 1839.

But what changes took place in what was then a village – what impact did it have on the people of Ilford - both landowners and residents - and the appearance of the village?

### Sources

The Essex Record Office holds a copy of the original 1835 Bill which was presented to Parliament, together with plans of the railway's route from the metropolis out to Yarmouth and Norwich, and a register of land and property affected by the route. There are further books of plans dated 1836 where the route of the railway had been altered.



Section of the 1836 book of plans ERO ref. Q/RUM 1/59. Reproduced by courtesy of the Essex Record Office.

The other major source is that of the British Newspaper Archive. Although there were no newspapers printed locally, the Chelmsford Chronicle, Essex Herald and Essex Standard all carried regular reports of the development of the railway line, and court reports from the Ilford Petty Sessions, and Quarter Sessions held at Chelmsford.

### Impact on Landowners

The Act of Parliament allowed for the Eastern Counties Railway Company to make compulsory purchase of land and property for the route which the line was to take. Landowners could then make a claim for compensation for the value of land taken and deterioration and damage. From west to east, the major landowners who made claims were James Graves of Ilford Cottage, Joshua Pedley for houses that had to be demolished, Mr Hazelhurst of Ilford Hall, Miss Price of Tyne Hall, Mr Curtis for brickfields, Joseph Perkins of Ilford Nursery, and John Scrafton Thompson for land around what is now Seven Kings.

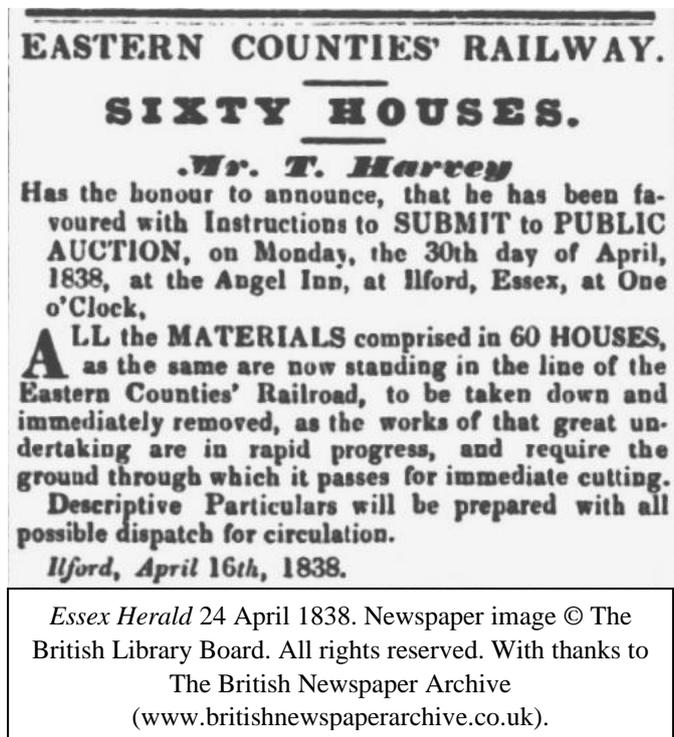
Wanting to drive his cattle from one side of his land to the other, James Graves eventually got his archway under the railway after having been told he must make do with a crossing although it is

not clear whether he had to pay for it himself out of the compensation awarded him. The entrances to the archway were, much later, to form the basis for Mill Road. Pedley's case was different in that the property that he owned that needed to be demolished had been accidentally omitted from the register which accompanied the Act. Pedley thus refused to have his property demolished. The Company's wish prevailed as the Act allowed for accidental omissions. Although both Hazelhurst and Price were given their crossings, both ended up on the wrong side of the law – Hazelhurst for allowing his servants to open the gate by the crossing in order to watch the trains; and Rees Price (Miss Price's father) turned violent when being arrested for trespassing.

**“Approx. 60 houses demolished”**

The above quote comes from Norman Gunby's book *A Potted History of Ilford* where, in his Chronicle of Events under 1839 (June 30) has “*the coming of the Railway; Eastern Counties Railway opened from Mile End, through Ilford, to Romford, the route running mainly parallel to the old Roman Road. Many of the bricks used in its construction made in the Ilford brickfields, Approx. 60 houses demolished to make way for Ilford Station*”

The advert for the auction of materials to be held at the Angel Inn on 30<sup>th</sup> April 1838 shown here from the Essex Herald does not make it any clearer as to the exact location of the houses.



However, there was another advert in the *Morning Advertiser* which has the precise locations of sixty-six houses to be pulled down.<sup>11</sup> The locations and numbers of houses in each are as follows:

Lion Yard near the Red Lion Inn . . . . .	8
On Mr Newton's property near the Paved Stones, and a range of five stables with shed etc. . . . .	8
On the property of Mr Squib in White Hart yard . . . . .	13
A carpenter's shop on the premises of Mr Ashmole at the back of the Angel Inn	
On the property of Mr Kempton in Chapel Row, near Lay Street . . . . .	11
on ditto on Valentine Row . . . . .	12
On Mr Rose's property in Factory Row . . . . .	4
On the property of Mr Wood in Willow Walk near Cottage Row . . . . .	10
<b>Total number of houses . . . . .</b>	<b>66</b>

The locations of the Red Lion and Angel Inn need no further explanation. About the other public house mentioned, a much later article about old Ilford states that “...the White Hart, which stood between the premises of the New White Horse and the railway, to make room for which it was

<sup>11</sup> *Morning Advertiser* 28 April 1838

cleared away, having for many years previously ceased to be used as an inn.”<sup>12</sup> This may well have been where the entrance to Station Road is now.

Apart from a further advert for demolition of houses discussed below, I can find no other references to what are called here the Paved Stones. However, William Newton is listed in the 1839 Pigot’s Directory as a butcher, and the 1841 Census shows that he is next to the Post Office in the High Street, although technically in the part of the Broadway which is now called Cranbrook Road.

Chapel Row and Valentine Row appear to have been very close to each other as north-south terraces between the Ley Street and the High Road.<sup>13</sup> The remaining Valentine Row cottages on the north side of the railway survived until the late-1890s when James Shimeld reported to the Urban District Council that “Five houses in Valentines Row were closed and subsequently demolished” i.e. they were substandard.<sup>14</sup>

The location of Willow Walk is well-known (the two entrances to it onto the High Road are still there) and my article referred to above did point to the possibility of some of the houses of Willow Walk having to be demolished.

The location of Factory Row is unknown at present although, given the Tithe Index of 1847 has a William Rose owning property on Ilford Hill (namely Roden House from where he ran the first Ilford Brewery, and another two houses further along towards the station), it is likely was on the north side of Ilford Hill.

The lack of a detailed Census before 1841 prohibits investigation of where the families who lived in the demolished houses went on to live. It is possible that new houses were built in and around Back (Roden) Street or Ley Street but this needs further investigation.

Another auction relating to house and shop contents had been held a week earlier at the Mart – the shop contents including:

*THE STOCK IN TRADE, consisting of raw and refined sugars, teas, coffees, spices, &c, cheese, butters, bacon, &c &c, pickles, sauces, oils, colours, paint, white lead, rosin, pitch, &c &c &c.*<sup>15</sup>

The location of this shop is not stated.

There was a further auction held a year later in June 1839 for all materials, both internal and external, from what were described as four very substantial “*brick-built and tiled sash-fronted six-room houses...situated on the paved stones, near the New Bridge over the Railway at Ilford*”<sup>16</sup> These would appear to be close to the houses discussed above in what is now Cranbrook Road.

### **Sale of Surplus Property**

After the railway started to run, the company began the sale of property that they had compulsorily purchased but now had no longer a need to own. Sale of properties in Ilford were advertised in August 1841 but withdrawn before the auction was held. Finally, in September 1843, Ilford House, Roding House, Ravenings Farm, Wangye House, and other pieces of land

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<sup>12</sup> “Ilford in the Olden Time – Part II” in *East London Advertiser*, 26 June 1897

<sup>13</sup> For Chapel Row see my articles in the June and July 2020 mini-newsletters.

<sup>14</sup> *Annual Report of the Medical Officer of health for the Year ending December 1898*

<sup>15</sup> *Chelmsford Chronicle* 20 April 1838

<sup>16</sup> *Chelmsford Chronicle* 28 June 1839.

came up at auction at The Mart in London. The catalogue is held by the E.R.O but until now I was not aware of the seller.<sup>17</sup> An assumption that I made in a recent article about the area around the Ilford House Academy that the sale in 1843 was made by James Graves is therefore incorrect – Roding House and Ilford House must have been subject to a compulsory purchase from Graves by the Eastern Counties Railway Company c.1836-7, and then resold in 1843.<sup>18</sup>

### Old Roads and New Roads

Besides the obvious impact of the railway line stopping Ilfordians walking from the High Road through Chapel Row and Willow Walk to Ley Street, other roads in the area were affected. There was an order to stop up Corker's Lane (Hainault Street) and open up a new road leading south from Sams Green but this was reversed following an outcry by local residents. Two roads in Seven Kings were stopped up – Sandy Lane and Seven Kings Lane - both of which ran from the High Road to Green Lane. But although a replacement for Sandy Lane was laid out by the landowner, John Scrafton Thompson, and called, appropriately enough, New Road; it was felt that a replacement for Seven Kings Lane was not required as there were other such roads in the area and that it was "*principally resorted to by Gypsies and Vagrants*"<sup>19</sup> In addition, as I mentioned above, the other new road which could be said to date from this period is Mill Road, although it was not used as such until many years afterwards.

The bend in the High Road by Seven Kings Station also dates from this period due to the railway crossing from north of the turnpike road to the south – the length of the bridge being minimised because of this bend resulting in a far less outlay.

### The Opening

Having been delayed from the previous Autumn, the new railway opened on 18<sup>th</sup> June 1839 with a run from Mile End to Romford. There were lengthy accounts of the event in the following days newspapers including this in the *Chelmsford Chronicle*:

*"At Ilford, where the arrival of the procession was announced by the discharge of cannon, the banks were lined, a large number of ladies being here assembled, and the trains halted for a minute, but the party did not alight, as the station is not yet completed. It is situated near the Red Lion, and appears on a similar plan and construction to that at Stratford."*<sup>20</sup>

The train consisted of about 14 or 15 carriages of first, second and third-class; each holding about 25 persons. The party comprised the Board of Directors, several MPs and, rather bizarrely, the Persian Ambassador who apparently cut a dashing figure but was too late to be on the first train, the Company's Engineer being summoned to put on a train with an engine and two coaches to follow on behind.



Eastern Counties Railway coach c.1850 – Photo by Dr Francis Young. Used by permission

<sup>17</sup> E.R.O. ref. D/DSa 1329/12

<sup>18</sup> 'The Ilford House Academy Revisited' in *IHS Newsletter 136 (August 2021)*. The second sale of the Ilford and Roding Houses a year later does not appear to be related to the Eastern Counties Railway Company.

<sup>19</sup> E.R.O. reference Q/RHi 5/5

<sup>20</sup> *Chelmsford Chronicle* 21 June 1839

The same issue carried an advert for the new railway indicating that the passenger service would begin almost immediately.

### **Impact of the new Railway**

For reasons of space, I am not going to go into the knock-on impact of the introduction of the railways in general on stage-coaches, and on the turnpike road system – both of which had died out before the end of the century.

Then as now, the introduction of a railway line led to winners and losers. For the landowners it may have been an inconvenience that their land was cut into two but these were overcome with crossings of one kind or another.

For some of the residents of Ilford it was far more serious - their very homes and businesses were demolished and alternative lodgings had to be found. For the village of Ilford itself, it was transformative over the long term although changes were perhaps not seen immediately.

I will conclude with the poignant tale of Joseph Perkins, a nurseryman and seedsman, who owned and occupied the Ilford Nursery east of the centre of Ilford. Mr Perkins had, by the account before the Ilford Petty Sessions, occupied and carried on his trade in the same spot for more than fifty years, and his land had a long frontage including a seeds shop along the turnpike road.<sup>21</sup> Now, if I explain where this was, you will appreciate Mr Perkins' plight. The Ilford Nursery was at the point where, if you turned left from the High Road, you would find yourself in Cameron Road – exactly the spot where Seven Kings railway station is now. The planned line of the railway was to go from north of the turnpike road, to south of it just at that point. What this new railway line did was take away the entire frontage of Mr Perkins nursery on the turnpike road. He did receive compensation but it is clear from a later attempt to claim against the ECR that he was no longer running the nursery.<sup>22</sup> Joseph Perkins died at the age of 87 in November 1845, and his nursery was then taken over by the Goslin family – hence Goslin's Lane or Gosling Lane, later to become Cameron Road.<sup>23</sup>

**With grateful thanks** to Martin Fairhurst for the loan of material relating to railways in the area.

© *Dr Colin Runeckles, 7 March 2022*

### **The Pedley Family**

The Pedley Family mausoleum in the City of London Cemetery records many members of the family but is hard to decipher. I can just make out that a Joshua Pedley of Forest Gate died 19 November 1860, leaving a widow Ann.

On the Barking Tithe award Joshua Pedley is shown owning approx. 42½ acres at Little Heath and another 16¼ acres at Barking; George Pedley is shown owning approx. 49 acres at Barkingside and Samuel Pedley is shown owning 166½ acres at Chadwell Heath and extensive property in Ilford Town. A total of 259 acres was owned by the family in Ilford, plus 16¼ acres in Barking. *Georgina Green, 11 March 2022*



<sup>21</sup> *Chelmsford Chronicle* June 1839

<sup>22</sup> *Essex Herald* 11 May 1841

<sup>23</sup> Notice of Perkins' death in *Essex Herald*, 11 November 1845. Note that Goslin is sometimes Gosling.

## IHS Programme for Spring 2022

Our regular monthly meetings will be held in Studio 2, 1st floor, Ilford Central Library, Clements Road, Ilford IG1 1EA on the second Monday of each month, September – May.

Masks will be optional and we will provide hand sanitizer for those who want to use it.

Free refreshments will be served from 7pm and our talks start at 7.30pm; we finish by 9.00pm.

Visitors are welcome, £3 per meeting. There are often walks for members in the summer.

Membership of the society is £10 per household payable from September and £3 for

visitors. This includes 3 newsletters available at our meetings, or by email on request.

**If there is a return of Covid restrictions our talks will be available via Zoom.**

**Please check our website: <http://ilfordhistoricalsociety.weebly.com/> for updates.**

### **9 May 2022 *Loughton Air Park- Abridge Aerodrome***

by Alan Simpson, Ilford HS Committee member

### **6 June 2022 *The Way We Were 1952-2022***

by Janet Seward, Secretary of Ilford HS

### **Summer Walks**

Our President, Jef Page, is planning four walks during the summer, two local (in Barkingside and Ilford) and two in London (featuring Charles Dickens and Oscar Wilde).

Please see the website for details

**Our Autumn season** starts on

**12 September 2022 *Redbridge Village***. A Ramble Through Farms, Time & Change: an area bounded by the Roding, Eastern & Woodford Avenues.

by Jef Page, President of Ilford HS.

### **Ilford Hospital Chapel**

The Friends of the Hospital Chapel are planning to resume their programme of events at the Chapel. As we no longer meet in this marvellous building, you might like to go along to admire it again and give them your support.

Spring Fayre

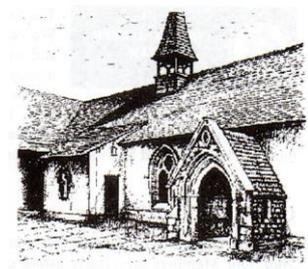
Saturday 14<sup>th</sup> May

Open House

Saturday 9<sup>th</sup> July

London Open House

Saturday 10<sup>th</sup> & Sunday 11<sup>th</sup> September



The next newsletter will be available at our April meeting.



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